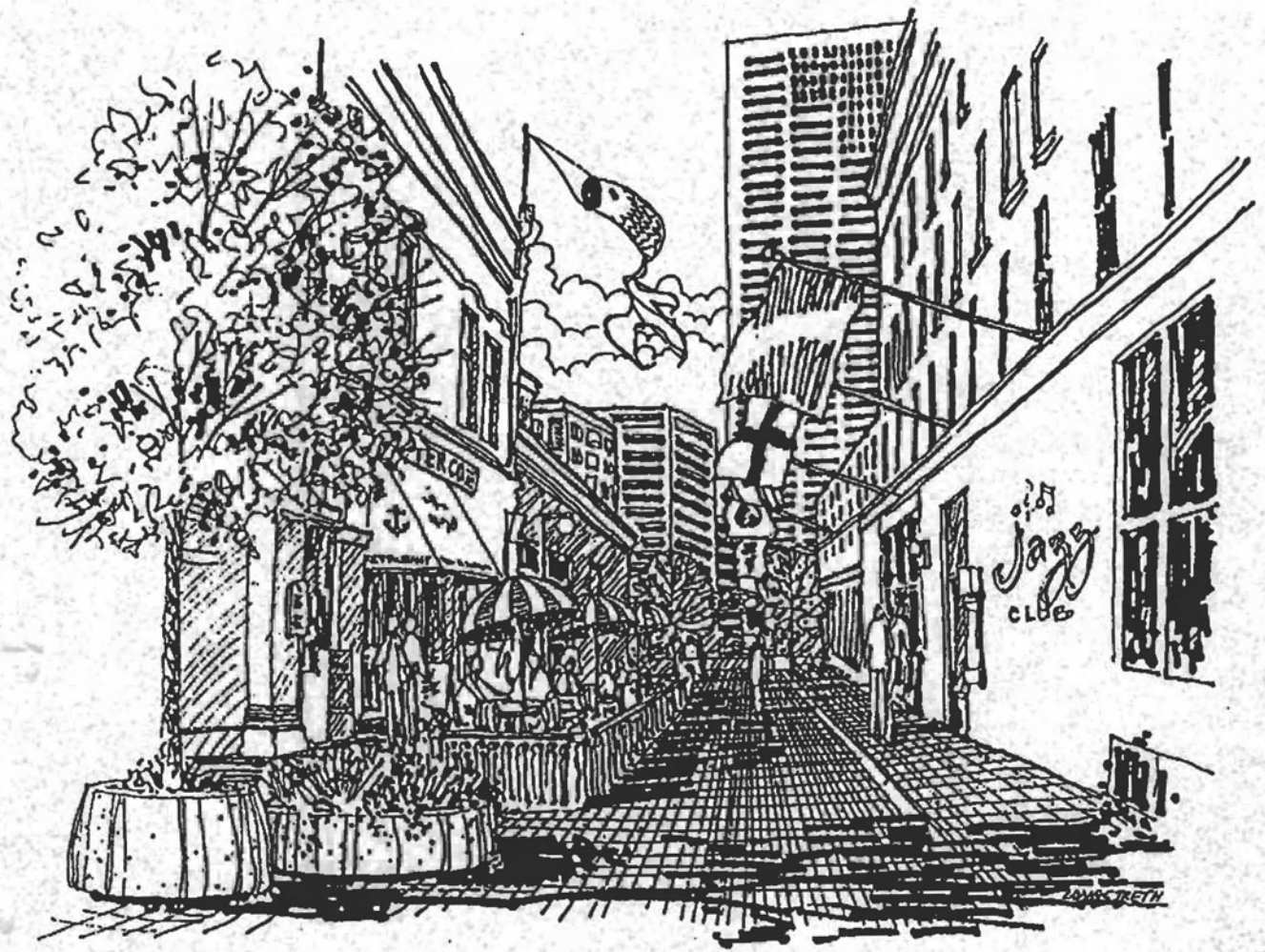


Central City **DEVELOPER'S HANDBOOK**



Portland Bureau of Planning
July 1992

Central City **DEVELOPER'S HANDBOOK**

PORTLAND BUREAU OF PLANNING

Funded in part by the
Portland Development Commission

July 1992



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PREFACE

**How to Use
This Handbook**

PREFACE

How to use this Handbook

The Central City Plan Handbook is a guide to the various plans, policies, legal requirements and processes which control development within the Central City portion of Portland. Its aim is to simplify development processes by addressing, in a single document, the most common questions involved.

The Handbook is concerned primarily with the requirements of the Bureau of Planning. It also contains a section dealing with transportation, and refers to other bureau's programs and requirements. However, for the specific requirements and programs of other City agencies, such as the Bureau of Buildings, the Portland Office of Transportation, and the Portland Development Commission, those agencies should be contacted directly.

It is also extremely important to verify that the general information found in this handbook is up to date before proceeding with a project. Dates on maps should be noted. The Portland Zoning Code has frequent changes. Transportation policies are scheduled for major changes in 1992.

The Handbook is organized to parallel the actual steps the Bureau of Planning follows in reviewing development proposals in the Central City. It can also be used on a topic-by-topic basis to obtain the key information on a particular subject. For example, all the information dealing with Height Regulations—definitions, limits, bonuses, etc.—is located together and not scattered as it is in the City Zoning Code.

The Central City Land Use/ Development Review Process is summarized in the simplified flow chart, Figure 0-1. The general step-by-step instructions are related to the appropriate parts of this Handbook.

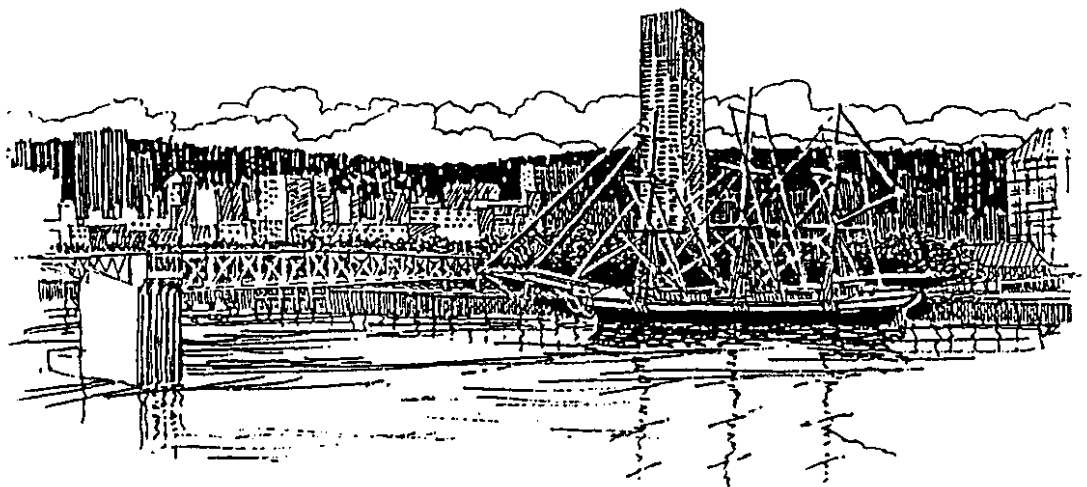
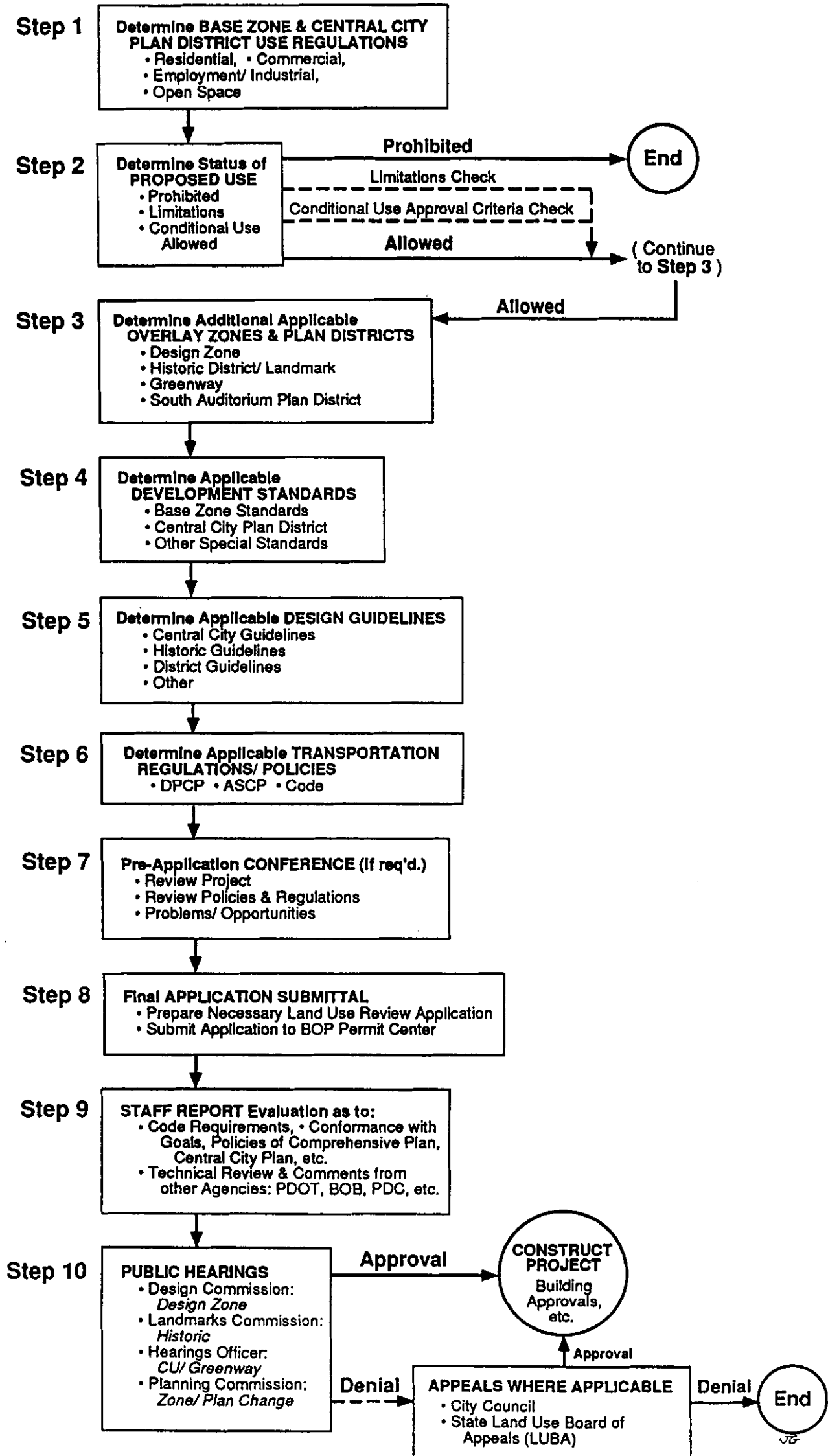


FIGURE 0-1

Land Use/ Development Review Process



LAND USE/ DEVELOPMENT REVIEW PROCESS

Step 1. Determine Base Zone

Check the Central City Zoning map on page 2-8 to find the Base Zone for the project. The Base Zone determines the use categories allowed in the particular zone and many of the Development Standards which apply to a particular site. Read the appropriate section dealing with that zone.

Step 2. Determine Status of the Proposed Use

Will the use be an Allowed Use, a Prohibited Use, a Permitted Use with Limitations, and/or will it require a Conditional Use approval? If the use has limitations and/or requires a Conditional Use Permit, check the Zoning Code for the limitations involved and the appropriate Conditional Use criteria.

Step 3. Determine Additional Overlay or District Zones

In addition to the Base Zone, most areas have one or more Overlay Zones which require further considerations. In addition to being automatically in the Central City Plan District, the site may be in a Special Plan or Design District. Special use and development regulations may apply. Overlay Zones include: the Design Zone- which also covers historic districts, Willamette Greenway Zone, and the Scenic Resource Zone. The two plan districts are the Central City Plan District, which includes the entire Central City Plan Study Area, and the South Auditorium Plan District.

Step 4. Determine Applicable Development Standards

Part Three explains the Development Standards that may apply to a site. These Standards cover such items as Allowed Heights and Floor Area. Development Standards may be determined by the base zoning, a plan district, or the Willamette Greenway regulations.

Step 5. Determine Applicable Design Guidelines

Design Review is required if a project is located in any zone designated with a "d" overlay. Central City Fundamental Design Guidelines and design guidelines for Special Districts are discussed in Part Four.

Step 6. Determine Applicable Transportation Regulations and Policies

When considering questions of access to the site and circulation and parking, refer to Part Five. Different City policies apply in different areas. The project may be covered by the Downtown Parking and Circulation Policy (DPCP), or by the Arterial Streets Classification Policy (ASCP). What are the various street classifications in the vicinity of the site? What on-site parking regulations apply? If the area is covered by the DPCP, are there special requirements on parking access? Is the project within 100 feet of light rail?

Step 7. Determine Land Use Reviews Required

If the project involves only uses and development which are allowed by right, it is processed in conjunction with obtaining a Building Permit or Home Occupation Permit. Requests for uses and development which are not allowed by right, require a Land Use Review. Part Six explains the Project Review process, the different types of planning reviews and associated procedures. If the project requires a Public Hearing (Type III), a Pre-application Conference will be required.

Step 8. Preparation of the Application

Following the Pre-application Conference, the applicant prepares the necessary land use applications and submits the applications to the Bureau of Planning.

Step 9. Preparation of a Staff Evaluation Report

The next step, preparation of a staff report, is the responsibility of the Bureau of Planning staff. In preparing a review of the application, the staff will consider zoning, use, development requirements, and design guidelines. These major points are discussed in Parts Two through Five of this Handbook. In the case of requests for Comprehensive Plan amendments, the staff will also evaluate the project's conformance with the Comprehensive Plan, the Central City Plan, and others. In preparing the staff report, the Planning Bureau requests comments from other City bureaus or interested parties.

Step 10. Public Hearings

The final step in the Land Use/Development Review process is a Public Hearing of issues which may be considered in the Project Review. Part Six includes sections on the various review bodies: Design Commission, Historic Landmarks Commission, Hearings Officer, and the City Planning Commission. It also includes information on appeals.

REFERENCES

This Handbook is a general development guide. It does not substitute for the City's specific regulations, policies, and plans. The margin notes *References in italics* indicate where more detailed information can be found.

Sources

Many documents influence development in the Central City. The major documents and their reference abbreviations used throughout the Handbook are:

- Title 33, the Portland Zoning Code. References to the code give the relevant chapter, section and subsection number as (33.510.210);
- Central City Fundamental Design Guidelines (CCFG);
- Arterial Streets Classification Policy (ASCP);
- Downtown Parking and Circulation Policy (DPCP);
- Comprehensive Plan (*Comp. Plan*); and
- The Central City Plan (CCP).

In addition, there are many other documents which are concerned with a particular aspect of development such as the Policy on Encroachments, or a particular project location such as the Central Eastside Design Guidelines. Where applicable, they are also referenced.

Highlights

Certain particularly important points are highlighted for emphasis. For example:

This Handbook is a general development guide. It is not a substitute for the City's specific regulations, policies, and plans. The Handbook is concerned with the land use review process. It does not include all the various other types of approvals and permits, such as building permits, which are necessary for a development. For further information on these, consult *The City of Portland Development Manual*.

PART ONE

Planning Background

PART ONE

Planning Background

OREGON'S STATE-WIDE PLANNING PROGRAM

Since 1973, when the State legislature enacted the Oregon Land Use Act (SB 100), Oregon has had a state-wide planning program. The basis of the program is 19 State-wide Planning Goals. Oregon requires all cities and counties to adopt comprehensive plans and land use regulations in conformance with the State-wide Goals. It specifies planning concerns that must be addressed, sets state-wide standards which local plans and ordinances have to meet, and establishes a review process to ensure those standards are met.

Each city and county is required to submit its comprehensive plan and associated land use regulations to the state Land Conservation and Development Commission, LCDC, for approval and acknowledgement of compliance with the State-wide Planning Goals.

THE PORTLAND COMPREHENSIVE PLAN

The Portland Comprehensive Plan was prepared in response to state-wide planning requirements and was adopted by the City in 1980 (Ordinance No. 150580). The plan contains goals, policies and objectives and a plan map. The goals, policies and objectives are continually being amended in response to new circumstances, special studies, new technology and changes in State land use regulations. The City of Portland's Comprehensive Plan received state acknowledgement in 1981.

Oregon's State-wide Planning Goals (LCDC 1990)

NEW CITY ZONING CODE

The LCDC Goals and Guidelines also require that ordinances controlling land use and construction—such as building codes, sign ordinances, subdivision and zoning ordinances—be adopted to carry out the Plan.

In 1990, effective January 1, 1991, the City Council adopted a new Portland Zoning Code (Title 33). The new Code will help implement the Comprehensive Plan and meet the State-wide Planning Goals.

**33.800 General Information on
Land Use Reviews.**

**33.810.050 Comprehensive Plan
Amendments. Approval Criteria**

The Zoning Code uses a combination of nondiscretionary and discretionary reviews. Nondiscretionary reviews include requests for uses and development which are allowed by right. They are reviewed for compliance with the Zoning Regulations. Discretionary reviews on the other hand are those which involve judgment or discretion in determining compliance with specific approval requirements.

Reviews against the goals and policies of the Comprehensive Plan are not required unless specifically stated.

Copies of the Comprehensive Plan Goals and Policies and the Central City Plan may be obtained from the Bureau of Planning.

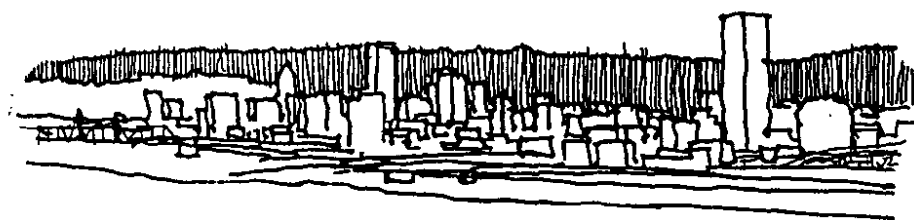
If a development proposal involves an Amendment to the Comprehensive Plan Map, it will be reviewed for consistency with the State-wide Planning Goals, the Comprehensive Plan, and any other relevant plans.

THE DOWNTOWN PLAN

The Downtown Plan was completed in 1972 and updated in 1980. It covered an area larger than the area later referred to as the "Downtown Subdistrict" in the Central City Plan. It included the Downtown, North of Burnside, and more than half of the Northwest Triangle subdistricts. The Downtown Plan was subsequently incorporated into the Central City Plan by reference.

The Downtown Plan led to the adoption of special Downtown transportation policies and Special Design Guidelines. In 1975, Council adopted the Downtown Parking and Circulation Policy (DPCP). As a result, there are very different parking and circulation policies in the area covered by the DPCP than apply in the rest of the Central City.

Design Review, in some limited areas, preceded the Downtown Plan. In 1979 the Downtown Design Zone was established and covered the entire area within the Downtown Plan boundaries. In 1980 Special Design Guidelines were adopted for Downtown.



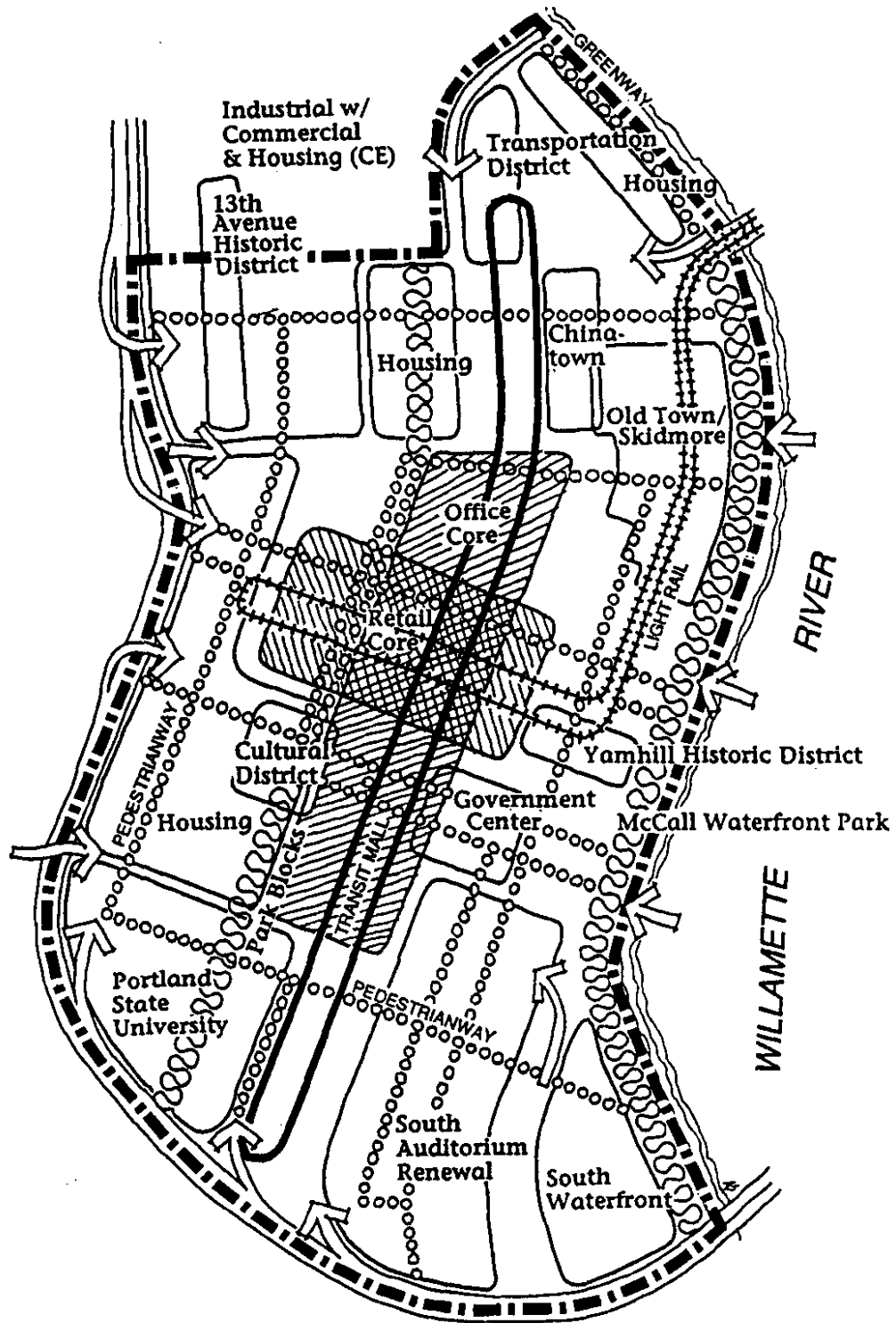


FIGURE 1-1
1972 Downtown Plan
Concept Map

LEGEND

--- Downtown Plan boundary

Office Core

Retail Core

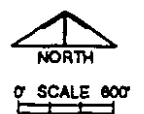
Landscaped Parks

Pedestrianways

Light Rail Transit

Transit Malls

Transportation Gateway



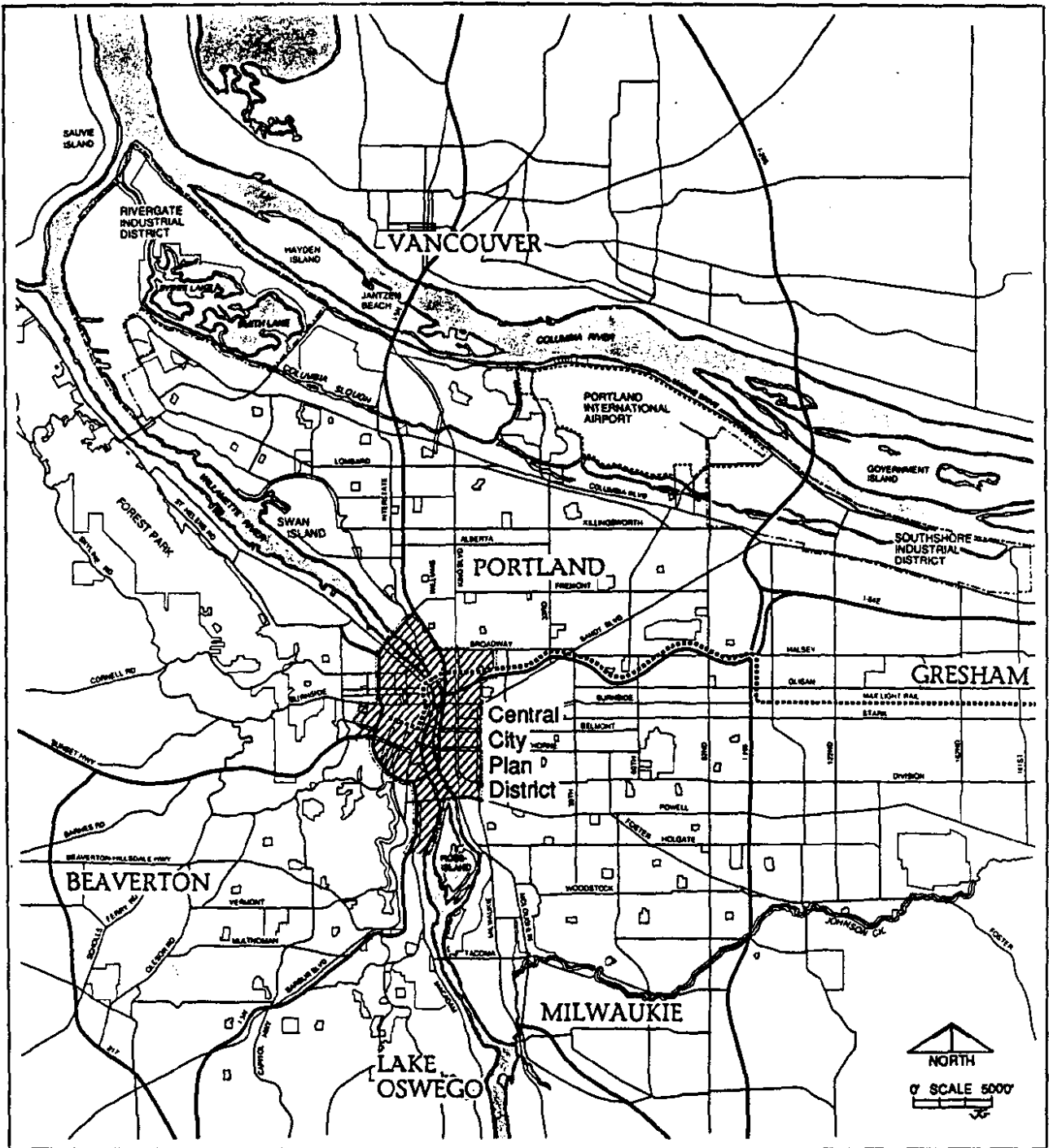


FIGURE 1-2
Portland Metropolitan Area

Central City Plan

INTRODUCTION

The Central City is the heart of Portland. It is the most diverse, stimulating and complex area of the city. It contains the largest, most important center of business and commerce in the state. With over 130,000 employees, the Central City represents the single greatest concentration of employment in the state. Containing both Downtown Portland and the Lloyd Center Mall, it is also the largest center of retail activity.

Many of the Greater Portland Region's cultural, sports, and entertainment facilities, as well as its largest university, are located in the Central City. It includes a variety of residential areas which are growing in population. It also includes substantial areas which are reserved primarily for central warehouse and industrial development.

Development in the Central City is frequently more complex than development elsewhere in the city. Regulations are more detailed and policies more numerous and inter-related. The purpose of this Handbook is to help simplify that complexity. It contains the essence of the most important regulations and the planning reviews and procedures. It is intended primarily to assist those involved with development in the Central City.

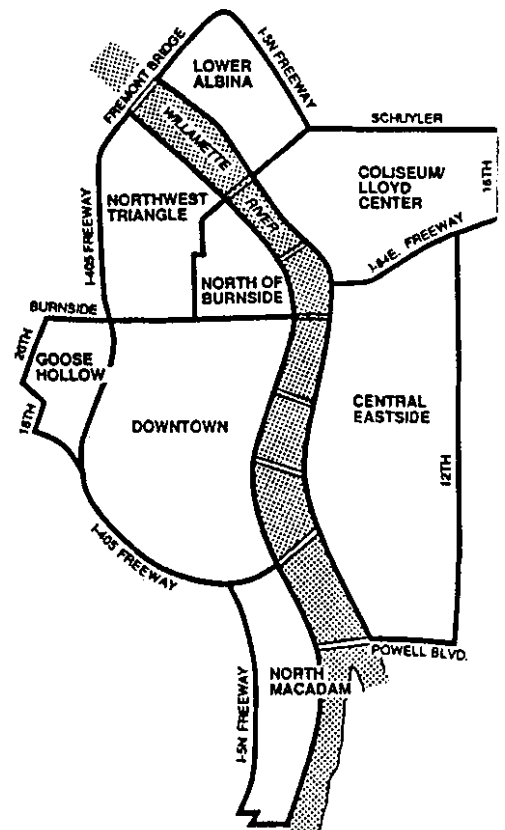


FIGURE 1-3
**Central City Plan
Subdistricts**

PURPOSE OF THE CENTRAL CITY PLAN

In the mid-1980s, the City recognized that the Downtown Plan and the city-wide Comprehensive Plan alone were no longer sufficient to guide future development in the central core area. Most of the objectives of the Downtown Plan had been achieved and pressures for high density development were being felt outside the Downtown Plan boundaries in areas such as the Lloyd Center and Central Eastside Industrial Area. In 1984, Council directed that a new plan be prepared to cover the Central City area. In 1988, the Council adopted the Central City Plan as a 20-year guide for growth and for public and private investment.

With the adoption of the Central City Plan, special Central City Plan District zoning regulations were also adopted, and these have subsequently been followed by Central City Fundamental Design Guidelines.

CENTRAL CITY PLAN SUBDISTRICTS

CC Plan pp. 64-79

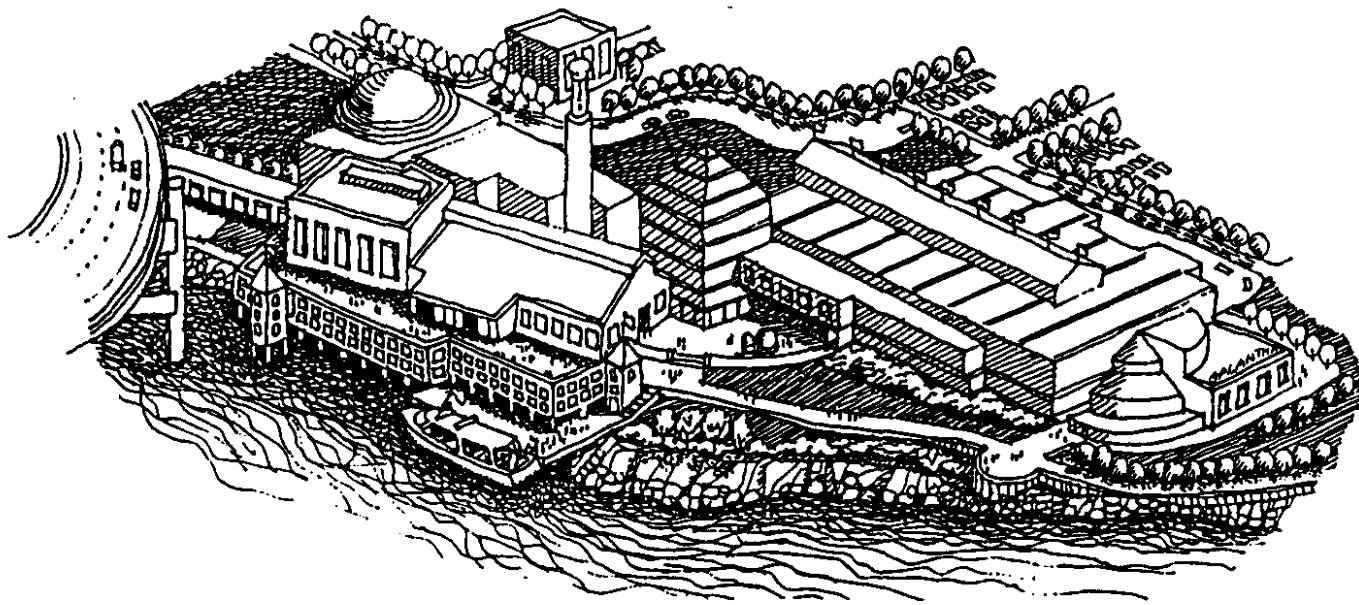
The Central City Plan divides the area into eight subdistricts—Downtown, Goose Hollow, North of Burnside, Northwest Triangle, Lower Albina, Lloyd Center/Coliseum, Central Eastside, and North Macadam. There are separate policies and an urban design concept for each subdistrict.

The Bureau of Planning is currently in the process of developing design guidelines for the design zone areas in each subdistrict. Once adopted, new development projects in the design zone, will be evaluated not only in relation to the Central City Design Guidelines, but also in relation to Subdistrict Design Guidelines.

Knowing what subdistrict a project is located in may be important, as Special Subdistrict Design Guidelines and subdistrict policies could apply to the project.

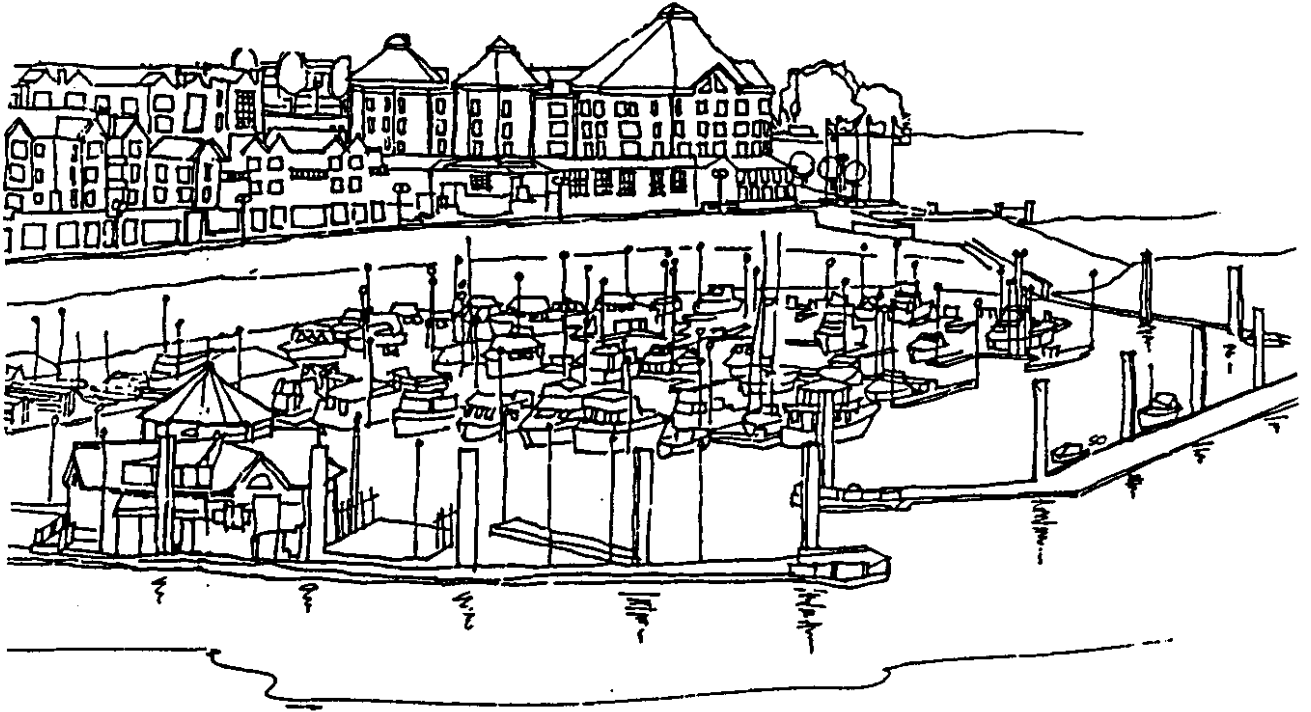
In some instances, all or parts of a subdistrict may be covered by special plans and programs. The Central Eastside area, for example, is synonymous with the area covered by the Central Eastside Urban Renewal Plan and the Central Eastside Industrial District.

Part Seven of this Handbook contains a synopsis of the major policies and regulations applicable to development in each subdistrict.



The new Oregon Museum of Science and Industry, located in Central Eastside Subdistrict south of the Marquam Bridge, could be connected by water taxi to other public attractions and the Downtown waterfront.

Riverplace is a successful mix of residential, commercial, and recreational uses.



GOAL AND POLICIES

The overall goal of the Central City Plan, which is also a Comprehensive Plan policy, is used to guide future City programs, major capital projects and other funding decisions:

CC Plan, p. 35

Encourage continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living. Through the implementation of the Central City Plan, coordinate development, provide aid and protection to Portland's citizens, and enhance the Central City's special natural, cultural and aesthetic features.

Comprehensive Plan Policy 2.24

The goal ties the Central City Plan to Portland's adopted Comprehensive Plan, making the Central City Plan and its 21 policies part of the Comprehensive Plan.

The plan itself is built around the 21 policies for the Central City. The first 13 policies are functional policies, that is, they deal with specific topics such as economic development, housing and transportation. The remaining eight policies are subdistrict policies.

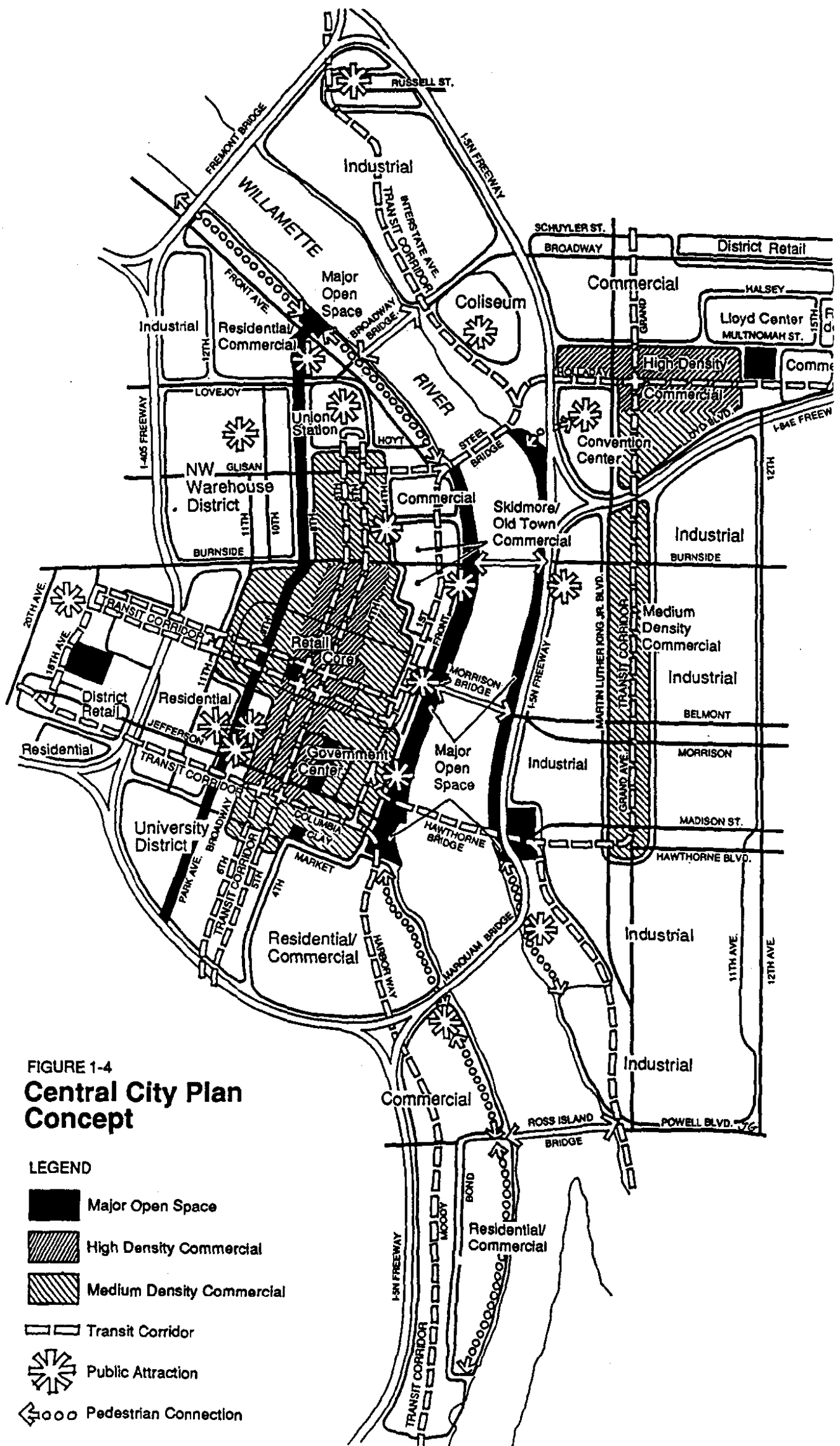
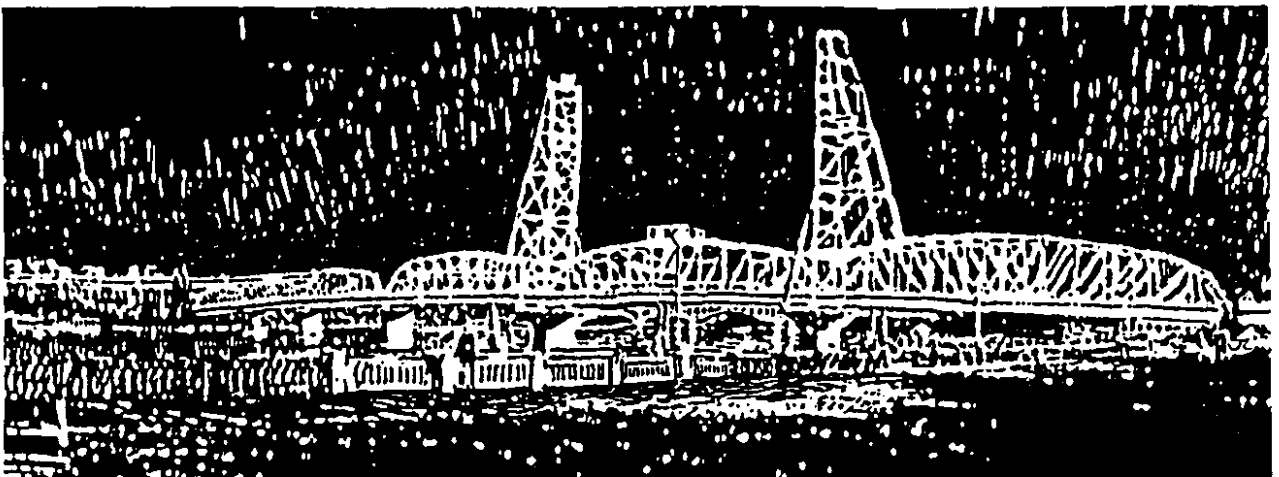


FIGURE 1-4
**Central City Plan
Concept**

LEGEND

- Major Open Space
- High Density Commercial
- Medium Density Commercial
- Transit Corridor
- Public Attraction
- Pedestrian Connection

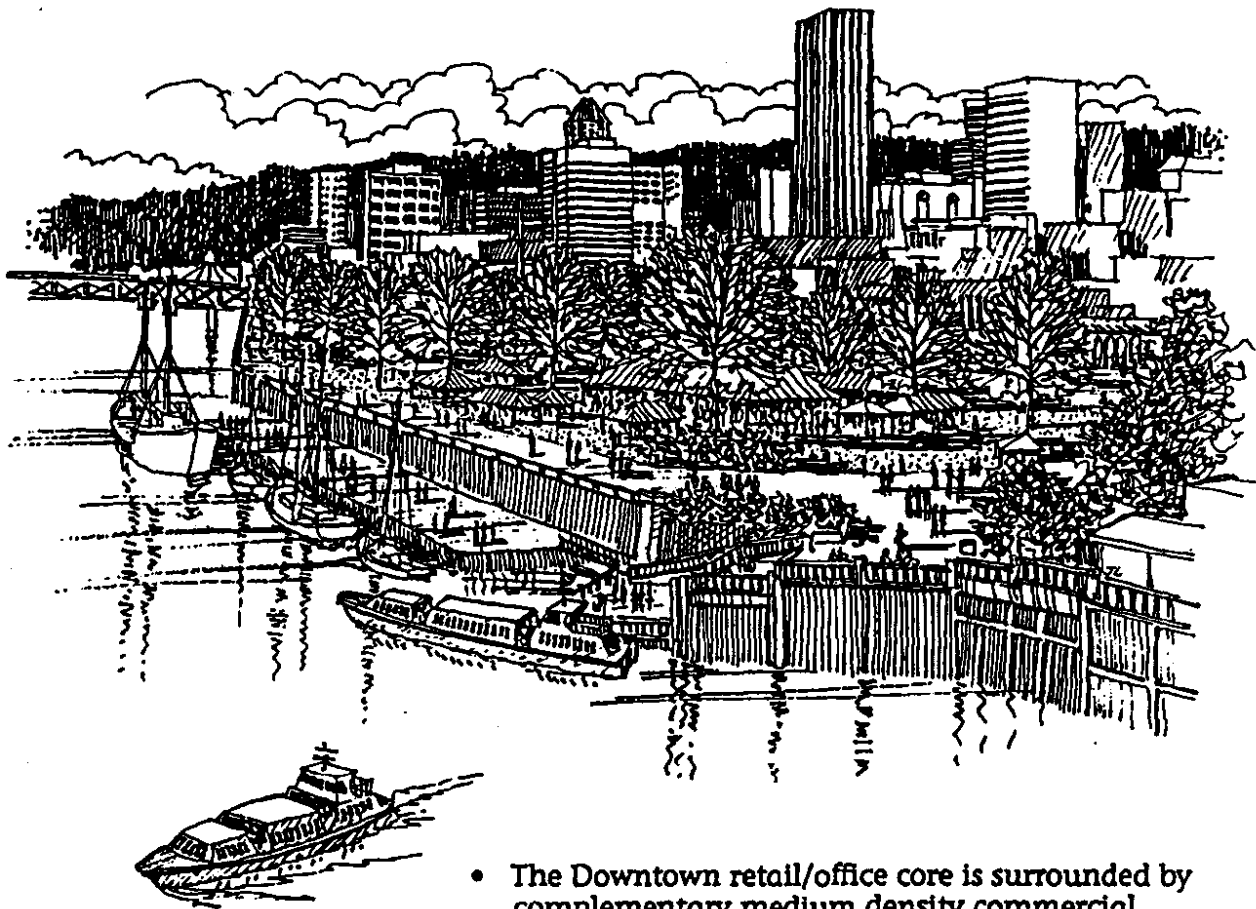
*Lighting the bridges has enhanced
Downtown nightlife.*



PLAN FEATURES

The Central City Plan contains a vision statement, a concept plan, a plan goal, and 21 policies. Major features of the plan include:

- Making the Willamette River the focus of the city with development and activities enhancing its significance; locating public attractions along the river or in close proximity; developing public open space along the east bank of the river complementing the open spaces on the west bank; improving the bridges as landmarks and passages; and knitting both sides of the river together.
- Development of major transit corridors as spines for future growth ; most intense density would be located along these corridors; high density commercial centered along the downtown transit mall and in the vicinity of the MAX light rail line through the Lloyd Center/Coliseum Subdistrict; a transit loop that binds the eastside and westside together; reinforcement of commercial and housing uses along Martin Luther King, Jr. Boulevard/Grand Avenue corridor; and some light rail lines would also be used by vintage trolleys.



- The Downtown retail/office core is surrounded by complementary medium density commercial development. The Lloyd Center/Coliseum Subdistrict functions as an extension of Downtown, serving its adjacent neighborhoods and the Convention Center. Medium density commercial use extends southward along the Martin Luther King, Jr. Boulevard/Grand Avenue corridor to the vicinity of the Hawthorne Bridge approaches.
- Lower density commercial areas are retained and enhanced to support the workers and nearby residents of each district.
- The industrial uses within the Central City are retained and protected through the Comprehensive Plan Industrial Sanctuary designations.
- The existing housing in the Central City is preserved and at least 5000 additional units are added. The Macadam Subdistrict and the Union Station railyard areas are redeveloped with a mixture of residential and commercial uses.
- The Park Blocks are strengthened by a continuous connection from Portland State University north to the river. A pedestrian loop extends on both sides of the Willamette River between the Steel and Hawthorne Bridges and additional pedestrian connections extend along the Willamette River.

PART TWO

Land Use Regulations

PART TWO

Land Use Regulations

Introduction

The next four parts of the Handbook explain the major regulations which apply to specific areas and sites in the Central City. This section deals primarily with questions of land use. Part Three includes major Development Standards such as Height Limits and Allowed Floor Area. Part Four addresses Design Guidelines and where they apply. Part Five covers transportation regulations concerning parking, access, and circulation.

Zoning Code

The Zoning Code (Title 33) controls land use and site development in the Central City. All land and water in the City has a zoning designation. The Code establishes what uses are allowed in a zone and the Development Standards that apply. The first item to consider for any proposed development is the existing zoning of the site.

The Zoning Regulations consist of the Base Zone Regulations, plus any applicable Plan District, Overlay Zone, or Special Development Regulations.

Information on the zoning of a particular property can be obtained from the Permit Center (503) 823-7526. The Zoning Code and detailed quarter section maps are available for reference in the Permit Center.

Base Zone Regulations

The Base Zone Regulations (chapters 100-140 in the Zoning Code) discuss uses allowed in each zone. They also state which uses are allowed in limited situations, which ones require Conditional Uses, and which are prohibited. Development Standards for each zone are also included.

Certain uses and types of development have specific regulations which are covered in the 200 series of chapters in the Zoning Code. Some of the regulations, frequently referred to in Central City developments, are described in Part Three, Development Standards.

33.100 Base Zone Regulations

33.200 Additional Use and Development Regulations

Overlay Zones

33.400 *Overlay Zones*
33.420 *Design Zone*
33.440 *Greenway Zones*
33.480 *Scenic Resource Zone*

The Overlay Zones covering portions of the Central City are: the Scenic Resource Zone (s), the Design Zone (d) and three Willamette Greenway Zones—River Recreation (r), River General (g) and River Industrial (i).

The Scenic Resource Zone and the Design Zone do not have any associated land use restrictions. They are discussed in Parts Three and Four.

Development on sites with a Greenway Overlay Zone may be subject to use restrictions as well as Special Development Standards and Design Guidelines. They are described in greater depth in this chapter as well as Chapters Three and Four.

33.500 *Plan Districts*

Figure 2-1 shows the area covered by the Central City Plan District, the South Auditorium Plan District, the Greenway Zones, and the Design Zone.

33.510 *Central City Plan District*

33.580 *South Auditorium Plan District*

Plan District and/or Overlay Zone Regulations usually supercede the regulations of the Base Zone. The entire area of the Central City comprises a Special Plan District—namely the Central City Plan District. In addition, the South Auditorium Urban Renewal Area is a Plan District.

Land Uses: Allowed, Limited, Conditional, and Prohibited

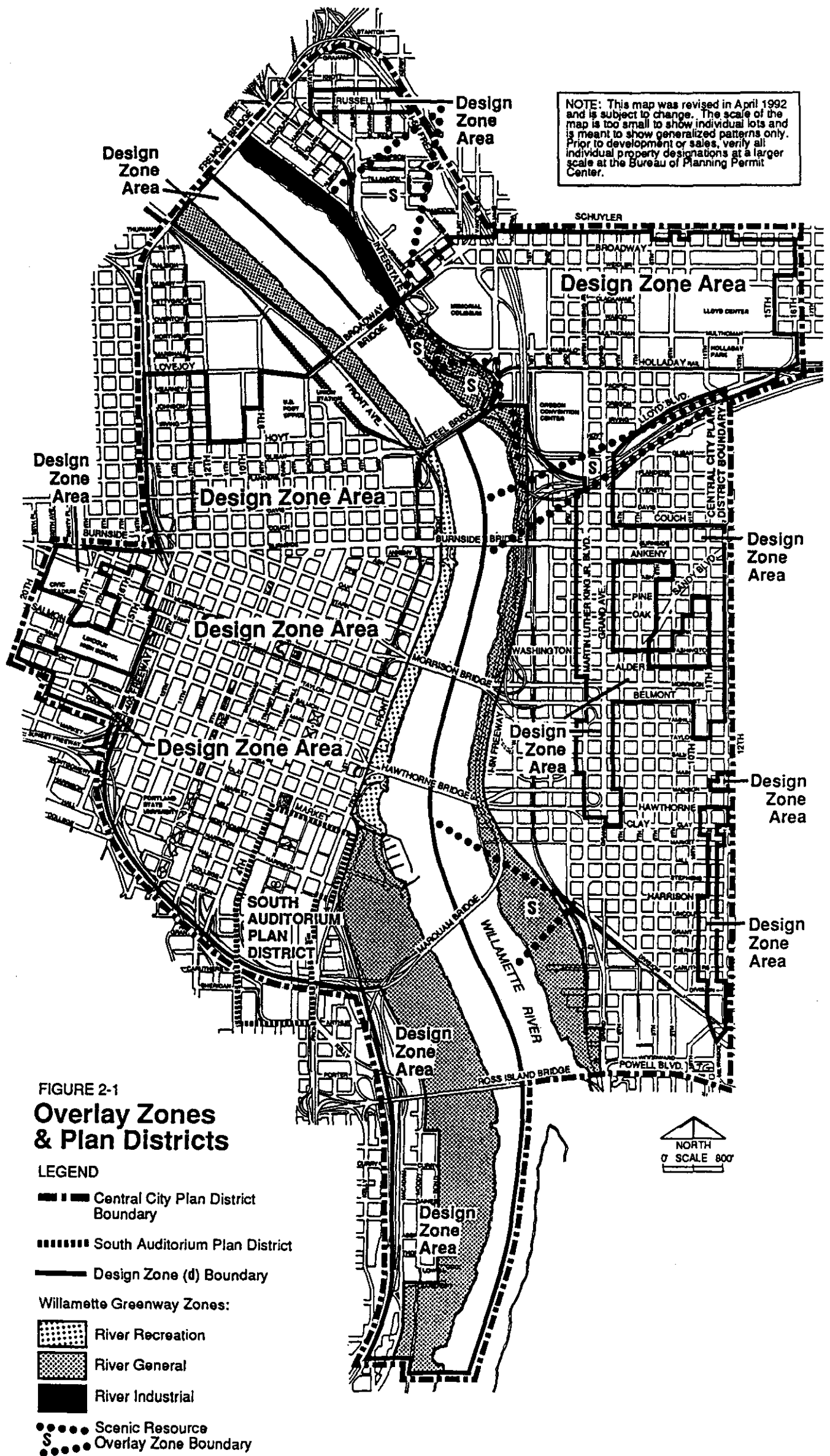
33.100.100 *Open Space Zones*
33.110.100 *Single Dwelling Residential Zones*
33.120.100 *Multidwelling Zones*
33.130.100 *Commercial Zones*
33.140.100 *Employment and Industrial Zones*

The zoning in the Central City is shown in Figure 2-3. There are three multidwelling residential zones (R1, RH, RX); one commercial zone (CX); three employment zones (EX, EG1, EG2), two industrial zones (IG1, IH); and an Open Space zone (OS).

Figure 2-2 lists these zones and indicates whether a use is an Allowed Use, Limited Use, Conditional Use, or Prohibited Use in each zone.

ALLOWED USES

If a proposed use is listed as an Allowed Use, the use can be located at the site, *provided the development complies with the various Development Standards and other regulations of the Zoning Code*. The fact that a use is allowed does not mean the proposed development will be granted an adjustment or other exception to the regulations.



LIMITATIONS ON USE

Some uses are allowed subject to specific limitations. These uses are allowed if they comply with the limitations in the Zoning Code and the various Development Standards and other regulations in the Code. If a use is listed as allowed with special limitations, the Code should be consulted for the specific limitations involved.

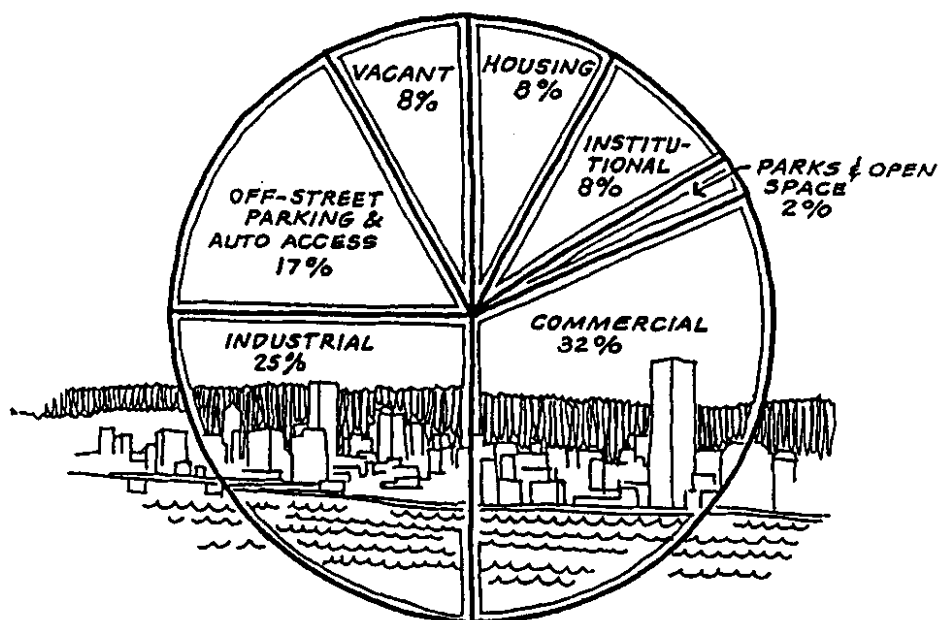
CONDITIONAL USES

33.815 Conditional Uses

Certain uses *may* be allowed if approved by the Conditional Use Review Process. In order to be approved, because they may have significant adverse effects on the environment, over-burden public services, change the desired character of an area, or create major nuisances, the proposed use *must* comply with the specific Conditional Use approval criteria for that use, as well as all the various Development Standards and other regulations of the Code. The specific Conditional Use criteria which must be met are listed in the Zoning Code and on the Conditional Use Application.

PROHIBITED USES

New uses listed as prohibited in that zone are not allowed. There is no appeal mechanism. Existing uses which are listed as prohibited are subject to the regulations on nonconforming uses and development.



Distribution of Land Uses within the Central City

Land Use Category	Zoning Designation									
	OS	R1	RH	RX	CX	EG1	EX	IG1	IH	
RESIDENTIAL										
Household Living	X									
Group Living	X							X	X	
COMMERCIAL										
Retail Sales & Service		X								
Office	X	X								
Quick Vehicle Servicing	X	X	X	X						
Vehicle Repair	X	X	X	X						
Commercial Parking	X	X	X							
Self-Service Storage	X	X	X	X						
Commercial Outdoor Recreation		X	X	X						
Major Event Entertainment	X	X	X	X						
INDUSTRIAL										
Manufacturing & Production	X	X	X	X						
Warehouse & Freight Movement	X	X	X	X	X					
Wholesale Sales	X	X	X	X						
Industrial Service	X	X	X	X						
Railroad Yards	X	X	X	X	X	X	X			
Waste-Related	X	X	X	X	X	X	X			
INSTITUTIONAL										
Basic Utilities										
Community Service										
Essential Service Providers	X							X	X	
Parks & Open Areas										
Schools								X	X	
Colleges	X							X	X	
Medical Centers	X							X	X	
Religious Institution	X							X	X	
Daycare										
OTHER CATEGORIES										
Agriculture		X	X	X						
Aviation & Surface Passenger Terminals	X	X	X	X						
Detention Facilities	X	X	X	X						
Mining		X	X	X	X	X	X			
Radio & TV Broadcast Facilities										
Rail Lines & Utility Corridors										

FIGURE 2-2

Land Uses: Allowed, Limited, Conditional, and Prohibited

LEGEND	
	Allowed Uses
	Allowed Use with Limitations
	Conditional Use Approval Required
	Limitations and Conditional Use Required
	Prohibited Use

NONCONFORMING USES OR DEVELOPMENT

33.258 Nonconforming Uses or Development

33.258.050 Nonconforming Uses

33.258.070 Nonconforming Development

When the zoning on a site changes or the Zoning Regulations change, a use that was allowed at one time may currently violate the Code. Consequently, it is classified as a Nonconforming Use or Nonconforming Development. The Zoning Code has specific procedures and standards for improvement or changes to nonconforming sites. The intent of such changes is to guide future uses and development in a new direction, not to force all existing nonconforming situations into immediate conformance with the change.

The regulations are intended to protect the character of the area by reducing negative impacts from nonconforming situations and, at the same time, assure that the uses and development may continue.

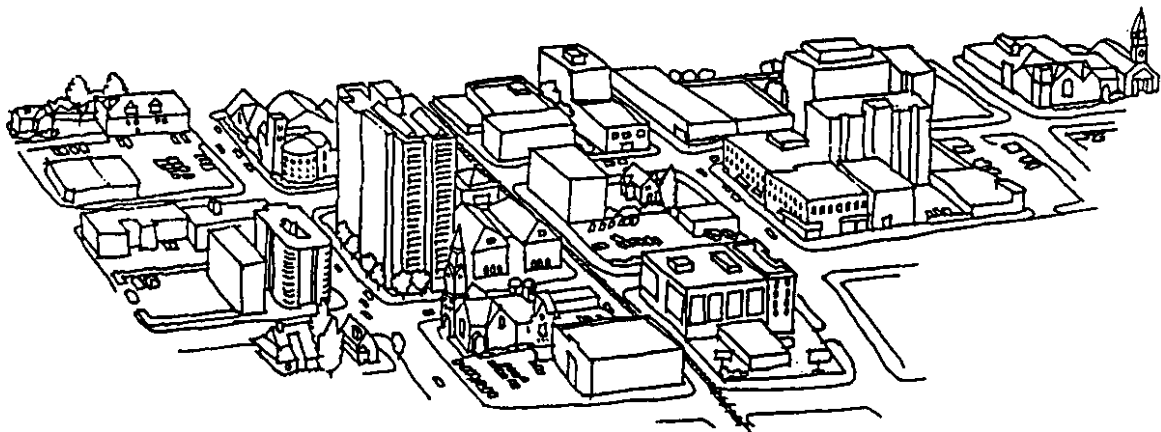
The Nonconforming Use and Development Regulations apply only to those nonconforming situations which were allowed when established or which were approved through a Land Use Review.

Nonconforming situations which were not allowed when established have no legal right to continue.

A specific site may be nonconforming because it contains either a nonconforming use, an allowed residential use that exceeds the allowed density, a nonconforming development, or a combination of these.

Chapter 258 in the Code, Nonconforming Uses and Development, contains the applicable regulations.

The Bureau of Planning must know the previous and proposed use of a site and the cost of improvements in order to determine which elements of the nonconforming development must be brought up to code.

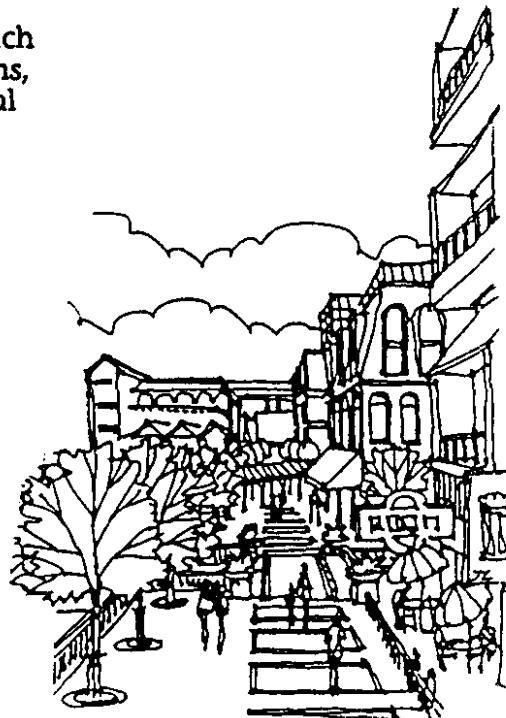


Base Zone Regulations

This section describes the general use regulations of each Base Zone. To determine the applicable use regulations, locate the proposed development on Figure 2-3, Central City Zoning, and check the appropriate text.

RESIDENTIAL ZONES

Residentially zoned areas in the Central City are shown on Figure 2-4. There are a few limited areas of R1 zoning (medium density multidwelling) on the fringes of the Central Eastside, Lloyd Center/Coliseum and Goose Hollow subdistricts. RH zoning (high density multidwelling) is confined to the Goose Hollow Subdistrict and a limited area on the eastern fringe of the Lloyd Center/Coliseum Subdistrict. The highest density multifamily zoning is the RX zone. The zone is concentrated on the western edge of downtown with additional pockets in the South Auditorium Plan District, along the river (McCormick Pier), and in the Lloyd Center/Coliseum Subdistrict.



The multidwelling zones are intended to create and maintain higher density neighborhoods. At the same time, they allow for some nonresidential uses but not to such an extent as to sacrifice the overall residential neighborhood image and character. The multidwelling zones are distinguished primarily by density and Development Standards.

33.120 Multidwelling Zones

R1—Residential 1,000

The R1 zone allows approximately 43 units per acre, but the density can be as high as 65 units per acre under certain conditions. The allowed housing consists of one to four story structures including condominiums, apartments, duplexes, townhouses and rowhouses. The minimum density is one unit per 2000 square feet of site.

RH—High Density Multidwelling Zone

The maximum density of development in the RH zone is determined by the allowed Floor Area Ratio (FAR) and other site Development Standards. Generally the density will range from 80 to 125 units per acre and the major types of new housing development will consist of low, medium and high-rise apartments and condominiums. The minimum density is one unit per 1,000 square feet of site area.

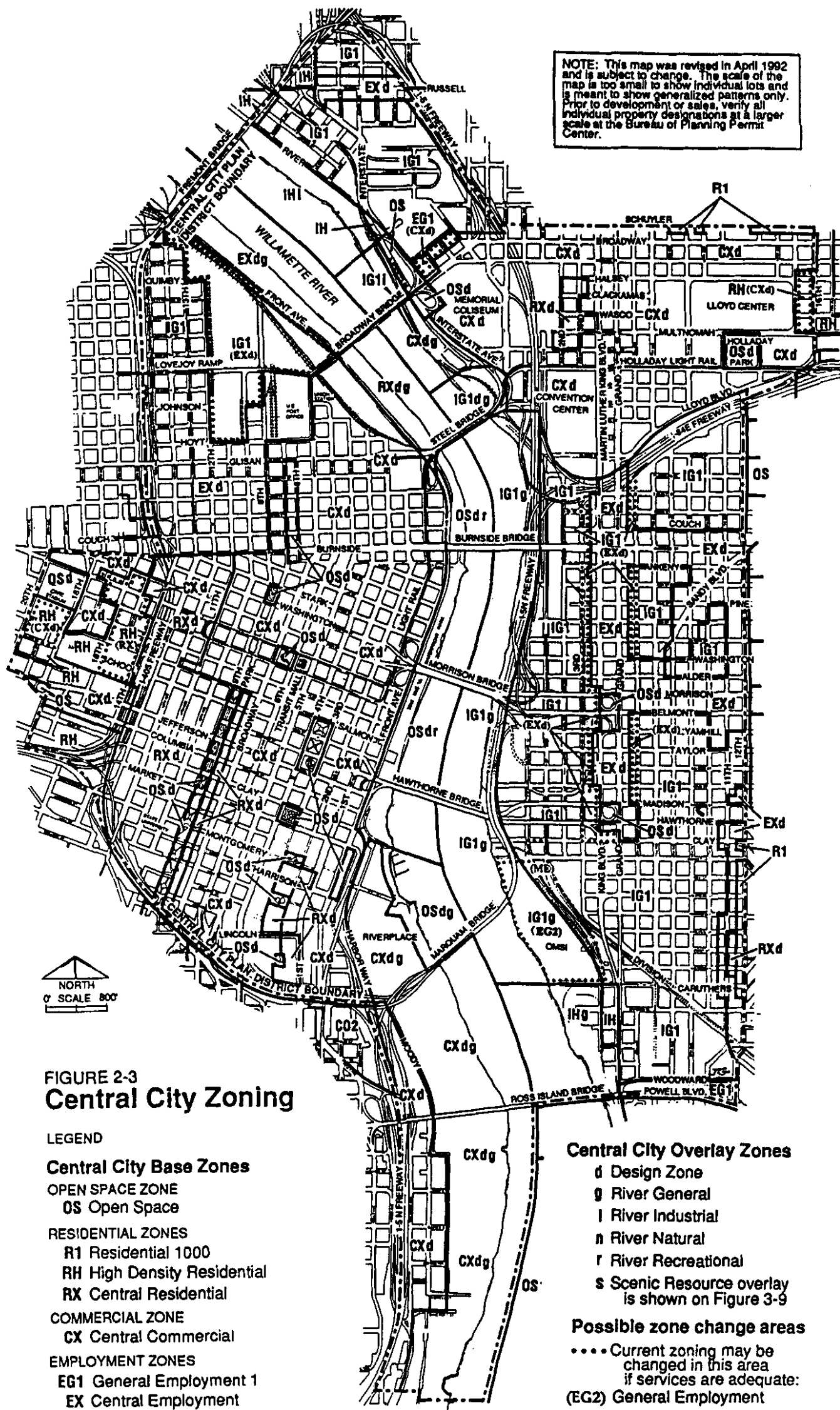


FIGURE 2-3
Central City Zoning

RX—Central Multidwelling Zone

As in the RH zone, the maximum density of development in the RX zone is determined by the FAR and other site Development Standards. Generally the density will be 100 or more units per acre. The major types of new housing will be medium and high rise apartments and condominiums, often with allowed retail, institutional or other service oriented uses. The minimum density is one unit per 500 square feet of site area.

LIMITED USES IN THE R1, RH AND RX RESIDENTIAL ZONES

Group Living

Group living uses are subject to the regulations of Chapter 33.239, Group Living. Group living for more than 15 residents requires a Conditional Use. Group living uses which consist of alternative or post incarceration facilities require a Conditional Use regardless of size.

Retail Sales and Service and Office Uses in the RH Zone

Certain commercial uses are allowed as Conditional Uses in the RH zone to allow mixed use development on sites that are within 1,000 feet of light rail transit facilities.

Retail Sales and Service and Office Uses in the RX Zone

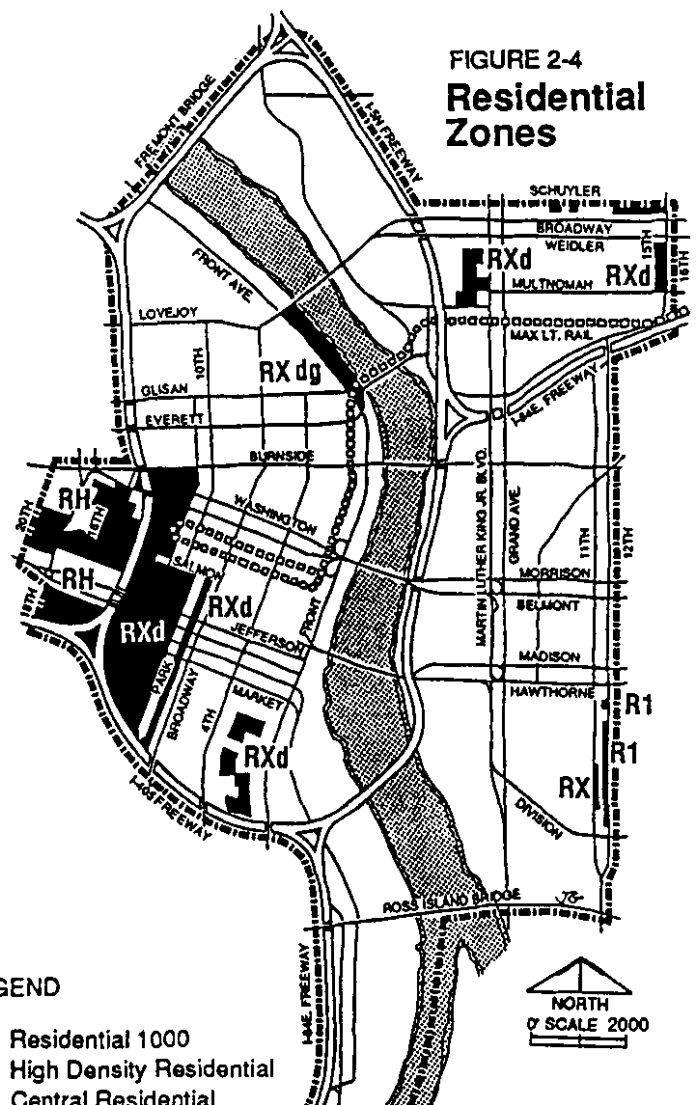
Certain commercial uses are allowed in the RX zone to improve the economic viability of residential development by allowing mixed use development. At the same time, commercial uses are limited to assure that residential uses remain the dominant use in the zone.

33.120.100 Primary Uses

LEGEND

R1 Residential 1000
RH High Density Residential
RX Central Residential

FIGURE 2-4
Residential Zones



Commercial Parking in the RX Zone

Commercial parking in a parking structure is a Conditional Use. Commercial parking facilities in surface lots is prohibited. Accessory parking lots are allowed but require a Conditional Use.

Community Service and Schools in the RX Zone

These uses are allowed by right up to 20 percent of the floor area exclusive of parking area or the ground floor of a multidwelling development, whichever is greater. A Conditional Use is required if they are over 20 percent of the ground floor.



Portland State University

Essential Service Providers

All essential service providers require a conditional use except providers that exclusively serve victims of sexual or domestic violence. They are allowed by right in all residential zones if they meet the size limitations for group living areas.

Daycare

Daycare is an allowed use in the RX zone. In the RH and R1 zones, daycare is allowed outright if locating within a building which currently contains, or did contain, a college, medical center, school, religious institution, or community service use.

CENTRAL COMMERCIAL ZONE (CX) 33.130 Commercial Zones

The City has eight commercial zones but only one, the Central Commercial zone, occurs in the Central City. It covers all the North Macadam subdistrict, most of the Downtown, North of Burnside and the Coliseum/Lloyd Center Subdistricts; and parts of the Goose Hollow Subdistrict.

The Central Commercial zone allows a broad range of uses, including commercial development and residential and institutional uses. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian oriented with a strong emphasis on a safe and attractive streetscape.

Household living and most commercial and institutional uses are allowed outright, provided they comply with the development standards and other regulations of the code. Special limitations may apply to—group living uses which are alternative or post incarceration facilities; self service storage operations; vehicle repair; essential service providers and radio and television broadcast facilities. Some wholesale and industrial uses are allowed but are limited to 10,000 square feet of floor area exclusive of parking. A Conditional Use is required for all commercial parking facilities and for industrial service facilities.

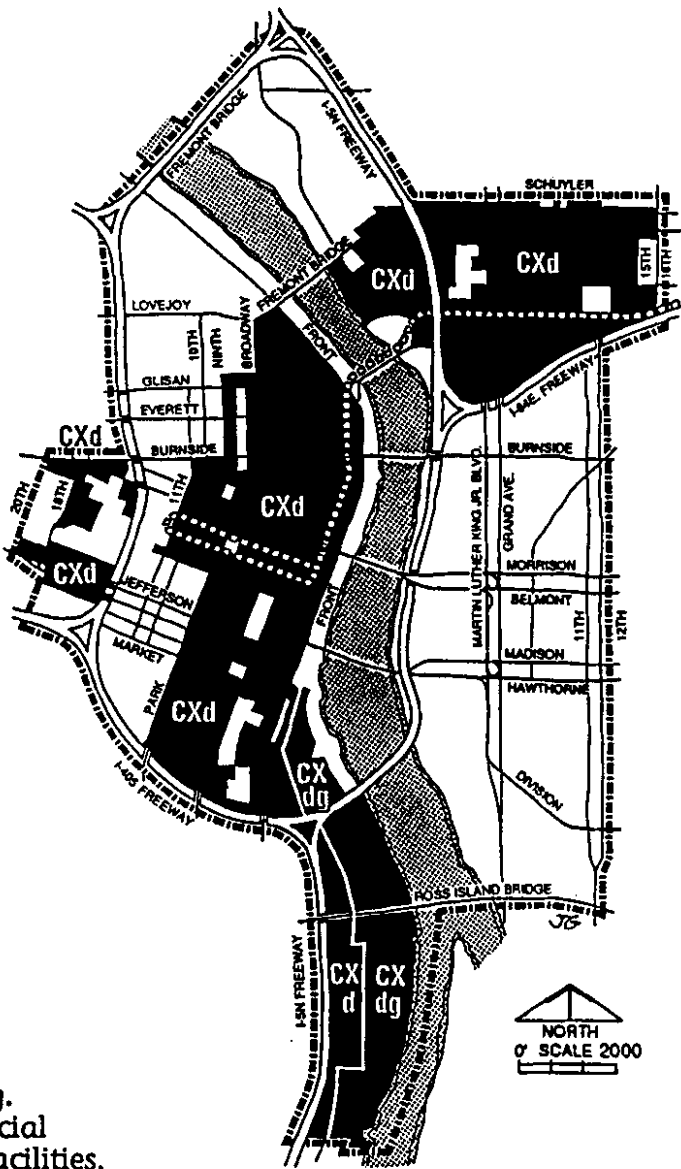
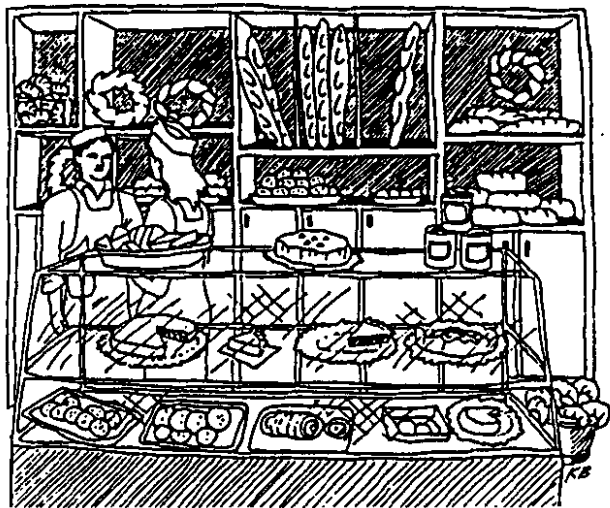


FIGURE 2-5
Commercial
Zones
LEGEND
CX Central Commercial



33.140 Employment and Industrial Zones

EMPLOYMENT AND INDUSTRIAL ZONES (EX, IG1, EG1, AND IH)

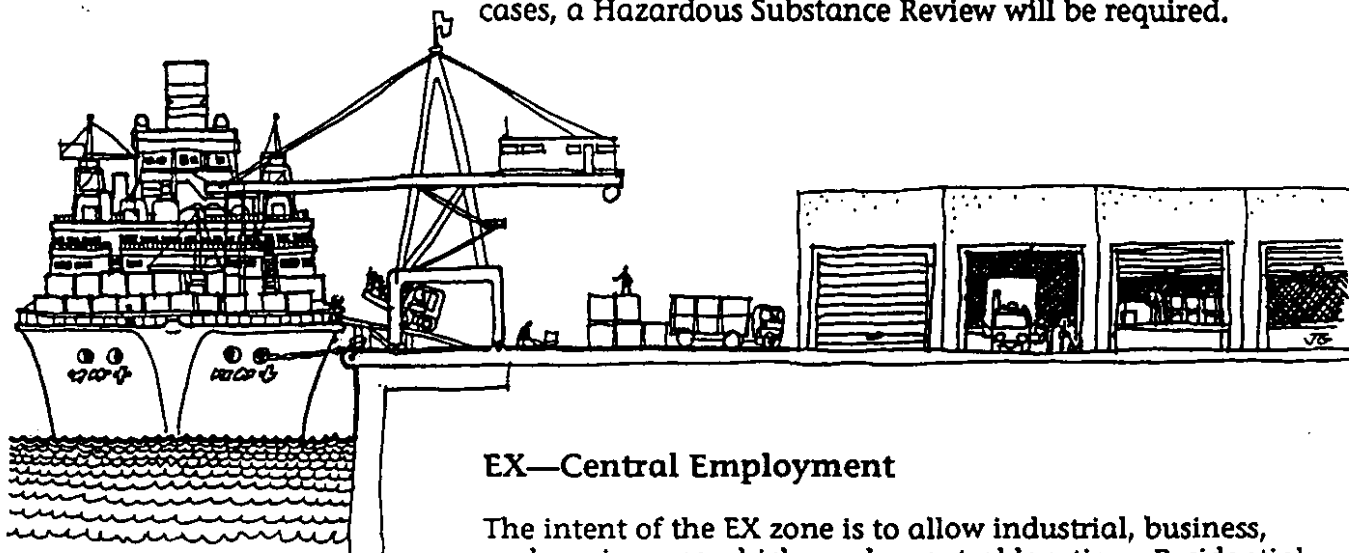
Nearly all the Northwest Triangle, Lower Albina and the Central Eastside subdistricts are covered by some form of employment or industrial zoning. These zones are intended for industrial uses and for areas that have a mix of uses with a strong industrial orientation.

There are two employment and two industrial zones in the Central City. The largest areas are the Central Employment zone (EX) and the General Industrial 1 zone (IG1). Smaller areas are zoned General Employment (EG1) or for Heavy Industry (IH), as shown on Figure 2-6.

The City's industrial zones implement the Industrial Sanctuary map designation of the Comprehensive Plan. Commercial uses and other non-industrial use are more restricted in the industrial zones than in the employment zones. These restrictions prevent potential conflicts and ensure the City retains an adequate supply of industrial land.

Uses allowed in the employment and industrial zones are listed in Figure 2-2. Nearly all industrial uses are allowed outright provided they meet the Development Standards of the zone and comply with the other requirements of the Code. Waste-related industries are prohibited in the employment zones and have special limitations and require a Conditional Use in industrial zones.

If industrial operations involve the use of hazardous substances, the on-site quantities allowed are specified in the Code by zone and type of hazardous substance. In some cases, a Hazardous Substance Review will be required.



EX—Central Employment

The intent of the EX zone is to allow industrial, business, and service uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. The Central Employment zone is the only employment and industrial zone where residential uses are allowed outright. In all other employment and industrial zones, any residential use requires a Conditional Use.

EG—General Employment

The emphasis of the General Employment Zone is on industrial and industrially-related uses. Other business and commercial uses are also allowed to support a wide range of services and employment opportunities. Currently, only two small areas—along Powell Boulevard and at the east end of the Broadway Bridge are zoned EG.

This zone has the subzones designated “1” and “2”. The EG1 designation is applied to mostly developed areas with smaller lots and a grid block pattern of development. The EG2 designation is used for areas having larger lots and an irregular or large block pattern. There are currently no EG2 zoned areas in the Central City. The OMSI site and some immediately adjacent areas in the Central Eastside have a Comprehensive Plan designation of EG2.

IG1—General Industrial

There are two General Industrial zones—IG1 and IG2. Only the IG1 zone is presently found in the Central City.

Areas zoned IG1 tend to be the city's older industrial areas. They are mostly developed with buildings which come close to the street. The areas generally have smaller lots and a grid block pattern.

The General Industrial zone is intended primarily to provide for the needs of general, as opposed to heavy industrial development, although the zone does allow all industrial categories.

IH—Heavy Industrial

The Heavy Industrial zone (IH) allows for all industrial categories but it is intended particularly to accommodate those industries which are not desirable in other zones due to their objectionable impacts or appearance. The Development Standards are the minimum necessary to ensure safe, functional, efficient, and environmentally sound development. There are limited areas of Heavy Industrial (IH) zoning in Central Eastside and Lower Albina.

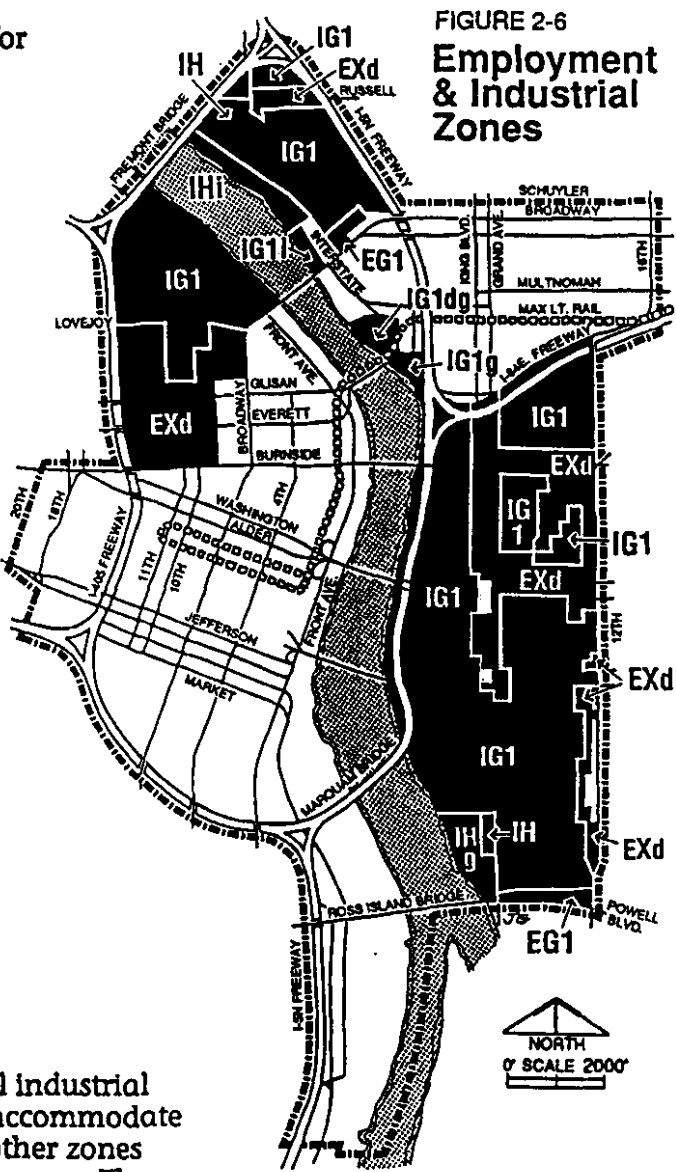


FIGURE 2-6
Employment & Industrial Zones

- LEGEND
- EG1 General Employment 1
 - EX Central Employment
 - IG1 General Industrial 1
 - IH Heavy Industrial

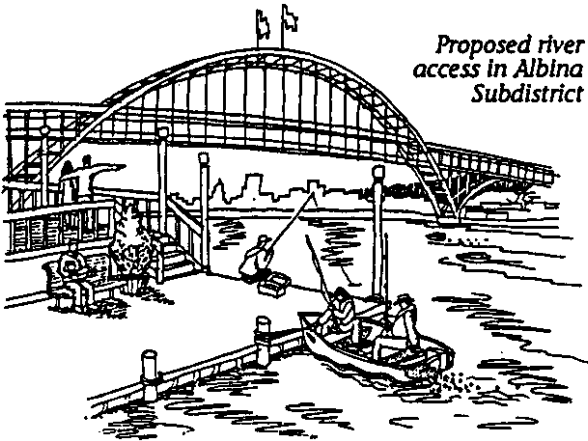
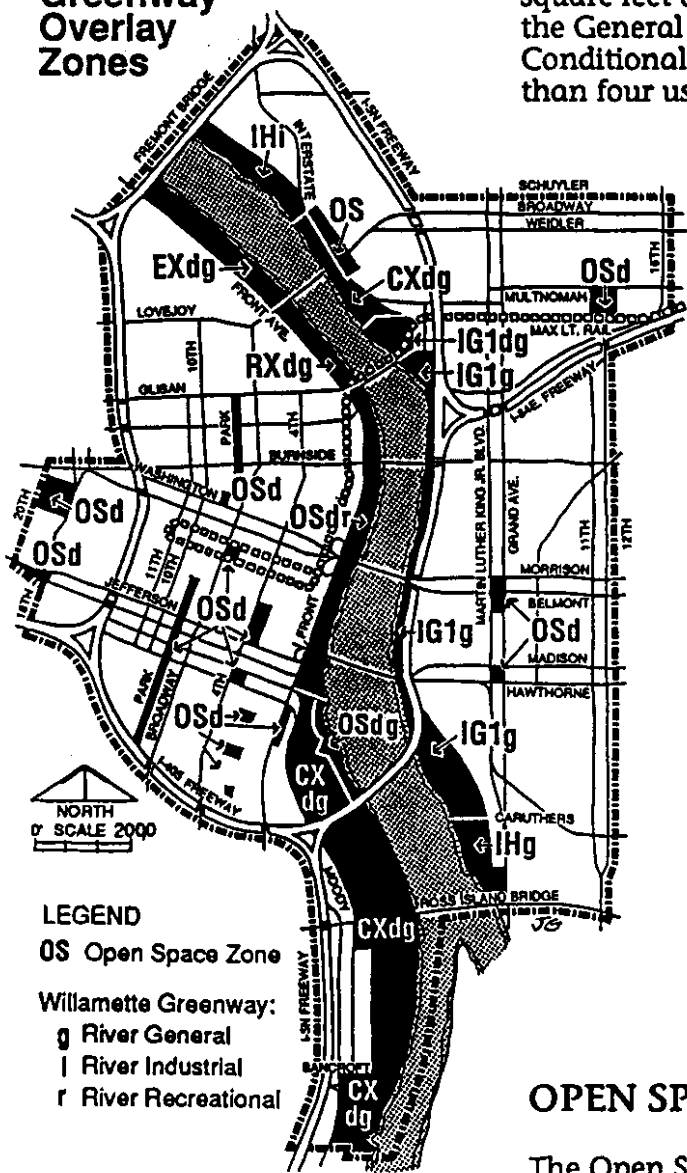
33.140.100 Primary Uses

LIMITED USES IN THE EMPLOYMENT AND INDUSTRIAL ZONES

Household living is allowed outright in the EX zone but requires a Conditional Use in other employment and industrial zones. Group living is allowed as a Conditional Use in the EG1, EG2 and EX zones and is prohibited in other zones. Retail sales and service and office uses are allowed uses in the Central Employment (EX) zone. In the other employment and industrial zones these uses are limited to a floor area ratio of 1 to 1, except for historic landmarks which are allowed a ratio of 2 to 1. In addition, in the General Industrial 1 zone, a Conditional Use Review is required for uses over 3,000 square feet or if there is more than one use on the site. In the General Industrial 2 and Heavy Industrial zones, a Conditional Use Review is required for projects with more than four uses or individual uses over 3,000 square feet.

FIGURE 2-7

Open Space Zones & Willamette Greenway Overlay Zones



OPEN SPACE ZONES (OS)

The Open Space zone is applied to lands which serve an open space function. They are primarily public lands, but include some private areas. In the Central City, land zoned as open space includes primarily park lands, plus publicly owned open space around some of the bridge-heads and special facilities such as Civic Stadium and Pioneer Square.

33.100 Open Space Zone

Central City Plan District Regulations

33.510 Central City Plan District

33.510.110 SRO Housing and Shelter Beds

33.510.230 Required Residential Development Areas

The Central City Plan District contains special use regulations for single room occupancy (SRO) housing and shelter beds. There is also a provision for required residential development in certain areas. The Central City Plan District also provides a master plan procedure. This is available for projects which need flexibility in phasing for requirements such as housing.

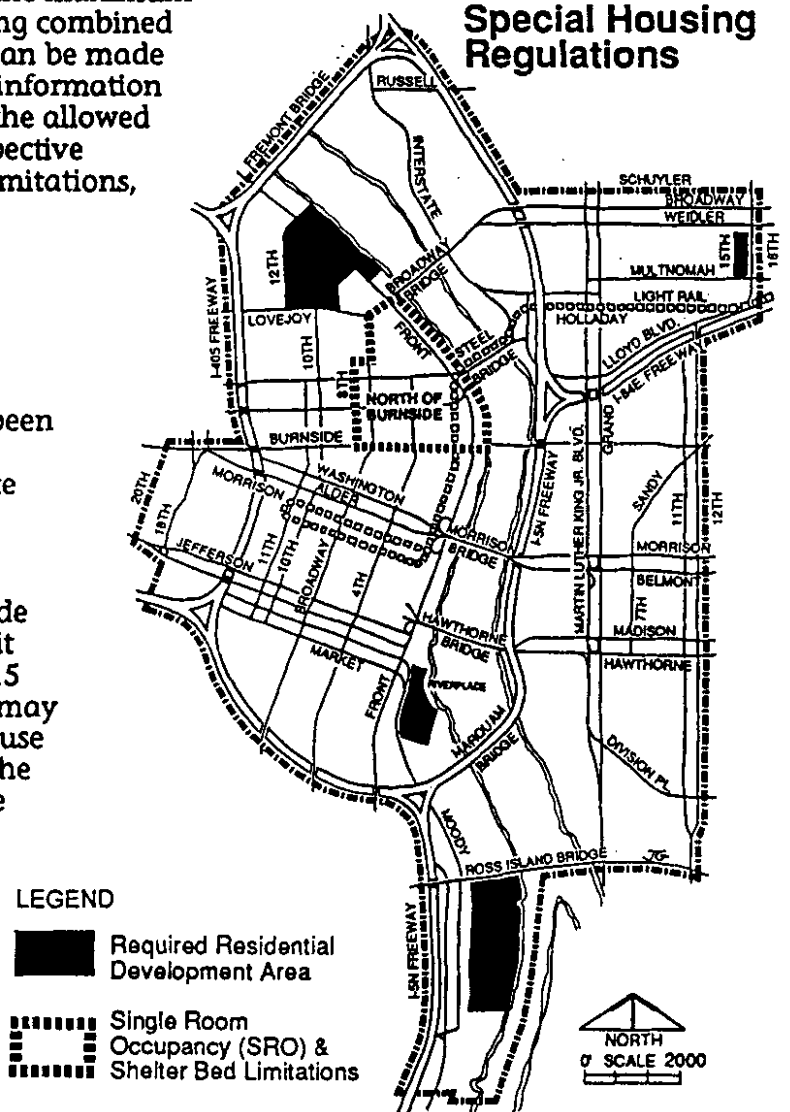
SINGLE ROOM OCCUPANCY (SRO) HOUSING AND SHELTER BEDS

There is a cap on the number of allowed SRO housing and shelter beds permitted in the North of Burnside Subdistrict. The maximum number of shelter beds may not exceed 252, and the maximum number of shelter beds and SRO housing combined may not exceed 1,282. An exception can be made for extreme-weather beds. For further information on the current number of units below the allowed limit, and the procedure to allow prospective developers to reserve units under the limitations, contact the Bureau of Planning.

REQUIRED RESIDENTIAL DEVELOPMENT AREAS

Certain sites in the Central City have been designated Required Residential Development Areas in order to promote new housing construction in areas suitable and attractive for housing. In these areas, new development and major remodelling projects must include housing at a minimum rate of one unit per 2,900 square feet of net site area (15 units per acre). The required housing may be in either a single use or in a mixed use building or project. The floor area of the required housing units qualifies for the housing Floor Area Bonus.

FIGURE 2-8
Special Housing Regulations



33.510.255 Central City Master Plans

MASTER PLANS

The Central City Plan provides a Land Use Review procedure for multi-year or multi-project development. A Master Plan Approval provides development flexibility. It has the ability to allow greater height, reallocates floor area and delays provision of required housing. A Master Plan Review is a Type III process. The plan must allocate floor area to the site, identify infrastructure capability, devise a traffic and pedestrian circulation plan, identify and protect views and allocate required housing densities.

33.855 Zoning Map Amendments

Comprehensive Plan Map or Zoning Map Amendments

In most cases, the zoning designation and the Comprehensive Plan map designation are the same. In some instances, however, they differ. Figure 2-9 shows areas in the Central City which have different zoning and Comprehensive Plan designations. The intent in these areas is to encourage new development at a more intensive level of use than permitted by the current zoning.

ZONING MAP AMENDMENTS

Amendments to Overlay Zones, Plan Districts and other designations shown on the Official Zoning Maps, such as special Setback Lines and Recreational Trails, must meet the required approval criteria.

An amendment to the Base Zone designations of the Official Zoning Map will be approved if the applicant shows that—the zone change is to a corresponding zone of the Comprehensive Plan Map; public services are capable of supporting the uses allowed by the new zone or will be capable by the time the development is complete; and that the change will not result in a net loss of potential housing units.

Requests for Zoning Map amendments may be considered concurrently with a Comprehensive Plan Map amendment.

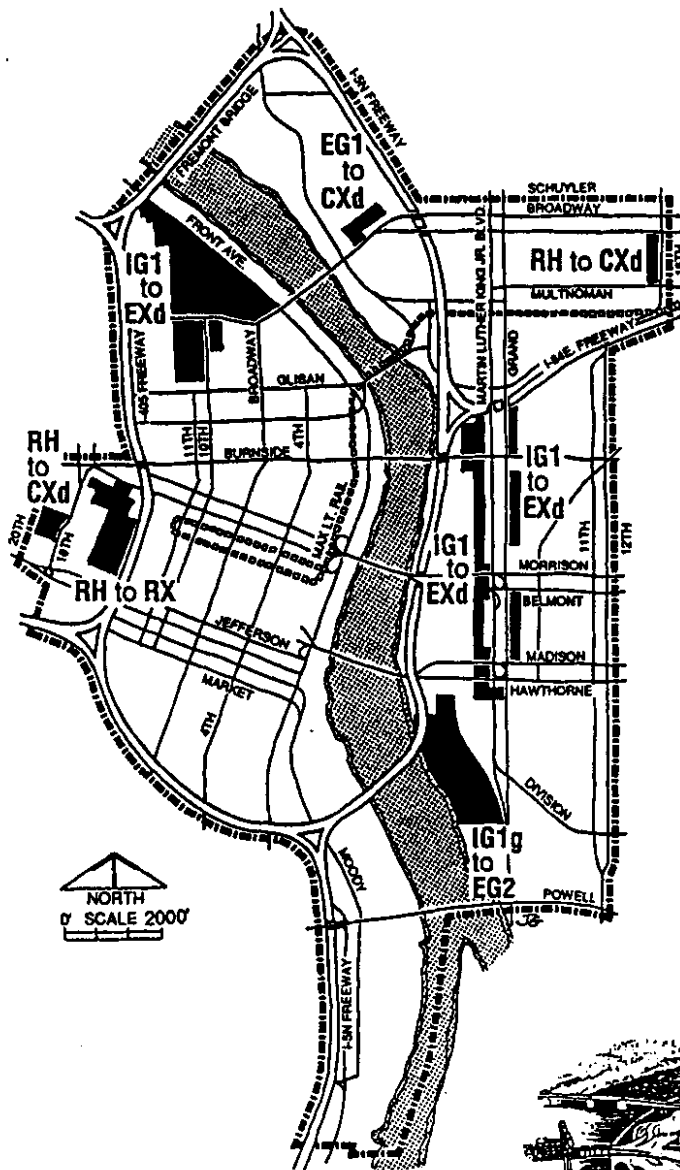
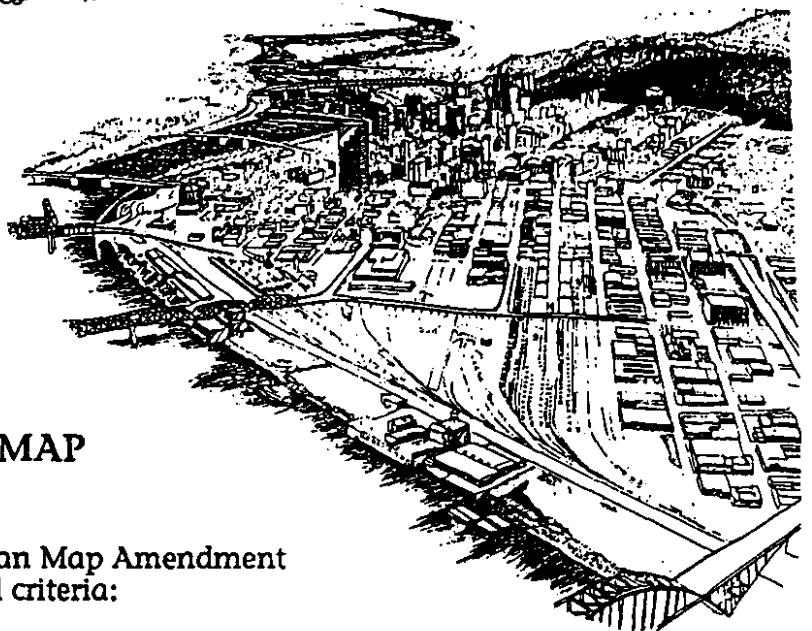


FIGURE 2-9
Upzoning
Permitted
to Match
Comprehensive
Plan

LEGEND

- RH High Density Residential
- RX Central Residential
- CX Central Commercial
- EG1 General Employment 1
- EX Central Employment
- IG1 General Industrial



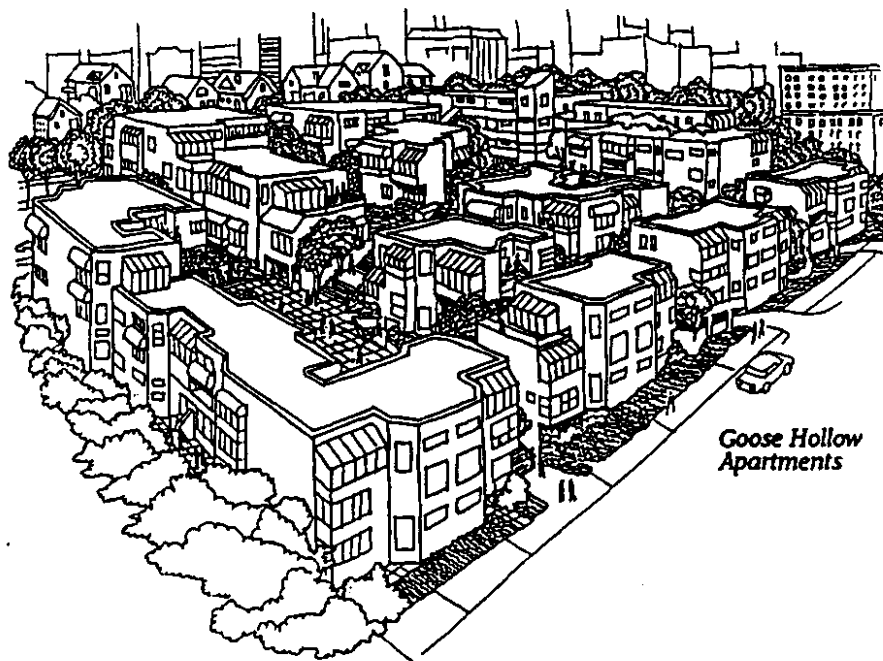
COMPREHENSIVE PLAN MAP AMENDMENTS

A request for a Comprehensive Plan Map Amendment must meet the following approval criteria:

1. The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and, on balance, has been found to be equally or more supportive of the Comprehensive Plan as a whole than the old designation.
2. If the requested designation is from a residential use to a commercial, employment, or industrial designation, the requested designation must not result in a net loss of potential housing units as described on the following page.

With the railyards removed, vacant land in the N.W. Triangle and North of Burnside Subdistricts offers an excellent opportunity for new development

33.810 Comprehensive Plan Map Amendments



No Net Loss Housing Policy

If the project involves a change of the Comprehensive Plan Map designation from residential to primarily nonresidential, it will be necessary to show that the lost housing potential can be replaced. This can occur through any of the means:

- Rezoning another site from a nonresidential to a residential designation.
- Rezoning another site from a less dense residential to a more dense residential designation.
- Rezoning the site or another site to the Mixed Commercial (CM) Zone.
- Building new residential units on the site or on another site.
- Any other means which results in the replacement (or the opportunity for replacement) of the potential housing units lost through an approved Zone Change/Plan amendment.

In some circumstances, it is possible to draw from a housing pool that has been established to provide credit for housing lost through an otherwise approvable amendment. (See Zoning Code, Section 33.810.050-060).

Zoning Map amendments may be considered concurrently with Comprehensive Plan Map amendments. Zoning Map amendments must be to a zone corresponding to the Comprehensive Plan Map designation. Both the Zoning Map amendment and the Comprehensive Plan Map amendment must meet all the specified approval criteria.

PART THREE

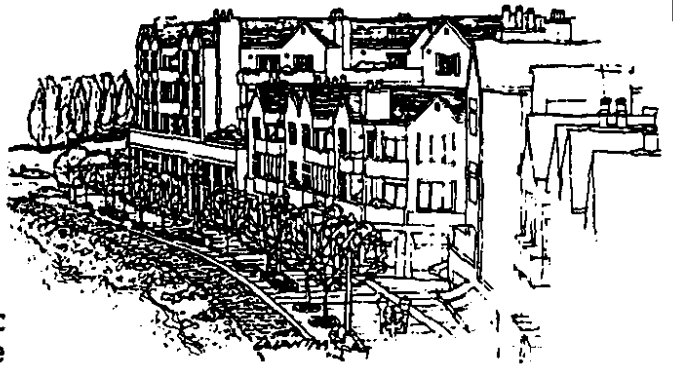
Development Standards

PART THREE

Development Standards

Introduction

This section describes the major Development Standards for development in the Central City. It explains Floor Area and Height Regulations, including transfers and bonuses. Urban Design regulations such as Required Building Lines and Ground Floor Windows are described. There are some standards which only apply to specific areas of the Central City. Those regulations are described. There are also regulations which only apply to specific uses such as drive-through facilities. This section identifies those uses. A description of Development Standards is included which affect new developments in specific areas such as the Willamette Greenway. The final section explains City standards for Encroachments in the public right-of-way, such as building projections, skybridges and underground arcades.



Riverplace housing and commercial mixed use development along the Willamette River.

Determining the Applicable Development Standard

Development Standards are located in several different places in the City's Zoning Code. Development Standards are stated in one of the Base Zone chapters. However, they may be superceded by the requirements of the Central City Plan District section of the Zoning Code (Chapter 33.510), the South Auditorium Plan District (Chapter 33.580), or by one of the applicable Overlay Zones.

Figure 3-1 indicates when it is necessary to review the Plan District or Overlay Zone Regulations in addition to the Base Zone. Regulations in the Central Residential (RX), Commercial (CX) and Employment (EX) zones are especially complex. The applicant should review Plan District and Overlay chapter requirements for specific issues such as landscaping, parking, signs, etc. Finally, projects in the RX, CX, OS, and EX zones are also subject to Design Review (denoted by the small letter "d").

In most instances, Development Standards in the R1, RH, and industrial zones are determined by the Base Zone requirements, and there is no Design Review required.

Base Zone Development Standards

Figures 3-1, 3-2, 3-3, and 3-4, are adapted from the Zoning Code and show the Base Zone Development Standards which apply to the zones found in the Central City. Consult the Code for any specific notes or qualifiers not found in the following charts.

Each project must address both Base Zone and Plan District regulations. The Central City Plan District regulations control Floor Area, Height, bonuses and transfer of development rights and add additional requirements such as Blank Wall Limitations, Required Building Lines and Required Retail.

Figure 3-1
Guide to Applicable Regulations

*DEVELOPMENT STANDARD	ZONING						
	R1 RH	RX	CX	EX	EG IH	IG	
Density/ Floor Area Ratio							
Height							
Lot Size							
Building Coverage							
Setbacks							
Landscaping							
Pedestrian Requirements							
Signs							
Parking							

* In all zones with a "d" Overlay Zone, Design Review may affect site design and architectural design.

LEGEND

-  Base Zone Regulations (100's in the Zoning Code) address these Development Standards.
-  Overlay Zones (200's in the Zoning Code) may affect Base Zone Regulations.
-  Plan District Regulations complement and/or supercede Base Zone and Overlay Zone Regulations. (See Chapter 510, Central City Plan District, and where applicable, Chapter 580, South Auditorium Plan District).

FIGURE 3-2
Development Standards in Multi-Family Zones *

Standard	R1	RH	RX
Maximum Density (see 33.120.205)	1 unit /1000 sq. ft. of site *(1, 2)	FAR of 2 to 1 *(2, 3)	FAR of 4 to 1
Minimum Density (see 33.120.205)	1 unit/2000 sq. ft. of site area *(4)	1 unit/1000 sq. ft. of site area *(4)	1 unit/1000 sq. ft. of site area *(4)
Minimum Lot Size (see 33.120.210)			
• Area	10,000 sq. ft.	10,000 sq. ft.	None
• Width	70 ft.	70 ft.	None
• Depth	100 ft.	100 ft.	None
Maximum Height (see 33.120.215)	25/45 ft. *(5)	25/65 ft. *(3, 5)	25/100 ft. *(5)
Minimum Setbacks (see 33.120.220)			
• Front Building	3 ft.	0 ft.	0 ft.
• Side & Rear Bldg.	5 -15 ft. *(6)	5 - 15 ft. *(6)	0 ft.
• Garage Entrance *(7)	5/18 ft. *(8)	5/18 ft. *(8)	5/18 ft. *(8)
Max. Bldg. Coverage (see 33.120.225)	60% of site area	85% of site area	100% of site area
Max. Bldg. Length (see 33.120.230)	100 ft. *(9)	None	None
Min. Landscaped Area (see 33.120.235)	20% of site area	15% of site area	None
Required Outdoor Area (see 33.120.240) INDIVIDUAL AREAS:			
• Minimum Area	48 sq. ft.	None	None
• Min. Dimension *(10)	6 ft. x 6 ft.	None	None
COMBINED AREAS:			
• Minimum Area	500 sq. ft.	None	None
• Min.Dimension *(10)	15 ft. x 15 ft.	None	None

FOOTNOTES

- * These Standards may be superceded by regulations of an Overlay Zone or Plan District.
1. The density may be increased if allowed by amenity Bonus Regulations in 33.120.265.
 2. The density may be increased if allowed by the regulations in Chapter 33.229.
 3. The Maximum FAR is increased to 4 to 1 as shown on Maps 120-2 through 120-11 in the Zoning Code, and the maximum height is increased to 100 ft. on sites within 1000 ft. of a light rail station or stop, and to 75 ft. on all other sites.
 4. The Minimum Density Standards do not apply to conversions of existing residential structures.
 5. The 25 ft. Height Limit applies only to structures within 10 ft. of a front property line.
 6. See Table 120-4.
 7. This setback applies to structured parking that does not allow exiting in a forward motion.
 8. The garage entrance must be either 5 ft. or closer to the street property line, or 18 ft. or farther from the street property line. If the garage entrance is located within 5 ft. of the property line, it may not be closer to the property line than the front facade of the residential portion of the building.
 9. The 100 ft. limit applies only to buildings located within 30 ft. of a street property line.
 10. The shape of the outdoor area must be such that a square of the stated dimension will fit entirely in the outdoor area.

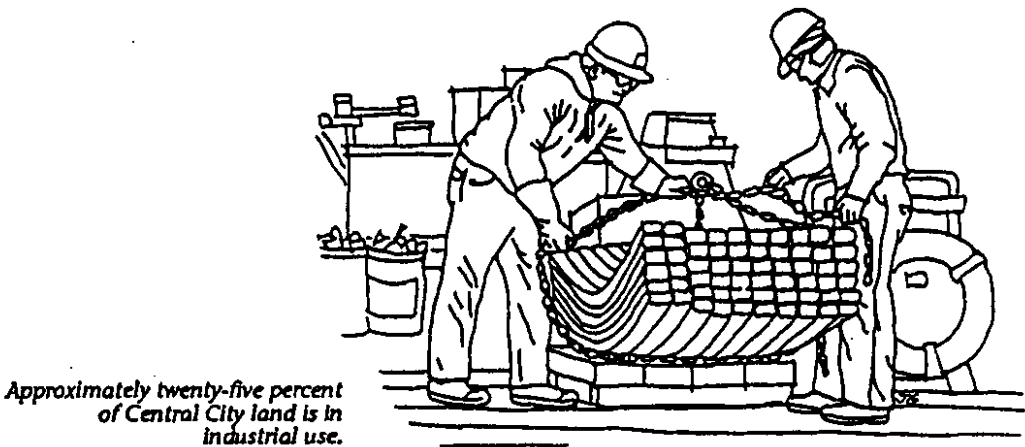


FIGURE 3-3
Development Standards in Employment & Industrial Zones

Standard	EG1	EX	IG1	IH
Maximum FAR (see 33.140.205)	3 to 1	3 to 1	no limit	no limit
Maximum Height (see 33.140.210)	45 ft.	65 ft.	no limit	no limit
Min. Bldg. Setbacks (see 33.140.215)				
• Street Lot Line	5 ft.	0	0	5 ft.
• Lot line abutting an OS, C, E, or I zoned lot	0	0	0	0
• Lot line abutting a R zoned lot	0 to 14 ft.	0 to 14 ft.	0 to 14 ft.	15 ft.
Maximum Building Coverage (see 33.140.215)	85% of site area	100% of site area	100% of site area	100% of site area
Min. Landscaped Area (see 33.140.230)	15% of site area	none	none	none
Ground Floor Window Standards Apply (see 33.140.230)	no	yes	no	no
Pedestrian Standards Apply (see 33.140.240)	yes	yes	no	no
Min. Landscaping Abutting a R -Zoned Lot (see 33.140.215.B.)	5 ft. @ L3	5 ft. @ L3	5 ft. @ L3	10 ft. @ L3



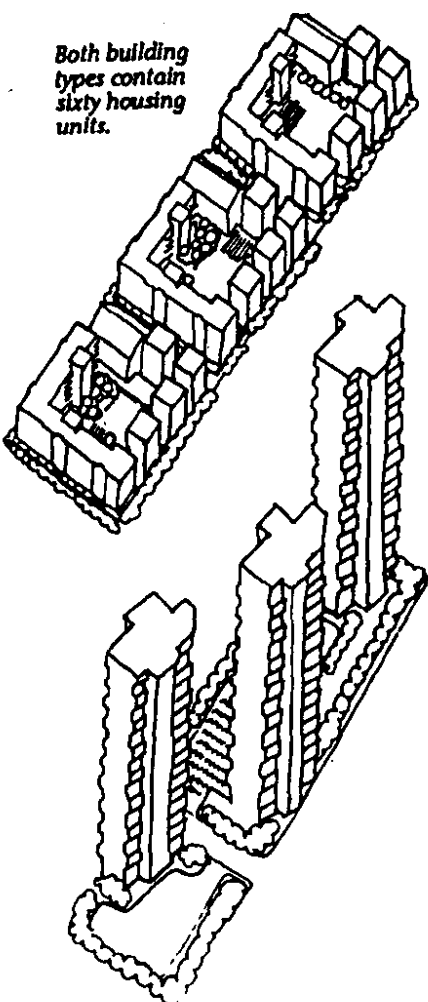
Commercial uses make up about thirty-two percent of the Central City Plan District.

FIGURE 3-4

Development Standards in Commercial Zones

Standard	CX	* CM	* CS	* CG
Maximum FAR	Plan District	1 to 1	3 to 1	3 to 1
Maximum Height	Plan District	45 ft.	45 ft.	45 ft.
Min. bldg. setbacks from street lot line	Plan District	0	0	5 ft.
Lot line abutting OS, RX, C, E, or I zoned lot	0	0	0	5 ft.
Lot line abutting other R zoned lot	0 to 14 ft.	0 to 14 ft.	0 to 14 ft.	0 to 14 ft.
Max. bldg. setbacks from street lot line	Plan District	10 ft.	10 ft.	None
Building coverage	No limit	Min. 50% of site	Min. 50% of site	Max. 85% of site
Min. landscaped area	None	None	None	15% of site area
Ground Floor Window Standards apply	Plan District	Yes	Yes	Yes
Pedestrian requirements	Yes	Yes	Yes	Yes
Required parking	Plan District	None req'd.	None req'd.	Yes
Parking lot setbacks with landscaping:				
• Lot line abutting a street	5 ft. to 10 ft. (Chap. 266 in Zoning Code)	5 ft. to 10 ft. (Chap. 266 in Zoning Code)	5 ft. to 10 ft. (Chap. 266 in Zoning Code)	5 ft. to 10 ft. (Chap. 266 in Zoning Code)
• Lot line abutting a C, E, or I zoned lot	5 ft. to 10 ft. (Chap. 266 in Zoning Code)	5 ft. to 10 ft. (Chap. 266 in Zoning Code)	5 ft. to 10 ft. (Chap. 266 in Zoning Code)	5 ft. to 10 ft. (Chap. 266 in Zoning Code)
• Lot line abutting an OS or R zoned lot	5 ft. (see Chap. 266 in Zoning Code)	5 ft. (see Chap. 266 in Zoning Code)	5 ft. (see Chap. 266 in Zoning Code)	5 ft. (see Chap. 266 in Zoning Code)
Parking allowed btwn. buildings & streets	No	No	No	Yes

* Only CX is within the Central City Plan District. Other Commercial Zones are shown for comparison.



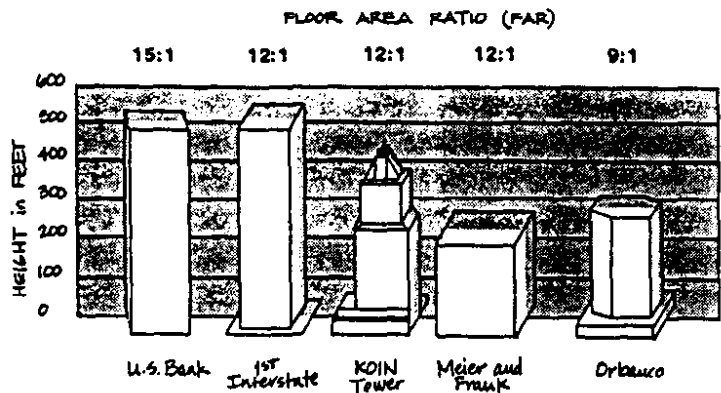
33.910 Definitions, Floor Area, Floor Area Ratio, Lot, Ownership, Site, etc.

Floor Area

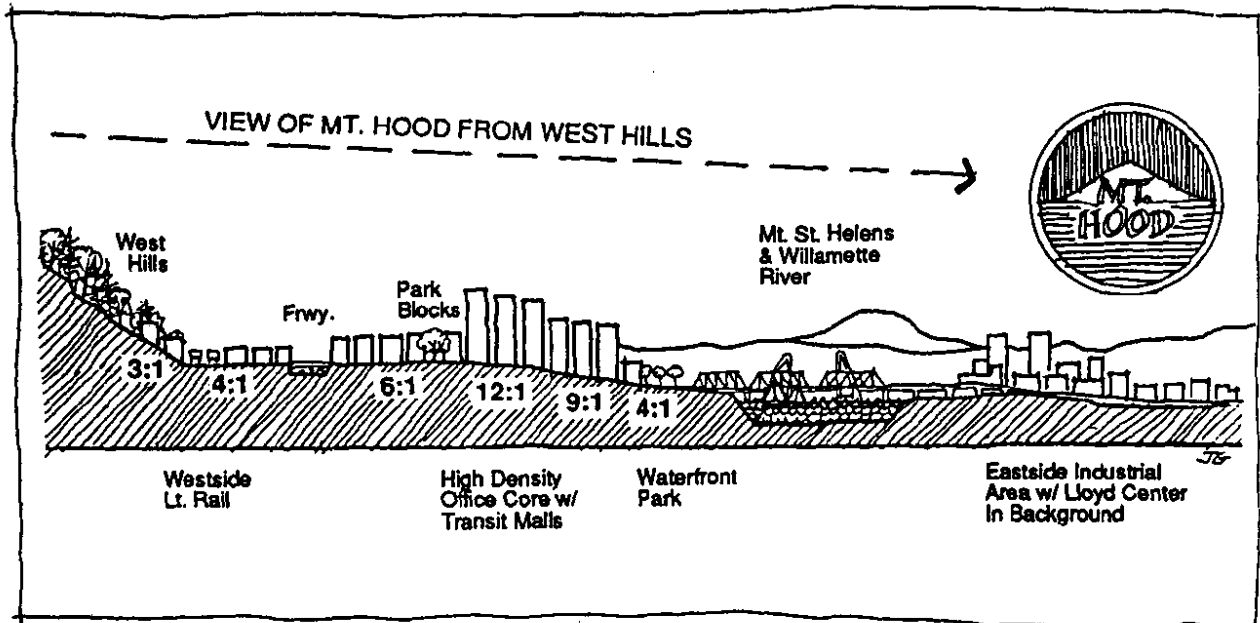
PURPOSE

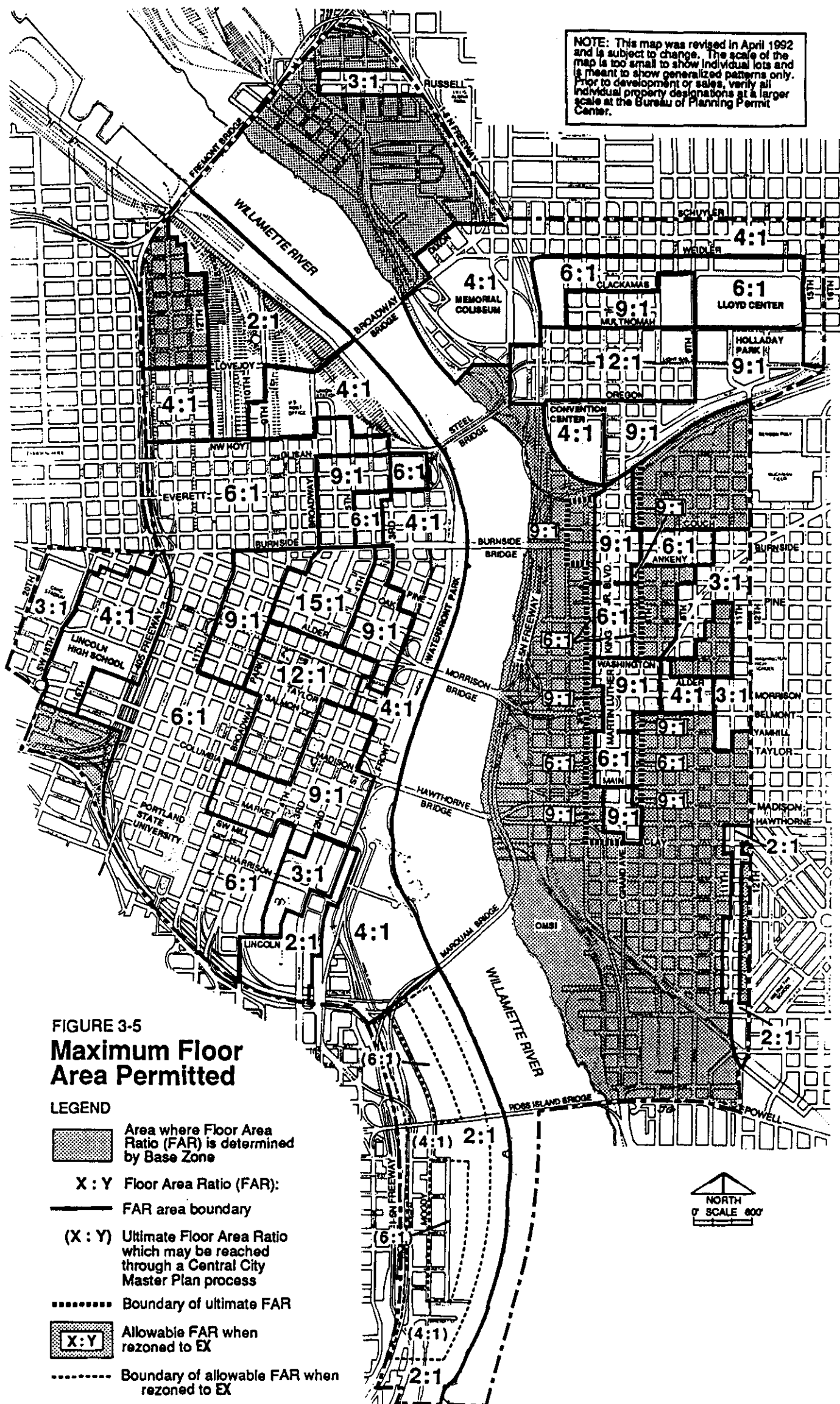
Floor Area Limitations are intended to coordinate private development with public investments in transportation and other infrastructure. In the Central City, they also limit and step-down building bulk to the Willamette River, residential neighborhoods and historic districts.

Floor Area Limitations are expressed as Floor Area Ratios (FAR). Floor Area Ratios are defined as the amount of floor area in relation to the amount of site area, expressed in square feet. The Zoning Code counts all area between the ground and the roof as Floor Area. The Maximum Floor Areas permitted in the Central City are shown on Figure 3-5.



Section looking north along SW Main Street with existing Floor Area Ratios





Floor Area Bonuses

PURPOSE

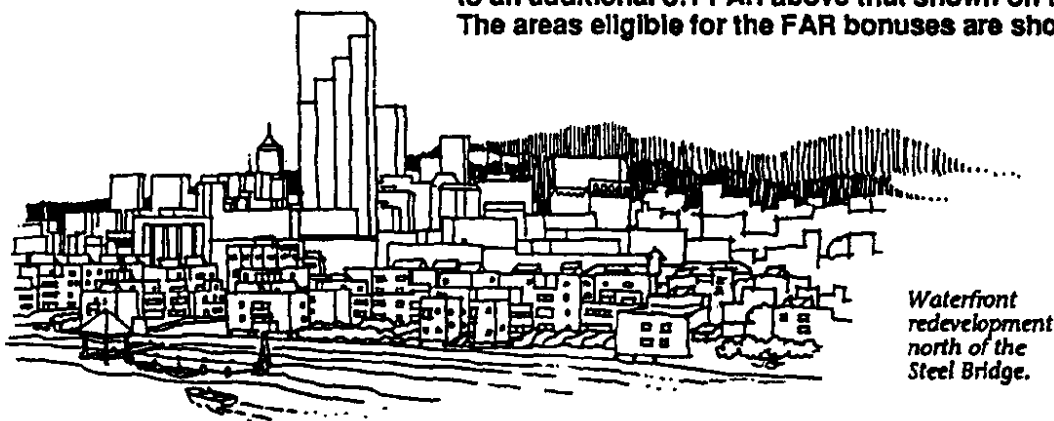
33.510.210 Floor Area and Height Bonus Options

33.700.060 Covenants with the City

Floor Area Bonus Options are offered as incentives to encourage facilities and amenities such as residential uses in the commercial zone, daycare, additional retail space in the retail core, roof top gardens, theaters on SW Broadway, and art and water features. Some of these amenities are secured for the future by use of covenants.

Each Bonus Option has a different formula for calculating additional floor area that can be earned in addition to the permitted Floor Area Ratio. The maximum increase in floor area earned through the use of density bonuses is a 3 to 1 FAR. However, no density bonus may be used if the resulting height of the building exceeds the Maximum Height Limit. Projects may use more than one bonus option such as providing a daycare facility and public art to achieve the maximum bonus.

Some bonuses are mapped; some are restricted by zone. Art Bonuses apply throughout the Central City. Bonuses are limited to an additional 3:1 FAR above that shown on the zoning maps. The areas eligible for the FAR bonuses are shown on Figure 3-6.



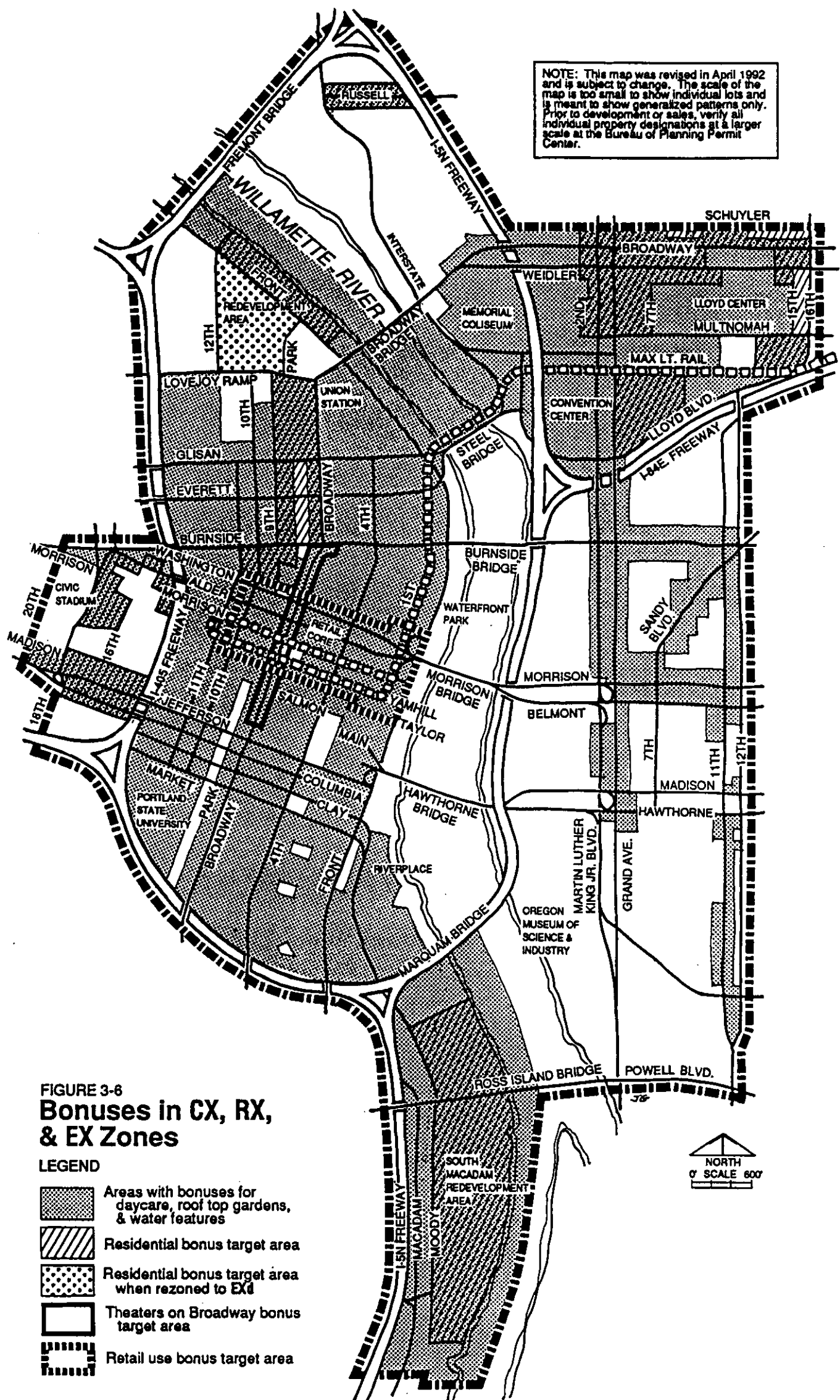
Residential Bonus Option

33.510.210 C. 1. Residential Bonus Option

In the CX and EX zones, projects providing housing receive Bonus Floor Area. The amount of Bonus Floor Area is in addition to the Maximum Floor Area Ratio. For each square foot of floor area developed and committed to housing, a bonus of 1 square foot of additional floor area is earned, up to an additional Floor Area Ratio of 3 to 1.

The additional floor area may be used entirely for housing or up to two-thirds of the additional bonus space may be for nonresidential uses. Residential portions of mixed use projects using this bonus must receive an occupancy permit for the nonresidential portion of the project.

Certain areas have been designated Residential Bonus Target Areas. In these areas, a Residential Bonus Floor Area Ratio of at least 1.5 to 1 must be earned before the project qualifies for any other bonus.



NOTE: This map was revised in April 1992 and is subject to change. The scale of the map is too small to show individual lots and is meant to show generalized patterns only. Prior to development or sales, verify all individual property designations at a larger scale at the Bureau of Planning Permit Center.

FIGURE 3-6
Bonuses in CX, RX,
& EX Zones

LEGEND

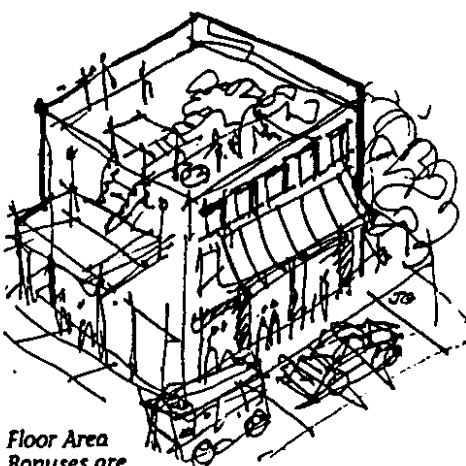
-  Areas with bonuses for daycare, roof top gardens, & water features
-  Residential bonus target area
-  Residential bonus target area when rezoned to EXd
-  Theaters on Broadway bonus target area
-  Retail use bonus target area



33.510.210 C.3. Retail Use Bonus Option

33.510.210 C.2. Day Care Bonus Option

33.510.210.C.4. Rooftop Gardens Option



Floor Area Bonuses are available for buildings with rooftop gardens covering at least fifty percent of the roof.

Bonuses For Amenities

RETAIL USE BONUS OPTION

This option can be used along streets in the retail core. The purpose is to encourage a more viable pedestrian environment. To qualify for this Bonus Option, floor area equal to at least 0.5 FAR must be committed to retail space. For each square foot of retail more than 0.5 FAR, a bonus of one square foot of additional floor area is gained. The first 0.5 FAR of retail space is not counted. The property owner must execute a covenant with the City.



DAY CARE BONUS OPTION

Projects providing day care facilities for children can receive Bonus Floor Area if located in the CX, EX or RX zone. For each square foot of floor area developed and committed to day care, a bonus of three square feet of additional floor area is earned. The facility must be open on a regular basis and must be operational throughout the life of the building. Refer to the Code for additional details.

ROOFTOP GARDENS OPTION

In CX, EX, and RX zones, developments with rooftop gardens covering at least 50% of roof area may receive Bonus Floor Area. This need not be publicly accessible space. At least 30 percent of the garden area must contain plants. For each square foot of rooftop garden area, a bonus of one square foot of additional floor area is gained.

"THEATERS ON BROADWAY" BONUS OPTION

The Central City contains a theater district on S.W. Broadway. Projects which build new theaters or maintain existing theaters qualify for this bonus. The theater must conform to certain criteria such as minimum seating for 150 people. For each square foot of floor area developed as theater, a bonus of an two square feet of additional floor area is earned.

"PERCENT FOR ART" BONUS OPTION

In addition to a public art program, Portland also provides an incentive for art that is privately owned, but accessible to the public during daylight hours.

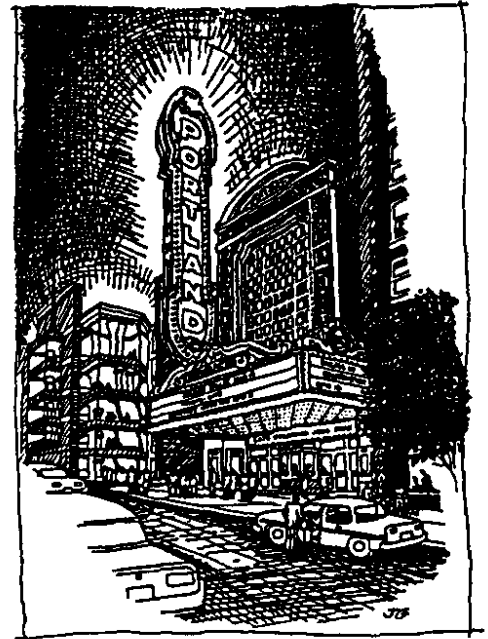
To take advantage of the "Percent for Art" Bonus, the developer should contact the Metropolitan Arts Commission prior to submitting a Design Review Application. The Arts Commission Public Art Program Manager will provide up to two hours of free consultation in the early stages of a project. The Arts Commission can advise the developer on the process for integrating artwork with projects, how to select and work with artists, and how to select an art consultant. A bonus of additional FAR is given to projects which commit 1 percent of the value of the development to art. The Code specifies the following bonus:

In all zones, new development or alterations to existing development which commit funds to public art receive bonus floor area. Projects which commit 1 percent of their threshold value to public art earn additional floor area equal to the size of the site. Projects committing more than 1 percent to public art earn additional floor area equal to 0.1 of the site area for each additional 0.1 percent of the project's threshold value up to a maximum total floor area increase of 2 times the site area. For new development, threshold value is the sum of all construction costs shown on all building permits associated with the project, including site preparation. For alterations to existing development, the threshold value is the sum of all construction costs as defined above plus the value of existing improvements to the property, as listed in the County Assessor's records.

Portland Zoning Code

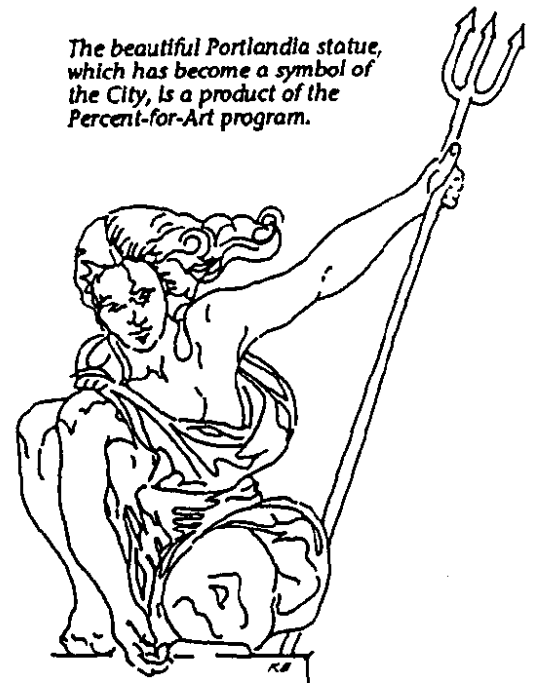
At least 25 percent of the project's public art funds must be placed in a Central City Public Art Trust fund, maintained by the Metropolitan Arts Commission.

Art must be placed on the outside of the building or clearly visible and fully accessible to the public from the sidewalk during daylight hours.



New Performing Arts Center on S.W. Broadway adds brilliant lighting and motion to the Downtown hotel and entertainment district.

The beautiful Portlandia statue, which has become a symbol of the City, is a product of the Percent-for-Art program.



33.510.210 C.5. Theaters on Broadway

33.510.210. C.6. Percent for Art

Metropolitan Arts Commission Bonus Program. Procedures and Guidelines for Private Developers.

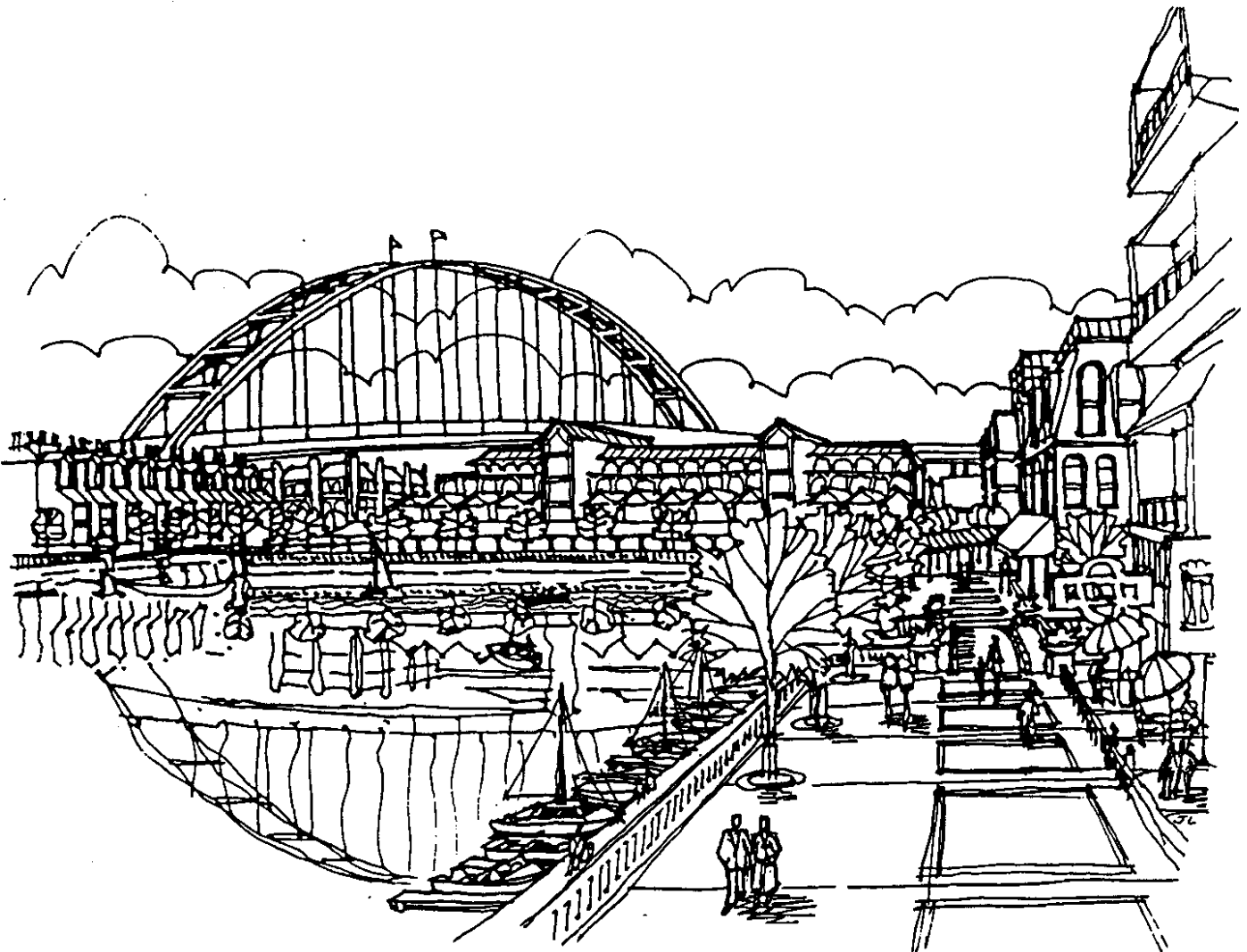
WATER FEATURES OR PUBLIC FOUNTAINS BONUS OPTION

33.510.210 C.7. Water Features or Public Fountains

In order to encourage private provision of fountains or water features, Bonus Floor Area is provided for projects which provide them as part of the development. For each 0.1 percent of its threshold value that a project commits to development of water features or public fountains, an additional floor area equal to 0.1 of the site area is earned, up to a maximum of 0.5 of the site area. This bonus applies only in the RX, CX or EX zone.

The Design Commission reviews the design and location of the outdoor water feature. Refer to the Code for additional details.

Art and Water Feature Bonuses are calculated differently for new structures and alterations.



Housing surrounding a new water feature could be developed in the Northwest Triangle Subdistrict on land formerly used as railyards.

Floor Area Transfers

In the CX and EX zones floor area, including Bonus Floor Area, may be transferred between abutting lots within a single site or sites being developed jointly. Transfers are subject to certain restrictions. Most importantly, Floor Area Transfers between blocks are not permitted within the CX Downtown Subdistrict unless a Single Room Occupancy Housing is involved. Height Limitations still apply and the property owners must execute a covenant with the City, assigning floor area by lot.

33.510.200 E. Transfer of Floor Area within a Project

33.510.200 F. SRO Housing Transfer of Floor Area

SINGLE ROOM OCCUPANCY HOUSING (SRO) FLOOR AREA TRANSFERS

In order to encourage the development of new SRO's and reduce market pressure for the removal of existing SRO's, the floor area potential of sites occupied by SRO housing can be transferred to another site.

The owners of qualifying sites can sell the rights of their unused floor area potential. However, the SRO property owner must execute a covenant with the City which reflects the decrease of potential floor area and preserves the use of the structure as an SRO.

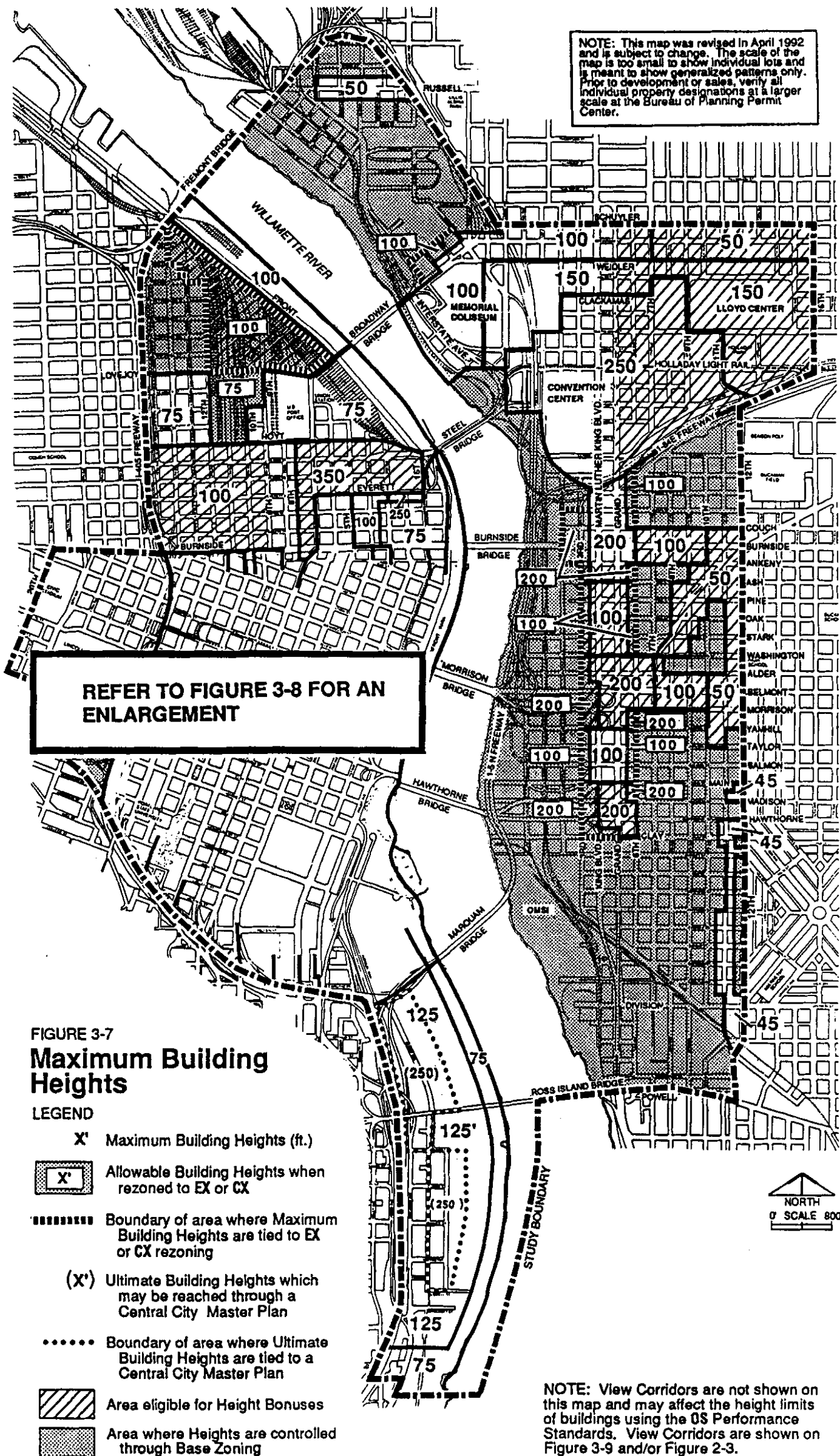


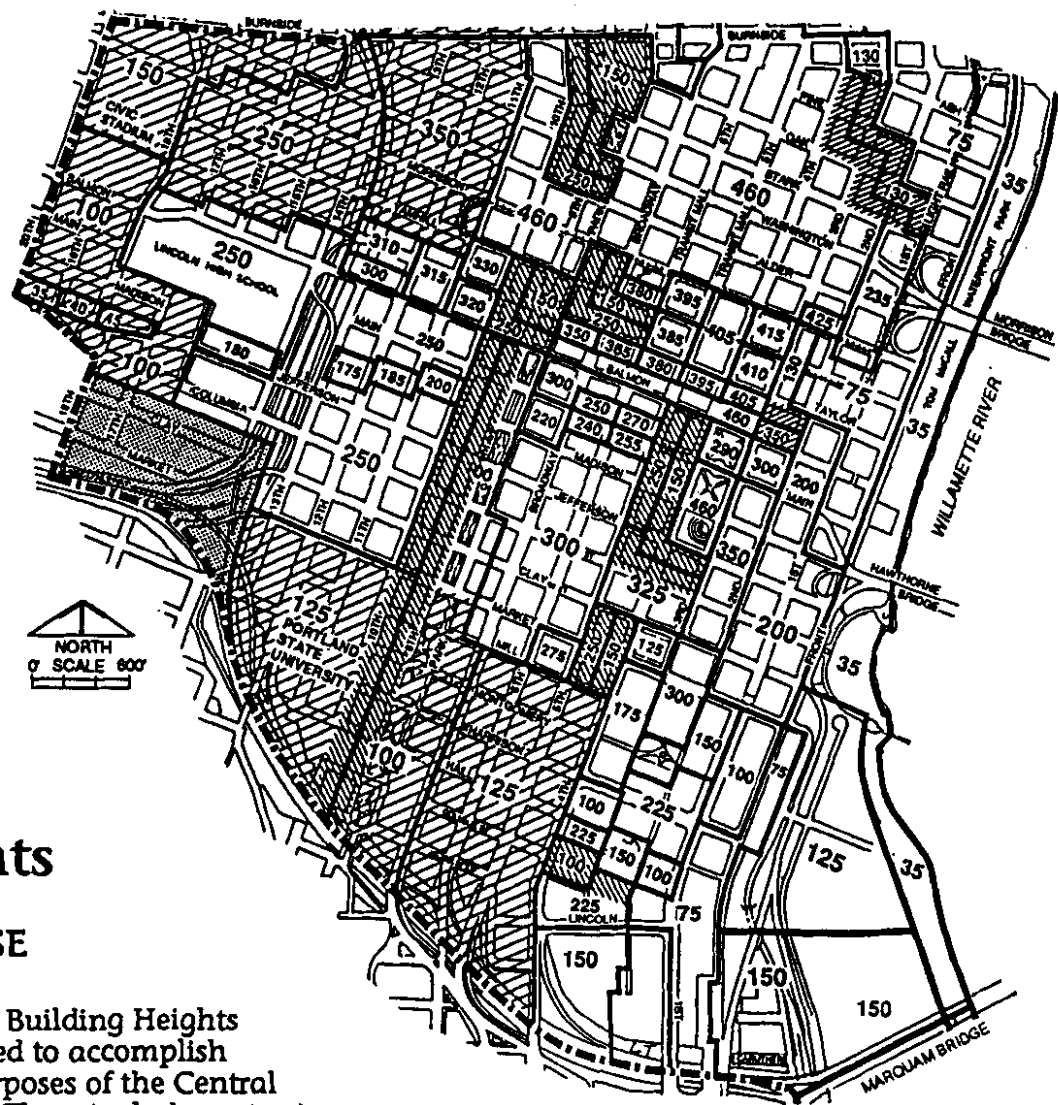
Single room occupancy housing.

Vacant, existing and new SRO housing developments located in the CX, EX and RX zones qualify for the Floor Area Transfer. However, in the case of vacant existing or new SRO housing in the RX zone, either both the sending and receiving sites must be located in the RX zone, or the sending site must be in the RX zone and the receiving site in the CX or EX zone. At least 60 percent of the floor area of the SRO structure must be used for housing.

For existing SRO housing, the building must be in full compliance with the Building Code at the time of the transfer. For new SRO housing, the SRO units must receive an Occupancy Permit in advance of an Occupancy Permit for other parts of the development.

The SRO structure may not be demolished or converted to other uses unless the number of SRO units lost will be replaced either on the site or at another location in the Central City Plan District. In addition, the decreased floor area potential on the SRO site continues.





Heights

PURPOSE

Maximum Building Heights are intended to accomplish several purposes of the Central City Plan. These include protecting Established Scenic View Corridors, shown on Figure 3-9, creating a "step-down" of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step-downs to historical districts, and limiting shadows from new development on residential neighborhoods in and at the edges of the Central City. Height increases are prohibited except under the provisions listed below.

Heights are generally measured using the Building Bureau definition of height. Projections are permitted with numerical limits, as described in the applicable Base Zone Standards. Usually, slender projections such as mechanical venting may rise an additional ten feet; mechanical rooms may be an additional 16 feet in height, but are limited in area.

- 33.910 Definition of Height
- 33.930 Measuring Height

FIGURE 3-8
Maximum Building Heights for the Core Area

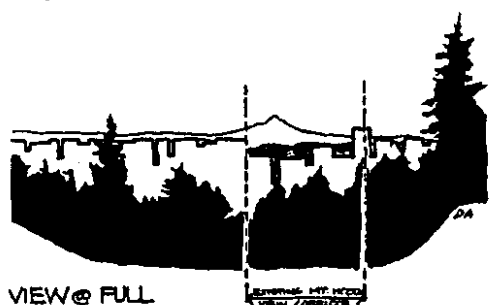
LEGEND

- X' Maximum Building Heights area
- X' Allowable Building Heights when rezoned to EX or CX
- (X') Ultimate Building Heights which may be reached through a Central City Master Plan
- Area eligible for Height Bonuses
- Area where Heights are controlled through Base Zoning
- Area eligible for OS (Open Space) Performance Standards
- Area eligible for Historic Step-Down Exception

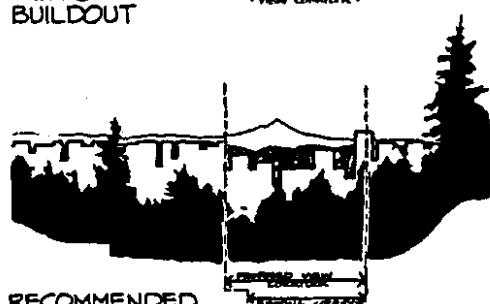


VIEW TODAY

ROSE GARDEN



VIEW @ FULL BUILDOUT



RECOMMENDED VIEW

ESTABLISHED VIEW CORRIDORS

The Maximum Building Heights for sites in the Central City are shown on Figures 3-7 and 3-8. These allowed heights may be further modified by the Established View Corridors shown on Figure 3-9.

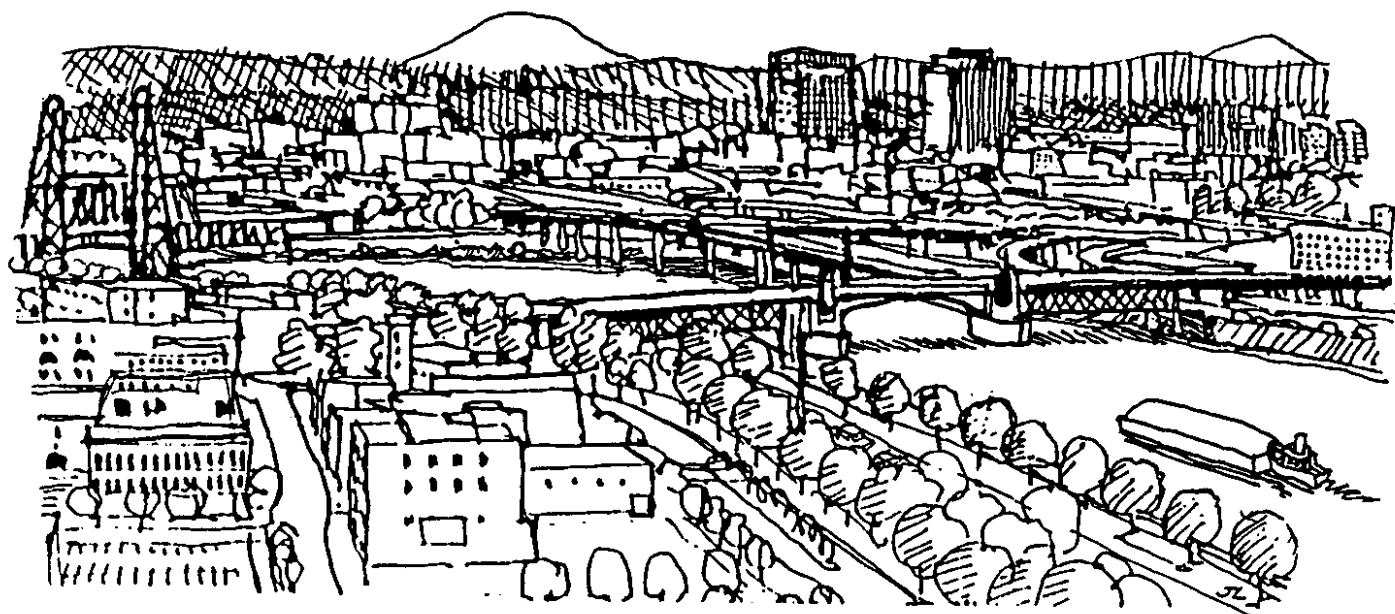
Potential Downtown and Lloyd Center projects which are located in a Scenic View Corridor are not eligible for a Height Bonus if the Height Bonus would protrude into the View Corridor.

If, however, the site involved already has a height limit which is less than the height limit of the View Corridor, a bonus can be requested up to the View Corridor limit.

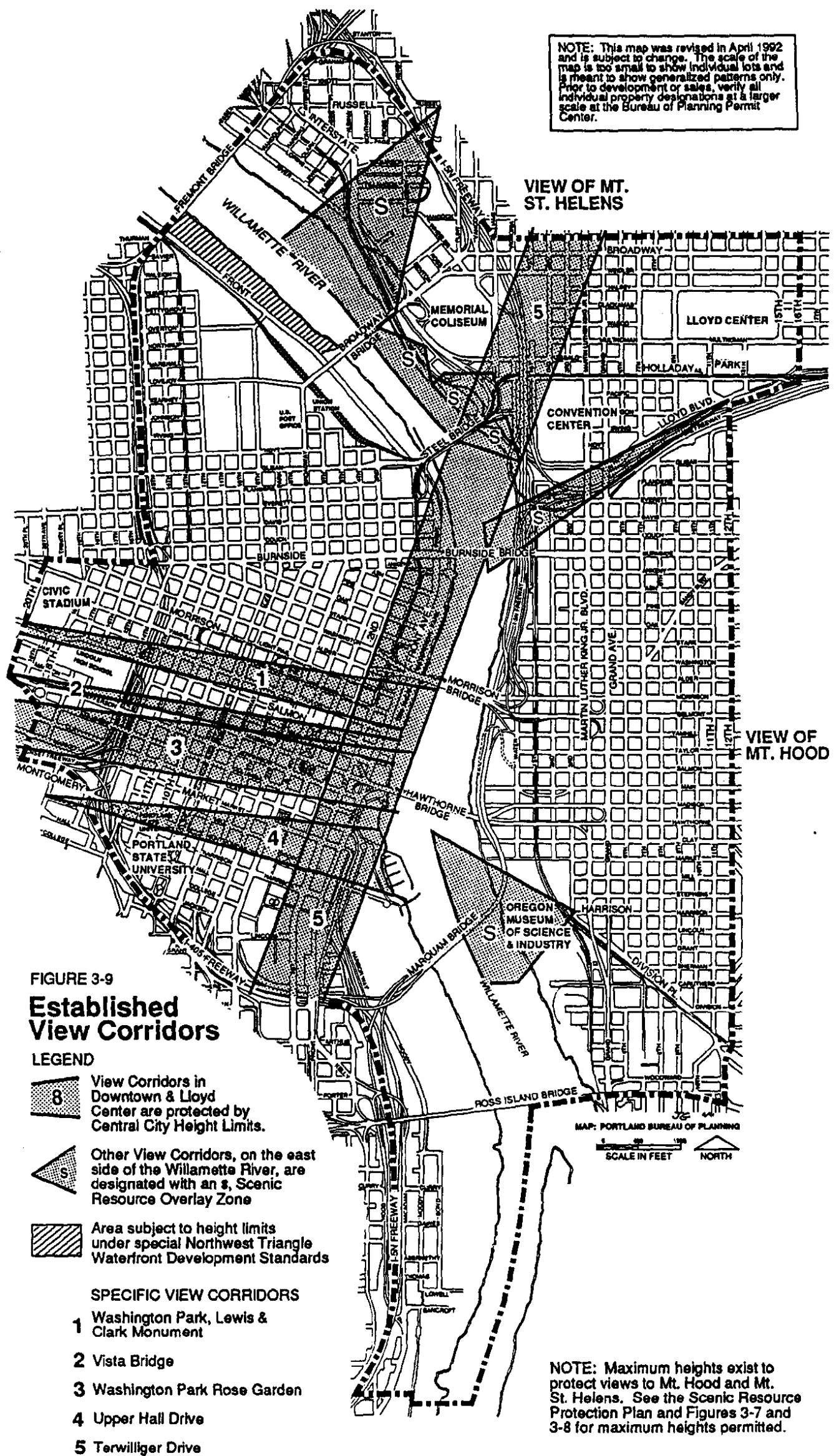
In addition, the Scenic Resources Zone also restricts building heights in certain View Corridors on the east side of the Willamette River as also shown on Figure 3-9.

Increases in height that result in buildings greater than 460 feet are prohibited. Within Established View Corridors, each block is assigned a specific maximum height. See Scenic Resources Protection Plan for detailed information.

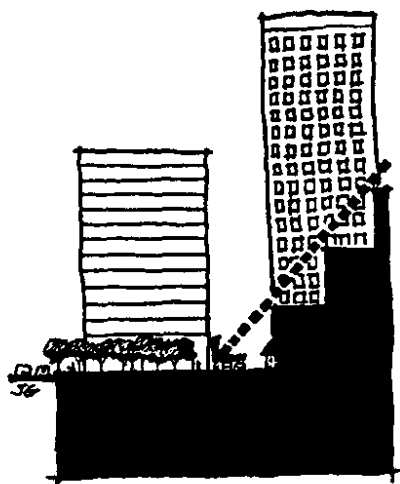
33.480 Scenic Resource Zone
Scenic Resources Protection Plan



The Central City Plan protects a number of views to mountains and the Willamette River from public viewpoints. This illustration shows the view of Mt. St. Helens from Terwilliger Parkway.



HEIGHT LIMITS ADJACENT TO DESIGNATED OPEN SPACES



Height Limits monitor shadows that might be cast on open spaces by highrise development.

Building heights to the south and west of certain designated open space have been lowered to protect the public space from excessive shadow. However, they may be increased if the development can meet the following Performance Standards:

Building heights may be increased if the amount of shadow cast by the proposed building on the adjacent open space will be less than or equal to the shadow that would result from an allowed building constructed to the maximum height shown on Figures 3-7 and 3-8. This is based on the shadow that would be cast by a structure covering the entire site at the height limit. Shadows must be analyzed for noon and 3:00 p.m. on April 21 to determine compliance with this provision.

33.510.205 E. Performance Standard for Sites Adjacent to Historic Districts

33.510.205 F. Open Space Height Transfers

HEIGHT LIMITS ADJACENT TO HISTORIC DISTRICTS

Building heights on blocks adjacent to the Yamhill and Skidmore Fountain/Old Town Historic Districts may also be increased if Performance Standards are met. The Design Commission has authority to approve or deny the resulting height increase. Preservation of historic structures and additional street wall Development Standards apply. Zoning Code Section 33.510.205.E. contains the Performance Standards.

OPEN SPACE HEIGHT TRANSFERS

The regulations provide an incentive for the creation and development of needed open space in the Central City Plan District. The allowable height for a project may be increased by 100 feet in exchange for a park 35,000 square feet in size. The open space may be reduced to 20,000 square feet if located along the North Park Blocks. There are minimum dimensional requirements for the resulting open space and the open space must be dedicated and improved as a park. The Central City Plan has designated sites where the height transfer may be made by right. A developer may propose a different site than those mapped by the Central City Plan, but the City will evaluate these requests as Conditional Use requests.

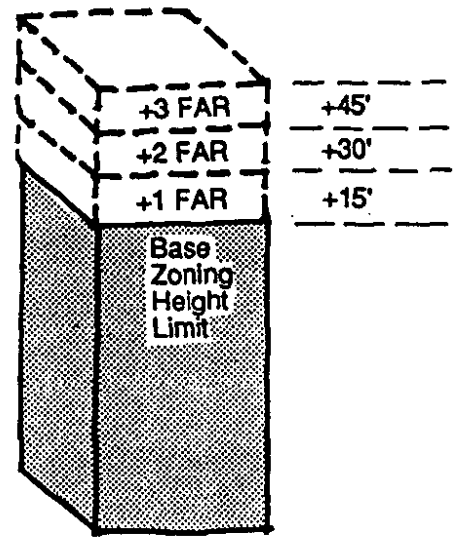


GENERAL BONUS HEIGHTS

Bonus Height is also earned with the use of Floor Area Bonus Options at certain locations in the Central City as identified on Figure 3-6. Bonus Height is in addition to the Maximum Heights of Figures 3-7 and 3-8.

In areas eligible for a height bonus, the amount of Bonus Height awarded is based on the following schedule:

- For achieving a Bonus Floor Area Ratio of at least 1 to 1, but less than 2 to 1, a height bonus of 15 feet is earned.
- For achieving a Bonus Floor Area Ratio of at least 2 to 1, but less than 3 to 1, a height bonus of 30 feet is earned.
- For achieving a Bonus Floor Area Ratio of 3 to 1, a height bonus of 45 feet is earned.



Bonus Height Allowance

This schematic shows, in gray, the height allowed for a structure under the base zoning. Bonuses in heights may be earned using Performance Standards in the Code, Section 33.510.205 E.

BONUS HEIGHT FOR HOUSING

There is a specific bonus associated with housing. A 75-foot Height Bonus may be permitted if the height increase is necessary to develop the maximum amount of housing.

The bonus is given if the additional height is needed to accommodate housing, exclusively and it does not impact an Established View Corridor. Also, shadows on abutting residentially zoned sites need to be minimized.

Projects using this bonus cannot use other Height Bonuses as described in the previous section.

33.510.210 Floor Area and Height Bonus Option

33.510.210 D. General Bonus Heights

33.510.210 E. Bonus Height Option for Housing



New University Park Apartments next to the South Park Blocks.

Design Oriented Regulations

The Central City Plan has a strong urban design focus. There are restrictions on lifeless plazas, blank walls and storage in order to promote an active and pedestrian-oriented Central City. These regulations apply not only to new construction, but also to major remodeling projects. Major remodeling projects are projects where the floor area is being increased by 50 percent or more, or where the cost of the remodeling is greater than the assessed value of the existing improvements on the site.

33.910 Definition of Major Remodelling

33.510.215 Required Building Lines

The new Performing Arts Center is an example of two buildings which function in partnership, yet are divided by a street thereby respecting the 200-foot Portland block pattern. Both buildings are designed with faces abutting the property lines on S.W. Main Street and Broadway. There is a sense of urban enclosure with lighting, signage, and cohesive building materials. The street between the two theaters is closed off and becomes a forecourt plaza during cultural events. The view of Mt. Hood from the South Park Blocks is framed along S.W. Main Street.



REQUIRED BUILDING LINES

Required Building Lines are intended to enhance the urban quality of the Central City. Buildings must be placed adjacent to the property line, creating a sense of enclosure. The streets where this requirement applies are shown in Figure 3-10. The requirement applies to both major remodeling and new construction.

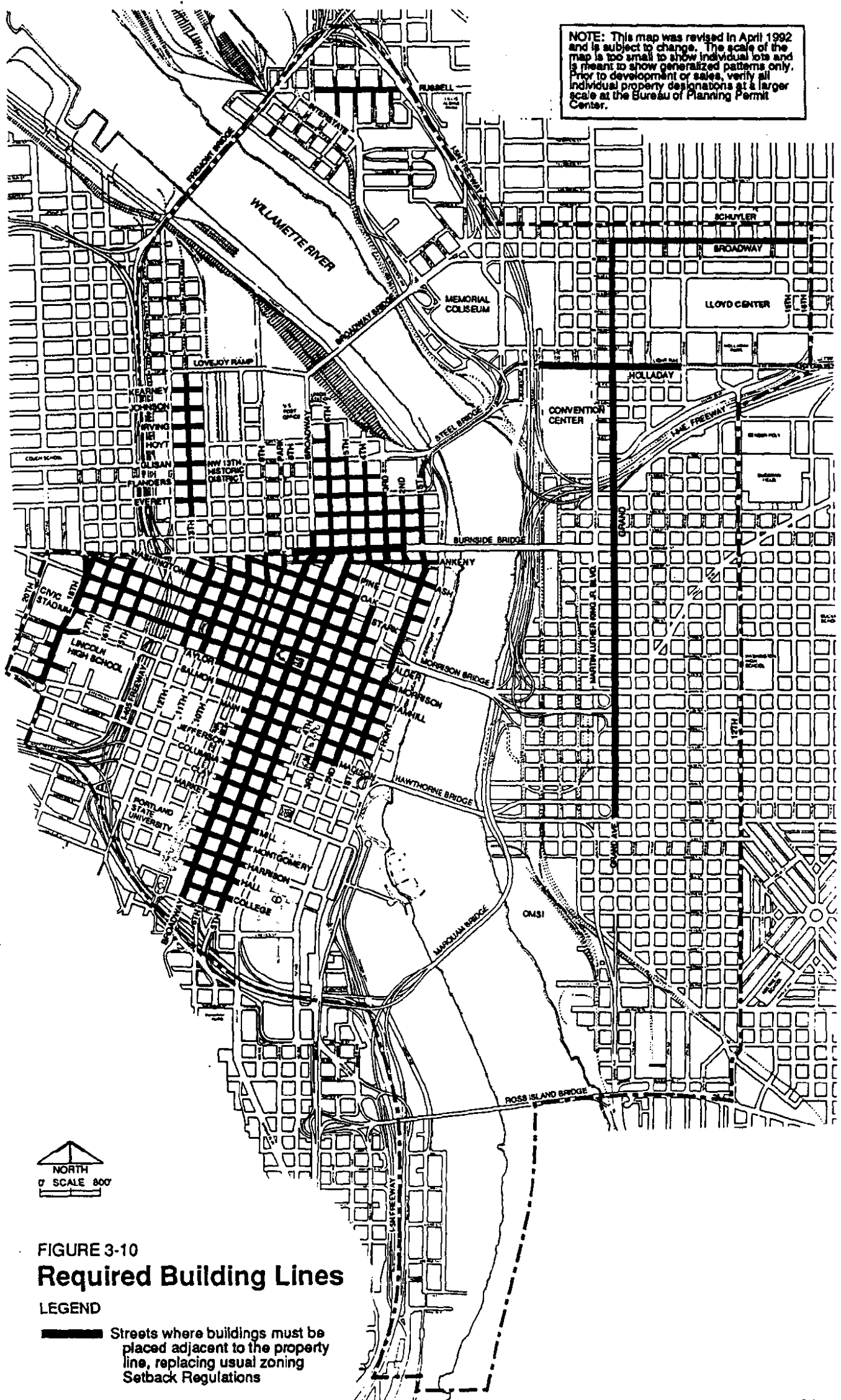
Setback Regulations of the Zoning Code (Base Zone chapters) are replaced by Required Building Lines where specifically mapped.

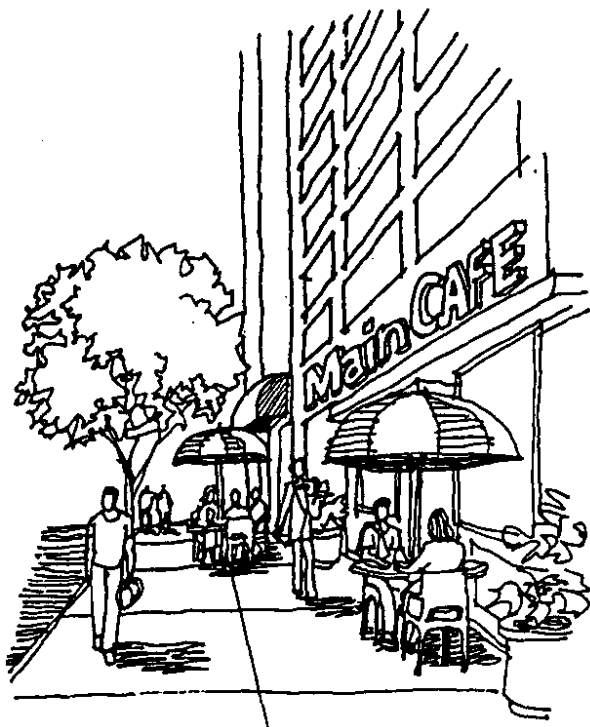
The standard for Required Building Lines is as follows:

Along a frontage containing a required building line, development must comply with either paragraphs 1 or 2 below. Exterior walls of buildings designed to meet the requirements of this section must be at least 15 feet high.

1. *The building must extend to the street lot line along at least 75 percent of the lot line; or*
2. *The building must extend to within 12 feet of the lot line for 75 percent of the lot line and the space between the building and the lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places."*

Portland Zoning Code

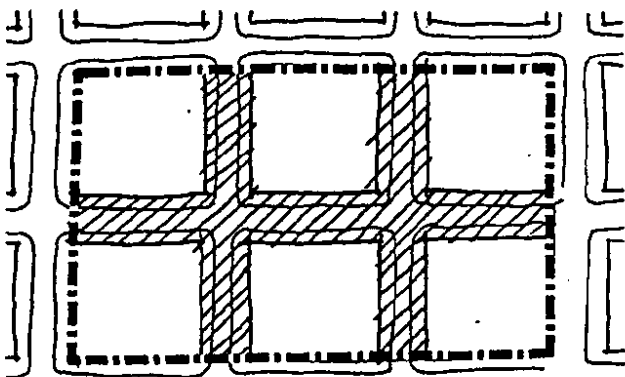




REQUIRED RETAIL OPPORTUNITY

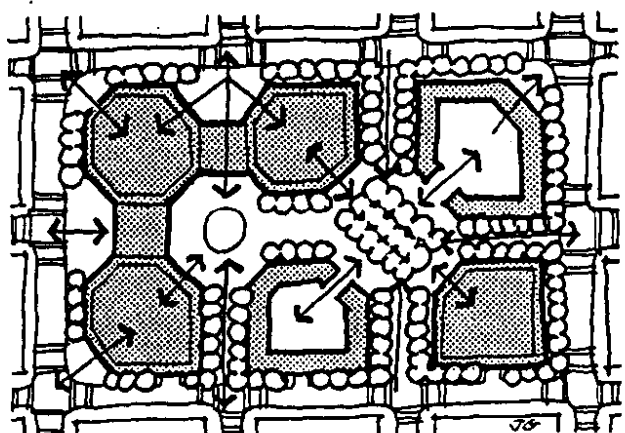
The Required Retail Opportunity Standards are intended to reinforce the continuity of retail display windows and retail stores and to help maintain a healthy retail district. The Required Retail Opportunity Areas are shown on Figure 3-11. On the identified sites, all new development and all major remodeling must be designed and constructed to accommodate retail uses along at least 50 percent of the walls which front onto a sidewalk, plaza, or other public open space. The requirement also applies to downtown structures used for parking.

33.33.510.230 C. Required Retail Opportunity Areas/Required Opportunity Area Standard



Typical Superblock Proposal

A six-block area with the streets to be vacated.



Development Concept

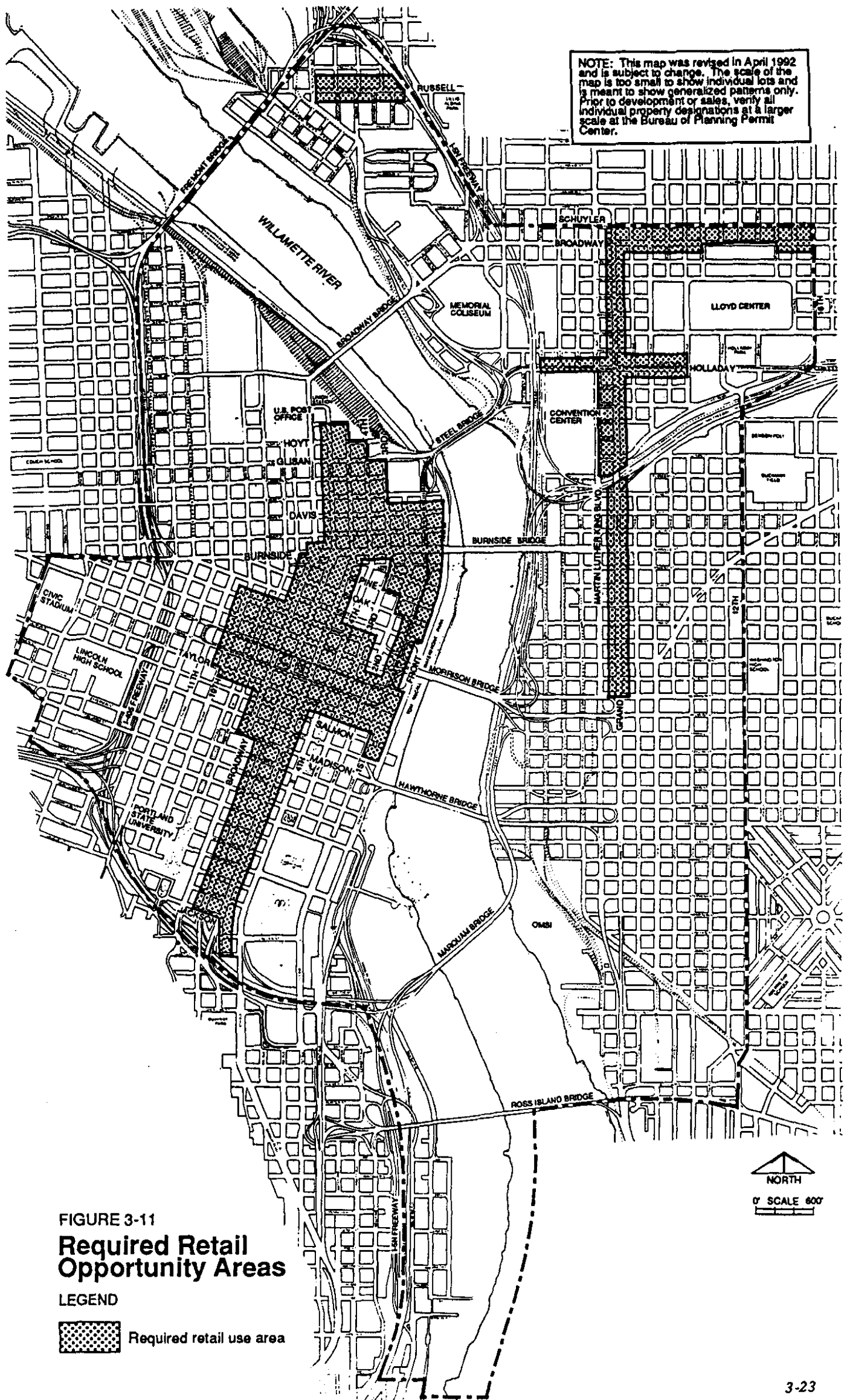
Maintains integrity of the 200-foot Portland block pattern, provides a plaza or atrium equal to 5% of the total superblock (20,000 square foot maximum with a 3 to 1 maximum length-to-width proportion), provides 50% of the total area of the vacated streets in open spaces, landscaping, and walkways. Walkways link up to neighboring sidewalks and transit to reinforce previous pedestrian patterns.

SUPERBLOCKS

There are special Code requirements covering superblocks. In the Central City Plan District, the regulations apply to all new development and major remodeling which include 5,000 square feet or more of vacated street. The regulations apply to all of the subdistricts of the Central City Plan District except Downtown and the Northwest Triangle Subdistrict.

Developments are required to provide a pedestrian system which re-establishes the pedestrian link(s) lost when streets were vacated. A plaza and open space are also required.

The Code requires at least one public plaza or public atrium equal to 5 percent of the total land area of the superblock. Walkways, landscaped areas, public plazas and public atriums must be equal to 50 percent of the area of the vacated streets. The design of these elements is subject to Design Review.



GROUND FLOOR WINDOWS

There is a Ground Floor Windows Standard in the CX and EX zones. Those portions of buildings in the RX zone that have nonresidential development also require windows. Blank walls are limited in order to provide a pleasant pedestrian environment, promote storefront continuity, avoid fortress-like building facades, and to allow observation of the street. The following applies:



Storefront windows improve the pedestrian environment and add excitement to the general appearance of an area, especially at night.

The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The window requirement applies to the ground level of exterior building walls which abut sidewalks, plazas, or other public open spaces or rights-of-way.

Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows.

Portland Zoning Code

33.120.245 Window Requirements, Multidwelling Zones

33.130.230 B3/C. Ground Floor Windows, Commercial Zones

33.140.230 Ground Floor Windows in the EX Zone

33.510.220 C. Ground Floor Windows Optional Artwork

The requirement does not apply to the walls of residential units nor parking structures when set back at least 5 feet and landscaped with low shrubs and trees.

Public art may be used in place of the Ground Floor Window provision. Normally, this is considered through the Adjustment Procedure. However, projects which meet the following qualification may apply as part of Design Review instead of through the Adjustment Process.

Buildings having more than 50 percent of their ground level space in storage, parking, or loading areas, or in uses which, by their nature, are not conducive to windows (such as theaters), may substitute art through the Design Review process. Artwork and displays relating to activities occurring within the building are encouraged. In these instances, the artwork will be allowed if it is found to be consistent with the purpose for the Ground Floor Window standard. (Note: Downtown parking structures must contain at least 50% retail or office at ground level.)

When artwork is used as an alternative to the Ground Floor requirement, the Metropolitan Arts Commission will review the application to determine whether public art is appropriate at the location, taking into account the scale and character of the building and area. The budget, selection process, final artwork, and installation must follow the guidelines of the Metropolitan Arts Commission and must be approved by the Metropolitan Arts Commission.

Area-Specific Regulations

NORTHWEST TRIANGLE SUBDISTRICT

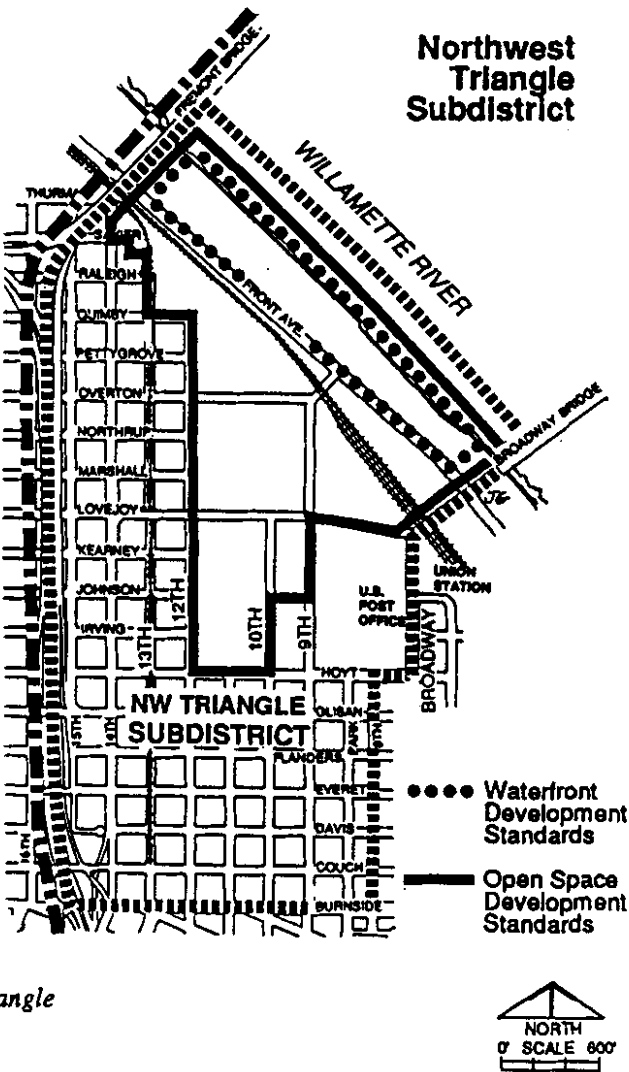
There are special Open Area Development Standards and Waterfront Development Standards applicable to parts of the Northwest Triangle Subdistrict. The area involved is currently in large parcels without a developed street system.

The Open Area requirement is intended to produce open areas at a scale comparable to the existing balance of buildings and open areas downtown. The Open Area requirement applies to sites over 40,000 square feet. Large sites must provide at least 30 percent of the site in open area. This would include parks, plazas, walkways, fountains and landscaped features. There are other standards that also may apply.

The Waterfront Development Standards cover view corridors, setbacks from the Willamette River, maximum building length dimensions and public access.

33.510.245 Northwest Triangle
Open Area Requirement

33.510.250 Northwest Triangle
Waterfront Development

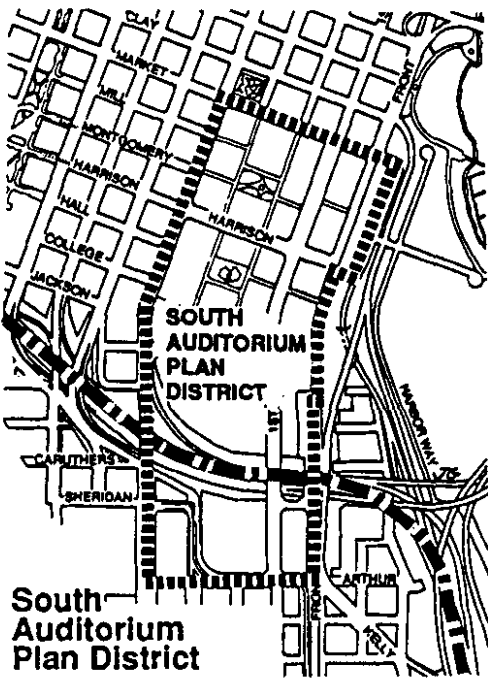


SOUTH AUDITORIUM PLAN DISTRICT

The South Auditorium area, the first urban renewal district in the City, was developed with specific Development Standards. In order to maintain the character of the area, the former renewal area is protected by a plan district. This is the only area in the City where two plan districts, the Central City Plan District and the South Auditorium Plan District, overlap.

The South Auditorium Plan District applies Floor Area Ratio (FAR) limits, and has additional landscape requirements along certain streets, pedestrian malls, open spaces and parking areas. There is a tree preservation requirement and additional sign restrictions. Also, roof top mechanical equipment and satellite dishes on roofs must be hidden by sight-obscuring screening. Refer to Chapter 33.580 South Auditorium Plan District of the Zoning Code for specific restrictions.

33.580 South Auditorium Plan
District



GREENWAY REVIEW

Greenway Review ensures that all proposed changes to a site are consistent with the Zoning Code and the Willamette Greenway Plan. It ensures that:

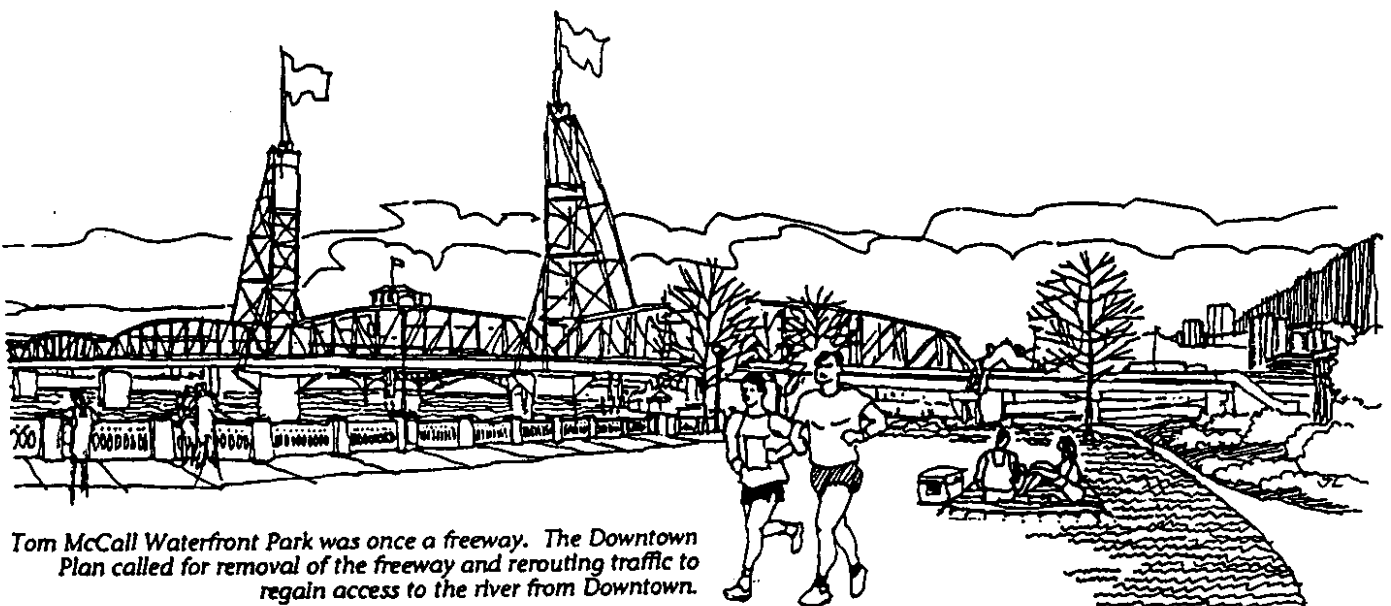
- Development will not have a detrimental impact on the use and functioning of the river and abutting lands;
- Development will conserve, enhance and maintain the scenic qualities and natural habitat of lands along the river; and
- Development will conserve the water surface of the river by limiting structures and fills riverward of the Greenway setback.

The following types of proposals require a Greenway Review:

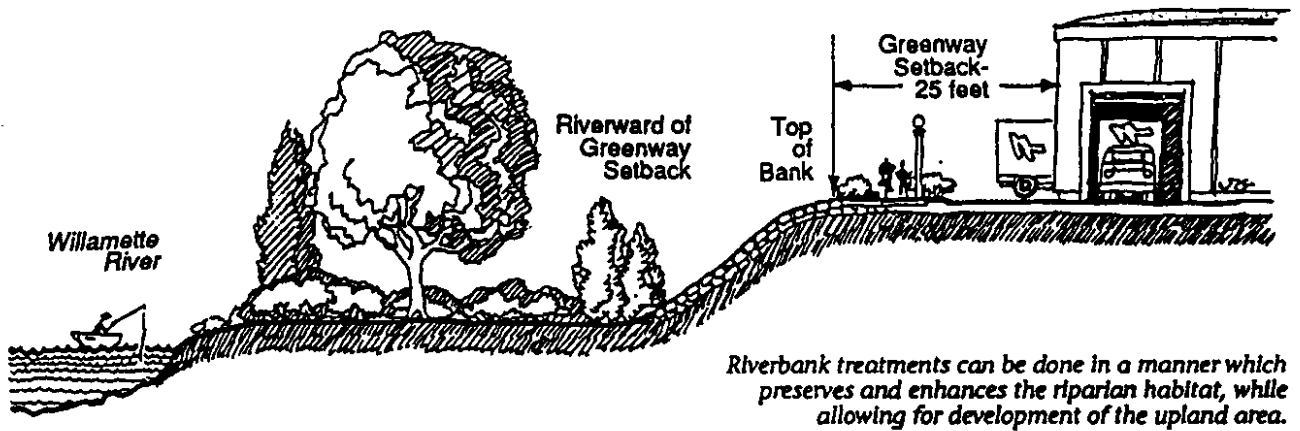
33.440 Greenway Zones

Willamette Greenway Plan p. 8

- A change of use or development within or riverward of the Greenway setback, where the use or development is no longer river-dependent or river-related;
- New development;
- Exterior alterations to development, including the removal of trees and shrubs and the application of herbicides. Removal of vegetation identified as nuisance plants on the *Portland Plant List* is not subject to this provision;
- Changes to the land and structures in the water, including excavations and fills, bridges, and docks; and;
- The dedication or extension of rights-of-way when within the River Natural zone, or within or riverward of the Greenway setback.



Tom McCall Waterfront Park was once a freeway. The Downtown Plan called for removal of the freeway and rerouting traffic to regain access to the river from Downtown.



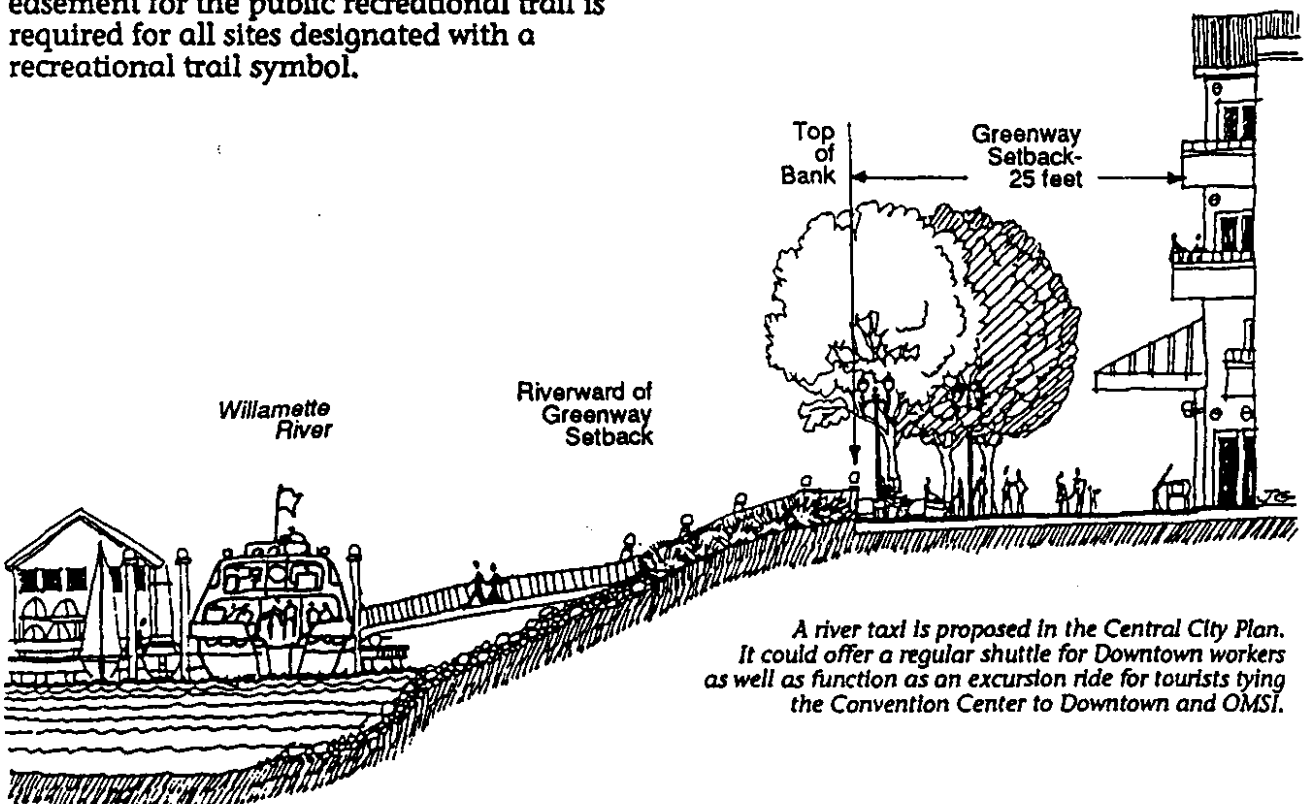
GREENWAY SETBACKS

The Greenway setback area extends from the top of the river bank to a point 25 feet landward of the top of the bank.

33.440 Greenway Zones

The Code requires landscaping to conserve or re-establish vegetative cover within or riverward of the setback. Native plants must be used. If non-native plants are desired, the developer may request an adjustment to this requirement.

Each project may also be required to provide a segment of the Greenway trail and/or provision for a public overlook. Projects must not intrude into a view corridor. The dedication of an easement for the public recreational trail is required for all sites designated with a recreational trail symbol.



Other Central City Regulations

PARKING LOT LANDSCAPING

33.510.235 Central City Plan
District Parking

33.266 Parking and Loading

The Landscaping Requirements for parking lots are in a separate section of the Zoning Code (see Chapter 33.266). There are minimum setbacks and perimeter and interior landscaping requirements for parking lots. Surface parking lots within the Downtown Parking and Circulation Policy Subdistrict, which require a Conditional Use renewal, have different landscape requirements.

33.286 Signs

SIGNS

Zoning Standards regulate the number, size, and placement of signs and sign structures. However, these are Base Zone Regulations and if a project is subject to Design Review, it may be required to meet more restrictive requirements. Design Review applies to signs over 32 sq. ft. in area or located in an historic district. All signs must obtain a Sign Permit.



STREET TREES

The City requires that street trees be planted when the building occupancy changes or the value of new construction or improvements exceeds \$25,000 even with no change of occupancy.

Portland Plant List

The Street Tree Program is administered by the Bureau of Parks. The type of tree most suitable for planting is determined by the City Forester. The City Forester may waive the requirement for street trees if, in the Forester's judgement, compliance is not practicable.

The required street trees must be planted, or the applicant must file a security with the City prior to the issuance of a Certificate of Occupancy. The City's street tree requirements are contained in Chapter 20.40 of the City Code.

Use Specific Regulations

CONVENIENCE STORES

The owner/operator of a convenience store proposed within a new or existing building is required to meet with nearby residents and businesses to discuss store operations. The owner/operator is required to provide a "Good Neighbor Plan" which addresses problems sometimes associated with these operations. The "Good Neighbor Plan" addresses crime prevention, alcohol awareness program for employees, litter, loitering control, landscaping and on-going communication with the neighborhood association.

DRIVE-THROUGH FACILITIES

Drive-through facilities are not allowed in the Downtown and Goose Hollow Subdistricts, or on sites within 100 feet of light rail streets. In the other subdistricts, where drive-throughs are permitted, specific standards address the dimensions of stacking lanes and the service window area. Off-site Impacts Limitations also apply.

319.219 Convenience Stores

33.224 Drive-Through Facilities

33.232 Essential Service Providers

ESSENTIAL SERVICE PROVIDERS

Essential Service Providers (ESP's) are those uses which provide essential services to people of low or no income. The regulations concerning ESP's are intended to reduce conflict with other uses, and to ensure ESP uses do not dominate the character of an area. Essential Service Providers that exclusively serve victims of sexual or domestic violence are allowed by right in residential, commercial and employment zones if they meet the size limitation for Group Living uses. Other ESP's are allowed provided they meet the special regulations of Chapter 33.232. In residential zones, ESP's require a Conditional Use approval. In commercial and employment zones, an ESP Review is required.

*33.510.100 Quick Vehicle
Servicing and Vehicle Repair Use*

QUICK VEHICLE SERVICING & REPAIRS

Quick vehicle servicing and repair uses provide services on motor vehicles where the driver generally waits in the car while the service is being performed. This includes gas stations, car washes, quick lubrication services and DEQ vehicle emission testing facilities.

For CX and EX zoned sites, quick vehicle servicing is prohibited within 100 feet of a light rail street. Within the Downtown Subdistrict, quick vehicle servicing and repair uses are prohibited.

PARKING STRUCTURES

33.266.130 E. and G. Setbacks,
Perimeter and Interior Landscaping

Parking structures located within the Downtown Subdistrict must provide at least 50 percent of the street frontage walls for the development of retail sales and service or office uses. A Perimeter Landscaping Requirement is required for parking structures located in the other subdistricts. Retail space may be substituted for the landscaping requirement. These requirements do not apply to underground parking.

Encroachments

If a project involves an encroachment in the public right-of-way, the City *Encroachments in the Public Right-of-Way* policy document should be consulted.

TYPES OF ENCROACHMENTS

Above-Grade Encroachments

These include sky structures spanning the right-of-way, skywalks, and certain building projections extending into the right-of-way above grade.

Encroachments Policy, P. 1

Below-Grade Encroachments

Encroachments Policy, p. 4

These include underground walkways crossing the right-of-way between buildings; underground walls beneath a right-of-way; building vaults (below-grade building extensions into the right-of-way no further than the curbline); underground parking and access structures; and other below-grade structures within the right-of-way and not in the above categories.

Encroachments Policy, p. 23

Encroachments Policy, p. 24

At-Grade Encroachments

These include any permanent part of a structure or an appendage that extends into the right-of-way at grade and which is not a sign or street improvement; and covered pedestrian walkways with supporting columns extending from the building into the public right-of-way.

CITY-WIDE AND DISTRICT ENCROACHMENT POLICIES

In order to receive City approval for encroachments, an applicant must demonstrate a public benefit which cannot be achieved without the encroachment. Encroachments will only be permitted as part of a project fulfilling a significant public goal of the Comprehensive Plan, the Central City Plan, the Downtown Plan, or other adopted plans or policies.

The general City policy is to discourage private ownership or use in the public right-of-way. It provides for the movement of pedestrians and vehicles, and for open space, landscaping, light, air and vistas. It should not be easily given up for private ownership or use. Encroachments which adversely affect pedestrian circulation should not be permitted.

The City "Encroachment Policy" contains both policy statements and standards regarding the construction of encroachments. There are city-wide policies as well as policies for specific districts. Within the Central City, the areas for which there are Special District Encroachment Policies are shown on Figure 3-12

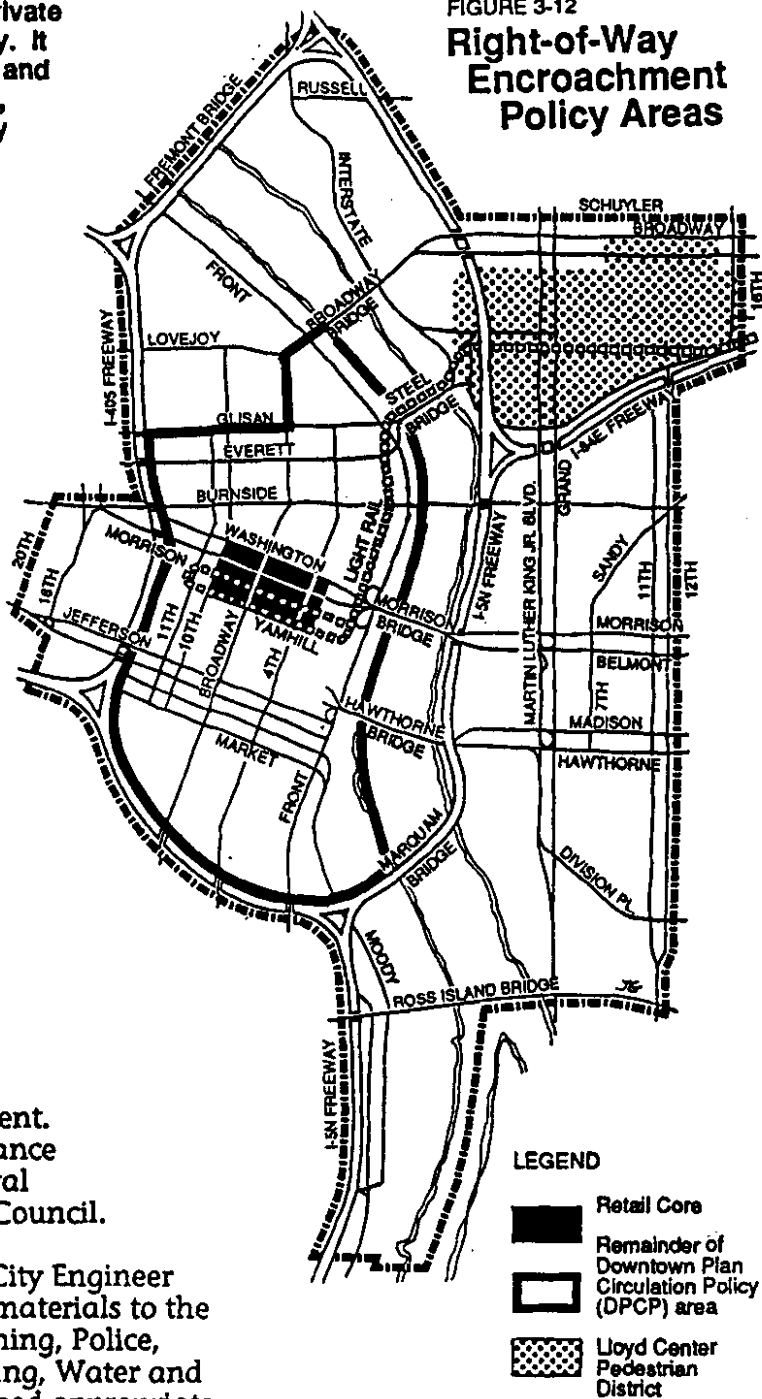
APPROVAL OF ENCROACHMENTS

The management of the City's "Encroachment Policy" is assigned to the City Engineer. Final approval of encroachments in the public right-of-way rests with the City Council.

The City Engineer is responsible for preparing a staff report with a recommendation for approval or disapproval on a proposed encroachment. If approval is recommended, an ordinance incorporating the conditions of approval is prepared and submitted to the City Council.

During review of the application, the City Engineer refers the application and supporting materials to the Bureaus of Buildings, Fire, Parks, Planning, Police, Traffic Engineering, Sanitary Engineering, Water and other agencies and organizations deemed appropriate.

FIGURE 3-12
Right-of-Way
Encroachment
Policy Areas



LAND USE CASES INVOLVING ENCROACHMENTS

The Bureau of Planning is responsible for coordinating land use cases, including Conditional Uses and adjustments, involving private structures in the public right-of-way with the City Engineer, to avoid unnecessary delays and duplication of staff efforts.

The Planning Commission, Hearings Officer, Design Commission or Historical Landmarks Commission reviews proposed encroachments and advises the City Engineer on issues regarding design, aesthetics, views, and interpretation of City policies. The Bureau of Planning staff is responsible for notifying appropriate citizen committees of its review. Figure 3-13 shows which types of encroachments are reviewed by the various review bodies.

FIGURE 3-13
Encroachment Reviews

	PLANNING COMMISSION	DESIGN COMMISSION	HISTORICAL LANDMARKS COMMISSION
Downtown Retail Core	All Above-Grade Encroachments, Underground Walls & Walkways, Needs for Building Arcades, & Commercial Eligibility for Skystructures	All Above-Grade & At-Grade Encroachments, Underground Malls & Walkways	Encroachments to Historic Landmarks
Downtown	All Building Projects	All Above-Grade, At-Grade Encroach- ments, & Underground Walkways	Encroachments in Historic Districts & to Historic Landmarks
Pedestrian Districts	All Building Projects	All Above-Grade, At-Grade Encroach- ments, & Underground Walkways	Encroachments in Historic Districts & to Historic Landmarks
City-wide	All Building Projects	Type II & Type III Skystructures, & Building Projections	Encroachments in Historic Districts, Conservation Districts, & to Historic Landmarks

Types of Skystructures

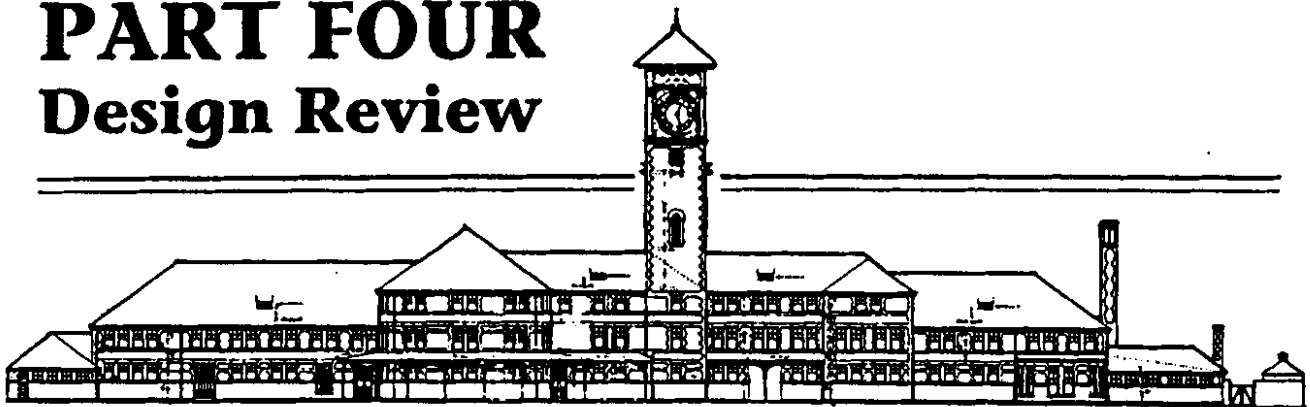
- TYPE I
Structure spanning right-of-way whose width is 14 feet or less, intended for movement of goods and people.
- TYPE II
Structure spanning right-of-way whose width is 14-60 feet; or less than 14 feet intended for a function other than movement of goods and people; or whose height exceeds 12 feet.
- TYPE III
Structure spanning right-of-way with width of over 60 feet or height greater than 12 feet.

PART FOUR

Design Review

PART FOUR

Design Review



Union Station, west elevation

Introduction

The urban design policy of the Central City Plan seeks to enhance the Central City as a livable, walkable area which focuses on the river. Design Review is the principal mechanism for achieving this goal.

Design Review or Historic Design Review ensures that development conserves and enhances the recognized design values of a site or area. Design Review is used to ensure the conservation, enhancement and continued vitality of the identified historic, scenic, architectural and cultural values of each design district.

*Central City Plan Policy 12
Urban Design*

33.825 Design Review

The review may evaluate the architectural style; structure placement, dimensions, height and bulk; lot coverage by structures; and exterior alterations of the proposal, including building materials, color (for a historic landmark or for a structure in an historic design district), off-street parking areas, open areas and landscaping.

33.420 Design Review Required

*33.825 Where Design Review
Applies*

DEVELOPMENT COVERED BY DESIGN REVIEW

Design Review applies to:

- New development
- Exterior alterations to existing development
- Interior remodelling of an historic landmark if the interior is part of the historic designation
- Change of facade color for an historic landmark or for a structure in an historic design district
- Items identified in the Policy on Encroachments
- Removal of trees in the South Auditorium Plan District
- Exterior signs over 32 square feet and all exterior signs on an historic landmark, in an historic design district or in the South Auditorium Plan District

The Landmarks Commission or staff reviews all exterior alterations of historic landmarks and buildings within historic districts. The Design Commission or staff reviews all other projects within the Design Zone. Please refer to Part 6 for procedural details of review.

Types of Design Guidelines

33.420 Design Districts and Subdistricts

Design Review is the review of development proposals to ensure that they comply with any applicable Design Guidelines. Guidelines range from the general to the very specific.

Central City Fundamental Design Guidelines

The Central City Fundamental Design Guidelines apply to all Central City development subject to Design or Landmarks Review. Development in the Willamette Greenway must comply with Design Guidelines of the Willamette Greenway Plan. Development in historic districts must comply with the Design Guidelines applicable to the particular historic district involved. Figure 4-1 shows the Design Zone, the Greenway Zone, and the four historic districts in the Central City.

Willamette Greenway Design Guidelines

Historic District Design Guidelines

Special Design Guidelines for Lloyd Center/Coliseum

There are separate guidelines for the Skidmore/Old Town, Yamhill, 13th Avenue, and Grand Avenue Historic Districts. Potential future historic districts include—Russell Street (Lower Albina District), the Terra Cotta District, and Chinatown.

Special Design Guidelines for the Central Eastside

Downtown Design Guidelines (1983)

The Fundamental Design Guidelines also apply to all historic buildings in and out of Historic Districts or Design Zones.

Northwest Triangle Special District Design Guidelines (1983)

Macadam Corridor Design Guidelines (1985)

The Bureau of Planning is also currently in the process of developing Subdistrict Guidelines for each of the eight subdistricts within the Central City shown on Figure 4-3. The Special Subdistrict Design Guidelines complement the Fundamental Design Guidelines on a subdistrict basis. Special Subdistrict Guidelines have so far been adopted for Lloyd Center/Coliseum and Central Eastside. Additional guidelines for the remaining subdistricts will follow.

On an interim basis, until Design Guidelines are developed for the remaining subdistricts of the Central City, there are a number of Special Guidelines which have resulted from past plans and studies. The 1983 *Downtown Design Guidelines* report contains Special Guidelines for the Park Blocks, Broadway, Chinatown and the South Waterfront. Figure 4-1 illustrates the location of these areas.

Subdistrict Guidelines are used in conjunction with the Fundamental Design Guidelines and take precedence where there is a conflict.

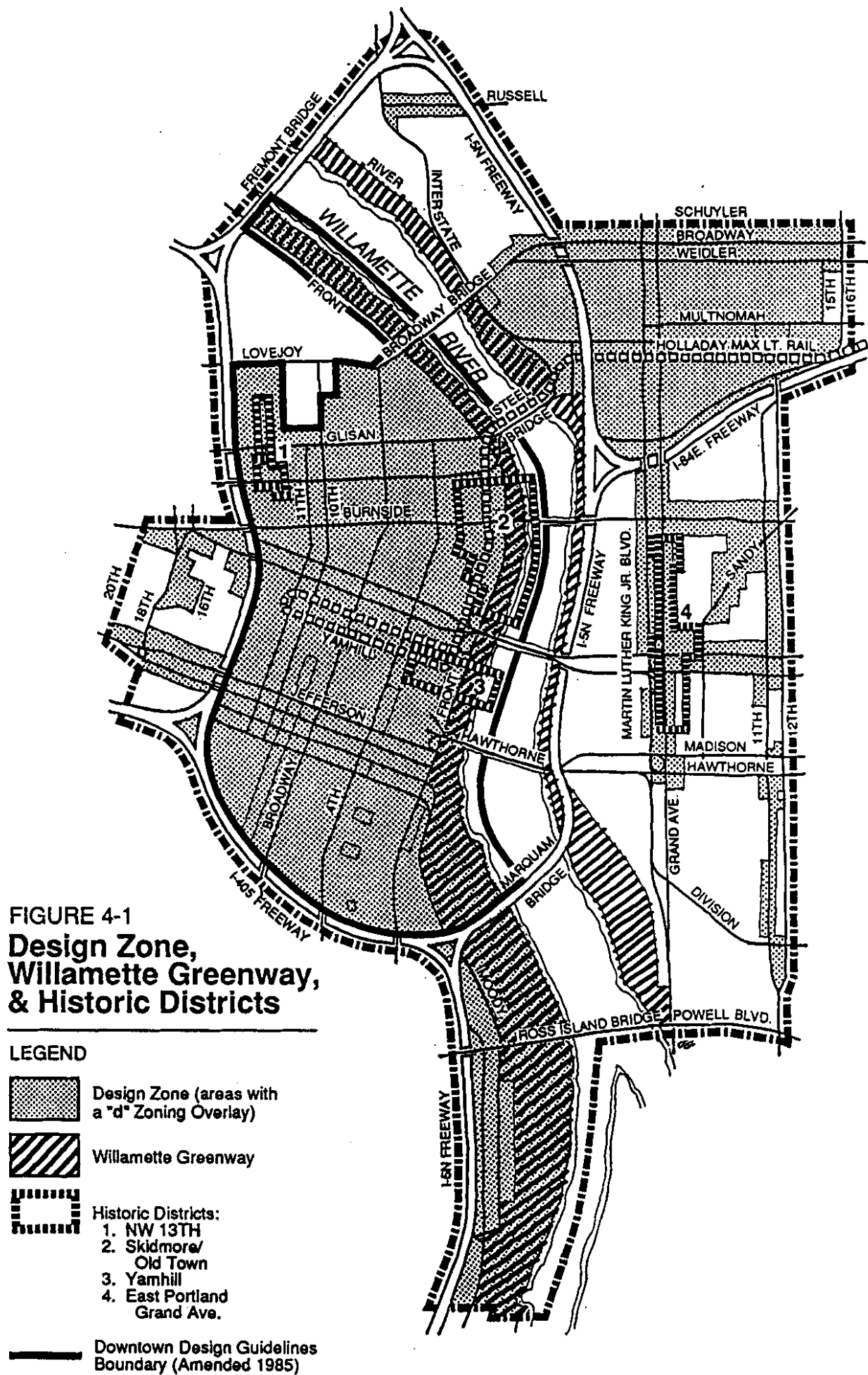


FIGURE 4-2

Applicable Design Guidelines by Central City Subdistricts

Central City Subdistricts	(1) Central City Fundamental Design Guidelines	(2) Special Guidelines	Historic District Guidelines
Downtown	Apply to all development in Subdistrict (entire Subdistrict is in the Design Zone).	Downtown Design Guidelines apply for entire Subdistrict, along with more specific guidelines for: • Broadway/Burnside • Park Blocks • South Waterfront	• About half of Skidmore/Old Town is within the Subdistrict. • All of the Yamhill Historic District. • Potential future Terra Cotta H. D.
Goose Hollow	Apply to part of Subdistrict within the Design Zone	None at this time. Special Subdistrict Guidelines will be developed in the future.	None
North of Burnside	Apply to all development in Subdistrict (entire Subdistrict is in the Design Zone).	Downtown Design Guidelines apply for entire Subdistrict along with more specific guidelines for: • Chinatown • Park Blocks	• About half of Skidmore/Old Town H.D. is within the Subdistrict. • Proposed Chinatown H.D., (Downtown D.G.'s apply temporarily).
Northwest Triangle	Apply to the part of Subdistrict within the Design Zone.	Downtown Design Guidelines apply for areas within boundary shown on Figure 4-3, along with more specific guidelines for: • N. Park Blocks	13th Avenue Historic District (Guidelines pending)
Lower Albina	Apply only to the part of Subdistrict within the Design Zone. (Russell Street area)	None	Potential Future Russell Street Historic District
Lloyd Center/Coliseum	Apply to the part of Subdistrict within the Design Zone	Lloyd Center/Coliseum Subdistrict Design Guidelines, apply in area within Design Zone.	None
Central Eastside	Apply to part of Subdistrict within the Design Zone	Central Eastside Subdistrict Design Guidelines.	East Portland/ Grand Avenue Historic District (Guidelines pending).
North Macadam	Apply to all development in Subdistrict (entire Subdistrict is in the Design Zone).	North Macadam Subdistrict Design Guidelines (adoption pending).	None

(1) Central City Plan Fundamental Design Guidelines apply only to those areas within the Design Zone (See Figure 2-1 or 2-3 for location). Areas not currently in the Design Zone but are eligible for upzoning to a Comprehensive Plan designation, will become subject to Central City Fundamental Design Guidelines and other Subdistrict Guidelines at the time of the zone change.

(2) All Subdistricts but Goose Hollow have areas designated as part of the Willamette Greenway Zone, shown on Figure 4-1. See Willamette Greenway Plan (1988) for guidelines.

Use of Design Guidelines

Design Guidelines work differently than the Land Use Regulations or Development Standards stated in the Zoning Code. Design Guidelines provide a design guidance system that is helpful and flexible but which leads one through a *process* that creates desired results. Design Review also provides a means of granting adjustments to many of the Zoning Code Development Standards.

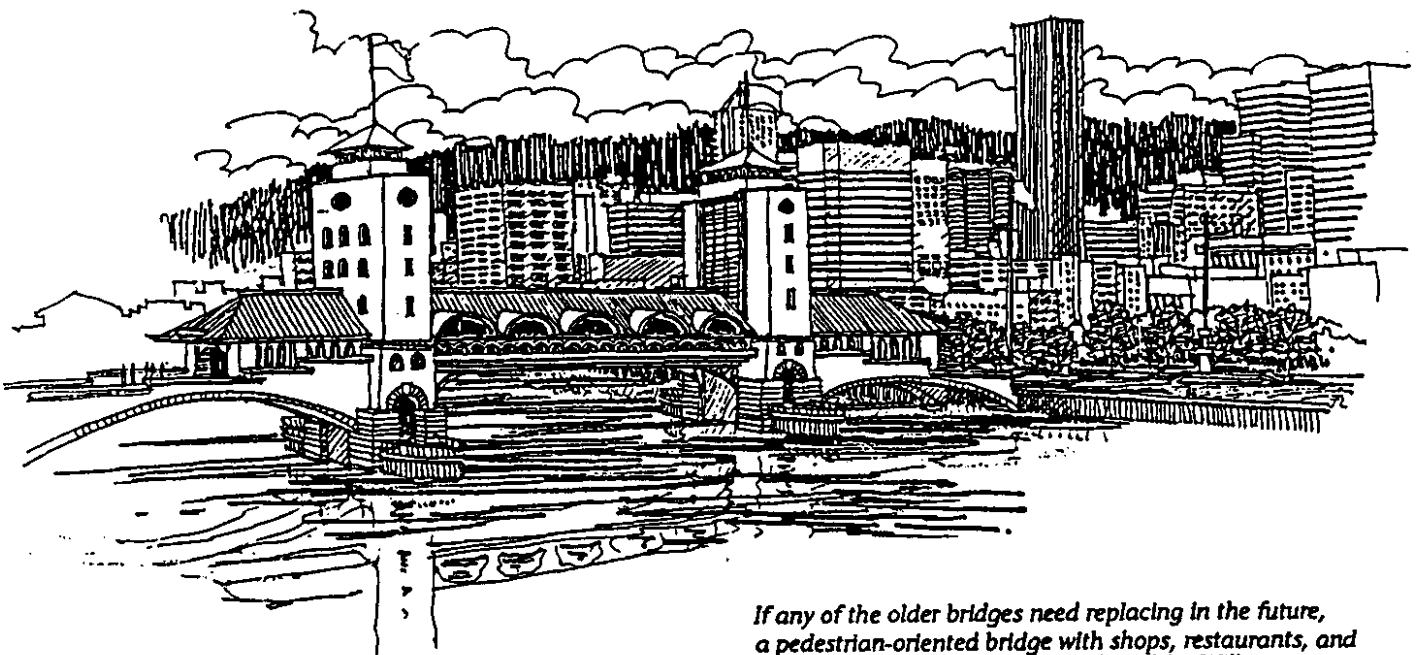
Central City Fundamental Design Guidelines, p. 7

*The City characterizes the guidelines as follows:
They are to be used to coordinate and enhance the diversity of activities taking place in the Central City. Many ways of meeting a particular guideline exist. Since it is not the City's intent to prescribe any specific design solution, the Design and Historical Landmarks Commissions encourage a diversity of imaginative solutions to considerations addressed by the guidelines.*

Portland Zoning Code

The Design Commission may waive individual guidelines for specific projects based on findings that the waiver will better accomplish the goals and objectives for Central City Design Review. Likewise, the Design Commission is not limited to the Design Guidelines in its review.

Design Review goes beyond minimal design standards. Likewise, Design Review is an opportunity for applicants to propose new and innovative designs.



If any of the older bridges need replacing in the future, a pedestrian-oriented bridge with shops, restaurants, and a streetcar line would tie both sides of the Willamette River together.

33.825.060 Design Review
Approval Criteria

Design Review Approval Criteria

A Design Review application will be approved if the review body finds that the proposal complies with the appropriate Design Guidelines and *any applicable area plan* adopted by the City Council.

APPLICABLE AREA PLANS FOR DESIGN REVIEW

Applicable plans include: the Central City Plan, the Downtown Plan, urban renewal district plans, certain urban renewal redevelopment area plans, and historic area plans.

Central City Plan

The Central City Plan contains specific functional policies for Urban Design (Policy 12) and for Historic Preservation (Policy 11). It also includes an Urban Design Concept Plan for each of the Central City Plan subdistricts. These concept maps are shown in Part Seven of this Handbook.

Downtown Plan

The Downtown Design Guidelines identify four areas which are unique enough in character to warrant more detailed urban design considerations. These areas, shown on Figure 4-3, are Downtown Plan Special Districts

Urban Renewal Plans

Several of the renewal district plans contain statements of design principles. Boundaries of the urban renewal districts are shown on Figure 4-3.

Urban Renewal Redevelopment Areas

There are specific Design Guidelines applicable to projects in two redevelopment areas, the South Waterfront and Union Station.

Historic District Plans

The Council adopted development plans for the Skidmore/Old Town and Yamhill Historic Districts and the proposed Chinatown Historic District. An urban design plan was adopted for the NW 13th Historic District. Refer to Figure 4-1 for location of these districts.

FIGURE 4-3

Urban Renewal, Redevelopment, & Downtown Plan Special Districts

LEGEND

Urban Renewal Districts

- UR1 Portland State University
- UR2 South Park Blocks
- UR3 Downtown Waterfront
- UR4 Convention Center
- UR5 Central Eastside
- UR6 South Auditorium

Major Redevelopment Areas

- Union Station
- South Waterfront

Downtown Plan Special Districts

- 1 Park Blocks Special District
- 2 Broadway Unique Sign District
- 3 Chinatown Unique Sign District
- 4 South Waterfront Special District

Other Boundaries

- Downtown Design Guidelines
- Central City Plan Subdistricts

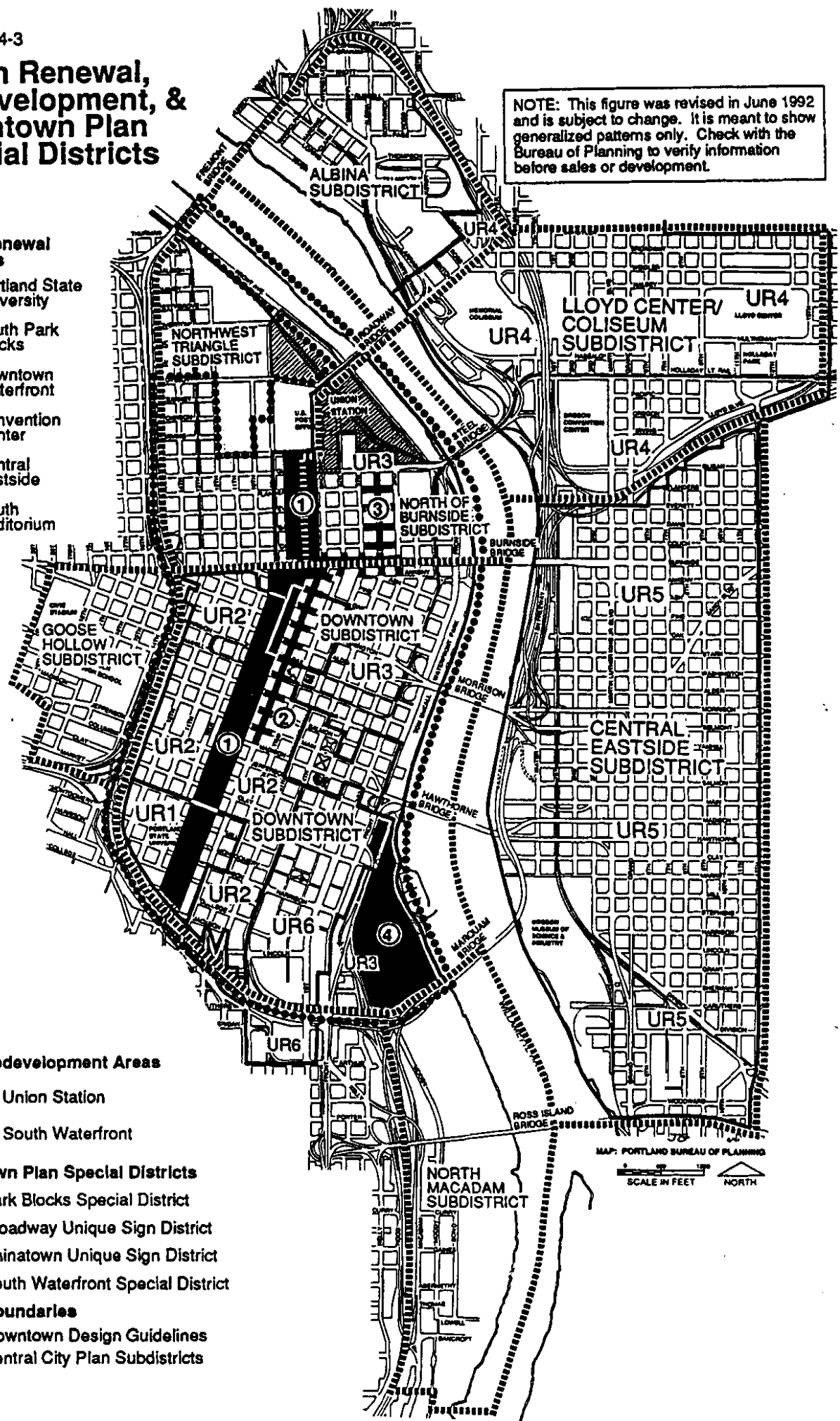


FIGURE 4-5
Central City Fundamental Design Checklist

Applicable

Does Comply

Does not Comply

Project: _____

Case File No.: _____

Date: _____

☐	☐	☐	A. PORTLAND PERSONALITY
☐	☐	☐	A1 Integrate the River
☐	☐	☐	A2 Emphasize Portland Themes
☐	☐	☐	A3 Respect the Portland Block Structures
☐	☐	☐	A4 Use Unifying Elements
☐	☐	☐	A5 Enhance, Embelish, and Identify Areas
☐	☐	☐	A6 Re-use/Rehabilitate/Restore Buildings
☐	☐	☐	A7 Establish & Maintain a Sense of Urban Enclosure
☐	☐	☐	A8 Contribute to the Cityscape, The Stage, & the Action
☐	☐	☐	A9 Strengthen Gateways
☐	☐	☐	B. PEDESTRIAN EMPHASIS
☐	☐	☐	B1 Reinforce & Enhance the Pedestrian System
☐	☐	☐	B2 Protect the Pedestrian
☐	☐	☐	B3 Bridge Pedestrian Obstacles
☐	☐	☐	B4 Provide Shopping & Viewing Places
☐	☐	☐	B5 Make Plazas, Parks, & Open Space Successful
☐	☐	☐	B6 Consider Sunlight, Shadow, Glare, Reflection, Wind & Rain
☐	☐	☐	B7 Integrate Barrier-Free Design
☐	☐	☐	C. PROJECT DESIGN
☐	☐	☐	C1 Respect Architectural Integrity
☐	☐	☐	C2 Consider View Opportunities
☐	☐	☐	C3 Design for Compatibility
☐	☐	☐	C4 Establish a Graceful Transition between Buildings & Public Spaces
☐	☐	☐	C5 Design Corners that Build Active Intersections
☐	☐	☐	C6 Differentiate the Sidewalk Level of Buildings
☐	☐	☐	C7 Create Flexible Sidewalk Level Spaces
☐	☐	☐	C8 Give Special Attention to Encroachments
☐	☐	☐	C9 Integrate Roofs & Use Rooftops
☐	☐	☐	C10 Promote Permanence & Quality in Development

JB

Central City-wide Fundamental Design Guidelines

*Central City Fundamental Design
Guidelines, p. 6*

The goals and objectives of Central City Design Review are:

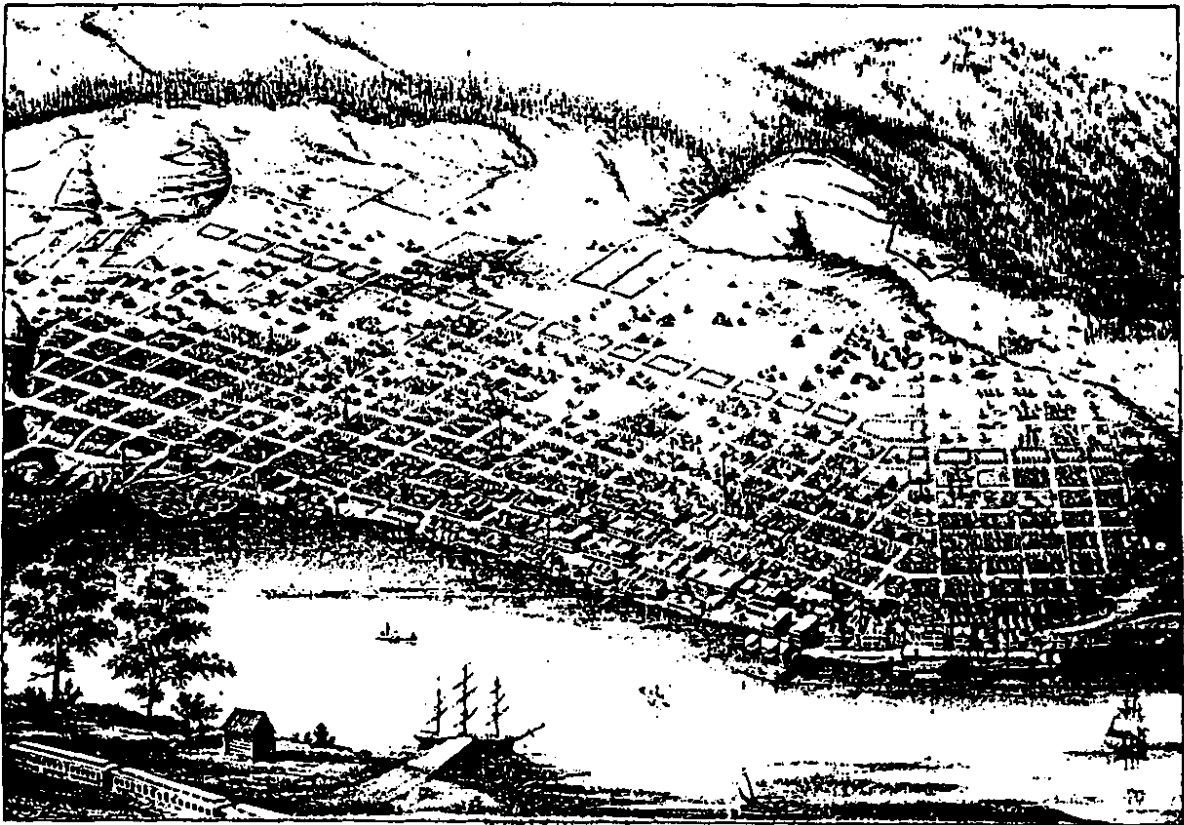
- Encourage urban design excellence in the Central City.
- Integrate urban design and preservation of our heritage into the process of Central City development.
- Enhance the character of Portland's Central City districts.
- Promote the development of diversity and areas of special character within the Central City.
- Establish an urban design relationship between the Central City districts and the Central City as a whole.
- Provide for a pleasant, rich and diverse pedestrian experience in the Central City.
- Provide for the humanization of the Central City through promotion of the arts.
- Assist in creating a 24-hour Central City which is safe, humane and prosperous.
- Assure that new development is at a human scale and that it relates to the character and scale of the area and the Central City.

Design Guideline Categories

The Fundamental Design Guidelines focus on three general categories:

- A. **Portland Personality** – Establishes Portland's urban design framework;
- B. **Pedestrian Emphasis** – Emphasizes people and walking
- C. **Project Design** – Assures that each development is sensitive to both Portland's urban design framework and the users of the city.

This historical sketch, drawn in 1870, looks from the east side of the Willamette River toward Downtown Portland and the West Hills. Note the layout of the original Park Blocks. They formed a greenbelt defining the denser downtown development from the early "suburbs" east of SW 10th Avenue. Steep topography of the West Hills forms a second boundary. Several of the original S.W. Park Blocks from Salmon Street north were developed with buildings in later years. The Central City Plan suggests reclamation of certain blocks as well as extending the N.W. Park Blocks north and across Front Avenue to a new waterfront park on the Willamette River.



G.T. Brown & Co. lithograph of 1870, with wooden structures lining the east side of Front Street.

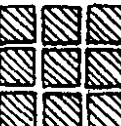
CITY OF PORTLAND, OREGON.



PORTLAND



SEATTLE



PHOENIX

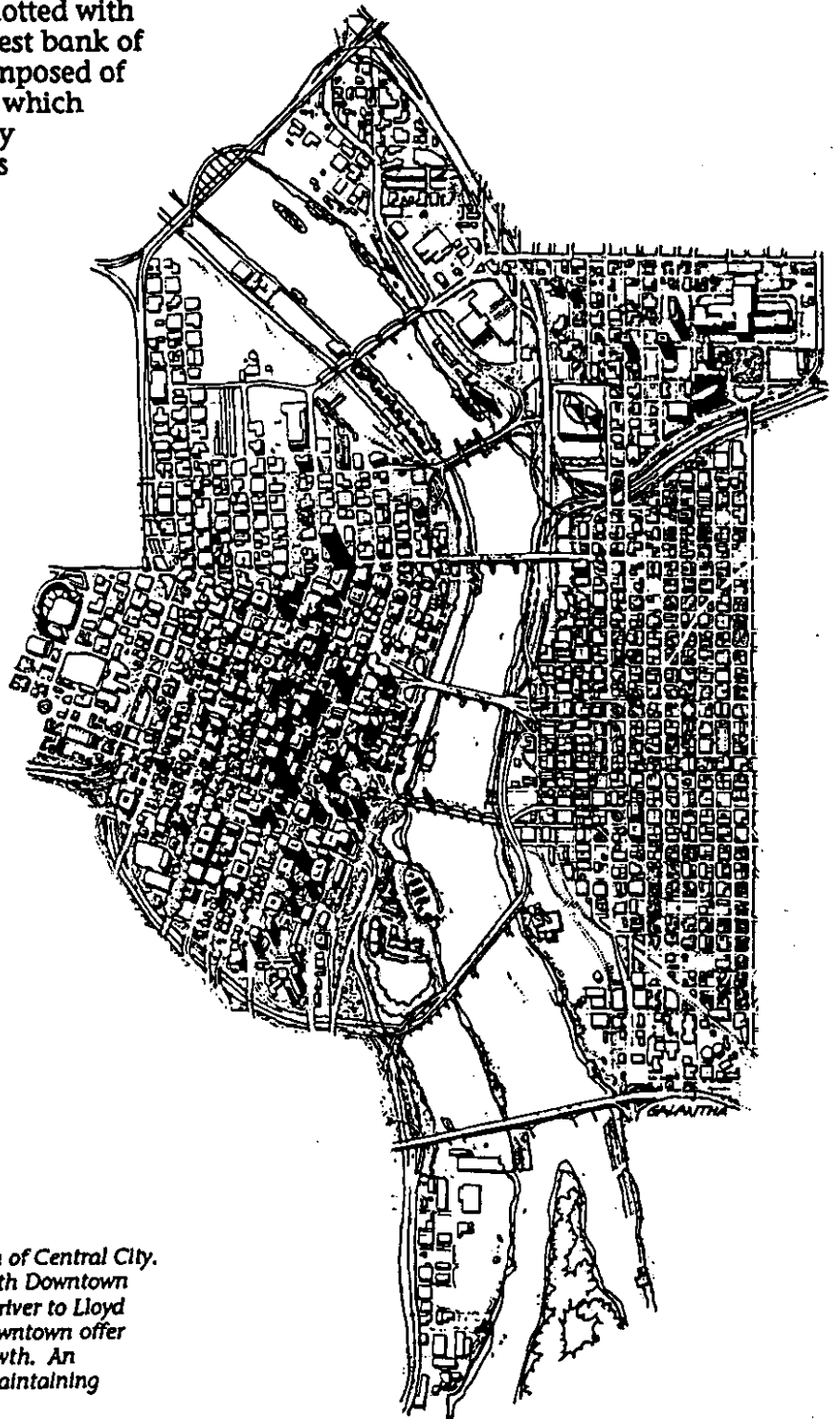
Portland Block Structures

The block patterns at the left compare proportional sizes of Portland's small 200' x 200' blocks with two other western cities. Since public rights-of-way in Portland occur more frequently, there is an opportunity to specialize the use of streets. Chapter Five describes the transportation network in the Central City with street functions broken into four categories: Traffic Streets, Transit Streets, Bikeways and Pedestrianways.

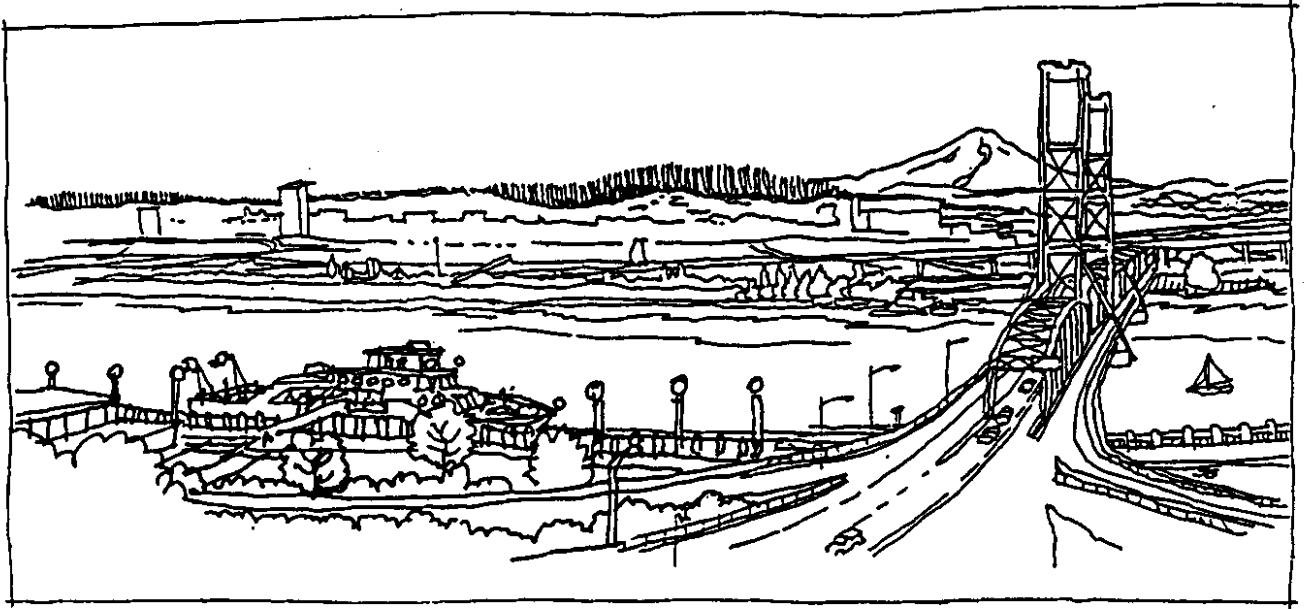
A. PORTLAND PERSONALITY

These guidelines reinforce the existing character of Portland's Downtown and Central Eastside Subdistricts. The guidelines also look to the maintenance of this character as the city expands along the river on the west side and as the Lloyd Center/Coliseum Subdistrict redevelops.

The guidelines call attention to Portland's original townsite laid out at a bend in the Willamette River. Two adjacent land claims were plotted with disjointed grids fronting on the west bank of the Willamette. The grids are composed of small 200 foot by 200 foot blocks which allow light, bright streets and easy pedestrian movements. Buildings are built up to the property line which creates a comfortable sense of enclosure at a human scale; parks and fountains and street furniture reinforce this sense of comfort. Although the several areas of the Central City are prized for their individuality, transportation improvements such as transit malls, and linear parks such as Waterfront Park and the North and South Park Blocks, become threads which unify the city. The following guidelines sketch out those design values which are fundamental to a sense of Portland's personality:



This isometric sketch portrays the urban form of Central City. Greater density occurs along the linear 5th/6th Downtown Transit Mall and follows light rail across the river to Lloyd Center. Vacant areas north and south of Downtown offer exciting opportunities for future planned growth. An important urban design guideline calls for maintaining the 200-foot block pattern.

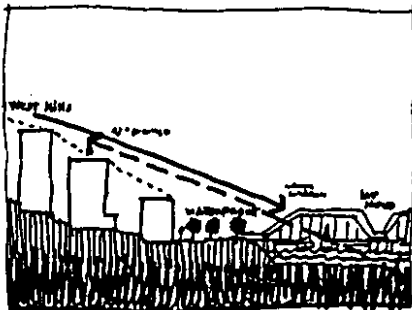


Water excursion boats tie up to new facilities along Downtown Waterfront Park. Several commercial enterprises have been incorporated into park planning to ensure abundant day and night use of the waterfront. Many public events are also staged. Naval ships and an amusement center appear during Rose Festival; a brewery tasting fair and the Cinco De Mayo celebration, along with many other themes and open air concerts, occur throughout most of the year.

A1. Integrate the River

Integrate the river as an important design consideration in projects which are located along or near the edge of the Willamette River. This can be done through means such as the composition of architectural and landscape elements, location of windows, doors and attached outdoor areas, and provision of accessways for the pedestrian to, along, and from the water's edge.

Improve the bridges across the Willamette River for the pedestrian with convenient bridge-head connections, safe and pleasant lighting systems and comfortable walkways in a manner which improves the bridge appearance and facilitates access between Downtown and the Eastside.



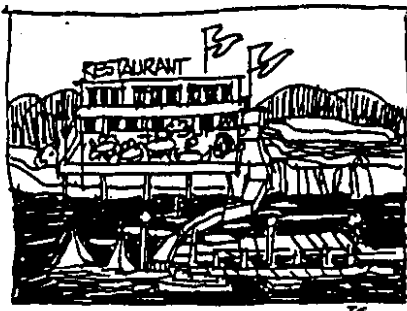
A2. Emphasize Portland Themes

Incorporate Portland related themes into a project design, where appropriate.

A3. Respect the Portland Block Structures

Maintain, and where appropriate, extend the traditional 200-foot block pattern and preserve the ratio of open space to buildings that it produces.

Where the superblock is employed, locate driveways and pathways in a manner which reflects the traditional block pattern, including elements such as galleries and public passages to accommodate the pedestrian. Locate high rise structures in a manner which respects the traditional block grid.



A4. Use Unifying Elements

Strengthen the continuity of the Central City by using existing elements and/or adding new elements that unify and connect individual areas.

A5. Enhance, Embellish and Identify Areas

Enhance the identity of Special Districts by incorporating small scale features that add to the District's identity and ambiance.

Embellish with elements that build district character and respect district traditions.

A6. Reuse/ Rehabilitate/ Restore Buildings

Reuse, rehabilitate, and restore buildings and building elements, where appropriate.

A7. Establish and Maintain a Sense of Urban Enclosure

Define public rights-of-way in a manner which creates and maintains a sense of urban enclosure.

A8. Contribute to the Cityscape, the Stage and the Action

Contribute to the cityscape by providing a stage for action.

Develop the sidewalk level with as much public use space as possible.

Create frequent views and easy access into internal activity spaces from adjacent sidewalks.

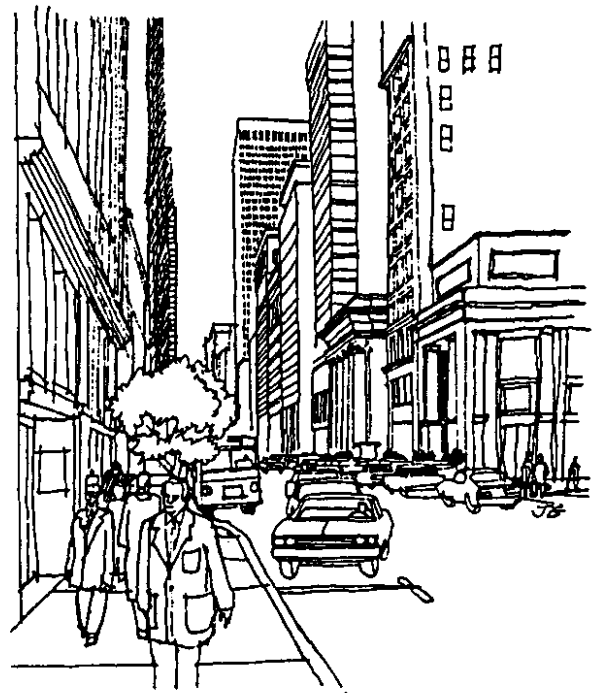
Allow the outside of the building to reflect important internal spatial qualities and activities such as atriums, grand entries, office, residential and retail.

A9. Strengthen Gateways

Develop or strengthen gateways at locations identified by the Central City Plan.



The South Park Blocks were established when Portland was founded. The Park Blocks have been enhanced and continue to be one of the City's finest assets. The Central City Plan calls for the creation of new Park Blocks to achieve a continuous landscaped strip from the South Park Blocks to the Willamette River.



Creating a sense of enclosure is an important urban design consideration in the core area. Buildings are required to be built up to the property line and greater height is allowed.

B. PEDESTRIAN EMPHASIS

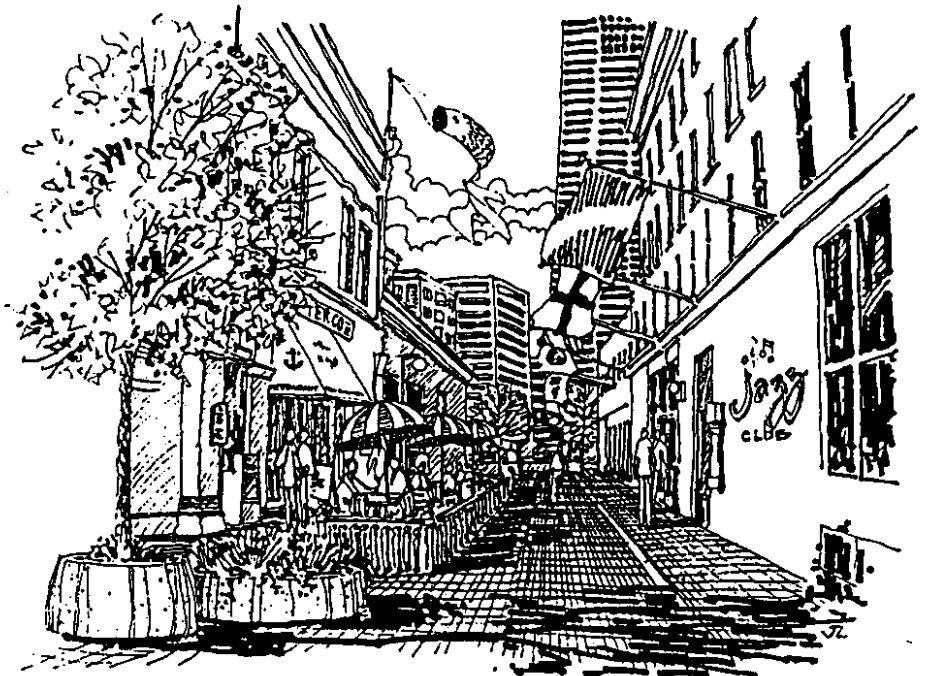
The emphasis on barrier-free pedestrian movement complements Portland's investments in mass transit, parks and useful street furniture. These seven guidelines conceive of pedestrian movements as a system—sometimes a movement system, sometimes a place to be. The following seven guidelines implement the objectives of a pleasant, rich and diverse pedestrian experience:

B1. Reinforce and Enhance the Pedestrian System

Maintain an attractive access route for pedestrian travel where a public right-of-way exists or has existed.

Recognize the different zones of a sidewalk: curb, street furniture zone, walking zone, and window shopping zone.

S.W. Ankeny is a narrow alley-like street that is classified as a pedestrianway in the Central City Plan. It is shown here with a widened sidewalk with outdoor dining at the historic Oregon Oyster Bar restaurant. Special pavement treatment and lighting would tie Ankeny Street to the Skidmore Fountain Plaza and the Saturday Market light rail station.



Where appropriate, develop pedestrian routes through sites and buildings to supplement the public right-of-way. Provide an attractive, convenient pedestrian accessway to building entrances.

Integrate an identification, signage and lighting system which offers interest, safety, vitality and diversity to the pedestrian.

B2. Protect the Pedestrian

Protect the pedestrian environment from bicycle and vehicular movement.

B3. Bridge Pedestrian Obstacles

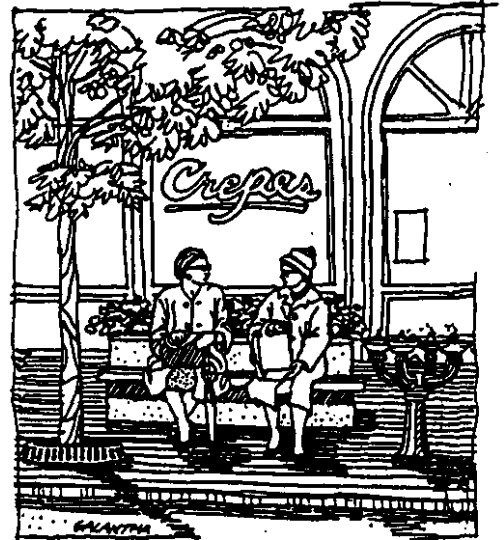
Bridge across barriers and obstacles in the Central City by connecting pedestrian pathways with strongly marked crossings and inviting sidewalk design.

B4. Provide Stopping and Viewing Places

Increase the pleasure of the Central City experience by providing safe, comfortable places where people can visit, meet, stop and rest without conflicting with other street uses.

B5. Make Plazas, Parks and Open Space Successful

Plazas, parks and open space should be inviting and maximize opportunities for public use. These spaces should be well defined, friendly, accommodating, and create a secure environment. Such areas should be oriented to receive sunlight, work well with pedestrian circulation patterns, and accommodate special events to make them successful.



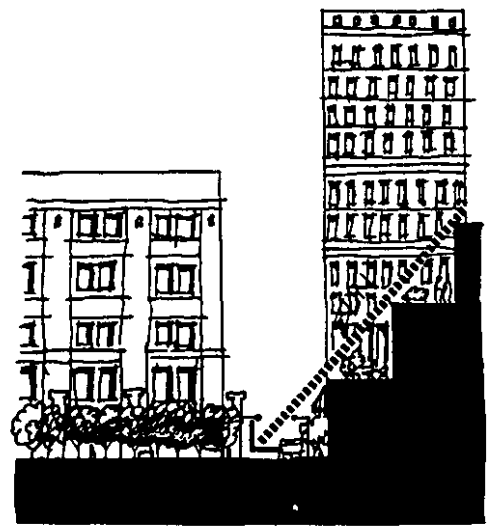
B6. Consider Sunlight, Shadow, Glare, Reflection, Wind and Rain

Locate and design buildings with consideration given to the effects of sunlight, shadow, glare, reflection, wind and rain on pedestrians.

Maximize the amount of direct and indirect sunlight reaching adjacent public spaces, and avoid the creation of public spaces that are in shadow most of the time.

Avoid glare, but consider the advantages of reflected sunlight and reflected views.

Whenever possible, provide weather protection for the pedestrian at the ground level.



Buildings should be stair-stepped in height to eliminate casting shadows on public spaces.

B7. Integrate Barrier-Free Design

Accommodate access for people with physical limitations in a manner that is integral to the building and is not designed merely to meet minimum building code standards.





The top illustration shows a clutter of competing signs hiding the building facade. The lower sketch has signs and awnings that respect the architectural integrity of the structure and reinforce visual lines and spaces..

C. PROJECT DESIGN

Project design guidelines call attention to traditional concerns for architectural integrity, compatibility, and permanence and quality of materials. Also, special attention is given to the relationship of the building to adjacent streets and public spaces.

C1: Respect Architectural Integrity

Exterior modification of an existing structure should respect the original character of the building. Additions to existing buildings are encouraged to be compatible in size, scale, color, material and character with the existing building.

New buildings and building elements such as roofs, entrances, signage and lighting should be designed to form a cohesive composition

C2: Consider View Opportunities

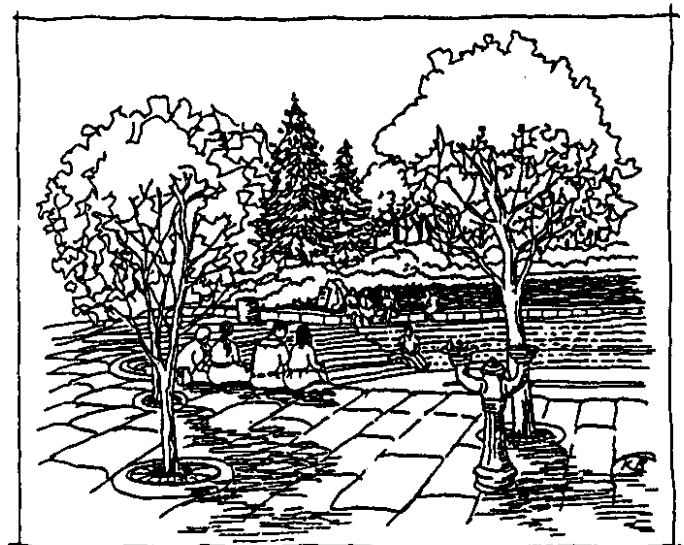
Create new viewing opportunities through the situation of windows, entrances, and adjacent exterior spaces as they relate to surrounding points of interest and activity.

C3: Design for Compatibility

Achieve design compatibility between new and existing buildings by using a design vocabulary that adds to the identity and character of an area.

C4: Establish a Graceful Transition Between Buildings and Public Spaces

Provide a harmonious relationship and graceful transition between private projects and public spaces. Incorporate features which respond to the character of adjacent public space.



Terry Shunk Park is one of three public squares in the Government Center. It is used intensely at noon as office workers enjoy their lunches in the sun. The park is designed with sloping a grass lawn that encloses a circular brick bowl for speech forums.

C5: Design Corners That Build Active Intersections

Building corners at intersections should consider the intersection as a single space and reinforce it as an activity area.

Emphasize intersection activity by creating pedestrian access at building corners.

Use elements such as awnings, canopies, marquees, signs, vending operations, kiosks, and entrances to celebrate these intersections.

C6: Differentiate the Sidewalk Level of Buildings

Differentiate between the building facade at the sidewalk level and the floors above.

C7: Create Flexible Sidewalk-Level Spaces

Maintain the opportunity and flexibility to accommodate active uses adjacent to sidewalks and plazas.

C8: Give Special Design Attention to Encroachments

Skybridges are discouraged. Where necessary, they should be visually transparent, level and unobtrusive. When designing permitted structures over the public right-of-way, preserve significant views, ground-level pedestrian pathways and provide usable pedestrian places below.

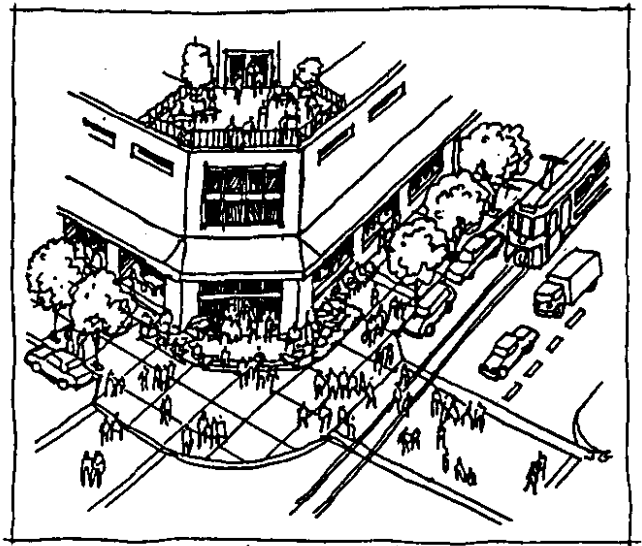
When objects such as public art or street furniture are placed within the public right-of-way, they should be situated and designed in a manner which contributes to the pedestrian experience without creating an obstruction.

C9: Integrate Roofs and Use Rooftops

Integrate roof shape, surface materials, colors, mechanical equipment and other penthouse functions into the total building design. Roof terraces and gardens are encouraged.

C10: Promote Permanence and Quality in Development

Use building materials and design features that promote permanence, quality and delight.



Active sidewalk corners can add vitality to the urban experience. Buildings with angled corners create attractive entryways. A change of sidewalk levels, lots of display windows, landscaping and outdoor dining and seating add excitement and a 24-hour use of Downtown sidewalks. Rooftop activity and viewing areas are also encouraged in the Urban Design Guidelines.

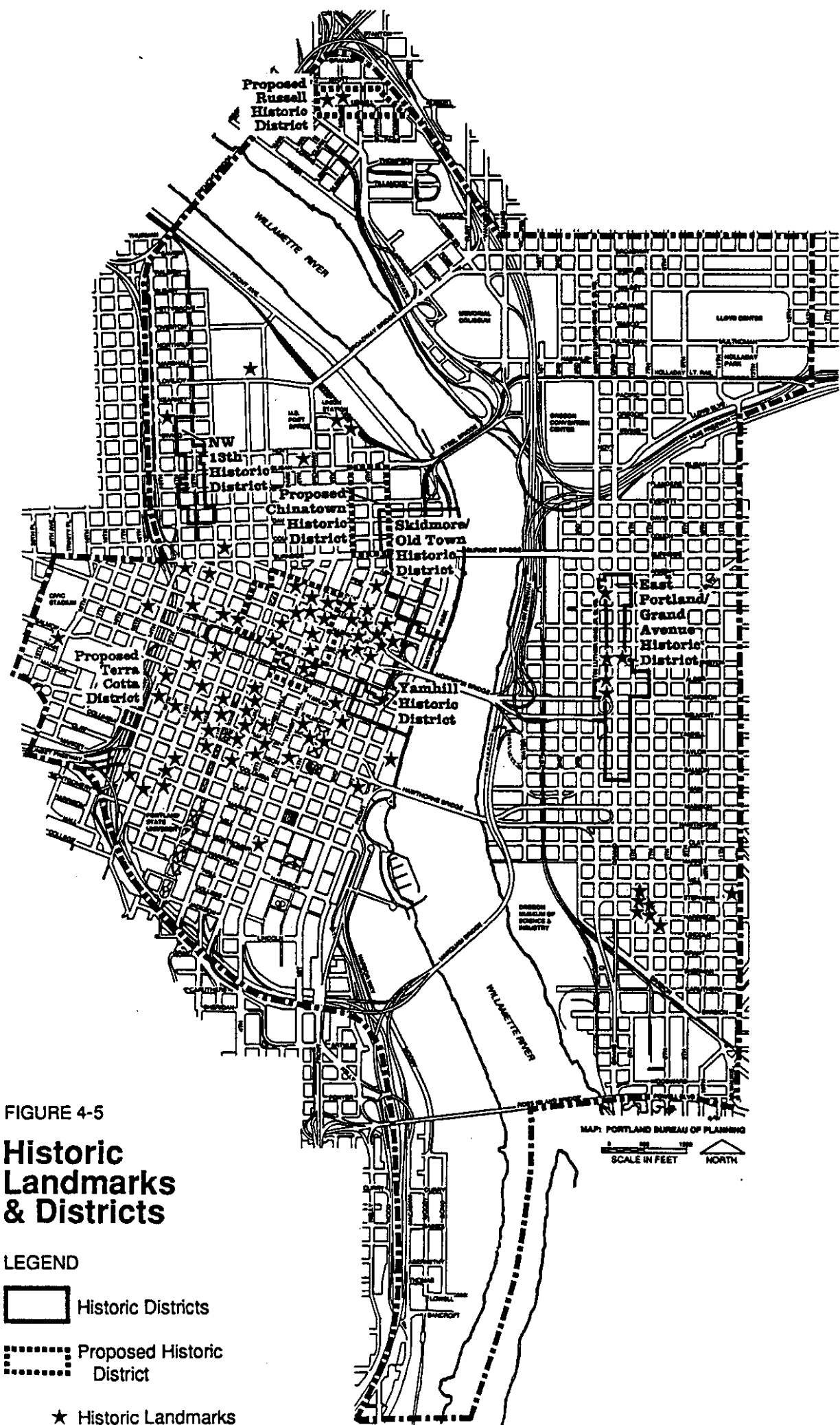


FIGURE 4-5

Historic Landmarks & Districts

Historic Landmarks and Historic Districts

INTRODUCTION

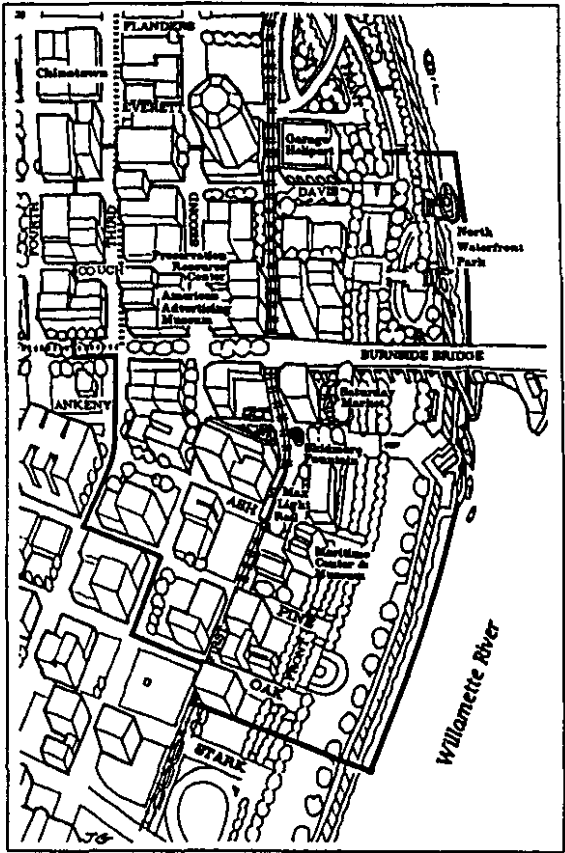
The regulation of designated landmarks provides a means to review changes to a landmark and ensure that historic or architectural values are preserved. The Central City includes four historic districts plus approximately 100 individual historic landmarks outside those four districts. A fifth historic district, Chinatown, is on the National Register of Historic Places but has not yet been designated a Portland Historic District. Future potential landmarks also include a Terra Cotta district located in the retail core area of downtown and a ten block strip along NE Russell Street in the Albina Subdistrict.

HISTORIC LANDMARK AND HISTORIC DISTRICT DESIGN REVIEW

Sites or buildings which are designated as historic landmarks or are located within a designated historic district are subject to Design Review. Historic landmarks are reviewed by the Historical Landmarks Commission. For sites within Historic Districts, there are Historic District Advisory Boards who advise the Landmarks Commission. Each district has its own advisory board.

Any development proposal which involves a designated historic landmark is subject to Design Review. The characteristics identified during its designation for landmark status are used to evaluate subsequent modifications proposed at the site. If a landmark is located within a subdistrict, the subdistrict guidelines will also be applied.

When considering a development in a historic district, review the Design Guidelines for the district, and the District Development Plan, where these exist. In addition, contact the District Advisory Board. The Bureau of Planning can advise on who to contact.



Skidmore/Old Town Historic District

33.845 Historical Landmarks

33.845.030 Design Review
Required

33.222 Demolitions

DEMOLITIONS

An automatic 150-day demolition delay period takes place in the case of any building permit involving the demolition of a City-designated Historic Landmark; buildings in Historic Design Districts; or properties identified in the Portland Historic Resources Inventory. The delay period allows time to determine the feasibility of alternatives for saving the building.



The Widmer Brewery has restored a brick structure at Russell and Interstate Avenue for its brewery headquarters. This beautiful historic landmark will serve as a gateway to the Albina Subdistrict and future Russell Street Historic District.

TAX INCENTIVES FOR HISTORIC PRESERVATION

Buildings listed on the National Register of Historic Places, whether or not they are within an Historic District, are eligible for certain federal and state tax exemptions as an incentive to encourage historic preservation.

Within each Historic District, buildings are classified as "historic contributing buildings", "historic noncontributing buildings" and "noncontributing buildings".

The "historic contributing" buildings are those buildings which date from the period of significance of the Historic District, which are historically intact, and which, therefore, are eligible for certain tax exemptions.

"Historic noncontributing" are buildings which date from the period of significance for the District but which are not intact. They are potentially eligible for the tax exemptions if they are appropriately rehabilitated.

"Noncontributing buildings" are those buildings which postdate the period of historic significance of the Historic District and are ineligible for the tax exemptions.

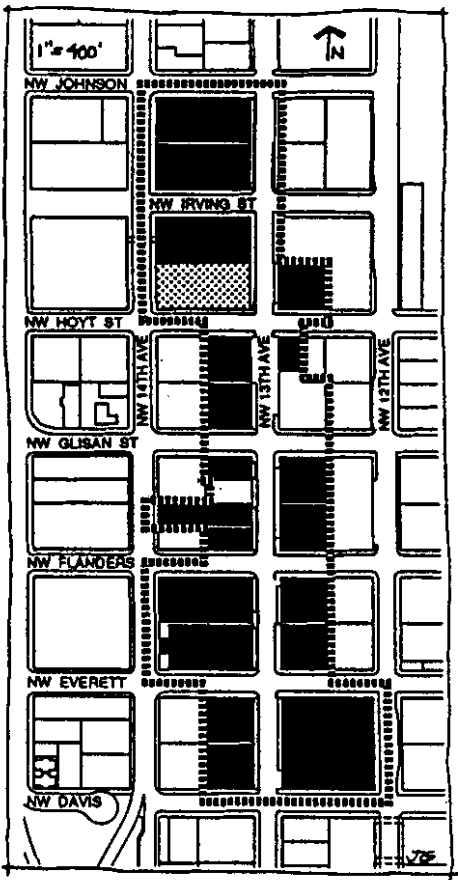
The Portland Development Commission has a special development program for the Historic Districts and Chinatown. This program includes low interest loans for facade rehabilitation. For more information on this program or historic tax exemptions, contact the Historic Program Coordinator, Portland Development Commission.



NW 13TH AVENUE HISTORIC DISTRICT

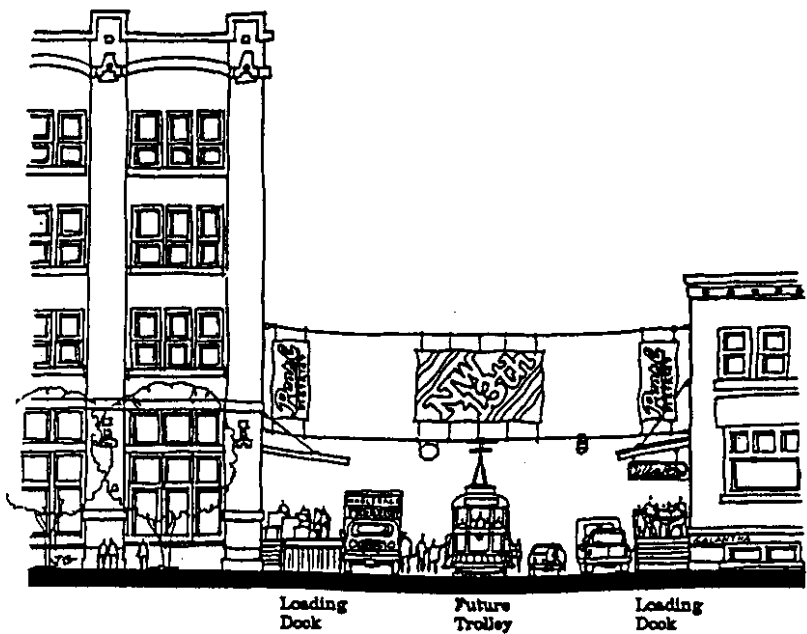
The NW 13th Avenue Historic District is unique. Its cohesive ensemble of brick multi-story loft warehouses frame the special character of the street itself. Thirteenth and its side streets are distinctive for their cobblestones and other common physical elements such as loading docks and metal awnings. A spur rail line runs down the center of 13th with side spurs providing access to individual buildings. In 1990 the *Thirteenth Avenue Urban Design Plan* was published combining these design elements with a historic trolley running along the rail spur connecting the District south to downtown and north to the waterfront and Union Station Redevelopment Area.

The design values addressed by the Draft Guidelines include integrity, compatibility, and traditional design solutions. Special attention is paid to color, building elements such as columns and piers, and cladding as well as walls, storefronts, doors and windows, loading docks, overhead doors and canopies, and signs.



N.W.13th Historic District

13th Avenue Design Guidelines (Draft) and Urban Design Plan



Typical Cross Section

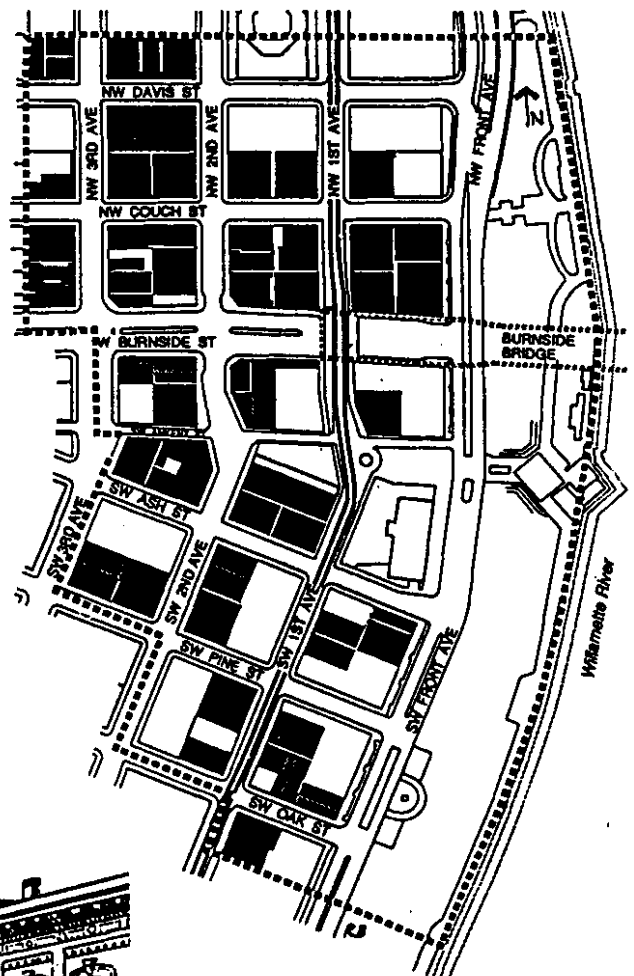


SKIDMORE/OLD TOWN HISTORIC DISTRICT

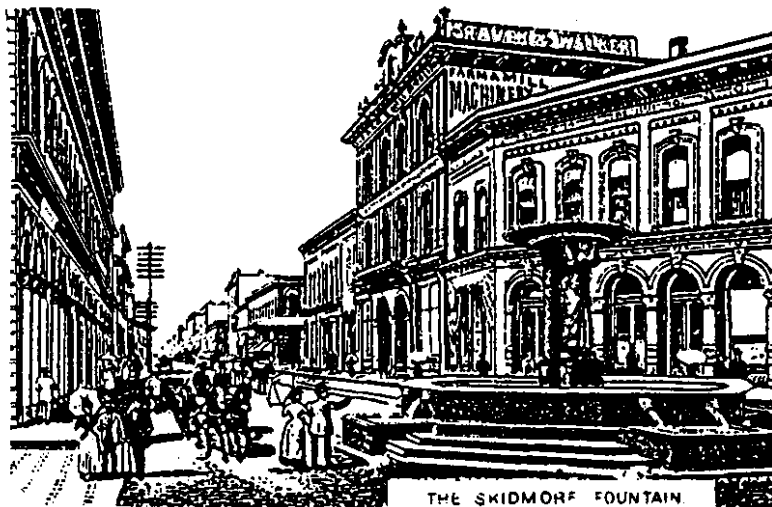
The Skidmore/Old Town Historic District was part of the City's original commercial core. Centered on the Skidmore Fountain and home of the Saturday Market, it encompasses approximately 20 blocks. The District is listed on the National Register of Historic Places and is nationally known for its collection of late nineteenth century Italianate cast iron architecture.

The major significant buildings include the New Market Block, the Reed Building, the Blagen Block, the Merchant's Hotel, the D. Simon Building, the Sinnot House and Erickson's Saloon.

There are Design Guidelines and a Development Plan for the district.



Skidmore/
Old Town
Historic District



Skidmore/Old Town Design
Guidelines and Development Plan



12

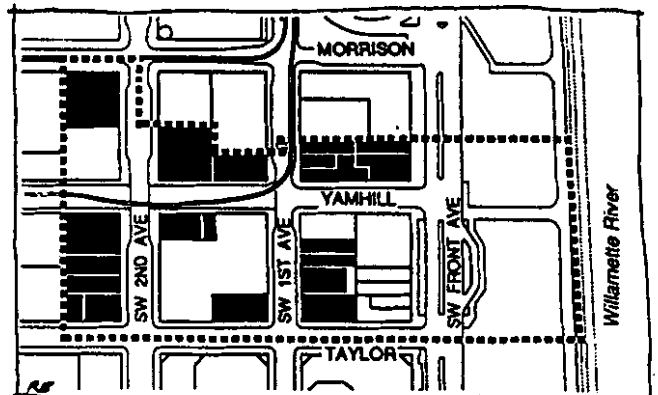
YAMHILL HISTORIC DISTRICT

The small Yamhill Historic District is near the southern end of what was once Portland's original commercial core. It is listed on the National Register of Historic Places and contains a number of High Victorian Italianate structures with ornamental cast iron facades.

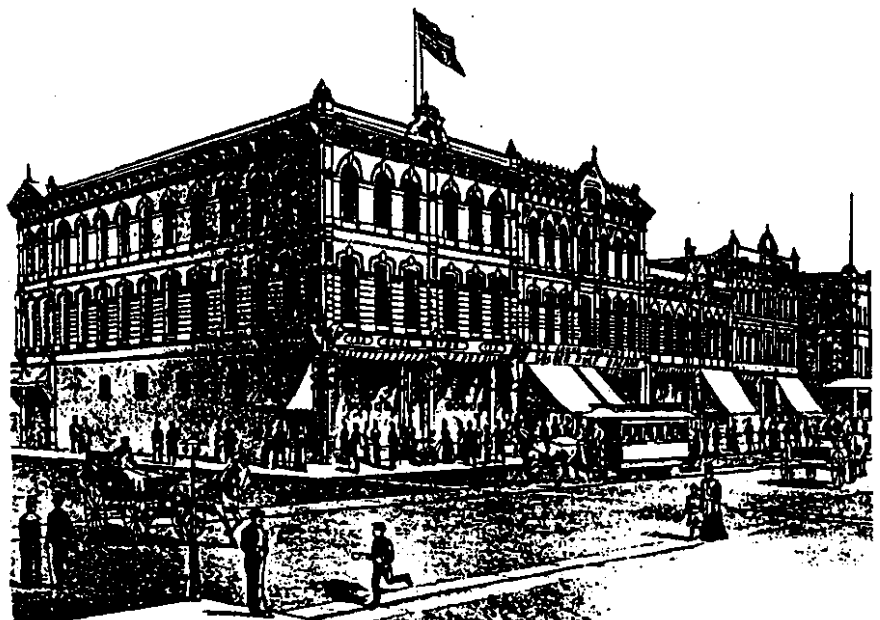
Significant buildings include the Centennial Block, the Willamette Block, the Strowbridge Building, the Thomas Mann Building and the Franz Building.

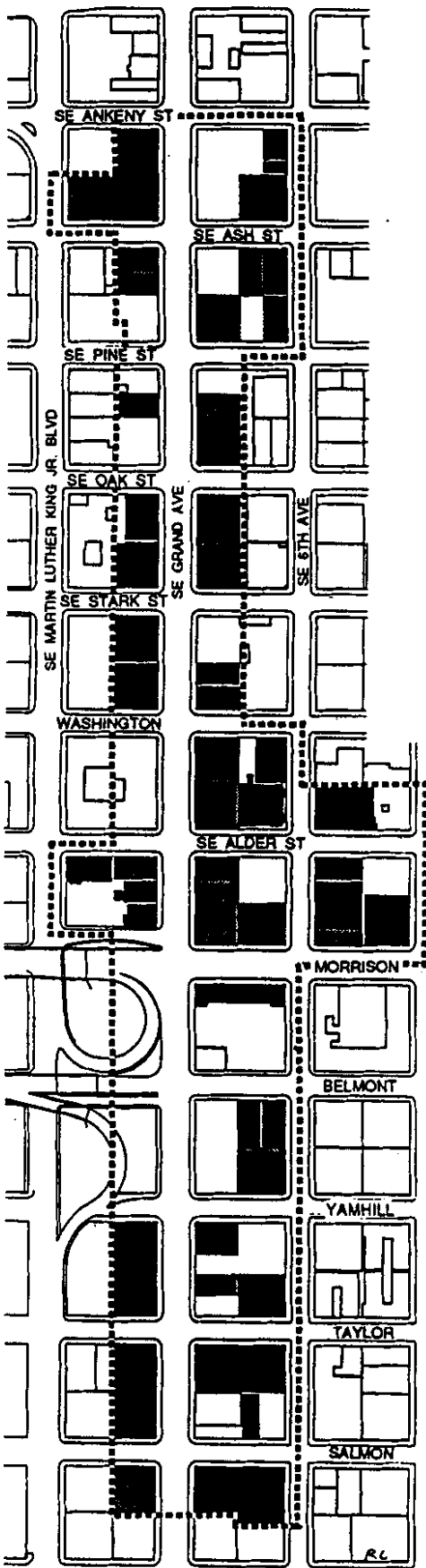
There are Design Guidelines and a Development Plan for the District. The design values addressed by the Guidelines include compatibility, conservation, historical integrity, and reversibility. Design Review considers height, width, scale and proportion; exterior building materials and cast iron; storefronts, windows, doors and walls; color and signs.

Yamhill Design Guidelines and Development Plan



Yamhill Historic District





East Portland/Grand Avenue
Historic District

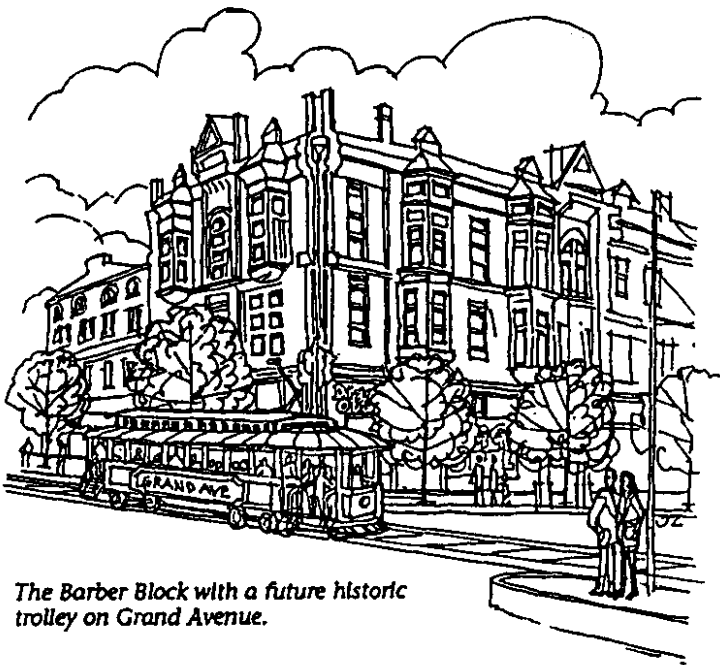
EAST PORTLAND/GRAND AVENUE HISTORIC DISTRICT

Grand Avenue is the spine of the old East Portland, a separate city until its annexation by Portland in 1891. The heart of the District, along SE Grand Avenue, contains the densest concentration of historic buildings including the Weatherly Tower, the Barber Block, the Logus Block, and the West Block. Other primary historic structures are found throughout the District, and include the Flower Growers' Building, the Lipman & Wolfe Warehouse, and the Knights of Columbus Building.

The design values addressed by the Draft Guidelines include physical integrity, compatibility, and traditional design solutions. New construction Design Review considers siting and building orientation, scale and proportion and materials, colors and finishes.

Color, signs, lighting, awnings, canopies and marquees are of special concern in conjunction with alterations and additions.

*East Portland/Grand Avenue Design
Guidelines (Draft)*



*The Barber Block with a future historic
trolley on Grand Avenue.*

FUTURE HISTORIC DISTRICTS

There are three potential future historic districts in the Central City: Chinatown, discussed below; the Terra Cotta area in the retail core of the Downtown Subdistrict; and a ten-block strip along NE Russell in the Albina Subdistrict.

Chinatown Historic District

Chinatown, located along NW Fourth Avenue, is on the National Register of Historic Places and is a potential Portland Historic District.

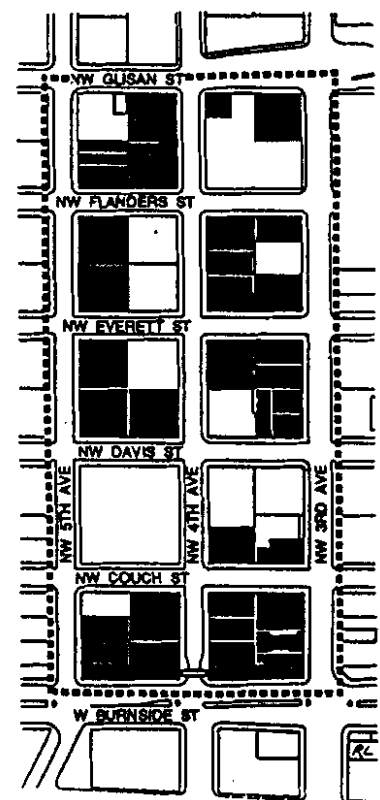
The cultural identity of the area has been enhanced by public improvements such as the Chinatown Gate, special street light standards and the private refurbishment of Chinese institutions, such as the Chinese Consolidated Benevolent Association headquarters.

A Chinatown Development Plan was published in 1984 and included in its recommendations the development of Special Design Guidelines. No special guidelines have yet been adopted for Chinatown. The Design Commission currently reviews projects in Chinatown. Once the area is locally designated an historic district, projects will be reviewed by the Landmarks Commission.



Gateway to the Chinatown District

Proposed Chinatown Historic District



Chinatown Development Plan, 1984 (Chinatown Development Committee)

Terra Cotta Historic District

This area, an ensemble of older buildings with similar facade materials, lies in the heart of downtown. It has been identified as a potential historic district in the Central City Plan.

NE Russell Street Historic District

This potential historic district lies along Russell Street in the Albina Subdistrict. The Widmer Brewery has refurbished a brick structure at Interstate Avenue forming an attractive and active gateway to the Russell Street area as recommended in the Central City Plan. The White Eagle Tavern with its huge antique mirrored bar is also a special feature along Russell.

33.440.300 Purpose

33.440.310 Where Greenway Review Applies

33.440.210 Greenway Setback

Willamette Greenway Design Guidelines

33.440.350 Approval Criteria

Greenway Design Guidelines

Within the Willamette Greenway Overlay Zone, discussed in Parts Two and Three, the siting of structures, trails, trail connections, viewpoints and safe water access are reviewed. Landscaping treatments are reviewed both in the context of the pedestrian system and the natural treatments. Landscaping should reinforce the pedestrian system and protect/enhance the natural environment.

A proposed development must comply with the design guidelines that are listed in Appendix C of the *Willamette Greenway Plan*. Copies are available at the Permit Center. Landscaping must also comply with the Design Guidelines.

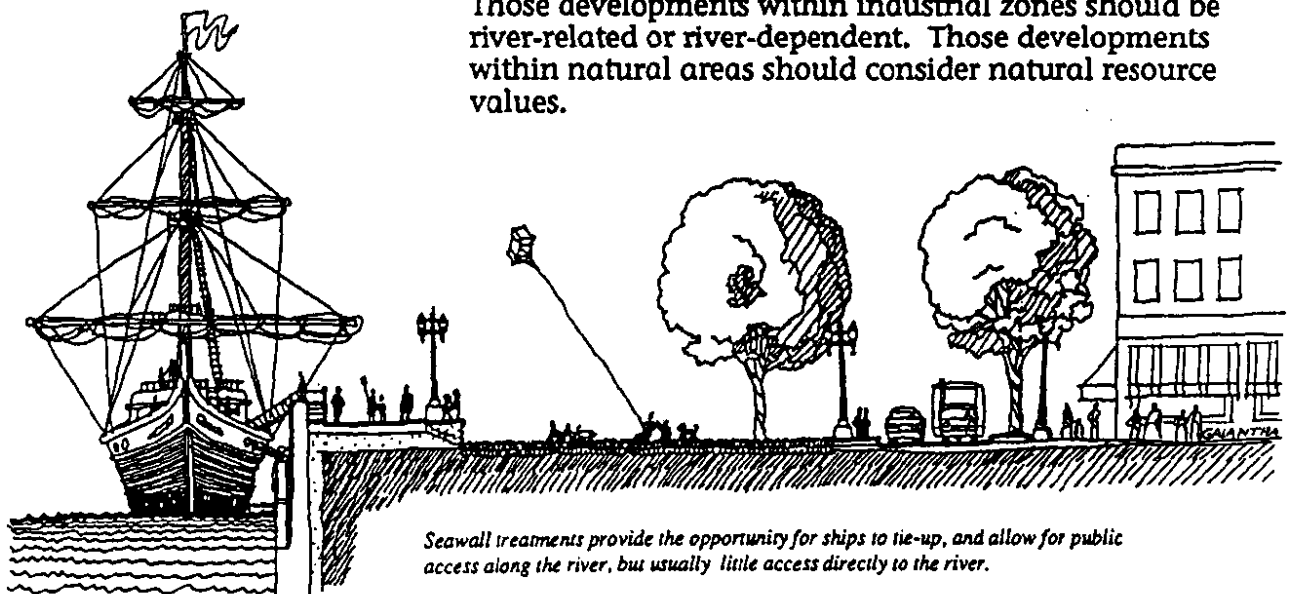
Building design and orientation should complement the pedestrian trail system and its river orientation.

THRESHOLDS FOR REVIEW

The Code contains variable thresholds for review. These thresholds are related to the zoning, the location of the development, the value of the project, the nature of the project, etc. Normal maintenance and repair are exempt from review. However, the removal of trees and shrubs or the application of herbicides requires Greenway Review if the vegetation is not identified as a nuisance plant on the Portland Plant List.

APPROVAL CRITERIA

Again, approval criteria varies by zone and location, whether landward, within the setback or riverward. Those developments within industrial zones should be river-related or river-dependent. Those developments within natural areas should consider natural resource values.



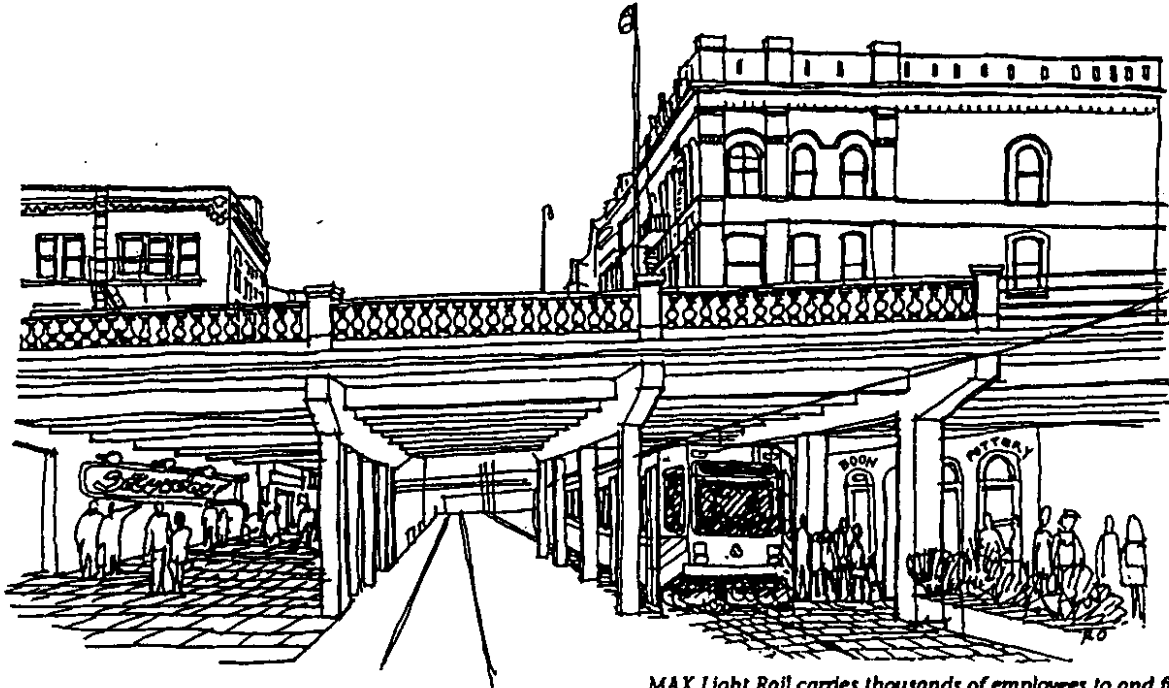
Seawall treatments provide the opportunity for ships to tie-up, and allow for public access along the river, but usually little access directly to the river.

PART FIVE

Transportation Regulations

PART FIVE

Transportation Regulations



MAX Light Rail carries thousands of employees to and from work during the week. On weekends it transports people to special events, sports activities, shopping areas, and the Saturday Market.

Introduction

Part Five describes Central City Plan policies, programs and regulations which affect the transportation network of the Central City. These include: circulation, parking, access to new downtown parking, parking area layouts and landscaping, light rail, and the Central City Trolley.

TRANSPORTATION POLICY AREAS

DPCP/ASCP Areas

The Central City Plan District contains two distinct transportation policy areas: the Downtown Parking and Circulation Policy area, or DPCP, and the Arterial Streets Classification Policy area, ASCP.

The new Arterial Streets Classification Policy document was adopted by City Council in August 1992. This new document reflects major review and revision by the Portland Office of Transportation (PDOT). PDOT currently has a number of other studies underway which could also result in future revisions in the ASCP or the Downtown Parking and Circulation Policy (DPCP) documents. Check with PDOT for current information before investment or development.

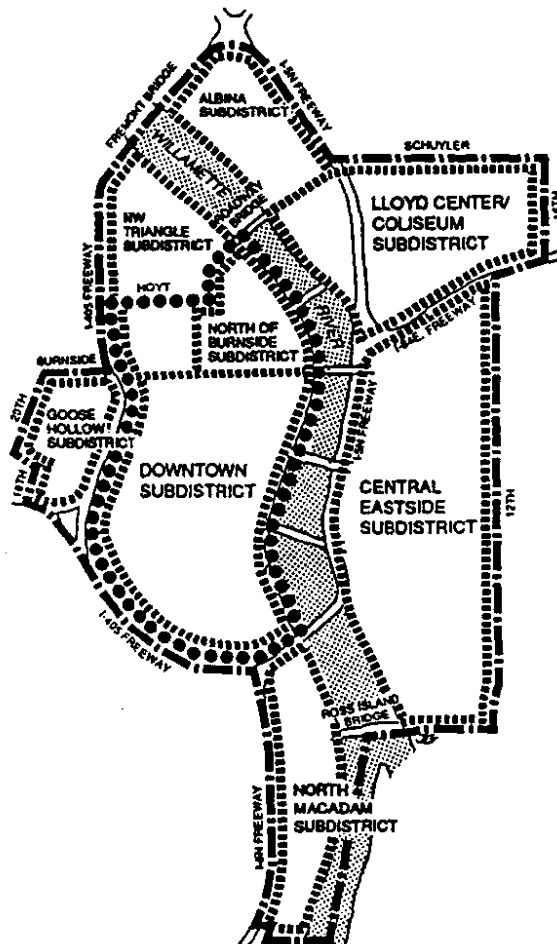


FIGURE 5-1
Transportation Policy Areas
and Plan Subdistricts

LEGEND

- Central City Plan District Boundary and *Arterial Streets Classification Area
- Downtown Parking and Circulation Policy Area
- Central City Plan Subdistrict Boundaries
- *Exclusive of the DPCP area

DPCP POLICY AREA

The Downtown Parking and Circulation Policy area, shown on Figure 5-1, is comprised of two Central City Plan subdistricts—Downtown and North of Burnside—and a portion of a third subdistrict—the Northwest Triangle south of Hoyt Street.

The DPCP classifies principle street functions as:

1. Traffic Access Streets
2. Non-Automobile Streets
3. Local Service Streets
4. Principal Bicycle Streets

These classifications are not meant to be mutually exclusive. A street segment may have more than one functional classification.

ASCP POLICY AREA

The second transportation policy area is covered by the Arterial Streets Classification Policy or ASCP. The policy area covers everything *outside* the DPCP and, for the purposes of this handbook, ends at the boundaries of the Central City Plan District.

The ASCP uses a more detailed breakdown of the transportation system, and edestrians are given a separate category. The categories are:

1. Traffic Streets
 - a. Regional Trafficways
 - b. Major City Traffic Streets
 - c. District Collector Streets
 - d. Neighborhood Collector Streets
 - e. Local Service Traffic Streets
2. Transit Streets
 - a. Regional Transitways
 - b. Major City Transit Streets
 - c. Minor Transit Streets
 - d. Local Service Transit Streets
3. Bicycle Routes
4. Pedestrian Designations

Circulation

All streets in the Central City have one or more Functional Classifications. These classifications are used by the City in determining what kinds of traffic and transit use should be emphasized on each street, as a guide for urban development and for future street improvements. During project review, proposed development projects are related to the street classification systems used in the ASCP and DPCP.

The Functional Street Classifications provide a predictable framework for circulation within the immediate vicinity of a project. They help indicate the kinds of future street improvements likely in the vicinity of a project, and they have specific implications for project design—implications such as access to parking, location of loading docks and drop-off points, access to transit and provisions for bicycle and pedestrian circulation.

The following descriptions are summaries of the street classifications contained in the ASCP and DPCP. For specific language consult the original documents. The classifications shown on the accompanying maps are drawn from the DPCP and the draft revised version of the ASCP. Eastside classifications also reflect the *Oregon Convention Center Area Policies and Procedures Guide*, adopted by Council December 1988, and the *Central Eastside Transportation Study*, adopted June 1991.

Street Classifications

DPCP TRAFFIC STREETS

The DPCP includes only two Traffic Street classifications. They are shown on Figure 5-2 as thick or thin solid lines.

DPCP Section 3-2

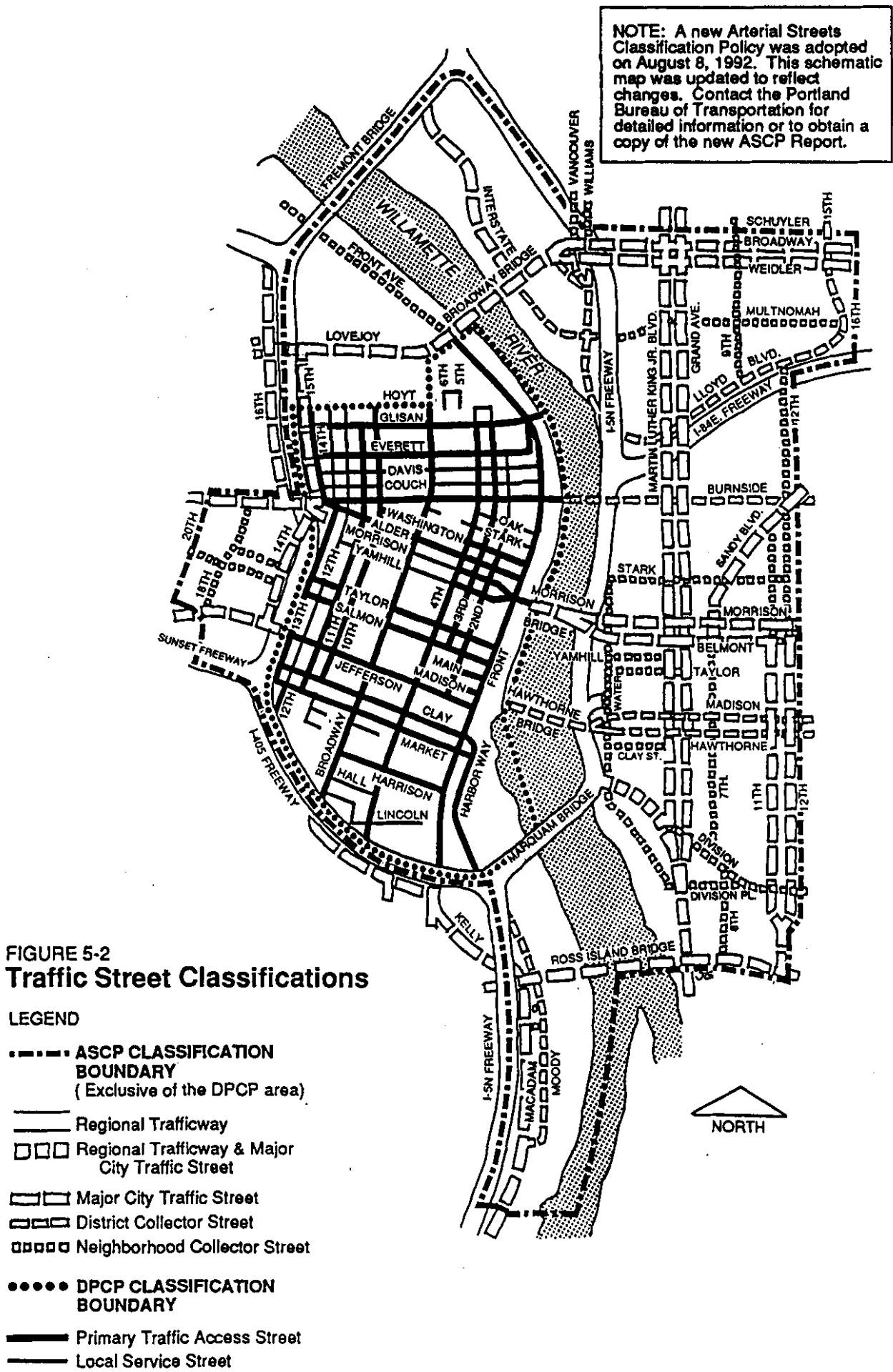
Traffic Access Streets

DPCP Section 3-4

Traffic Access Streets are intended to function as the principal routes for automobile traffic. Their primary function is to provide direct and efficient access to the downtown. Service to traffic circulating within downtown is a secondary function of these streets.

Local Service Streets

Local Service Streets are intended to serve local circulation, access and service requirements including possible curb parking, access to off-street parking and loading facilities, and may also provide pedestrian and bicycle services.



ASCP TRAFFIC STREETS

ASCP pp. 5-11

The ASCP street classifications are shown on Map 5-2 as hollow lines which show five categories:

Regional Trafficways

Regional Trafficways provide for inter-regional and inter-district trips. They serve through movement and prohibit access to local streets. Private and public development of regional significance is encouraged to locate adjacent to regional trafficway interchanges.

Major City Traffic Streets

These streets should serve major activity centers and provide connections to regional trafficways. They provide concentrated traffic access for those living or doing business within a particular district. Major activity centers are encouraged to locate along Major City Traffic Streets.

District Collectors

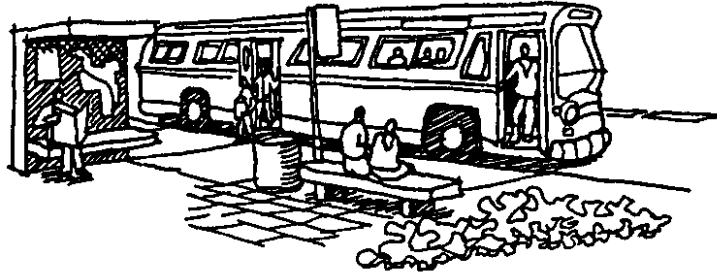
These serve as distributors of traffic from Major City Traffic Streets to Neighborhood Collectors and Local Service Streets. Through-trips are not encouraged on District Collector Streets. Development which attracts trips from surrounding neighborhoods is encouraged along District Collector Streets.

Neighborhood Collectors

Neighborhood Collectors serve trips which start and end within a neighborhood. Through-trips are discouraged on Neighborhood Collector Streets. New development or expansions of existing development which attracts traffic trips from outside the neighborhood are to be discouraged along a Neighborhood Collector Street.

Local Service Traffic Streets

These streets are intended to serve local circulation, access and service requirements for traffic, bicycle and pedestrian movements. Major sources of automobile traffic are to be discouraged from locating on a Local Service Traffic Street when the street directly connects to a District Collector or a Major City Traffic Street.



DPCP Section 3-3

DPCP TRANSIT STREETS (NON-AUTOMOBILE ORIENTED)

The DPCP does not have a separate classification for transit streets. Instead it classifies streets which have a major transit function, as well as certain streets which are intended to have a pedestrian emphasis, as Non-Automobile Oriented Streets.

Non-Automobile Oriented Streets

Non-Automobile Oriented Streets in the DPCP are those streets which may become public transit or pedestrianways, subject to on-going planning and implementation. The actual design and future use of these streets, and the degree to which automobile traffic may be limited on them will be determined by future planning and design studies. These streets are to be protected from further development of auto-oriented facilities that require access to new parking. No access to parking is permitted unless an adjustment is obtained.

ASCP pp. 11-14

ASCP TRANSIT STREETS

Transit Streets in the ASCP are divided into the following four categories:

Regional Transitways

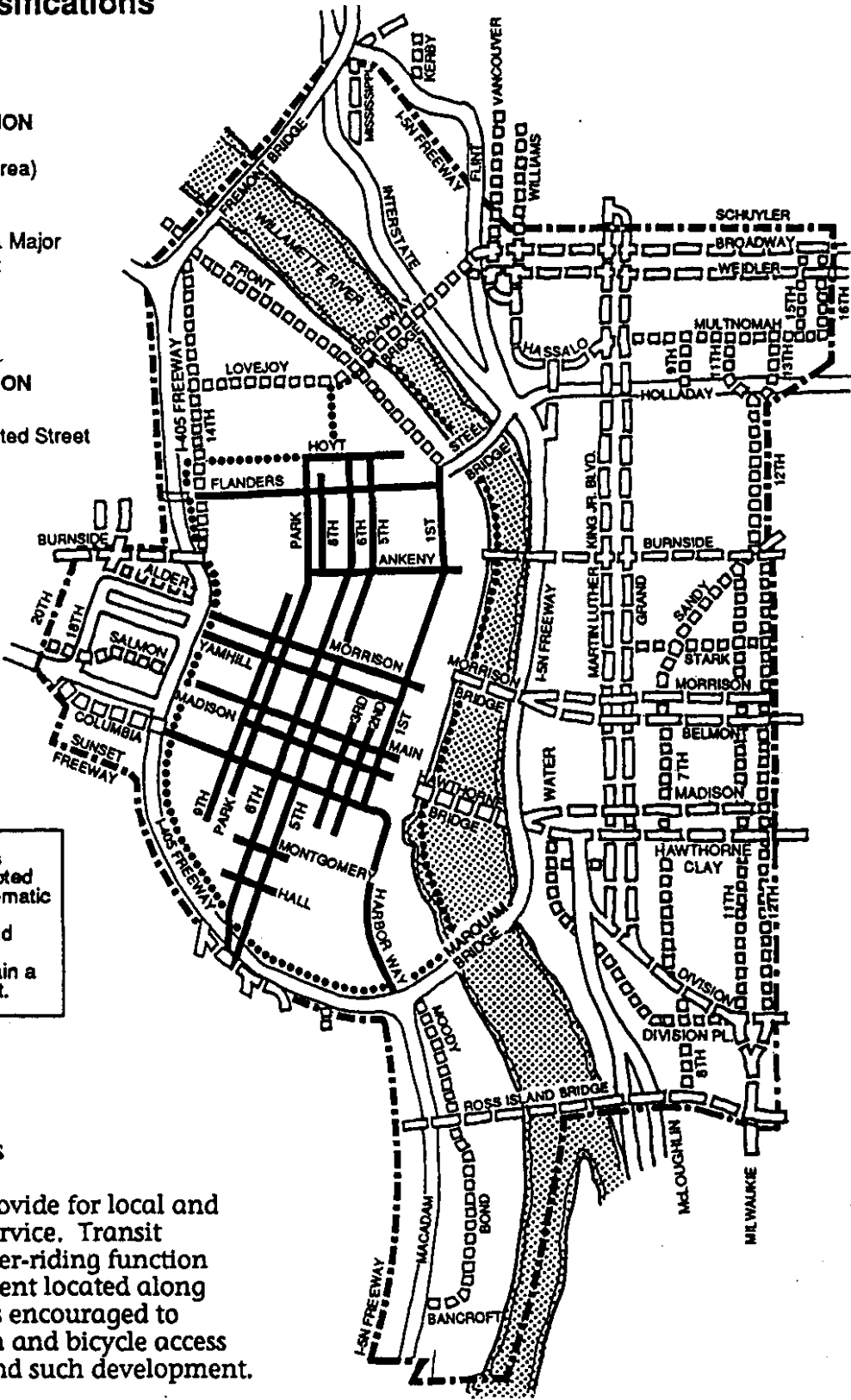
Regional Transitways provide for frequent, high-speed, high-capacity, express and limited transit serving inter-regional and inter-district trips. Regionally significant private and public development is encouraged to locate adjacent to Regional Transitways to reduce traffic impact on adjoining areas and streets.

Major City Transit Streets

These streets are intended to provide concentrated transit services to connect and reinforce major activity centers and residential areas. They are intended to provide for frequent local and limited transit service, not express transit operations. Transit-oriented land uses are encouraged to locate along Major City Transit Streets. Where local commercial use occurs along a Major City Transit Street, pedestrian improvements and on-street parking are encouraged.

FIGURE 5-3
Transit Street Classifications

- LEGEND
- ASCP CLASSIFICATION BOUNDARY (Exclusive of DPCP area)
 - Regional Transitway
 - Regional Transitway & Major City Transit Street
 - Major Transit Street
 - Minor Transit Street
 - DPCP CLASSIFICATION BOUNDARY
 - Non-Automobile Oriented Street

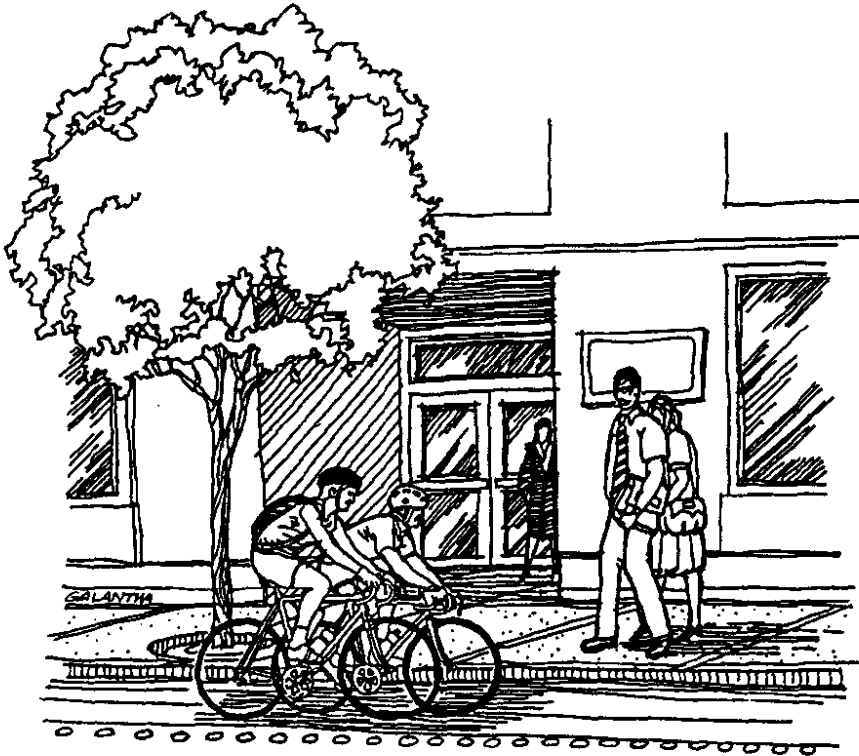


Minor Transit Streets

Minor Transit Streets provide for local and neighborhood transit service. Transit movement is not the over-riding function of the street. Development located along a Minor Transit Street is encouraged to provide good pedestrian and bicycle access between transit stops and such development.

Local Service Transit Street

These streets are intended to serve local circulation, access, and service requirements for transit, bicycle and pedestrian movement. Transit service is limited to neighborhood and special transit services.



BICYCLE STREETS

Both the DPCP and the ASCP have a Bicycle Street designation. Streets classified as Bicycle Streets are shown on Figure 5-4 and are defined as:

DPCP Section 3-5

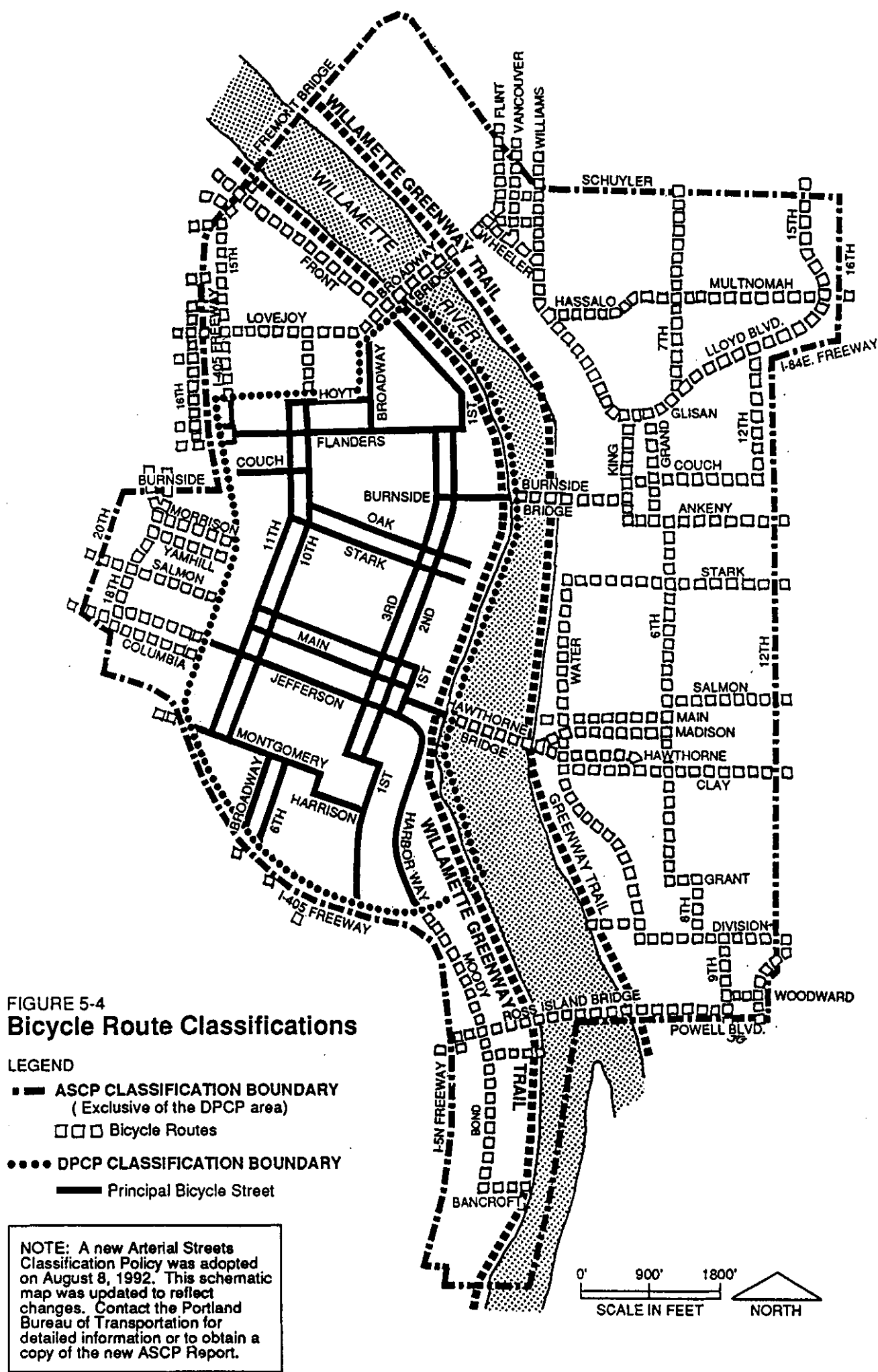
DPCP Principal Bicycle Streets

The Principal Bicycle Streets form a system of downtown routes for bicycle riders. They are considered to be the streets which are most suitable for safe, direct and pleasant bicycle travel in downtown. Decisions on design treatment and traffic operations on the principal bicycle streets are to give preference to the safety and convenience of bicycle travel.

ASCP p. 15

ASCP Bicycle Routes

Special provisions for bicycles are to be considered on streets designated as Bicycle Routes. On streets which are also designated Local Service Streets, conflicts between bicycles and other modes are to be reduced by encouraging bicycle traffic and warning cross traffic, while discouraging through-auto movement. Separate bike lanes will be considered on streets also classified as Regional or Major City Traffic and Transit Streets, District Collector Streets, or Neighborhood Collector Streets.



PEDESTRIAN DESIGNATIONS

DPCP Pedestrian Designations

There are no separate pedestrian designations in the DPCP, but the creation and enhancement of a downtown pedestrian-friendly environment has been a City goal since the original *Downtown Plan*.

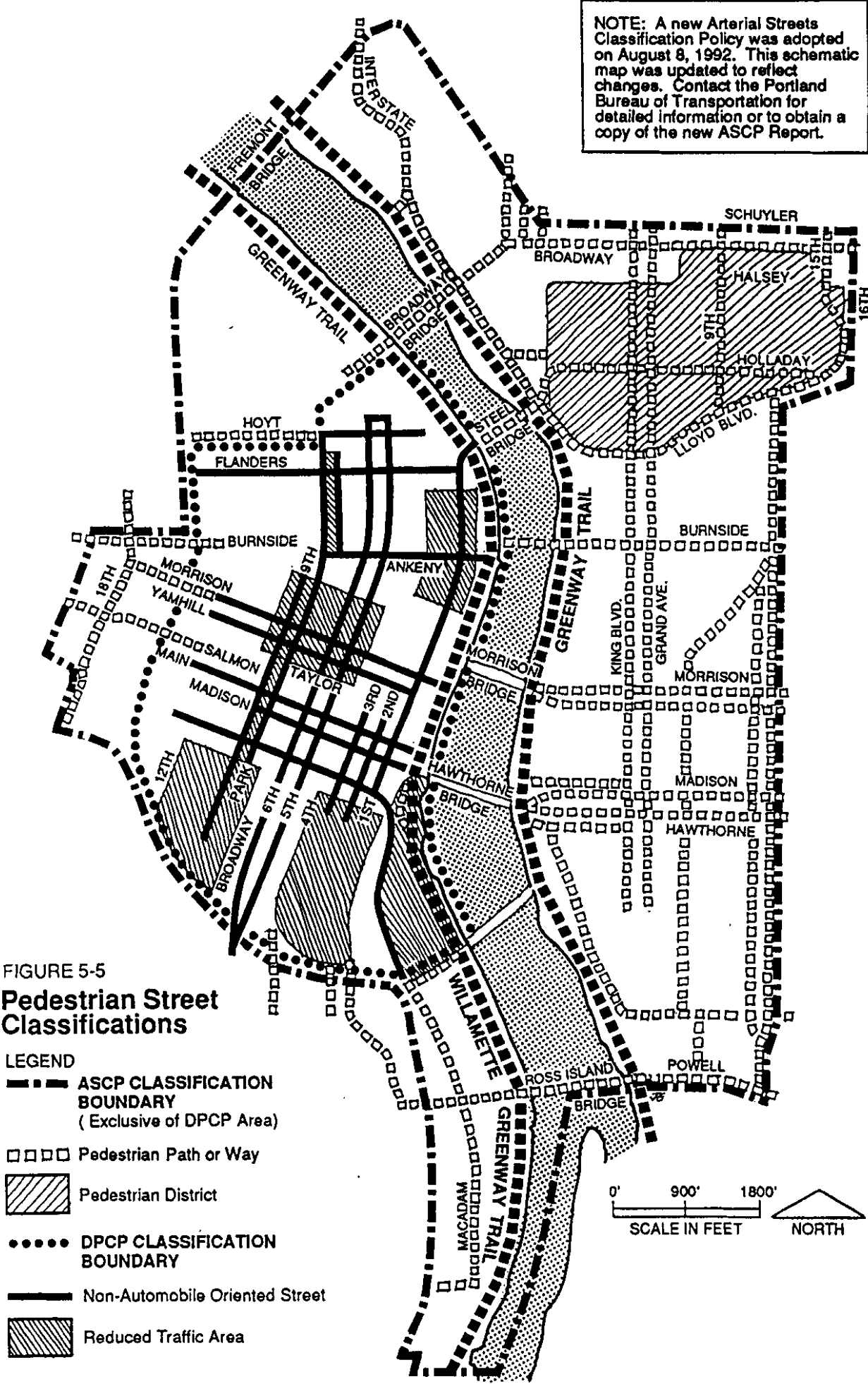
ASCP pp. 15-16

ASCP Pedestrian Designations

The ASCP identifies separate Pedestrian Street designations as well as Pedestrian Districts. The ASCP includes Pedestrian Paths, Pedestrian Ways and Pedestrian Districts. Pedestrian Districts provide for pedestrian movement, the use of street space for pedestrian activities and good access to transit stops and parking facilities within areas of heavy pedestrian usage. In the current ASCP, the Lloyd Center/Coliseum District east of Martin Luther King Boulevard and south of Halsey is designated a pedestrian district. The new revised ASCP will include a recommendation for expansion of the district.



People-gathering spaces are an important feature in urban design.



Parking

Parking is highly regulated in the Central City to achieve a number of policy objectives. The Parking Management Program is charged with altering and monitoring the supply, operations and demand for parking in order to support economic vitality, increase traffic flow, transit use and maintain a healthy environment. The assumptions which lead this policy directive are as follows:

1. Parking is an integral part of transportation
2. Parking supply cannot be unlimited; it is constrained by land and construction costs, traffic capacity, desirable land use patterns, and air shed capacity.
3. The number and intensity of competing uses requires careful analysis and equitable allocation.
4. Commuter trips should be primarily by transit.

Regulations are keyed off of the ASCP or DPCP sectors and vary depending upon the type of uses proposed. These regulations are subject to change and should be checked at the proper agency before decisions regarding investment or development occur.

DPCP Section 2-4

DPCP PARKING REGULATIONS

There is a limit on the total amount of parking in the DPCP. Through the *Downtown Parking Management Plan (1990)*, the fixed number of parking spaces can be raised with the implementation of the Air Quality Offset Program. This program is based on the rationale that in order to support new growth with additional parking in the downtown, any adverse air quality conditions must be offset by programs which reduce travel by automobiles during peak periods or lead to carbon monoxide emission reductions. The program seeks to make the maximum use of available parking by encouraging carpooling, alternative work hours, and transit subsidies. Currently the limit on downtown parking is being re-evaluated, along with other Central City parking policies, as part of the Central City Transportation Management Plan. The amount of parking allowed or required for a project in the Central City is determined by the City Code and whether the project is located within the area covered by the DPCP.

In the area covered by the DPCP, there is no required parking except in the case of projects involving residential development. There are, however, maximum limits on the amount of parking allowed for a specific project.

DPCP Public Parking Garages

The intent of the DPCP is to encourage parking for visitors, customers, clients, and transit for commuters. To that end, the City builds and operates short-term parking garages which support retail, cultural, recreational and educational activities. Parking rates are set to encourage short-term parking. The City owns five parking garages which supply 3,200 spaces. This is just 10 percent of the parking spaces available in the DPCP. The remaining parking areas are privately owned.

DPCP On-Street Parking Program

There are approximately 5,700 parking meters within the DPCP area. The on-street meters promote the shorter, one-destination trip, while garages are for longer multi-destination visits. Where the City does not own a garage, a mix of 3-hour and 1-hour meters offer flexibility for the variety of land uses needing varied time limits.

DPCP Maximum Parking Space Ratios for Non-Office Development

The amount of parking which may be approved as part of a new development or redevelopment *other than offices* is determined by the Maximum Allowable Parking Ratios, shown in Figure 5-6. These ratios are the same throughout the DPCP for all residential, institutional, industrial, and cultural development projects; commercial is also included if it is other than office use.

New non-residential buildings can be constructed without parking spaces, or with fewer spaces than the maximum ratios would allow.

In the case of new residential development, however, the minimum parking requirements are:

- Not less than one space per condominium unit
- .75 space per rental unit
- One space per eight elderly housing units

FIGURE 5-6
DPCP Maximum Parking Space Ratios for Non-Office Uses

Development Type	Spaces/1000 sq. ft. or per Habital Unit
Residential	1.2/Dwelling Unit
Hotel	1.0/Rentable Unit
Retail	1.0/1000 sq. ft.
Medical	1.5/1000 sq. ft.
Educational	1.0/1000 sq. ft.
Manufacturing/Wholesale	0.7/1000 sq. ft.
Cultural/Entertainment*	0.25/1000 sq. ft.

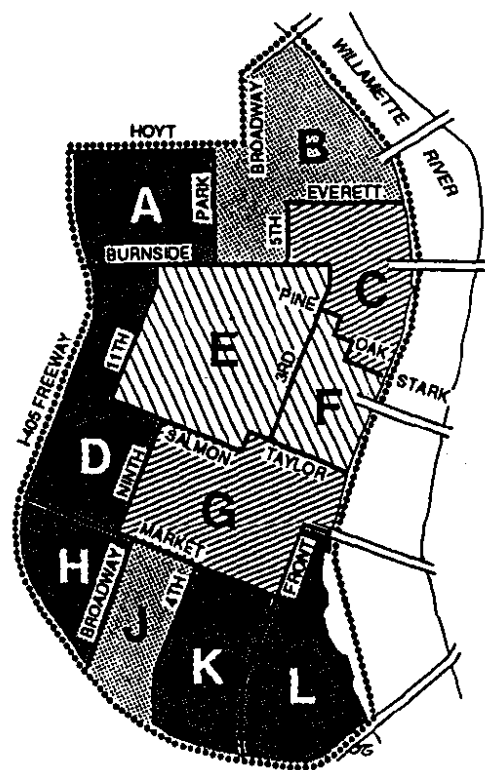
* Parking listed is employee parking only. Parking for daytime use by patrons will only be approved on a case-by-case basis and is based on an analysis of demand and availability. Parking for evening use by patrons will only be approved if existing daytime use parking is unavailable or insufficient for the need. Daytime use of spaces approved for evening patron use is reviewed and considered during the Conditional Use process.

DPCP Maximum Parking Ratios for Office Development by Sector

For office development parking, the area covered by the DPCP has been divided into 11 sectors, as shown on Figure 5-7. The office parking ratio in each sector varies depending upon proximity to frequent transit service. These ratios are shown on the chart, Figure 5-8.

Figure 5-9 combines the various limitations on office use with the parking requirements of the Zoning Code, Chapter 33.266 (Parking and Loading), and the requirements in the DPCP. The goal for new office parking is that 20% will be short-term parking and 15% will be allocated to carpools.

The ratios in the DPCP determine the number of parking spaces a project may apply for in the DPCP area. All new parking within the area covered by the DPCP requires a Conditional Use.



PARKING REQUIREMENTS OUTSIDE THE DPCP AREA

33.266.110 Required Parking Spaces

Maximum Parking Requirements

In Central Employment (EX), Central Commercial (CX), and Central Residential (RX) zones outside the area covered by the DPCP, there are no maximum allowable parking limits. This applies to all of the Macadam Subdistrict, most of the Coliseum/Lloyd Center Subdistrict, parts of Goose Hollow, the Northwest Triangle, the Central Eastside and a small part of the Albina District.

Minimum Parking Requirements

Minimum parking is required for new development in these zones: Open Space (OS), higher density Residential (R1 and RH), General Employment (EG1 and EG2), and the General and Heavy Industrial (IG1 and IH) zones. The minimum required is shown on Figure 5-10.

Minimum parking is also required for residential development in the Central Residential (RX) zone. It is the same requirement as inside the DPCP area.

When computing parking spaces based on floor area, areas used for parking are not counted. When a use has more than 20 percent of its floor area in a distinct function (i.e. office, warehouse or retail), the required parking is calculated separately for each function. In other cases, the number of parking spaces is computed based on the primary use of the site.

Joint use of parking may occur where two or more uses on the same site are able to share the same parking spaces because their parking demands occur at different times.

NOTE: This figure was revised in June 1992 and is subject to change. It is meant to show generalized patterns only. Check with the Bureau of Planning to verify information before sales or development.

FIGURE 5-9
Office Use Parking:
Minimum Required
and Maximum Allowed

LEGEND

--- ASCP BOUNDARY
(Exclusive of the DPCP area)

OOOO DPCP BOUNDARY

Office Use Prohibited (OS, R1 Zones)

Office Use Subject to Limitations and/or Conditional Use. Required Parking: 1 Space per 400 sq. ft., (RH, EG, & IG Zones)

Office Use Subject to Limitations, Conditional Use Required. No Required Parking. Maximum Allowed determined by RX Zones within DPCP Area.

Office Use Subject to Limitations, Conditional Use Required. No Minimum or Maximum Parking Requirements, (RX Zones outside DPCP Area)

Office Use Allowed, Amount Determined by FAR. No minimum, no Maximum Parking Requirements, (EX & CX Zones outside DPCP Area)

Office Use Allowed, Amount Determined by FAR. No Minimum Parking Requirements, Maximum Allowed Determined by DPCP Sector Ratios in CX & EX Zones

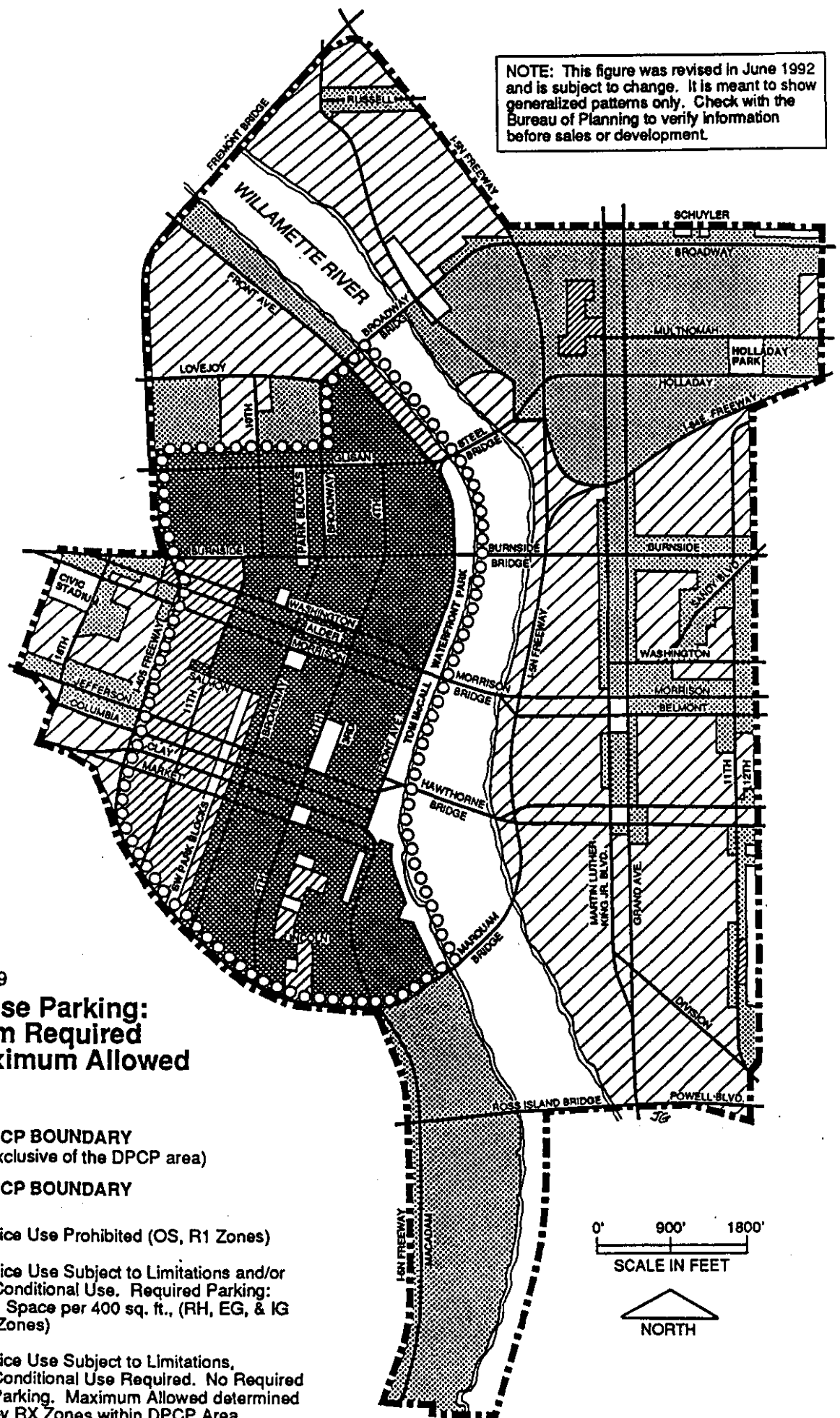
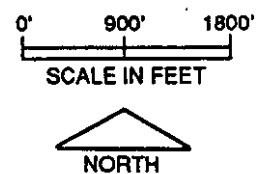


FIGURE 5-10

**Minimum Parking Required in Open Space, Residential,
Employment, & Industrial Zones (OS, R1, RH, EG1, IG1, & IH Zones)**

Use Categories	Minimum Required Parking Spaces
RESIDENTIAL	
• Household Living	1 per unit, except SRO's exempt in RH, where it is 0 for 1-3 units, & 1 per 2 units for four or more.
• Group Living	1 per four residents
COMMERCIAL	
• Retail Sales & Service:	
• Retail, personal service, repair oriented	1 per 500 sq. ft. of floor area
• Restaurants, bars, health clubs, gyms, lodges, meeting rooms & similar, continuous entertainment such as arcades & bowling alleys	1 per 250 sq. ft. of floor area
• Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above.
• Theaters	1 per 4 seats or 1 per 6 ft. of bench area
• Office	1 per 400 sq. ft. of floor area
• Quick Vehicle Servicing	1 per 500 sq. ft. of floor area
• Vehicle Repair	1 per 750 sq. ft. of floor area [1]
• Commercial Parking	not applicable
• Self-Service Storage	[2]
• Commercial Outdoor Recreation	20 per acre of site
• Major Event Entertainment	1 per 8 seats or per CU review
INDUSTRIAL	
• Manufacturing & Production	1 per 750 sq. ft. of floor area [1]
• Warehouse & Freight Movement	1 per 750 sq. ft. of floor area for the first 3000 sq. ft., & 1 per 2000 sq. ft. of floor area thereafter [1]
• Wholesale Sales, Industrial Service, Railroad Yards	1 per 750 sq. ft. of floor area [1]
• Waste-Related	Per Conditional Use Review
INSTITUTIONAL	
• Basic Utilities	None
• Community Service, Essential Service Providers	1 per 500 sq. ft. of floor area
• Parks & Open Areas	Per Conditional Use Review for active areas
• School	
• Grade, elementary, jr. high	1 per classroom
• High school	7 per classroom
• Medical Centers	1/500 sq. ft. of flr. area; or per Conditional Use review
• Colleges	1 per 600 sq. ft. of floor area exclusive of dormitories, plus 1 per 4 dorm rooms; or per CU review
• Religious Institutions	1 per 100 sq. ft. of main assembly area
• Daycare	1 per 500 sq. ft. of floor area
OTHER CATEGORIES	
• Agriculture	None, or per CU review
• Aviation	Per CU review
• Detention Facilities	Per CU review
• Aggregate Extraction	Per CU review
• Radio & TV Broadcast Facilities	2 per site
• Rail Line & Utility Corridors	None

(1) For uses in an EG or IH zone, if the site is 5000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5001 and 10,000 sq. ft., no more than 7 spaces are required.

(2) One per resident manager's facility, plus 3 per leasing office, plus 1 per leasable storage in multi-story buildings.

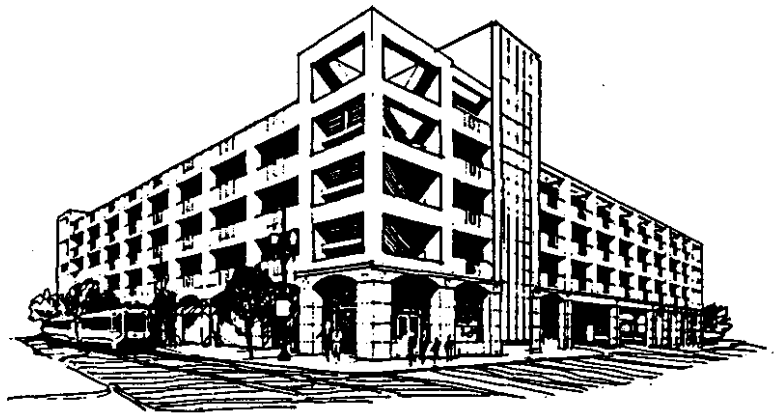
DPCP Section 3-6

CONDITIONAL USE APPROVAL CRITERIA FOR NEW PARKING

All new commercial parking and accessory parking within the Downtown Parking and Circulation Policy (DPCP) area requires a Conditional Use Review. All new commercial parking facilities in the CX, EX and industrial zones outside the area covered by the DPCP also require a Conditional Use. In the RX zone commercial parking facilities in parking structures are a Conditional Use. The Zoning Code defines commercial parking as a use which provides parking that is not accessory to a specific use. This facility generally charges a parking fee. However, it can still be considered a commercial lot without charging fees.

The Conditional Use approval criteria includes:

- That the proposal will not significantly lessen the overall desired character of the area.
- That it conforms with either the ASCP or the DPCP.
- The transportation system can safely support the facility.
- If in the CX or EX zones, that adequate landscaping and screening is provided.
- If in the RX zone, that it will not decrease the residential desirability of the area.



Garage/Heliport at Front and Davis

SURFACE PARKING LOTS

All surface parking lots must meet landscaping and buffering requirements. In addition, all new surface parking, whether a primary or accessory use, is prohibited within 100 feet of a light rail street.

The DPCP also contains additional policies concerning new surface parking lots in the Downtown, North of Burnside and Northwest Triangle Subdistricts.

The City policy is to discourage downtown surface parking lots in order to:

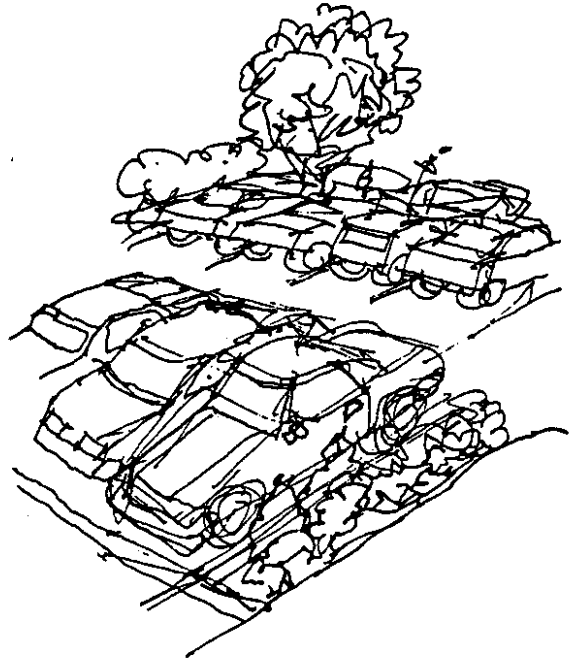
- Prevent unsightly surface parking lots that interrupt retail and office continuity, reduce downtown's efficiency by causing dispersion of activities and which diminish the quality that constitutes much of downtown's appeal.
- Discourage the removal of buildings for conversion to surface parking.

New commercial surface parking lots are prohibited in the RX zone. Elsewhere, the only lots permitted are:

1. Lots of 20 or fewer spaces which:
 - a. Serve a residential use;
 - b. Serve a permitted use in the EX zone;
 - c. Certain lots serving a permitted use in the CX zone;
2. Surface lots which are part of an urban renewal project where the City has control of the development;
3. Certain interim lots which are part of phased developments; or
4. Certain surface lots which are part of City developed parking strategies.

For full details, see the *Downtown Parking and Circulation Policy* document.

Within the DPCP area, a Conditional Use is required for surface lot parking. The approval of lots which meet criteria #1 above, expires at the time of a change of use. The approval of all other surface lots is for a period of three years only.



33.266.130 Perimeter and Interior Landscaping

33.510.235 Central City Plan District Parking

DPCP Section 2-6

33.815.120 Commercial Parking Facilities in the RX, CX and EX Zones

33.266.130 F. Parking Area Layouts

PARKING AREA LAYOUTS

All parking areas, except stacked parking areas (sometimes known as attended or valet parking) must be designed so that a vehicle may enter or exit without having to move another vehicle.

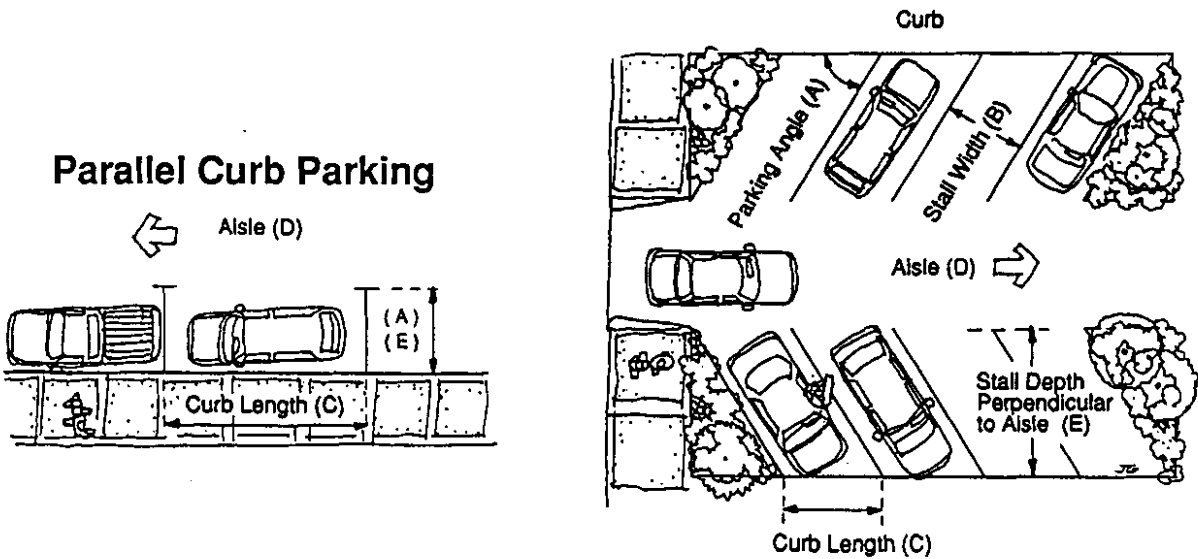
The minimum dimensions for required parking spaces are shown in Figure 5-11. All required parking spaces must comply with the minimum dimension for standard spaces. All excess spaces must comply with at least the dimensions for compact spaces stated in Figure 5-11. Compact spaces must be clearly labeled.

Curb cuts and access restrictions are regulated by the Office of Transportation.

FIGURE 5-11
Minimum Parking Space and Aisle Dimensions

Angle (A)	Type	Width (B)	Curb Length (C)	2 Way Aisle Width (D)	Stall Depth (E)
0° (parallel)	Standard Compact	8 ft. 7 ft. 6 in.	22 ft. 6 in. 19 ft. 6 in.	12 ft. 12 ft.	8 ft. 7 ft. 6 in.
30°	Standard Compact	9 ft. 7 ft. 6 in.	18 ft. 15 ft.	12 ft. 12 ft.	17 ft. 14 ft.
45°	Standard Compact	9 ft. 7 ft. 6 in.	12 ft. 6 in. 10 ft. 6 in.	12 ft. 12 ft.	19 ft. 16 ft.
60°	Standard Compact	9 ft. 7 ft. 6 in.	10 ft. 6 in. 8 ft. 6 in.	18 ft. 15 ft.	20 ft. 16 ft. 6 in.
90°	Standard Compact	9 ft. 7 ft. 6 in.	9 ft. 7 ft. 6 in.	24 ft. 22 ft.	19 ft. 15 ft.

Typical Parking Lot Layout

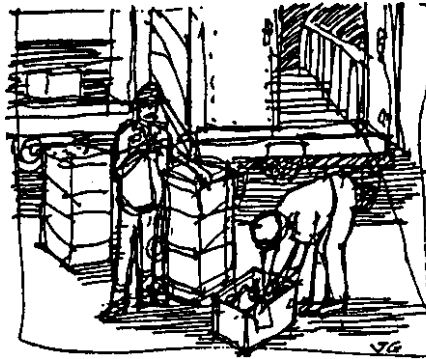


LOADING

The minimum required number of loading spaces for all buildings is:

- Buildings under 20,000 square feet 0
- Buildings from 20,000 to 50,000 square feet.....1
- Buildings over 50,000 square feet 2

The required loading spaces must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet. Loading areas must comply with the setback and perimeter requirements in 33.266.310.



33.266.300 Loading

33.266.200 Bicycle Parking Standards

BICYCLE PARKING

To encourage their safe and convenient use, bicycle parking is required for some land use categories. The amount of bicycle parking required is shown in Figure 5-12

Bicycle parking may be provided within a building, but the location must be easily accessible and within 50 feet of the entrance to the building.

If the parking provided for motor vehicles is covered, the required bicycle parking must be covered. If ten or more bicycle spaces are required, then at least 50 percent of the bicycle spaces must be covered.

With the permission of the Office of Transportation, bicycle parking may be located in the public right-of-way.

If bicycle parking is not visible from the street, a sign must be posted indicating location of parking.

Bicycle racks and parking maneuvering area must meet Office of Transportation standards.

There are no special standards in the Code concerning motorcycles.

FIGURE 5-12
Minimum Required Bicycle Parking Spaces

Use Categories	Required Bicycle Spaces
RESIDENTIAL • Household Living	Multi-dwelling: 2, or 1 per 10 auto spaces. All other residential structure types: None.
• Group Living	1 per 20 auto spaces
COMMERCIAL • Retail Sales & Service • Office	2, or 1 per 20 auto spaces, whichever is greater
• Drive-Up Vehicle Servicing	None
• Vehicle Repair	None
• Commercial Parking Facilities, • Commercial Outdoor Recreation • Major Event Entertainment	4, or 1 per 20 auto spaces, whichever is greater
• Self-Service Storage	None
INDUSTRIAL	2, or 1 per 40 spaces, whichever is greater
SERVICE • Basic Utilities	Park & Ride facilities— 2, or 1 per 20 auto spaces. All others—None.
• Community Service • Essential Service Providers • Parks & Open Areas	2, or 1 per 20 auto space, whichever is greater.
• Schools	• High Schools— 4 per classroom • Middle Schools— 2 per classroom • Elementary schools— 2 per 4th & 5th grade classroom.
• Colleges • Medical Centers • Religious Institutions • Daycare Uses	2, or 1 per 20 auto spaces, whichever is greater
OTHER • Agriculture	None
• Aviation Facilities • Detention Facilities	Per CU review
• Mining • Radio & TV Towers • Utility Corridors	None

JG

Access to New Parking Facilities (DPCP)

All access to new parking must be designed so that it is acceptable to the Bureau of Traffic Management. The Bureau has concerns regarding vehicular queuing at the entrance to a parking facility as it can impact the public right-of-way.

DPCP Section 3-6

STREETS WHERE ACCESS TO NEW PARKING IS NOT PERMITTED

The DPCP contains specific provisions concerning access to new parking. Unless granted by a special adjustment, access to parking facilities will **not** be permitted along the following streets:

1. Streets classified as Non-Automobile Oriented Streets.
2. Burnside Street from the Stadium Freeway to the Burnside Bridge.
3. Front Avenue from Market Street to the Steel Bridge.
4. All east-west cross streets between NW Eighth Avenue and NW Park Avenue.
5. All east-west cross streets between SW Park Avenue and SW Ninth Avenue.

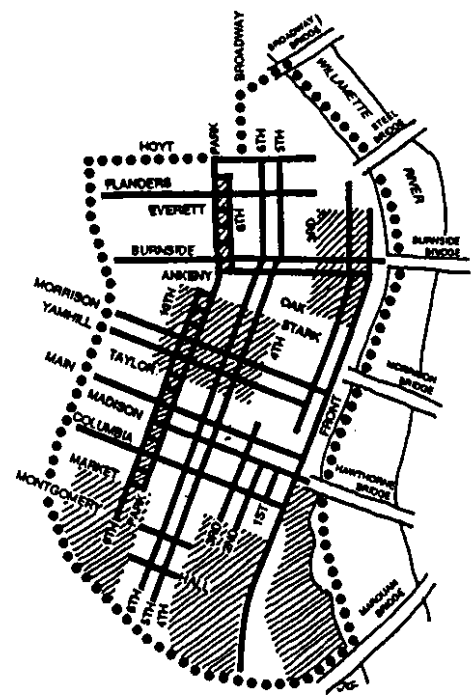


FIGURE 5-13

DPCP Streets Where Access to New Parking is Not Permitted

LEGEND

-  Streets Where Access to Parking will not be Approved, Except under Variance Procedures
-  Reduced Traffic Area, New Parking Access May be Allowed Subject to Conditions

Reduced Traffic Areas

In addition to the streets listed above, certain areas have been designated Reduced Traffic Areas. Access to new parking anywhere within these areas requires a Conditional Use approval which provides that:

1. Such parking access would contribute substantially to the goals of the Downtown Plan and to the specific objectives and policies relating to the district within which such access is proposed; and
2. That such parking access would not lead to serious pedestrian-vehicle conflicts within the districts.

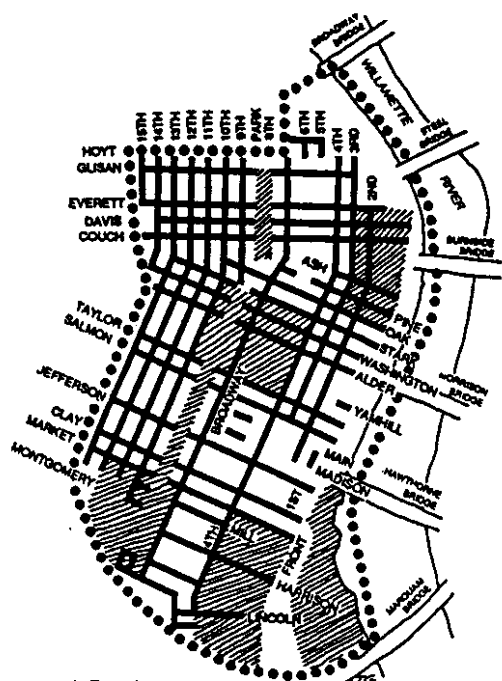


FIGURE 5-14
DPCP Streets Where
Access to New Parking
May Be Permitted

LEGEND

- Streets Where Access to Parking may be Permitted (Exception Below)
- Reduced Traffic Area- Conditional Use Required for Access to New Parking

STREETS WHERE ACCESS TO
NEW PARKING IS PERMITTED

Access to new parking facilities may be permitted to or from the streets shown in Figure 5-14 *except* where the Reduced Traffic Areas are shown. Parking access would require a Conditional Use approval in these areas.

Light Rail

Figure 5-15 shows the existing MAX Light Rail line, the approved route for the Westside Light Rail line and possible future long range alignments.

Detailed planning for the Milwaukie and Vancouver, Washington corridors is scheduled to begin in 1992 with construction planned by 2002. The Barbur Boulevard and Lake Oswego corridors are longer range (20-year) proposals.

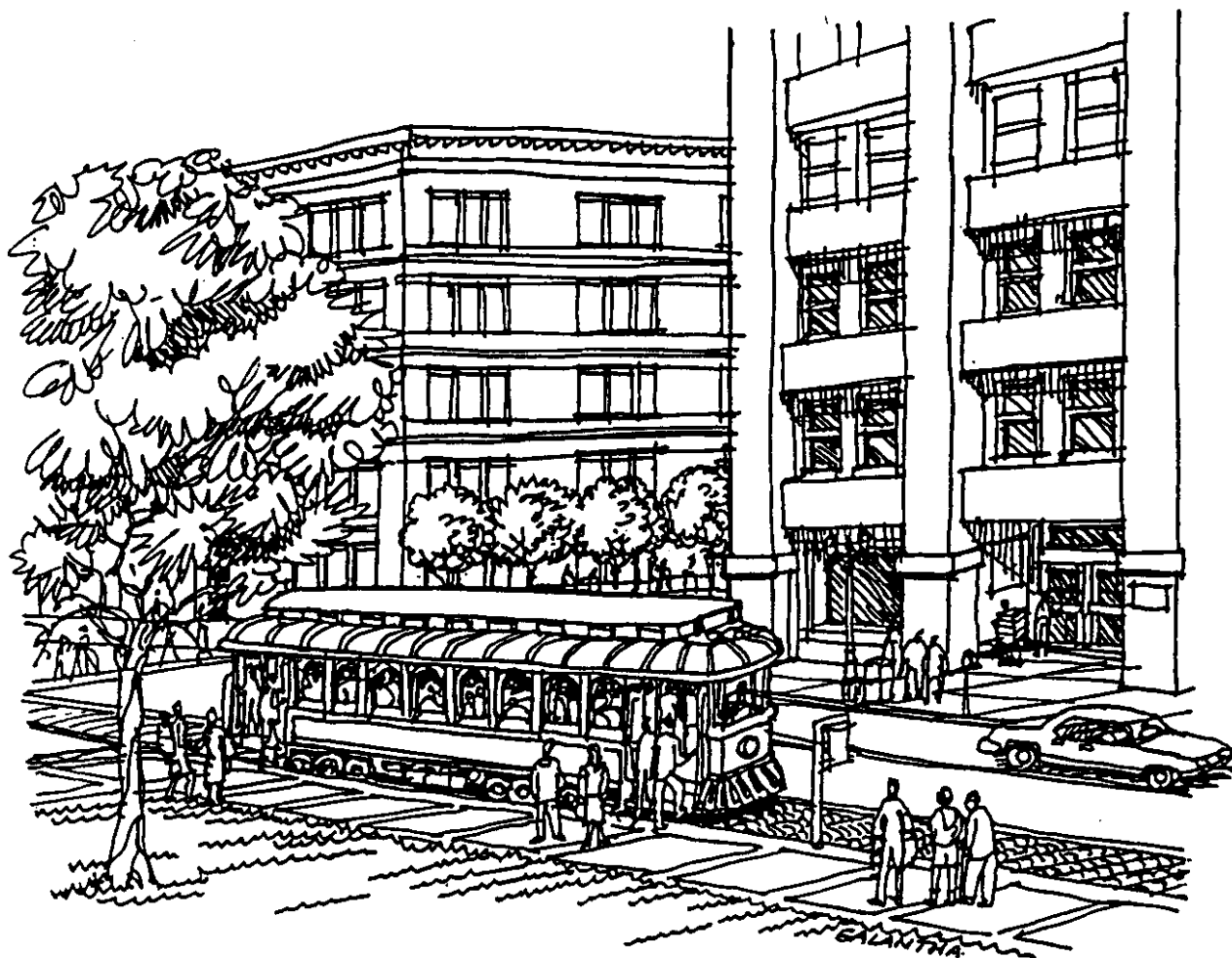
After construction of the Westside Light Rail, additional north-south capacity will also be needed downtown. A new line might possibly go on or under the existing Fifth and Sixth Avenue Transit Mall.

The current Zoning Code Regulations relating to light rail alignments are:

1. All new surface parking, whether a primary or accessory use, is prohibited within 100 feet of a light rail street (MAX and Westside Line).
2. New motor vehicle access to any parking area is prohibited within 75 feet of a light rail street.
3. Quick vehicle servicing uses are prohibited within 100 feet of a light rail street.

33.510.235 Central City Plan
District Parking

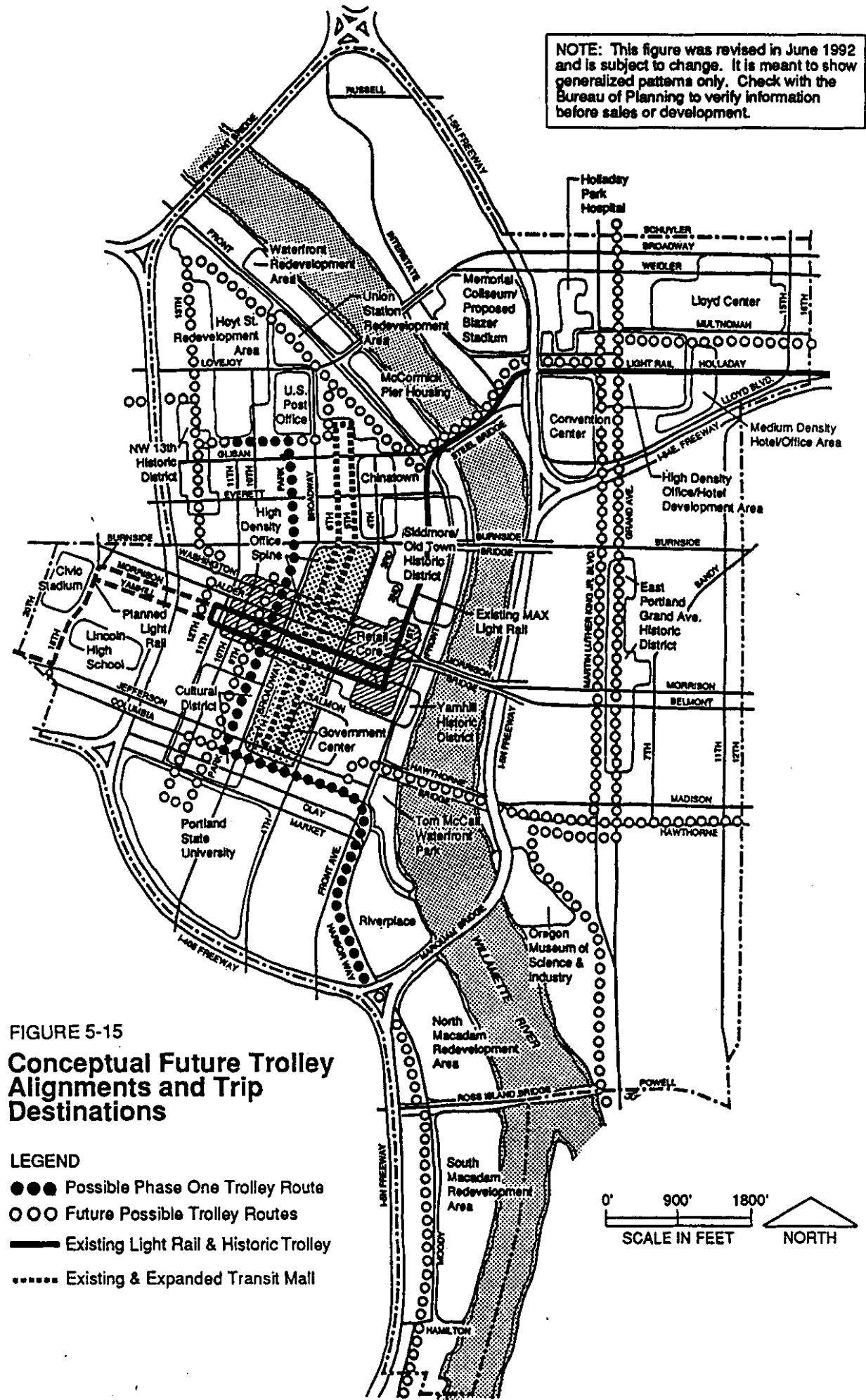
33.510.100 Quick Vehicle
Servicing and Vehicle Repair Use



Vintage Trolley/Central City Trolley

The Central City Plan includes proposals for a possible vintage trolley and an inner-city transit loop. Vintage trolley service, using replicas of the old Council Crest trolley, is currently running along the existing light rail line between the Lloyd Center/Coliseum and Downtown Subdistricts.

In October 1990, Council accepted an Alignment Analysis Report for a Central City Trolley System. It envisages a future trolley system which would include service on light rail lines as well as additional lines built specifically for the Trolley. The system would be a tourist attraction and increase overall transit access within the Central City by complementing the bus and light rail systems. It would include an inner-city transit loop. The conceptual system under further study is shown in Figure 5-16 on the following page.



PART SIX

Project Review

PART SIX

Project Review

Introduction

The Planning Bureau is responsible for ensuring that all projects comply with the City Zoning Code (Title 33) and the Land Division Code (Title 34). Most projects are reviewed and signed off by the Planning Bureau at the Permit Center counter.

33.730 Quasi-judicial Procedures

This chapter describes "quasi-judicial" procedures for public review of projects which do not conform to the Code or for which public review is mandated by law. They are called Land Use Reviews (LURs).

Processing an Application

THE INITIAL STOP: THE PERMIT CENTER

The Permit Center takes in all applications for Land Use Reviews and requests for Pre-Application Conferences. Planning staff are available to provide zoning and land use information, review plans, to indicate whether an administrative decision or Public Hearing is required, and to provide application forms and information packets. The Permit Center has a wide range of information concerning procedures, approval criteria and application fees.

Project applications are filed at the Permit Center.



Project Review may involve holding a Public Hearing. Hearings are held weekly at the Portland Building. The Bureau of Planning Staff Report is presented, followed by testimony of the applicant, the neighborhood association, and any interested parties. Chapter Six describes these procedures.

June 1992
Portland Bureau of Planning

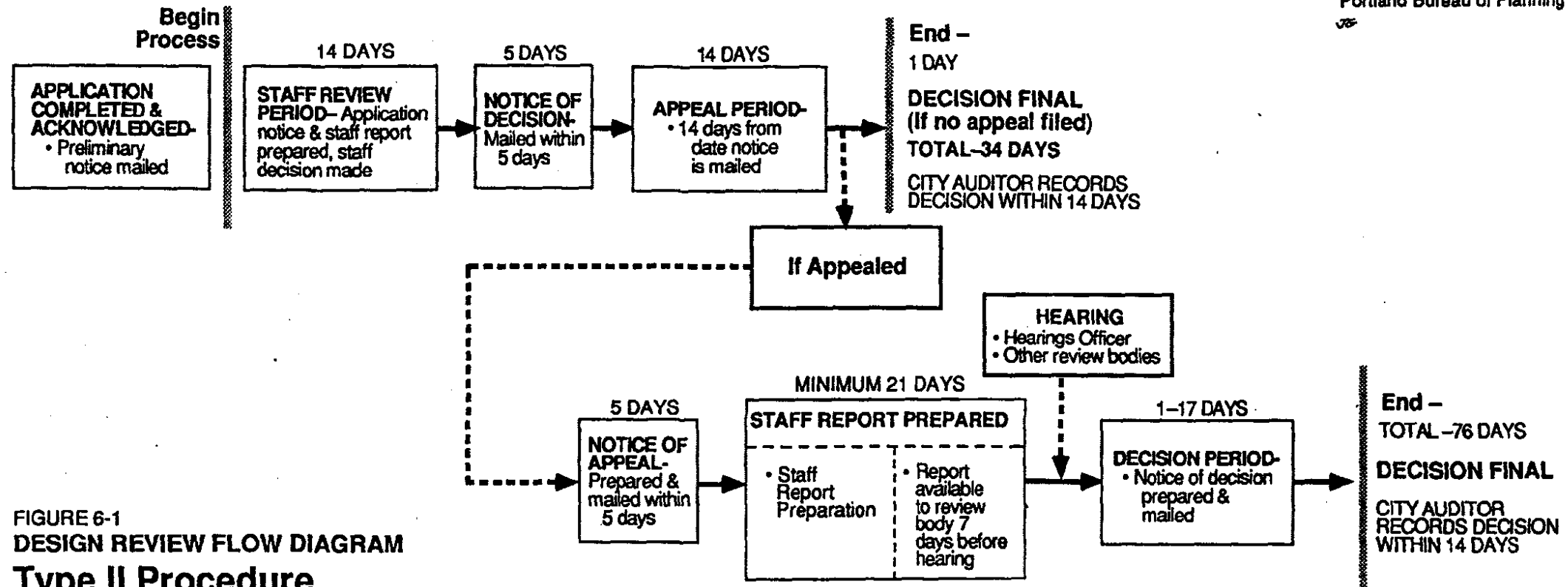


FIGURE 6-1
DESIGN REVIEW FLOW DIAGRAM
Type II Procedure

June 1992
Portland Bureau of Planning
JTB

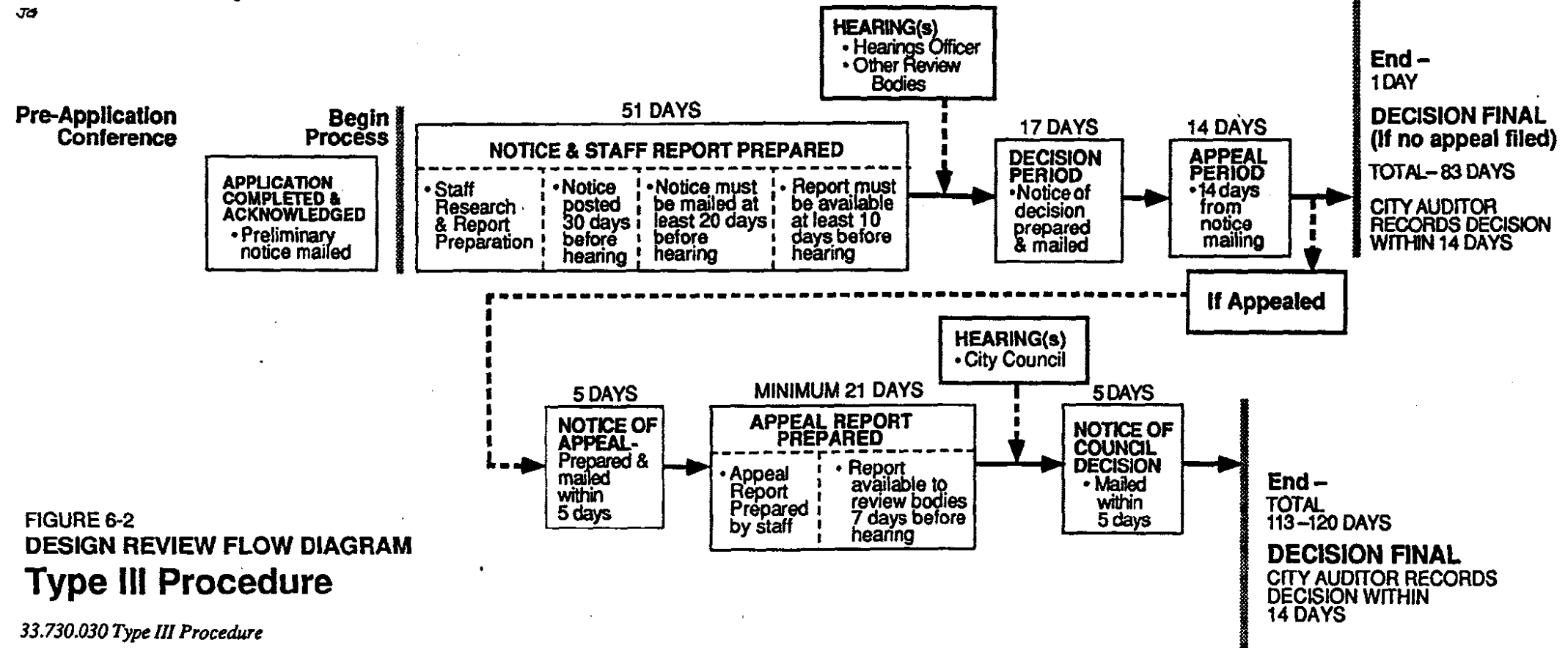


FIGURE 6-2
DESIGN REVIEW FLOW DIAGRAM
Type III Procedure

33.730.030 Type III Procedure

REVIEW PROCEDURES

33.825.030 Procedures for Major and Minor Design Review

The accompanying chart, "Land Use Reviews", lists all planning reviews and associated procedures. There are two types of procedures for processing Land Use Reviews. Type II Procedures are administrative, with the opportunity to appeal the decision of the Bureau of Planning to one of several land use bodies. Type III Procedures require a Public Hearing.

ASSIGNING A PROCEDURE FOR DESIGN REVIEW

There are two different thresholds for public Design Review in the Central City:

Threshold 1/ Probable Public Hearing

In the Downtown Subdistrict and all Historic Districts, new buildings over 1,000 square feet in area, or all exterior alterations valued over \$200,000 in 1990 dollars, require major Design Review (Type III Procedure). Other projects are administrative.

Threshold 2/ Probable Administrative Review

Elsewhere in the Central City, all sites with the "d" Zoning Overlay require major Design Review when the project exceeds \$1,000,000 in 1990 dollars, (Type III Procedure). Other projects are administrative. Given this higher threshold, there is a greater probability that the Review will be a Type II Administrative Review.

These dollar amounts are subject to change. Confirm them with the Bureau of Planning Permit Center.

33.730.020 Type II Procedure

TYPE II: ADMINISTRATIVE APPLICATIONS

The Type II Procedure (Figure 6-1) is intended for Reviews which involve lesser amounts of discretion, lower potential impacts, or both. Type II requests do not usually require a Pre-Application Conference.

Application Acknowledgement of Completeness

Once an application is submitted, the Planning Bureau will certify that the application is complete. Most delays occur in the processing of an application because of an incorrect legal description, deficient site plan or lack of information.

Staff Review/ Decision Period– 14 days

In a Type II Procedure, the planning staff makes a decision on the applicant's request within 14 days after the application is deemed complete. During this initial 14-day period, the staff sends out a notice of the request to property owners within 150 feet of the site and to the neighborhood association and any business associations in the area. The property owner or association may then make comments to the Planning Bureau.

The decision is based upon whether the approval criteria are met. For example, an adjustment request requires reference to the original purpose of the regulations and/or Design Guidelines.

The burden of proof is on the applicant to show that the approval criteria are met.

Notice of Decision– 5 Days

The decision notice will be mailed within 5 days to the applicant and interested parties.

Appeal Period– 14 Days

After a decision is mailed, there is a 14 day appeal period. Those previously notified have an opportunity to appeal. The applicant can also appeal.

If Appealed, Notice is Sent–5 Days

If a case is appealed, the Bureau of Planning schedules a Public Hearing and notifies the applicant and others previously notified.

Staff Report Preparation– 21 Days Minimum

The Hearing will be held no sooner than 21 days after notice is sent. The staff prepares a Staff Report and Recommendation which is available 7 days before the Hearing.

Public Hearing

At the Hearing anyone may speak regarding the project. The Hearings Officer hears land use cases. The Design Commission or Landmarks Commission consider design and site development issues. (These committees are described at the end of this chapter)

Decision Period/ Notification--1 to 17 Days

A notice of the review body's decision will be sent within 17 days after the Hearing decision. Notice of the decision will be sent to the applicant and to anyone who provided oral or written testimony.

The City's decision will usually be made within 34 days of receipt of a complete application. If the administration decision is appealed, it will require up to an additional 42 days for a total of 76 days. Further appeals must be made to the Land Use Board of Appeals.

The Appeal Decision of the Design Commission, Landmarks Commission, or Hearings Officer is final. There is no appeal to City Council for Type II Procedures.

33.730.030 Type III Procedure

TYPE III APPLICATIONS: PUBLIC HEARING

A flow diagram, Figure 6-2, illustrates the Type III Procedure and follows the description below.

33.730.050 Pre-application Conference

Pre-application Conferences

A Pre-Application Conference is required prior to filing an application subject to a Type III procedure. The purpose of the Pre-Application Conference is to provide the applicant with sufficient information to make a complete application. The relevant Code criteria and the areas and issues of concern are identified. The Conference does not serve as the complete Review of the proposal and the staff does not issue a recommendation on the proposal.

Pre-Application Conferences are held on the tenth floor of the Portland Building, in the offices of the Portland Planning Bureau. The meeting is generally structured so that the applicant can meet the appropriate City bureau staff to discuss the project, to review policies and regulations that pose problems or opportunities, and to arrange for subsequent meetings as appropriate. Neighborhood associations are notified and invited to send a representative.

Application Completed & Acknowledged

Written Pre-Application Conference notes are given or mailed to the applicant. The Pre-Application notes must be submitted with an application and are valid for one year.

A Type III Procedure requires a Public Hearing.

If the project is within a Design Overlay Zone, the review body will be the Design Commission. If a City Landmark or structure within an Historic District is involved, then the Landmarks Commission reviews the proposal instead. The Hearings Officer will hear land use issues, most notably, Greenway Review and downtown parking.

Once an application is submitted, the Planning Bureau will certify that the application is complete. Most delays occur in the processing of an application because of an incorrect legal description, deficient site plan or lack of information.

Notice & Staff Report Prepared & Sent- Maximum 51 Days

There are strict standards for the notice, the content of the Staff Report, conduct of the meeting and appeals. In a Type III Procedure, the Bureau schedules a Public Hearing to take place within 51 days after the application is complete. During this time the staff will review the application material and public comments; make a site visit and prepare a Recommendation Report for the review body. The recommendation will be based upon conformance with the approval criteria.

33.730.080 Posting Requirements
33.730.110 Ex Parte Contract

At least 30 days before the Hearing, the applicant is required to post notice of the request on the site. The Bureau will send out the notice text and notice instructions for posting to be attached to placards. (The placards themselves are sold by the Permit Center.) At least 20 days before the Hearing, the Bureau mails out a notice of the request to owners of property within 400 feet of the site and to the neighborhood association and any business associations in the area. The staff prepares a Staff Report and Recommendation which is available 10 days before the Hearing.

Public Hearing

At the Hearing anyone may speak regarding the project. The Hearings Officer hears land use cases. The Design Commission or Landmarks Commission consider design and site development issues. These committees are described at the end of this chapter.

Following the Public Hearing, the Hearings Officer or Design Commission or Landmarks Commission may adopt the Staff Report findings and conclusions with necessary modifications, if any; or they may reject the report. Conditions are frequently attached to approvals.

Decision Period- 17 Days

Notice of the decision is mailed within 17 days of the hearing to the applicant and anyone who spoke at the Hearing or provided written testimony.

Appeal Period- 14 Days

A 14-Day Appeal Period follows. Any individual who has participated in the Hearing, can appeal the decision. There is an appeal fee. The appeal fee is one-half the application fee. Recognized neighborhood or business associations can appeal without charge.

The Review Board's decision is final unless appealed to the City Council within fourteen days of the Hearing.

The decisions of review bodies made under a Type III Procedure may be appealed to City Council by anyone with "standing" to do so. To have "standing," one must be on record as having submitted oral or written testimony to the review body on the merits or procedural aspects of the case. Appeals must be filed within 14 days of the decision filing date.

33.730.030 H. When an Appeal is Filed

If Appealed, Notice is Sent- 5 Days

If a case is appealed, the case will be heard by the City Council. The Planning Bureau schedules a Public Hearing and notifies the applicant and others previously notified. The Notice of Appeal will be mailed within 5 days.

33.730.040 Final Council Action Required

Appeal Staff Report Prepared- Minimum 21 Days

The City schedules a Public Hearing and notifies the same group of people who were notified of the decision. The Hearing will be held no sooner than 21 days after the notice is sent. The Report and Recommendation by the review bodies is available 7 days before the City Council Hearing. The City Council will hear the case and render a decision. The Council may take a tentative vote at the Hearing and adopt a revised Staff Report the following week.

At Council, the procedures are the same as for the Hearings Officer or Landmarks/Design Commission. There will be time limits on presentations. The Council must adopt findings and conclusions. The decision may be reviewed by the courts upon appeal.

Notice of Decision- 5 Days

A notice of the Council decision will be mailed within 5 days after the Hearing decision.

Decision is Final-113 to 120 Days

The City must make a decision within 120 days of receipt of a complete application.

The decision is final unless appealed to the Land Use Board of Appeals.

FEES

Fees are assessed on the basis of procedural type. Design Review is based upon a percentage of the cost of the project, namely, 0.3% of the construction cost with a minimum fee of \$100 for a small project and \$4,000 for a large project. Conditional Use fees range from \$1,065 to \$1,885.

33.750 Fees
Current Fee Schedule Available in
Permit Center

These figures are current as of May, 1992, and are subject to change. Confirm fee amounts at the Permit Center

EVALUATING A PROPOSAL

If a project requires a Land Use Review by the Bureau of Planning, it will be evaluated according to the approval criteria for that particular Review as outlined in the City Code. All Land Use Reviews involve some element of discretion which might vary depending on the type of land use. The degree of discretion involved is usually greater in Type III cases than in Type II cases.

The approval criteria used in Land Use Reviews may include both *objective* and *subjective* requirements. They can range from a specific visibility standard for a sign adjustment, to the approval criteria for Design Review which are subjective.

The most complex Reviews are usually those which involve Design Guidelines or the general Conditional Use criteria. Part Four outlines the various discretionary Design Guidelines which may be used in evaluating a development proposal which involves a Design Review by the Design Commission.

33.825 Design Review
33.815 Conditional Uses

The approval criteria for a Conditional Use for commercial parking in the Central City further illustrate the level of subjective analysis which may be involved in evaluating a proposal. The criteria require that *the proposal will not by itself, or in combination with other commercial parking facilities in the area, significantly lessen the overall desired character of the area.* (Approval Criteria A of Section 33.815.120 of the Code.).

HEARINGS

33.710 Review Bodies

Each review body uses a similar format when hearing Land Use cases. At the hearing, City staff will make a presentation describing the Land Use proposal and the criteria by which it will be judged. A slide presentation is often included. Then the applicant will further explain the proposals. This is followed by public testimony.

At the conclusion of testimony, the Hearings Officer or the Commission members of the review body may ask additional questions. The Hearings Officer issues a written decision; other review bodies vote. In the event of a tie vote on any motion, the motion fails. If there is no motion to approve an application, the application is denied.

All hearings are tape recorded. Tapes for all land use cases are public information. Individuals interested in listening to past hearings may do so by making an appointment with the staff of the appropriate review body.

REVIEW BODIES AUTHORITY AND MEMBERSHIP

The following review bodies make final decisions or recommend to City Council:

33.710.080 Land Use Hearings Officer

Hearings Officer

The Hearings Officer hears Land Use cases including Willamette Greenway cases. (The Design Commission or Historical Landmarks Commission may also hear Greenway cases.)

The Hearings Officer has the power to request, receive, and examine information; conduct Public Hearings; prepare a record; and enter findings and conclusions on all matters for which the Hearings Officer is assigned by Title 33 to act as a review body. These include, but are not limited to, applications for Zone Changes and Conditional Uses.

Hearings are conducted weekly in hearing rooms on the second floor of the Portland Building. Generally, the Staff Report is presented, followed by testimony of the applicant, neighborhood and other interested parties. The Hearings Officer asks questions and may either make a decision at the hearing or at a later time. A Report and Recommendation of the Hearings Officer is always issued.

Design Commission

The mission of the Design Commission is to provide leadership and expertise on urban design and architecture. The Commission represents a balance of interests. It includes a member of the Planning Commission, a representative of the Metropolitan Arts Commission, one person representing the public-at-large, and five members experienced in either design, engineering, financing, construction or management of buildings, and land development. Hearings are held the first and third Thursdays of each month.

The Design Commission makes a decision based upon the Design Guidelines. At the close of a Public Hearing, the Commission adopts, denies or modifies as necessary, the Staff Report. The Design Commission may grant adjustments for certain site-related Development Standards.

The Design Commission considers issues such as landscaping and art as part of their overall review. However, projects may also be subject to the approval of the Urban Forestry and Metropolitan Arts Commissions.

Design Review applies to new construction and exterior alterations only. Interior alterations are not subject to review.

33.710.050 Design Commission

Landmarks Commission

33.710.060 Historical Landmarks Commission

The Historical Landmarks Commission provides leadership and expertise on maintaining and enhancing Portland's historic and architectural heritage. Membership is apportioned as follows: a member of the Planning Commission; a historian with knowledge of local history; an architectural historian; an architect; two members from landscape architecture, real estate, construction, community development, urban planning, archeology, law, finance, cultural geography, cultural anthropology and two members-at-large.

The Landmarks Commission meets the second and fourth Wednesday of each month. In reviewing modifications to an individual Landmark, the Commission must consider the basis of the original Landmark designation as well as the Fundamental Design Guidelines in reaching a decision. The Landmarks Commission may also grant certain adjustments for site-related Development Standards. A decision is reached based upon a Staff Report and public testimony.

The Landmarks Commission both designates Landmarks and reviews Landmark Design cases.

**33.710.110 Historic Design
District Advisory Boards**

Historic District Advisory Boards

Historic Design District Advisory Boards are organized in each Central City Historic District. The Historic Districts are Skidmore/Old Town, Yamhill, NW 13th Avenue, and East Portland/Grand Avenue.

The Design Review process for a project within an Historic District begins with the district's Advisory Board. The Portland Historical Landmarks Commission acts on a Design Review request within the district after a Review and Recommendation by the Advisory Board. Any proposed exterior alteration, new construction, or demolition within an Historic District requires final approval by the Portland Historical Landmarks Commission, or in the case of minor requests, by the staff of the Commission.

The Advisory Boards meet as necessary to review proposals. An application for a development in an Historic District must be submitted to the district Advisory Board seven days prior to its being submitted to the City. The meeting with the district Advisory Board is an opportunity for the applicant to become aware of district concerns and often to take advantage of free design expertise and advice. The Advisory Boards do not render a decision nor do they have standing to appeal.

OTHER REVIEWS

Central City development may include other reviews regarding actions in the rights-of-way such as Encroachments, Street Vacations or Dedications, Access Approvals, and so forth.

These Procedures are described in the City of Portland Development Manual and in other parts of this development handbook.

PART SEVEN

Central City Subdistricts

Downtown Subdistrict

The Central City Plan Policy for the Downtown Subdistrict is:

Strengthen the Downtown as the heart of the region, maintain its role as the pre-eminent business location in the region, expand its role in retailing, housing and tourism, and reinforce its cultural, education, entertainment, governmental and ceremonial activities.

Further:

- *Maintain and implement the Downtown Plan as part of the Central City Plan.*
- *Continue to actively foster the growth and attractiveness of the Downtown, enhancing its competitive position over other commercial areas in the region.*

(Central City Plan Policy 14)

Other Special Policies

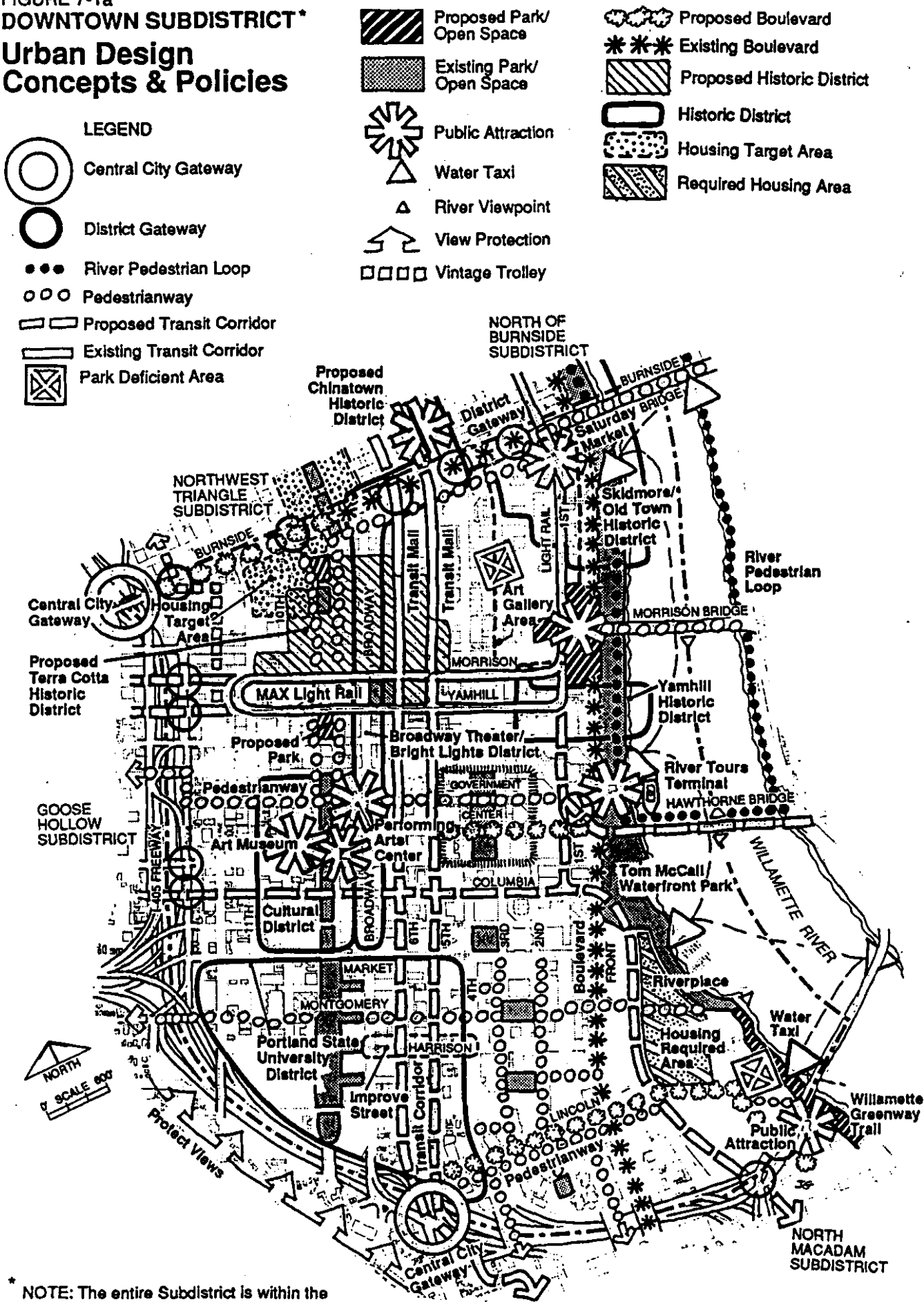
Other documents or plans related to development in the Downtown Subdistrict include:

- Downtown Design Guidelines, Historic District Design Guidelines, Historic District Development Programs (Handbook, Part Four);
- Downtown Parking and Circulation Policy – entire Downtown Subdistrict is within the DPCP (Handbook, Part Five);
- Downtown Waterfront and South Park Blocks Urban Renewal Plans
- Downtown Housing Policies and Programs.
- The Downtown Plan

Code Considerations, Special Regulations

- Apart from public parks (OS), there are only two zones in the Downtown Subdistrict: Central Commercial (CX) and Central Residential (RX).
- Figure 7-1c shows certain special requirements and Bonus Target Areas. It includes Required Residential, Retail Opportunity Areas, Required Building Lines and Bonus Target Areas for residential, retail, and theater development.

FIGURE 7-1a
DOWNTOWN SUBDISTRICT*
Urban Design
Concepts & Policies



- Over a third of the Downtown Subdistrict is designated a Required Retail Opportunity Area. The area so designated includes the entire retail core, the Skidmore/Old Town area and the blocks along SW Fifth and SW Sixth throughout the subdistrict.
- The Retail Core area, also shown on Figure 7-1c, is designated as a Retail Use Bonus Area. It extends approximately from SW Taylor to SW Washington and from SW 10th to SW Front. This entire area, apart from a handful of blocks, has both designations—Retail Use Bonus Area and Required Retail Opportunity Area.
- SW Broadway, from SW Madison to West Burnside, is designated a Theaters-on-Broadway Bonus Target Area, and there is a limited amount of Residential Bonus Target Area.
- The Downtown Parking and Circulation Policy (DPCP), applies to the entire area. (Part Five of this handbook)

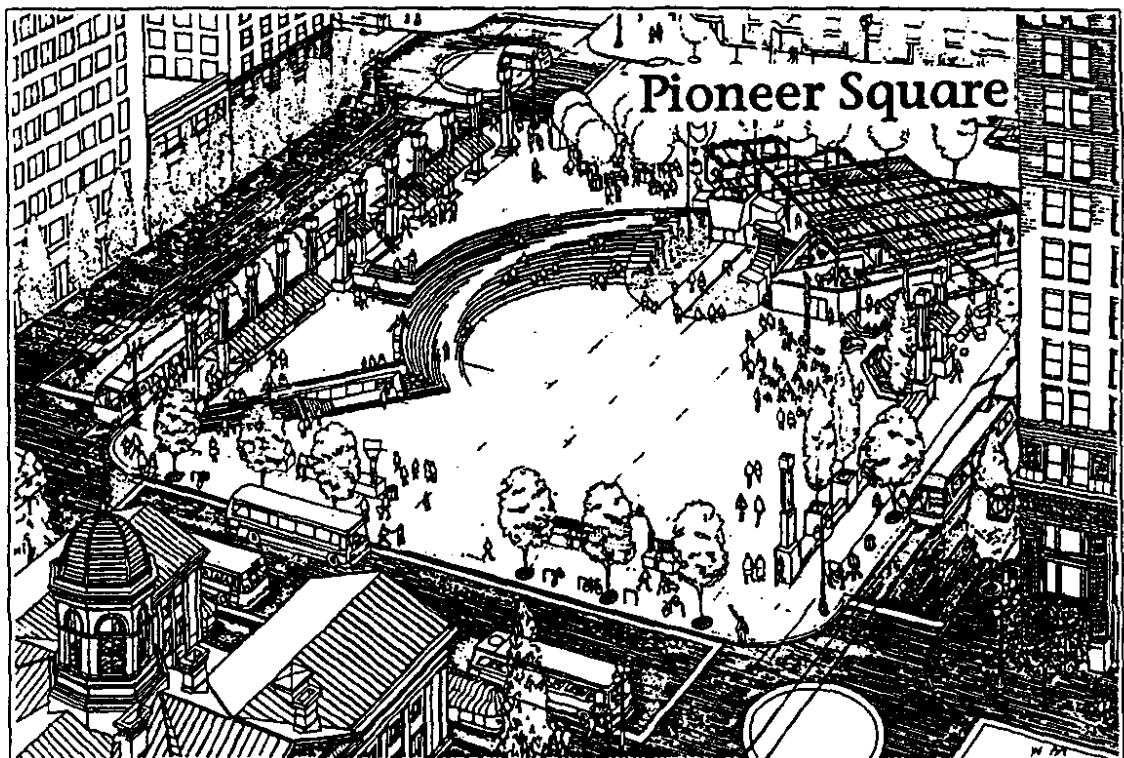


FIGURE 7-1b
DOWNTOWN SUBDISTRICT*
Zoning & Design
Review

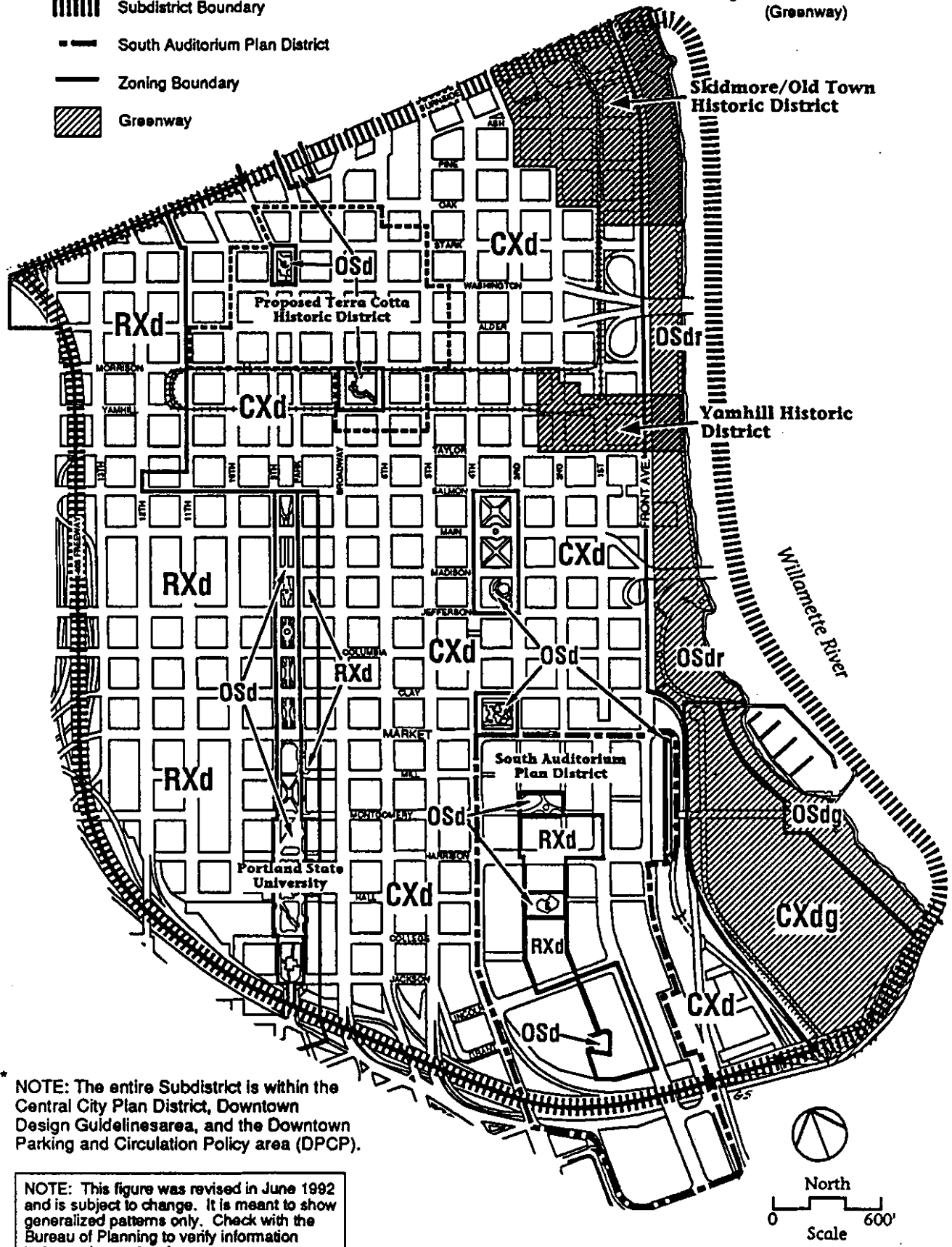
LEGEND

- Subdistrict Boundary
- South Auditorium Plan District
- Zoning Boundary
- Greenway

- Historic District
- Historic District/Greenway
- Proposed Terra Cotta Historic District

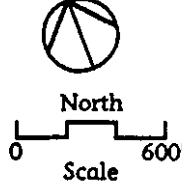
ZONING DESIGNATIONS

- CX Central Commercial
- RX Central Residential
- OS Open Space
- d Design Zone
- r River Recreational (Greenway)
- g River General (Greenway)



* NOTE: The entire Subdistrict is within the Central City Plan District, Downtown Design Guidelines area, and the Downtown Parking and Circulation Policy area (DPCP).

NOTE: This figure was revised in June 1992 and is subject to change. It is meant to show generalized patterns only. Check with the Bureau of Planning to verify information before sales or development.



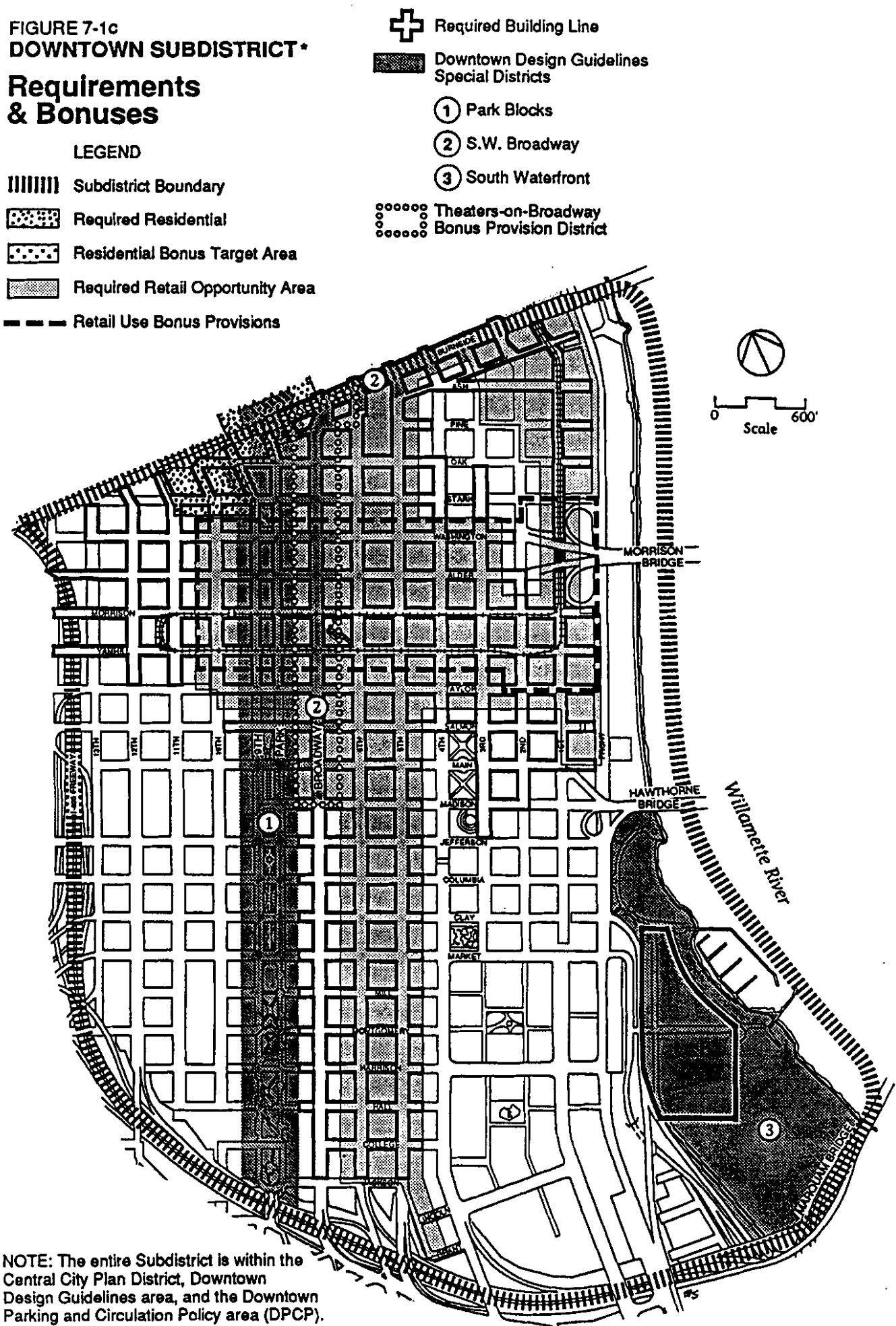
Design Review

- The entire Downtown Subdistrict is in a Design Zone; the Central City Fundamental Design Guidelines and the Downtown Guidelines apply.
- Special Historic District Design Guidelines apply in the Skidmore/Old Town Historic District and the Yamhill Historic District.
- The Terra Cotta District, shown on Figure 7-1a., is recommended as a future Historic District in the Central City Plan. As of the printing date of this Handbook, no district has been established and there are no Special Guidelines for this area.
- The original South Auditorium Renewal Area is a Special Plan District. Development in the Plan District is subject to Design Review using the Design Guidelines in effect for the Downtown Subdistrict of the Central City. There are special landscaping, tree preservation, roof top screening, and sign restrictions for the area.
- The South Waterfront Redevelopment Area has Special Design Guidelines.
- The Downtown Design Guidelines include a provision for a Broadway/Burnside Bright Light District and a Park Blocks pedestrian promenade.

New Downtown Subdistrict Guidelines are to be developed and will recognize the special character of individual areas, such as the Terra Cotta District and the Portland State University District.

- Both Willamette Greenway Review and Design Review apply to development in the Willamette Greenway. Portions of the Greenway in Historic Districts are subject to Historic Design Review.

FIGURE 7-1c
DOWNTOWN SUBDISTRICT*
**Requirements
& Bonuses**



* NOTE: The entire Subdistrict is within the Central City Plan District, Downtown Design Guidelines area, and the Downtown Parking and Circulation Policy area (DPCP).

NOTE: This figure was revised in June 1992 and is subject to change. It is meant to show generalized patterns only. Check with the Bureau of Planning to verify information before sales or development.

Goose Hollow Subdistrict

The Central City Plan policy for the Goose Hollow Subdistrict is as follows:

Protect and enhance the character of Goose Hollow by encouraging new housing and commercial development which is comparable with a growing community.

Further:

- Encourage development of housing, particularly for families.
- Encourage retail and commercial development along the light rail corridor and in mixed use projects, which supports the needs of the residential community.

Central City Plan Policy 15)

Code Considerations, Special Regulations

- Upzoning is permitted from RH to RX and CXd in certain areas.
- Figure 7-2c shows Required Building Lines and areas designated as Residential Target Areas.
- Code restrictions on use and access apply in the vicinity of the Westside Light Rail line, Figure 7-2c.

Design Review

- Part of the Subdistrict is in a Design Zone. The Central City Fundamental Design Guidelines apply to development in this area. Subdistrict Design Guidelines are also being developed.

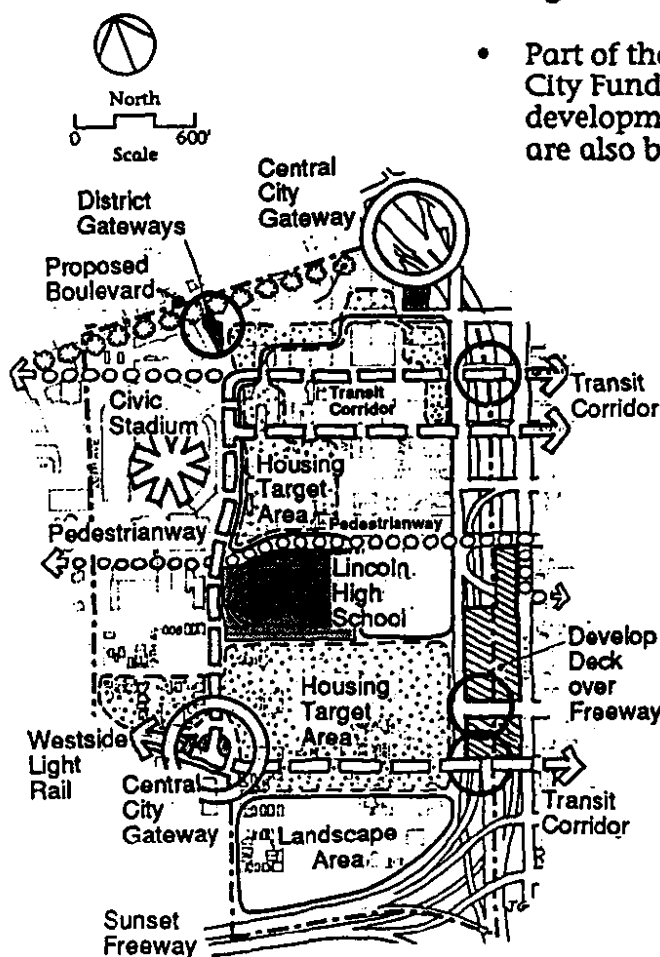
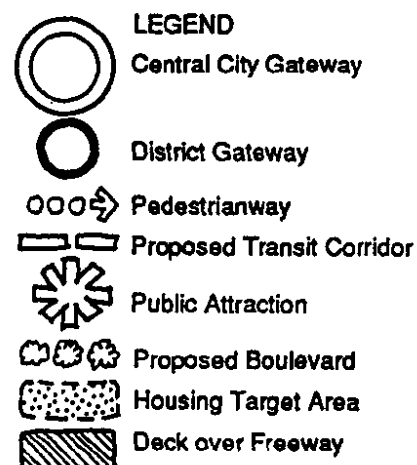


FIGURE 7-2a
GOOSE HOLLOW SUBDISTRICT
Urban Design
Concepts & Policies



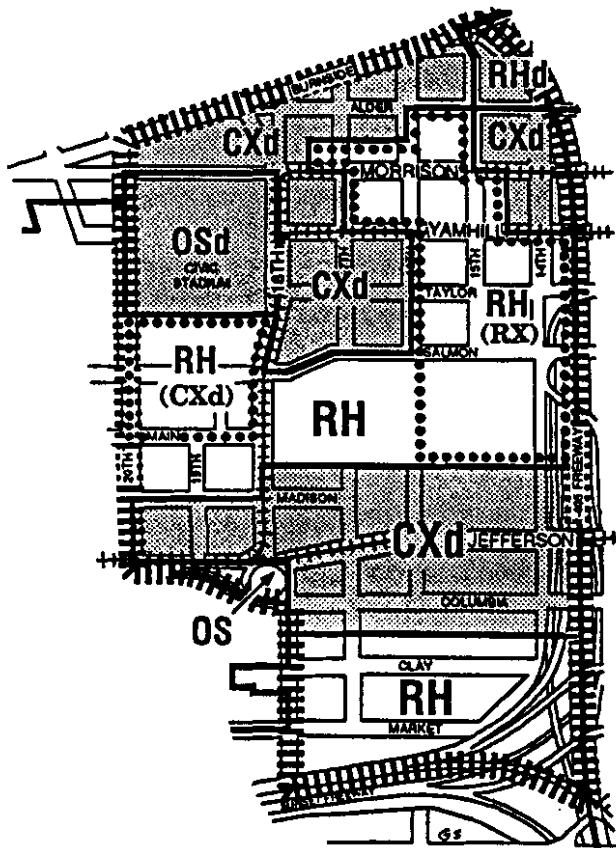


FIGURE 7-2b
GOOSE HOLLOW SUBDISTRICT
Zoning & Design Review

LEGEND

- Subdistrict Boundary
- Zoning Line
- Design Zone

ZONING DESIGNATIONS

- CX Central Commercial
- RX Central Residential
- RH High Density Residential
- OS Open Space
- d Design Zone

Maximum Potential Zoning as per Comprehensive Plan

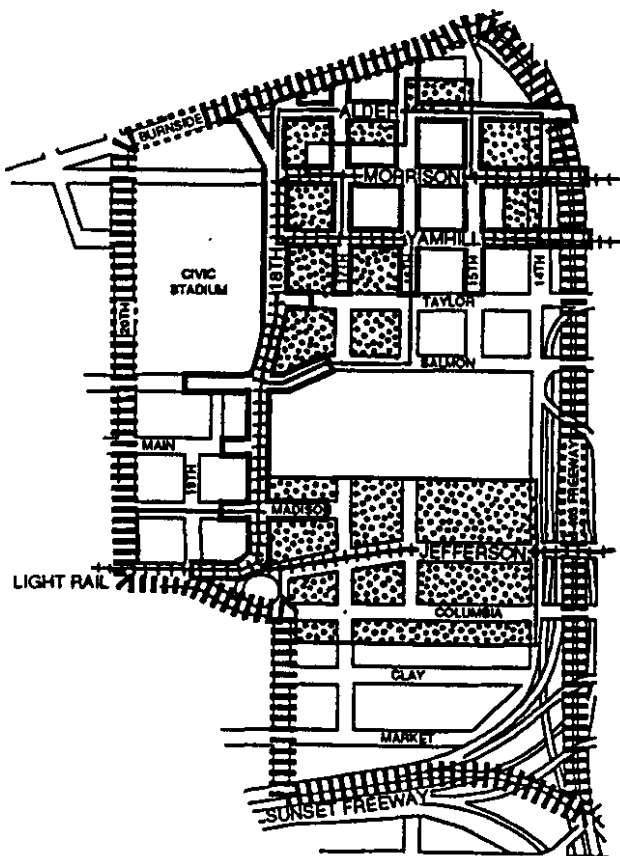


FIGURE 7-2c
GOOSE HOLLOW SUBDISTRICT
Requirements & Bonuses

LEGEND

- Subdistrict Boundary
- Residential Bonus Target Area
- Required Building Lines

North

Scale 0 600'

North Downtown Area

In 1990, the Bureau of Planning prepared the report *North Downtown Development Program* for the Portland Development Commission. This report, in recognition of the changing character of the area and its future development potential, combined two Central City Plan Subdistricts- North of Burnside and Northwest Triangle- into a single area and renamed it North Downtown. Recent developments also support treating the area as a single entity. The extensive removal of railroad yards and tracks for redevelopment, creation of the Union Station Redevelopment Area, and the North Park Block Redevelopment Study, overlap both subdistricts.

The adopted policies for the two Central City subdistricts- North of Burnside and the Northwest Triangle-follow.

NORTH OF BURNSIDE SUBDISTRICT

The Central City Plan policies for North of Burnside are:

Extend downtown development toward Union Station and the Broadway Bridge while protecting existing housing and social services for the subdistrict's special needs populations.

Further:

- *Preserve and enhance the subdistrict's architectural heritage and international character.*
- *Focus development along the extended transit mall in the subdistrict to link the Downtown, Lloyd Center/Coliseum, and Northwest Triangle subdistricts.*
- *Maintain those social services in the area that serve area residents while supporting business activities and development opportunities.*
- *Pursue implementation of the Chinatown Development Plan.*
- *Preserve and maintain, in good condition, for low and no-income individuals in the subdistrict, up to a maximum of 1,282 SRO housing units and permanent shelter beds.*
- *Limit the maximum number of total permanent shelter beds in the district to 252 and allow the replacement of all Subdistrict shelter beds with SRO housing units.*

(Central City Plan Policy 16)

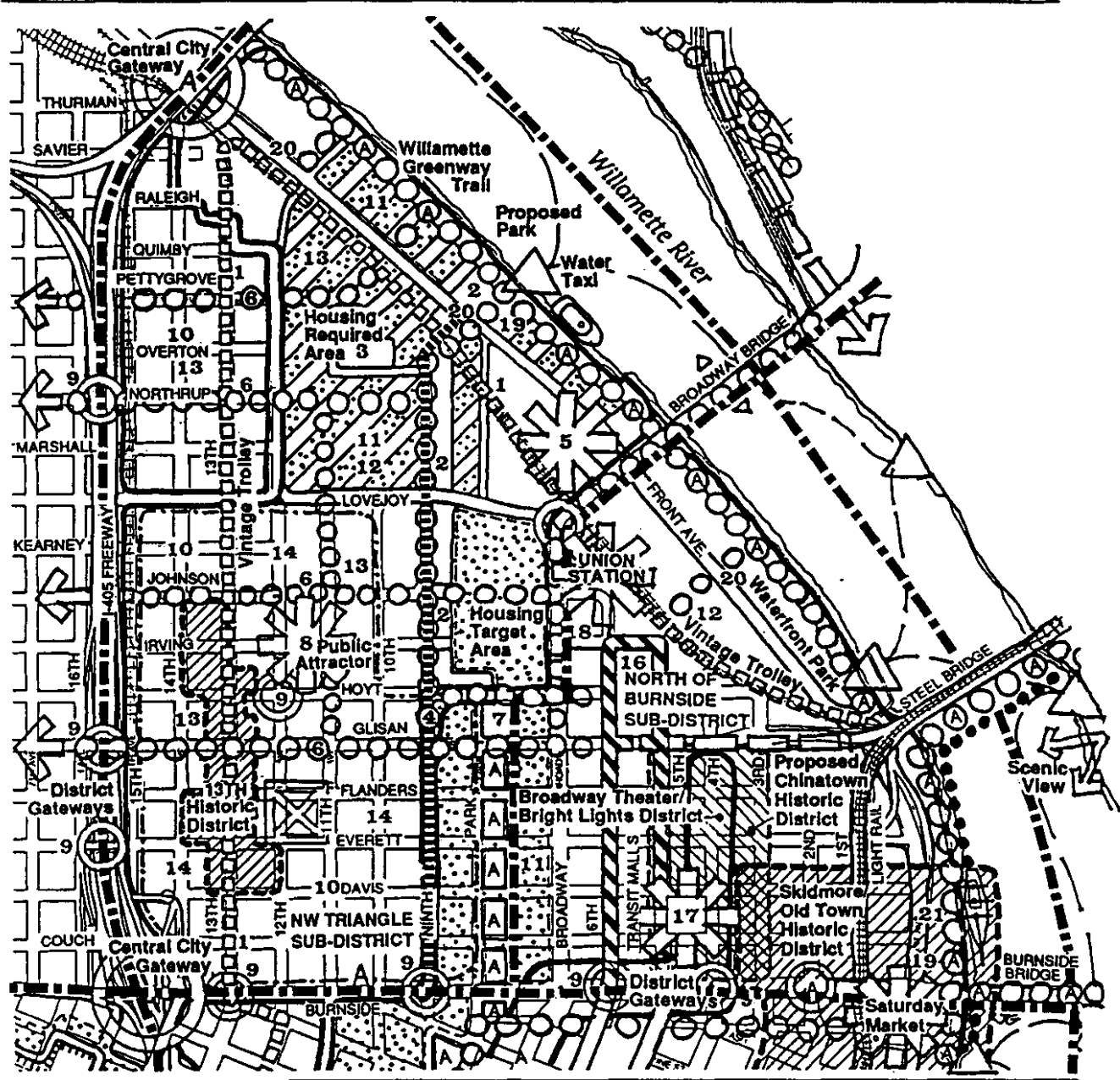


FIGURE 7-3a
NORTH DOWNTOWN
(N.W. Triangle & North
of Burnside Subdistricts)

Urban Design Concepts,
& Policies

LEGEND

- Central City Gateway
- District Gateway
- Pedestrianway
- Proposed Transit Corridor
- Proposed Transit Mall Extension
- Vintage Trolley

- Public Attraction
- Water Taxi
- Park Deficient Area
- Housing Incentive Target Area
- Required Housing Area
- Existing Historic District
- Proposed Historic District
- Proposed Major Art Sites
- Numbers Relate to the 1991 North Downtown Improvement Plan Action Charts. See Report for Details.

NORTHWEST TRIANGLE SUBDISTRICT

The Central City Plan policy for the Northwest Triangle is stated as follows:

Preserve the Subdistrict's character and architectural heritage while encouraging both industrial activity and mixed use development.

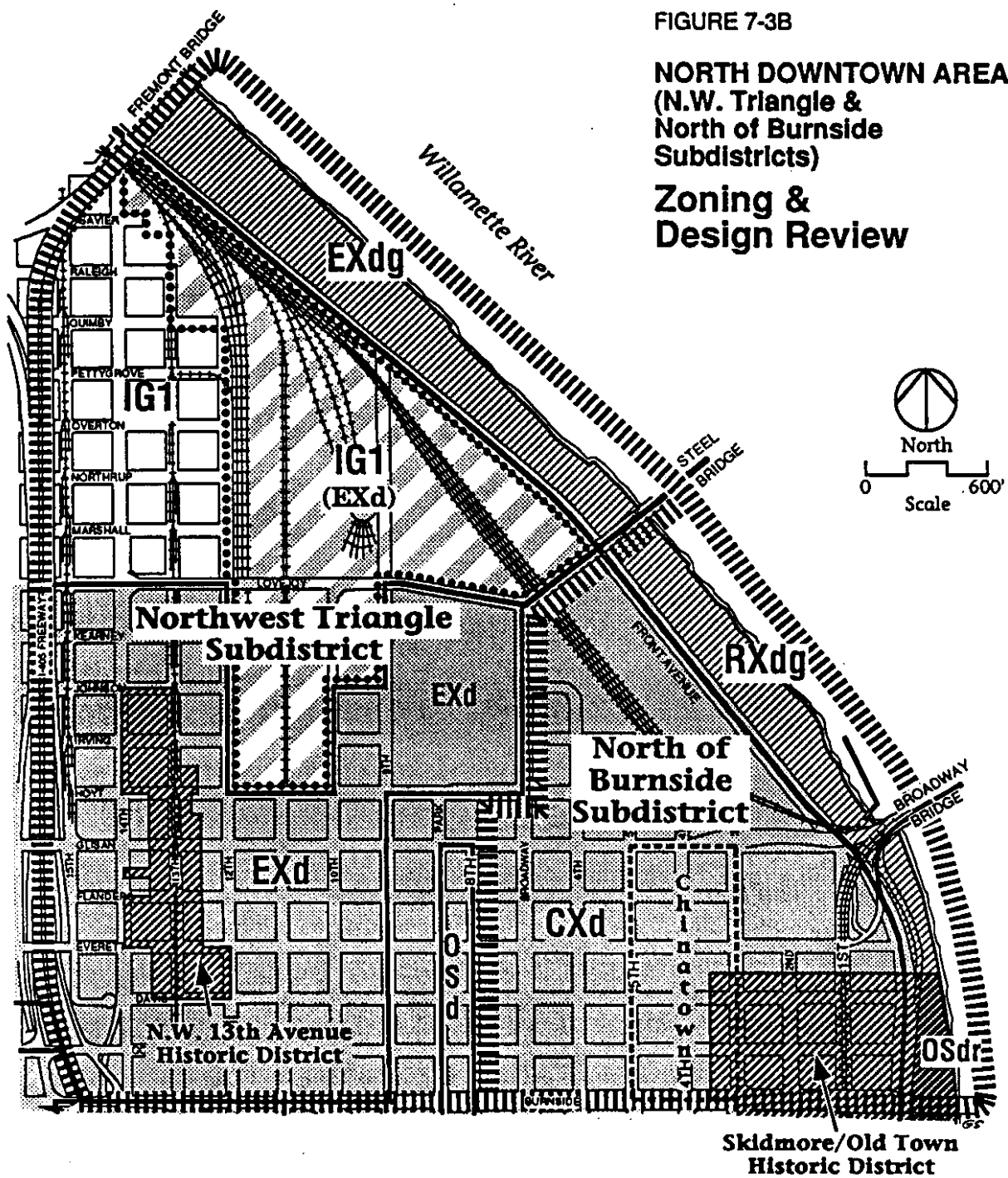
Further:

- *Encourage the growth of industry in the Subdistrict.*
- *Recognize the importance and potential of the redeveloping rail yard area and encourage a mix of uses, including housing.*
- *Focus development along the North Park Blocks extension.*
- *Develop Ninth Avenue as an interim connection between the North Park Blocks and the river through placement of public art, special lighting and a park treatment until the Park Blocks extension is complete.*
- *Foster the development of artist live/work space and gallery facilities.*

(Central City Plan Policy 17)

Other Special Policies

- The entire North of Burnside Subdistrict and the Northwest Triangle Subdistrict south of Hoyt Street were also part of the area covered by the 1972 Downtown Plan. As the Downtown Plan is incorporated in the Central City Plan, the *downtown policies* of the original Downtown Plan still apply to areas within Downtown Plan boundary..
- The same area is also covered by the Downtown Parking and Circulation Policy; the Downtown Design Guidelines, and the Downtown Housing Policy and Program.
- The Downtown Waterfront Renewal Area policies apply to that part of North Downtown in the renewal district. The Union Station Redevelopment Area policies apply to the Union Station Redevelopment Area. See Figure 4-2, *Major Renewal and Redevelopment Projects*.
- Historic District policies apply in the two historic districts. A special Chinatown Historic District is currently under consideration. See Figure 7-3b.



LEGEND

- Subdistrict Boundary
- Zoning Boundary
- Design Zone
- Design Zone when Up-Zoned to EXd
- Design Zone/Greenway
- Historic District
- Historic District/Greenway
- Proposed Historic District

ZONING DESIGNATIONS

- CX Central Commercial
- RX Central Residential
- EX Central Employment
- IG1 General Industrial 1
- OS Open Space
- d Design Zone
- r River Recreational (Greenway)
- g River General (Greenway)
- Maximum Potential Zoning as per Comprehensive Plan

NOTE: This figure was revised in June 1992 and is subject to change. It is meant to show generalized patterns only. Check with the Bureau of Planning to verify information before sales or development.

Code Considerations, Special Regulations

- All of the North of Burnside Subdistrict is zoned Central Commercial, CX, except the area east of Front Avenue (McCormick Pier Apartments) which is zoned either Central Residential (RX), or Waterfront Park (OS).
- The former railyards are eligible for upzoning from General Industry (IG1), to Central Employment (EX).
- Much of the former rail yard property is covered by a number of special requirements including a Special Open Area Requirement and Waterfront Development Standards.
- The blocks on either side of the North Park Blocks, and extending northward across the Central Post Office site to Lovejoy Street area, compose a Residential Bonus Target Area.
- A large part of the North of Burnside Subdistrict is designated a Retail Opportunity Area.
- The area east of Front Avenue is in the Willamette Greenway Zone, where additional regulations apply.

Design Review

- Apart from the area zoned industrial, the entire area is in the Design Zone. The Central City Design Guidelines apply to new development.
- The Downtown Design Guidelines apply to the North of Burnside Subdistrict and the Northwest Triangle south of Hoyt Street. New Design Guidelines are to be developed for the North of Burnside and Northwest Triangle Subdistricts.
- North Downtown includes part of the Skidmore/Old Town Historic District and the 13th Avenue Historic District where special Historic District Guidelines apply.
- Waterfront Park adjacent to Skidmore/Old Town is subject to Willamette Greenway and Historic Landmarks Review.
- Chinatown is on the National Register of Historic Places, but is not yet a locally designated Historic District. When locally designated, Special Design Guidelines will be developed for Chinatown.

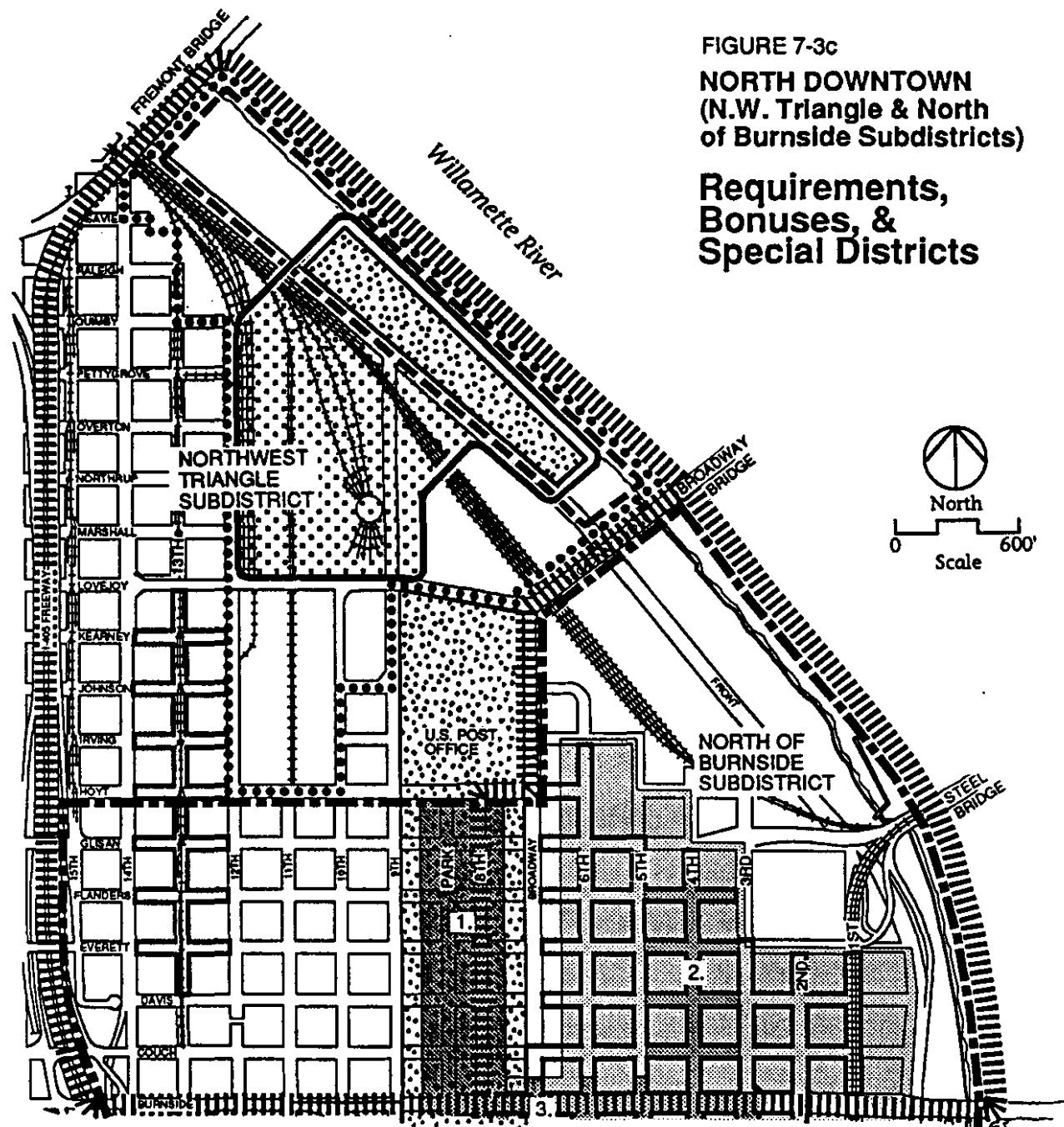


FIGURE 7-3c
NORTH DOWNTOWN
(N.W. Triangle & North
of Burnside Subdistricts)
Requirements,
Bonuses, &
Special Districts

LEGEND

- | | | | |
|---|--|---|----------------------------------|
|  | Subdistrict Boundary |  | Required Retail Opportunity Area |
|  | Downtown Parking & Circulation Policy Area |  | Required Building Lines |
|  | Required Residential |  | Downtown Design Guidelines |
|  | Residential Bonus Target Area | Special Districts: | |
|  | Residential Bonus Target Area when Rezoned to EXd or CXd | 1. Park Blocks | |
|  | NW Triangle Plan Open Area Requirements | 2. Chinatown | |
|  | NW Triangle Plan Waterfront Development Standards | 3. SW Broadway | |

NOTE: This figure was revised in June 1992 and is subject to change. It is meant to show generalized patterns only. Check with the Bureau of Planning to verify information before sales or development.

Lower Albina Subdistrict

The Central City Plan policy for the Lower Albina Subdistrict is:

Strengthen the economic development of the subdistrict as an industrial employment area while preserving the historic buildings and providing a connection for pedestrians to the Willamette River.

Further:

- *Preserve the river bank for water-dependent uses.*
- *While preserving the cluster of historical buildings along Russell Street, allow a mix of uses which promote the economic health of the subdistrict.*
- *Provide improvements which attract industry to the subdistrict, and remove barriers to the movement of industrial goods and equipment.*
- *Provide a connection for the adjacent neighborhoods to the subdistrict and the river.*

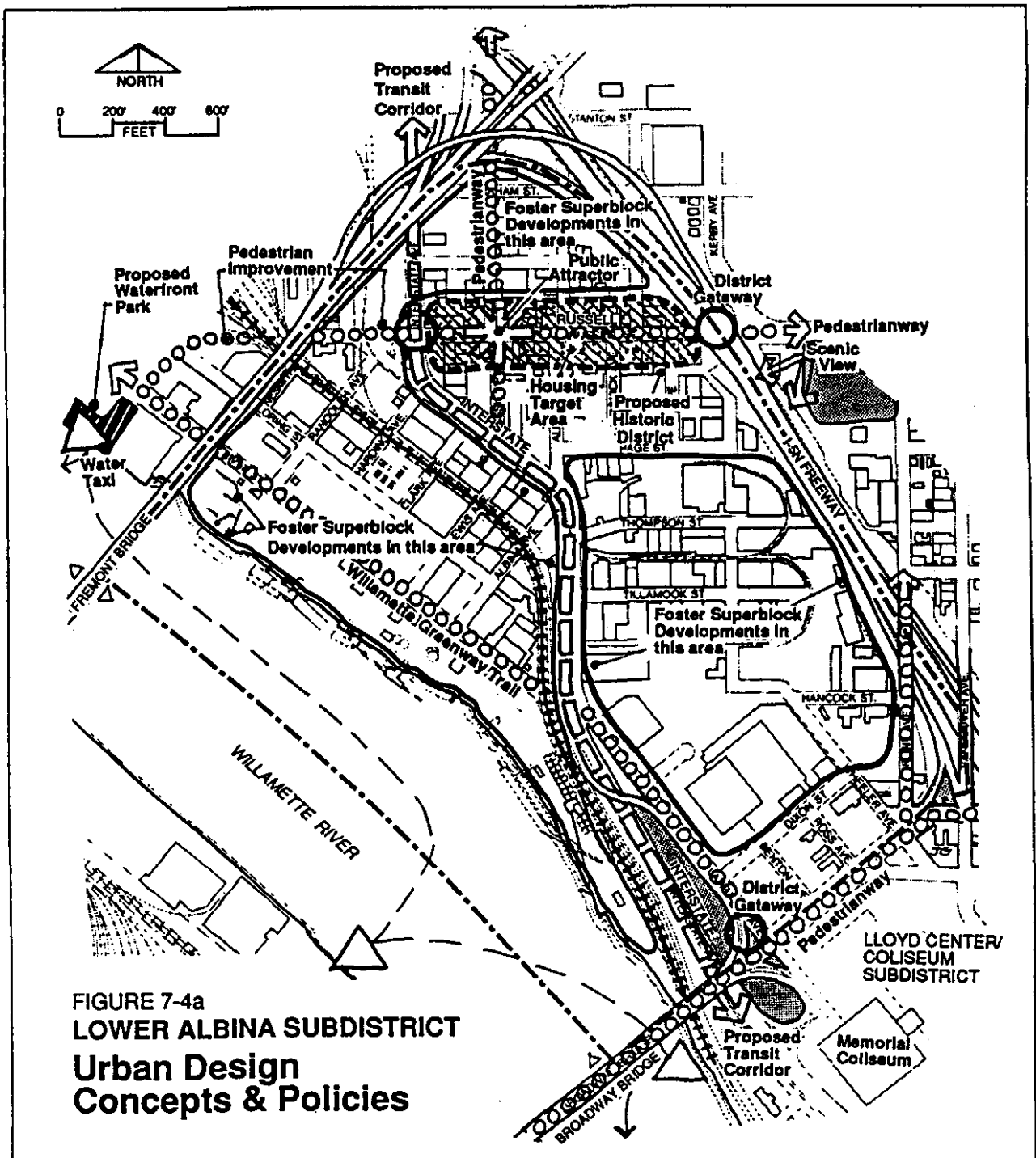
(Central City Plan Policy 18)

Other Special Policies

- Industrial Sanctuary policies of the City Comprehensive Plan.

Code Considerations, Special Regulations

- Most of the area has some form of industrial zoning, either General or Heavy Industry (GI, HI).
- Central Employment (EX) zoning extends along Russell Street; General Employment (EX) and Central Commercial (CX) is in the vicinity of N.E. Broadway.
- The Russell Street area is a Residential Bonus Target Area, Required Retail Opportunity Area and has Required Building Lines (Figure 7-4c)
- The industrial zone adjacent to the river is in the Willamette Greenway.
- A portion of the area has a 50' or 25' Height Restriction for Scenic View preservation. (See *Scenic Views and Vistas* report, and Handbook Figure 3-9).
- A small part of the subdistrict, at the southern end, is in the Convention Center Renewal District.



LEGEND

- | | | | |
|---|---------------------------|---|----------------------------|
|  | District Gateway |  | Water Taxi |
|  | Pedestrianway |  | River Viewpoint |
|  | Proposed Transit Corridor |  | Main Rail Line |
|  | Proposed Park/Open Space |  | Proposed Historic District |
|  | Existing Park/Open Space |  | Housing Incentive Area |
|  | Public Attraction | | |

FIGURE 7-4b
ALBINA SUBDISTRICT
Zoning & Design Review

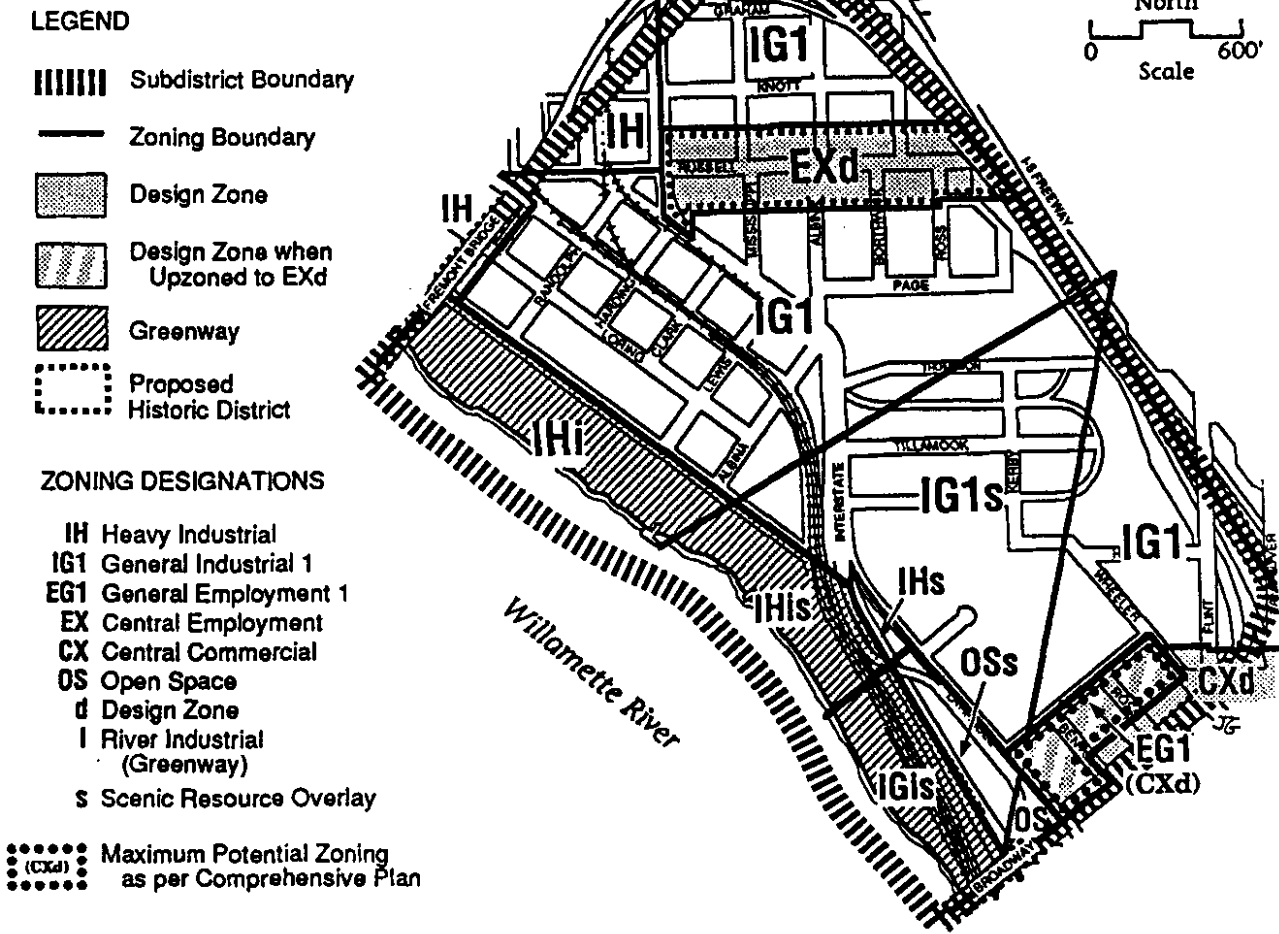
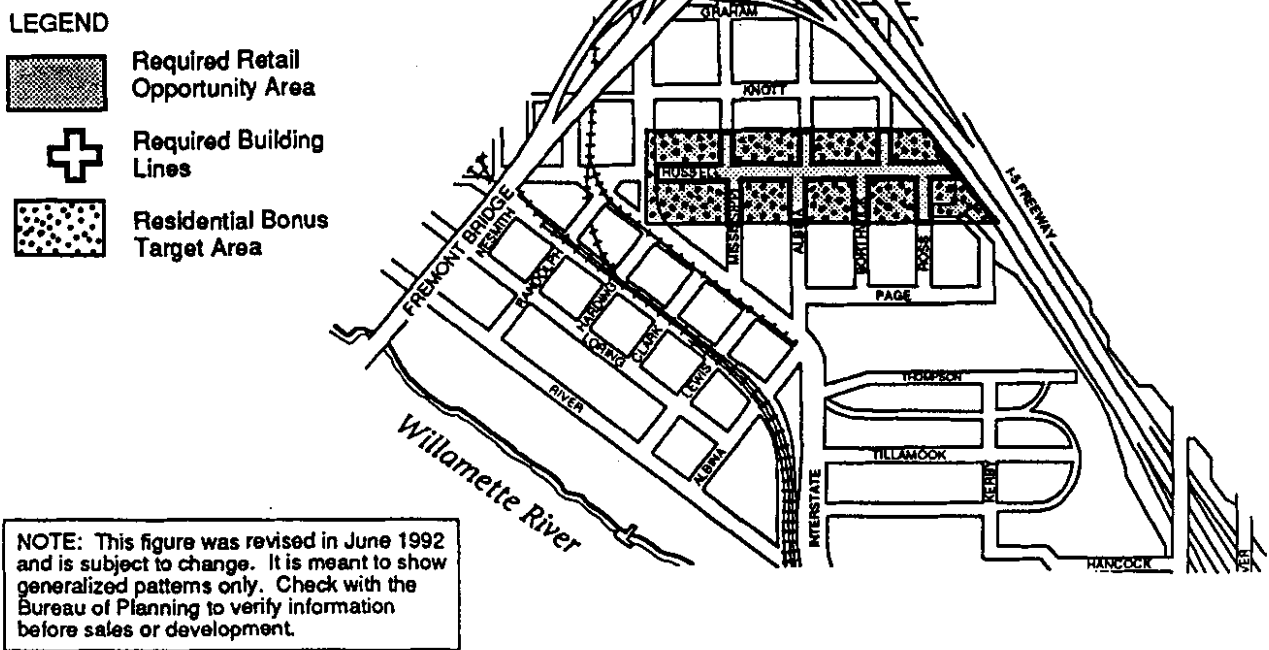


FIGURE 7-4c
ALBINA SUBDISTRICT
Requirements & Bonuses



Lloyd Center/Coliseum Subdistrict

The Central City Plan policy for the Lloyd Center/Coliseum Subdistrict is:

Reinforce the Lloyd Center as the eastern anchor of Central City retailing and locate the highest density new development in areas served by light rail.

Further:

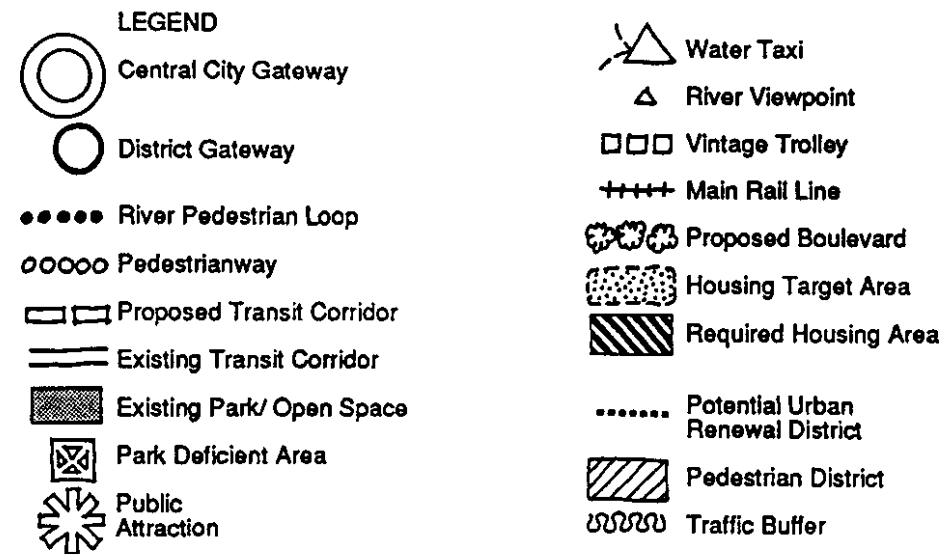
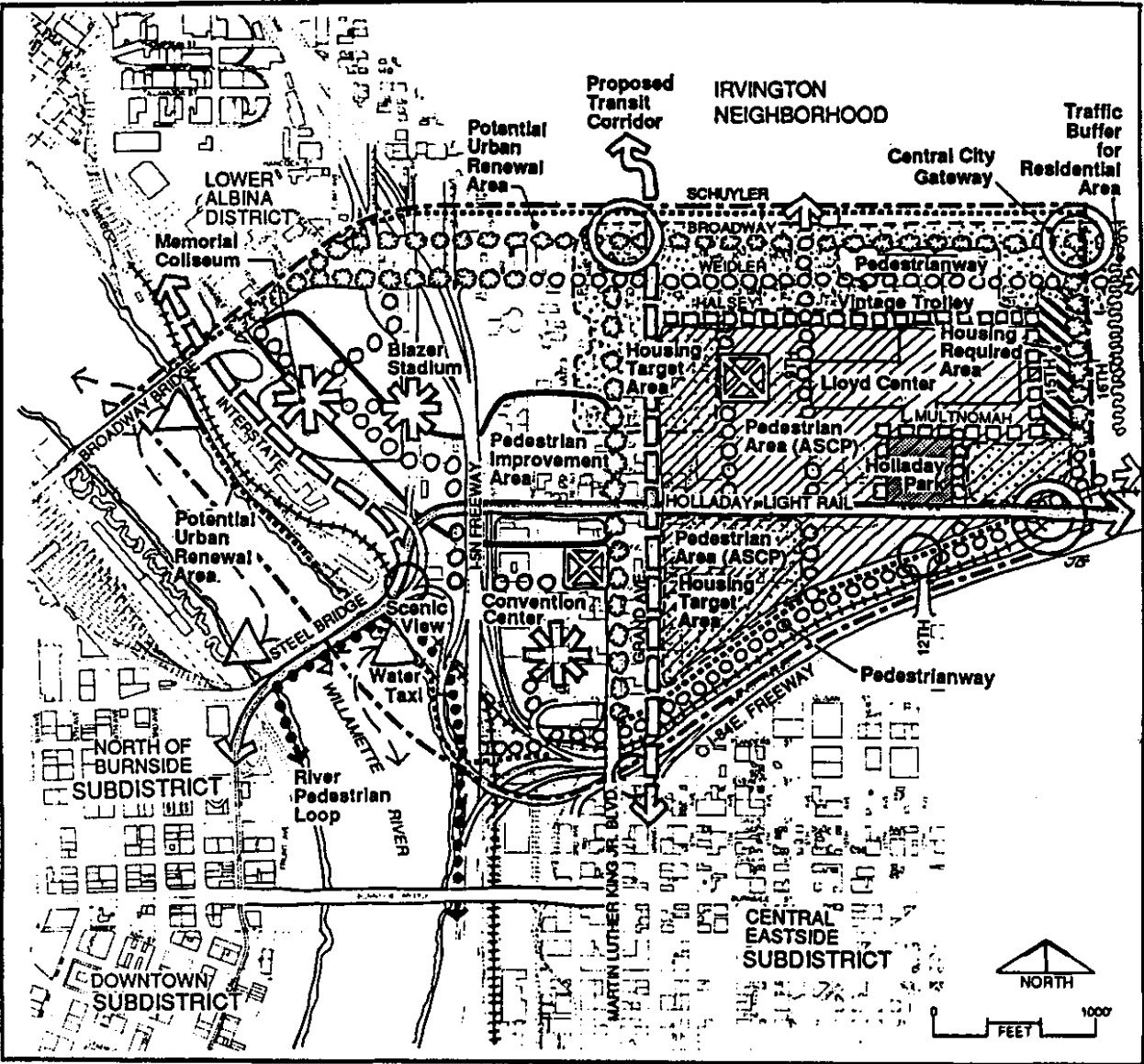
- *Recognize the Lloyd Center/Coliseum subdistrict's role as a major entrance to the Central City.*
- *Improve the environment for pedestrians throughout the district and create a regional civic facilities campus which brings together the Convention Center and Coliseum.*
- *Promote and encourage the development of uses supporting the Convention Center and Coliseum.*

(Central City Plan Policy 19)

Other Special Policies

- The Lloyd Center/Coliseum Subdistrict is unique in its pattern of land ownership. Approximately one-third of the area is in large parcels devoted to regional facilities, namely Memorial Coliseum, the Convention Center, Holladay Park Medical Center, Lloyd Center, the Red Lion Convention Hotel complex, the Bonneville Power Administration, and the new State Office Building.
- Another third is owned by a single development company, the Pacific Development Corporation. It is concentrated in the area between Martin Luther King Boulevard and SE 9th Avenue.
- In 1988, the corporation developed a Proposed Framework Plan for its properties in the Lloyd Center/Coliseum Area.
- The remaining third of the district is in multiple private ownerships.
- Plans are currently being developed for a new Portland Trailblazers Sports Arena and commercial complex.

FIGURE 7-5a
LLOYD CENTER/ COLISEUM SUBDISTRICT
Urban Design Concepts & Policies



- In 1988, Council adopted a Policy and Procedures Guide for the Oregon Convention Center Area. It covers economic development, urban design, land use, transportation and circulation systems.
- A Transportation Capital Improvements Program has also been approved for the Oregon Convention Center Area.

Code Considerations, Special Regulations

- Most of the subdistrict is zoned Central Commercial (CX) with industrial zoning (IG) along part of the riverfront and the southern fringe of the subdistrict.
- Upzoning to Central Commercial (CX) is permitted on three blocks of RH zoning on the eastern fringe of the area.
- Figure 7-5c shows the areas covered by special regulations for Required Building Lines, Required Residential development and Retail Opportunity Areas.
- Approximately one-third of the entire subdistrict is designated a Residential Bonus Target Area.
- A limited area (three blocks) on the eastern fringe of the area is designated a Required Residential Development Area.
- The Arterial Streets Classification Policy designates much of the subdistrict as a Special Pedestrian District.

Design Review

- Development in the design zone is subject to the Central City Fundamental Design Guidelines and the Special Subdistrict Guidelines for the Lloyd Center/Coliseum Subdistrict.

NOTE: This figure was revised in June 1992 and is subject to change. It is meant to show generalized patterns only. Check with the Bureau of Planning to verify information before sales or development.

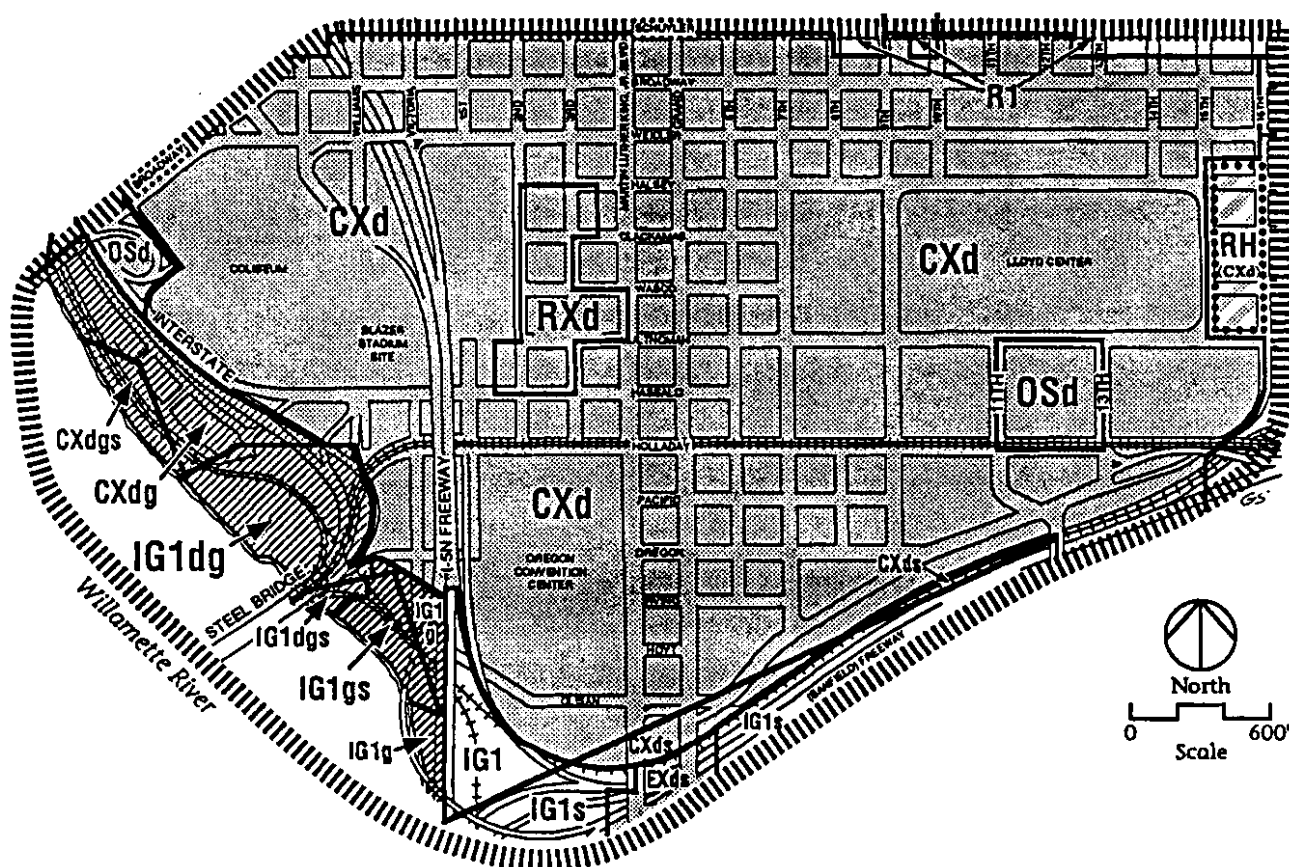


FIGURE 7-5b
LLOYD CENTER/ COLISEUM SUBDISTRICT
Zoning & Design Review

LEGEND

- 
-  Subdistrict Boundary
 -  Zoning Boundary
 -  Design Zone
 -  Design Zone when Upzoned to CXd
 -  Design Zone/Greenway
 -  Greenway

ZONING DESIGNATIONS

- CX** Central Commercial
RX Central Residential
RH High Density Residential
R1 Residential (1000)
EX Central Employment
IG1 General Industrial 1
OS Open Space
d Design Zone
s Scenic Resource Overlay
g River General
 (Greenway)
..... (cxa) Maximum Potential Zoning
 as per Comprehensive Plan

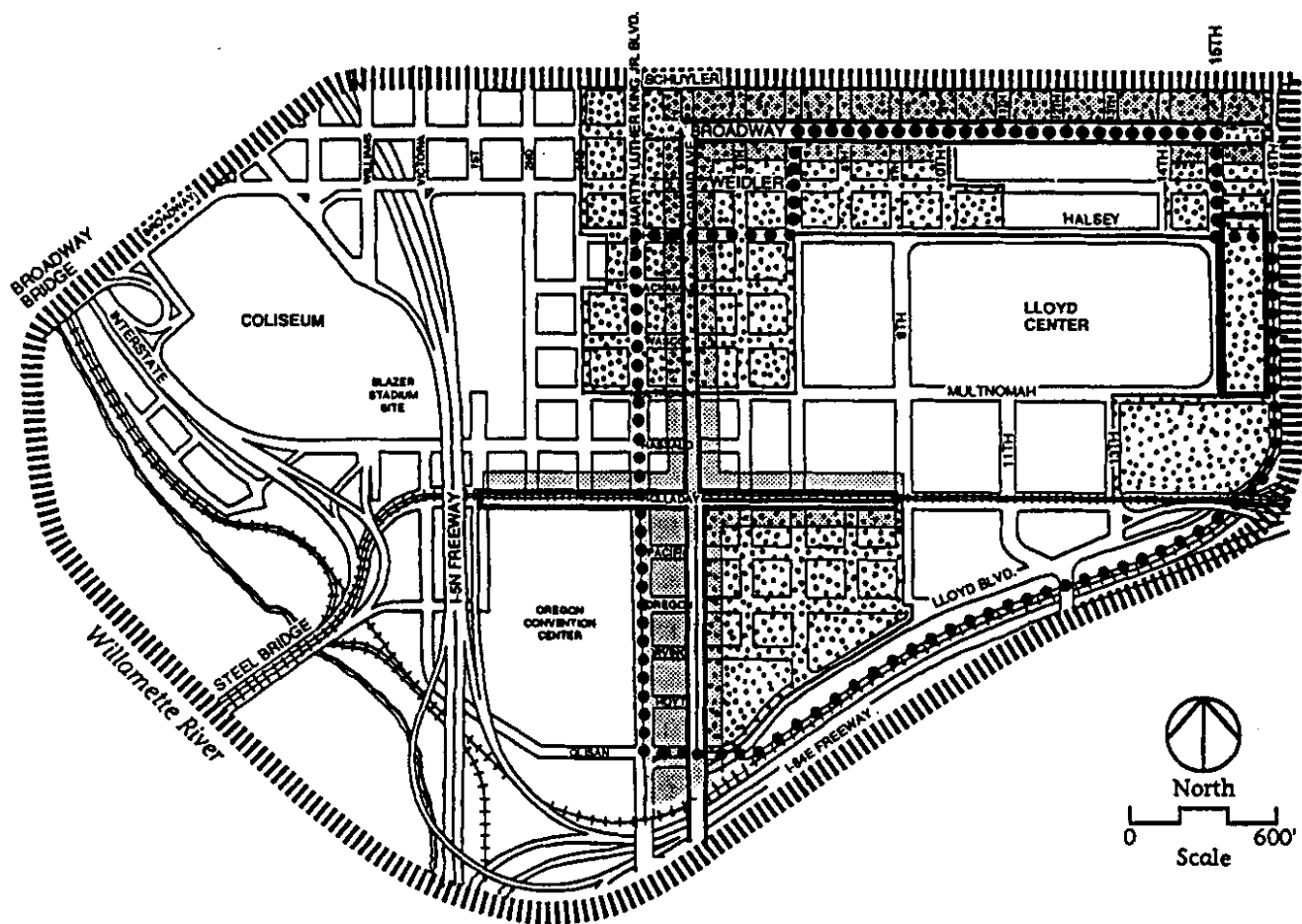


FIGURE 7-5c
LLOYD CENTER/ COLISEUM SUBDISTRICT
**Requirements, Bonuses,
& Pedestrian District**

LEGEND

-  Subdistrict Boundary
-  Required Residential
-  Residential Bonus Target Area
-  Residential Bonus Target Area when Rezoned to EXd or CXd
-  Required Retail Opportunity Area
-  Required Building Lines
-  Pedestrian District-Arterial Streets Classification Policy

Central Eastside Subdistrict

The Central City Plan policy for the Central Eastside Subdistrict is:

Preserve the Central Eastside as an industrial sanctuary while improving freeway access and expanding the area devoted to the Eastbank Esplanade.

Further:

- *Encourage the formation of incubator industries in the subdistrict.*
- *Reinforce the subdistrict's role as a distribution center.*
- *Allow mixed use developments which include housing in areas already committed to nonindustrial development.*
- *Preserve buildings which are of historic and/or architectural significance.*
- *Develop Martin Luther King Boulevard and Grand Avenue as the principal north-south connection and commercial spine in the subdistrict for transit and pedestrians.*
- *Continue implementation of the Central Eastside Economic Development Policy.*

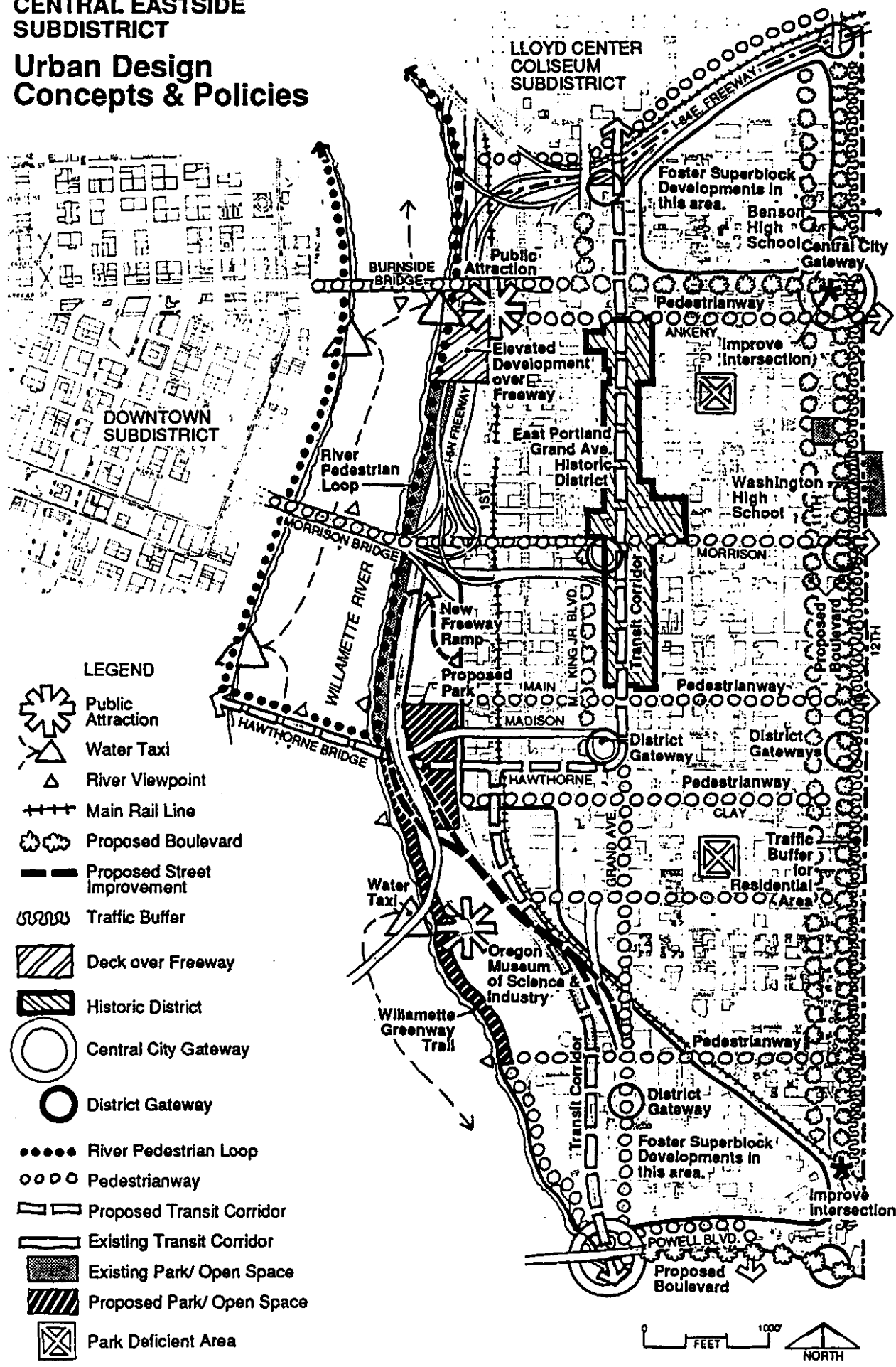
(Central City Plan Policy 20)

Other Special Policies

In addition to the Central City Plan, there are a number of other reports and plans related to the Central Eastside which have adopted policies, objectives and specific recommendations for the area. These include:

- The Central Eastside Revitalization Program
- The Central Eastside Urban Renewal Plan
- The Central Eastside Transportation Study
- The Eastside Esplanade Plan
- The individual neighborhood plans of eastside neighborhoods

FIGURE 7-6a
**CENTRAL EASTSIDE
SUBDISTRICT**
**Urban Design
Concepts & Policies**



Code Considerations, Special Regulations

- Much of the Central Eastside is zoned for General Industrial (IG1) development.
- Upzoning is permitted in the vicinity of the OMSI site and on the fringe of the Martin Luther King Boulevard/Grand Avenue Central Employment corridor.
- The properties adjacent to Grand Avenue between NE Everett and SE Morrison are designated a Required Retail Opportunity Area.

Design Review

- The industrially-zoned areas, plus a limited amount of residential use (R1), are not subject to Design Review.
- The areas where Design Review, Historic Design Review and Greenway Review are required are shown on Figure 7-5b.
- Development in the Design Zone is subject to the Central City Fundamental Design Guidelines, and the Central Eastside Subdistrict Design Guidelines.
- The Willamette Greenway Zone is designated for general river use. A Willamette Greenway Review may be required for development in this area.

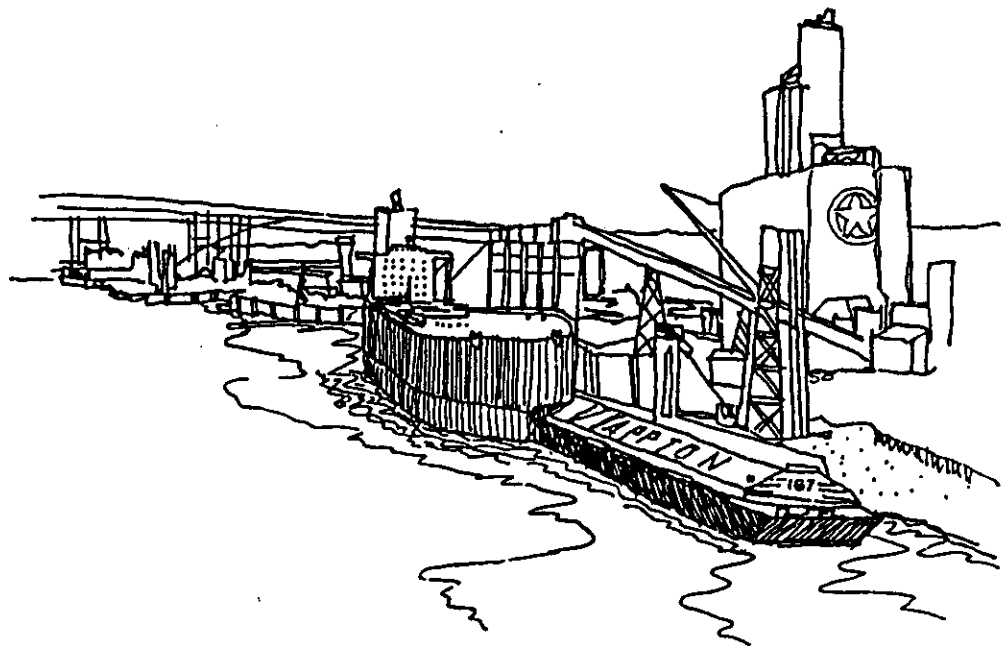
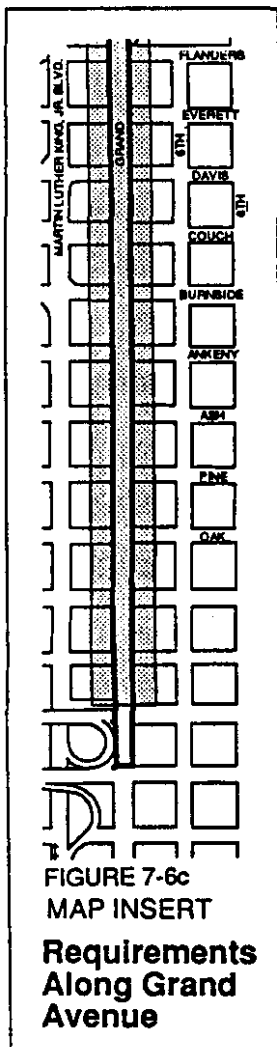
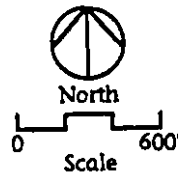


FIGURE 7-6b

CENTRAL EASTSIDE SUBDISTRICT Zoning, Design Review, & Special Requirements

LEGEND

- Subdistrict Boundary
- Zoning Boundary
- Design Zone
- Design Zone when Up-Zoned to EXd
- Greenway
- Historic District

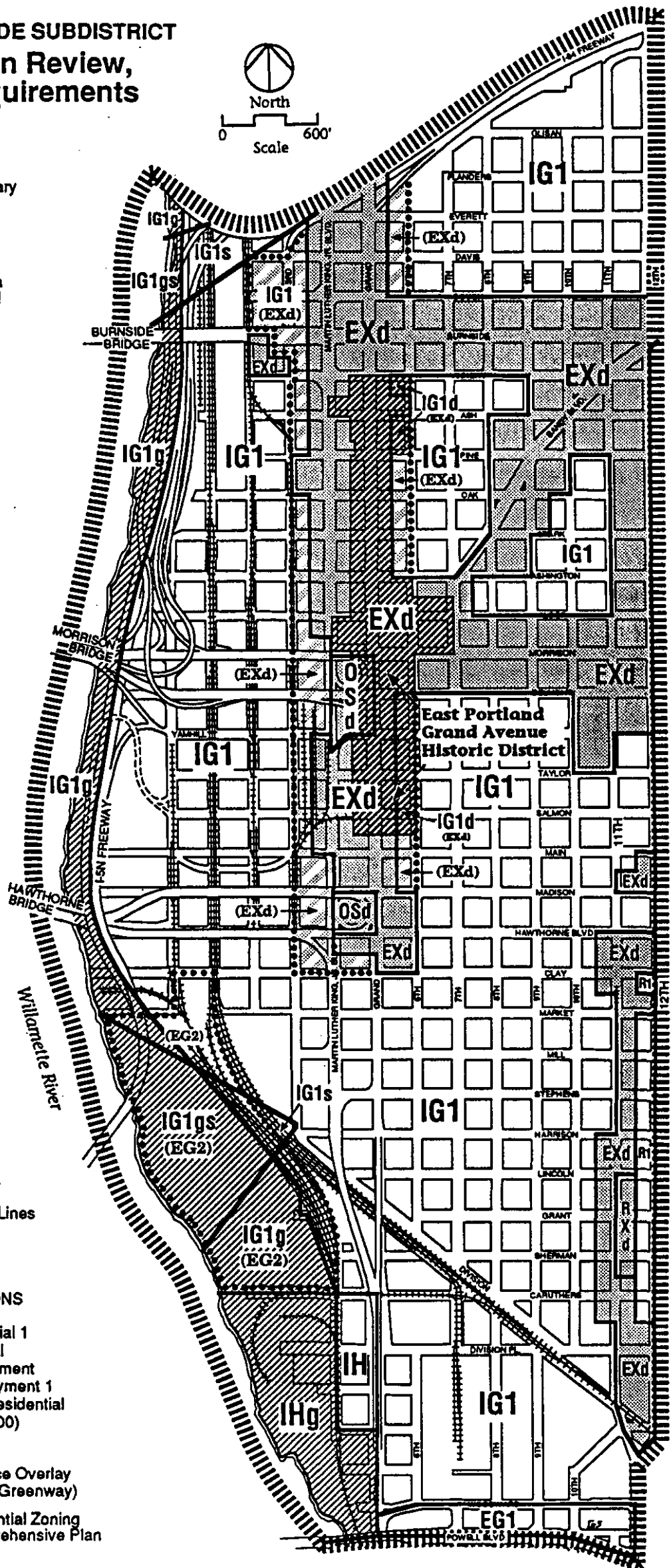


MAP INSERT LEGEND

- Required Retail Opportunity Area
- Required Building Lines

ZONING DESIGNATIONS

- IG1 General Industrial 1
- IH Heavy Industrial
- EX Central Employment
- EG General Employment 1
- RH High Density Residential
- R1 Residential (1000)
- OS Open Space
- d Design Zone
- s Scenic Resource Overlay
- g River General (Greenway)
- Maximum Potential Zoning as per Comprehensive Plan



North Macadam Subdistrict

The Central City Plan policy for the North Macadam Subdistrict is:

Develop the subdistrict as a mixed use neighborhood with significant residential development along the river bank and commercial development along Macadam and the Jefferson Street light rail line.

Further:

- *Orient new development to pedestrians and provide frequent links to the river.*
- *Keep waterfront development low use and allow taller buildings along the light rail corridor.*
- *Complete the Willamette River Greenway Trail river bank connection between John's Landing and River Place.*
- *Improve road access and transit service within the subdistrict.*

Central City Plan Policy 21

Other Special Policies

See Corbett/Terwilliger/Lair Hill Policy Plan.

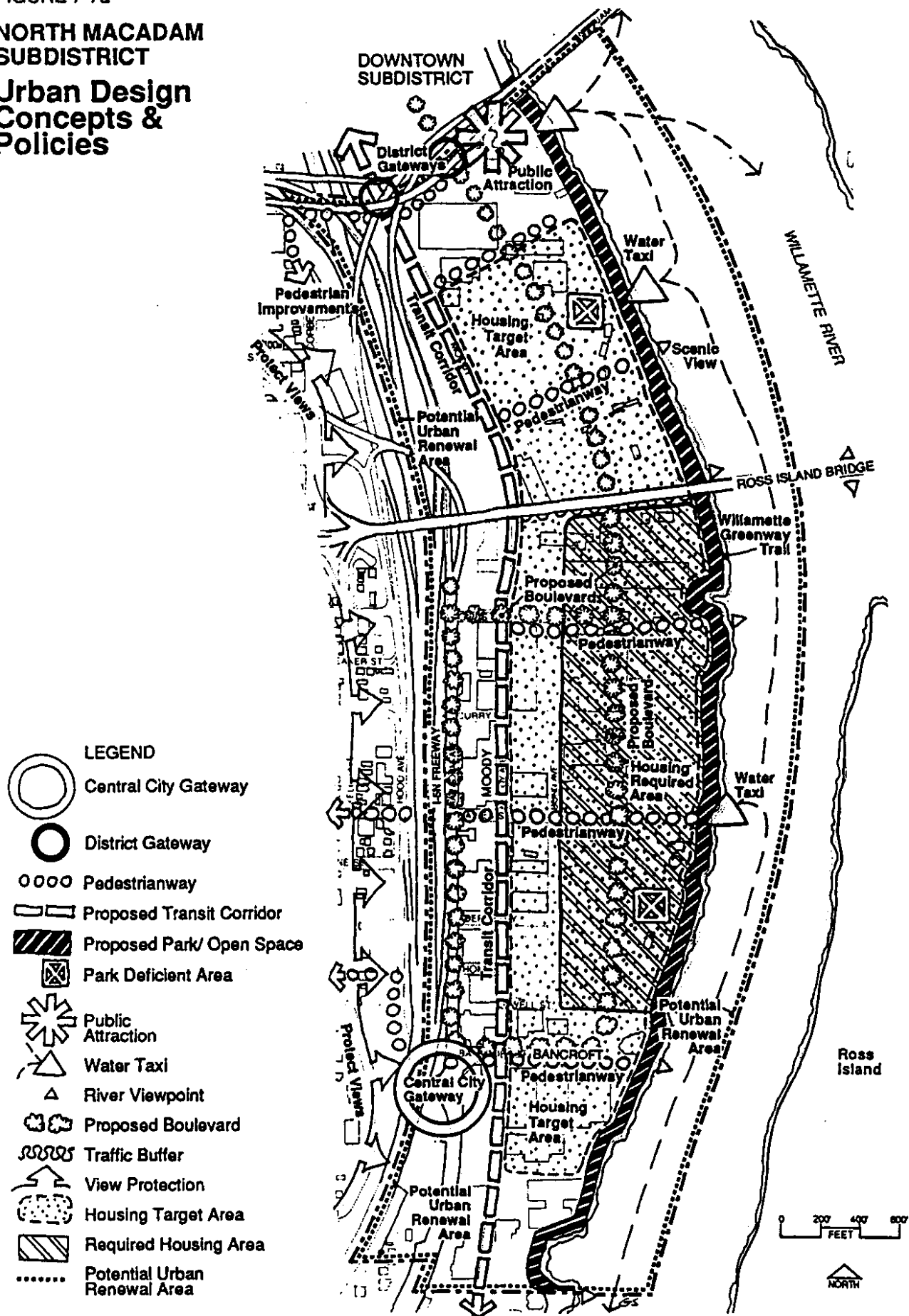
Code Considerations, Special Regulations

- The entire area is zoned CX and is in the Design Overlay Zone.
- In addition, two-thirds of the area is in the Willamette Greenway general zone.
- A large part of the area is a Residential Bonus Target Area. Approximately half of this is also a Required Residential Development Area (Figure 7-7c).

Design Review

- Central City Fundamental Design Guidelines apply to the entire area.
- In addition, the Macadam Avenue Design Guidelines apply.
- New subdistrict guidelines are being developed.

FIGURE 7-7a
NORTH MACADAM
SUBDISTRICT
Urban Design
Concepts &
Policies



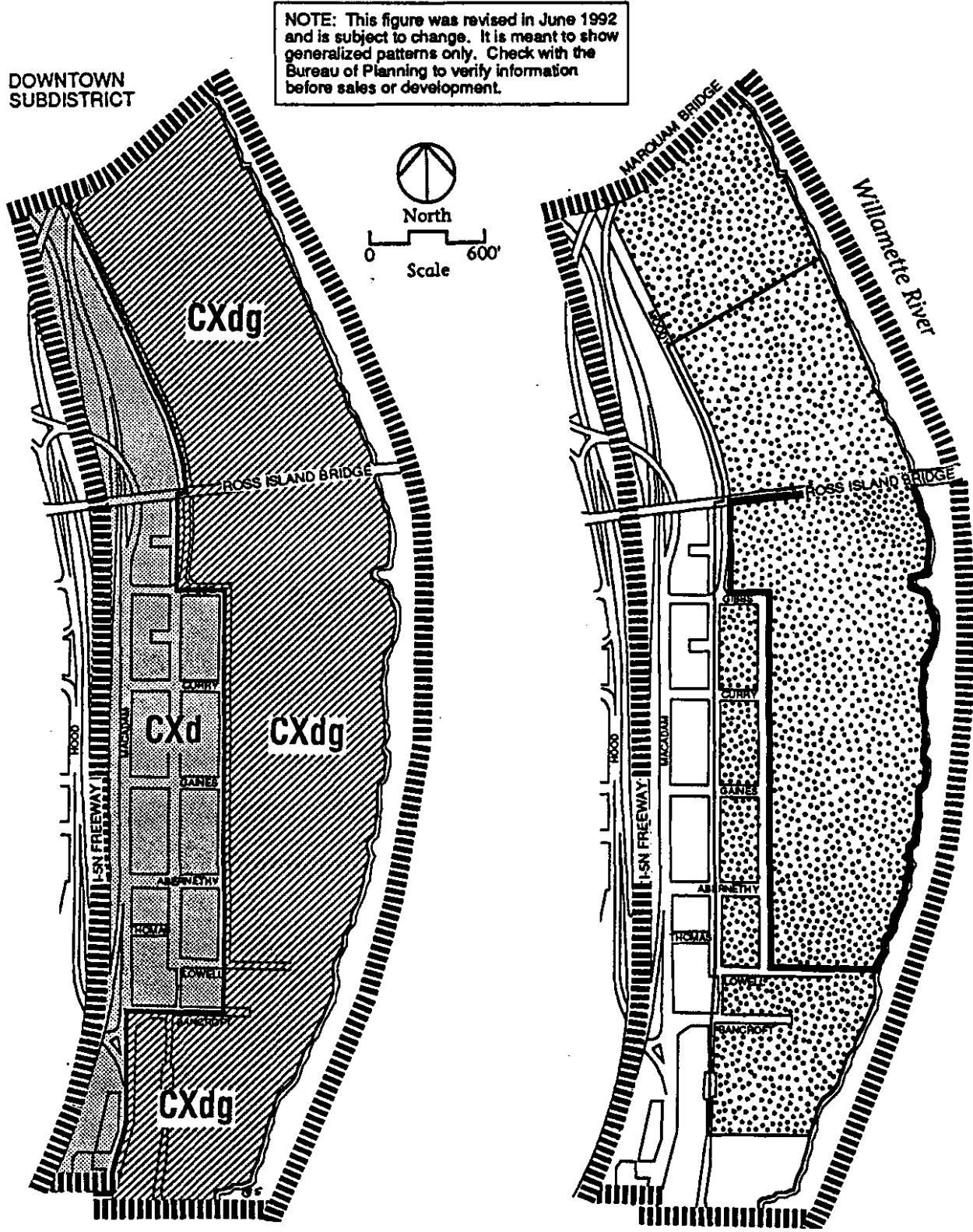


FIGURE 7-7b
NORTH MACADAM SUBDISTRICT
Zoning & Design Review

LEGEND

- Subdistrict Boundary
- Zoning Boundary
- Design Zone
- Design Zone/Greenway

ZONING DESIGNATIONS

- CX Central Commercial
- d Design Zone
- r River Recreational (Greenway)
- g River General (Greenway)

FIGURE 7-7c
NORTH MACADAM SUBDISTRICT
Requirements & Bonuses

LEGEND

- Required Residential
- Residential Bonus Target Area

Appendix and Acknowledgements

APPENDIX

Housing Financing Assistance Programs

There are a number of financial assistance programs available to help in the financing of new and rehabilitated housing units. Some programs are city-wide programs while others are directed towards the needs of specific areas of the city. Contact the Portland Development Commission for detailed information on these programs.

DOWNTOWN HOUSING PRESERVATION PROGRAM (DHPP)

The Downtown Housing Preservation Program (DHPP) is intended to help preserve and increase Portland's stock of very low-income Downtown housing. It is a development program which works with nonprofit organizations to acquire and/or renovate existing buildings and construct new low-income housing.

RENTAL REHABILITATION LOANS

Low interest rates for rehabilitation loans are available from PDC to owners of substandard rental housing located in most Portland neighborhoods. This includes all parts of the Central City except the Lower Albina and Macadam Subdistricts.

RESIDENTIAL REHABILITATION IMPROVEMENT LIMITED PROPERTY TAX ASSESSMENT

The Bureau of Buildings administers a city-wide program which provides a tax exemption on the value of new improvements to existing buildings which are being rehabilitated to create or upgrade housing. The value of the improvements is tax exempt for ten years. The exemption does not include the value of the land and existing improvements. Property owners have to complete a rent regulatory agreement.

The program has been expanded to include rehabilitation improvements to owner-occupied housing and newly constructed housing located in designated distressed areas.

Applications are filed with the Bureau of Buildings and are subsequently monitored by PDC.

NEW MULTIPLE-UNIT RENTAL HOUSING LIMITED PROPERTY TAX ASSESSMENT

This program encourages new multifamily rental housing construction by offering a ten-year property tax exemption for the project. The exemption is available only in the Central City or urban renewal areas of the city. The project is required to provide additional public benefits to qualify for the exemption. Only rental projects of ten or more permanent rental units are eligible.

Projects require a recommendation from the Portland Planning Commission, and PDC and City Council approval.

LOW INCOME 501(C)(3) HOUSING PRESERVATION PROGRAM

This program is aimed at preserving very low income housing, and is available on a city-wide basis. It offers a property tax exemption for the residential portion of properties used to house very low income people. It is only available to charitable nonprofit 501(c) (3) organizations and they must either own the property or have a leasehold interest that obliges the lessee to pay ad valorem taxes. (Call Bureau of Planning Housing Staff).

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