



Design Review, Plan Districts & Overlay Zones

presentation to the

**Interstate Light Rail Corridor Zoning Project
Community Advisory Group**

October 11, 2007

Design along the Interstate Corridor

- SARS Report recommends design guidelines
- Community input supports design review
- BDS supports creating special regulations for the Interstate Corridor



What Can Design Review Do?

- Promote higher quality design in key areas of the city.
- Preserve areas of historic or architectural significance.
- Support regional vision and development goals.

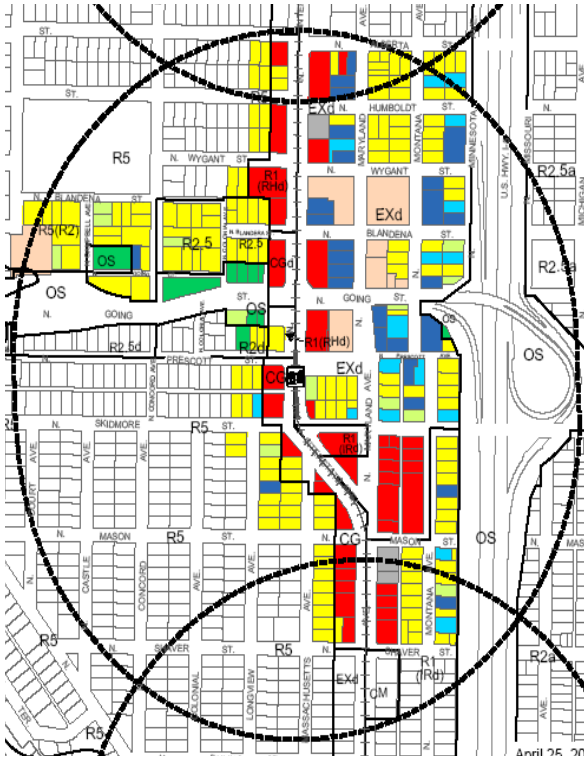


What Can't Design Review Do?

- Mandate a decrease in allowable density.
- Resolve issues of scale between existing and new.
- Change a zone's allowable height or size.
- Prohibit an allowable use.



Where Does Design Review Occur?



- Design review is required with the CX, RX, and EX zones
- Central City “d”
 - typically applied to EX, C, IR & RH
- Interstate Corridor “d”
 - currently applied to EX, IR & RH
 - Historic & Conservation Districts
 - Alternative Design Density Overlay “a”

What are the Two Design Review Tracks?

Track 1

Plan Check Process

- Clear and objective requirements
- Based on ***Community Design Standards***
- More prescriptive than Track 2
- Suited to smaller projects

Track 2

Land Use Review

- Discretionary – requires judgment
- Based on ***Community Design Guidelines***
- More intense review by design staff and design commission
- Suited to larger, more complex projects

Community Design Standards

Track 1 examples

- Landscaping
- Elevations
- Roofs
- Main Entrances
- Parking
- Exterior Materials
- Architectural Details



SE 127th



NE Grand



SE 106th



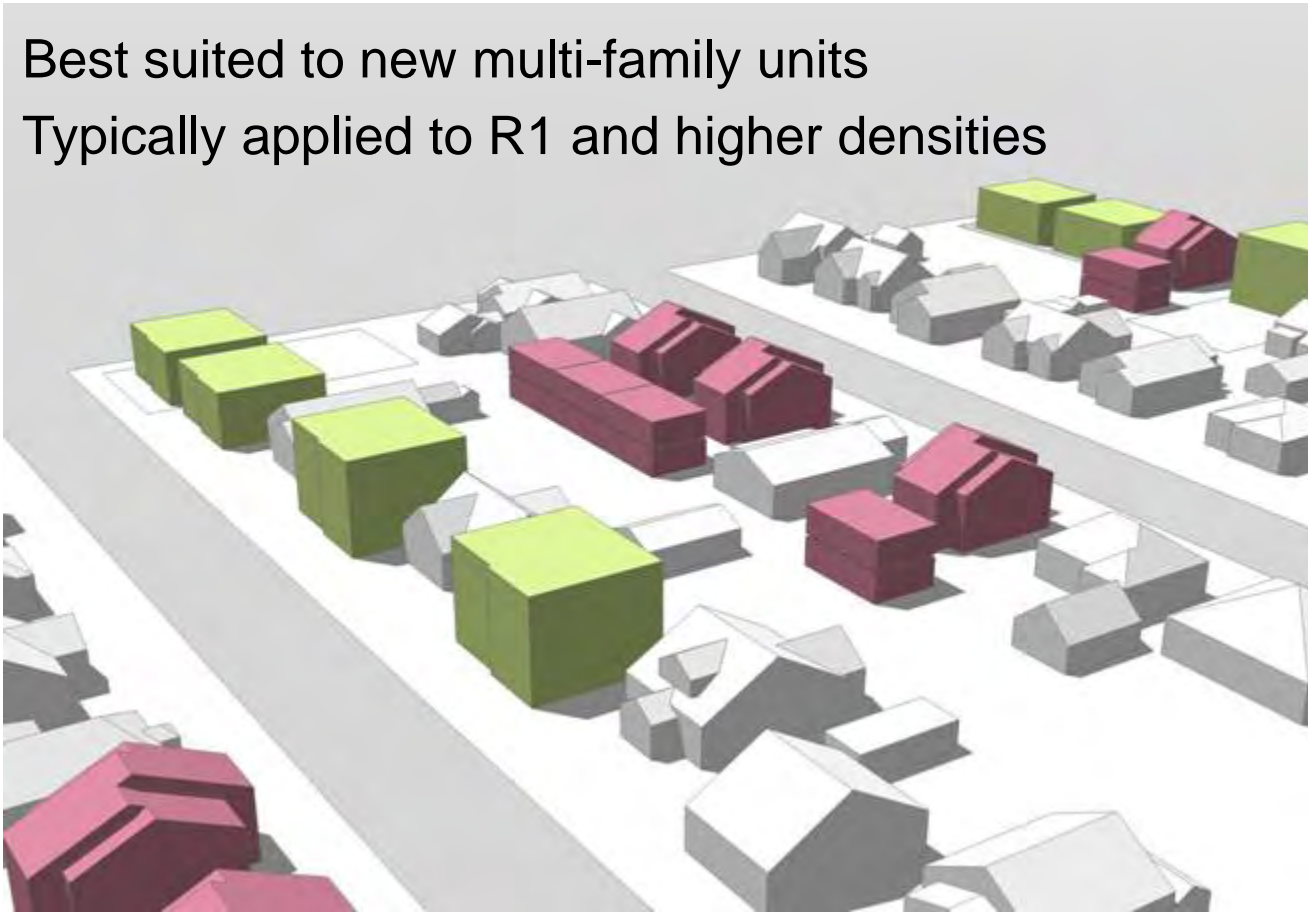
NE Stanton



SE 148th

Track 1 – Community Design Standards on Interstate

Best suited to new multi-family units
Typically applied to R1 and higher densities



Community Design Guidelines

Type 2 examples

- Plan Area Character
- Gateways
- Pedestrian Network
- Outdoor Areas
- Main Entrances
- Landscape Features
- Parking Areas and Garages
- Architectural Integrity
- Blending into the Neighborhood
- Interest, Quality and Composition



Russellville



SE 12th



Hollywood Library



NE Hancock

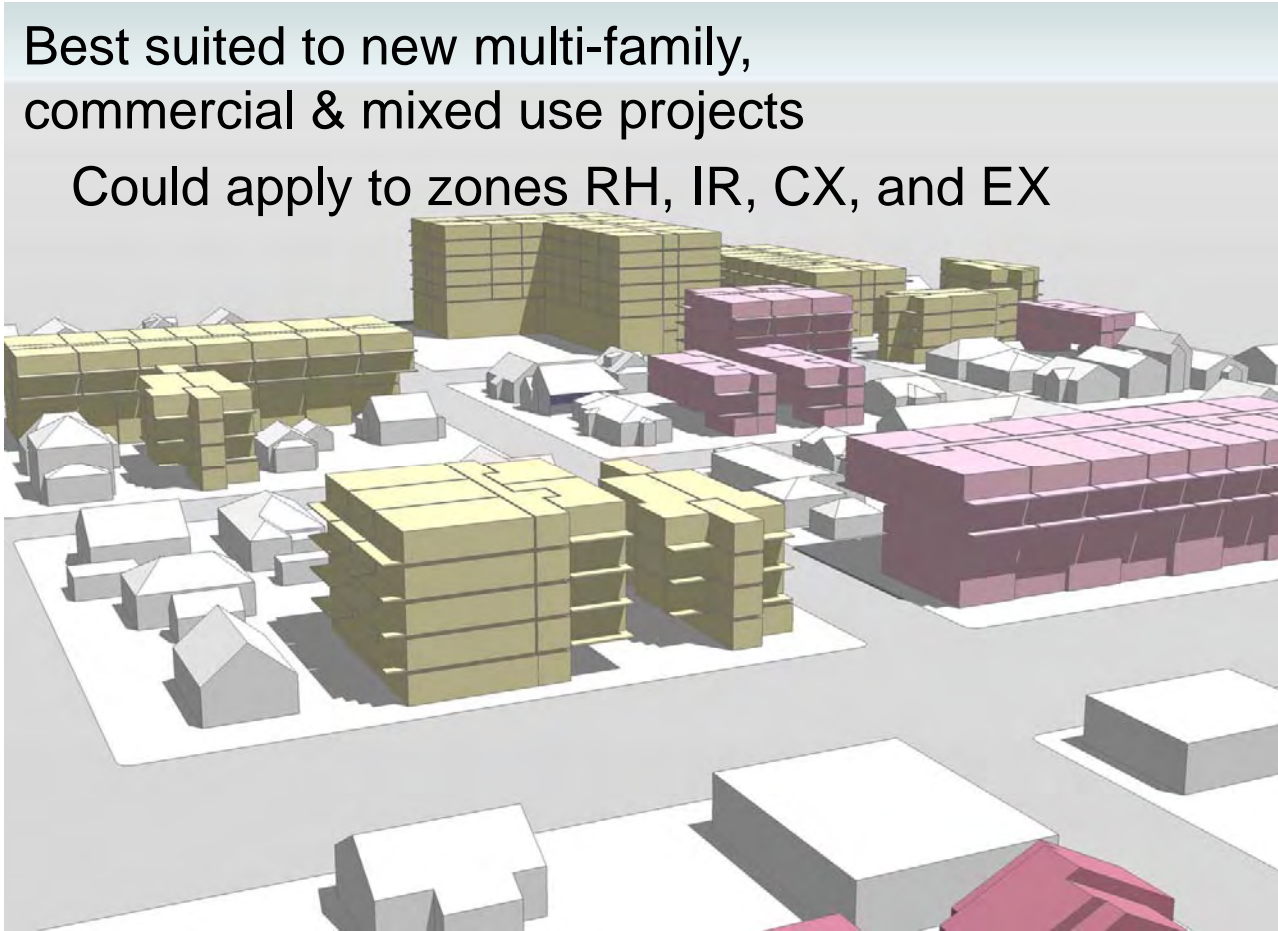


Gateway Arbors

Track 2 – Community Design Guidelines on Interstate

Best suited to new multi-family,
commercial & mixed use projects

Could apply to zones RH, IR, CX, and EX



Options to Address Design in the Interstate Project Area:

- Apply design review “d” to specific areas (RH, EX, CX, IR)
- Revise the **Community Design Guidelines** and/or **Standards** with criteria specific to Interstate.
- Create a new **Interstate Plan District**.
- Add regulations that apply to Interstate in appropriate **Overlay Zone**.
- Or some combination of these.





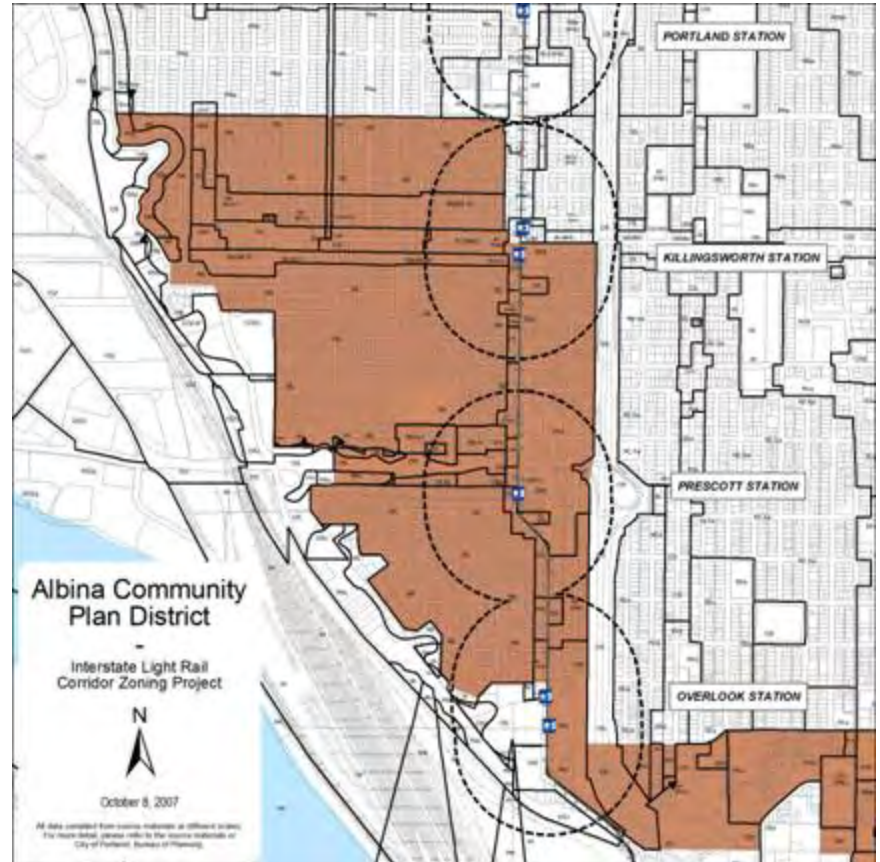
Plan Districts

- Plan Districts have special regulations that are tailored to the needs of a specific geographic area.
- Plan Districts address concerns unique to an area when other zoning mechanisms cannot achieve desired results.
- Plan District regulations are designed to work with the base zone regulations and any applicable design criteria.

Albina Community Plan District

Special Regulations

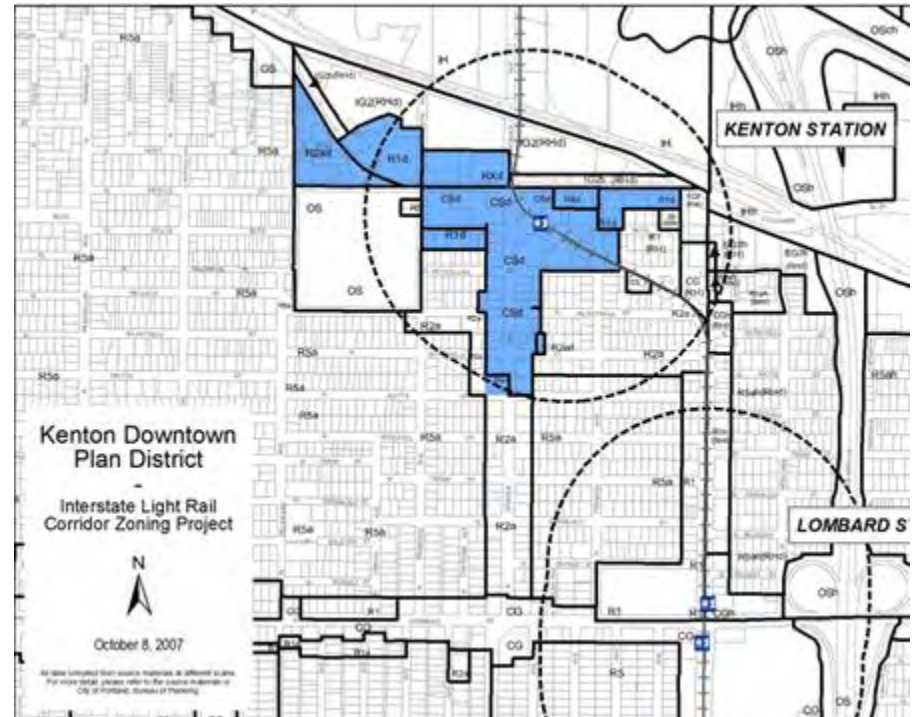
- Commercial Uses in the RHd Zone
- Minimum Density Requirements
- Nonresidential Uses in the EX Zone
- Parking Requirement Reduction
- Attached Residential Infill on Vacant Lots in the R5 Zoned Areas



Kenton Plan District

Special Regulations

- Prohibited and Limited Uses
- Maximum Building Height
- Floor Area Ratios (FAR)
- Required Building Lines
- Active Building Use Areas
- Parking Access
- Restricted Frontages



Regulations in Other Plan Districts

- Required Residential Uses
- Prohibit Drive-Through Facilities
- Transition Between Residential and Commercial Zones
- Required Windows Above the Ground Floor
- Maximum Parking Allowed in RX, CS, and CX
- Bonus Options (bonus heights, housing, FAR, below-grade parking, day care, open space)





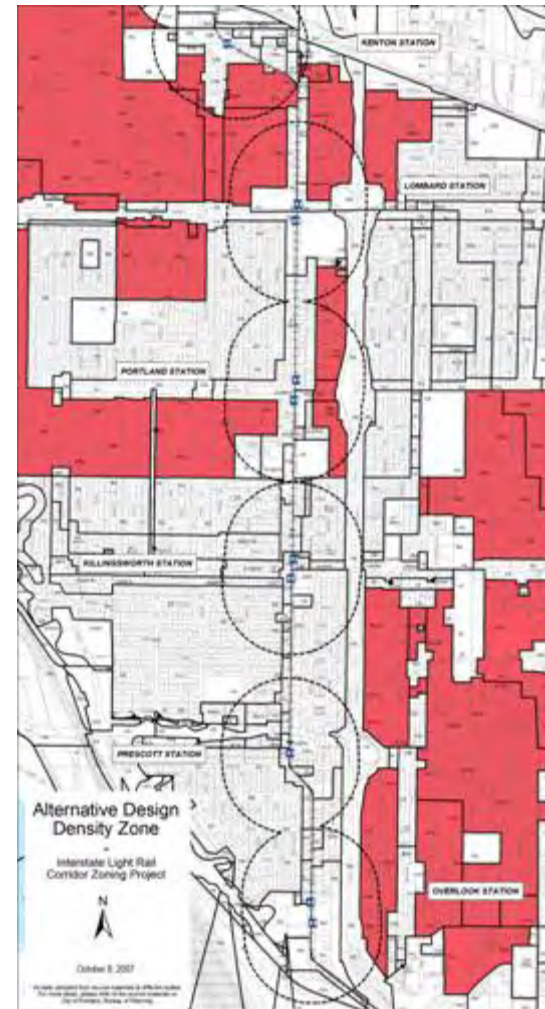
Overlay Zones

- Overlay Zones have regulations that address specific subjects (environmental, design, historic resources, etc) that are applicable in a variety of areas
 - Overlay regulations are designed to work with the base zone regulations and any applicable design criteria.
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Alternative Design Density Overlay Zone “a”

Special Regulations

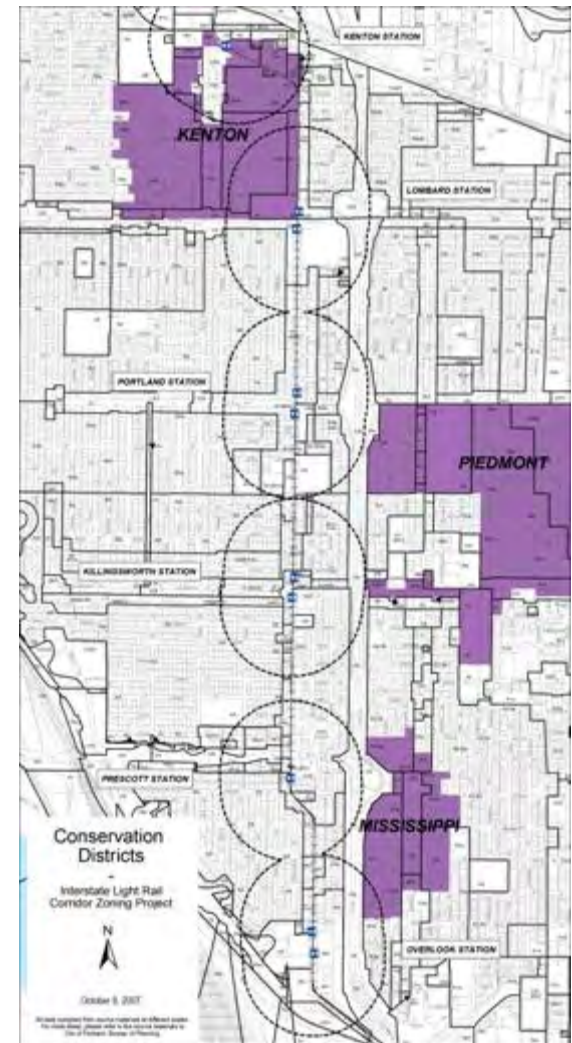
- Bonus Density for Design Review
- Attached Houses on Vacant Lots in R5
- Triplexes and Flag Lots in R2 and R2.5
- Nonconforming Multi-Dwelling Housing



Historic Resources Protection Overlay In/Near Interstate Corridor

- Kenton Conservation District
- Piedmont Conservation District
- Mississippi Conservation District

Design review required for most exterior alterations. Can use the Community Design Standards.



Light Rail Transit Station Overlay “t”

Purpose: Encourage a mixture of residential, commercial and employment opportunities within light rail station areas. Uses and development are regulated to create a more intense built-up environment, oriented to pedestrians, and ensuring an intensity that is transit supportive.

- Prohibited Vehicle Repair, Commercial Parking, Drive-through Uses
 - Minimum FAR of 1 to 1
 - Minimum and Maximum Parking Regulations
 - Location of Vehicle Areas
 - Improvements Between Buildings and the Street
 - Ground Floor Windows
-

Main Street Node Overlay “j”

Purpose: Encourage a mix of residential, commercial, and employment opportunities within identified centers of activity along identified main streets by allowing additional height and FAR for all uses to encourage transit-supportive densities and a mix of uses and activities.

North Lombard (as part of St. Johns/Lombard Plan)

- ‘Community Corners’ (ground floor windows, surface parking not allowed within 40 ft. of a corner, ground floor street-facing facades within 10 feet of both streets)

Sandy (as part of the Hollywood Plan)

- Regulations that address how building placement and design reflect diagonal street
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Main Street Corridor Overlay “m”

Purpose: To provide transit-supportive levels of residential and mixed-use development along identified main streets by allowing greater building heights, reducing required building coverage, and allowing greater flexibility in site design.

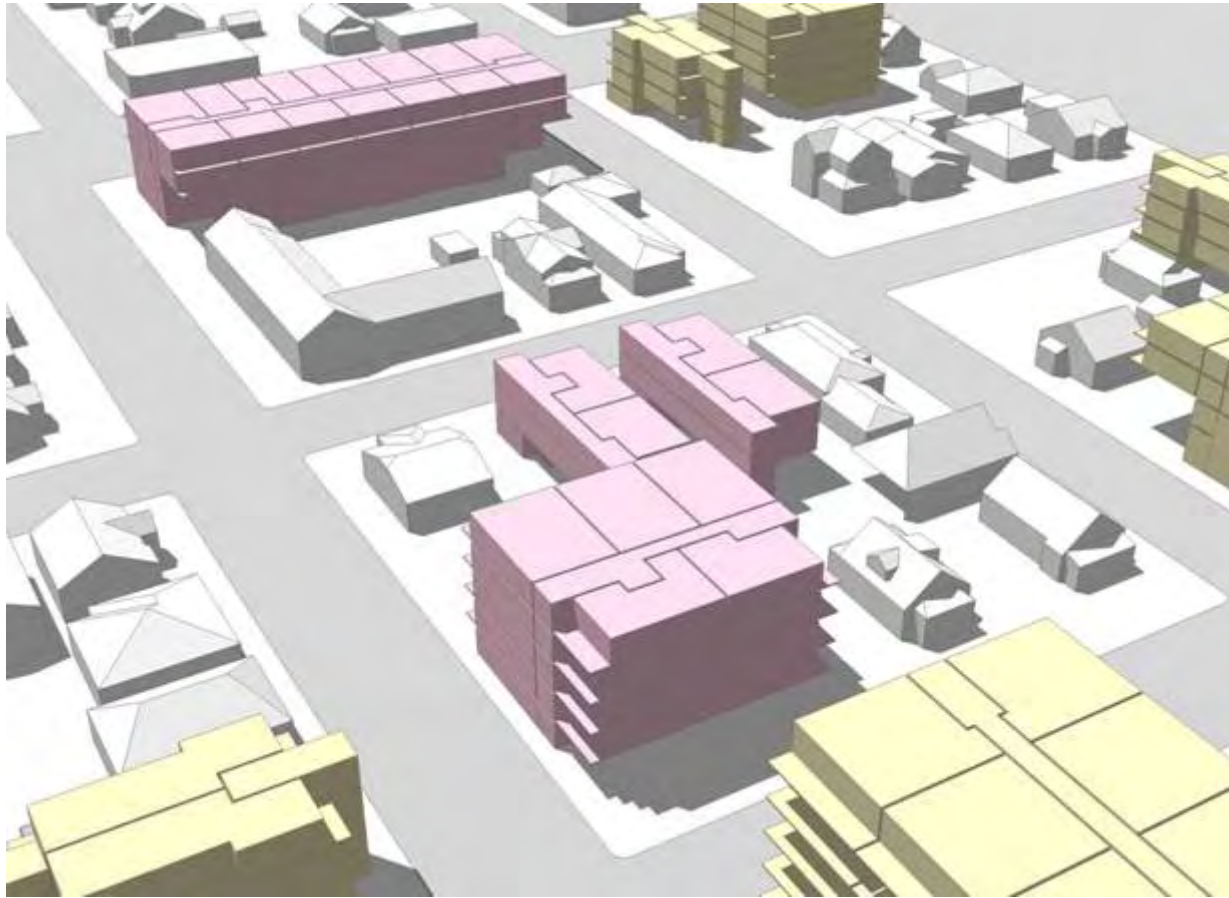
- **North Lombard** (as part of St. Johns/Lombard Plan)
 - **Sandy Boulevard** (as part of Hollywood Plan)
 - **Division Street** (as part of Division/Vision Plan)
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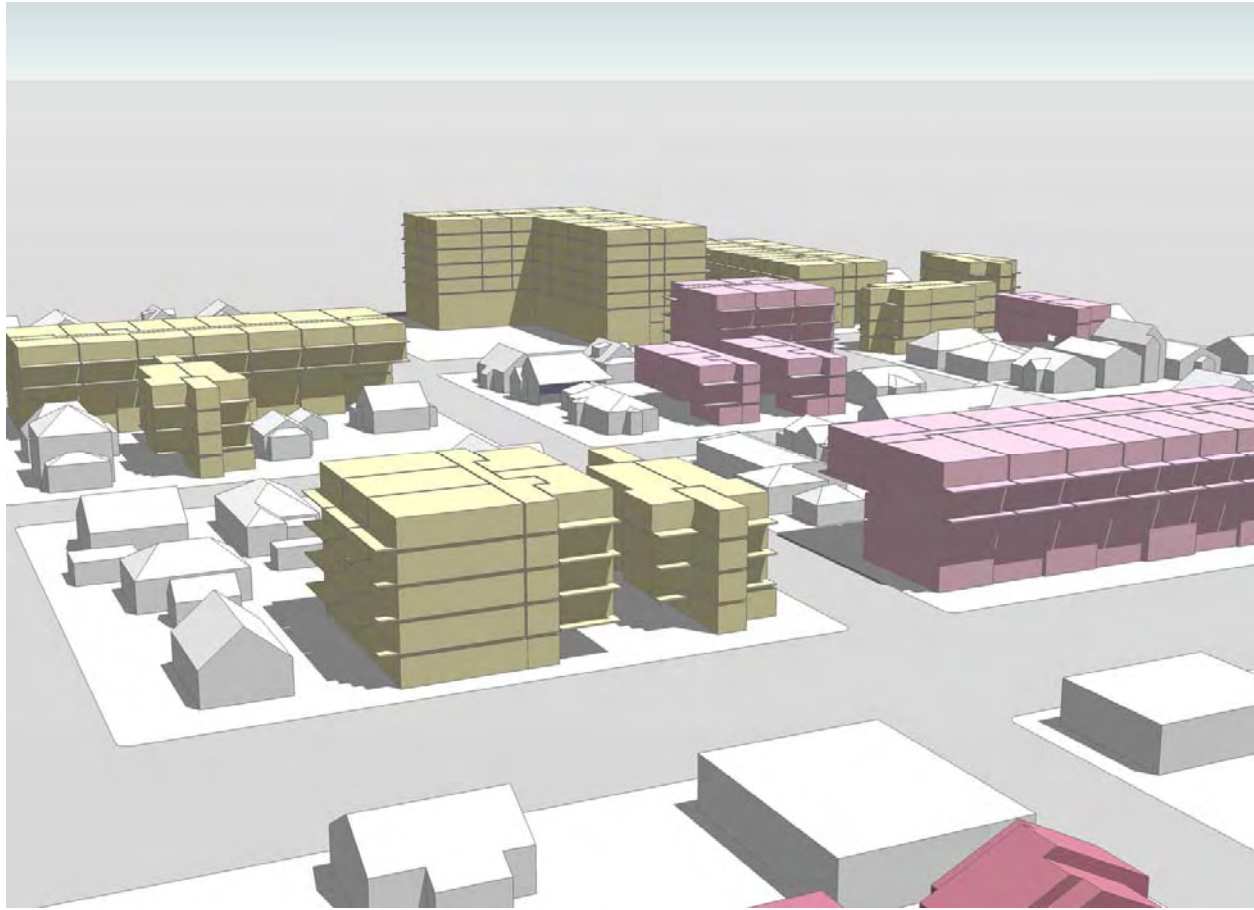
Interstate Corridor Plan District Ideas

- Transitions between uses and scales
- Amount of commercial along Interstate
- Building height
- Floor area ration (FAR)
- Landscaping & Open Space
- Lot coverage
- Parking
- Uses such as home-based businesses & live-work



How could plan district or overlay zone regulations address scale issues?





The End
