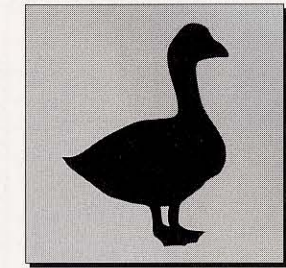


GOOSE HOLLOW

LIGHT RAIL STATION COMMUNITY

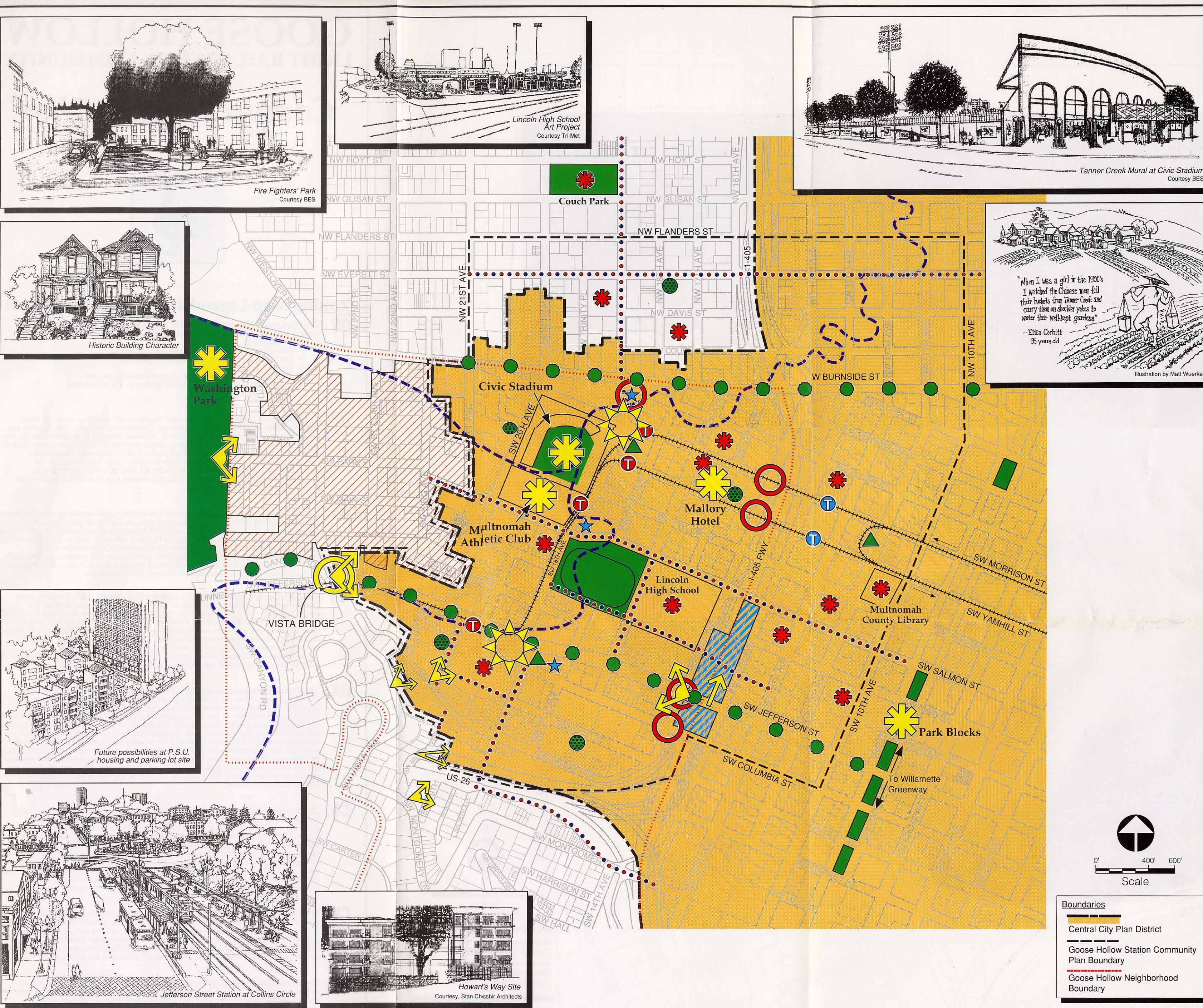
Urban Design Plan



Urban Design Plan Legend

Urban design features indicated in this map help implement the District's policies and objectives. They are not part of the City's Comprehensive Plan unless noted.

-  **Open Spaces** are sites that are publicly owned or have been committed by their owner to open space use. All the sites designated here are open spaces in the City's Comprehensive Plan, except the Lincoln High School grounds.
-  **Public Plazas** are locations where development of additional public open space is proposed in the form of a plaza. They may be developed by creating incentives for private open space/plaza developments.
-  **Pocket Parks** are locations where the Plan calls for future development of small parks at or near the designated locations. They may include development of parks through partial street closures and incentives for private open space and private play areas.
-  **Light Rail Transit Corridor** is identified in the Transportation Element of Portland's Comprehensive Plan as a "regional transitway". It exists as a light rail transit corridor in Metro's 2040 Plan.
-   **Light Rail Transit Stations** are identified in the Transportation Element of Portland's Comprehensive Plan.
-  **Pedestrian and Bikeways** are priority routes where future improvements will enhance safety and quality for pedestrians and bicyclists. Some routes designated by the Transportation Element of the Comprehensive Plan are shown in this map.
-  **Scenic Viewpoints** are identified and protected by Portland's Scenic Resources Protection Plan, a part of the Comprehensive Plan. They are in the City's inventory of significant scenic resources and are reflected in the zoning code regulations used to implement the Protection Plan.
-  **Major and Minor District Gateways** are entrance points to a large district, and, in some cases, to the City of Portland, which have a high degree of visibility and a distinct sense of transition. They may include landscaping, public art, gateway structures, special lighting and signs.
-  **Tanner Creek Daylighting Water Features** are water features that expose the underground Tanner Creek at significant public places along the historic course. The historic course may be represented by artwork or murals. The daylighting of the Creek is part of the City's combined sewer overflow program.
-  **Historic Course of Tanner Creek** began in the West Hills, followed what is now SW Canyon Road into the hollow near Collins Circle and ran farther along the site of the present Civic Stadium. It then meandered through the flatlands in the northern part of the Goose Hollow District and into the Willamette River.
-  **Neighborhood Focal Points** have a clear identity as landmark locations and serve as meeting places for the residents of one or more neighborhoods. They often include small parks or plazas and may have public art to enhance the pedestrian environment.
-  **Existing Historic Districts** are areas where the concentration of historically and/or architecturally significant structures and sites are preserved and enhanced. Protection of these historic areas is a potential implementation action for Portland's Comprehensive Plan.
-  **Major Attractions** draw patrons and participants from throughout the City, Region or State. The attractions identified here include existing and proposed facilities.
-  **Minor Attractions** draw patrons from an area smaller than the entire City. The attractions identified here include existing and proposed facilities such as churches, libraries and other community centers.
-  **Decks Over Freeway** provide for both public open space and development opportunities. In this plan, location of the deck over I-405 may be changed depending on its construction feasibility or locations of new development.
-   **Boulevards** are arterials having large street trees and wide pedestrian spaces. They often have a continuous and consistent formal landscape treatment.



Urban Design Vision for Goose Hollow

The Goose Hollow District is envisioned to be a predominately urban residential, transit-oriented community located on the western edge of the Central City between Washington Park and downtown Portland. When riding light rail through the West Hills tunnel to the Central City, it is the first neighborhood experienced before entering downtown Portland. The Urban Design Vision celebrates the sense of arrival from the west at the Jefferson Street Station and Collins Circle, and from the north at the Civic Stadium Station and Fire Fighter's Park. This is done by integrating the history of the community with its special natural and formal (man-made) characteristics.

Seen as a relatively dense urban residential community, Goose Hollow has three stations: the Civic Stadium station; Kings Hill/Salmon Street station; and

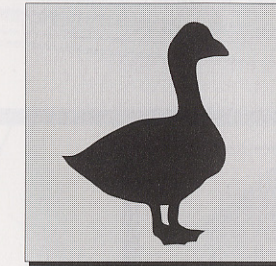
Jefferson Street Goose Hollow station. All three stations have areas of mixed use developments around them, with pedestrian amenities. Each station has its own identity, and together they create a transit-oriented station community. The Civic Stadium and Jefferson Street stations are two main neighborhood focal points. They are characterized by urban plazas and special Tanner Creek daylighting features, making them important and active centers. SW Jefferson Street is seen as a boulevard, connecting Washington Park in the west to the Park blocks in downtown. West Burnside Street is a linear edge and a focus that attracts people from both the Goose Hollow community as well as the adjacent Northwest neighborhood. Lockets of green parks nestle into the dense mid and high-rise residential developments that surround the stations, providing for the much needed neighborhood play spaces.

The Goose Hollow community is unique because of its diversity in population, land uses and building character. It supports a diverse resident population with various family structures. The District is interspersed with large activity centers such as the Civic Stadium, Lincoln High School, churches, and retail/entertainment nodes that draw people from the outside and make it a lively, active place. The Vision for this area also conserves or reuses historically significant buildings and emphasizes the community's special architectural character through compatible infill developments.

Light rail integrates the distinct activity centers and retail/commercial cores of the community with its residential parts, to make it an active pedestrian-friendly whole. Therefore, the Goose Hollow District is pictured as a place for people to not only live, but also work and play.

GTS/Graphics 6-96

Comprehensive Plan



OS The Open Space (OS) zone is intended to preserve public and private open and natural areas identified in the Comprehensive Plan. These areas serve many functions including:

- Providing opportunities for outdoor recreation;
- Providing contrasts to the built environment;
- Preserving scenic qualities;
- Protecting sensitive or fragile environmental areas; and
- Preserving the capacity and water quality of the stormwater drainage system.

R2 The Residential 2,000 (R2) zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with existing uses. Generally, the zoning will be applied to neighborhood collector and district collector streets, and local streets adjacent to commercial areas or major streets.

R1 The **Residential 1,000 (R1) zone** is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four unit residential buildings covering a higher percentage of building coverage than in the K2 zone. The major type of new housing development will be multi-dwelling structures: (condominiums and apartments), duplexes, townhouses and rowhouses. Generally, R1 zoning will be applied near neighborhood collector and district collector streets, and local streets adjacent to commercial areas, or major streets.

RH The High Density Residential (RH) zone is a high density multi-dwelling zone. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use is regulated by floor area ratio (FAR) limits and other site development standards. Generally, the density will range from 80 to 125 units per acre. Allowed housing is characterized by medium to high height and a relatively high percentage of building coverage. The major types of new housing development allowed are town, medium and high-rise apartments and condominiums. Generally, RH zones will be well served by transit facilities and be near areas with supportive commercial services.

RX **The Central Residential (RX) zone** is a high density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally, the density will be 100 or more units per acre.

Allowed housing developments are characterized by a very high percentage of building coverage. The major types of new housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

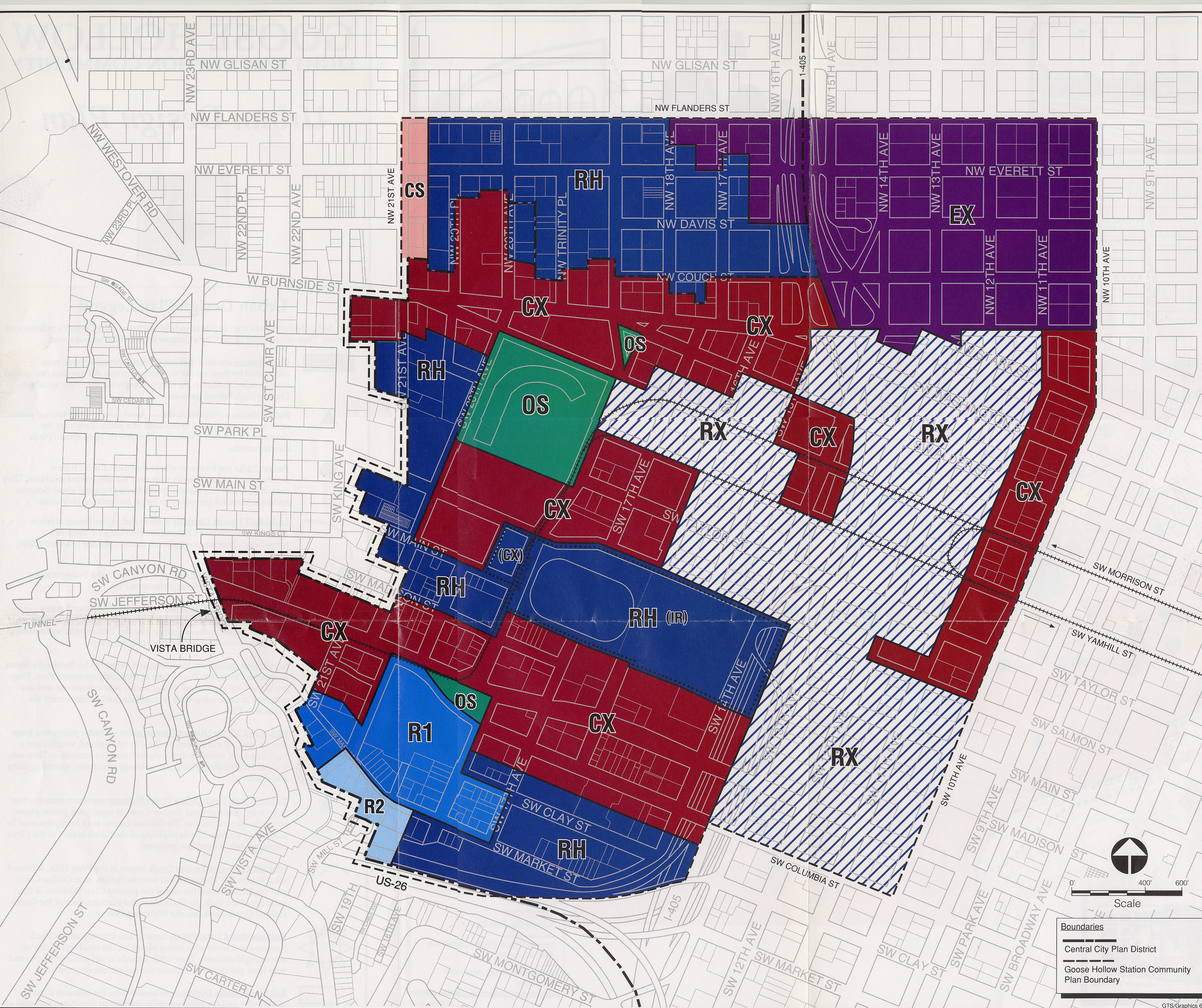
CS **The Storefront Commercial (CS) zone** is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominately built-up, with buildings close to and oriented towards the sidewalk, especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

CX The **Central Commercial (CX) zone** is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. 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.

EX The **Central Employment (EX) zone** implements the Central Employment map designation of the Comprehensive Plan. The zone allows mixed-uses and is intended for areas in the center of the city that have predominately industrial type development. The intent of the 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 development standards are intended to allow new development which is similar in character to existing development.

IR **The Institutional Residential (IR) zone** is a multi-use zone that provides for the establishment and growth of large institutional campuses as well as higher density residential development. Intensity and density are regulated by the maximum number of dwelling units per acre and the maximum size of buildings permitted. Some commercial and light industrial uses are allowed, along with major event entertainment facilities and other uses associated with institutions. Residential development allowed includes all structure types. Mixed use projects including both residential development and institutions are allowed as well as single use projects that are entirely residential or institutional. IR zones will be located near one or more streets that are assigned a street classification of either "A" or "B" or higher classification. IR zones will be used to implement the Comprehensive Plan's Institutional Campus designation. The IR zone will be applied only when it is accompanied by the "d" Design Review overlay zone.

Note: This zoning was effective on February 7, 1996. For current zoning, including overlay zones and special district standards, see the Official Portland Zoning Code and Maps, available at the Permit Center, First Floor, Portland Building, 1120 S.W. Fifth Avenue, Portland, Oregon 97204.



Central City Plan Policy for Goose Hollow

Further:

- A. Create opportunities for 1,000 new households within the District over the next 20 years. Housing created should provide for those who enjoy a central city location with a neighborhood feel, as well as encourage diversity by attracting families.

- B. Encourage retail and commercial development in mixed-use projects centering on the Civic Stadium and Jefferson Street light rail stations which support the needs of the residential community.
- C. Improve the pedestrian and bicycle connections to light rail and throughout the neighborhood.
- D. Emphasize linear corridor boulevards on SW 18th Avenue, Burnside and Jefferson Streets to provide active retail, plazas and other urban amenities.

- E. Provide neighborhood amenities by including small pockets of open space in conjunction with new, high density development.
- F. Create a local streetscape that places importance on the continuity of pedestrian pathways, building lines, street corners, and other important physical design qualities.

