



# Community Design Guidelines



January 1998  
Updated May 2007  
Bureau of Planning  
Portland, Oregon





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# Community Design Guidelines

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The Community Design Guidelines were approved by the  
Portland City Council on September 10, 1997  
as part of the Community Planning Follow-Up Proposals.  
They became effective on November 1, 1997.  
Information on amendments is located in Appendix B.



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# Acknowledgments

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### **Editorial Assistance**

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Denis Lachman, City Planner  
Ruth Selid, City Planner

## **Special Acknowledgment**

R. Peter Wilcox, AIA, Project Director,  
*The 10 Essentials for North/Northeast Portland and  
Building Blocks for Outer Southeast Neighborhoods*  
by Portland Community Design

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# Design Review in Portland

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# Design Review in Portland



**I**n Portland, there are special areas and individual buildings that are important to the City's character. To ensure that new development and alterations contribute to the integrity of these areas, the city requires design review, or for historic resources, historic design review.

**Design review provides an opportunity for public evaluation** of new construction and exterior changes to buildings and sites. Design review evaluates architectural compatibility, building placement, and massing of new construction and exterior changes. Building materials, landscaping, and location of parking areas may also be reviewed.

**Design review ensures that:**

- Special historical, cultural, and architectural features of a site or area are protected and enhanced;
- New development and changes enhance the surrounding area; and
- New development enhances the environment for pedestrians.

**Design review is an important tool for meeting Portland's Urban Design Goal**, which is part of the Comprehensive Plan. It also may be used to implement goals of community, neighborhood, and area plans. For example, design review can help ensure that increased development in established areas is compatible with and enhances the surrounding neighborhood.

## How Design Review Works

The special design areas are **designated** with the Design Overlay Zone or as Historic and Conservation Districts. Individual Historic and Conservation Landmarks also carry special designations. All of these are shown on the City’s Zoning Maps. Portland’s Zoning Code specifies which developments and changes need to go through design review or historic design review.

**Land Use Reviews.** In these special design areas, **some of the review is done through a Land Use Review**—either Design Review or Historic Design Review. A Land Use Review evaluates a proposal against Design Guidelines. Design Guidelines are discretionary; they require the use of judgment. Depending on the scale of the proposal, a hearing may be held only if requested, or may be required. Even if no hearing is held, the process takes several weeks. This process allows flexibility, while ensuring compatibility.

**Most areas outside the Central City use the Community Design Guidelines. Some areas have their own guidelines,** such as the King’s Hill Historic District and the Terwilliger Design District. The section titled “Projects That Will Use the Community Design Guidelines as Approval Criteria,” below, summarizes which proposals use the Community Design Guidelines. This information is also available from the Development Services Center.

**Another option is available for some proposals.** If a proposal meets certain criteria, the applicant may choose to either go through the Land Use Review, or to meet the objective Community Design Standards. These standards are in Chapter 33.218 of Portland’s Zoning Code. Objective standards are non-discretionary: they do not require judgment, and are quantifiable. While meeting objective standards limits flexibility, it provides certainty to applicants, and is a faster process: compliance with the standards is checked as part of the building permit process, also called the **Plan Check** process.

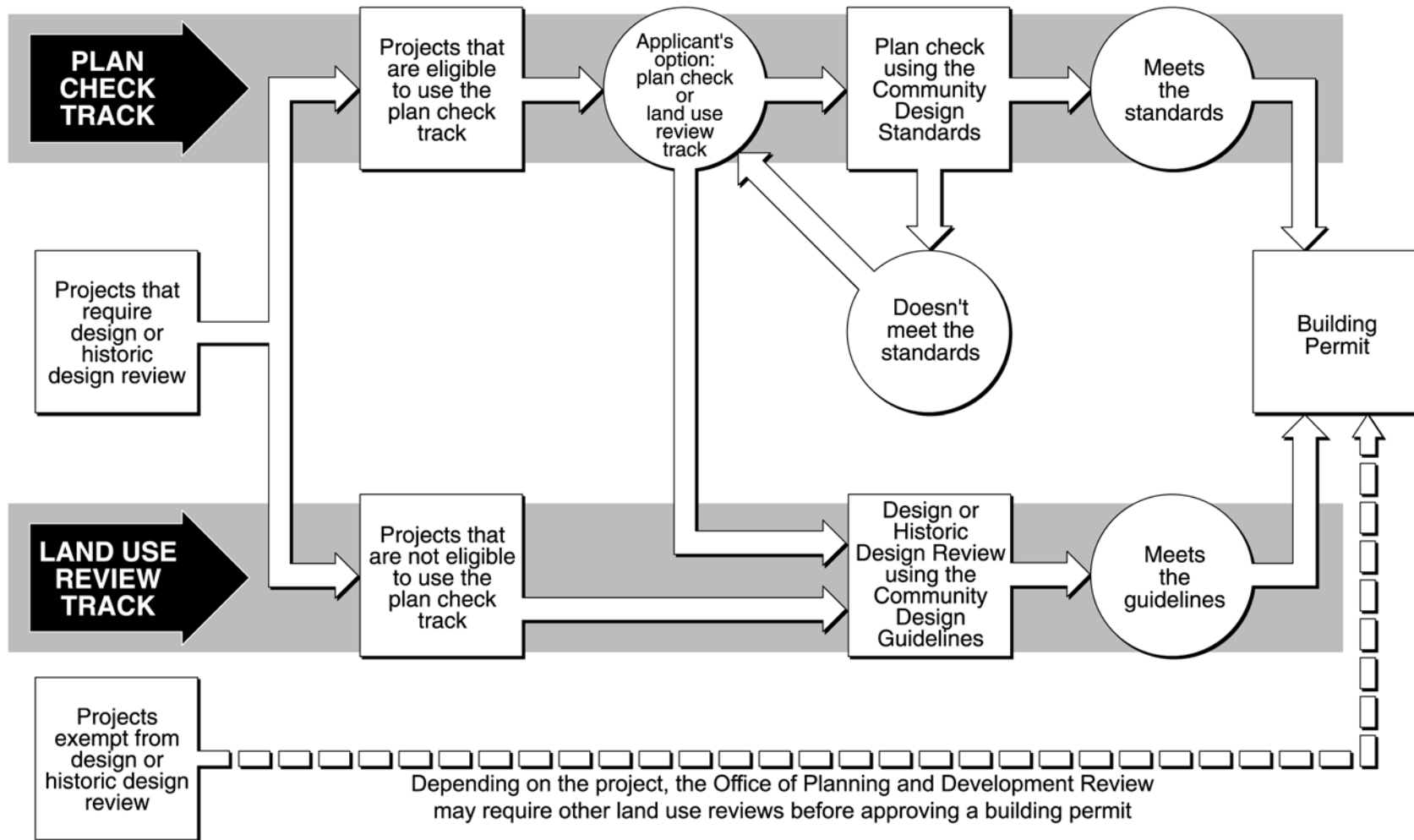
**This Two-Track System—where the applicant may choose between a Land Use Review or meeting standards through the Plan Check process**—is available in most areas of Portland outside the Central City plan district. Proposals that do not meet the Community Design Standards—or where the applicant prefers more flexibility—must go through the Land Use Review process.

**Not all proposals are eligible to use the Two-Track System.** Some projects are too large or complex to be reviewed using objective standards; others affect sites or areas with too much historic significance. These projects must use the Land Use Review track, and may not use the Plan Check track. Portland’s Zoning Code specifies which projects are eligible to use the Two-Track System. **Figure 1**, on the following page, describes the Two-Track System.



Figure 1:

**THE TWO-TRACK SYSTEM OF DESIGN AND HISTORIC DESIGN REVIEW**



**Some proposals need to go through an additional step before applying** for either Design Review or a Plan Check using the Community Design Standards. **The neighborhood contact requirement** is for larger projects in certain areas of the city. It is intended to foster discussion between developers and neighbors about the design compatibility of these projects with the neighborhood character. The developer must contact the neighborhood association and offer to meet with them. See Appendix C for an example of this letter. Information on which proposals must go through this step, and the details of the requirement, are available from the Development Services Center, and are in the Zoning Code.

**You can visit the Development Services Center on the first floor at 1900 SW Fourth Avenue, or call 503-823-7526.**

### **If the Plan Check Track is Used:**

**The proposal is reviewed** by planners in the Development Services Center as part of an application for a building permit. Some additional information must be included on the plans; this additional information is specified in the Zoning Code.

**The review process** is the same as for a building permit. More information on the process and requirements is available from the Development Services Center.

### **If the Land Use Review Track is Used:**

**Design review is conducted by** the planners on the Design Team of the Office of Planning and Development Review and the Portland Design Commission. **Historic design review is conducted by** the planners on the Design Team and the Portland Historic Landmarks Commission. Both Commissions are volunteer boards, and include members with expertise in design and, for the Landmarks Commission, historic preservation.

**The review process** varies with the type of proposal, the size of the project, and the location. Neighbors will be notified, and a hearing may be required, or, in most cases, may be held only if requested. Information on what type of review process is used for each proposal is available from the Development Services Center, and is in the Zoning Code.

## How Design Guidelines are Used

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

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

**While the design guidelines are qualitative, they are still mandatory approval criteria, and must be met.** The guidelines provide flexibility to designers, but they are requirements. Applicants are responsible for explaining, in their application, how their design meets each of the guidelines.

During the design review process, the review body must find that the proposal meets each design guideline. Proposals that meet all the guidelines will be approved; proposals that do not meet all of the guidelines will not be approved. If the review body approves the proposed design, they may add conditions to their approval; these conditions require modifications to ensure the proposal's compliance with the guidelines. Generally, the review body would rather that applicants revise their designs to address deficiencies rather than have the City impose a specific solution through conditions.

### **Waiver of Design Guidelines**

In some cases, a design guideline may be waived. If the design guidelines document includes design goals for the area, a guideline may be waived as part of the design review process where the proposed design meets the design goals for the area better than would a project that complied with the guideline. If a waiver is requested, the application for design review must explain how the design goals are met. More information on waivers is available from the Development Services Center.

### **Applicability of Community Design Guidelines**

The chart on page 12 shows which Community Design Guidelines apply to different types of projects. An applicant need only address those guidelines that are identified as applicable on this chart.

## Projects That Will Use the Community Design Guidelines as Approval Criteria

**In the Design Overlay Zone.** The Community Design Guidelines are used for design review in design zones for sites that are outside the Central City plan district, do not have their own, specific design guidelines (such as the Terwilliger Parkway Design Guidelines) and are not subject to historic design review.

**In Conservation Districts.** The Community Design Guidelines are used for historic design review for sites that are:

- In Conservation Districts outside the Central City plan district that do not have their own, specific design guidelines;
- In the Russell Street Conservation District.

**In Historic Districts.** The Community Design Guidelines are used for historic design review in the Alphabet Historic District. All of the Community Design Guidelines, including the Historic Alphabet District Community Design Guidelines Addendum, are used for sites in the portion of the Alphabet Historic District that is outside the Central City plan district. The only portion of the Community Design Guidelines that is used in the portion of the Alphabet Historic District that is also in the Central City plan district is the Addendum.

The Development Services Center has more information about which guidelines are used for proposals, including those that do not use the Community Design Guidelines.

# The Community Design Guidelines

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# The Community Design Guidelines



## Structure of the Guidelines

The Community Design Guidelines are grouped into three categories; Portland Personality, Pedestrian Emphasis and Project Design.

Each guideline is accompanied by:

- Background information, which explains the intent of the guideline; and
- Some examples of ways the guideline may be accomplished. These examples are provided to stimulate the search for a good design, and are not recommended solutions. The examples may also include illustrations of different building types, locations and scales.

Not all projects must meet all the guidelines. The chart on the next page, Community Design Guidelines Applicability Chart, identifies which guidelines are applicable to different project types.

## Portland Personality Guidelines:

- P1: Community Plan Area Character
- P2: Historic and Conservation Districts
- P3: Gateways

## Pedestrian Emphasis Guidelines:

- E1: Pedestrian Networks
- E2: Stopping Places
- E3: The Sidewalk Level of Buildings
- E4: Corners that Build  
Active Intersections
- E5: Light, Wind and Rain

## Project Design Guidelines:

- D1: Outdoor Areas
- D2: Main Entrances
- D3: Landscape Features
- D4: Parking Areas and Garages
- D5: Crime Prevention
- D6: Architectural Integrity
- D7: Blending into the Neighborhood
- D8: Interest, Quality and Composition

Figure 2:

### Community Design Guidelines Applicability Chart

DESIGN GUIDELINES	PROJECT TYPES Mixed Use, Commercial, Industrial, Institutional	Multi-Dwelling	New Single and Attached Dwelling	Residential Exterior Alterations; Single and Attached	Open Space	Signs and Awnings	Storefront Remodel	Alternative Design Density Proposal
<b>PORTLAND PERSONALITY</b>								
Community Plan Area Character	❖	❖	❖	❖	❖	❖	❖	❖
Historic and Conservation Districts	❖	❖	❖	❖	❖	❖	❖	❖
Gateways	❖	❖			❖			
<b>PEDESTRIAN EMPHASIS</b>								
The Pedestrian Network	❖	❖			❖			
Stopping Places	❖	❖						
The Sidewalk-Level of Building	❖	❖					❖	
Corners that Build Active Intersections	❖	❖					❖	
Light, Wind, Rain	❖	❖					❖	
<b>PROJECT DESIGN</b>								
Outdoor Areas	❖	❖	❖		❖			❖
Main Entrances	❖	❖	❖		❖		❖	❖
Landscape Features	❖	❖	❖		❖			❖
Parking Areas and Garages	❖	❖	❖		❖			❖
Crime Prevention	❖	❖	❖		❖			❖
Architectural Integrity	❖	❖	❖	❖	❖	❖	❖	❖
Blending into the Neighborhood	❖	❖	❖	❖	❖	❖	❖	❖
Interest, Quality and Composition	❖	❖	❖	❖	❖	❖	❖	❖



# Portland Personality Guidelines

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**These guidelines establish the urban design framework.**

The Portland Personality guidelines recognize the unique characteristics and urban design goals of different parts of the city, and encourage new development

that enhances these characteristics and supports these goals. There are special guidelines for the three areas with adopted community plans. Other guidelines address historic and conservation districts, and gateways.



# Plan Area Character



See Appendices for *Desired Characteristics and Traditions* within the Northwest District Plan Area, the St. Johns/Lombard Plan Area and the 122nd Avenue Station Area.

## Background

Plan areas outside of the Central City which have areas with the design overlay include the **Albina, Outer Southeast, and Southwest Community Plan areas**, the **Hollywood and Sandy Plan Area**, the **Northwest District Plan Area**, the **Gateway Regional Center**, the **St. Johns/Lombard Plan Area** and the **122<sup>nd</sup> Avenue Station Area**. Each of these areas has distinct historic, cultural, and geographic characteristics that should be taken into consideration when developing in the area. New development blends into established areas by reflecting the architectural features and site design of the surrounding buildings and responding to views, topography, and nearby amenities such as parks, schools, and community centers.

*This guideline may be accomplished in the Albina Community Plan Area by:*

**A.** Respecting the pattern of small corner churches that exist in Albina. Albina was the home to many turn-of-the-century immigrants who built churches in their neighborhoods.



## Guideline P1:

*Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.*

*This guideline may be accomplished in the Albina Community Plan Area by:*

**B.** Respecting the few remaining buildings that have association with Albina's African-American community. This is the Northeast YWCA founded by African-American women.



**C.** Taking advantage of views to downtown, rivers, hills, local parks and the surrounding mountains. This is Peninsula Park, Portland's first rose garden.



*This guideline may be accomplished in the Albina Community Plan Area by:*

**D.** Protecting Albina's heritage as home to early industrial workers. These are worker cottages in the King Neighborhood.



**E.** Protecting and planting trees in the public right-of-way. These trees are part of a linear landscaped median on Ainsworth Street.



*This guideline may be accomplished in the Albina Community Plan Area by:*

**F.** Respecting the influence streetcars had on the characteristics of the early development of Albina. This building at the corner of Mississippi and Shaver is a pedestrian-oriented streetcar era commercial building.



**G.** Using architectural details that are found in the surrounding buildings. This house has many details common in Albina: porch with large columns, cast stone foundation, and decorative brackets.



*This guideline may be accomplished in the Albina Community Plan Area by:*

**H.** Using Albina's historic apartment buildings as prototypes for new multi-dwelling buildings. These apartments in Irvington share a common main entrance. Albina also has many courtyard apartments.



*This guideline may be accomplished in the Outer Southeast Community Plan Area by:*

**A.** Enhancing character and interest through the use of architectural details found in surrounding buildings. Outer Southeast is a mixture of housing styles ranging from farm houses and bungalows to more recent ranch style infill housing. In many areas it is common to see small dormers and bay windows like these.



**B.** Continuing the alignment of the roof ridge parallel to the street in areas, such as this, where it is the predominant roof form.





*This guideline may be accomplished in the Outer Southeast Community Plan Area by:*

**C.** Protecting and enhancing views to buttes, water bodies, and surrounding mountains. Mt. Tabor can be seen at the intersection of S.E. 122nd and Division.



**D.** Respecting the influence streetcars had on the early development in Outer Southeast. These pedestrian-oriented commercial buildings were built when streetcars ran along S.E. Foster Road.



*This guideline may be accomplished in the Outer Southeast Community Plan Area by:*

**E.** Designing new development to be more pedestrian-oriented. The renovation of the Standard Appliance building on S.E. 82nd Avenue has a prominent main entrance with connections to the sidewalk and a surrounding arcade that protects and directs pedestrians to the main entrance.



**F.** Protecting and planting trees in the public right-of-way. These mature street trees are located off S.E. 82nd Avenue.



*This guideline may be accomplished in the Outer Southeast Community Plan Area by:*

**G.** Protecting and planting groupings of Douglas Fir and other conifers and tall trees to help preserve the memory of the forest and enhance this special characteristic of Outer Southeast. This grouping of firs can be seen from the distance and gives interest and depth to the landscape.



**H.** Preserving and planting large trees to visually break up and screen large parking lots. Trees soften and add interest to the parking lot at Portland Community College Southeast Center on S.E. 82nd Avenue.



*This guideline may be accomplished in the Southwest Community Plan Area by:*

**A.** Respecting the topography of the hills and ravines of Southwest. This pedestrian path follows the steep contours of the land and provides useful pedestrian connections through the neighborhood.



**B.** Continuing the informal, largely native vegetation that is essential to the structural integrity of the hills and ravines. This picture shows how manicured landscaped yards can successfully transition into native vegetation.



**C.** Keeping streams above ground and not in culverts. It is critical to the viability of the stream corridors to preserve the surrounding vegetation.



*This guideline may be accomplished in the Southwest Community Plan Area by:*

**D.** Considering how rooftops will look from above and minimizing the impact new development will have on the views of existing properties. The design of this infill house preserved the view from the top floor of the neighboring house.

**E.** Taking advantage of views to downtown, water bodies, and the surrounding mountains.



*This guideline may be accomplished in the Southwest Community Plan Area by:*

**F.** Connecting buildings to the ground on sloping sites sensitively with consideration of neighboring buildings, solar access, and environmental impacts. This building is designed to fit this sloping site without great impact on the neighboring properties.



**G.** Enhancing character and interest through the use of architectural details found in surrounding buildings. Southwest is a mixture of housing styles ranging from older farm houses and bungalows to more recent post-World War II housing. These new rowhouses in Multnomah incorporate elements common in surrounding houses: covered entries, horizontal siding, and vertical windows.



**H.** Enhancing the desired character of commercial areas. In Multnomah Village, new development should respect the historic characteristics of the buildings.

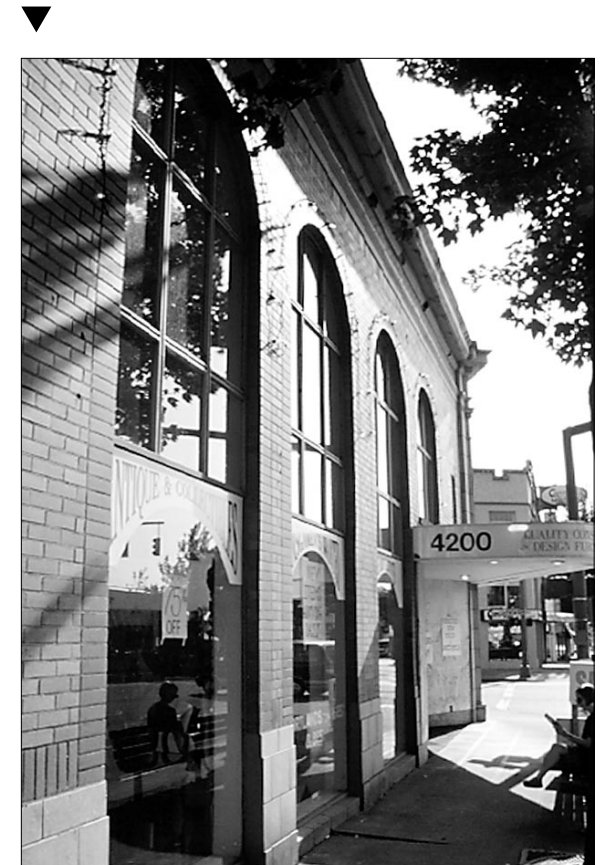


*This guideline may be accomplished in the Hollywood and Sandy Plan Area by:*

**A.** Promoting the *Hollywood and Sandy Plan's* vision for a bright lights area along Sandy Boulevard from NE 39th to 43rd Avenues. Property owners are encouraged to provide storefront facades that create a well-lit and festive pedestrian environment. This can be done by providing large transparent glazed areas, or lighted display windows at

ground level—beyond the requirements of the base zone standards—to allow internal light to illuminate the sidewalks. Providing accent lighting or decorative wall mounted lighting that highlights the architectural features of buildings and/or building profiles also improves the pedestrian environment. The Oregon State Bank Building at 4200 NE Sandy

Boulevard has large glazed arched windows with a row of lights highlighting them. Refer to the Appendix G in the *Hollywood and Sandy Plan* for more examples of accent lighting techniques.





*This guideline may be accomplished in the Hollywood and Sandy Plan Area by:*

**B.** Ensuring that structures along the Enhanced Pedestrian Streets (Sandy Boulevard between NE 37th and 47th Avenues, and NE 42nd Avenue from the Hollywood Transit Center to Tillamook Street) contribute to the desired character envisioned in the *Hollywood and Sandy Plan*. This can be done through use of architectural details and materials found in surrounding buildings. Hollywood has buildings with a mix of architectural styles ranging from the streetcar era commercial building to art deco and Mediterranean styles. Common architectural details include distinct cornices, pilasters, arched (segmented or rounded) window heads, arched entryways, distinct belt courses, low-pitched hipped or gable roofs, and modest parapet walls. The predominant materials used in the area include concrete, stucco or stucco-like siding, brick exterior with decorative brick tiles and brickwork. Most streetcar era buildings

are designed to orient entrances and fronts to Sandy Boulevard. An example of a building that orients its retail base, with large window openings and transparent glazing, and front entrances facing Sandy Boulevard is the Cascade Music-Kelley Building (4160 NE Sandy Boulevard).



**C.** Respecting the character of the Hollywood Theatre and emphasizing it as a neighborhood focal point. The Hollywood Theatre, a National Historic Landmark, is the centerpiece of the neighborhood and new development should respect its history and architectural character.





*This guideline may be accomplished in the Northwest District Plan by:*

**A.** Continuing the area’s established pattern of partial block building massing. Street frontages of large projects should be divided into building volumes or distinct wall planes that are no wider than 50 to 100 feet, through means such as: separate structures, courtyards, set-back variation, vertical projections, or recessed areas.



**B.** Integrating large retail into the district’s fine-grain mix and pattern of uses by including spaces suitable for small tenants on project street frontages or by incorporating a mix of uses, such as upper-floor residences.



**C.** Maintaining and re-establishing the area’s historic street grid. Where superblocks exist, locate public and/or private rights-of-way, connections, and open space in a manner that reflects the historic block pattern.



*This guideline may be accomplished in the Northwest District Plan by:*

**D.** Orienting the primary entrances, lobbies, and activity areas of multi-block developments and campuses to the surrounding neighborhood, instead of to interior streets.



**E.** Along main streets and the streetcar alignment, incorporating design elements that contribute to a vibrant and pedestrian-oriented streetscape. Development along these streets should include elements such as: large storefront windows, awnings, outdoor space for dining and other activities, and building frontage and setbacks seamlessly integrated with the public realm.



*This guideline may be accomplished in the Northwest District Plan by:*

**F.** Along streets where residential uses predominate, utilizing design elements that acknowledge established characteristics that serve to distinguish residential streets from the more intensely hard-scaped main streets and streetcar alignment. Design elements that characterize the residential side streets include: landscaped setbacks; courtyards; front windows placed to preserve residential privacy; and façade articulation created by elements such as porches and other entrance treatments, bay windows, balconies, and vertically-divided building volumes.



**G.** Respecting the historic industrial character of the Upshur Street Warehouse District (centered around NW Upshur and NW Thurman Streets, between NW 15th and NW 20th Avenues). This area is characterized by early twentieth-century masonry warehouse buildings, often featuring loading docks and canopies, and whose boxy massing is relieved by generous fenestration.



**H.** Preserving or adaptively reusing structures that are remnants of the historically working class Slabtown neighborhood, located in northern portions of the Northwest District.



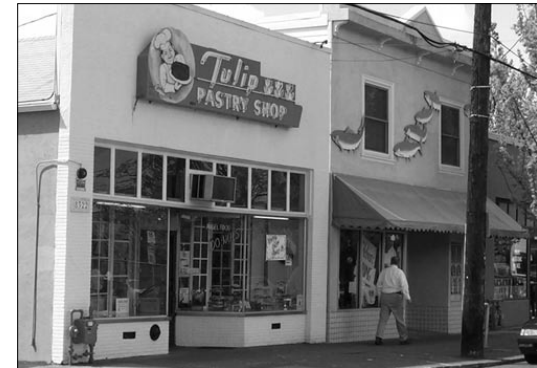
*This guideline may be accomplished in the St. Johns/Lombard Plan District by:*

**A.** In residential areas: Incorporating desired architectural and site development features to complement, rather than imitate, existing historic buildings. The houses pictured illustrate desired

architectural features. Desired site features include landscaped setbacks, concrete or stone retaining walls, and detached garages built into the slope at the property line.



**B.** Along commercial streets: Incorporating desired architectural and site development features to complement, rather than imitate, existing historic buildings. The existing storefronts illustrate some of the desired characteristics. Other desired site features include outdoor space for dining and other activities, and building frontage and setbacks integrated with the public realm.



*This guideline may be accomplished in the St. Johns/Lombard Plan District by:*

**C.** In residential areas: Dedicating a generous amount of site area to landscaping, and using species native to the area. Landscaping around this apartment building softens the impact of the blank façade. A Pacific Madrone tree within unimproved right-of-way, once a common tree along bluffs on the peninsula, adds visual interest and is an asset to the Hillside neighborhood.



**D.** Considering privacy when designing side and rear facades for residential buildings through use of textured glass, proper window location, and consideration of interface between adjacent development and proposed interior uses. Window area should not be reduced to gain privacy.

**E.** Incorporating into or adjacent to the right-of-way historical or artistic elements that add richness and meaning to the area.





*This guideline may be accomplished in the St. Johns/Lombard Plan District by:*

**F.** Maintaining and reestablishing the area's historic street grid. Where superblocks exist, locate public and/or private rights-of-way, connections, and open space in a manner that reflects the historic block pattern.



**G.** Respecting the historic industrial character and public assets of the Willamette riverfront. The area's prime industrial buildings incorporate durable exterior finishing materials such as metal and concrete. The boxy massing

of these structures may be relieved by generous fenestration in new construction and adaptive reuse situations.



*This guideline may be accomplished in the 122nd Avenue Station Area of the Outer Southeast Community Plan area by:*

- A.** Incorporating desired architectural and site design features, and using high-quality materials to create a series of quality and permanence in new development and additions to existing development.
- B.** Incorporating quality, durable materials in exterior display areas along street frontages, and differentiating exterior display areas from exterior storage and vehicle areas. Changes in elevation may be used to differentiate display areas in front of buildings and add interest.
- C.** Incorporating well-landscaped areas on sites that are in residential use, or in developments that use exterior display, exterior storage, parking, or vehicle areas.
- D.** Using species native to the area in landscaping themes and by preserving large Douglas Fir trees.
- E.** Enhancing exterior display areas with integrated landscape plantings and trees.
- F.** Incorporating stormwater management features in required landscape areas.
- G.** Considering the siting, design, and details of residential buildings: develop effective transitions and relationships between structures through window location and consideration of interface between adjacent development and proposed interior uses.
- H.** Improving connectivity in the area: locate buildings, public and/or private rights-of-way, and connections in a manner that reflects the adopted street plan for the area.

*The following photographs and illustrations provide examples of how particular desired site and building design features may be accomplished in the 122nd Avenue Station Area.*

### **Landscaping of Parking, Display and Storage Areas Adjacent to Streets**

The two photographs below show examples of perimeter landscaping adjacent to exterior display areas and parking. The example on the left features a large landscaped setback with large trees at frequent spacing. The example on the right features a dense planting scheme and a mix of ground covers, shrubs, and trees. This type of land-

scaping, in conjunction with a wider sidewalk featuring street trees, forms a green edge and sense of safety and enclosure for pedestrians.



Using landscaped and vegetated areas for on-site stormwater management is an efficient way to manage stormwater. It can often cost less to infiltrate stormwater into the ground rather than construct a piped system. The photograph below, and across the page, show examples of how stormwater management functions may be incorporated into small on-site landscaped areas near sidewalks and parking areas.





**On-Site Landscaping**

The two photographs below show examples of on-site landscaping that includes trees and also manages stormwater effectively. Simple techniques, such as a vegetated swale, can be



incorporated into a site's landscaping to manage stormwater. Trees are beneficial for both aesthetics and stormwater management, and also reduce the "heat island effect" of large paved areas.



### Display Area Design

The photograph below left shows an example of a scored concrete paving technique, ornamental structure, and landscaping that could be utilized in an exterior display area. The example below right shows how integrated display features such as a decorative pedestal and decorative fence create interest and a sense of protection for the pedestrian.



The photographs and diagram below and at right show examples of how exterior display areas in front of a building may be accomplished and how landscaping may be integrated into these areas. The examples also show how generous display windows in buildings can enhance the pedestrian environment and create interest.



The photos below show additional examples of how an exterior display area may be provided in front of a building. The top photo features a type of arcade. The bottom photo features an awning or canopy in front of the building.



**Pedestrian Realm**

The photos below show additional examples of how generous display windows in buildings can add interest and enhance the pedestrian environment for uses that may feature exterior display areas.

As shown in the photos below, commercial and mixed-use developments without exterior display and storage should be built near the sidewalk and should include pedestrian-oriented features such as awnings, seating areas, and generous ground floor windows.



**Main Entry**

These photos show examples of well-defined pedestrian entries. The image below shows how a building that is not located at a corner may orient an entrance to provide access from the sidewalk and parking areas. This ex-

ample would also work effectively in a corner location. The photo below shows a pedestrian-oriented entry into an auto dealership in a new building designed for multiple uses. In the lower right examples, signage and architectural elements help define the entry.



### Medium-Density Residential Development

These photographs all show use of durable materials such as wood or cement-fiber siding, decorative trim, and on-site landscaping that are appropriate for development in the residential zones. The example at left shows how



surface parking areas may be hidden from street view. The example below shows generous landscaped areas with building details that add character to the development. The example on bottom right shows use of quality materials such as wood, concrete, and glass in a more modern style structure.

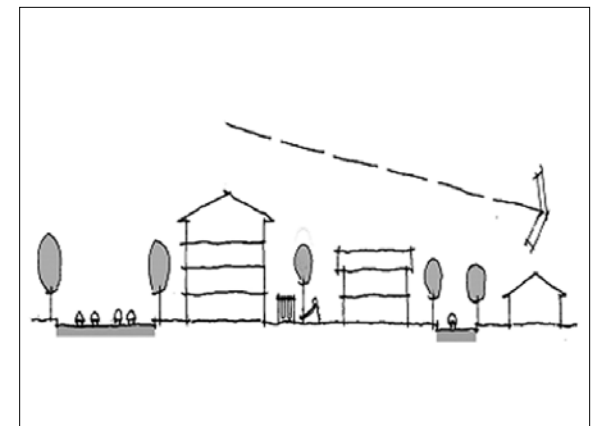


**High-Density Residential**

The photographs below show building mass, the use of durable materials such as metal, brick, and wood, and on-site parking solutions (tuck-under and podium) that are appropriate for development in the RH zone.

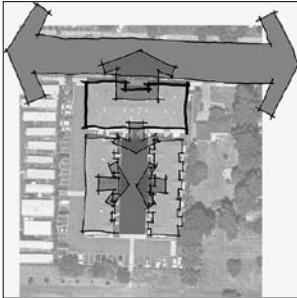


The diagram below shows transition from higher density to lower intensity and smaller buildings.



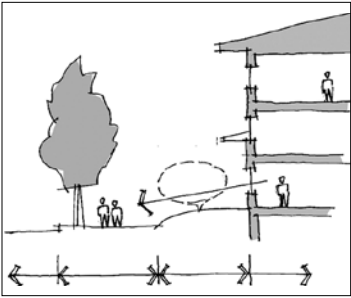
**On-site Open Areas**

Landscaping and open/green space is an important feature in residential development. The photo and diagram below show an approach to on-site open space. The buildings form a courtyard protecting the open space from traffic, which creates a safe open space for residents that is buffered from street noise.



**Residential Development on Busy Streets**

Livability is a key factor in multi-dwelling and mixed-use developments. The photo and diagram below show an example of how ground floor residential units may achieve a greater sense of privacy by elevating units above sidewalk grade, using landscaping, and by increasing the front yard building setback.





# Historic and Conservation Districts

## Background

Within the community planning areas there are two historic districts: Ladd's Addition and King's Hill, and eight conservation districts: Eliot, Irvington, Kenton, Lair Hill, Mississippi Avenue, Piedmont, Russell Street, and Woodlawn. These areas are recognized for their historical and cultural significance. New development in these areas should protect the integrity of individual historic resources and reinforce the historic character that defines the district. New development near districts should reinforce the historic character of the area.



### Guideline P2:

*Enhance the identity of historic and conservation districts by incorporating site and building design features that reinforce the area's historic significance. Near historic and conservation districts, use such features to reinforce and complement the historic areas.*

*This guideline may be accomplished in the Eliot Conservation District by:*

**A.** Incorporating architectural details of the surrounding historic buildings. These houses have many details common in Eliot: porches with large columns, decorative brackets, vertical windows, and roof dormers.



For more information, see Appendix C: Maps of Albina Community Conservation Districts, and Appendix D: Albina Community Conservation District Background Statements.

*This guideline may be accomplished in the Eliot Conservation District by:*

**B.** Taking advantage of views to points of interest in the district such as neighborhood churches. This is a view of Immaculate Heart Catholic Church, built in 1890, from Dawson Park.



**C.** Preserving small corner churches. Here is one of the collection of churches that reflect the different immigrant groups that settled in Eliot at the turn of the century.



*This guideline may be accomplished in the Eliot Conservation District by:*

**D.** Respecting the influence streetcars had on the characteristics of early commercial development in Eliot. This building was built along the Union Avenue (Martin Luther King, Jr. Blvd.) streetcar line and was originally a bank.



*This guideline may be accomplished in the Russell Street Conservation District by:*

**A.** Rehabilitating buildings with attention to restoring and enhancing historic features. As part of the recent renovation of the Mississippi Court Apartments, the courtyard was brought closer to its original design.



**B.** Continuing the pattern of building placement along the street. This perspective looking west down Russell Street shows how the buildings have very little setback from the sidewalk.



*This guideline may be accomplished in the Russell Street Conservation District by:*

**C.** Making exterior alterations that are compatible with the historic characteristics of existing buildings. The recent renovations to the McKay Brothers Block respected the integrity of the historic building.



**D.** Enhancing the district with new development that reflects the historic qualities of buildings in the district. The new Widmer Brewing Company building reinforces the historic characteristics of Russell Street by using red brick, having arched window openings, and being placed close to the street.



*This guideline may be accomplished in the Woodlawn Conservation District by:*

**A.** Rehabilitating buildings with attention to restoring and enhancing their historic features. Any exterior alterations to these commercial buildings at the heart of the Woodlawn District should strive to restore their architectural integrity.



**B.** Taking advantage of the views that result from the unique diagonal street pattern. This is a view looking across one of the diagonal streets to the Woodlawn commercial buildings.



*This guideline may be accomplished in the Woodlawn Conservation District by:*

**C.** Preserving buildings that have cultural significance such as schools and churches. The Woodlawn Methodist-Episcopalian Church, built in 1891, is a neighborhood landmark.



**D.** Incorporating architectural details of the surrounding buildings. This house has many details common in Woodlawn: porches with large columns, large vertical windows, and roof dormers.



*This guideline may be accomplished in the Irvington Conservation District by:*

**A.** Incorporating architectural details of the surrounding historic buildings. This new house has many details common in Irvington: decorative brackets, exposed rafters, porch with ornamental columns, multi-paned windows, and a roof dormer.



**B.** Ensuring that exterior alterations to historic buildings protect and enhance the significant historic features of the resource.





*This guideline may be accomplished in the Irvington Conservation District by:*

**C.** Protecting and planting trees in the public right-of-way. Irvington has many mature street trees that contribute to the historic character of the district.



**D.** Protecting landmark buildings in the district. Irvington has many large historic buildings, such as this house on 15th and Schuyler that, because of their size and grandeur, make a significant contribution to the historic character of the district.



*This guideline may be accomplished in the Piedmont Conservation District by:*

**A.** Ensuring that alterations to historic resources protect and enhance the significance historic features of the resource. Any changes in Peninsula Park must respect the integrity of the historic open space.



**B.** Incorporating architectural details of the surrounding historic buildings. This house has many details common in Piedmont: extra wide eaves, decorative brackets, cast stone foundations and railings, and a front porch with ornamental columns.



*This guideline may be accomplished in the Piedmont Conservation District by*

**C.** Continuing the historic pattern of street trees. Street trees were planted with the original development. Protect the mature trees and plant new street trees in places where the pattern is incomplete.



**D.** Respecting the influence streetcars had on the characteristics of early development in Piedmont. The Holman Garden Apartments were built along the Union Avenue (Martin Luther King, Jr. Blvd.) streetcar line. There was also a streetcar line along Killingsworth Street in the Piedmont District.



*This guideline may be accomplished in the Kenton Conservation District by:*

**A.** Protecting the integrity of resources that have association with the Swift Meat Packing Company and the company town of Kenton. The Kenton Hotel on Denver Avenue was built to serve Eastern Oregon ranchers bringing their cattle to the stockyards.



**B.** Incorporating cast stone in new development. In the Kenton District cast stone is used frequently in all types of buildings. This house on Denver Avenue illustrates the use of cast stone as an accent material.



*This guideline may be accomplished in the Kenton Conservation District by:*

**C.** Protecting the integrity of the stockyard workers' cottages. These are good examples of the houses the Swift Meat Packing Company built for their workers.



**D.** Protecting cultural or architectural resources built after the original period of development. The statue of Paul Bunyan at Interstate and Denver Avenue was erected as a signpost pointing towards the 1959 Oregon Centennial Exposition held in Delta Park.



*This guideline may be accomplished in the Mississippi Avenue Conservation District by:*

**A.** Respecting the characteristics of the historic buildings that were built along the Mississippi and Shaver streetcar lines. The new building on the corner complements the remaining streetcar-era commercial buildings by its placement close to the street and the use of red brick.



**B.** Ensuring that exterior alterations to historic buildings protect and enhance the significant historic features of the resource. Any changes to the John Palmer House must respect the integrity of the historic building.



*This guideline may be accomplished in the Mississippi Avenue Conservation District by:*

**C.** Incorporating architectural details of the surrounding buildings. The two new houses on the left blend into the neighborhood because they have front porches, horizontal siding, and vertical windows.



**D.** Preserving buildings that have cultural significance such as schools and churches. The Pilgrim Congregational Church on the corner of Missouri and Shaver is a neighborhood landmark.





*This guideline may be accomplished in the Lair Hill Conservation District by:*

**A.** Incorporating architectural details of the surrounding buildings. These houses have many details common in Lair Hill: decorative brackets and cornices, exposed rafters, front porch with ornamental columns, bay windows, and roof pitches between 6/12 and 12/12.



**B.** Respecting the size and scale of the historic development. Lair Hill's historic buildings are between one and two-and-one-half stories and are built on the original grid pattern that created buildings 50, 35 or 25 feet wide.





*This guideline may be accomplished in the Lair Hill Conservation District by:*

**C.** Using windows and exterior finish materials that blend with the historic buildings. Historic windows are generally wood sash with clear or stained glass and trim that is at least 5 1/2' wide and no pane of glass is larger than 30" wide by 84" high. Exterior finishes are generally horizontal wood siding, brick, or stucco.



**D.** Preserving significant nonresidential buildings. The Neighborhood house, built in 1910, is a neighborhood landmark. This building has a distinct cornice—a common feature of flat-roofed buildings in Lair Hill.





# Gateways



## Background

Throughout the city there are points of entry to distinct residential, commercial, and historic areas. These gateways can be welcoming, express community identity, and display civic pride. Gateways can be created through the placement of buildings, landscaping, arches, artwork, changes in topography or a combination of these elements. Many community and neighborhood plan vision or urban design maps identify where gateways are or should be developed.

*This guideline may be accomplished by:*

**A.** Using a gate across the street. The new Chinatown/Japantown gate is the city's most ornate and literal use of a gate to create entry into a special area.



### **Guideline P3:**

*Develop or strengthen the transitional role of gateways identified in adopted community and neighborhood plans.*

**B.** Placing a gateway over pedestrian paths. The Laurelhurst gates on both sides of the street create a special entry for people walking as well as those driving.



**C.** Using landscape features, such as planters, large trees, shrubs, flowers, retaining walls, and special paving materials. These large trees create a gateway into the neighborhood. (Amsterdam, Holland)



**D.** Placing art or sculpture in a manner that enhances the sense of entry and exit. This brick entry monument creates a sense of entry. (Boulder, Colorado)





# Pedestrian Emphasis Guidelines

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**These guidelines establish that Portland is a city for pedestrians as well as cars, transit, and bicycles.**

Creating a network of sidewalks and other paths for pedestrians helps to implement numerous city and regional goals that call for providing a pedestrian network and reducing reliance on the automobile. A pedestrian network also provides opportunities for interaction and activity, which results in a safer and more interesting place.

Stopping places along sidewalks and paths allow people to rest and socialize. The potential for interaction increases where intersections are unified spaces that encourage activities and buildings reinforce the street edge. The first level of a building has a great impact on the pedestrian environment: buildings should be designed to integrate with activities on the sidewalk level, provide architectural details of interest to the pedestrian, and protect the pedestrian from wind, rain, and the hot sun.





# The Pedestrian Network



## Background

The pedestrian network is the system of private and public ways that pedestrians use to move through the outdoor environment. These routes should take people efficiently and comfortably from one destination point to another. They should be safe from moving vehicles and enjoyable to walk along. The pedestrian paths should be designed to safely accommodate pedestrians, bicyclists, and motorists.

*This guideline may be accomplished by:*

**A.** Providing safe, attractive, and convenient pedestrian connections and transitions from sidewalks to building entrances.



## Guideline E1:

*Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.*

*This guideline may be accomplished by:*

**B.** *Constructing pedestrian paths in campus developments that connect open spaces with major building entrances and other destination points.*



**C.** Developing pedestrian connections in areas with constrained topography. It is particularly important to connect residential areas to commercial areas and transit service.



**D.** Providing space for the different activities that take place along sidewalks and walkways. There is plenty of room for outdoor dining and other activities to occur on this sidewalk.



*This guideline may be accomplished by:*

**E.** Using a variety of paving textures and patterns to separate motor vehicles, pedestrians, and bicycles. (Amsterdam, Holland)



**F.** Planting parking strips with shrubs and trees. This sidewalk is buffered from the street by plantings in the parking strip.



**G.** Placing landscape features and street furniture between pedestrians and moving vehicles.



*This guideline may be accomplished by:*

**H.** Installing bollards along pedestrian paths and streets to protect pedestrians from moving vehicles.



# Stopping Places

## Background

*A successful pedestrian network not only moves people through the outdoor environment but also provides places for pedestrians to stop along the path to rest and socialize. More interaction and activity on the streets results in interesting and safer places. Features along sidewalks, such as display windows, entry lobbies, kiosks, public art, and cafes, contribute to safe, attractive, and successful pedestrian environments.*



*This guideline may be accomplished by:*

**A.** Providing outdoor seating adjacent to restaurants and near takeout food places and sidewalk vendors. (Paris, France)



### **Guideline E2:**

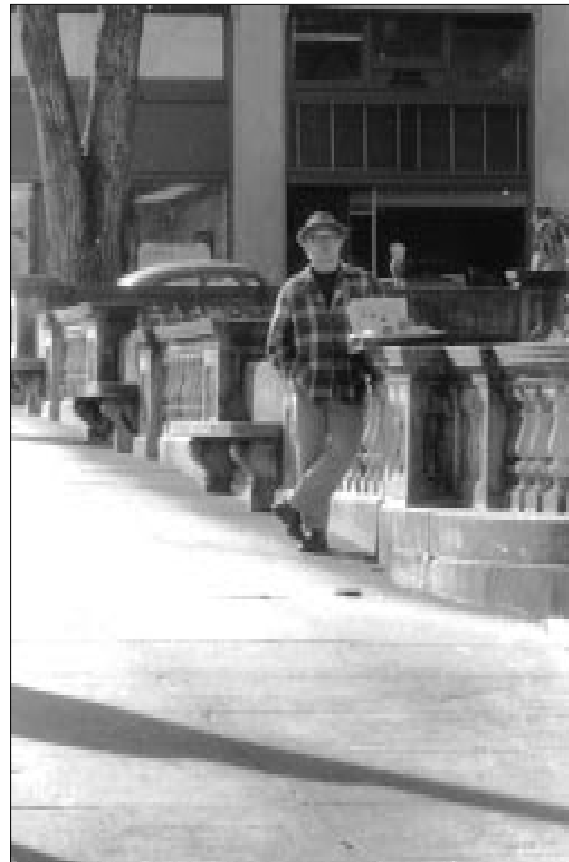
*New large scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet, and rest.*

*This guideline may be accomplished by:*

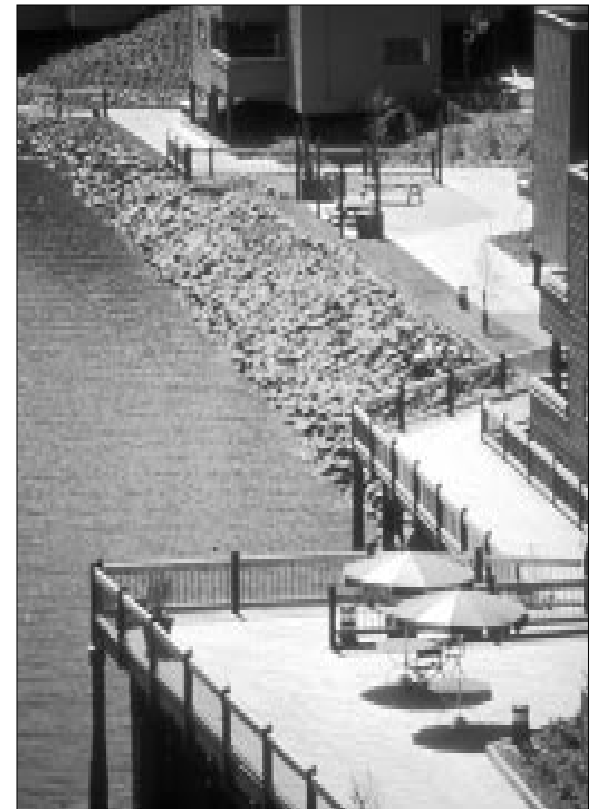
**B.** Incorporating seating opportunities in the design of planters located along pedestrian paths.



**C.** Incorporating seating opportunities in the design of planters and walls.



**D.** Providing informal seating opportunities along pedestrian paths. Along the riverfront walk of McCormick Pier Apartments, there are small areas of seating that provide views of the Willamette River.



*This guideline may be accomplished by:*

**E.** Providing benches that are durable and impart a sense of permanence. (Eugene, Oregon)



**F.** Providing seating near kiosks and other points of interest along pedestrian paths. (Boulder, Colorado)



**G.** Providing seating opportunities along pedestrian paths. (Boulder, Colorado)



*This guideline may be accomplished by:*

**H.** Providing informal seating in areas with topographical changes. These steps accommodate a grade change and provide seating with southern exposure along a busy pedestrian route. (Washington, D.C.)





# The Sidewalk Level of Buildings

## Background

The design of buildings and their relationship to pedestrian space is key to achieving a successful pedestrian network. The sidewalk level of a building is the one most directly experienced by pedestrians. Consequently, the building should be designed to enhance this experience by incorporating windows, interesting details, and other architectural elements. Building walls, columns, and trees can be used to create a sense of enclosure. Awnings over entrances and windows define the space and make it more intimate and inviting.

*This guideline may be accomplished by:*

**A.** Differentiating between the building facade at the sidewalk level and the floors above in nonresidential and mixed-use developments. This acknowledges the varying uses in a building and allows treatment of the ground floor that is more scaled to pedestrians.



## Guideline E3:

*Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building design features, creating effective gathering places, and differentiating street level facades.*

*This guideline may be accomplished by:*

**B.** Incorporating interesting details in residential buildings. These attached houses with porches and large street-facing windows contribute to the activity of the street. (Lake Oswego, Oregon)



**C.** Placing building walls, columns, and trees to create a sense of enclosure within the pedestrian path. This commercial area also has porches and balconies adjacent to the sidewalk.



*This guideline may be accomplished by:*

**D.** Locating active indoor uses in areas with ground floor windows adjacent to sidewalks and public places. Provide awnings at building entrances and over sidewalks adjacent to storefront windows.



**E.** Placing display windows along pedestrian paths. These large display windows invite pedestrians to window shop as the walk along this street. (Paris, France)

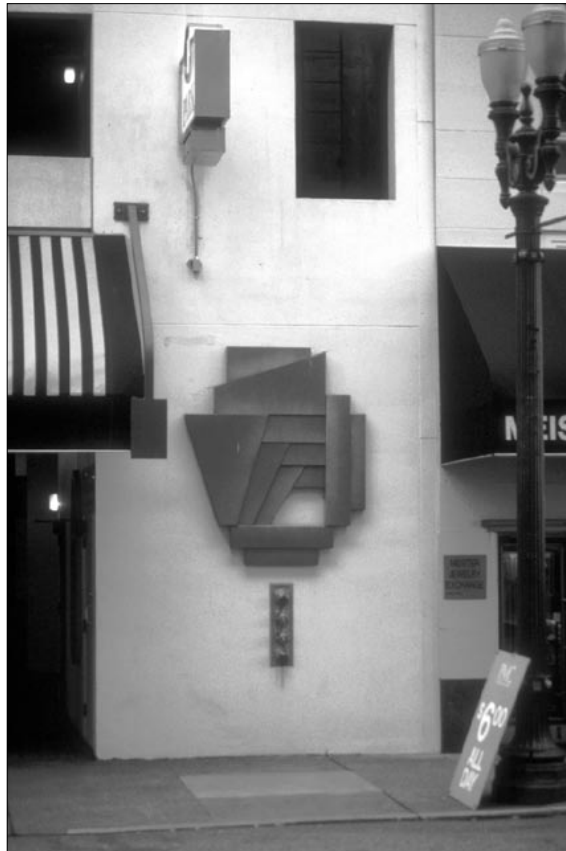


*This guideline may be accomplished by:*

**F.** Incorporating interesting displays that are visible from the pedestrian path. These fruit and vegetable stands add interest to the sidewalk.



**G.** Incorporating interesting building details and art features on the sidewalk level of buildings. This metal sculpture is visible from the adjacent pedestrian path.



# Corners That Build Active Intersections



## Background

Pedestrian paths cross at intersections where options for travel routes increase and views open down the streets. The design of the intersection, the orientation and placement of buildings, and the treatment of building corners can strengthen an intersection and contain and support increased activity. Sidewalk and street treatments, as well as street furnishings, also contribute to the success of the space.

*This guideline may be accomplished by:*

**A.** Providing access to the interior of the building at the corner.



## Guideline E4:

*Create intersections that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas and entrances.*

*This guideline may be accomplished by:*

**B.** Reinforcing the intersection by placing the highest or most interesting portion of the building near the corner.



**C.** Locating parking to the side or rear of the site and bring the building up to the corner. Parking lots on corners weaken the structure of the intersection.

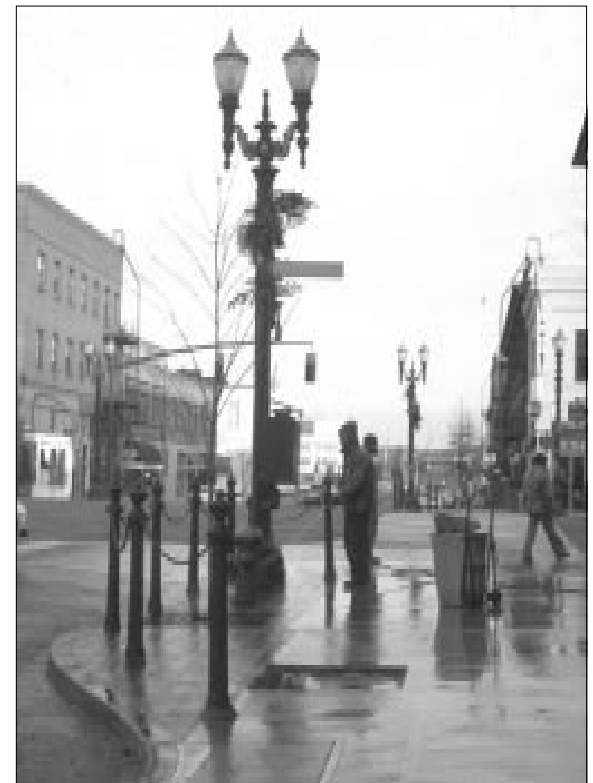


*This guideline may be accomplished by:*

**D.** Connecting the corners of an intersection with special paving material. (Boulder, Colorado)



**E.** Extending curbs to shorten the distance across the street and create a larger sidewalk area.



*This guideline may be accomplished by:*

**F.** Creating spaces that promote sidewalk activities, such as small corner plazas oriented to receive maximum sunlight with places to sit and room for kiosks and street vendors. (Pasadena, California)



**G.** Providing seating, newspaper stands, and other amenities near the corner.





# Light, Wind, and Rain



## Background

Successful pedestrian networks should reduce the adverse effects of the sun, shadow, glare, reflections, wind, and rain. Pedestrians will more likely use and be comfortable in public spaces where they can be protected from these elements.

*This guideline may be accomplished by:*

**A.** Providing weather protection for pedestrians at building entrances and over pedestrian paths such as arcades, awnings, canopies, porches, and overhangs.



## Guideline E5:

*Enhance the comfort of pedestrians by locating and designing buildings and outdoor areas to control the adverse effects of sun, shadow, glare, reflection, wind, and rain.*

*This guideline may be accomplished by:*

**B.** Planting large trees along and near pedestrian paths to provide shade and reduce wind and rain. (Vancouver, British Columbia)



*This guideline may be accomplished by:*

**C.** Using exterior materials that prevent glare. These painted storage tanks eliminate the glare associated with large metal tanks.



**D.** Designing paths that protect pedestrians while still allowing light to reach covered areas. The covered pedestrian paths in the Gateway Mall are light and spacious.





# Project Design Guidelines

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**These guidelines assure that each development is sensitive to both the area's urban design framework and the users of the city.**

The entire site should be well-designed: the placement of buildings, outdoor areas and landscape features, main entrances, parking, and walkways should create a

functional and aesthetically pleasing environment that provides for efficient, safe, and pleasant movement of pedestrians, bicyclists, and motorists. The guidelines of this section encourage quality development that functions well and enhances the surrounding area.



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# Outdoor Areas



## Background

Project design is improved by thoughtful placement of buildings to maximize usable outdoor areas. These areas should be accessible, pleasant, and safe. In residential areas front and backyard areas can be an extension of the living area by making them visible and easily accessible from inside.

In nonresidential developments, public and private squares, plazas, parks, and open spaces are significant amenities for

a community. When developing these outdoor areas it is important that they are accessible, inviting, and receive adequate sunlight. Some large sites will be developed as a separate campus and the structures on the site should be placed to define distinct outdoor areas. The campus pedestrian system should link major building entrances with the surrounding neighborhood and points of interest on the campus, such as plazas, views, and water bodies.

### **Guideline D1:**

*When sites are not fully built on, place buildings to create sizable, usable outdoor areas. Design these areas to be accessible, pleasant, and safe. Connect outdoor areas to the circulation system used by pedestrians.*

*This guideline may be accomplished by:*

**A.** Providing seating near active areas. This seating area is in the heart of a multi-level commercial mall with visual access to upper stories. (Eugene, Oregon)



**B.** Incorporating landscaping that enhances the user's experience, such as shade trees, blooming flowers, and interesting fall color. This outdoor area has a variety of plantings.





*This guideline may be accomplished by:*

**C.** Orienting outdoor areas to take advantage of sun and views. This plaza offers both shady and sunny seating as well as views of the historic Portland City Hall.



**D.** Grouping structures in campus developments to define distinct exterior outdoor areas.



*This guideline may be accomplished by:*

**E.** Providing a terrace, private garden, or balcony for each dwelling unit. This multi-dwelling building has second and third story balconies that tenants can use as outdoor areas.



**F.** Providing common courtyards. These apartments are enhanced by the shared courtyard that is accessible to all the tenants.



*This guideline may be accomplished by:*

**G.** Creating usable outdoor areas for gardens and recreational activities. These attached dwellings are surrounded by outdoor areas that have views to the river.



**H.** Using a variety of materials and textures to define open spaces and create interesting walking surfaces.





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# Main Entrances



## Background

Entrances often establish the character for an entire building or complex. In successful project design the main entrance should be visible and inviting from the street. In pedestrian-friendly environments the best location for the front entry is directly off the street sidewalk and clearly visible from the street. Entrances set back from the sidewalk should have a well demarcated walkway leading to them.

In residential areas porches are ideal entries because they add interest and detail to the front facade of buildings and provide an outdoor area for people to use as an extension of their house. Porches also allow people to interact with their neighbors and watch the neighborhood for criminal activity.

### **Guideline D2:**

*Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit-oriented.*

*This guideline may be accomplished by:*

**A.** Providing a front porch to shelter the front entrance and provide a transition from outdoor to indoor space.



**B.** Emphasizing the front entrance with an architectural element such as a portico, trellis, or arch. A portico marks the entrance to this multi-dwelling complex and provides a sheltered place for seating.



*This guideline may be accomplished by:*

**C.** Using elevation changes to make a more prominent entrance. This apartment entrance is highly visible because it is set above the street.



**D.** Using architectural elements, massing, and landscaping to accentuate the front entry.



*This guideline may be accomplished by:*

**E.** Providing a plaza or open area adjacent to the front entrance. These areas mark the entrance and allow activities to happen in the transition area from outdoors to indoors.



**F.** Connecting the building's main entrance to the sidewalk with a well-defined pedestrian way.





*This guideline may be accomplished by:*

**G.** Orienting the main entrance toward the corner to increase visibility and access.



**H.** Placing art or sculpture to frame the main entrance. Chapman School's entrance is framed by art.





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# Landscape Features



## Background

Landscape features include plants, as well as paving materials, planters, walls and other outdoor elements. Successful project design incorporates these features to reinforce site and building design and add human scale to the outdoor environment.

Plants have many positive uses in the outdoor environment. They can alter adverse microclimates, making the environment more pleasant. Deciduous trees screen the hot sun in summer and in winter allow warm rays to pass

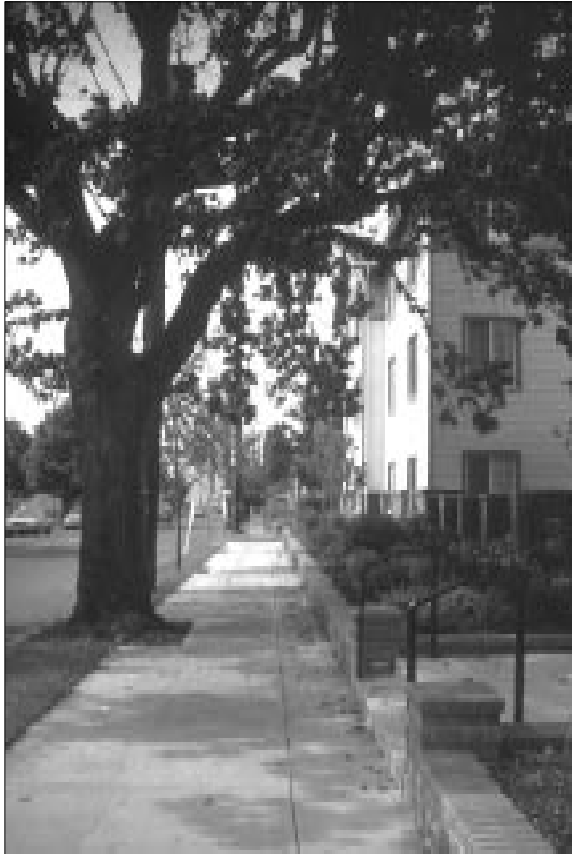
between bare branches. Plants may be used to control erosion, provide shade and privacy, and block wind. Landscaping can screen undesirable views as well as frame views or objects of interest. In median strips or along streets, landscaping softens the effects of traffic on the surrounding area and pedestrian ways. Plant materials can soften or muffle sound and help clean the air by absorbing noxious gases, and acting as receptors of dust and dirt particles.

### **Guideline D3:**

*Enhance site and building design through appropriate placement, scale, and variety of landscape features.*

*This guideline may be accomplished by:*

**A.** Preserving existing trees and incorporating them into the project design. This new apartment complex preserved a mature street tree and planted additional street trees.



**B.** Using plant materials to create transitions between urban development and adjacent natural areas and open spaces.



*This guideline may be accomplished by:*

**C.** Protecting and planting street trees. These trees provide shade, interest, and enclose the street and sidewalks.



**D.** Using plant materials along sidewalks and walkways to define routes, buffer pedestrians from moving vehicles, create gateways, and provide interest, color, and texture. (San Francisco, California.)



*This guideline may be accomplished by:*

**E.** Using plant materials to soften and screen parking lots. There is both perimeter and interior landscaping in this parking lot.



**F.** Using a variety of plant materials in areas visible to the public. This front yard is highly visible located on a corner lot elevated above the street.



*This guideline may be accomplished by:*

**G.** Maintaining existing grades and using grading treatments that are compatible with neighboring properties such as rolled front contours at the edge of the lot.



**H.** Using plant materials to screen mechanical equipment. Trees have been planted to screen this electrical substation on Belmont Street.







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# Parking Areas and Garages



## Background

Vehicular access and parking areas should not be the dominant visual element in any development. This can be done by not locating parking areas in front of buildings or on corner lots where they are highly visible, limiting vehicular access across pedestrian paths and using landscaping to screen and visually break up large parking areas.

Parking needs to be within reasonable proximity of main entrances for convenience and to allow for informal surveillance. Parking garages should complement adjacent buildings and enhance the pedestrian environment.

## Guideline D4:

*Integrate parking in a manner that is attractive and complementary to the site and its surroundings.*

*Locate parking in a manner that minimizes negative impacts on the community and its pedestrians.*

*Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.*

*This guideline may be accomplished by:*

**A.** Screening parking areas with landscaping, fences, walls or a combination. Evergreen trees screen this parking lot from adjacent streets and sidewalks.



**B.** Using broad-spreading trees in parking lots. Install an adequate irrigation system to minimize the damage to parking surface caused by shallow roots.



*This guideline may be accomplished by:*

**C.** Encouraging shared driveways to individual garages or parking pads. With shared driveways to these attached houses, there is more space for landscaping and street trees along the sidewalk.



**D.** Providing a clear pedestrian path that connects parking areas with destination points.



*This guideline may be accomplished by:*

**E.** Locating parking to the side or rear so that the front yard is not dominated by the automobile and the resulting space allows people to participate with activities on the street.



**F.** Using plant materials to break up large areas of parking. The Gateway Mall parking lot has several islands of green that break up the continuous concrete surface.



*This guideline may be accomplished by:*

**G.** Locating parking where it has the least amount of impact on an area. Parking can be behind and to the side of the building, such as in this new apartment complex on Fremont Street.



**H.** Screening indoor parking from pedestrians. Basement parking in the Standard Dairy building is screened from the sidewalk with decorative ironwork and landscaping.





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# Crime Prevention



## Background

Successful project design can reduce the opportunity for crime. Design and site features that lower crime levels include giving residents surveillance opportunities by avoiding visual barriers such as high fences, tall hedges, or a garage in the front of the house, and strategically placing windows, balconies, and entries. Parking areas, entry areas, outdoor private and shared spaces,

play areas, and walkways need to be designed and located in a manner that considers safety.

The areas surrounding a building that are perceived by residents as outdoor extensions of their dwellings should be delineated. Residents should have direct visual and physical access to these areas. Entries that are directly accessible and visible from the street are the safest.

## Guideline D5:

*Use site design and building orientation to reduce the likelihood of crime through the design and placement of windows, entries, active ground level uses, and outdoor areas.*

*This guideline may be accomplished by:*

**A.** Providing a lighting system that includes pedestrian scale lights along walkways, energy-efficient porch and backyard lights that can be left on over time, and motion sensor lights that do not shine in rooms.



**B.** Locating windows in active rooms and entrances to promote “eyes” on streets, plazas, and other shared outdoor areas.





*This guideline may be accomplished by:*

**C.** Keeping front yard fences low and transparent, and eliminating barriers to visibility, such as high opaque fences, hedges, or protruding attached garages.



**D.** Orienting entrances to public streets or to shared courtyards. Each of the units in this building have its own entrance that face the street.





# Architectural Integrity



## Background

Successful additions and exterior alterations respect the materials, scale, proportion, and architectural style of the original building. Although all elevations are important, the street-facing elevations are the building's most important contribution to the character of the area. Modifications should have the least impact on the character-defining features that are visible from the street. Rehabilitation work should not destroy distinguishing qualities of the original character of a structure. All buildings should be recognized and valued as products of their time.

*This guideline may be accomplished by:*

**A.** Designing additions to be compatible in size, scale, materials, and color with the original building. The new shed roof dormer on this house complements the original roof lines and materials.



## Guideline D6:

*Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.*

*This guideline may be accomplished by:*

**B.** Enhancing the pedestrian environment when altering street facing elevations. The renovation of these buildings included adding an arcade, ground floor display windows, and widening the adjacent sidewalk. (Eugene, Oregon)

**C.** Reducing the impact skylights have on the front elevation by setting them flat on the roof, reducing their size and number, and locating them on the side or back of buildings when possible.



*This guideline may be accomplished by:*

**D.** Integrating special features for the physically challenged in a manner that is consistent with the building's character.



**E.** Using wall signs, window signs, canopy and projecting signs attached to the building in older commercial buildings and discouraging the use of free-standing signs, backlit signs, and plastic sign faces.



**F.** Preserving original signs and incorporating them in new designs when appropriate.



**G.** Retaining or restoring original exterior finishing materials. This house in Kenton has a cast stone foundation and horizontal siding which should be preserved.



**H.** Preserving architectural details such as towers, porches, balconies, bay windows, dormers, and decorative brackets, cornices and rafters.



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# Blending into the Neighborhood



## Background

It is to Portland's advantage to accommodate growth in a manner that has the least negative impact on its existing neighborhoods. The compatibility of new buildings may be enhanced by incorporating building and site details common in the neighborhood. Successful project design may also relate to the surrounding buildings in terms of scale, color, window proportions, and facade articulation.

Large buildings can be designed to reduce negative impacts on the neighborhood by orienting windows away from the private areas of nearby houses, stepping back building bulk from property lines to allow more sunlight to surrounding lots, and using building forms and materials that respect the character of the surrounding area. Site design considerations, such as screening and landscaping, can also help these developments blend into the neighborhood.

### **Guideline D7:**

*Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.*

*This guideline may be accomplished by:*

**A.** Incorporating elements and details found in nearby structures. The tower on the corner unit of the Dawson Park Rowhouses reflects the tower of the church down the street.



**B.** Divide large wall areas into distinct smaller planes that are more in keeping with the scale of surrounding development. The facade of these attached houses is broken up by setting back a portion of the building.





*This guideline may be accomplished by:*

**C.** Renovating and constructing new commercial buildings that serve the surrounding residential neighborhood with strong pedestrian connections. Sidewalks connect this commercial area with the adjacent neighborhood.



**D.** Creating buildings that follow the topography of the site. This housing development is close to the ground and steps up the slope. When buildings are set on stilts, make efforts to reduce their impact on the surrounding area.



*This guideline may be accomplished by:*

**E.** Encouraging infill to complement the scale and proportions of surrounding buildings. This new single-dwelling house has the same scale as the older house to the left.



**F.** Using plant materials to soften the impact of new development. As plant materials mature, they help newer houses and buildings blend into established neighborhoods.



*This guideline may be accomplished by:*

**G.** Incorporating architectural details found in nearby structures. These new attached houses in Irvington have many details common in the neighborhood: large porch columns, decorative brackets, multi-paned vertical windows and narrow horizontal siding.



**H.** Designing detached structures that reflect the design of the primary structure. This detached garage has the same exterior finish materials as the main house.





# Interest, Quality, and Composition



## Background

New development should have a level of interest beyond pure function. Character and interest should be enhanced at all scales. Changes in wall planes, pitched roofs, and eaves create variety in building form. Bays, dormers, and porches can be added as special features. Details such as siding and trim create shadow lines that further enhance interest. Building materials should not only be long lasting, but should have interesting textures and patterns. All parts of a building should be thoughtfully designed to relate together as a cohesive composition.

*This guideline may be accomplished by:*

**A.** Using cast stone, brick, terracotta, and other long lasting quality materials.



## Guideline D8:

*All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.*

*This guideline may be accomplished by:*

**B.** Using a variety of textures and colors in exterior finish materials, such as were used in the building renovation for Standard Appliance on 82nd Avenue.



**C.** Incorporate details that add interest to buildings. The Standard Dairy building has window treatments, brick detailing, and ornamental banners that create interest.



*This guideline may be accomplished by:*

**D.** Using architectural details that embellish the design of buildings. These attached houses have third story balconies with decorative columns and cornices, full length front porches, and partial basement garages.



**E.** Using architectural details that embellish the design of buildings, such as ornamental columns, decorative brackets, and extensive use of trim to mark building edges.



*This guideline may be accomplished by:*

**F.** Using windows that embellish the character of buildings. These multi-paned vertical windows with wide trim add interest to the building.



**G.** Using materials and design features that promote quality and interest. This sculpture on a bike shop creates visual delight.





*This guideline may be accomplished by:*

**H.** Placing signs that integrate with the scale, color, and style of the building. Even though the Irvington Theater is gone, it's historic sign is a neighborhood landmark that complements street and sidewalk activity.





# Appendices

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# Appendices

**Appendix A:**

Ordinance No. 171589 As Amended  
“...adopt the Community Design Guidelines...”

**Appendix B:**

Amendments to Community Design Guidelines

**Appendix C:**

Neighborhood Contact Sample Letters

**Appendix D:**

Maps of Albina, Outer Southeast, and Southwest Community Plan Areas

**Appendix E:**

Maps of Albina Community Conservation Districts

**Appendix F:**

Albina Community Conservation District Background Statements

**Appendix G:**

Map of Hollywood and Sandy Plan

**Appendix H:**

Map of Historic Alphabet District

**Appendix I:**

Excerpt From Historic Alphabet District Community Design Guidelines Addendum

**Appendix J:**

Excerpt from Northwest District Plan Area's Desired Characteristics and Traditions

**Appendix K:**

Excerpt from St. Johns/Lombard Plan Area's Desired Characteristics and Traditions

**Appendix L:**

Excerpt from 122nd Avenue Station Area Plan's Desired Characteristics and Traditions

## Appendix A

### Ordinance No. 171589 As Amended

#### “...adopt the Community Design Guidelines...”

#### Ordinance No. 171589 As Amended

Amend the zoning code and adopt the Community Design Guidelines to implement the Community Planning Follow-Up Proposals. (Ordinance)

The City of Portland Ordains:

Section 1. The Council finds:

#### General Findings

1. Oregon Revised Statutes (ORS) 197.640 requires cities and counties to review their comprehensive plans and land use regulations periodically and make changes necessary to keep plans and regulations up-to-date and in compliance with Statewide Planning Goals and State law. On May 11, 1994, by Ordinance 167650, the City Council adopted Community and Neighborhood Planning as the primary vehicles for the update of the Comprehensive Plan Review.
2. The City Council adopted the Albina Community Plan on July 28, 1993, by Ordinance 166786 and the Outer Southeast Community Plan in January, 1996 by Ordinance 169763.
3. As part of the Albina Community Plan the City Council adopted a new procedure for design and historic design review within the Albina Community Plan study area. This procedure is known as the two-track system of design review. The Outer Southeast Community Plan implemented the two-track system in its study area in 1996. Ordinance 169763 specifies that the Albina Design Guidelines and the Supplemental Compatibility Standards will be applied to all design zones in the Outer Southeast Community Plan area until such time as the Community Design Guidelines and updated Compatibility Standards are adopted by Council and take effect.
4. The two-track system gives most projects two tracks or options for meeting the design review requirement. One track is the regular design land use review process. An additional track allows the applicant to comply with objective standards that are evaluated through a plan check. The zoning code was amended to add Chapter 33.295, the supplemental compatibility standards. The supplemental compatibility standards are the objective standards in the two-track system of design review. For projects that are eligible, meeting the standards is an option to the land use design review procedure that is less expensive, faster, and offers more certainty of the outcome.
5. On July 28, 1993 by Resolution 35169, the City Council directed staff to review the supplemental compatibility standards and their associated handbook over the first two years that they were effective and to identify and correct problems that make using them difficult. They directed the review to include neighborhood and business associations and organizations, businesses, property owners and development groups.
6. Staff begin working with the above stated interest groups as well as planners implementing the supplemental compatibility standards in 1995. At the same time, as part of the Outer Southeast Community Plan, a set of community design guidelines was being developed that could be applied in all community plan areas outside of the Central City. This would be more efficient and less redundant than creating a set of guidelines for each community plan area.

The community design guidelines were added to the community follow-up work that included amendments to the supplemental compatibility standards. Developing the guidelines at the same time changes were being proposed to the standards allowed staff to comprehensively look at the two-track system of design review.

7. The Community Follow-Up Proposals set up the two-track system of design review to be applicable in most areas outside of the Central City. The proposals accomplish this by amending the supplemental compatibility standards, by re-formatting chapters of the zoning code that regulate design and historic design, and by creating a single set of design guidelines to be used as mandatory approval criteria in most design review cases outside of the Central City.
8. The Community Design Guidelines will be the mandatory approval criteria for most design review cases in areas outside of the Central City, including areas without adopted design guidelines. Their adoption will simplify design review by creating a single set of guidelines for areas outside of the Central City. The structure of the guidelines allows the

ability to fine tune the guidelines to address special characteristics of specific areas. The Community Design Guidelines incorporates and supersedes the Albina Community Plan Guidelines.

9. The intent of the amendments to the supplemental compatibility standards is to simplify their implementation, make the standards work better in the Albina Community, and prepare to expand their use in other parts of the city outside of the Central City. The structure of the standards allows the ability to fine tune the standards to address special characteristics of specific areas. The amendments also rename the standards to the Community Design Standards.
10. The reorganization of the design and historic regulations include amendments to Zoning Code Chapters 33.405, Alternative Design Density Zone, 33.420, Design Overlay Zone, 33.445, Historic Resources Protection Overlay Zone, 33.505 Albina Community Plan District, 33.825, Design Review, and 33.846 Historic Reviews. The intent of these amendments is to make the design and historic regulations easier to understand and apply by reorganizing the elements of the two-track system of design review

to be more consistent with the structure of the rest of the Zoning Code and by editing for clarity.

11. The Community Planning Follow-Up Proposals also include an amendment to Chapter 33.410, the buffer overlay zone. The intent of this amendment that allows motor vehicles limited access through the landscaped buffer to areas that serve residential uses is to eliminate nonconforming vehicle access on residential properties that have been rezoned with a buffer overlay and to allow residential developments and residential portions of mixed use developments to access through the landscaped buffer. This amendment addresses a problem that was identified by the City Council when they adopted the Albina Community Plan.
12. The Community Follow-Up Proposals have been reviewed by the Landmarks, Design, and Planning Commissions. The Landmarks and Design Commissions held a joint public hearing on October 17, 1996. On January 13, 1997, the Landmarks and Design Commissions took final action on their recommendation to the Planning Commission and City Council. The Planning Commis-



sion held a public hearing on March 11, 1997. On April 15, 1997, the Planning Commission took final action on their recommendation to the City Council.

13. It is in the public interest and critical to the successful administration of design review in areas outside of the Central City to amend the zoning code and adopt the community design guidelines.

#### Statewide Planning Goal Findings

14. State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals. Because of the scope of the amendments in this ordinance, only some of the state goals apply.

15. **Goal 1, Citizen Involvement**, requires opportunities for citizens to be involved in all phases of the planning process. The preparation of the Community Planning Follow-Up Proposals from 1994 through 1997 has included numerous opportunities for citizen involvement:

- In October 1995, the Bureau of Planning published the first discussion draft of the Community Plan-

ning Follow-Up Proposals and held four public workshops; October 4, 18, 25, and 30. Notice of these public workshops was mailed to all neighborhood and business associations and other interested persons. In September 1995, the notice was mailed to over 400 persons.

- In August 1996, the Bureau of Planning published the second discussion draft of the Community Planning Follow-Up Proposals based on the October 1995 discussion draft and the public workshops following the discussion draft.
- On September 16, 1996, the Planning Bureau hosted a public workshop on the second discussion draft. Notice of this public workshop was mailed to all neighborhood and business associations and other interested persons. In September 1996, the notice was mailed to over 400 persons.
- The Landmarks and Design Commissions held a joint public hearing on October 17, 1996 on the design and historic related issues of the Planning Bureau Proposed Draft to

the Landmarks and Design Commissions. This included proposed amendments to the supplemental compatibility standards, the reorganization of the historic and design regulations, and the community design guidelines. Notice of the Landmarks and Design Commissions joint hearing was mailed to all neighborhood and business associations and other interested persons requesting such notice. On September 17, 1996, the notice was mailed to over 500 persons.

- Between October 1996 and January 1997, the Design and Landmarks Commissions held four work sessions on the proposed amendments to the supplemental compatibility standards, the reorganization of the historic and design regulations, and the community design guidelines. Interested citizens were invited to participate in several of these discussions.
- On November 25, 1996, the Landmarks and Design Commissions directed staff to facilitate a testing committee to further discuss and bring back recommendations on 21 amendments to the supplemental

compatibility standards. This group was composed of interested Landmarks and Design Commissioners, Planning Bureau staff, and architects and builders who have participated in the development and / or review process to the standards. These meetings were held on December 10, 12, and 18, 1996.

- The Planning Commission held one public hearing on the Proposed Draft with Landmarks and Design Commission Recommendations on March 11, 1997. Notice of the Planning Commission hearing was mailed to all neighborhood and business associations and other interested persons requesting such notice. On February 7, 1997, the notice was mailed to over 500 persons. The Planning Commission hearing was also advertised in the *Oregonian*.
- On July 16, 1997, notice of the City Council hearing was mailed to those who wrote, testified at previous hearings, or specifically requested notice. The Planning Commission Recommended Draft was available on July 21, 1997, to all interested parties.

- On August 14, 1997 City Council held a public hearing. On July 16, 1997, the notice was mailed to 355 people who wrote, testified at previous hearings, or specifically requested notice of the project. The Planning Commission Recommended Draft was available on July 23, 1997 to all interested parties.

16. **Goal 2, Land Use Planning**, requires the development of a process and policy framework which acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. The Portland Comprehensive Plan is consistent with Statewide Planning Goal 2. The community design standards provide specific standards to guide the siting and design of land uses to meet the public policy objectives of the Portland Comprehensive Plan and comply with the statewide goal. The amendments that reorganize the design and historic regulations will help clarify the application of design and historic design review as a tool for implementing policies and objectives of the Portland Comprehensive Plan.

17. **Goal 3, Agricultural Lands**, calls for the preservation and maintenance of the State's agricultural lands. The amendments do not affect the use of agricultural land for agricultural purposes.

18. **Goal 4, Forest Lands**, calls for the preservation and maintenance of the State's forest lands. The amendments do not affect the use of forest land for forestry purposes.

19. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, calls for the conservation of open space and the protection of natural and scenic resources. The Community Planning Follow-Up Proposals support this goal because the community design guidelines and standards will be used as approval criteria for design review in historic areas. These guidelines and standards will ensure that new development in historic areas is compatible with the existing historic character of the areas.

20. **Goal 6, Air, Water, and Land Resources Quality**, calls for maintenance and improvement of the quality of these resources. On December 9, 1994, the LCDC approved the City's final peri-

odic review work order and program for air quality which is being addressed citywide in coordination with the State Department of Environmental Quality. The Community Planning Follow-Up Proposals support this goal because the two-track system of design review will encourage infill development that will result in a more compact city where people can live, work and play closer together thus reducing air pollution.

21. **Goal 7, Areas Subject to Natural Disasters and Hazards**, calls for protection of life and property from natural disasters and hazards. The Community Planning Follow-Up Proposals do not affect this goal.
22. **Goal 8, Recreational Needs**, calls for satisfying the recreational needs of both citizens and visitors to the state. The Community Planning Follow-Up Proposals do not affect this goal.
23. **Goal 9, Economy of the State**, calls for diversification and improvement of the economy of the state. If the City is to achieve the goals of the Region 2040 Plan for new jobs and residents, we must ensure that new development increases, rather than decreases, the

quality and attractiveness of Portland for investment. The Community Planning Follow-Up Proposals support this goal because the community design guidelines and standards will ensure quality development in areas of Portland outside of the Central City.

24. **Goal 10, Housing**, calls for providing for the housing needs of citizens of Oregon. The Community Planning Follow-Up Proposals support this goal because the community design guidelines and standards are often applied in areas where new housing is built at higher densities. This allows a variety of housing types such as rowhouses, duplexes, triplexes, and apartment buildings in established neighborhoods, providing a wide range of housing choices for citizens.
25. **Goal 11, Public Facilities and Services**, calls for the planning and development of timely, orderly and efficient public service facilities that can serve as a framework for the urban development of the City. The Community Planning Follow-Up Proposals do not affect this goal.

26. **Goal 12, Transportation**, calls for a safe, convenient and economic transportation system. The community design standards and guidelines call for pedestrian-friendly, transit-supportive development which will promote alternatives to automobile use and reduce vehicle miles traveled. Therefore, these amendments are supportive of this goal and of the State Transportation Planning Rule (OAR 660-12). The findings on Comprehensive Plan Goal 6, Transportation, also support this goal.
27. **Goal 13, Energy Conservation**, calls for a land use pattern that maximizes the conservation of energy. The community design standards and guidelines are supportive of this goal because they promote a compact city that will reduce vehicle miles traveled and encourage dwelling units with common walls that reduce energy consumption.
28. **Goal 14, Urbanization**, calls for the orderly and efficient transition of rural lands to urban use. The amendments enhance the City's compliance with this goal by allowing intensification of development in Portland, locating the most intense development opportunities where public services are presently

provided with scheduled and planned improvements. The community design standards and guidelines support the regional urban growth boundary by encouraging infill development inside the urbanized area, and consequently reducing potential need for conversion of rural lands to urban uses.

29. **Goal 15, Willamette River Greenway**, calls for the protection, conservation, and maintenance of the natural, scenic, historic, agricultural, and recreational qualities of land along the Willamette River. The Community Planning Follow-Up Proposals do not affect this goal.

30. **Goals 16, 17, 18, and 19** deal with **Estuarine Resources, Coastal Shorelines, Beaches and Dunes, and Ocean Resources**, respectively. These goals are not applicable to Portland as none of these resources are present within the city limits.

### **Portland Comprehensive Plan Goal Findings**

31. The City's Comprehensive Plan was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the

statewide planning goals by the Land Conservation and Development Commission on May 1, 1981. On May 26, 1995, the LCDC completed its review of the City's final local periodic review order and periodic review work program. Amendments required to the City's Comprehensive Plan and related ordinances in order to comply with Statewide Planning Goals 5 and 6 (issues of standards for utilities in the environmental zone amending the residential buildable lands inventory, historic resources, cultural resources, and a policy regarding air quality standards) are cited in the approved work program.

32. **Goal 1, Metropolitan Coordination**, says the Comprehensive Plan must be coordinated with federal and state law and support regional goals, objectives and plans to promote a regional planning framework. The community design standards and guidelines comply with this goal because they are the approval criteria for design review in historic areas and are necessary to meet Statewide Goal 5. Also, the Community Planning Follow-Up Proposals support the Region 2040 Plan by having standards aimed at encouraging infill development.

33. **Goal 2, Urban Development**, calls for maintaining Portland's role as the major regional employment and population center by increasing opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. Livability plays a critical role in making the city an attractive housing and employment center. The community design guidelines and standards are supportive of this goal because they are tools for encouraging quality infill and redevelopment that have a positive effect on livability and would significantly increase the attractiveness of Portland for commercial and residential investment.

34. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. The Community Planning Follow-Up Proposals support this goal because the two-track system of design review is critical for us to achieve our housing goals under the Region 2040 Plan. The two-track system is tied to the provisions in the "a" alternative design density overlay that incrementally increases density in established neighborhoods and to areas that have been upzoned to higher densities. The two-track system ensures a minimum

level of design quality for this new infill while promoting development by giving developers a faster, less costly option to the discretionary design review.

35. **Policy 2.9, Residential Neighborhoods**, calls for a range of housing types to accommodate increased population growth while improving and protecting the City’s residential neighborhoods. The Community Planning Follow-Up Proposals support this goal because the two-track system is tied to the provisions in the “a” alternative design density overlay zone that incrementally increases density in established neighborhoods by allowing a variety of housing types such as rowhouses, duplexes and triplexes in single family zones and by relaxing the regulations for accessory rental units. All these provisions diversify housing types. Also, the application of the community design guidelines or standards ensures that these buildings improve or build on the positive characteristics of the area.
36. **Policy 2.11, Commercial Centers**, calls for strengthening commercial centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area

and encouraging the retention of existing medium and high density zoning adjacent to these centers. The Community Planning Follow-Up Proposals support this goal because the two-track system of design review is applied to commercial areas where the quality and design of buildings is important to protect investments and encourage new development that is transit and pedestrian oriented.

37. **Policy 2.15, Living Closer to Work**, calls for locating greater residential densities near major employment centers, including Metro-designated regional and town centers. The Community Planning Follow-Up Proposals support this goal because the two-track system of design review is applied to areas around Metro-designated regional and town centers, as these areas are rezoned to allow greater densities. The two-track system ensures a minimum level of design quality for this new infill while promoting development by giving developers a faster, less costly option to the discretionary design review.
38. **Policy 2.23, Buffering**, calls for mitigation to reduce impacts from nonresidential uses on residential areas when

residential zoned lands are changed to commercial, employment, or industrial zones. This proposal supports this policy because it amends the buffer zone to allow limited motor vehicle access through the landscaped buffer to residential uses. The amendment does not affect the impacts from nonresidential uses on residential areas.

39. **Goal 3, Neighborhoods**, calls for reinforcing and preserving the diversity and stability of the city’s neighborhoods while allowing for increased density. The community design guidelines and standards are in compliance with this goal because they are the approval criteria for design review in neighborhoods outside of the Central City. In many cases design review is used as a tool for increasing density. The community design guidelines and standards have been developed with the advice of neighborhood groups to ensure a level of design quality that will contribute to the positive characteristics of Portland’s neighborhoods.
40. **Policy 3.3, Neighborhood Diversity**, calls for encouraging a diversity in age, income, race, and ethnic background within the City’s neighborhoods. In

general, the community design guidelines and standards support this policy because they are used in the “a” alternative design density overlay zone that allows a variety of housing options such as rowhouses, duplexes, and triplexes in areas zoned for single family. This creates more housing choices for people of different ages and income levels.

41. **Policy 3.4, Historic Preservation**, calls for preserving and retaining historic structures and areas throughout the city. The Community Planning Follow-Up Proposals support this policy because the two-track system of design review is used for most historic resources outside of the Central City. There are specific guidelines and standards that apply only to historic resources and others that apply only to specific historic and conservation districts. These guidelines and standards are tailored to address the historic characteristics of different resources and areas so that new development will preserve the historic integrity of the building or district.
42. **Goal 4, Housing**, encourages a diversity in the type, density and location of housing within the city in order to provide an adequate supply of safe and sanitary

housing affordable to people of different means. In general, the community design guidelines and standards support this policy because they are used in the “a” alternative design density overlay zone that allows a variety of housing options such as rowhouses, duplexes, and triplexes in areas zoned for single family. This creates more housing choices for people of different ages and income levels.

In addition, the Community Follow-Up Proposals address the issue of infill rowhousing and include amendments to the supplemental compatibility standards that reduce the impact of rowhousing in established neighborhoods.

The amendment to the buffer overlay zone is also supportive of this goal because it makes it easier to develop residential and mixed use projects on property that has the buffer overlay zone.

43. **Policy 4.4, Housing Choice and Neighborhood Stability**, calls for increasing housing choices by improving the balance in the City’s population, maintaining neighborhood schools, increasing the housing alternatives for renters and

owners, and improving the physical and environmental conditions of all neighborhoods. These amendments support this policy because the two-track system of design review is tied to the “a” alternative design density overlay zone which increases the variety of allowed housing types. This offers more housing choices to people of different ages and income levels.

44. **Goal 5, Economic Development**, strives to foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in all parts of the city. In general, these amendments support this goal because they focus on increasing residential density in areas that are well served by transit and also close to commercial and employment centers, thus providing more accessibility to a wide range of jobs for residents.

In addition, the two-track system of design review will be applied to commercial areas where the quality and design of buildings is important to protect investments and encourage new development that is transit and pedestrian oriented.

45. **Policy 5.6, Area Character and Identity Within Designated Commercial Areas**, promotes and enhances the special character and identities of Portland’s designated commercial areas. The two-track system of design review supports this policy because it has been applied to many designated commercial areas. The guidelines and standards have been developed to address the character of these areas and encourage development that is pedestrian and transit oriented.
46. **Goal 6, Transportation**, provides for and protects the public interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system consistent with the Arterial Streets Classifications and Policies. These amendments are supportive of this goal because the increased density allowed where the two-track system has been applied will focus that density in areas that are well served by transit as indicated in the Arterial Streets Classification Policy.
- In addition, the community design guidelines and standards encourage a balanced, efficient and affordable transportation system because they require
- quality design that is pedestrian and transit supportive.
47. **Policy 6.11, Pedestrian Transportation**, requires planning for and providing a pedestrian network that increases the opportunities for walking to shopping, services, institutional and recreational destinations, employment, and transit. The community design standards are supportive of this policy and its objectives because they strengthen pedestrian access through the following requirements:
- The main entrance to residential buildings must face the street and cannot be back more than six feet from the building wall closest to the street.
  - In residential developments there are no vehicle areas between the building and the street.
  - On sites within a pedestrian district or at the intersection of two city walkways, standards that reinforce the corner must be met to enhance the environment for the pedestrian.
- Special standards apply between the street and buildings on transit streets, city walkways and in pedestrian districts to enhance the environment for the pedestrian.
48. **Goal 7, Energy**, promotes a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. In general, the use of the two-track system of design review complies with this goal by encouraging a more compact city that will reduce vehicle miles traveled and by encouraging dwelling units through the use of the “a” alternative design density overlay that have common walls, such as rowhouses, duplexes, and triplexes. These types of housing reduce energy consumption.
49. **Goal 8, Environment**, provides for maintaining and improving the quality of Portland’s air, water, and land resources, as well as protecting neighborhoods and business centers from noise pollution. The two-track system of design review supports this goal because it encourages more infill development resulting in a more compact city where people can live, work and play closer together, thus reducing air pollution.

50. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The preparation of the Community Planning Follow-Up Proposals has been supportive of this goal as indicated in the findings for State Goal 1.
51. **Goal 10, Plan Review and Administration**, states that Portland's Comprehensive Plan will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development. The Community Planning Follow-Up Proposals do not affect this goal because they propose no changes to the Comprehensive Plan.
52. **Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures**, requires that all proposed amendments to implementing ordinances be reviewed by the Planning Commission prior to action by the City Council. The Community Planning Follow-Up Proposals comply with the policy because they were submitted to the Landmarks Commission, Design Commission, Planning Commission and City Council following adopted procedures which comply with this policy and with State planning statutes.
53. **Policy 10.10, Zoning and Subdivision Regulations**, requires amendments to the zoning and subdivision regulations to be clear, concise, and applicable to the broad range of development situations faced by a growing urban city. The Community Planning Follow-Up Proposals do this in the following ways:
- The amendments to the supplemental compatibility standards meet objective A of this policy by reducing the amount of additional drawings required and by dropping or modifying standards that do not balance the benefits of regulations against the costs of implementation. The amendments also combine the site and building design categories into a single set of standards which all must be met.
  - The amendments to the supplemental compatibility standards meet objective B of this policy by using clear and objective standards to ensure efficient administration of land use regulations.
  - The amendments to the supplemental compatibility standards meet objective C of this policy by using clear language, maintaining a clear, logical organization, and by using drawings to add clarity. As part of the amendments the entire chapter has been reformatted to be more consistent with the rest of the code and to be easier to understand and implement for applicants and staff.
  - The community design guidelines meet objective B of this policy by creating one set of design guidelines that can be used for design cases outside of the Central City. This will help keep regulations simple by reducing the number of design guidelines applicable in the City of Portland. The community design guidelines also establish specific approval criteria for most design and historic design review cases outside of the Central City. Objective B also calls for emphasizing administrative procedures for land use reviews. The community design guidelines will be used in the two-track system of design review which requires most cases to be processed through an administrative design review.



- The community design guidelines meet objective C of this policy by using photographs to illustrate how guidelines could be met. This adds clarity and eases the use of the guidelines by applicants as well as staff.
- The reorganization of the historic and design regulations meet objective C by reformatting the chapters that address the two-track system of design review to be more consistent with the structure of the rest of the Zoning Code and by editing for clarity.

54. **Policy 10.13, Design Review**, calls for the preparation of design review standards for existing and proposed areas subject to design review. The community design guidelines and standards comply with this policy because they will be used in most existing areas subject to design review outside of the Central City as well as in future areas subject to design review.

55. **Goal 11, Public Facilities and Services**, calls for a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.

The City is in compliance with this goal because the transportation, sanitary and storm sewer, water and other leading public facilities are in place and the City is committed to a program of maintenance and upgrading facilities as part of the annual capital improvement programming and budgetary process. These proposals do not change this process.

56. **Goal 12, Urban Design**, calls for promoting Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. These proposals comply with this goal because the two-track system of design review is the zoning regulation used in selected areas outside of the Central City to promote quality development and protect the integrity of historic resources.

57. **Policy 12.1, Portland's Character**, calls for enhancing and extending Portland's attractive identity and extending the use of city themes that establish a basis of a shared identity reinforcing the individual's sense of participation in a larger community. The two-track

system of design review is used in most areas subject to design review outside of the Central City. This system is supportive of this policy as indicated below.

The community design guidelines are divided into three sections: Portland Personality, Pedestrian Emphasis, and Project Design.

Portland Personality includes a guideline that addresses gateways. The City of Portland has many gateways that mark transitions from one area to another. This guideline will strengthen the use of gateways in areas outside of the Central City.

Pedestrian Emphasis includes guidelines that enhance the urban environment for pedestrians and require the use of street furniture in appropriate places. Portland is a city where attention is given to the positive experience of the pedestrian. This is an important element of Portland's identity that will be extended into the areas outside of the Central City with the use of the community design guidelines.

Project Design includes guidelines that ensure an overall standard of quality for site and building design. The attractive

identity of Portland is based on the quality of its development. The community design guidelines will ensure that this quality is extended into the areas outside of the Central City.

Although it is more difficult to address qualitative elements such as “character” when using objective standards, the community design standards do include standards that enhance the pedestrian environment and encourage quality site and building design.

58. **Policy 12.2, Enhancing Variety**, calls for promoting the development of areas of special identity and urban character. The two-track system of design review does this because it is the zoning regulation used in selected areas outside of the Central City to promote quality development and protect the integrity of historic resources. The structure of both the community design guidelines and standards recognizes that different areas of the city have different characteristics. The community design standards are structured to add and exempt standards within defined areas, such as conservation or plan districts. There are guidelines in the community design guidelines that call for enhancing the sense

of identity of community plan areas and historic and conservation districts.

59. **Policy 12.3, Historic Preservation**, calls for enhancing the City’s identity through the protection of Portland’s significant historic resources. The community design guidelines and standards comply with this policy because they will be used as approval criteria for design review in most historic and conservation districts and for conservation landmarks. The guidelines and standards will ensure that new development in historic areas is compatible with the existing historic character of the area and that modifications to conservation landmarks do not adversely affect their historic qualities.

60. **Policy 12.4, Provide for Pedestrians**, This policy and its objectives support providing a pleasant and safe environment for pedestrians. The community design guidelines and standards support this policy by creating a safer, more convenient, comfortable, and attractive pedestrian environment. The community design guidelines contain a group of guidelines called Pedestrian Emphasis that enhance the urban environment for pedestrians. The community design

standards also include standards that enhance the pedestrian environment.

Often the automobile detracts from the pedestrian environment by dominating the site and building design. The community design guidelines address this with a guideline that calls for locating parking in a manner that minimizes negative impacts on the community and its pedestrians. The community design standards for residential projects address parking by limiting the garage to no more than 40 percent of the length of the building frontage, limiting the size and number of garage doors and requiring that the garage door be no farther forward than the front facade of the building.

61. **Policy 12.7, Design Quality**, calls for enhancing Portland’s appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. The policy also calls for establishing design review in areas that are important to Portland’s identity, setting, history, and to the enhancement of its character. The two-track system of design review complies

with this policy because it is the zoning regulation used in selected areas outside of the Central City to promote quality development and protect the integrity of historic resources. The community design guidelines are the guidelines for design acceptability for most design review cases outside of the Central City.

The two-track system of design review allows a streamlined design review in areas of outside of the Central City. This allows important areas, such as those expected to experience significant change, to be subject to design review with a reduced impact on staff and voluntary commissions needed to administer the review.

Many of the amendments to the supplemental compatibility standards are intended to enhance the quality of design. Some of these amendments include, expanding the facades subject to review to all instead of just street-facing facades, requiring ornamental front porch columns on buildings outside of historic districts, and reducing the impact of automobiles on the front facade by requiring the garage wall to be flush or behind the front facade.

**NOW, THEREFORE, the Council:**

- a. Adopts the Planning Commission Recommended Draft on the Community Planning Follow-Up Proposals, Sections I and III (Exhibits A and C);
- b. Adopts the Design and Landmarks Commissions Recommended Draft on the Community Planning Follow-Up Proposals, Section II (Exhibit B);
- c. Amends Title 33, Planning and Zoning as shown in Exhibits A and C, Planning Commission Recommended Draft on the Community Planning Follow-Up Proposals, Sections I and III;
- d. Adopts the Community Design Guidelines for use by the Design and Landmarks Commissions as mandatory approval criteria for design and historic design review cases outside of the Central City, Historic Districts, Terwilliger Parkway Design Zone, and the Lair Hill Conservation District as shown in Exhibit B, Design and Landmarks Commissions Recommended Draft on the Community Planning Follow-Up Proposals, Section II;
- e. Amends Ordinance 163608 Attachment D to specify that areas subject to design review without adopted design guidelines will be subject to the Community Design Guidelines and are eligible to use the Community Design Standards;
- f. Adopts both the Planning Commission Recommended Draft on the Community Planning Follow-Up Proposals, Sections I and III, and the Design and Landmarks Commissions Recommended Draft on the Community Planning Follow-Up Proposals, Section II, as legislative intent and as further findings;
- g. Amends Ordinance No. 166787 to repeal the Albina Community Plan Design Guidelines and superseded them with the Community Design Guidelines.
- h. Amends Ordinance No. 169763 to repeal the provision that applied the Albina Community Design Guidelines to all design zones in the Outer Southeast Community Plan area until the Community Design Guidelines were adopted.
- i. Directs staff to change community design standards and all references in the zoning code from 33.295 to 33.318.


- j. Amends Title 33, Planning and Zone Chapter 420 Design Zones to delete Map 420-2 Ladd's Addition Design District and Map 420-3 Lair Hill Design District. These maps have been moved to Chapter 445 Historic Resource Protection Zone.
- k. Directs staff to publish a finalized version of the Community Design Guidelines and keep the document current by adding examples, illustrations and appropriate background language as new areas become subject to the Community Design Guidelines.
- l. Directs staff to facilitate an on-going monitoring program of the community design guidelines and standards. After the guidelines and the amended standards have been in affect two years, evaluate projects that have used them and bring recommendations for improvements to the Landmarks and Design Commissions. Include in this evaluation input from Landmarks and Design Commissioners, design professionals, developers, and neighborhood associations.
- m. Directs that in order to allow adequate time to prepare implementation materials and to train staff, this ordinance shall be in full force and effect on November 1, 1997.

Passed by the Council, **SEP 10 1997**

Commissioner Charlie Hales  
J. Gisler

August 4, 1997

**BARBARA CLARK**  
Auditor of the City of Portland

By  
 Deputy

## Appendix B

### Amendments to Community Design Guidelines

<b>Ordinance Number</b>	<b>Adopted</b>	<b>Effective</b>	<b>Summary of Change</b>	<b>Name of Project</b>
174325	April 5, 2000	May 5, 2000	Amended Guideline P1, added map of area (Appendix G)	Hollywood and Sandy Plan
174327	April 6, 2000	November 16, 2000	Adopted Historic Alphabet District Community Design Guidelines Addendum (Appendix I)	-----
176587	June 5, 2002	July 20, 2002	Clarified and updated introduction	Historic Resources Code Amendments Project
___?___	___?___	July 10, 2004	Amended Guidelines P1 (Appendix J),	Northwest District Plan
36219	April, 2005	July 10, 2004	Amended Guidelines P1 (Appendix K),	St. Johns/Lombard Plan
180372	August 16, 2006	Sept. 30, 2006	Amended Guidelines P1 (Appendix L)	122nd Ave. Station Area Study



## Appendix C Neighborhood Contact Sample Letters

### Sample Neighborhood Contact Letter

John Falstaff, Chair  
Windsor Neighborhood Association  
1000 N.E. Duke of Windsor Road  
Portland, Oregon 972XX

RE: Development proposal for the vacant lot at 1205 N.E. Henry Street.  
The Lot's legal description is: Lots 1 and 2, Block 23, Ford-Page Addition.

I am planning to develop four rowhouses on the vacant lot with the address listed above. The location is within the area designated as the Windsor Neighborhood. Design Review for this project is required. Before proceeding with this development I request an opportunity to meet with members of the Windsor Neighborhood Association to discuss compatibility issues associated with this development. I wish to meet with the appropriate association members within the next 30 days. Please contact me with the time and location of the meeting within 14 days.

I will bring preliminary development plans to the meeting. Based on what we learn from your members we anticipate that we may make changes to the project's design before submitting a development application to the City.

I look forward to discussing our development with the members of the Windsor Neighborhood Association. Please call me if you have any questions.

Sincerely,

Hank Plantagenet, Owner, Windsor Homes

## Sample Neighborhood Meeting Follow-up Letter

John Falstaff, Chair  
Windsor Neighborhood Association  
1000 N.E. Duke of Windsor Road  
Portland, Oregon 972XX

RE: Results of meeting to discuss development of four rowhouses on the vacant lot at 1205 N.E. Henry Street.  
The Lot's legal description is: Lots 1 and 2, Block 23, Ford-Page Addition.

I met with members of the Windsor Neighborhood Association yesterday and discussed our project at the above location. I appreciated the opportunity to hear your member's concerns regarding our project. We recognize that the residents of the Windsor Neighborhood are uniquely qualified to aid us in ensuring that our project contributes to the neighborhood's attractiveness. Based on our meeting we are making the following changes in the project's design:

1. Street trees planted will be English Oaks to match those on the lots adjacent to our project's site;
2. The front of the building will be brought forward toward the street to match the front setback for the structure to the west of our site;
3. The roof design will be modified to increase the building's roof pitch to better reflect the roof characteristic of the Windsor Neighborhood;
4. Driveways provided will consist of two paved strips for motor vehicle tires with ground cover planted between the two tire strips; and
5. The large maple tree located in the northwest corner of the site will be retained.

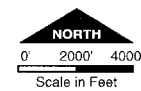
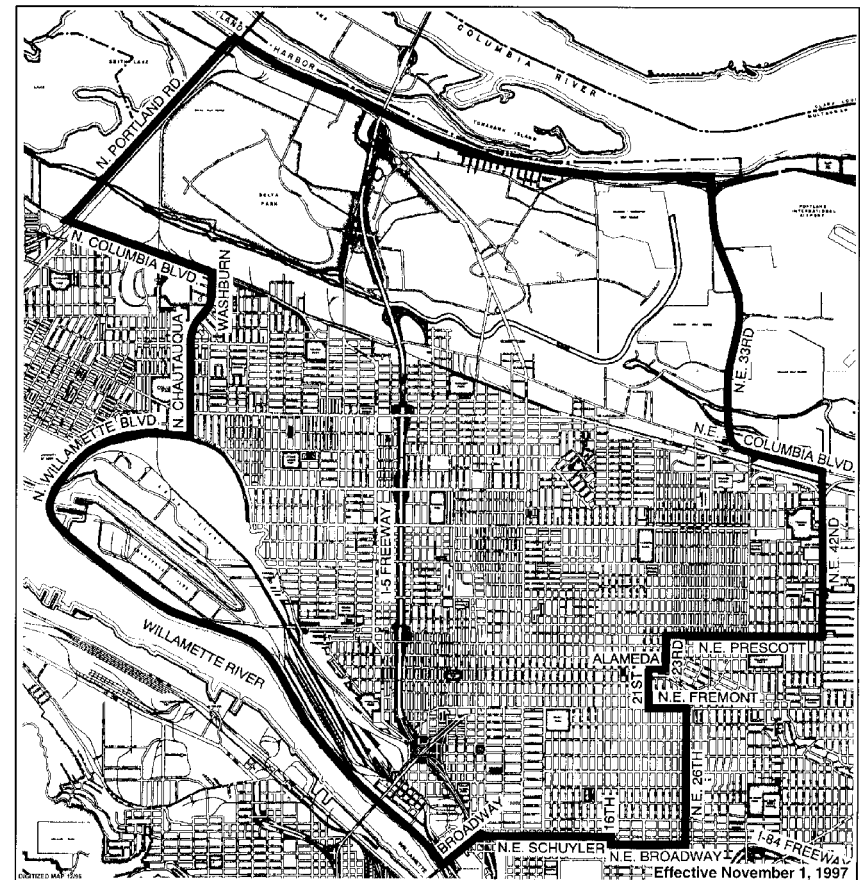
I thank you for the opportunity to review our development with the members of the Windsor Neighborhood Association. I am confident that these changes will improve our project. Other design changes suggested which I will not be making were not practical given cost and other realities of our project.

Sincerely,

Hank Plantagenet, Owner, Windsor Homes



# Appendix D Maps of Albina, Outer Southeast, and Southwest Community Plan Areas

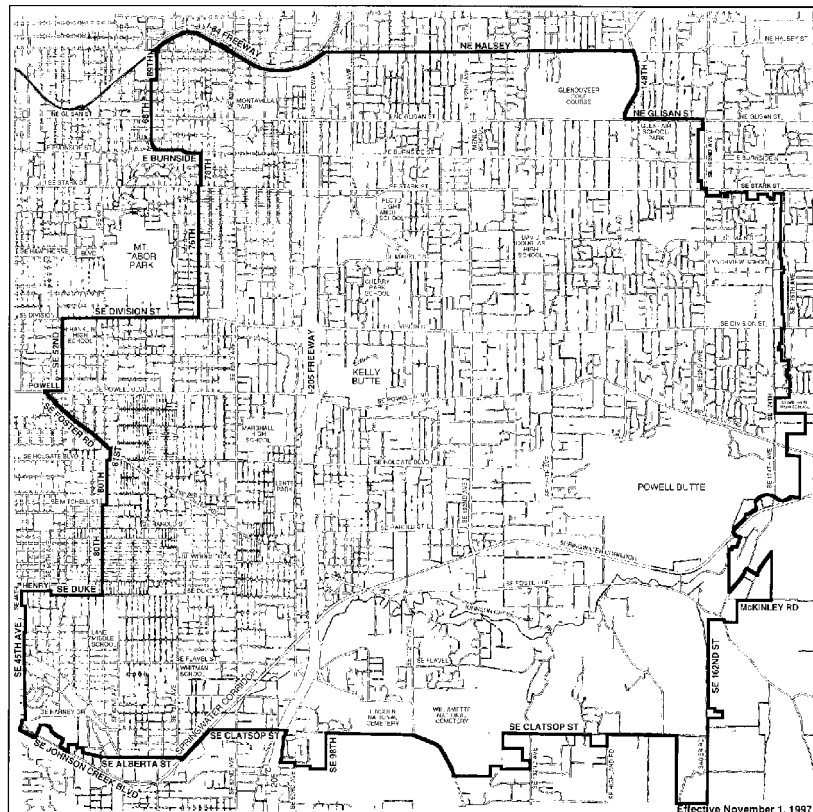


Albina Community  
Plan Study Area

GIS/Graphics 9-29-97

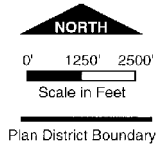
**Map 825-2  
Albina Community  
Plan Area**

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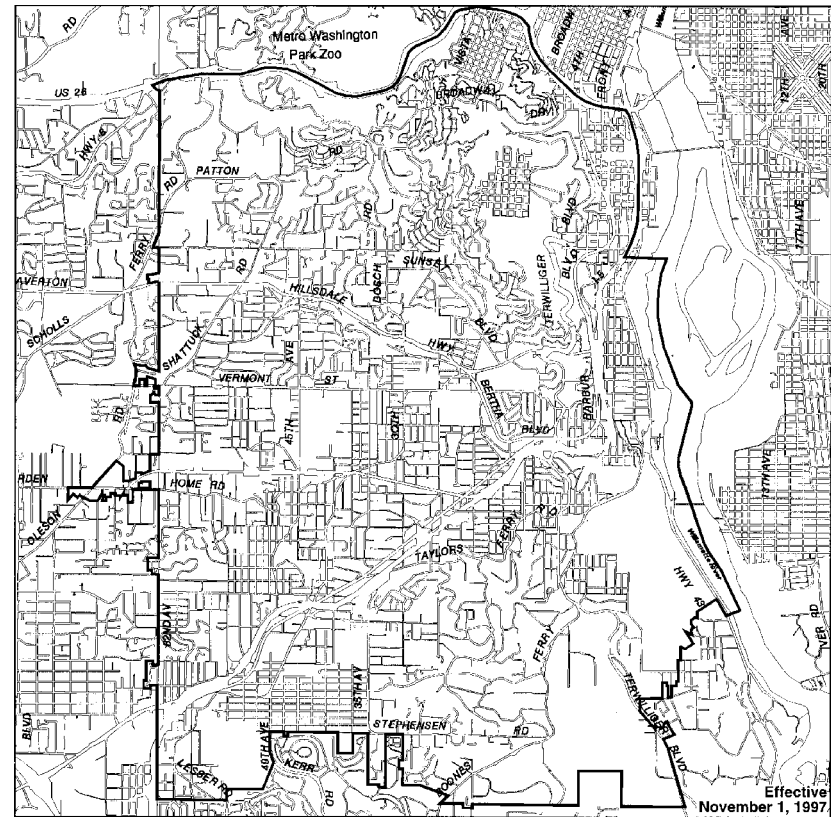
Map 825-3

**Outer Southeast Community Plan Area**



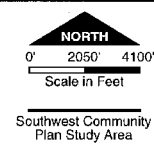
GTS/Graphics 9-29-97

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Map 825-4

**Southwest Community Plan Area**



GTS/Graphics 9-30-97

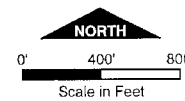
Bureau of Planning • City of Portland, Oregon

# Appendix E Maps of Albina Community Conservation Districts



Map 445-2

## Eliot Conservation District

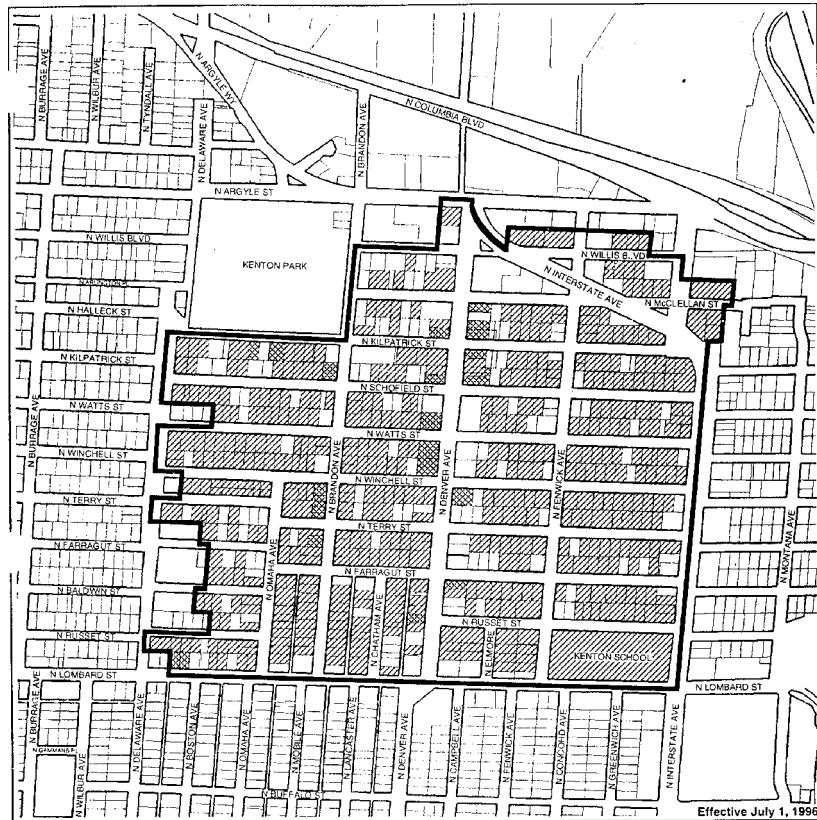


- District Boundary
- ▨ Historic
- ▧ Contributing

Disclaimer: This map may not reflect the most current boundaries. The boundaries may change at the request of a property owner to opt out of the district.

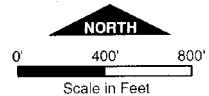
GTS/graphics 6-4-96

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Map 445-3

**Kenton Conservation District**

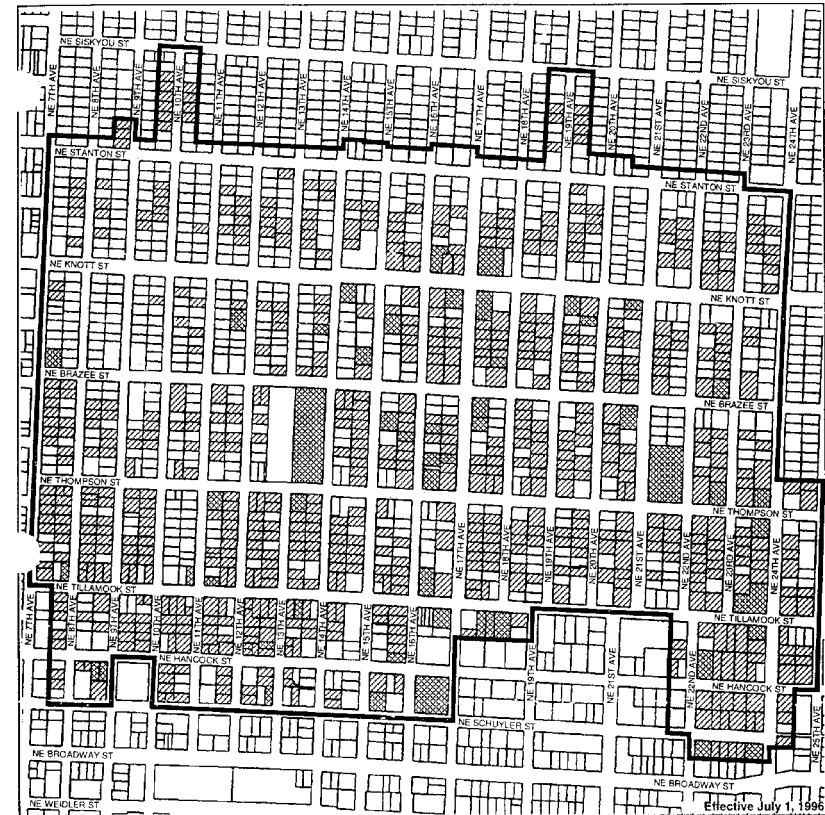


- District Boundary
- ▨ Historic
- ▩ Contributing

Disclaimer: This map may not reflect the most current boundaries. The boundaries may change at the request of a property owner to opt out of the district.

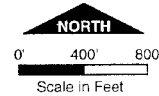
GTS/Graphics 6-13-96

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Map 445-7

**Irvington Conservation District**



- District Boundary
- ▨ Historic
- ▩ Contributing

Disclaimer: This map may not reflect the most current boundaries. The boundaries may change at the request of a property owner to opt out of the district.

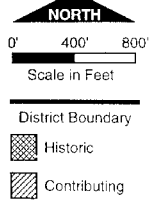
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Map 445-8

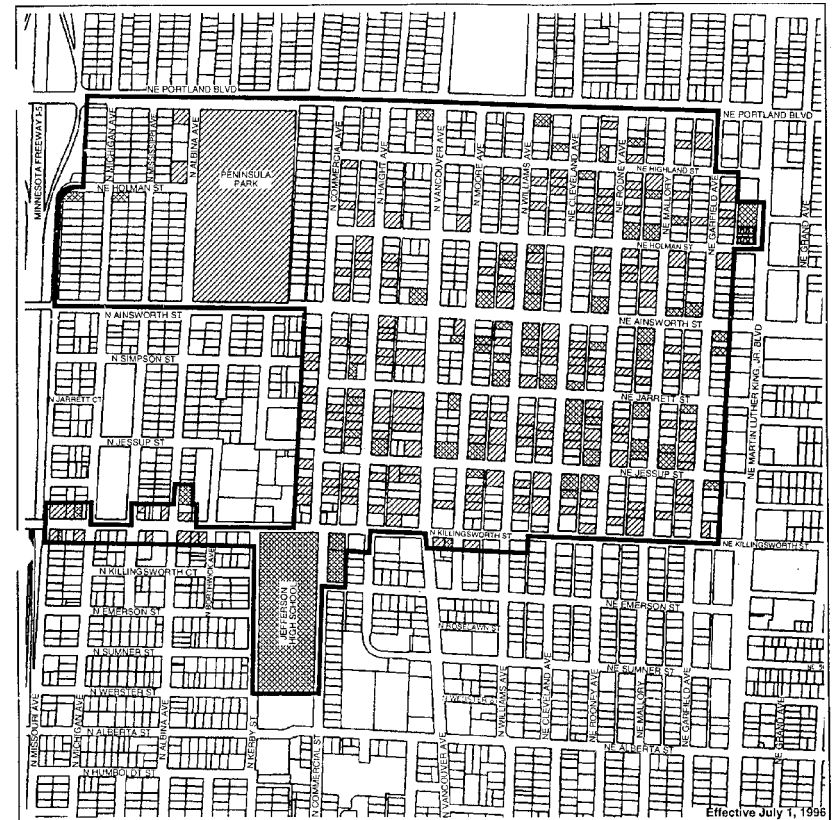
### Mississippi Avenue Conservation District



Disclaimer: This map may not reflect the most current boundaries. The boundaries may change at the request of a property owner to opt out of the district.

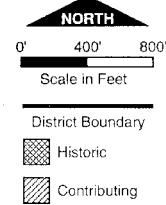
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Map 445-9

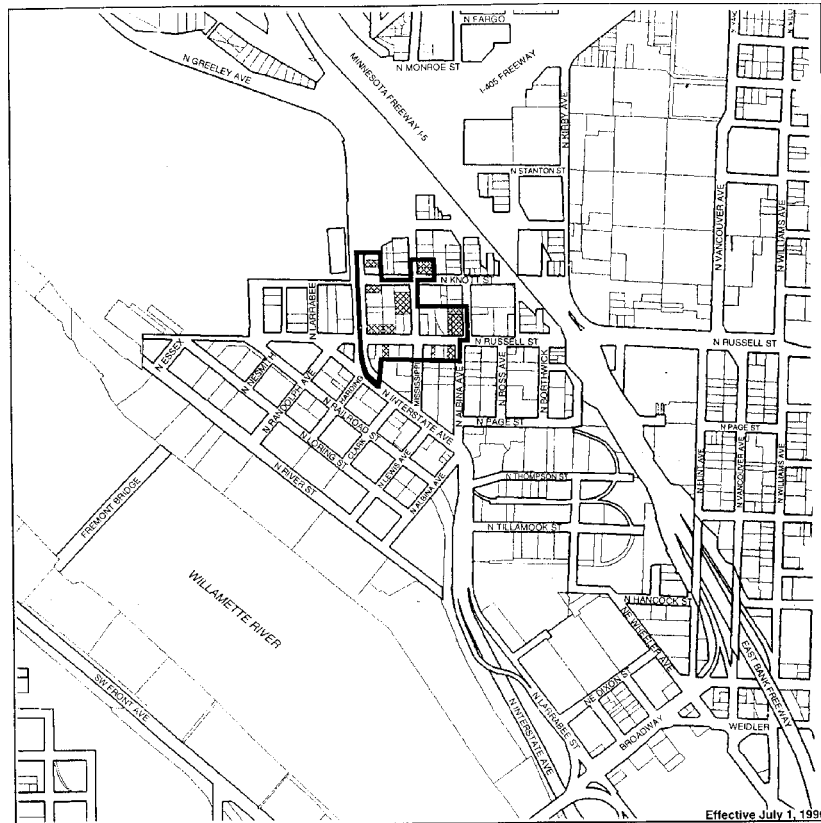
### Piedmont Conservation District



Disclaimer: This map may not reflect the most current boundaries. The boundaries may change at the request of a property owner to opt out of the district.

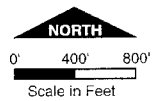
GIS/Graphics 6-13-96

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Map 445-10

**Russell Street  
Conservation District**



- District Boundary
- ▨ Historic
- ▩ Contributing

Disclaimer: This map may not reflect the most current boundaries. The boundaries may change at the request of a property owner to opt out of the district.

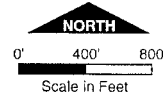
GTS/Graphics 9-13-96

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Map 445-14

**Woodlawn  
Conservation District**



- District Boundary
- ▨ Historic
- ▩ Contributing

Disclaimer: This map may not reflect the most current boundaries. The boundaries may change at the request of a property owner to opt out of the district.

GTS/Graphics 6-4-96

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**Appendix F**  
**Albina Community Conservation District Background Statements**





## Historic Design Zone/Neighborhood Conservation District Background

### Historic Background

#### Introduction

This section discusses the district's architectural and historical significance by outlining the important trends, events, land uses, and cultural values that have shaped its development and appearance. The background statement identifies the elements that exist in the district today that contribute towards its historic character. It also can remind us of elements that have existed in the area that we want to reintroduce. It is these elements protect and enhance through design guidelines.

The Albina community is one of the oldest urban areas in the Portland Metropolitan area. There are many buildings, neighborhoods, and districts remaining today which reflect earlier periods of time. The Albina Community Plan area has seven Historic Design Zone/Neighborhood Conservation Districts within its boundaries. As a collection, these Historic Design Zone/Neighborhood Conservation Districts illustrate the evolution of the development of the Albina community.

The Historic Design Zone/Neighborhood Conservation Districts can be divided into three major development periods. First, the development associated with the independent city of Albina before its consolidation with Portland. The next stage of development is characterized by the influence of the electric streetcar. Finally, the wide-spread use of the automobile shaped the development that occurred after World War II.

### Albina

The original town site of Albina, platted in 1872, was close to the waterfront on the east side of the Willamette River. Before its consolidation with Portland and East Portland in 1891, the City of Albina was one of many independent river towns along the Willamette River. In 1882, Albina became the western terminus of the Oregon Railway & Navigation Company's line that ran from The Dalles to the banks of the Willamette River and connected with Portland via ferry. The railroad stimulated a flurry of industrial, commercial and residential development. Albina consisted of three areas: the low-lying riverside land developed as industrial land to serve the railroads; the central commercial strip developed along Russell Street, and the adjoining residential areas on the hillsides to the east. Today, there are remnants of these areas. The railroad continues to dominate the uses along the riverfront. The **Russell Street Historic Design Zone/Neighborhood Conservation District** is the main commercial street of the town. The **Eliot Historic Design Zone/Neighborhood Conservation District** is a collection of early Victorian houses of Albina's residential district.

The oldest settled area in the Albina community is the **Woodlawn Historic Design Zone/Neighborhood Conservation District**. Woodlawn was initially settled in the 1860s as a rural farming village. It was the only independent town that existed outside of the city of Albina. Woodlawn's character changed dramatically in 1888 when the railroad running from Portland to Vancouver located a train station in the center of the village. This connection to a larger market stimulated development. The commercial uses centered around the train station with residential development surrounding it.

## Historic Design Zone/Neighborhood Conservation District Background

### Streetcar Era

The streetcar era was the most significant to the early development of the Albina community. Many of the land use patterns we see today have their origins in this period. The first electric streetcar in the Portland area was in the City of Albina. It ran in a loop from the newly constructed Steel Bridge up Interstate Avenue, east on NE Stanton and then down NE Williams Avenue where it joined back into NE Interstate. The heart of the proposed **Mississippi Historic Design Zone/Neighborhood Conservation District** contains a selection of the commercial and industrial buildings that grew along the Mississippi Streetcar line, an extension of the Interstate-Stanton-Williams loop. Along with increasing commercial development opportunities, the streetcar lines encouraged residential development. Streetcars allowed easy movement from Albina to jobs in downtown Portland and nearby industrial areas along the Columbia Slough and the Willamette River. While housing for all types of income were built in Albina, the proposed **Irvington Historic Design Zone/Neighborhood Conservation District** and **Piedmont Historic Design Zone/Neighborhood Conservation District** were subdivisions that were developed as an upper-middle income exclusive residential area.

Although the Kenton Neighborhood was always a part of Portland, it was modeled after a company town. Swift and Company, known locally as Union Meat, opened a plant in Kenton along the Columbia Slough in 1909. The proposed **Kenton Historic Design Zone/Neighborhood Conservation District** centers along the commercial strip on Denver Avenue. Swift and Company built a private streetcar line along Denver Avenue that ran north to the meat packing plant. On both sides of Denver Avenue are the remaining houses of the industrial workers and Swift and Company executives.



Lombard and Greeley Avenue, February, 1927. (OHS)

## Historic Design Zone/Neighborhood Conservation District Background

### Eliot Historic Design Zone/Neighborhood Conservation District

The Eliot Historic Design Zone/Neighborhood Conservation District is the eastern portion of the original town of Albina. The area is predominantly residential and contains a large number of turn of the century residences, some dating from the 1880s. After consolidation with Portland and East Portland, the area developed into the city's foremost rail oriented industrial community.

Housing for the industrial workers was more modest construction on smaller lots. It is common to see three or four small houses of the same design in a row. It was more cost effective to repeat the same house plan. The houses were built without a standard setback and the setbacks are not uniform. They range from 0- 20 feet. The lots are long and narrow, 50 x 125 or more feet south of Stanton Street and 50 x 100 feet north of Stanton.

#### Architectural Styles:

- Queen Anne
- Colonial Revival
- American Basic



Nineteenth century home at corner of NE Thompson and Rodney

## Historic Design Zone/Neighborhood Conservation District Background

### Kenton Historic Design Zone/Neighborhood Conservation District

Unlike other neighborhoods in Portland, Kenton is unique in that the district had its origins as a company town for the nationally known meat packing firm of Swift and Company of Chicago. Situated on a rise, two miles south of the company's packing plant on the Columbia Slough, Swift established Kenton as a model community for its employees.

On the basis on Swift's operations, Portland became the central livestock market in the Pacific Northwest. The area along the slough was very attractive to other industrial uses. By 1911 there were at least twelve major manufacturing firms located along the Columbia Slough making this area second only to St. Johns as a manufacturing center.

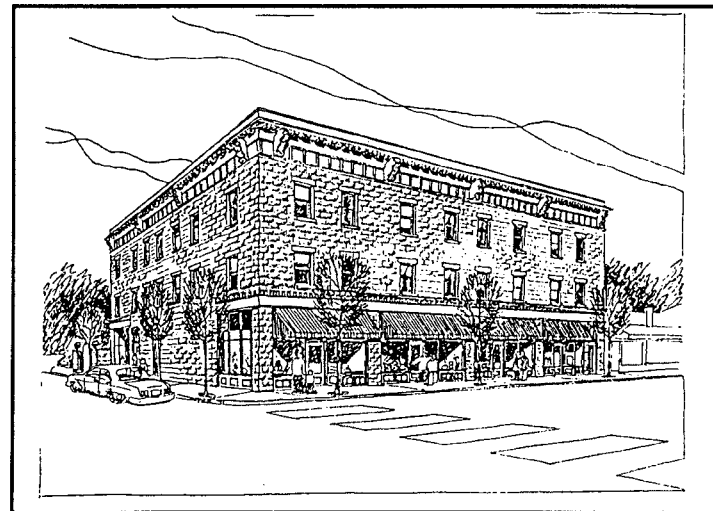
Swift's original plan was to develop a company town in Kenton similar to those in eastern cities. However, because of Portland's excellent streetcar system and the nearby industrial employment opportunities Kenton was never exclusively a company town. Streets were platted in approximately the same general pattern of peninsular residential blocks with 50 x 100 foot lots.

The commercial center of the community grew up along Denver Avenue. In 1909 the Kenton Hotel was opened to provide lodging and meals for visiting cattlemen. The hotel was constructed of cast stone block which was a popular building material at that time. A reason theorized for the choice of this material was to provide a community where ranchers from Eastern Washington and Oregon would feel comfortable - a town that was visually similar to their hometowns. The cast stone block material is visible throughout the district in commercial and residential structures. Some of these homes are made entirely of cast stone while others have cement foundations, retaining walls, porch columns and window details.

Instead of a definitive architectural style for the houses, the primary distinction became one of occupation. Laborers in the packing plant usually lived in single-story frame houses located west of Denver Avenue and executives often lived in cement block structures either on or east of Denver Avenue.

#### Architectural Styles:

- Bungalow
- Early Modern
- American Basic



The newly restored Kenton Hotel will form the focus for rehabilitation of other historic buildings along N. Denver Avenue.

## Historic Design Zone/Neighborhood Conservation District Background

### Irvington Historic Design Zone/Neighborhood Conservation District

Originally an extension of the City of Albina, Irvington developed slowly into northeast Portland's most desirable residential area. The neighborhood was primarily developed in the 40-year span between 1890 and 1930. The individual structures from this period represent a variety of styles.

In 1908 the Prospect Park Company circulated a promotional brochure designed to entice upper class home buyers with the advantages of living in Irvington. A quarter of a million dollars was spent for public improvements such as asphalt streets, sewer, water, gas mains, hitching rings, and the most complete network of concrete sidewalks in the city, a luxury few Portlanders enjoyed at the time. Development standards in Prospect Park set a general tone for Irvington:

- one house per 5,000 square foot lot (50' x 100')
- cost of house must be greater than \$2,500
- 25' front yard setback for house

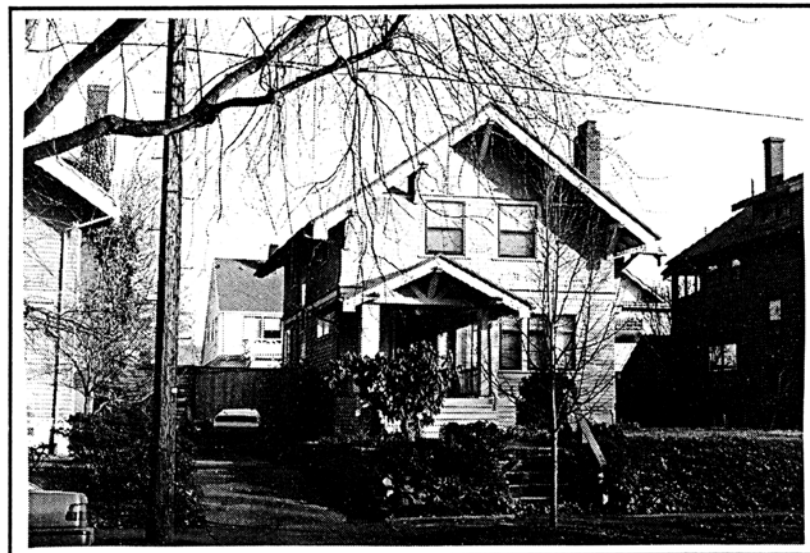
As secondary portions of Irvington developed, the usual manner was that one house would occupy both corner lots, leaving an expanse of space and greenery along the east/west streets.

Irvington was developed at a time when the automobile first became available to the public. However, the high cost of owning and operating the machine limited it to the upper class. The upper class homes in the Irvington District, regardless of the architecture style, illustrate some of the first attempts to integrate the house and the automobile. A common solution was a detached garage set at the back of the lot with access down the side property line.

Irvington is not composed exclusively of detached single-dwelling residential housing. There are many fine examples of multidwelling housing in the forms of duplex, tri-plex, four-plex, garden apartments, and apartment buildings. These structures have the same materials and architectural styles as many nearby single-dwelling homes.

#### Architectural Styles:

American Basic, Arts and Craft, Bungalow, Colonial, Colonial Revival, Craftsman, Early Modern, English Cottage, Garden Apartments, Four Square, Georgian, Jacobean, Mediterranean, Mission, Old Portland, Prairie, Queen Anne Vernacular, Romanesque, Shingle Tudor, Street Car Era Apartments, Twentieth Century Classic Vernacular, Twentieth Century Colonial, Twentieth Century Georgian, Twentieth Century Gothic, Twentieth Century Italian Renaissance, and Victorian.



Home typical of the kind constructed for middle and upper middle class housing in the Irvington subdivision.

## Historic Design Zone/Neighborhood Conservation District Background

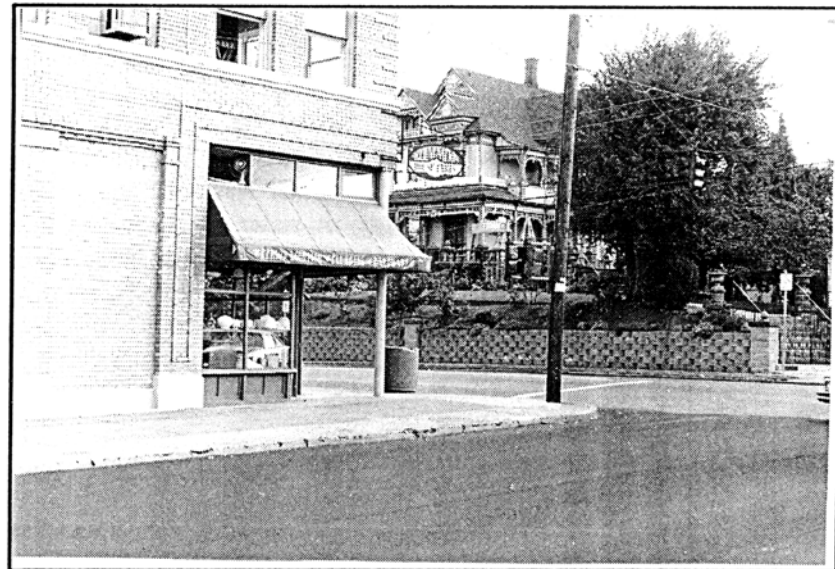
### Mississippi Historic Design Zone/Neighborhood Conservation District

The **Mississippi Historic Design Zone/Neighborhood Conservation District** was the upper commercial center of the city of Albina. This centrally located retail area was bounded by NE Mississippi and Williams Avenues. The three and four story brick commercial structures that once lined the streets have almost all been demolished.

Upper Albina became one of the most fashionable residential centers of the greater Portland area. At one time there were several mansions on the hill overlooking Portland and the surrounding hills. Today the Palmer House is an elegant reminder of these earlier homes. Later residential development adjacent to the Mississippi streetcar line was more modest. The lots are small ranging from 35' x 100' to 50' x 100'. As in Eliot, there are often three or four small houses of the same architectural plan built in a row.

#### Architectural Styles:

- Queen Anne
- Mediterranean
- Streetcar Era Commercial



Streetcar commercial building on Mississippi Avenue with the Palmer House in the background.

## Historic Design Zone/Neighborhood Conservation District Background

### Piedmont Historic Design Zone/Neighborhood Conservation District

The **Piedmont Historic Design Zone/Neighborhood Conservation District** is divided into three sections: (1) the Piedmont Subdivision, bounded by Martin Luther King Jr. Boulevard, Killingsworth, Commercial and Portland, (2) Peninsula Park and the residential area west of the park, and (3) Killingsworth Street between Martin Luther King Jr. Boulevard and the I-5 freeway.

Piedmont is one of several neighborhoods in the north Portland peninsula region between the Willamette and Columbia Rivers which had its beginnings as a turn of the century “streetcar suburb”. It was promoted as the city’s first high quality, strictly residential development. With the exception of the Piedmont Presbyterian Church and commercial structures along Martin Luther King Jr. Boulevard, the area is exclusively a residential neighborhood with a large number of fine, well-maintained Edwardian single-dwelling residences.

In 1889 Piedmont was officially platted. Streets were designed to be 60 feet wide with 15-foot wide alleys. Street trees were planted in wide planting strips as part of the development. All water, gas, and sewer pipes as well as all electric, telegraph, and telephone lines, except where absolutely necessary for street lights, were confined to the alleys. Cable, electric, and horse cars were allowed on a street as long as there was consent of two-thirds of the street’s property owners.

### Piedmont Subdivision

The sale of Piedmont lots included many deed restrictions:

- 25' front setbacks
- 15' side setbacks
- Minimum construction price depended on the size of the lot (\$2,500 - \$3,000). This was one of the first instances of such restrictions which became more common later in areas like Ladd’s Addition and Laurelhurst.
- Prohibited the use of any piece of Piedmont property “for the purpose of manufacturing or vending intoxicating liquors for drinking purposes.”
- Other buildings excluded were factories, mills, lumber yards, and other objectionable buildings.
- Although home ownership was not a requirement, it was strongly encouraged in the promotional document Piedmont, The Emerald; Portland’s Evergreen Suburb, Devoted Exclusively to Dwellings- A Place of Homes. Out of the first 100 homes in the area, only one was a rental property.

### Architectural Styles:

- Bungalow
- American Basic
- Colonial Revival
- Queen Anne
- English Cottage



## Historic Design Zone/Neighborhood Conservation District Background

### Russell Street Historic Design Zone/Neighborhood Conservation District

Russell Street is the original main street for the city of Albina. There was never a streetcar line along Russell, but it was served by lines that went along Interstate and Williams. The commercial buildings come up to the sidewalk with retail space on the ground level and housing units above. The common building material is brick.

The Russell Street Historic Design Zone/Neighborhood Conservation District is also located within the Central City Plan boundary. Properties within the district are subject only to the Historic Design Zone/Neighborhood Conservation District Guidelines.

The properties east of N. Albina Street are zoned with the “d” Design Review overlay. The general design guidelines apply to these sites.

#### Architectural Styles:

- Streetcar Era Commercial
- Queen Anne
- Italianate
- Richardsonian Romanesque



The Smith & McKay Building is a key historic building in the Russell Street Historic Design Zone.



## Historic Design Zone/Neighborhood Conservation District Background

### Woodlawn Historic Design Zone/Neighborhood Conservation District

In viewing Woodlawn on a map, one immediately notices that it was apparently platted in defiance to the surrounding north/south grid pattern that is so prevalent in the Albina community. Settled originally as a rural farm community in the 1860s, Woodlawn developed into a streetcar suburb by the late 1880s and later was annexed into Portland on July 6, 1891.

In 1888 the Portland and Vancouver Railway ran north along Martin Luther King Jr. Boulevard to Portland Avenue where it angled across the terrain to the intersection of Durham and Dekum Avenues. At this spot, a depot was located with the station waiting room built in the middle of a triangular park. Woodlawn's commercial center developed around this depot. The Vancouver line ran parallel to the Woodlawn line, but continued on a straight course all the way to the Columbia River's edge. Both lines ran long trestles over the Columbia Slough and ended at the ferry crossings where passengers, merchandise, and even trains were conveyed to the other side.

By 1897, Woodlawn had developed into a small village with a thriving business district centered around Dekum and Durham Avenues. Walking along these streets one could find a bakery, a drug store, an ice cream parlor, and a doctor's office. A short time later the area boasted two meat markets, a nickelodeon, two delivering grocery stores, and a tobacco store.

In the residential neighborhood that surrounds the commercial area there are scattered examples of pre-1900 houses

#### Architectural Styles:

- Queen Anne
- Rural Vernacular
- American Basic
- Streetcar Era Commercial
- Italianate



Remaining commercial buildings that date from the old town of Woodlawn

## Historic Design Zone/Neighborhood Conservation District Background

### Peninsula Park

Peninsula Park, located west of the Piedmont Subdivision, was built in 1912. A community center with a swimming pool was added later. The pavilion in the rose garden is a designated Portland landmark.

The residential area located between the park and the freeway is a collection of English Cottage homes. This area was developed in the 1930s, much later than the Piedmont Subdivision, which is located on the other side of the park.

#### Architectural Styles:

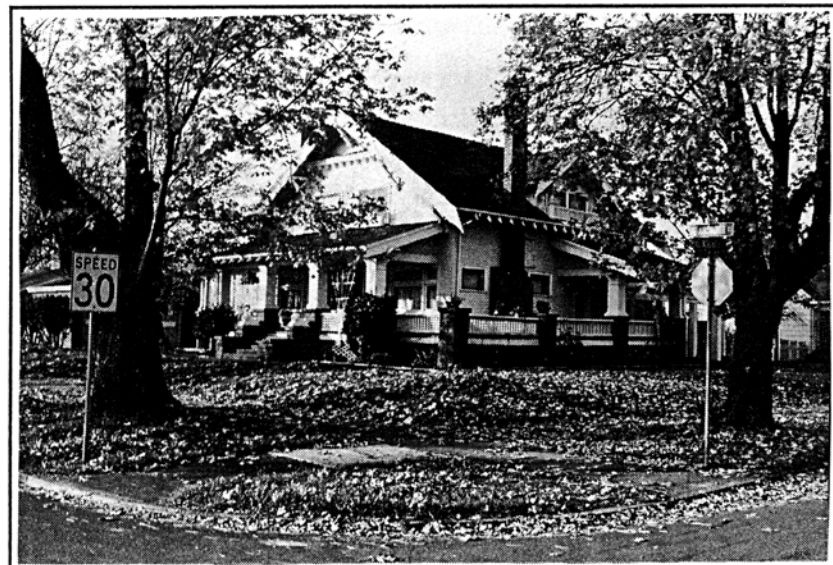
- English Cottage
- Norman Farmhouse

### Killingsworth Street

Killingsworth Street is an example of commercial streetcar development. The streetcar ran along Killingsworth from Martin Luther King Jr. Boulevard to Greeley. The historic structures that remain are predominantly made of brick, built up to the sidewalk with retail on the ground level and housing or office above. This area was an education node with Jefferson High School built in 1909 and the Albina Library built in 1912. Today Portland Community College is also located across the street.

#### Architectural Styles:

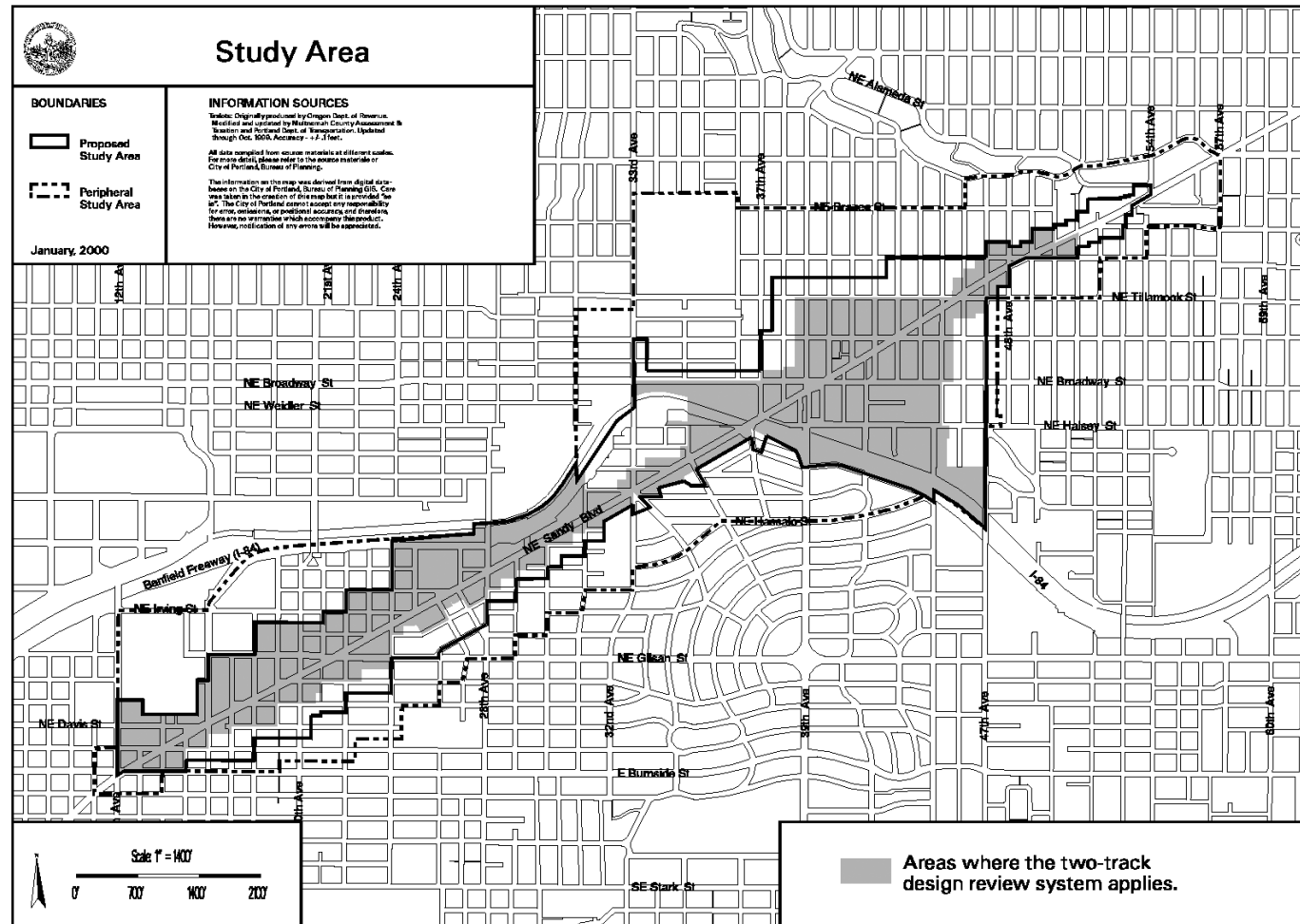
- Twentieth Century Classical
- Streetcar Era Commercial
- Byzantine
- Jacobean



Typical home in the Piedmont Subdivision with characteristic setbacks.

# Appendix G Map of Hollywood and Sandy Plan Area

Hollywood and Sandy Plan Area (also showing the areas where the design overlay applies)





# Appendix H

## Map of Historic Alphabet District

Historic Alphabet District Interim Design Guidelines

Map 1: Historic Alphabet District



The Historic Alphabet District is located in Northwest Portland. Its boundary is irregular following the temporal concentrations of contributing properties. Generally, the district's boundaries are: West Burnside on the south, NW 17<sup>th</sup> Avenue on the east, NW Lovejoy Street on the north and NW 24<sup>th</sup> Avenue on the west.



**Appendix I**  
**Excerpt from Historic Alphabet District**  
**Community Design Guidelines Addendum**

The complete addendum, including the Historic Context Statement, is available from the Bureau of Planning:

City of Portland Bureau of Planning  
1900 SW 4th Avenue, Suite 4100  
Portland, OR 97201

Phone: 503-823-7700 FAX: 503-823-7800  
[www.planning.ci.portland.or.us](http://www.planning.ci.portland.or.us)  
[pdxplan@ci.portland.or.us](mailto:pdxplan@ci.portland.or.us)



Wilfred & Gustav Burkhardt Building,  
500-510 NW 23<sup>rd</sup> Avenue



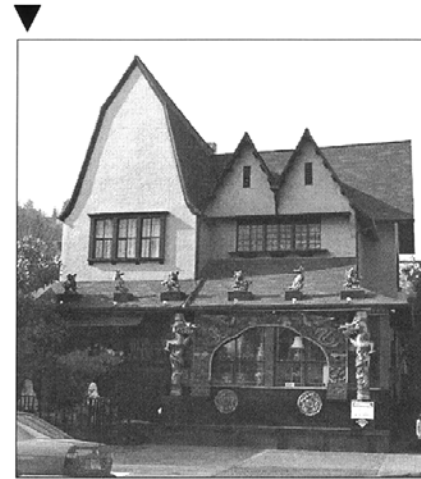
Swedish Tabernacle (Mission Theater),  
1624 NW Glisan St

### Background

The federal age requirement for National Historic Register designations is 50 years. In most eastern cities and states, many buildings and districts have been in place for over 200 years. The desire to preserve changes that occurred to structures over their lifetime is relevant to these eastern landmarks and districts. Different architectural styles and development markets have functioned concurrently over long periods of time to alter existing buildings. These changes can attain a level of historic significance that merits protection. In contrast, buildings and districts in western states have not been subject to significant changes in architectural styles. However, in a relatively short period of time, buildings may be altered from their original state due to changes in local development markets. In the Historic Alphabet District, the oldest structures date back to the last decades of the 19<sup>th</sup> century. The majority of changes over the intervening years may be characterized as use changes that maintain the original character of the structure rather than architectural changes.

*This guideline may be accomplished in the Historic Alphabet District by:*

**A:** Incorporating exterior design elements that relate to the historical original as well as to alterations that have been thoughtfully integrated with the original structure. Design elements that are most often altered include roof pitches, porch elements, windows, sheathing materials and decorative elements such as gable ornamentation. Alterations to the roof gables, sheathing materials, and roof pitches as well as the use of a distinct color system on the exterior finish help to create a unique identity for this non contributing building within the Historic Alphabet District.



Augustus Oberdorfer House, 725 NW 23<sup>rd</sup> Avenue

### Historic Alphabet District Guideline 1:

***Historic changes. Most properties change over time; those changes that have acquired historic significance will be preserved.***



Historic Alphabet District Interim Design Guidelines

*This guideline may be accomplished in the Historic Alphabet District by:*

**B.** Using façade treatments such as porches and windows to unify the adaptive re-use of a former duplex unit. This building has incorporated ground floor and below grade retail and provided access to the upper story offices and residences. The porch unifies the buildings while maintaining historic details such as porch columns.



Annie Eickorn House, 902-910 NW Kearney Street

*This guideline may be accomplished in the Historic Alphabet District by:*

**C.** Extending similar sheathing materials and window styles when a building is adaptively reused. The Munly Buildings were remodeled from residential to retail use. The original façade was altered to increase retail space at the porch entrance and retail use now extends below grade. The use of lap siding and alterations to original bay windows were designed to be compatible with the historic character of the district. The enclosure of part of the building's porch changed the building form while retaining the historic details of the porch columns and moldings. The enclosure is accomplished with large sheet glass that reveals the building's shape prior to the adaptive re-use.



Mary Munly Houses #1 & #2 (l - r),  
720-722 NW 23<sup>rd</sup> Avenue

*This guideline may be accomplished in the Historic Alphabet District by:*

**D.** Maintaining architectural details or adding new design elements in the process of altering the intended use of the original structure. The ornamentation of the gable ends and dormers as well as the post and baluster detail of the porch were maintained when this multifamily apartment building was converted to condominiums.



George H. William Townhouses, 133 NW 18<sup>th</sup> Ave.



The Campbell Townhouses, 1705 - 1719 NW Irving Street

### Background

Materials used for the original construction of buildings contribute to the character of the Historic Alphabet District. Exterior materials can highlight important architectural elements of a structure. Cornice treatments provide a transition from the structure to the sky, window treatments provide a consistent rhythm to building facades, and brickwork can visually define floor transitions. Historic

materials and their use in the building design constitute a base of reference for historic preservation efforts. As time passes, these materials age and deteriorate. In many cases, replacement is complicated due to difficulties locating historic materials, modern code requirements, and the cost of replacement material. Efforts should be made to preserve historic materials or replace them with high quality facsimiles because of the contributing role construction materials play in the Historic Alphabet District.

### Historic Alphabet District Guideline 2:

***Differentiate new from old. New additions, exterior alterations, or related new construction will retain historic materials that characterize a property to the extent practicable. Replacement materials should be reasonable facsimiles of the historic materials they replace. The design of new construction will be compatible with the historic qualities of the district as identified in the Historic Context Statement.***<sup>94</sup>

<sup>94</sup> The Context Statement for the Historic Alphabet District is presented in Section II of this appendix

*This guideline may be accomplished in the Historic Alphabet District by:*

**A.** Siting additions that follow the form of the existing structure. The rooftop addition on the Victoria Inn uses different construction materials, incorporates a cornice treatment that matches the first floor transition element, and is setback from the plane of the historic walls. The addition echoes the form of the original building, harmonizing the building and the addition, while using setbacks and changes in materials and color to create a clear distinction between the historic fabric and the addition.



Hill Hotel (Victoria Inn),  
2255-2261 W. Burnside Street

Historic Alphabet District Interim Design Guidelines

*This guideline may be accomplished in the Historic Alphabet District by:*

**B.** Maintaining the original entry proportions and replicating original design elements. This former fire station was redeveloped as a residential building. As part of the adaptive re-use the main entry and garage doors were replaced. Ground floor entry columns were replaced with fiberglass replicas.



Portland Fire Station No. 17, 824 NW 24<sup>th</sup> Avenue

*This guideline may be accomplished in the Historic Alphabet District by:*

**C.** Altering ground floors while allowing uses permitted by the underlying base zone. The ground floor of the Savoy was altered significantly from the original residential use to storefront commercial. Exterior alterations, such as large bays of ground floor windows were done in a manner that maintained the historic fabric of the building. The storefront spaces facing the sidewalk respect the Savoy's structural system. Steel lintels supporting the upper floors differentiate the ground level adaptive re-use. Window systems and doors in the new commercial spaces employ transoms and clerestory details that relate to nearby contributing commercial buildings.



Interstate Fruit Growers Building (The Savoy),  
2307 NW Hoyt Street

*This guideline may be accomplished in the Historic Alphabet District by:*

**D.** Incorporating historic window elements and unique tile work to storefront façades in a manner that respects the integrity of the district. Clerestory windows are widely used in the Historic Alphabet District and were employed in the remodel of the building. The tile work is an example of a change in historic materials that can add to the character and quality of the building in a manner reminiscent of the district during periods of historic significance.



McGinn Investment Co. Building (Papa Haydn),  
701-717 NW 23<sup>rd</sup> Avenue



Couch Family Investment Houses and  
Campbell Townhouse  
1700 Block of NW Irving Street



Looking northeast along NW Irving, between  
NW 19<sup>th</sup> & NW 20<sup>th</sup> Streets

### Background

The Portland Historic Landmarks Commission identified the Historic Alphabet District as a significant City resource. The district contains a diverse set of architectural styles and building types. Contributing single family residences, townhouses, and apartment buildings can be found on many streets in the Historic Alphabet District. Recent changes that have occurred in the form of exterior alterations or new construction have, for the most part, been carried out in a manner that has enhanced the neighborhood's historic character. This can be attributed to the sensitivity of developers and the high level of neighborhood involvement in the growth of the community.

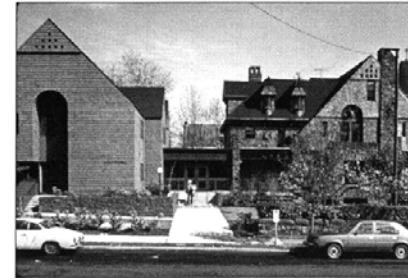
*This guideline may be accomplished in the Historic Alphabet District by:*

**A.** Connecting a new building to existing structures in a historically sensitive fashion. Roof styles, pitches, and other architectural details from the adjacent historic building are incorporated in the design of the new building. The Abbott Hall addition has maintained the building proportions and roof shapes of the MacKenzie House. The addition has also incorporated an arched portal entry that matches the style of some MacKenzie House windows.



### Historic Alphabet District Guideline 3:

***Hierarchy of Compatibility. Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, if located within a historic or conservation district, with the rest of the District. Where practical, compatibility will be pursued on all three levels. New development will seek to incorporate design themes characteristic of similar buildings in the Historic Alphabet District.***



Abbott Hall and MacKenzie House,  
NW 20<sup>th</sup> Avenue and NW Hoyt Street

Historic Alphabet District Interim Design Guidelines

*This guideline may be accomplished in the Historic Alphabet District by:*

**B.** Matching the proportions and incorporating the architectural details of surrounding buildings into the design. The Kearney House fits into the historic context of the area through the use of architectural details found in contributing properties such as roofline treatments.



The Kearney House Apartments,  
824 NW 20<sup>th</sup> Street

*This guideline may be accomplished in the Historic Alphabet District by:*

**C.** Using set backs at the ground floor that key off of the scale of adjacent compatible structures. The Barcelona Apartments has employed a second story setback to differentiate ground floor flexible retail space from upper story residences. The cornice lines and opening proportions relate strongly to the adjacent landmark property.



The Barcelona Apartments, 202-218 NW 20<sup>th</sup> Street

*This guideline may be accomplished in the Historic Alphabet District by:*

**D.** Developing vertical mixed-use buildings that add to the character of the developments along NW 23<sup>rd</sup> Avenue. The large multi-pane window spans the full length of the ground floor to create an engaging street frontage that corresponds with the eclectic nature of other commercial district buildings. The residential portion of the development is set back from the primary building plane and uses balconies to relate with the street.



L & G Ltd. Partnership Building,  
404-410 NW 23<sup>rd</sup> Avenue

# Appendices

Historic Alphabet District Interim Design Guidelines

**Applicability Chart for Projects Located within the Historic Alphabet District**

DESIGN GUIDELINES	PROJECT TYPE	Mixed Use, Commercial Industrial Institutional	Multi-Dwelling	New Single and Attached Dwelling	Residential Exterior Alterations; Single and Attached	Open Space	Signs and Awnings	Storefront Remodel
	<b>PORTLAND PERSONALITY</b>							
Community Plan Area Character		◆	◆	◆	◆	◆	◆	◆
Historic and Conservation Districts*		◆	◆	◆	◆	◆	◆	◆
Gateways		◆	◆			◆		
<b>PEDESTRIAN EMPHASIS</b>								
The Pedestrian Network		◆	◆			◆	◆	◆
Stopping Places		◆	◆					
The Sidewalk - Level of Building		◆	◆					◆
Corner that Build Active Intersections		◆	◆					◆
Light, Wind, Rain		◆	◆					◆
<b>PROJECT DESIGN</b>								
Outdoor Areas		◆	◆	◆				
Main Entrances		◆	◆	◆				◆
Landscape Features		◆	◆	◆		◆		
Parking Areas and Garages		◆	◆	◆				
Crime Prevention		◆	◆	◆		◆		
Architectural Integrity		◆	◆	◆	◆		◆	◆
Blending into the Neighborhood		◆	◆	◆	◆		◆	◆
Interest, Quality and Composition		◆	◆	◆	◆		◆	◆

\* Including the Historic Alphabet District interim design guidelines

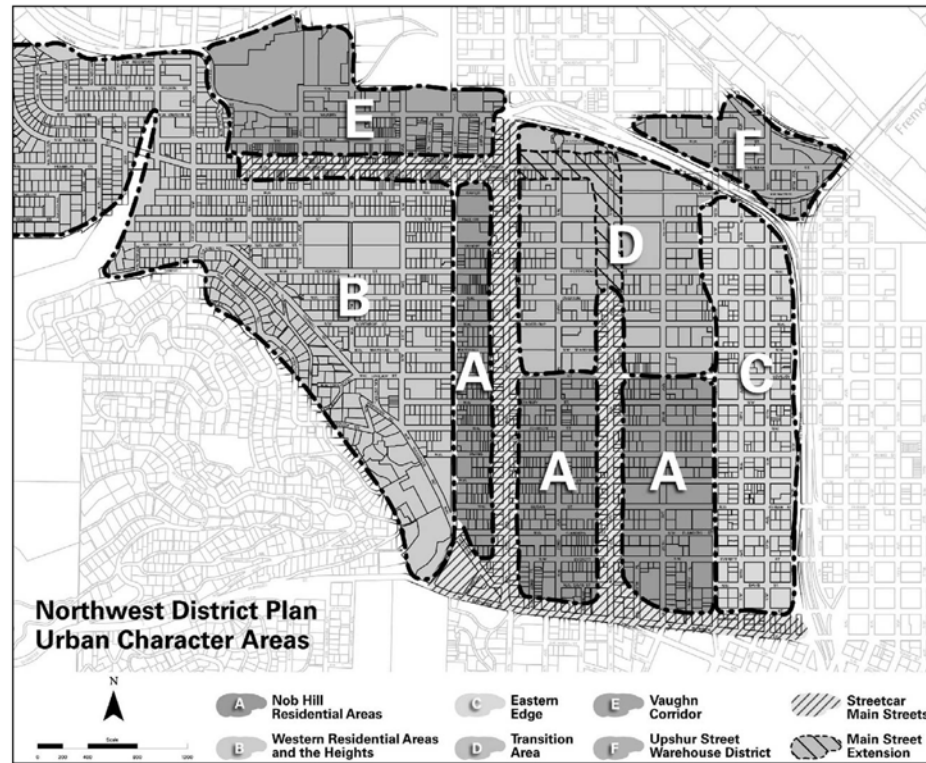
**Appendix J**  
**Excerpt from Northwest District Plan**  
**Amended Design Guidelines - Desired Characteristics and Traditions**

The district-wide considerations, which precede the individual Urban Character Area statements, include general desired characteristics that should be consulted for proposals on all sites in the Northwest District.

## Urban Character: District-wide Considerations

While the emphasis of the Desired Characteristics and Traditions statements that follow is on highlighting the distinguishing characteristics of each urban character area, development throughout the Northwest District should contribute to maintaining the district’s architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district’s established pattern of partial block massing.

Map 4: Urban Character Areas





**Urban Character Area A: Nob Hill Residential Areas**

The Nob Hill residential areas, sometimes known as “the Flats,” include much of the historic residential core of the Northwest District, a large portion of which is now designated the Alphabet Historic District. These areas are characterized by a diverse mix of detached residences and apartment buildings, along with several prominent religious institutions.



**Architecture**

Detached houses include a wide-range of architectural styles popular in the late-nineteenth and early-twentieth centuries, including the Italianate, Queen Anne, Classical and Colonial Revival, and Craftsman styles. While exhibiting varied architectural styles, houses typically feature pitched roofs, one-and-a-half to two-and-a-half stories, orientation to the street, wood lap siding, generous fenestration featuring double-hung or casement windows, and raised front porches or stoops. The Nob Hill area is also distinguished by having the largest concentration of early twentieth century apartment buildings in Portland. Mostly dating from the time of the 1905 Lewis and Clark Exposition through the 1920s, apartment buildings in this area include examples in the Colonial Revival, Jacobethan, Streetcar Era, Craftsman, and Mediterranean styles. Larger apartment buildings are typically in block, split-block, or courtyard building forms, and range from two- to five-stories in height, usually with flat roofs and cornices or ornamented parapets. Of these, the most common building forms are the two-and-a-half story block-form “brickers” and the larger three to five story split-block buildings, which feature deep entrance courts that serve to break up building mass and provide light. Also common is small two- to six-unit apartment buildings (“plexes”), typically designed to mirror the form and architectural style of detached houses of the same era. Common building materials used in apartment buildings include exterior cladding of brick, stucco, or wood lap siding; with wooden double-hung or divided-light steel sash the predominant window types.

**Urban Pattern**

While architecturally diverse, the Nob Hill residential areas include certain recurring elements that provide the area with a distinctive urban character. This area exhibits a fine-grain built environment that reflects its history of incremental development. Detached houses are closely spaced on 50-foot wide, or narrower, lots. Apartment buildings typically repeat this scale and rhythm of development, with front facades, building wings, and courtyards usually no wider than 50-60 feet (an exception to this is along north-south avenues, where the sides of apartment buildings extend up to 100 feet in length). Nob Hill residences most typically face onto streets that run perpendicular to the neighborhood’s commercial main streets. Frequently, larger apartment buildings are located at the ends of blocks, with detached houses and small apartment buildings located in mid-block areas. In contrast to the



hard edge of the storefront-lined main streets, the residential side streets are characterized by a softer, greener edge provided by large street trees and landscaping and plantings in shallow front setbacks and courtyards. While some apartment buildings on these streets include no setbacks or courtyards, they rarely dominate any block frontage.

### **Nob Hill Residential Areas: Desired Characteristics and Traditions**

Most parts of the Nob Hill Residential Areas are located within the Alphabet Historic District, where historically and architecturally significant structures should be preserved. Throughout the Nob Hill Residential Areas, new development should utilize design elements that distinguish the residential side streets from the more intensely hardscaped main streets, with street frontages divided into distinct components that continue the established fine-grain urban pattern. Development should also acknowledge the scale, proportions, and street orientation of existing Pre-World War II structures and continue the areas' diverse range of building typologies.

### **Urban Character Area: Streetcar Main Streets**

The main streets of NW 21st and NW 23rd Avenues, and West Burnside and NW Thurman Streets, located along the original streetcar routes through the area, have historically served as the primary focus for commercial activity in the Northwest District. This status is reflected in the architecture and development pattern along these streets.



### **Architecture**

Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split-block, and courtyard apartment buildings; as well as some early twentieth-century wood-frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses. NW Thurman Street includes a predominance of residential structures not typical of the other main streets, including Victorian workers cottages in the Queen Anne style (these are remnants, together with similar houses along nearby streets, of the working-class Slabtown neighborhood) and modern rowhouses with architecture derivative of traditional styles.

**Urban Pattern**

Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences. These patterns are occasionally interrupted by residential structures and by post-war commercial buildings with front setback parking and other automobile-oriented features (with drive-through facilities especially common along West Burnside Street). NW Thurman Street is characterized by a less continuous storefront commercial frontage than is the case along the other area main streets. Along NW Thurman Street, storefront commercial buildings tend to be clustered at intersections, with mid-block areas occupied by small lot houses, usually with shallow setbacks, and modern rowhouses with front garages and driveways.

**Streetcar Main Streets: Desired Characteristics and Traditions**

The Streetcar Era structures that define the character of the main streets, portions of which are located within the Alphabet Historic District, should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings and upper-story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

**Urban Character Area B: Western Residential Areas and the Heights**

The western residential areas, including Nob Hill Terrace, the Wallace Park area, and Willamette Heights, are characterized by their location at the foot of the West Hills and by the predominance of detached houses, which contrasts with the much greater mix of uses and building types found elsewhere in the Northwest District.

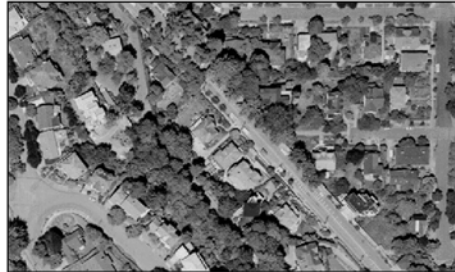
**Architecture**

Detached houses in the western residential areas primarily date from the early twentieth century, and include many grand houses designed by Portland's finest architects, with more modest housing located primarily north of Wallace Park. Common architectural styles include Classical and Colonial Revival, Arts and Crafts, Craftsman, and Tudor. Scattered apartment buildings and newer rowhouses are located primarily to the east near NW 23rd Avenue. Typical building

elements include pitched roofs, one-and-a-half to two-and-a-half stories, orientation to the street, generous fenestration, and front porches or stoops. Off-street vehicle parking, when provided, is clearly a subsidiary design element and rarely incorporated into the front facades of pre-World War II residences. Typically, vehicle parking is in the form of small detached garages at the rear of properties, set into front yard embankments, or occasionally in the form of basement conversions.

### Urban Pattern

The western residential areas are characterized by a fine-grain pattern of detached houses, and occasionally small apartment buildings, on relatively small landscaped lots. Below the steeper hillsides, streets follow a 200-foot by 460-foot grid pattern. Individual lots on these blocks tend to be 50-feet wide, with larger lots and grand houses sometimes located on corner sites. On the hillside “Heights,” streets generally follow a curvilinear pattern that follows hillside contours and are flanked by



larger lots and houses than are common in lower portions of the area. The Heights’ curvilinear streets and larger lots, which frequently feature large fir trees, serve to visually and functionally acknowledge their presence as part of the West Hills. Throughout the western residential areas, front and sideyard setbacks tend to be larger than elsewhere in the Northwest District, providing opportunities for ample landscaping and plantings. This provides the western residential areas with a greener, more distinctly residential character than the more intensely developed mixed-use areas to the east.

### Western Residential Areas & the Heights: Desired Characteristics and Traditions

These areas’ rich architectural heritage of late nineteenth- and early twentieth-century houses should be preserved. New development should continue the existing pattern and scale of development and incorporate landscaping that contributes to these areas’ distinctly residential character. In hillside areas, site design and landscaping should acknowledge the natural features and vegetation of the West Hills.

### Urban Character Area C: Eastern Edge

The Eastern Edge is perhaps the most architecturally varied portion of the Northwest District. This diversity is a product of its location in an area that during the first part of the twentieth century had become the transitional boundary between the residential and industrial portions of Northwest Portland and that had previously served as the boundary between the area’s upper- and working-class neighborhoods. The Eastern Edge includes examples of the residential structures that made up the area’s late nineteenth-century middle- and working-class neighborhoods, as well as many early to mid twentieth-century light industrial buildings. It also

includes religious institutions, such as St. Patrick's Church and several Lutheran churches that had served the area's once large population of Scandinavian immigrants.

### Architecture

Among the diverse assortment of residential structures in the Eastern Edge are clusters of middle-class Victorian houses, primarily in the Italianate and Queen Anne styles; Portland's only nineteenth-century brick rowhouses; occasional small wood-frame apartment buildings; and several block and split-block apartment buildings. The northern portion of the Eastern Edge, notably along NW 19th Avenue, includes scattered Victorian cottages, primarily in the Queen Anne style, that are remnants of the working-class Slabtown neighborhood. Industrial buildings, primarily dating from the early- through mid-twentieth century, are another significant component of the Eastern Edge's architecture. Light industrial buildings are located throughout the area, with larger concentrations near the I-405 freeway and toward the north. Most industrial buildings are of concrete construction, or occasionally brick, and feature flat roofs and one to two stories, with older examples having multi-pane steel sash windows.



### Urban Pattern

The Eastern Edge shares the pattern of fine-grain, partial block development that is characteristic of much of the Northwest District. Detached and attached houses are located on narrow lots with shallow, landscaped setbacks. Apartment buildings occupy no more than 100 feet of street frontage, with most front facades divided into building volumes no wider than 50 feet. Industrial structures, too, are of relatively small scale, partially due to this area's pattern of 200-foot by 200-foot blocks (an extension of downtown Portland's historic block structure). Industrial structures here are frequently only a quarter-block in size, with half-block buildings more common in northern portions of the area.



Most industrial buildings contribute to an urban streetscape, with buildings close to sidewalks, although this pattern is interrupted more frequently in northern portions of the area, where vehicle parking sometimes occupies setback areas. A dominant element of the built environment in the Eastern Edge is the presence of the I-405 freeway along its eastern boundary. South of NW Johnson Street, the freeway is located within a large, below-grade cut. North of this street, the freeway is raised above grade, looming as much as 95 feet above street level.

### Eastern Edge: Desired Characteristics and Traditions

New development should contribute to the architectural diversity of the Eastern Edge and continue its established pattern of partial block building massing, with parking areas screened behind buildings. Along the Portland Streetcar alignment on NW Lovejoy and NW Northrup streets, development should contribute to the creation of an identifiable corridor, with architectural characteristics and development patterns similar to those of district main streets. Development along raised portions of the I-405 freeway is encouraged to be designed to screen the rest of the neighborhood from the freeway and to locate building activity areas in ways that relate to and enhance linkages under the freeway. The historic resources of the Eastern Edge, part of which is located in the Alphabet Historic District, should be preserved. The scattered remnants of the historically working-class Slabtown neighborhood, located in northern portions of the area, are a particularly vulnerable component of the area’s built environment that should also be preserved.

### Urban Character Area D: Transition Area

For the purposes of this discussion, the Transition Area includes the predominantly industrial northern portions of the Northwest District as well as the Legacy Good Samaritan Hospital and Medical Center area (“Good Samaritan Hospital” area). Both the industrial and Good Samaritan Hospital portions of the Transition Area are characterized by a scale of development that differs considerably from the fine-grain, partial-block development pattern that characterizes much of the Northwest District.



### Architecture

While pockets of the Transition Area include pre-World War II buildings typical of the Nob Hill neighborhood to the south, such as a mix of small apartment buildings and detached houses, much of the area is characterized by large-scale institutional and industrial buildings built since World War II. Toward the southwest, the multi-block Good Samaritan Hospital complex is characterized by a mix of modern multi-story institutional buildings and parking structures, mostly clad in brick. Primary entrances and windowed lobbies are oriented toward the center of the complex, at NW 22nd Avenue and NW Marshall Street, with few ground-floor windows facing onto the NW 23rd Avenue main street. Further north, architecture in the Transition Area is characterized by tilt-concrete industrial buildings, often with few windows, and by a cluster of modern mid-rise office buildings.

### Urban Pattern

While portions of the Transition Area include the partial-block development pattern typical of the rest of the Northwest District, it also includes development patterns that differ considerably. Both the Good Samaritan Hospital complex and the industrial areas include buildings with street-facing facades that are 200-feet wide, or larger, in contrast to other areas where building frontages are typically 100-feet wide or smaller. A key departure from the usual Northwest District development pattern is the existence in the Transition Area of large “superblocks,” including blocks that are 460-feet by 460-feet and others that are 980-feet in length. Also, the Transition Area, particularly in its industrial areas, includes large vehicle parking areas, sometimes a full block in size.



### Transition Area: Desired Characteristics and Traditions

New development should contribute to integrating the Transition Area into the fabric of the Northwest District by more closely follow the development patterns of the rest of the neighborhood, such as a partial-block scale of development, street frontages lined with buildings rather than parking lots, and extension along NW 21st Avenue of the main street pattern of buildings with ground-floor windows built close to sidewalks. The facades and rooflines of larger buildings should be divided into distinct components that reflect the Northwest District’s established development pattern of 50 to 100 foot-wide increments. Larger structures that provide a sense of urban enclosure should be concentrated along main streets and the streetcar corridor, with a finer grain of façade articulation and roofline variation along east-west side streets. The historic 200-foot by 460-foot street grid pattern, as identified in the Northwest District Master Street Plan, is to be reestablished within the Transition Area. Future institutional development along NW 23rd Avenue should be designed to help reestablish the main street pattern of entrances and ground-floor windows. A key opportunity in the Transition Area is the new Portland Streetcar alignment on NW Lovejoy and NW Northrup streets. Along the streetcar alignment, new development should contribute to the creation of a pedestrian- and transit-oriented streetscape, similar to that of the main streets, with a continuous, but architecturally varied, frontage of mid-rise buildings with ground-floor windows and entrances oriented to the public realm. Retail development along NW 21<sup>st</sup> and NW Thurman (west of NW 21<sup>st</sup>) in the Transition Area should be designed to acknowledge the fine-grain mix and pattern of uses that characterizes the Northwest District’s established main streets, such as by dividing main street frontages into spaces suitable for small tenants or by including upper-story residences or offices.

## Urban Character Area E: Vaughn Corridor

The Vaughn Corridor, like the Eastern Edge, is an “edge” area characterized by a great variety of architecture and development patterns. NW Vaughn Street is a busy traffic arterial that serves both the Northwest District’s mixed use areas and the Guild’s Lake industrial area. It also serves as the interface between the industrial operations of the industrial area and the residential and mixed-use neighborhood to the south. The corridor’s architectural diversity reflects the historically dynamic, changing relationship between industrial and residential uses in the area.

### Architecture

The side streets immediately south of NW Vaughn Street include clusters of modest wood-frame houses from the late-nineteenth and early-twentieth centuries, often in the Queen Anne style, that are remnants of the working-class Slabtown neighborhood. The area south of Vaughn also includes small early twentieth-century apartment buildings; modern rowhouses (including some designed as “live-work” units); scattered small-scale industrial buildings from the early- to mid- twentieth century (mostly of concrete construction); and also some modern wood-frame apartment complexes. A similar architectural diversity characterizes buildings that front onto the south side of NW Vaughn Street itself, though with a greater proportion of non-residential buildings. The south side of Vaughn includes concrete industrial buildings (often with few or no windows); a modern four-story hotel; occasional Victorian-era workers cottages; small early-twentieth century apartment buildings; the historic Hotel Fairmount (the sole building remaining on site from the 1905 Lewis and Clark Exposition) with its expansive first-floor verandah; and a few early-twentieth century storefront-commercial buildings. Along the north side of NW Vaughn Street, the architecture ranges from windowless concrete industrial buildings to the rustic board-and-batten of the former L’Auberge restaurant. Other buildings along the north side of Vaughn include a modern four-story hotel, mid twentieth-century office buildings, corrugated metal industrial buildings, and a small cluster of storefront commercial buildings. The west end of Vaughn is anchored by Montgomery Park, a nine-story converted warehouse of reinforced concrete construction with steel-sash windows, which is the largest building in the Northwest District.



### Urban Pattern

The block structure of the Vaughn Corridor primarily follows the 200-foot by 460-foot pattern found elsewhere in the Northwest District. Exceptions to this include blocks south of Vaughn Street whose longer dimensions run north-south, rather than the usual east-west orientation, and superblocks to the north of Vaughn. Development to the south of Vaughn generally follows the partial-block development pattern common in the rest of the





Northwest District. Large buildings, with greater than 100 feet of street frontage, are more common on the north side of Vaughn Street. Setback patterns also differ between the north and south sides of Vaughn. Along the south side of Vaughn, most buildings are located up against sidewalks, with some residential buildings set behind small landscaped setbacks. The north side of Vaughn exhibits a less consistent setback pattern. Many sites include buildings built close to sidewalks, but others include surface parking lots, storage lots, or landscaped areas along street frontages.

#### **Vaughn Corridor: Desired Characteristics and Traditions**

Future development along NW Vaughn Street should contribute to a more urban and pedestrian-oriented streetscape, with buildings located close to and oriented to the Vaughn Street frontage. While a more unified street orientation along NW Vaughn Street is desired, new buildings should contribute to the architectural diversity of the area. The Vaughn Corridor's stock of late-nineteenth and early-twentieth century structures, including remnants of the Slabtown neighborhood, are an important component of the area's desired character that should be preserved.

#### **Urban Character Area F: Upshur Warehouse District**

A unique area within the Northwest District is the warehouse district clustered along the former rail spur on NW Upshur Street, between NW 17th and NW 20th avenues, and along NW Thurman Street, between NW 15th and NW 19th avenues. This area, somewhat isolated from the rest of the Northwest District by the Fremont Bridge approach ramps, includes a well-preserved assortment of early twentieth-century industrial buildings.



#### **Architecture and Urban Pattern**

The industrial buildings in this area, mostly dating from the early- to mid-twentieth century, are of utilitarian design with little architectural ornamentation. They are generally of masonry construction, with flat roofs and minimal cornice details. Buildings along the NW Upshur Street rail spur are characterized by loading docks and canopies and are frequently of brick construction. Buildings along Thurman Street are generally more modern than those along NW Upshur Street, and often feature multi-pane steel sash windows. The relatively small scale of the industrial buildings, together with their ample fenestration, brickwork and covered loading platforms, provide this area with a finely-textured and human-scaled streetscape.



**Upshur Warehouse District: Desired Characteristics and Traditions**

The historic industrial character of this area is an integral part of its identity that should be preserved and that new development should acknowledge. A key element of this industrial character is the curbless industrial configuration of the NW Upshur Street right-of-way and the identity-giving loading platforms and canopies, which should be continued.

**Appendix K**  
**Excerpt from St. Johns/Lombard Plan**  
**Amended Design Guidelines - Desired Characteristics and Traditions**





## St. Johns Town Center

### Desired Characteristics and Traditions

#### Background

The built environment of the St. Johns town center is the result of development over decades, which brought a variety of building types and architectural styles. As a result, the St. Johns town center is an architecturally diverse area. The downtown area was developed prior to and during the streetcar era, before automobile use became widespread, resulting in a built environment very much oriented to the pedestrian. The riverfront area has a heritage of marine and industrial activity, but is also the site of the original settlement of St. Johns, and contains residential uses. The hillside area has developed over time as a neighborhood of mixed dwelling types and densities, conveniently located near the services of downtown St. Johns and employment areas on the peninsula.

The urban character area boundaries shown on the map below are for the purposes of this section only. The boundaries are flexible, as there is a transition between each area. For sites located at area edges, “Desired Characteristics and Traditions” statements from adjoining areas should be consulted, taking into account specific aspects of the site and its context.

#### Urban Character Areas Map





## Urban Character Area I: Residential St. Johns

The residential St. Johns area comprises three residential enclaves, adjacent to both downtown St. Johns and single dwelling neighborhoods. Within the plan area, the commercial district adjacent to Lombard and Ivanhoe Streets separates this residential area from the Hillside residential neighborhood. The area is not exclusively residential, and contains religious and other institutional uses, including the community center, all situated on large lots with prominent open areas. The housing stock is characterized by a mix of older houses from the early twentieth century, and postwar housing built to accommodate workers at nearby mills and industrial plants. It includes a scattering of duplexes and triplexes. Multidwelling housing consists of a mix of early and mid- to late twentieth century developments dispersed throughout the area, but primarily concentrated adjacent to Lombard Street and commercial nodes. Newer development over the past decade consists primarily of detached and attached single dwellings and duplexes on infill lots. The vision for the area builds on its eclectic mix of housing types and styles, and encourages continued infill development of detached and attached houses, duplexes, townhouses, and medium-density multifamily buildings, built to reflect the strong pedestrian quality that characterizes the area.



St. Johns Christian Church, N. Richmond at N. Central



Vacant site along N. Richmond; YWCA building in background



Apartment house at N. Leonard Street, near N. New York



N. Syracuse Street, between N. Mohawk and N. Richmond

### Urban Patterns

The well-established grid system of the residential St. Johns area is a prominent and important feature. Most streets are fully improved and provide direct pedestrian connections to the open spaces,



institutional uses and commercial areas within St. Johns. In this area, blocks are typically longer than those in the hillside area, measuring 200 x 400 feet. A number of blocks are developed with well-utilized, but often unimproved, alleys. Front yards are often generous, particularly for single-family residences, and emphasize the abundant open space provided around institutional and civic uses.



Block structure and building footprints



1 Residential St. Johns

### Architectural Patterns

The residential St. Johns area contains a wide variety of building types and architectural styles from different eras. The earliest houses in this area date back to the late nineteenth century. Smaller single-story early twentieth century and postwar era homes on typical (5,000 square-foot) lots characterize much of the development north of Lombard Street, interspersed with institutional and community-oriented uses that include the St. Johns Community Center, the Bachelor Club, the branch library, James John School, and churches. Included in the housing mix are low-rise, multidwelling developments generally from the mid- to late-twentieth century.

The east portion of this area comprises somewhat larger houses of varying eras and styles, including early twentieth century one-and-a-half and two-story bungalows and American basic houses, and one-story ranch-style dwellings set back with large front yards. Low-rise, multidwelling developments from the mid-twentieth century are found throughout the area, and vary in size from triplexes to larger 25-unit structures. They are generally set back from the street with parking areas typically predominating the street frontage.



Ranch-style house at N. Charleston



Early twentieth Century houses at N. Leonard

### Desired Characteristics and Traditions

The early housing styles and small-town scale of the residential St. Johns area provide the context for new projects. As such, new development should reflect and acknowledge this context by ensuring that main entrances are prominent, pedestrian connections are strong, landscaping is prominent and integrated appropriately, and parking areas do not dominate the streetscape.

Building and site design elements that contribute to the residential St. Johns character should be carried out in new projects. New development should:

- incorporate architectural and site development features of early twentieth century era houses, including eave length, siding materials and appearance, window and door trim, and roof pitch;
- continue existing front setback patterns;
- use landscaping to buffer and soften edges;
- provide strong visual connections between the public sidewalk and main entrances; and
- locate parking and vehicle areas toward the rear of residential dwellings.

When available, alleys should be used for vehicle access, to strengthen the pedestrian environment.

The area north of Lombard Street includes several civic and institutional buildings (such as James John Elementary School, St. Johns branch library, St. Johns Community Center, and Pioneer Methodist Church) These buildings provide essential services to local residents and define the characteristics of the adjacent residential area. New development must recognize and preserve the central roles of these buildings in the small-town character of St. Johns. New development should:

- include landscaping that complements existing landscaping of these buildings;
- maintain adequate setbacks and spacing from these buildings;
- be of a scale, proportion, and mass that ensures these buildings continue as the clear focus of the adjacent residential area; and
- incorporate architectural and site development features that reflect the quality of these buildings.

In the area near the water tower south of Lombard Street, new development should reflect the character and site design of the older housing stock, including front setbacks, exterior finish materials, and pedestrian orientation. The well-established pedestrian pattern throughout the neighborhood should be strengthened through design features that reinforce this prominent characteristic of the residential St. Johns area.





## Urban Character Area 2: Downtown St. Johns

The small-town atmosphere of downtown St. Johns resonates with many people. Lombard Street is the center of this area, a remnant of the area's origins as an independent city, characterized predominantly by streetcar-era commercial storefronts, some with residential floors above. Single dwelling residences, apartment buildings, and prominent civic and religious buildings contribute to the downtown character. Modern auto-oriented development is present here as well, but generally does not reflect the traditional orientation and scale of the streetcar-era development.



Burlington Street, date unknown (Laura Norene Minkler).



Lombard Street at N. John



Lombard Street at N. Leavitt



McChesney Block, 8947 N. Lombard

### Urban Pattern

Traditional development in the downtown St. Johns area is fine grained. Blocks are generally 200 x 200 feet, unless altered for superblock development that occurred during the 1950s to 1970s. A unique block and street pattern has roots in the boundaries of land claims of the mid-1800s. The prominent streets of Philadelphia and Burlington intersect near the St. Johns Plaza, creating irregular block shapes and a strong linear connection between downtown and the river. The plaza is a focal point and prominent public space in the community. The footprints of many streetcar-era buildings cover most of their lot, generally 50 x 100 feet in area. Most development is built to the property line.



North of Lombard, centered on Charleston Street is a civic area that includes community-serving uses mixed with residential development. Lot sizes here tend to be larger than along Lombard, compatible with medium-density multidwelling development and existing community service uses.

Auto-accommodating development is centered around Ivanhoe Street, and generally has low building coverage and surface parking. Development tends to be set back from the property line, on larger lots. Two large blocks exist in the downtown: between Leavitt and Richmond, combining six small blocks; and at Burlington and Kellogg, combining two small blocks.



Block structure and building footprints



2 Downtown St. Johns

### Architectural Pattern

Traditional streetcar-era storefront and mixed-use buildings are the predominant form along Lombard Street. Buildings range from one to three stories, typically with large storefront windows at the ground level. In some cases, upper floors accommodate residential units or office space. Exterior finish materials include brick, stucco and other masonry, as well as horizontal wood siding.

Prominent civic buildings, such as the old City Hall (North Precinct), post office (Baha'i Center), St. Johns Branch Library, and the National Cash Register Building (St. Johns Pub) follow Twentieth Century Classical and Georgian styles.



James John Elementary School,  
7439 N. Charleston



Venetian Theater/ St. Johns Theater,  
8704 N. Lombard



St. Johns City Hall/North Precinct,  
7214 N. Philadelphia



St. Johns Branch Library,  
7510 N. Charleston



U.S. Post Office/ Baha'i Center,  
8720 N. Ivanhoe



National Cash Register Building/ St.  
Johns Pub, 8203 N. Ivanhoe

### Desired Characteristics and Traditions

New development should support downtown St. Johns' role as the heart of the town center, and should have a strong pedestrian-oriented presence. Throughout downtown St. Johns, new development should recognize the history of St. Johns as a city by utilizing design elements that strengthen the traditional small town character, pedestrian-scale orientation, and rhythm of building facades. Strategies to achieve this include development of small-scale buildings, 50 feet in width or less, one to three stories in height. Mass of taller or wider buildings can be moderated by incorporating architectural details that individualize storefronts or stepping back from the street.

Development of a diverse range of building types should be continued. Active uses should be included in development adjacent to or across the street from the St. Johns Plaza.

New development along Baltimore, Burlington, and Richmond should aspire to create a sense of enclosure and interesting architecture in ways that strengthen visual and physical connections to the downtown and riverfront. New development along Philadelphia, Pittsburg, and John, should add elements that improve the sidewalk environment and recognize these important pedestrian routes that link the hillside to downtown and the riverfront.

For the civic area north of Lombard, new development should support the community-oriented nature of this area through a strong pedestrian environment. New development should incorporate architectural features and exterior materials that complement the quality of respective nearby civic and institutional buildings, including James John School, the St. Johns branch library, and community center.

Alterations to existing large-scale commercial developments (those on superblocs, comprising more than one 200-foot block) should be integrated into the fine-grain urban pattern and mix of uses of downtown St. Johns. This can be accomplished by locating spaces suitable for small-scale active uses (such as bank services, restaurants, cafes, florists) at the street frontage, adding residential development in upper floors, and respecting the street plan in building location and surface parking circulation. New development of superblocs should follow the master street plan.

The transition between commercial and residential zones is important. New commercial development along streets serving as boundaries between residential and commercial zones (such as segments of Princeton, Syracuse, Burlington, and Richmond) should reflect the scale and character of the residential zone. Where possible residential components of mixed-use developments should be located adjacent to existing residential zones to improve compatibility.



## Urban Character Area 3: Hillside Neighborhood

Development of the hillside neighborhood area is rich in history, dating back to the late nineteenth century when James John set out to create an active harbor settlement with rail shipping facilities. The area is almost exclusively residential, with the exception of a metal-clad industrial building near Cathedral Park, and a water tower on Willamette Boulevard. The area's oldest housing is located here; many good examples remain of large houses belonging to prominent St. Johns citizens, and worker housing for nearby mills and other industries. Multifamily housing is recent construction (over the past 50 years) and is dispersed throughout the area, although most concentrated between Alta and Mohawk. Development over the last 10 years consists mainly of detached and attached infill houses and rowhouses. The vision for the area builds on the area's eclectic mix of housing types and styles, and encourages infill of attached houses, rowhouses, and medium-density multifamily buildings.



Edna Hollenbeck house,  
8716 N. Syracuse



Apartment building at N. Edison and  
Baltimore



Unimproved N. Alta right-of-way at  
Edison



Rowhouses at N. Burlington and  
Willamette



St. Johns Community Garden at  
N. Edison



Single dwelling house on N.  
Edison

### Urban Patterns

Views of the St. Johns Bridge, Forest Park and the Willamette River permeate the area and heighten the area's image. Most of the blocks in this area measure 200 x 200 feet; however, many links in the street network are not improved, or not up to standards (either unpaved or lack sidewalks). This gives the sense of additional green space in the area, a feature neighbors value, but diminishes the area's image due to the low level of public improvements. Additionally, physical connections to the riverfront are limited. Due to the slope, many lots include retaining walls at the street lot lines, and garages at the property line, built into the slope.



## Community Design Guidelines

Streets are organized in a grid pattern, broken by the axes of Burlington and Philadelphia, which create triangular blocks. This pattern is a positive attribute, since it helps direct and preserve public views. However, due to this axis, the intersections of Burlington at Edison and Willamette have expansive paved areas.



Block structure and building footprints



3 Hillside Neighborhood

### Architectural Patterns

The Hillside area contains a wide variety of building types and architectural styles from different eras of development. The earliest houses in this area date back to the late nineteenth century. Larger homes on large lots are concentrated around Syracuse between Philadelphia and Baltimore, and feature Colonial Revival, American Basic, and Queen Anne Vernacular styles.

The west portion of the area has a significant amount of one-story bungalows, and small Victorian worker cottages in the Queen Anne style. Setbacks range from about 10 feet to 20 feet. However, the area also accommodates the tallest building, Schunk Riverview Tower, a 12-story residential apartment building. Mid-twentieth century multifamily developments can be found throughout the area: typically two stories in height, set back from the street to accommodate parking areas, and sometimes having street-facing facades limited to garage doors or blank walls. Many examples, however, dedicate significant area to landscaping. Recent examples of rowhouses are typical of the development found in many city neighborhoods: most are three stories in height, with ground floor garages. The easternmost portion of the area is almost suburban in nature, characterized by one-story, ranch-style homes with large front setbacks (20 to 25 feet) and lawns.



## Desired Characteristics and Traditions

New development should contribute to the hillside neighborhood's identity as a vibrant hillside village composed of 1900s-era houses as its foundation, supported by an eclectic mix of housing styles, types and densities that, when viewed as a whole neighborhood, complement each other and contribute positively to the town center.

Assets of the hillside should be celebrated in new development – its south-facing slope, location at the Willamette River's bend providing expansive views, along with views of Cathedral Park, St. Johns Bridge, and the west hills. New development must be neighborly – it must reduce the prominence of parking areas as viewed from the street, strengthen main entrance connections, and be compatible with the height and massing of existing residential buildings.

To successfully contribute to the existing context and to be neighborly, new development in the Hillside area should strive to achieve the following: incorporate architectural and site development features found in existing historic houses, reduce impacts to adjacent houses if taller (stepping back, greater setbacks), dedicate generous amounts of site area to landscaping, provide strong connections between the sidewalk and the entrance, limit vehicle areas to the absolute minimum necessary, utilize durable building materials, and consider privacy when designing side and rear facades, without reducing window area. These features are particularly important along Princeton, Syracuse, Willamette, and Edison Streets.

New development along Baltimore, Burlington, and Richmond should aspire to create a sense of enclosure and interesting architecture in ways that strengthen visual and physical connections to the downtown and riverfront. New development along Philadelphia, Pittsburg, and John should add elements that improve the sidewalk environment and strengthen the identity of these important pedestrian routes that link the hillside to downtown and the riverfront.



## Urban Character Area 4: Willamette Riverfront

The most prominent features of the riverfront are the St. Johns Bridge and the expansive Cathedral Park. Combined with the river and the backdrop of Forest Park, these public assets are breathtaking and can be seen from most locations in the area.

The original city of St. Johns was sited here in the 1880s; in fact, James John set up a store at the base of Burlington Street and operated a ferry nearby. Only two structures, the Miner House and a church, remain from that era. Riverfront industry that defined this area, including shipping and lumber, plywood, woolen, and flour mills (early 1900s), and shipbuilding (1940s), have disappeared. A few active foundries remain, but much of the industrial land is used for storage of machinery and steel.



View of river and bridge from Crawford Street at Tyler Avenue



Old Seventh Day Adventist Church, Salem and Edison (currently a residence)



Riverfront at Cathedral Park



Industrial buildings facing the Bradford Street rail line



Peninsula Iron Works at N. Crawford and Alta

### Urban Pattern

Large sites along the river are in public ownership with the exception of the Lampros Steel site, positioned between Willamette Cove and the Water Pollution Control Lab and Cathedral Park. Access to the river is via Cathedral Park and the water lab.

Similar to the Hillside area, streets are organized in a grid pattern, broken by the axis of Burlington, which creates triangular blocks. This pattern is a positive attribute, since it helps direct and preserve public views. The main north-south streets of Richmond, Burlington, and Baltimore have wide roadways and are designated as important community streets serving all transportation modes. These streets end at the Bradford Street right-of-way, creating large block patterns near the river. The Philadelphia Street



right-of-way is an important pedestrian route since it is aligned with the bridge and directly connects with Cathedral Park.

An active rail line in the Bradford Street right-of-way parallels the river. Many of the industrial buildings are located near Bradford and Crawford Streets.

As with the Hillside area, the easternmost portion is suburban in nature, developed with one-story single-dwelling homes with generous setbacks and front lawns on sloping lots. Views of Willamette Cove, the river, and Forest Park are pronounced, especially at Tyler Street. Most industrial sites are in the center of this area, with Lampros Steel as the focus. Cathedral Park dominates the western portion, along with the former Columbia Sportswear building (now Cathedral Park Place). Here, industrial uses mix with 1900s-era small bungalows and recently constructed rowhouses.



Block structure and building footprints

4 Willamette Riverfront

## Architectural Pattern

Industrial buildings do not follow a strong pattern. In part this is due to the fact that much of the industrial area is dedicated to outdoor storage; buildings on the site occupy a small part of the site and are secondary in use. Some buildings, however, occupy the entire site, such as the Peninsula Iron Works and former Columbia Sportswear buildings. These buildings have varied roof lines. Industrial buildings adjacent to Bradford Street are built to the property line, to benefit from rail access. Materials used in the industrial buildings include corrugated metal and concrete block.





### Desired Characteristics and Traditions

Three central traditions comprise the riverfront's heritage: industrial and working riverfront, origin as the first St. Johns city site, and prominent public assets of the St. Johns Bridge and Cathedral Park. The desired characteristics of the riverfront area acknowledge these traditions while allowing for architectural expression to create richness and diversity.

The riverfront area is envisioned to accommodate a range of uses, including light industrial, commercial and office, live/work space, and residential. Where possible, residential components of employment zone developments should be located adjacent to existing residential zones to improve compatibility.

Development along Baltimore, Burlington, and Richmond Avenues should add to the creation of distinguishable corridors that provide main connecting routes to downtown St. Johns. Buildings should be located close to the sidewalk, and orient toward these avenues with interesting and inviting facades. Curb cuts, driveways, garages, and surface parking should be avoided along these avenues. Active uses and outdoor space for public use should be incorporated along these avenues, except where industrial development makes these uses not practicable.

New development should recognize and address the riverfront heritage by incorporating elements or using exterior materials that reflect these characteristics, or by reuse of significant hard elements or prominent architectural features present on the site prior to redevelopment. An example is the Water Pollution Control Lab, which incorporates exterior finishes that reflect the area's industrial heritage, and a remnant concrete wall in the Pittsburg right-of-way). Background information can be found in the *St. Johns/Lombard Plan Existing Conditions Report* and from local history groups such as the St. Johns Heritage Association.



Work space building in an industrial area. Building features include colorful metal exterior, awnings, and ground floor entrances into artists' work spaces.



Industrial building that uses concrete exterior at the street level and metal above.



Renovated industrial building featuring large windows and awnings over entrance points.

**Appendix L**  
**Excerpt from 122<sup>nd</sup> Avenue Station Area Plan**  
**Amended Design Guidelines - Desired Characteristics and Traditions**

### **122<sup>nd</sup> Avenue Station Area Desired Characteristics and Traditions**

#### **A. All Development**

New development in the 122<sup>nd</sup> Avenue Station Area should strengthen the corridor's character as an active, mixed-use community focused on the light rail station at 122<sup>nd</sup> and Burnside. New buildings should complement adjacent existing structures and uses, foster a safe and attractive pedestrian environment, and be supportive of transit facilities. Buildings should exhibit a strong street orientation; effectively screen parking, necessary service areas (such as loading areas, garbage and recycling facilities), and storage areas adjacent to the sidewalk; and use sound construction practices and high-quality building materials. In addition, the incorporation of well-planted landscaped areas featuring trees, shrubs, and ground cover offers opportunities for area screening, managing stormwater, and for reducing the "heat island effect." Landscaping can forge links with the area's forested past through retention and use of native tree species, including Douglas Fir trees.

#### **B. Mixed-use Development**

Mixed-use developments should carefully consider the placement of different uses on-site and within the building. Locating active retail sales and service-types of uses at the street frontage contributes to an active pedestrian environment. Retail or office uses near the street also provide indirect surveillance of the sidewalk, important to increasing pedestrian safety. Due to the high traffic volumes and vehicle speeds on the area's arterial streets (122<sup>nd</sup>, Glisan and Stark), residential uses that are on-site should be located in quieter portions of the development, or above the ground-level of the building.

#### **C. Development with Exterior Display and/or Exterior Storage Areas**

Development that includes exterior display and/or exterior storage areas should have site designs that reduce the impacts of these areas on the pedestrian environment and allow for future intensification of development on site. These areas should be developed as follows: 1) buildings should be located near the street; 2) exterior display should be located to the side or rear of the building, or may be located in front of a building within the maximum building setback as described below; 3) exterior storage should be located behind buildings and buffered from view from lot lines; and 4) the sites should be well-landscaped.

Development on a site should be located such that open areas used for exterior display, exterior storage, or parking may be further developed in the future. This may be accomplished by locating exterior display, exterior storage, parking, or other open area to the rear or sides of buildings, and by excluding buildings on portions of the site where future streets or connections are planned.

Where incorporated, exterior display areas should be appropriately located, and allow pedestrian interaction, and act as an extension of the building and interior display area. In some cases, limited exterior display areas may be permitted between buildings and the sidewalk. These areas will be developed as a coordinated part of the building's overall design, be designed to enhance the pedestrian environment, be physically and visually separated from the sidewalk through materials and elevation changes, and include features supportive of their display functions.

Landscaping should be designed to improve aesthetics of the public realm, mitigate heat island effects of large paved areas, and improve aesthetics of the site through retention and use of native tree species, including Douglas Fir trees. Lighting for exterior development should be designed to minimize light intrusion onto adjoining properties and reduce ambient lighting intensities adjacent to residential zones and residential development.

#### **D. Residential Development**

New residential development should contribute to 122<sup>nd</sup> Avenue Station Area's character as an active, vibrant corridor offering of a diverse mix of housing types, styles, densities, and affordability options.

New residential buildings built along the area's arterials (122<sup>nd</sup>, Glisan, or Stark) should be buffered from the high vehicle volumes and speeds. Where street-facing ground-level units are proposed, possible strategies could include (but are not limited to) elevating them above sidewalk grade and/or setting them back behind a landscaped setback. Generally, it is preferable to locate common spaces (lobbies, mailrooms, gathering areas, fitness rooms, etc.) at street-facing ground-level locations within the building, developing stronger connections to the sidewalk.

#### **E. Transitions**

New development in the 122<sup>nd</sup> Avenue corridor should create effective transitions to existing buildings and uses. Large-scale commercial developments should be integrated into the surrounding urban pattern and mix of uses. For example, this may be accomplished by locating spaces suitable for small-scale active uses (such as banks, services, restaurants, cafes, florists) at the street frontage. New commercial buildings within the edges of commercially-zoned areas facing residentially-zoned areas should respond to the character of the residential zone. New higher-density residential development adjacent to lower-density areas should step down building massing and heights and/or develop increased setbacks to help ease the scale transition to the lower-density neighborhoods.

#### **F. Intersection Nodes**

Major intersections of 122<sup>nd</sup> Avenue and Glisan Street, Burnside Street and Stark Street should serve as nodes for pedestrian oriented development: the focal point for the most pedestrian-oriented development in the station area. Buildings should feature a strong corner orientation to reinforce activity between corners. Alternatively, the corner may be reinforced by focusing doorways that open on to a space at the corner that functions as an outdoor foyer. Buildings in these locations should offer an added sense of prominence at these entries to the station area. New development at the intersection nodes should, in addition to orienting to the corner, take advantage of the location adjacent to transit by minimizing surface parking and/or locating parking to the rear of sites away from transit streets.





