

## **Slabtown Plan Committee**

**July 12, 2010 – 5:30 to 7 pm**

**Legacy Northrup Building Conference Room**

**Slabtown Principles – Working Draft**

### **Approach**

- Design consistent with Northwest District Plan (note departures)
- Incorporate input from Slabtown online survey and workshops
- Obtain regular feedback from the Slabtown committee and other NWDA committees
- Seek input from functional studies and experts
- Conduct additional surveys as needed
- Perform outreach to maximize awareness and participation
- Seek consensus and broad support (as much as possible)
- Provide options, alternatives, and caveats as appropriate

### **Community Priorities and Principles**

The following priorities and principles are drawn from the Northwest District Plan, the Slabtown workshops and survey, and other resources that are supported by NWDA (e.g. green street guidelines).

#### **1. Neighborhood Character and History**

- Pedestrian and bike friendly streets
- Parks, squares and public spaces with art and water features
- Mixed building height and density
  - Greater height near freeway to mitigate sight and sound
- Sufficient density to support sustainability aspirations
- Strong building articulations which are visually stimulating
- Attractive streetscape and rich street-level environment
- Historic preservation and enhancement
  - Historically relevant, iconic focal-point
  - Preserve and highlight historic buildings, including St. Patrick's
- Access and linkage to the river

#### **2. Community Needs**

- Parks, squares and public spaces
- Public buildings and meeting places
  - Community and activities center (all ages)
  - Schools to meet residential development
  - Farmers market with local food
  - Library
- Retail opportunities serving local needs
- Design for crime prevention and public safety
  - Eyes on street

**3. Transportation and Parking**

- Pedestrian and bike friendly streets
  - Green streets (Pettygrove and others)
  - Wide sidewalks that encourage street activity and safety
- Reduce reliance on automobile usage and the need for parking
  - Selective car-free streets or zones
- Attractive public transit options within and connecting to neighborhood
- Sufficient parking to support business and resident needs
  - Shared parking to reduce total needs

**4. Sustainability**

- Promote livability and social sustainability
- Environmental sustainability – improve air and water quality
  - Encourage walking and biking
  - 20-minute neighborhood – true main street for resident needs
- Green and sustainable building practices
  - Encourage district energy
  - Manage water and waste within district
  - LEED and LEED neighborhood status

**5. Housing**

- Diversity of types for all ages, income levels
  - Market-rate and affordable multi-family housing
  - Live-work lofts
- Meet housing needs of seniors and aging population
- Eco-friendly, eco-roofs

**6. Other**

- Job creation and economic development
- Creative solutions to mitigate impact of I-405 and ramps
- Underground utilities

## Appendix

### Design Guidelines or Standards

This is what the Slabtown Committee and work group will use to translate the principles and priorities into plans and drawings. Some of it is straight-forward and can be drawn from the Northwest District Plan. Some of it will require the Slabtown Committee and work group to define reasonable guidelines or standards. This section needs to be short enough and clear enough that an interested layperson could read and understand it.

The goal here is NOT to achieve complete consensus. It will never happen. The goal is to define reasonable standards that can be debated and finalized when the issues are considered by a full range of stakeholders. If we think it is impossible or inappropriate to define a single standard or guideline, particularly on the "big decisions", we can decide to show an alternative. We will limit alternatives to those that are considered most important. We don't have the time or resources to generate numerous alternative scenarios. What we can't address via alternatives, we will handle by noting appropriate caveats and footnotes.

The community will provide feedback on these guidelines and big decisions in Slabtown Community Workshops #5 and #6 in July and August. Developers and other experts and stakeholders will be invited to provide input at Committee meetings and work group sessions.

#### 1. Neighborhood Character & History

- **Create pedestrian and bike friendly streets (see Transportation & Parking)**
- **Promote parks, squares and public spaces (see Community Needs)**
- **Building height and density**
  - Restrain building heights
  - Height OK if located to mitigate I-405
  - Refer to NW District Plan for design standards - emphasize
  - Sufficient density to support sustainability aspirations
  - Balance density and livability
- **Set standards for private edges to the public realm**
  - Form based standards and/or smart codes, such as:
  - Size and frontage of building facades
    - 100' maximum frontage – needs adequate articulation
    - 10,000 square foot footprint
  - Protection of pedestrians from sun and rain on main streets
  - Human scale buildings using typical urban building elements such as bay windows, layered facades, deep window openings, roof overhangs, light shelves, etc.

- **Promote historic preservation and enhancement**
  - Retain and support historic buildings
  - 
  - Define historically relevant, iconic focal-point
  - Reinforce the role of St. Patrick’s Church as a district landmark
    - Relate new park/square to church?
  - New buildings should relate to existing buildings character and scale
  
- **Encourage access and linkage to the river**
  - Improve connections to the Willamette River
  - Make the river edge more accessible to the residents of the neighborhood
  - Encourage development of riverside amenities

## 2. Community Needs

- **Parks, squares and public spaces**
  - Encourage social and community interaction
  - Provide public places for residents to meet and talk
    - Parks with including seating, pavilions, bandstands, water features
      - Equal access to green spaces and provision for all members of the community
    - Squares with seating, market buildings
      - Provide a central place/focus for the neighborhood.
      - Provide a covered place for a Farmers Market
    - Active streets made for socialization – places/reasons to pause
      - Emphasize main streets with amenities to encourage use and socialization
      - Maintain existing grid – reconstruct missing or modified pieces
      - Allow for variation in street alignment and angles
      - Reestablish Thurman Street as a multimodal through-street connection from NW 23<sup>rd</sup> Avenue to NW Naito Parkway
    - Encourage compact development to increase social interaction
  
- **Public buildings and meeting places**
  - Community and activities center
  - School (K-12)
  - Library, museum

## 3. Transportation & Parking

- **Create pedestrian and bike friendly streets**
  - Develop green streets standards
    - Emphasize Green Streets as connections for walking and bicycles

- Emphasize slowing cars on Green Streets while retaining parking
- Develop a network of green streets to facilitate connections with adjacent amenities and neighborhoods (Hillside, Pearl, Goose Hollow)
- **Reduce reliance on automobile usage and need for parking**
  - Encourage transportation alternatives to the private automobile
    - Bicycles
      - Promote designated bicycle lanes
      - Provide bicycle parking (commercial and residential)
    - Walking
      - Deemphasize travel lane widths and widen sidewalks
      - Provide wide sidewalks (14' minimum) and curb extensions
      - 60' right of way – 9' travel lanes
      - Provide an extra 3' of sidewalk on main and green streets
      - Encourage on street parking to slow traffic
    - Support additional frequent, convenient, safe and clean transportation
    - Remote parking from housing
      - No surface parking off street
      - Encourage underground non-reserved parking options
      - Make provision for electric cars
- **Provide attractive public transit options**
- **Big decisions: Transportation & Parking**
  - How much parking and where?
  - Expanded streetcar service? Route? Should we show alternatives?
  - Treatment of 23rd and Vaughn? Off ramp?
  - I-405 mitigation?

#### 4. Sustainability

- **Promote livability and social sustainability**
  - Design for crime prevention
- **Environment sustainability – improve air quality**
- **20-minute neighborhood – true main street for resident needs**
- **Green and sustainable building practices**
  - Adopt sustainable building design and construction practices
  - Provide for central (district wide) services where practical
    - Water, sewage, heating & cooling, parking)
  - Retain water within the district, and if possible, on-site
  - Use materials that allow water to be retained locally
  - Make provision for public gardens for food production
  - Retain and reuse existing buildings including moving existing buildings onto new sites
  - Encourage restoration of animal habitat
  - Enhance the urban landscape

- Plant large specie trees
- **Big Decisions: Sustainability**
  - Eco-district
  - 20-minute neighborhood
  - LEED and LEED for neighborhood
  - How to improve air quality?
  - How to develop district-wide services
    - District energy? Waste management? Water treatment?

## 5. Housing

- Minimum of 50% of constructed building (area)?
- Encourage housing of various social and income groups within all housing buildings
- Encourage a variety of housing heights, types and densities that supports social diversity
  - 5 to 8 floors is an acceptable density (Example =10,000 sq,ft site – 900 (court) = 9,100/flr. 3.3 flrs.) + 1 flr. of commercial = 3:1 FAR) = 4 floors
  - Higher densities/heights to 120 ft. are acceptable near the 405 freeway – (buildings should be designed to mediate the noise impact of 405 freeway).
  - Encourage housing densities of at least 70 units/acre (140 ppa E.D. Hovee) (city land use goal 250ppa housing & working – 8 flrs.)
  - 1 acre @ 32 units /flr. X 4.5 flrs. = 140 ppa, (x 5flrs. = 160ppa)
- Apartments at ground level should be at least 3' above sidewalk level - Clarify
- Restrict residential development for EXD zoned properties north of the I-405 freeway to 20% of the total floor area
- Strive for a development balance between the provision and proximity of housing and work
- Support housing densities that will encourage additional public transportation

## 6. Other design standards

- **Special Areas**
  - Emphasize individual character of distinctively different areas to increase diversity in NWD
  - North of I-5 to the river
  - Historic Slabtown
  - 21<sup>st</sup> Street
  - 23<sup>rd</sup> Street
  - 18<sup>th</sup>/19<sup>th</sup> Couplet
- **Commercial Buildings**
  - Mixed use buildings along designated main streets
  - 2,600 new housing units will support approximately 400 lin. ft. of retail (both sides of the street- E. D. Hovee)
  - Commercial facades on main streets should have a minimum of glazed openings of 100% up to 9'-0" above sidewalk.
  - Encourage compatible light-industrial uses to remain.
  - Encourage development of jobs/new businesses
  - Support existing businesses to remain in the plan area

- Encourage incubator projects - live/work lofts

### **Transition Area: Desired Characteristics and Traditions**

#### **Source: Northwest District Plan**

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 21st and NW Thurman (west of NW 21st) 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.

### **Northwest Plan District**

#### **Source: BP&S**

#### **Chapter 33.562 (4/24/2010)**

A Northwest Master Plan will ensure:

- Pedestrian-oriented, transit-supportive development;
- Development that includes a variety of uses, but retains the EX zone focus on employment uses that need a central location;
- High quality design appropriate to an urban setting;
- Active uses on the ground floor of buildings along designated transit streets and pedestrian routes;
- A street pattern that provides for frequent, convenient pedestrian and vehicle connections and emulates levels of connectivity similar to the adjacent block pattern;
- Transportation and parking demand management strategies that decrease reliance on the automobile;
- Development that is integrated into the broader urban fabric;
- Transitions to adjacent areas with different uses and intensities through use, height, and massing of new development, considering historic resources, and the character of the area anticipated through the Northwest District Plan process; and

- Consideration of opportunities to provide a park, plaza, or other open space that can be used by those working and living in the neighborhood; and efficient use of land.

**Components of a Northwest Master Plan.** The applicant must submit a Northwest Master Plan with all of the following components:

1. Boundaries. The boundaries of the area to be included in the Northwest Master Plan. The area must include all contiguous lots within the EX Zone that are owned by the same person, partnership, association, or corporation.

This also includes lots that are in common ownership but are separated by a shared right-of-way.

2. Overall scheme. An overall scheme, including both written and graphic elements, that describes and ties together existing, proposed, and possible development and uses, height and massing of development, phasing of development, review procedures for each development or phase, and what standards, guidelines, and approval criteria will be used to evaluate each development or phase.

3. Uses and activities. A description of present uses, affiliated uses, proposed uses, interim uses, and possible future uses. The description must include information as to the general amount and type of all uses such as office, warehousing, retail, residential, and parking; number of employees, and number of dwelling units.

4. Site plan. A site plan, showing the location, size, and dimensions of existing and proposed structures, the pedestrian, bicycle, and vehicle circulation system, rights-of-way proposed for dedication or vacation, vehicle and bicycle parking areas, open areas, infrastructure improvements, landscaping, and any proposed temporary uses during construction and phasing of development.

5. Development and design standards and criteria. The Northwest Master Plan must set out how specific development and use proposals will be reviewed, and the standards, guidelines, and approval criteria used to evaluate each proposal. The Northwest Master Plan may include standards that are in addition to or instead of standards in other sections of the Zoning Code. The Northwest Master Plan must address such things as height limits, setbacks, FAR limits, landscaping requirements, parking requirements, entrances, sign programs, view corridors and facade treatments. Because the Northwest Master Plan is used in the EX zone, design review is required. The Northwest Master Plan must describe how design review will be implemented in the plan area. Generally, the Community Design Guidelines and Community Design Standards will apply; however, the Northwest Master Plan may augment those standards and guidelines for the Northwest Master Plan Area.

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6. Transportation. For each phase of Northwest Master Plan development the following must be addressed:

- a. The location and amount of motor vehicle and bicycle parking;
- b. Strategies to reduce the number of motor vehicle miles traveled by those regularly traveling to and from the Northwest Master Plan area, including:
  - (1) Measures to encourage those traveling to and from the Northwest Master Plan area to use alternatives to single-occupant auto trips (walking, bicycling and public transit);

- (2) Car or van pool programs;
  - (3) Incentives to be offered to employees to use public transit for travel to and from the Northwest Master Plan area;
  - (4) Incentives to be offered to employees to travel on foot or by bicycle to and from the Northwest Master Plan area. This may include incentives for employees to live within walking distance of the area;
  - c. Planned improvements to the routes used by transit patrons between transit stops and buildings in the Northwest Master Plan area;
  - d. A street plan for the Northwest Master Plan area that provides multimodal street connections to match the surrounding street grid pattern where feasible;
  - e. A multi-modal transportation impact study. The study must follow the guidelines of the Portland Office of Transportation; and
  - f. Traffic impacts on the streets surrounding the Northwest Master Plan area, and mitigating measures to ensure that the surrounding streets will function consistent with their designations as found in the Comprehensive Plan Transportation Element.
7. Phasing of development. The Northwest Master Plan must include the proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development. In addition the plan should address any proposed temporary uses or locations of uses during construction periods.
8. Process. The Northwest Master Plan must include:
- a. A proposed process and procedure for design review of development, including any development specifically called for in the Northwest Master Plan, if different than procedures for conventional design review; and
  - b. A proposed process and procedure for amendments to an adopted Northwest Master Plan, if different than in 33.562.300.F.
9. Written statement. A written statement, describing how all approval criteria for the Northwest Master Plan are met.

**Approval criteria for a Northwest Master Plan.** A request for approval or amendment of a Northwest Master Plan will be approved if the review body finds that the applicant has shown that the following approval criteria are met:

- 1. Overall. The proposed Northwest Master Plan, and development allowed by it, will be consistent with the purpose of the plan district, and the purpose of this section, as well as other applicable zoning code provisions.
- 2. Design.
  - a. The urban design elements of the proposed overall scheme and site plan provide a framework for development that will result in an area with an urban development pattern that will be attractive, safe, and pleasant for pedestrians, and is integrated with historic resources, and the character of the nearby area anticipated through the Northwest District Plan process. The urban design elements of the proposed overall scheme and *Chapter 33.562 Title 33, Planning and Zoning Northwest Plan District 10/21/09*  
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site plan must meet the design guidelines that are in effect for the site at the time of application.
  - b. The proposed design guidelines, standards, and review procedures

specified in the Northwest Master Plan must ensure that:

(1) An environment will be created which is attractive, safe, and pleasant for pedestrians, including consideration of such elements as the location and orientation of buildings and main entrances, the design and use of the ground floor of structures, and the location, design and landscaping of parking lots and structures;

(2) Scale and massing of the development addresses the broader context of the area, including historic resources, and the uses and development anticipated through the Northwest District Plan process, specifically at the edges of the Northwest Master Plan area; and

(3) The approach to implementing design review, including the guidelines and standards, will ensure that the quality of design and public process is as good or better than that achieved through conventional design review. The guidelines and standards proposed, including existing guidelines and standards, must be appropriate for the Northwest Master Plan area and the type of development anticipated by the purpose statement of this section.

### 3. Transportation.

a. The Northwest Master Plan must comply with the policies, street classifications, and street designations of the Transportation Element of the Portland Comprehensive Plan;

b. The transportation system is capable of safely supporting the proposed uses in the plan district in addition to the existing and planned uses in the area. Evaluation factors include street capacity and level-of-service in the vicinity of the plan district, on-street parking impacts, access requirements and needs, impacts on transit operations and access to transit, impacts on adjacent streets and on neighborhood livability, and safety for all modes of travel, particularly pedestrians and bicyclists; and

c. The proposed street plan must provide multi-modal street connections to match the surrounding street grid pattern where feasible.

4. Retail Sales And Service uses. Where the Northwest Master Plan proposes Retail Sales And Service uses that are larger than 10,000 square feet per use, the following approval criteria must be met:

a. The proposed uses and development will primarily serve those who live and work in the immediate vicinity;

b. The transportation system is capable of safely supporting the proposed uses and development;

c. The proposed uses and development will not have significant adverse effects on the area;

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d. The scale and intensity of the proposed use and development is consistent with historic resources, and the character of the area anticipated as a result of the Northwest District Plan process; and

e. A proposed Retail Sales And Service use or development of larger scale or intensity equally or better meets the purpose of this section.