ZONING TOOL KIT

The Handbook for Evaluating and Updating Comprehensive Plan and Zoning Maps

Bureau of Planning
City of Portland, Oregon
February, 1997
Portland City Council

Vera Katz, Mayor
Jim Francesconi, Commissioner of Public Utilities
Charlie Hales, Commissioner of Public Safety
Gretchen Miller Kafoury, Commissioner of Public Affairs
Erik Sten, Commissioner of Public Works

Planning Commission Members

Richard Michaelson, President
Steve Abel, Vice President
Sarah ffitch
Bruce Fong
Amanda Fritz
Rick Holt
Paul Schuback
Ruth Scott
Noell Webb

To help ensure equal access to information, the Portland Planning Bureau offers the following services:

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For more information, please call 823-709 or 823-6668 (TDD)
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SECTION A:
Project Overview
Purpose

This handbook provides you with information and procedures to complete the proposed update of the City’s Comprehensive Plan Map for your neighborhood or subarea. Because the scope of information covered is broad, this handbook can provide only an overview. For greater depth and detail, refer to the sources listed in the appendices.

Why Update the City’s Comprehensive Plan Map?

The City’s Comprehensive Plan and Map were originally adopted in October, 1980. Since then the City and its neighborhoods have seen dramatic changes in the environment, economy, population composition, development, and opportunities. This map update prepares your neighborhood or subarea to meet the challenges of the 21st century and shape its future over the next 20 years.

No Comprehensive Plan, Plan Map or zoning map can remain relevant and appropriate for 20 years or more. Periodic review and
SECTION A: Project Overview

Update are necessary to ensure that plan provisions continue to provide an up-to-date and workable framework for land use development. The impetus for change and adaptation comes from a variety of sources such as:

**Reasons for update**

- Adoption of new and revised state, regional, and local land laws.
- Implications of new technology on the landscape (i.e., working at home is an alternative to commuting; cellular towers to enable new modes of communication).
- Advances in building materials and construction techniques.
- New perspectives and techniques for natural resource protection and management.
- Changes and trends in area demographics, economics, and migration.
- Completion of new development which reshapes the community such as light rail.
- Heightened interest and use of transit, bicycling and walking.
- Patterns of freight movement due to widespread use of “just-in-time” inventory practices.
- Shifts in preferences of residential, commercial, and industrial users and developers.
- Aging of neighborhood building stock and amenities.
- Changes in neighborhood priorities, opportunities and resources.
- Changing values and lifestyles.
Handbook Organization

- Section A, Project Overview, provides background information on the framework of land use planning, and steps for updating the Comprehensive Plan Map and zoning maps.

- Section B, Understanding and Applying Comprehensive Plan Map Designations and Zones, systematically describes each Comprehensive Plan designation and implementing zone.

- Appendices include summary listings of other relevant overlay zones, plan districts, additional use regulations, adopted City plans and table summaries of base zone use regulations and development standards.

Project Resources

The Bureau of Planning and other city staff are here to help you with this project whenever possible. Other resources who can provide valuable information and support include:

- Community-based organizations such as neighborhood and business associations, and parent-teacher associations
- Special focus or interest groups such as Friends of Trees; organizations of elderly, youth and challenged; and cultural organizations
- Neighbors
- Property owners and renters
- Business owners and managers
SECTION A:
Project Overview

- Institutional representations from schools, colleges, hospitals, nonprofit community development corporations, etc.
- Investors, developers, bankers, and community and economic development specialists
- Historians, natural resource management specialists, architects
- Public and community service providers

The early and active participation of these organizations, agencies, experts, and community members can provide you with the timely resources and expertise you will need to create a shared vision for your neighborhood’s future, identify opportunities and constraints, and update your maps.

Project Outline — Major Steps

Identifying your goals
Begin this project by identifying your goals. Next, outline the necessary steps to follow and expected timelines. Build neighborhood support for this project. Ensure that all members and interests in the community have an opportunity to participate in all phases of the planning process.

Time and resources
Each neighborhood and subarea is unique. You may need to modify the step-by-step outline below in order to tailor it to meet your needs. The length of time needed to complete any given step will depend on neighborhood resources and priorities and how readily information is available.

Review the maps
1. Review the Comprehensive Plan Map and neighborhood zoning maps.
2. Evaluate background information which describe:
   • Existing conditions such as land use, demographics, business activity, housing, topography, infrastructure, resources, and amenities;
   • Economic activities and employment;
   • Past and future development trends; and
   • Development constraints and opportunities.

3. Identify State, Regional and City goals and plans applicable to your neighborhood’s planning efforts.
   • Do the Comprehensive Plan Map and zoning maps reflect your neighborhood’s priorities?
   • Identify areas of concurrence and areas where changes may be appropriate.

4. Develop a shared consensus of the long range preferred future for your neighborhood. Creating a vision statement is a good starting point.

5. Realistically assess the likelihood of achieving this future given existing conditions and trends.

6. Identify changes in the Comprehensive Plan Map and zoning maps needed to bring about these changes.

7. Identify at least two map alternatives which can be used to bring about desired changes.
8. Analyze impacts likely to occur if map changes were made. Look for both direct and indirect consequences.

9. Identify strategies which can be used to reinforce positive impacts and mitigate negative consequences of potential changes.

10. Examine the use and development patterns created in your neighborhood by the potential changes. Do not forget the neighborhoods and business, institutional and civic centers that share your boundaries.

11. Use the alternatives maps to create a single proposed Comprehensive Plan Map for your neighborhood.

12. Check Title 33, Planning and Zoning Code.
   • Where a designation has more than one zone, identify which zone is to be applied.
   • Fine tune your proposals. Identify and select any other zoning tools needed to implement your proposed Comprehensive Plan Map, i.e., overlay zones and plan districts.

13. Prepare your neighborhood proposed Comprehensive Plan Map and zoning maps.
CHAPTER 2:
Understanding the Comprehensive Plan Designation and Zoning Maps

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Relationship of this Map to State, Regional, and City Mandates and Plans

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Understanding the Comprehensive Plan Map and Zoning Maps

The Comprehensive Plan Map and zoning maps guide the land use and development patterns. They specify, by site, where various land uses can locate and the permitted scale and density of development. Revisions to these maps change where uses can be located and their intensities.

Portland’s Comprehensive Plan and Map are intended to reflect a 20-year vision of the city. Periodic review and updates are required to ensure the Plan and Map respond to changing needs over time. Individual site-specific amendments initiated through quasi-judicial procedures must meet both Title 33, Planning and Zoning, approval criteria and Comprehensive Plan.
Use of Comprehensive Plan
Designations and Zones

Each site has a designation and zone. Each site has one Comprehensive Plan Map designation and zone. In most cases, the zone assigned corresponds with the designation. For example, a site designated for High Density Single Dwelling residential development will usually have the corresponding zone: R5 (1 dwelling unit per 5,000 sq. ft. of site area). A small corner grocery store on a local collector street will often have a Neighborhood Commercial designation. The corresponding zone could be either NC 1 or NC 2 depending on whether the site is located in an inner city neighborhood or a suburban area.

Additional site regulations. Sites may also have additional regulations applied through the application of one or more overlay zones or plan districts. These regulations supersede base zone provisions and may be more or less restrictive than the base zone. Frequently used overlay zones are the 'a' Alternative Density, 'd' Design Review, 'b' Buffer, and 'c' and 'p' Environmental zones. These overlay zones address specific development issues that occur in more than one area of the City. In contrast, a plan district is created and applied in only one area of the city to address that area's unique characteristics and development issues.
# Chart 1: Portland’s Designations and Base Zones

The City’s 21 designations and their implementing zones are as follows:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Corresponding Base Zone(s)</th>
<th>Minimum Lot Size (Where applicable)</th>
<th>Likely Built (units per acre)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Open Space</strong></td>
<td></td>
<td></td>
<td>n.a.</td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td></td>
<td></td>
<td>n.a.</td>
</tr>
<tr>
<td>Farm and Forest</td>
<td>RF</td>
<td>2 acres</td>
<td>5</td>
</tr>
<tr>
<td>Limited Single Dwelling</td>
<td>R20</td>
<td>1 unit per 20,000 sq. ft.</td>
<td>1.7</td>
</tr>
<tr>
<td>Low Density Single Dwelling</td>
<td>R18</td>
<td>1 unit per 10,000 sq. ft.</td>
<td>3.5</td>
</tr>
<tr>
<td>Medium Density Single Dwelling</td>
<td>R7</td>
<td>1 unit per 7,000 sq. ft.</td>
<td>5</td>
</tr>
<tr>
<td>High Density Single Dwelling</td>
<td>R5</td>
<td>1 unit per 5,000 sq. ft.</td>
<td>7</td>
</tr>
<tr>
<td>Attached Residential</td>
<td>R2.5</td>
<td>1 unit per 2,000 sq. ft.</td>
<td>15</td>
</tr>
<tr>
<td>Townhouse Multi-Dwelling</td>
<td>R3</td>
<td>1 unit per 3,000 sq. ft.</td>
<td>12</td>
</tr>
<tr>
<td>Low Density Multi-Dwelling</td>
<td>R2</td>
<td>1 unit per 2,000 sq. ft.</td>
<td>20</td>
</tr>
<tr>
<td>Medium Density Multi-Dwelling</td>
<td>R1</td>
<td>1 unit per 1,000 sq. ft.</td>
<td>30</td>
</tr>
<tr>
<td>High Density Multi-Dwelling</td>
<td>R1</td>
<td>n.a.</td>
<td>43</td>
</tr>
<tr>
<td>Central Residential</td>
<td>R4</td>
<td>n.a.</td>
<td>87</td>
</tr>
<tr>
<td>Institutional/Residential</td>
<td>IR</td>
<td>n.a.</td>
<td>n.a.</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood Commercial</td>
<td>CN1 or CN2</td>
<td>n.a.</td>
<td>30*</td>
</tr>
<tr>
<td>Commercial Office</td>
<td>CO1 or CO2</td>
<td>n.a.</td>
<td>30*</td>
</tr>
<tr>
<td>Urban Commercial</td>
<td>CS or CM</td>
<td>n.a.</td>
<td>30*</td>
</tr>
<tr>
<td>General Commercial</td>
<td>CG</td>
<td>n.a.</td>
<td>30*</td>
</tr>
<tr>
<td>Central Commercial</td>
<td>CX</td>
<td>n.a.</td>
<td>60*</td>
</tr>
</tbody>
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*Units per acre for an estimated 100% redevelopment of 10% of the parcels in the CN, CO, CS, CG and CX zones. The CM zone requires new construction to be at least 50% residential in square footage.

TOOL KIT
### Project Overview

<table>
<thead>
<tr>
<th>Designation</th>
<th>Corresponding Base Zone(s)</th>
<th>Minimum Lot Size (Where applicable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>EG1 or EG2 EX</td>
<td>n.a.</td>
</tr>
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<td>Central Employment</td>
<td></td>
<td>n.a.</td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial Sanctuary</td>
<td>IG1, IG2 &amp; IH</td>
<td>n.a.</td>
</tr>
</tbody>
</table>

*Densities are based on site sizes*

Densities in the single dwelling and the majority of the multi-dwelling designations and zones are based on site sizes. Densities in the higher density residential, commercial, employment, and industrial designations and zones are based on building envelope standards such as floor area ratios, height limitations, required setbacks, and lot coverage provisions. Parking and landscaping standards can also directly influence densities and intensities which can be built.
Land Use Activities and Use Regulations

Portland is a city of neighborhoods, business areas, and industrial uses. Within any of these will be found a mixture of activities. This, in part, is attributable to the age of the buildings and the use regulations that were or were not in place at the time of development. For example, smaller scale industrial activities are often found interspersed with commercial and residential uses in Portland’s commercial districts and areas. Housing currently is a conditional use in the Industrial Sanctuary designation and zones. However, housing can be found in older industrial areas now reserved primarily for industrial uses. Isolated and small cluster commercial activities can be found in older inner city neighborhoods. It is sometimes possible to find a grandfathered industrial use in the middle of a long established residential area.

These older uses, if legally established, are ‘grandfathered’. Later revisions to the designation and zoning maps do not require property owners to sell their operations, relocate, or close their doors. New use regulations and development standards, established as part of an adopted map revision, will be applicable to new construction, square foot additions or voluntary demolitions. Long term vacancy and major changes in the types of activities located on-site can bring zoning provisions (non-conforming) into play. Property owners unable to meet applicable regulations and development standards may request an exception.

Portland has a telescoping zoning code. The list of activities allowed is generally cumulative, that is, each subsequent category generally

"Portland's variety of land uses"

"Grandfathered" uses

"Telescoping" zoning code
SECTION A:
Project Overview

includes that which precedes it. This telescoping use character of the zoning code creates a landscape where a variety of old and new uses will be found within most zones.

Open spaces are allowed in the other zones. Housing is allowed in the commercial and employment zones. Community service activities are either allowed or permitted conditionally in most zones. Some uses such as bed and breakfast facilities and drive through operations have special regulations that apply to them. Appendix I lists these uses.

Single-dwelling designations and zones allow duplexes on corners and on transitional sites. Housing, mixed-use, residential/commercial, and commercial development are all encouraged by the commercial use regulations and development standards. Employment zones allow a wide range of manufacturing, warehousing, wholesale sales, and commercial activity. The Industrial Sanctuary designation and zones are more restrictive. Uses are limited to industrial activities, associated accessory uses, and size-limited commercial development. Housing is discouraged in this designation and implementing zones.

More detailed information

Chapters 5 through 11 provide more detailed information on the City's designation and zones. Appendix III has summaries of use regulations and development standards by zone.
Maps and Symbols

Reading The Comprehensive Plan Map
The Comprehensive Plan Map shows the type, location, and density of land development and redevelopment permitted in the future. The map was developed and is revised by applying the land use goals and policies to all lands within the city. It is 'superior' to the zoning map. Therefore, the zoning map cannot allow more intensive development than allowed by the Comprehensive Plan Map designations. Splits between designations and zones occur when there are constraints to the achievement of uses and densities allowed by the designations.

The Comprehensive Plan Map displays more than areas' future development patterns. With it you can see how the neighborhood will be designed and function. It embodies the community's vision of the preferred long range future.

Urban design elements, such as community gateways and community focal points, amenities, pedestrian-ways and bikeways, and historic districts will also be displayed on these maps. An example of this type of map is shown on the following page.
Map 1: Comprehensive Plan Map Symbols

- Proposed Light Rail Corridor
- Historic Design Zone
- Pedestrianway or Bikeway
- High Density Multi-Dwelling Designation (Shown in blue on the colored map)
- Carriageway (for horse-drawn carriage)
- Major Attraction
- Planned Transit Stop
- Scenic Viewpoint
- Minor or Neighborhood Gateway
- City Focal Point
Reading Zoning Base Maps

Zoning maps are used to define what designations, zones, overlay zones, and plan districts are applicable. The map's legend will show the date when the zoning was last revised. The map legend will indicate the quarter section number, the direction of north, and the scale of the map. These maps are updated often so users should make sure they have the most recent maps before proceeding to use the information displayed.

Each property has a unique subdivision/block number/lot number or tax lot number. Use this information to locate sites you are interested in. Examine the map legend to determine when the map's property lines were last revised. For the most up-to-date information on properties, streets, public rights-of-way and public easements contact the appropriate City or County agency.

Zoning Information

Base zones, overlay zones, and plan districts will be displayed on zoning maps. A designation is displayed when it allows more intensive development than currently in effect under the zone. When the designation has more than one implementing zone only one zone will be shown. The Urban Commercial designation, for example, has 2 implementing zones: CS-Commercial Storefront and CM-Mixed Commercial/Residential.

Whenever the zone applied is not the corresponding zone for the designation both will be displayed on the map. The zone will be displayed in bold, filled-in large letters. The designation will be
SECTION A: Project Overview

displayed beneath the zone in smaller filled-in bold letters and numbers surrounded by brackets as illustrated below.

Map Zone: R5
Map Designation: (IR)

Zoning lines
Zones are separated from each other by solid lines. Where a designation allows a denser zone, the area in which the designation applies will be surrounded by a series of dots. The sample map on the following page displays the placement of designations and base zones on a zoning map.

Portland Overlay Zones and Plan Districts

Overlay zones and plan districts are an additional set of regulations, beyond those specified in the base zone. They supersede base zone regulations and may be more restrictive or flexible than the base zone. Overlay zones are used when more than one area of the City shares the need to address a specific issue or combination of factors. Note that plan districts apply only to one area within the City. More than one overlay zone may be applied to a site. Overlay zones are discussed in greater detail in Chapter 12.

Environmental and design overlay zones
Some overlay zones such as the environmental overlay zones have already been applied and will need no further elaboration in this project. Others such as the design overlay zone automatically accompany base zones such as the EX (Central Employment) zone. Overlay zones such as the design overlay zone can also be applied elsewhere. Each property has a designation and base zone.
When applied, overlay zones are noted on the zoning maps with a lower case letter such as 'd', 'c', or 'p'. The 'd' requires design review for some or all new development proposed. The 'c' and 'p' are applied in environmentally sensitive areas where special consideration must be taken to ensure that proposed development is compatible with environmental constraints and natural resources. Areas where overlay zones are applied are surrounded with the same solid black lines which divide base zones.

Appendix I lists the Plan Districts which have been adopted within the city limits. Information on plan district regulations and many more detailed maps are available in Title 33, Planning and Zoning.
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Policy Framework for the Maps

State and regional goals and plans provide the policy context for local land use planning. Plans and maps adopted by the City must be consistent with this statewide and regional framework. The City's Comprehensive Plan, likewise, provides the framework for land use planning within Portland. Revisions to local plans and maps must be consistent with city, regional and state plans and goals.

This chapter provides an abbreviated summary of the major state, regional and city plans which must be followed in creating or revising city plans and maps. Chart 2 on the following page shows the relationships among planning levels in Oregon.

Many of the state and regional plan guidelines are broad, providing jurisdictions with flexibility and opportunity to shape the local implementing plans, maps, and regulations. Others will provide a more limited series of options that may be adapted for local use. Familiarity with state, regional and city land goals and policies will help community members to create adoptable proposals for map revisions.
State Goals and Guidelines

Oregon Statewide Planning Goals and Guidelines

Oregon's Statewide Planning Goals provide the framework for the State's land-use planning program. The goals relate to land use, resource management, and economic development and encourage citizen involvement. There are 19 Goals. Goals 1, 2, and 5 through 15 apply to the City of Portland.

Rules are adopted by the Land Conservation and Development Commission for each Statewide Goal. These may be found in Division 14 of the "Oregon Administrative Rules" published by the Secretary of State.

These rules specify how local governments must comply with each goal. For Portland's planning process the State's Rule for the transportation and housing goals are particularly important.

Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to have a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. Locally adopted comprehensive and neighborhood plans must be consistent with the statewide planning goals. These plans are reviewed by the Land Conservation and Development Commission for consistency with the State goals.
| Goal 1: | Citizen Involvement |
| Goal 2: | Land Use Planning |
| Goal 3: | Agricultural Lands |
| Goal 4: | Forest Lands$^*$ |
| Goal 5: | Open Spaces, Scenic And Historic Areas, And Natural Resources |
| Goal 6: | Air, Water and Land Resources Quality |
| Goal 7: | Areas Subject to Natural Disasters and Hazards |
| Goal 8: | Recreational Needs |
| Goal 9: | Economic Development |
| Goal 10: | Housing |
| Goal 11: | Public Facilities |
| Goal 12: | Transportation |
| Goal 13: | Energy Conservation |
| Goal 14: | Urbanization |
| Goal 15: | Willamette River Greenway |
| Goal 16: | Estuarine Resources$^*$ |
| Goal 17: | Coastal Shorelands$^*$ |
| Goal 18: | Beaches and Dunes$^*$ |
| Goal 19: | Ocean Resources$^*$ |

*Goals 16 to 19 are not applicable in Portland. Goal 4, Forest Lands, has limited applicability in the City.

When the Commission approves the local plan, the plan is said to be ‘acknowledged’. An acknowledged local comprehensive plan is the controlling document for land use in the area covered by the plan.

Oregon’s planning laws also require coordination of plans. A city’s plan, for example, must be consistent with the related county plans and regional plans. Special districts and state agencies are required to carry out their programs in accordance with acknowledged local plans.

**Metropolitan Housing Rule**

Housing diversity is a key factor in the State’s housing program. Metropolitan Housing Rule (OAR 660-07-000) was adopted to ensure that local jurisdictions provide for a full range of housing.
opportunities for existing and future households. Zoning of vacant buildable residential land must comply with the following standards:

- Result in the designation of 50 percent or more of the vacant buildable residential land to be designated for 50 percent or more single-dwelling attached and multi-family housing opportunities; and

- Provide housing opportunities which will allow an average density of 10 housing units per acre to be achieved.

Citizen Involvement

First among Oregon's 19 planning goals is Citizen Involvement. Citizen involvement has been the hallmark of the state's planning program. A state body, the Citizen Involvement Advisory Committee (CIAC) is directed by law to encourage participation in all phases of the planning process.

Portland establishes Citizen Advisory Committees for community plans to advise planners on citizen involvement during the plan's development. The Planning Bureau also reaches out to work with business and neighborhood associations, community based groups, and other interested parties throughout the planning process.
Comprehensive Plan Amendment

Local jurisdictions are required to periodically evaluate and update their Comprehensive Plans and implementing provisions. In Portland, Community Plans are the "periodic review" updates for Portland’s Comprehensive Plan.

Oregon Transportation Planning Rule

In 1991, the Transportation Planning Rule (TPR) was adopted to guide transportation facilities planning. In the Portland metropolitan area, requirements include reducing vehicle miles traveled per capita and the number of parking spaces per capita by 10% each, over a 20 year period.

The Transportation Planning Rule also required local governments to amend implementing ordinances such as the zoning code, to create new standards that make new development more bicycle, pedestrian and transit-oriented. This includes the provision of bicycle racks, walkways from buildings to streets and parking areas, and buildings oriented closer to the street when fronting a major transit route.

Some requirements of the TPR were incorporated into the City’s Zoning Code on January 1, 1997. These requirements include:

- Increased amounts of bicycle parking.
- Designated carpool parking.
- Better connections on-site for pedestrians and bicycles.
• New buildings must be built close to the street along transit-designated streets and in designated pedestrian districts.

• Parking is not allowed between half of a new building's frontage and a transit-designated street or any street in a designated parking district.

These new regulations are important in evaluating the existing locations of auto-accommodating zones.

The TPR requires sidewalks to be built along arterials, collectors and most local transit streets. Sidewalks are also being required when a street is built or reconstructed. Cul-de-sacs and other dead-end streets limiting connectivity are discouraged.

Portland's Comprehensive Plan contains the City's Transportation Goal and 29 policies to address transportation issues such as urban form, public transit, pedestrian and bicycle movement, parking, and freight. The Transportation Element (TE) also contains a number of district policies for seven of the eight transportation districts in the city. (Transportation policies and street classifications for the Central City are in the Central City Transportation Management Plan, a separate document.)

Portland classifies its streets by mode and desired function. The modes are traffic, transit, bicycle, pedestrian, and trucks. The classifications identify which modes should be emphasized on each street and how future street improvements and development relate to each street. Each mode has a number of classifications within it.
| Traffic Streets can be classified as: | Regional Trafficways  
Major City Traffic Streets  
District Collectors  
Neighborhood Collectors  
Local Service Streets |
| Transit Streets can be classified as: | Regional Transitways  
Major City Transit Streets  
Minor Transit Streets  
Local Service Streets |
| Bikeways can be classified as: | City Bikeways  
Local Service Bikeways  
Off-Street Paths |
| Walkways can be classified as: | Pedestrian Districts  
City Walkways  
Local Service Walkways  
Off-Street Paths |
| Truck Routes can be classified as: | Truck Districts  
Regional Truck Routes  
Major Truck Routes  
Minor Truck Routes  
Local Service Streets |

**Street classification descriptions**

Descriptions of each classification explain the functional purpose of the classification, how to treat intersections with other streets, the appropriate types of land use (for example, auto-oriented or pedestrian-oriented), and design treatment and traffic operations for the street.

There also are policies in the TE that provide further guidance about how some streets should function and/or identify the need...
for changes to the street. Examples of streets with special policies are: N Willamette Boulevard, NE Broadway/Weidler, NE Sandy Boulevard, SW Terwilliger Boulevard, NW Skyline, and SE Tacoma.

The street classifications and policies of the TE help citizens, city transportation and planning staff, and other agencies to identify transportation problems, to develop and evaluate projects, and to review development proposals that will impact the street system.

The classifications, classification descriptions, and the policies describe how the streets should function, not necessarily how they function today. Land use and zoning changes and transportation projects should not be approved unless they are consistent with the classifications of the affected streets.

Regional Goals and Guidelines

Metro Region 2040 Plan

Oregon’s land use laws are designed to protect farm and forest land and support urban areas. To do this, Metro, the regional government, established and maintains an Urban Growth Boundary (UGB). One of Metro’s responsibilities is to ensure that long term growth can be accommodated here, inside or outside the current UGB.

To plan for expected growth, Metro is developing the Region 2040 Plan. Part of this plan, the Region 2040 Growth Concept, has been adopted. Recently Metro also adopted the Urban Growth Manage-
SECTION A: Project Overview

ment Functional Plan. This is an early implementation plan that gives local governments, like Portland, two years to make the key changes that implement the Region 2040 Growth Concept.

The City of Portland has been an active participant in developing the Region 2040 Growth Concept and Functional Plan. City Council has passed several resolutions supporting Metro's work. City commissioners have participated in Metro's Policy Advisory Committee, the group that helped shape the Region 2040 Growth Concept and the Functional Plan.

The Region 2040 Growth Concept

The Region 2040 Growth Concept describes how the region will look and function in the year 2040. Because it is adopted as a concept, opportunity remains to fine-tune the plan. In the plan, Metro refers to different types of development patterns that will appear throughout the region. Patterns are called "design types." The Region 2040 Growth Concept Plan Map shows a land use pattern that clusters higher intensity development in several design types: the Central City, Regional Centers, Town Centers, Light Rail Station Communities, Transit Corridors and Main Streets. It also designates Employment and Industrial areas as well as Open Space. Each feature was selected because of its location and capacity to serve that type of development.

Design Types include the following:

- The Central City is Portland's Central City and it serves the entire region.
• Nine Regional Centers serve six market areas in the region. They are centers of commerce and local government services, are served by high-quality transit and typically have two-to-four story buildings.

• Town Centers provide localized services to residents within a two-to-three mile radius.

• Station Communities are areas of development centered around a light rail or high-capacity transit station.

• Transit Corridors are major streets that are used intensively and serve as key transportation routes for people and goods.

• Main Streets have a traditional commercial identity that are part of the neighborhood community.

• Neighborhoods maintain their historic character and identity and change is gradually introduced with infill and redevelopment as vacant land is developed and the existing housing stock ages.

• Employment and Industrial Areas are supported and protected in the Region 2040 Growth Concept, recognizing their role in maintaining the region’s economic base and long term potential of the region’s economic and employment bases.

• Open space Areas are protected and will not become available for development.
Details on each design type are included in the charts beginning on the following page.

The Growth Concept Plan Map shows the locations of 2040 design types throughout the region. Portland has a regional center in Gateway and town centers in Hillsdale, West Portland Park, Hollywood, Lents and St. Johns. Part of the Raleigh Hills Center is also within the Portland city limits. Main streets and transit corridors are located throughout Portland.

**Land use and transportation coordination**

Town Centers should have a higher intensity core, surrounded by medium intensity and lower intensity zoning. Main Streets and Transit Corridors will use a similar approach can be used, with the highest intensity zoning near the street itself and with the intensity decreasing farther from the street. Consider the designations and zones applied within one-quarter mile of Main Streets and Transit Corridors. A rule of thumb often used is that people are willing to walk up to 15 minutes, or one-quarter mile to transit. Higher density zoning may be appropriate in these areas. One-quarter mile is just over 1,300 feet.

**Local jurisdictions determine mix of residential, commercial and employment uses**

Local jurisdictions set the final and more detailed boundaries for the design type areas consistent with the general locations shown on the Concept Plan Map. Using local expertise, jurisdictions can determine the mix of residential, commercial and employment uses for each individual center, station community, main street and transit corridor and neighborhood.

'Persons per acre'

Metro recommends an average "persons per acre" for each design type. Persons-per-acre is a blend of residents and employees. The averages are regionwide; each jurisdiction has flexibility to de-
Develop the right mix of residential and nonresidential uses. This ensures that each center, corridor and main street will reflect the characteristics and potential of its individual location. Since Portland's zoning is based on units per acre (residential) and floor-area-ratio (commercial and employment), there is no simple translation between zoning and persons-per-acre. Rather than focusing on persons-per-acre, the Planning Bureau recommends applying the appropriate zones to encourage the creation of a mix of uses and intensities to realize the design types.

Each 2040 design type has associated with it a mix of uses and development intensities. The following charts show the elements of each design type and lists the zones that are appropriate. All of these zones are described in this Tool Kit.

<table>
<thead>
<tr>
<th>Chart 5: Elements of a Regional Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compact development</td>
</tr>
<tr>
<td>High transit accessibility: buses and high capacity transit such as light rail that link to Central City</td>
</tr>
<tr>
<td>Mixing of uses: Residential, commercial and employment</td>
</tr>
<tr>
<td>Regional marketplace with a variety of goods and services and community institutions</td>
</tr>
<tr>
<td>Highest level of development outside of Central City</td>
</tr>
<tr>
<td>Dense network of streets that serve transit, walking, bicycling, cars and trucks</td>
</tr>
<tr>
<td>High level of public amenities</td>
</tr>
<tr>
<td>Serves hundreds of thousands of regional and local residents, businesses, employees and visitors</td>
</tr>
</tbody>
</table>

| Appropriate Zones: RX, RH, CX, EX, R2, R1, CS, CM, R2.5, EG1 and EG2 (not encouraged), CO1, IR, OS |

Regional Center
**SECTION A:**
Project Overview

### Chart 6: Elements of a Town Center
- Compact development
- Adequate transit services
- Mixing of uses: residential, employment and neighborhood retail
- Variety of goods and services and community institutions
- Concentration of specific activity (e.g., medical office complexes)
- Pedestrian oriented
- Social gathering places
- Balanced transportation: transit, walking, bicycling, cars and trucks
- Serves tens of thousands of local residents, businesses, employees and visitors

**Appropriate Zones:** RX, EX, CX, CS, CM, CN1, R2, R2.5, R1, RH, CG, C01, IR, and OS

### Chart 7: Elements of a Station Community
- Community is generally within 1/4 to 1/2 mile of light rail or other high-capacity transit station
- Compact development
- Higher level of development, similar in scale to a Town Center
- Mixing of uses: residential, commercial, employment, civic and social
- Multi-dwelling and smaller lot single-dwelling residential
- Community serving shopping areas with a variety of goods and services
- High quality pedestrian environment
- Frequent and accessible transit
- Serves tens of thousands of regional and local residents, businesses, employees and visitors

**Appropriate Zones:** RX, RH, CX, EX, CS, CM, R2.5, R2, R1, IR, and OS
### Chart 8: Elements of a Main Street

- Compact development
- Neighborhood scale shopping areas with convenience goods and services
- Mixing of uses: residential, commercial, employment, civic and social
- Attached and detached housing alternatives
- High quality pedestrian environment
- Frequent and accessible transit service
- Serves thousands of local residents, businesses, employees and visitors

**Appropriate Zones:** RX, EX, CX, CG, CS, CM, CN2, CN1, R3, R2.5, RH, R2, CD1, IR, and GS

### Chart 9: Elements of a Transit Corridor

- Neighborhood serving
- Compact development
- Local shopping areas
- Mixing of uses: residential, retail and neighborhood serving
- Density higher than neighborhoods, but less than Main Streets
- Attached and detached housing alternatives
- High quality pedestrian environment
- Frequent and accessible transit
- Serves thousands of local residents, businesses, employees and visitors

**Appropriate Zones:** RX, EX, CX, CG, CS, CM, CN1, CD1, RH, R5a, R3, R2.5, R2, R1, IR and GS
<table>
<thead>
<tr>
<th>Employment Area</th>
<th>Chart 10: Elements of an Employment Area</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>• Mixed use employment</td>
</tr>
<tr>
<td></td>
<td>• Accessible to regional road, rail, airport and/or water transport systems</td>
</tr>
<tr>
<td></td>
<td>• Mixing of uses in employment areas: light industrial, warehousing, commercial and some residential in compact development</td>
</tr>
<tr>
<td></td>
<td>• Mixed use employment areas serve thousands of employees, businesses, users and residents</td>
</tr>
<tr>
<td></td>
<td>Appropriate Zones: EG1, EG2, EX, OS, and IR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Industrial Area</th>
<th>Chart 11: Elements of an Industrial Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Areas for industrial employment</td>
</tr>
<tr>
<td></td>
<td>• Light and heavy industrial uses</td>
</tr>
<tr>
<td></td>
<td>• Accessible to regional road, rail, airport and/or water transport systems</td>
</tr>
<tr>
<td></td>
<td>• Industrial areas serve employees, businesses, and visitors</td>
</tr>
<tr>
<td></td>
<td>Appropriate Zones: IG1, IG2, IH, and OS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Inner Neighborhood</th>
<th>Chart 12: Elements of an Inner Neighborhood</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Older, primarily residential city and suburban neighborhoods</td>
</tr>
<tr>
<td></td>
<td>• Close to employment and shopping areas</td>
</tr>
<tr>
<td></td>
<td>• Street connectivity</td>
</tr>
<tr>
<td></td>
<td>• Serves residents</td>
</tr>
<tr>
<td></td>
<td>Appropriate Zones: R5a, R5, R3, R2.5, R2.5a, R2, R1, CM, GS, CG, CN1, C01, IR and OS</td>
</tr>
</tbody>
</table>

Portland’s and, indeed, most of the region’s, neighborhoods all fall in the Inner Neighborhood designation.
The Urban Growth Management Functional Plan

The Functional Plan guides jurisdictions in making many map and code changes needed to help implement the Region 2040 Growth Concept.

The Functional Plan includes housing and employment allocations for each jurisdiction in the region. These allocations accommodate growth between September 1994 and 2017. Portland's allocation of housing capacity is 70,704 dwelling units and the employment capacity is 158,503 jobs. This allocation represents a share of the forecasted region's growth. The growth may not happen, consistent with the forecasts. If the region's growth is less than forecasted, Portland's share will also be lower. It is important that we plan for the growth in a deliberate way in the event that it does occur rather than react to it retrospectively.

The Functional Plan capacity allocations imply that the UGB will not need to expand in 1997. There is not a direct link between the Functional Plan and the UGB expansion. If every jurisdiction follows the direction of the Functional Plan, it will be easier for Metro to limit UGB expansions and protect adjoining farm and forest land from urban sprawl.

The Functional Plan gives detailed instructions to local jurisdictions to measure compliance. The capacity allocation is measured city-wide.
The City’s Approach to Implementing the Functional Plan

Community Plans, such as the Southwest Community Plan, are a method by the City to update its Comprehensive Plan Map and implement the Region 2040 Growth Concept. Comprehensive Plan designations and zones — the tools in this Tool Kit — are used to implement the Centers, Corridors, Main Streets, and other design types.

Over the next two years, the City will have to make some changes to the Zoning Code to comply with the Functional Plan. Some of the city-wide code changes may include:

- Minimum density requirements;
- Accessory units to be allowed as part of any new houses (The city already allows this in all residentially zoned areas in larger older homes); and
- Erosion control requirements.

The Functional Plan discusses regional accessibility, compliance procedures and performance measures.
CHAS (City/County Affordable Housing Strategy)

The CHAS addresses issues of housing affordability, focusing on the development of realistic plans and development projects which meet the housing needs of the City and County's moderate, low, and no-income households. This plan was jointly adopted by both Multnomah County Board of County Commissioners and Portland City Council. These issues, identification of options, and implementation of solutions are addressed county-wide.

Single-dwelling detached houses are the primary form of housing available in the City and County. The existing building stock does not meet the housing needs of moderate/low/no-income households, those with special needs, or those wanting alternatives. The CHAS plan identified how land use and zoning programs could be used to bring a much closer match between the housing needs of these households and the available supply and cost of housing.

CHAS strategies integrate concerns for the provision of affordable housing with the use of designations and zones to create siting opportunities to accommodate these housing needs.

- Coordinate regional planning to develop affordable housing near employment and transit.
- Encourage the acceptance and financing of manufactured homes as affordable housing opportunities.
- Permit denser land use and density bonuses.
- Evaluate existing zoning to identify areas where a higher density would encourage construction of affordable housing while maintaining the character of existing neighborhoods.

CHAS addresses issues of housing affordability

Single-dwelling detached houses are the primary form of housing in Portland

CHAS strategies
SECTION A:
Project Overview

- Increase the use of accessory units to create affordable housing.
- Encourage the marketplace, HUD, and local communities to support alternatives to single-family detached housing.
- Create lot size requirements and development standards that allow for the development of smaller scale homes and affordable units of cooperatively owner-occupied houses.
- Develop a system to link housing initiatives and planning efforts with community development/community policing programs.
- Develop strategies that promote architectural integration of low-income housing and acceptance of its residents within the Community.

City Goals and Guidelines

Portland's Comprehensive Plan

On October 16, 1980 Portland City Council adopted a Comprehensive Plan for Portland including goals, policies, objectives, a plan map, and revised zoning code to guide future development and redevelopment in the City. Portland's Comprehensive Plan was acknowledged by the Oregon Land Conservation and Development Commission.

The Comprehensive Plan is intended to be dynamic, able to inspire, guide, and direct growth in the city while also responding to change through amendment and refinement. Since adoption, the goals, policies, and objectives of the Plan have been amended to respond to
new circumstances, special studies, new technology, and changes in state requirements.

City plans and implementing measures to be adopted must be found consistent with the goals, policies, and objectives of the Portland Comprehensive Plan. The City's Community and Neighborhood Plans are instruments used to update the City's Comprehensive Plan, meet State periodic review requirements, and achieve Region 2040 planning goals.

### Chart 3: Portland Comprehensive Plan Goals

| Goal 1: Metropolitan Coordination | Goal 9: Citizen Involvement |
| Goal 2: Urban Development | Goal 10: Plan Review and Administration |
| Goal 3: Neighborhoods | Goal 11: Public Facilities |
| Goal 4: Housing | General |
| Goal 5: Economic Development | Public Rights-Of-Way |
| Goal 6: Transportation | Sanitary and Stormwater Facilities |
| Goal 7: Energy | Solid Waste |
| Goal 8: Environment | Water Service |
| Air Quality Policies | Parks and Recreation |
| Water Quality Policies | Public Safety: Fire |
| Land Resources Policies | Public Safety: Police Schools |
| Noise Policies | |
| Aggregate Resources Policies | |
| Radio Frequency Emissions and Facility Aesthetics | |
| Goal 12: Urban Design | |

Community and Neighborhood Plans used to update Comprehensive Plan
Project Overview

Preparation for the 21st Century

Portland Future Focus

Portland Future Focus is a community-based strategic plan adopted by the Portland City Council by resolution in August 1991. The plan focuses on Portland's quality of life and position in the region with respect to key issues such as education and the economy.

The plan describes 'megatrends' impacting the city in the year 2000. The probable future to be produced by these megatrends are identified and then weighed against the future that would be preferred. Strategic goals and action plans are created to guide the City towards achievement of the preferred future.

Portland Megatrends and Community Values

The plan identifies 10 megatrends which highlight the following issues:

- Growing ethnic and age diversity of the city within the regional context.
- Population and employment growth in the region beyond Portland and its impacts on infrastructure and the environment.
- Growth of the service sector economy.
- Increasingly regional nature of public and private sector problems.
- Difficulties in funding of public services with limited revenues.
- Increased demands on the educational system.
- Increasing commitment to the preservation and restoration of environmental quality.
• Increasing awareness of the benefit of protecting quality of life.
• Widening gap between the "haves" and "have-nots".
• Changing family structure, role of women and behavior of youth.

The Plan is set within a framework of values shared by Portlanders:

• Balanced development
• Cultural vitality
• Economic vitality
• Good government
• Quality urban environment
• Creative freedom
• Diversity
• Education
• Personal well-being
• Sense of community

Area plans at the community, neighborhood, and 2040 design levels are important parts of this effort to address future development in the city, the city’s continued economic vitality, and the enhancement of the city’s livable neighborhoods. These strategic plans focus in detail upon Portland’s communities, neighborhoods, and 2040 concept areas—integrating city-wide concerns and opportunities with those both shared by groups of neighborhoods and those unique to neighborhoods and other city subareas. This blending of large and small scale viewpoints ensures implementation strategies are appropriately scaled and focused to address issues and opportunities identified for action.
SECTION A: Project Overview

Community, Neighborhood, and Special Area Plans

The Community and Neighborhood Program is a primary vehicle used by the City for the periodic review and update of the Comprehensive Plan goals, policies, objectives, Plan Map and Region 2040 Growth Concept provisions. The city is divided up into 8 community plan areas for purposes of this review.

Each subarea plan addresses the full range of Comprehensive Plan goals including land use, economic development, housing, open space, transportation, public safety, and urban design as appropriate. In addition, subarea plans are used to address planning issues which are significant to each planning effort.

Coordinating city-wide and subarea planning

An integral component of this review and update process is the reassessment of the Comprehensive Plan Map and zoning maps covered in each plan subarea. The Comprehensive Plan Map has a 20-year perspective, shaping the long term future development of each community and subarea, and the city as a whole. The zoning maps describe the land use regulations and development standards currently in effect. Each implements the adopted goals, policies, and objectives of the Portland Comprehensive Plan and relevant community, neighborhood, and 2040 subarea plans.

Each plan is a product of teamwork

Each plan is a product of teamwork between Portland planners and the community. Plan content reflects subarea-specific conditions, opportunities, and resource priorities and capacities.

Special area plans may address issues which are city-wide or focus on specific locations and a limited number of issues. Examples in-
clude the city-wide environmental studies with their locationally specific plans such as the Fanno Creek and Tributaries Conservation Plan, to small area plans such as the Terwilliger Parkway or Sando Avenue Corridor Study.

Appendix II lists City adopted Community, Neighborhood, and Special Area Plans. This inventory should be reviewed to find out whether there are plans such as these which are applicable in your neighborhood. If so, they may already address issues and opportunities which are important to you. Copies of these plans can be procured at the Portland Bureau of Planning.
CHAPTER 4:
Acquiring Information and Maps

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The Community's Experience

Factors to Consider

TOOL KIT
Acquiring Information and Maps

Information will come from many sources. Standard sources of information include city staff, plans, and maps; public service providers, the Bureau of the Census, and County Assessment and Taxation. The unexpected sources of information are usually identified as you do surveys in your neighborhood, hold neighborhood workshops, talk with community-based organizations and nonprofit or for-profit community development interests, and reach out to neighbors.

Subarea studies and planning efforts will most often involve more than one neighborhood or business center. When this occurs coordination among planning groups is critical. Design your process and timelines to ensure a timely and efficient process.

Information will be boundless. One of the hardest tasks is to decide when you have all the information which you can hope to obtain in a timely manner.
SECTION A: Project Overview

Basic Information Needed:

Subarea Level:

- Neighborhood and/or subarea boundaries
- Adjacent neighborhood boundaries and neighborhood and business association contacts
- Existing designations and zones
- Existing land use
- Nonconforming uses (uses that do not conform to existing regulations
- Topography
- Environmental, wetland and open space features and amenities
- Open spaces
- Public and community infrastructure—existing and planned
- Historic resources
- Design elements (Gateways, Gathering and Focal Points, Amenities, etc.)
- Schools and other community-based institutions and social services
- Demographics: population, income, housing, and employment
- Business and employment growth
- Past and future development trends
- Existing and future constraints to development and the achievement of the neighborhood’s vision for its future
- Existing and future community development opportunities as envisioned in the neighborhood’s vision of its future

Preparing for your plan
The Community's Experience

Creating a plan whether at the community, neighborhood, or sub-area level brings neighborhoods together. Participants share their past experiences and observations, define neighborhood priorities, set direction for future community development, and create strategies and identify resources for achieving plan goals.

Evaluating and revising designation and zoning maps is site-specific. Any discussions which could lead to changes will directly affect your neighborhood’s pocketbook whether a property owner or renter. Decisions to revise or propose or change have both immediate and long term implications. Future use and development patterns will be consistent with the standards and regulations put in place by adopted revisions to the maps.

Remember that planning is an open and inclusive process. It is critical to invite everyone to the table: owners, renters, business managers, area employees, and people of all ages, income levels and interests.

Decisions made through this process affect the entire community in the short and long run. Many residents may have ideas and valuable input, but may not feel comfortable speaking up at large meetings. To broaden and encourage citizen involvement, be sure to offer a variety of avenues for input so everyone feels invited to participate.
SECTION A:
Project Overview

Factors to Consider

Factors over which there is no control
Distinguish among those factors over which there is no control, factors which can be influenced indirectly, and those over which the community can exercise more direct control. Also find out which of these factors is more important to the neighborhood and what resources are available.

Map revisions will be hotly debated
Comprehensive Plan Map and zoning map revisions will be hotly debated in your neighborhood, particularly as you begin to narrow the field of alternatives and develop special proposals for revision and no change. However, the more the proposals are consistent with the existing land use policy framework, reflect future likely or achievable conditions in the neighborhood, and have the support of the neighborhood and surrounding community, the more likely it is that you have a workable and acceptable set of maps.

Proposals are never unanimous. Revisions will occur as the project proceeds through community and technical reviews, and public hearings before the Planning Commission and City Council. Expect testimony both positive and negative. Look for resolutions to problems which create a win/win solution.
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Use of the Comprehensive Plan Map
Designations and Zones
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Use of the Comprehensive Plan Map
Designations and Zones
Open Space
Designation and Zone

This chapter addresses the Open Space land use designation and the zone that implements it. Portland's Comprehensive Plan identifies one designation to locate parks and open space throughout the city: Open Space. There is one zone that implements this designation.

<table>
<thead>
<tr>
<th>Open Space Designation</th>
<th>Corresponding Zone</th>
<th>Abbreviation</th>
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<tbody>
<tr>
<td>Open Space</td>
<td>Open Space</td>
<td>OS</td>
</tr>
</tbody>
</table>

Purpose of the Open Space Land Use Designation

The purpose of the Open Space designation is to preserve lands that serve an active and passive recreational function and/or provide a sense of open space in the urban environment.
Using the Open Space Designation:
Things to Consider

- The OS zone is applied almost exclusively to publicly owned property, golf courses and cemeteries.

- Parks are designated with the Open Space Designation.

- Many sites with the OS zone are natural habitat areas such as Forest Park. These areas encourage a variety of native wildlife and vegetation species. Trees and vegetation enhance the natural drainage system in areas and strengthen soils on slopes.

- The OS zone can be applied to sites that abut all types of street classifications: neighborhood collectors, transit corridors, and even along freeways. The OS zone can be appropriate in residential neighborhoods, commercial areas, mixed-use areas, and even industrial areas.

- Sports fields, and other related recreational uses, are allowed through a conditional use review. The impact of these uses on the surrounding areas is considered as part of the approval criteria.

- Sites with the OS zone are not necessarily maintained by the City of Portland Parks and Recreation.

- The following Portland Comprehensive Plan policies address the Open Space designation:
2.6 Open Space
2.7 Willamette River Greenway Plan
2.24 Terwilliger Parkway Corridor Plan

Characteristics of Open Space
Designation and Zone

Below is a description of the Open Space land use designation and the zone. This guide does not describe all the use regulations and development standards associated with the Open Space zone. For a detailed description of all applicable base zone standards, please refer to Chapter 33.100 of the Portland Zoning Code.

Open Space Designation
Lands intended for the open space designation include parks, natural habitat areas, golf courses, and cemeteries. The open space designation is generally applied to public land. There is only one zone that implements the Open Space designation: Open Space zone (OS).

Open Space Zone (OS)
The OS zone is applied to all land designated as “Open Space” on the Comprehensive Plan Map.

The only uses that are allowed by right in the OS zone are agriculture, parks and open space, radio and television broadcast facilities, and some temporary activities and/or structures for fairs, carnivals, natural disasters and emergencies, and public utility projects such as the installation of sewer pipes, and road improvements.
While parks and open space are allowed by right, certain facilities in the OS zone are subject to special limitations and require conditional use review. These include: swimming pools, parking lots, sports fields, driving ranges, boat ramps, and mausoleums. Some retail services are allowed on a site zoned OS, if approved after a public review. The uses must be associated with a park and open areas use. This would include uses such as a snack bar or a sports equipment rental shop. All other types of retail uses are prohibited. Rail lines, mining, basic utilities, day care centers, schools, and community centers are allowed, provided they comply with the conditional use standards. Residential uses and industrial uses are prohibited, as are institutional uses such as colleges, medical centers, and religious buildings.

There are development standards for all new buildings in the OS zone regarding setbacks, parking, and corner lot development. Radio and television broadcast facilities have additional development standards.

**Implementing the Metro Region 2040 Growth Concept**

Zoning designations may or may not be appropriate within the different Region 2040 design types depending on the type of development they promote. The following table lists the design types most appropriate for the open space zone (● = yes, appropriate; ○ = limited applicability; blank spaces indicate that the zone is not appropriate for a Region 2040 design type).
<table>
<thead>
<tr>
<th>2040 Design Type</th>
<th>OS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central City</td>
<td>O</td>
</tr>
<tr>
<td>Regional Center</td>
<td>O</td>
</tr>
<tr>
<td>Town Center</td>
<td>O</td>
</tr>
<tr>
<td>Main Street</td>
<td>O</td>
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<tr>
<td>Station Community</td>
<td>O</td>
</tr>
<tr>
<td>Transit Corridor</td>
<td>O</td>
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<tr>
<td>Inner Neighborhood</td>
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<td>Industrial Areas</td>
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</tr>
<tr>
<td>Employment Area</td>
<td>O</td>
</tr>
</tbody>
</table>

**Region 2040 Design Types**

**What Else Do I Need to Know?**

- See Appendix III of this document for Use, Regulation and Development Summary chart.

- "Plan Districts", "Overlay Zones", and "Historic Landmarks" establish regulations that may supersede the regulations in the OS zone. The following plan districts have development standards which relate to the OS zone: Terwilliger Parkway Design District, Healy Heights Plan District, Rocky Butte Plan District, Skyline Plan District, and South Auditorium Plan District.

- Environmental overlay zones are commonly applied to significant natural open space areas. Any changes to these sites, including

**Regulations that may supersede those of the OS zone**

**Environmental overlay zones**
Use of the Comprehensive Plan Map
Designations and Zones

removal or planting of vegetation is restricted and must comply
with the requirements of the "Environmental Overlay Zone" Chap-
ter of the Portland Zoning Code.

- "Public Trail Standards" (33.440.240)

- Many of the uses that are allowed in the OS zone by right or
through conditional use review must also comply with noise, vibra-
tion, odor, and glare regulations that impact the surrounding
neighborhood.
CHAPTER 6: Single-Dwelling Designations and Zones

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  • Implementing Zone: R20

Low Density Single-Dwelling
  • Implementing Zone: R10

Medium Density Single-Dwelling
  • Implementing Zone: R7
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Use of the Single-Dwelling Designations and Zones

This chapter addresses the Single-Dwelling land use designations and the implementing zones. Portland’s Comprehensive Plan lists six single-dwelling land use designations that foster different types and densities of single-dwelling development. Each designation in this land use category has one implementing zone.

<table>
<thead>
<tr>
<th>Single-Dwelling Designation</th>
<th>Corresponding Zone(s)</th>
<th>Abbreviation</th>
</tr>
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<tbody>
<tr>
<td>Farn and Forest</td>
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<td>Limited Single-Dwelling</td>
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<td>Low Density Single-Dwelling</td>
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<td>R5</td>
</tr>
<tr>
<td>Attached Residential</td>
<td>Residential 2,500</td>
<td>R2.5</td>
</tr>
</tbody>
</table>
Purpose of the Single-Dwelling Designation

The purpose of the single-dwelling designation is to preserve land for housing and to provide housing opportunities for individual households. The different single-dwelling designations address variations in public services and development constraints.

Using Single-Dwelling Designations: Things to Consider

Livability and accessibility

- Accessibility to public transit, schools, community resources, neighborhood shopping, and parks and open space enhances neighborhood livability, identity, character and desirability.

- The allowed density on a site may be transferred to a portion of the site in a cluster or more intense development pattern through the Planned Unit Development (PUD) process, often to protect natural resources on the site.

Urban infill

- Urban infill in established neighborhoods may be enhanced by promoting duplexes on corner lots, accessory rental units, and substandard lot development, which is currently allowed in the single-dwelling zones.

- Aging population, changes in household makeup (persons per household), and economic needs should be considered when deciding on housing opportunities. Single-dwelling zones do not
provide all of the housing opportunities that are needed for the community.

- The following policies from Portland's Comprehensive Plan address issues relevant to single-dwelling designations:

  2.9 Residential Neighborhoods
  2.12 Transit Corridors
  2.15 Living Closer to Work
  2.21 Existing Housing Stock
  3.3 Neighborhood Diversity
  4.2 Fair Housing
  4.5 Lower Income Assisted Housing
  4.8 Maintain Housing Potential

Characteristics of the Single-Dwelling Designations and Zones

Below is a description of the Single-Dwelling land use designations and implementing zones. This guide does not describe all the use regulations and development standards associated with single-dwelling zones. For a detailed description of all applicable base zone standards, please refer to Chapter 33.110 of the Portland Zoning Code.

There are a number of common characteristics in the single-dwelling zones:

- When dividing land in single-dwelling zones, there are both minimum and maximum lot size requirements.
Development can occur on existing lots that are smaller than the required minimum size, based on the substandard lot development requirements (33.291; Substandard Residential Lots).

New commercial uses, industrial uses, detention facilities, single room occupancy (SRO) and mobile home parks are prohibited. Manufactured homes on individual lots are allowed.

The following uses are allowed with limitations and may require a conditional use review: group living, basic utilities, community service, parks and open areas, schools, colleges, medical centers, religious institutions, daycare, radio and TV broadcast facilities, utility corridors, and railroad lines.

Accessory home occupations and bed and breakfast facilities are allowed in residential zones provided they meet the standards and requirements in the Portland Zoning Code (Accessory Home Occupation: 33.203; Bed and Breakfast Facilities: 33.212).

Houses, manufactured homes and houseboats are allowed housing types in all of the single-dwelling zones.

Two attached houses and duplexes on corner lots are allowed in all single-dwelling zones except in the Residential Forest (RF) zone. More than two units are allowed only in the R2.5 zone, when the "c" overlay is utilized, or under accessory rental unit provisions of 33.205.
Farm and Forest Designation

This designation is intended for agricultural and forested areas in the city that are outside the Urban Growth Boundary. Agriculture, forestry and extremely low density single-dwelling residential and agriculture are the primary uses allowed. The maximum density is generally one unit per two acres. There is one zone that implements the Farm and Forest designation: Residential Forest (RF).

Residential Forest (RF)
The RF zone is intended to generally be an agricultural zone, but has been named Residential Farm/Forest to allow for ease of reference. A site zoned RF must be a minimum of 2 acres in order to develop it. Agricultural uses are allowed in the RF zone.

Limited Single-Dwelling Designation

This designation is intended for limited uses in areas with long term service limitations and significant development constraints. Single-dwelling residential is the primary use. The maximum density is generally 2.2 units per acre. This designation is not an urban pattern and is intended for use on a limited basis. There is one zone that implements the Limited Single-Dwelling designation: Residential 20,000 (R20).

Residential 20,000 Zone (R20)
A site with the R20 zone must be at least 20,000 square feet to be developed. Agricultural uses are allowed.
Low Density Single-Dwelling Designation

This designation is intended for areas with public services that are subject to significant development constraints. Single-dwelling residential is the primary use. The maximum density is generally 4.4 units per acre. There is one zone that implements the Low Density Single-Dwelling Designation: Residential 10,000 (R10).

Residential 10,000 Zone (R10)

A site zoned R10 must be at least 10,000 square feet to be developed. Agricultural uses require a conditional use review.

These drawings depict development typical of an R10 zone. The drawing on the left shows single-dwelling houses and highlights a house with an internal accessory unit. The drawing on the right shows a typical lot pattern in this zone.
Medium Density Single-Dwelling Designation

This designation is intended for areas with adequate public services but minor development constraints. Single-dwelling residential is the primary use. The maximum density is generally 6.2 units per acre. There is one zone that implements the Medium Single-Dwelling Designation: **Residential 7,000 (R7)**.

**Residential 7,000 Zone (R7)**

A site zoned R7 must be at least 7,000 square feet to be developed. Agricultural uses require a conditional use review.

These drawings depict development typical of an R7 zone. The drawing on the left shows single-dwelling houses and highlights a house with an accessory unit. The drawing on the right shows a typical lot pattern in this zone.
High Density Single-Dwelling Designation

This designation continues Portland's most common pattern of single-dwelling development. It is intended for areas with good public services and limited development constraints. Single-dwelling residential is the primary use. The maximum density is generally 8.7 units per acre. There is one zone that implements the High Density Single-Dwelling Designation: Residential 5,000 (R5).

Residential 5,000 Zone (R5)

A site zoned R5 must be at least 5,000 square feet to be developed. Agricultural uses are prohibited.

This drawing depicts a development pattern typical of an R5 zone. The drawing on the left shows single-dwelling houses and also highlights 1) a corner duplex, 2) a house with an internal accessory unit, and 3) attached common-wall houses, each on a 5,000 sq.ft. lot. The drawing on the right shows a typical lot pattern in this zone.
Attached Residential Designation
This designation is intended for areas with complete public services, limited development constraints, and located near public transit or job centers. It allows a mixture of housing types. There is one zone that implements the Attached Dwelling Designation: Residential 2,500 (R2.5).

Residential 2,500 Zone (R2.5)
In the R2.5 there are two different development types allowed: attached and detached. There are different development standards for the two types. There are design development standards for attached units. Maximum density, minimum lot size, building heights and setbacks vary in the attached and detached development types in the R2.5. Agricultural uses are prohibited.

Rowhouses in the R2.5 zone provide additional homeownership opportunities. The drawing on the left depicts rowhouses in the context of an existing single-dwelling neighborhood. The drawing on the right shows a lot pattern that may occur in this zone. It depicts new attached rowhouses on individual lots.
SECTION B: Use of the Comprehensive Plan Map Designations and Zones

Differences among single-dwelling zones

Summary of Differences between the Single Dwelling Zones:
- Maximum and minimum density, minimum lot size, building heights and setbacks vary for each single-dwelling zone. Title 34 requires land be divided at 90% of maximum density.
- Attached houses, duplexes on corner lots, and duplexes on transitional lots are allowed in all of the single-dwelling zones except RF in which they are prohibited.
- Agricultural uses are allowed in the RF zone and the R20 zone. Agricultural uses require a conditional use review in the R10 and R7 zones, and are prohibited in the R5 and R2.5 zones.

Implementing the Metro Region 2040 Growth Concept

Depending on the type of development they promote, zoning designations may or may not be appropriate for location within the different Region 2040 design types. The following table lists the appropriate zones for each design type. ● = yes, appropriate; ○ = limited applicability. Blank spaces indicate that the zone is not appropriate for a Region 2040 design type.
<table>
<thead>
<tr>
<th>2040 Design Type</th>
<th>RF</th>
<th>R20</th>
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<td>Regional Center</td>
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<td>Town Center</td>
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<td>Main Street</td>
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<td>Transit Corridor</td>
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<td>Inner Neighborhood</td>
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<td>Industrial Area</td>
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<td>Employment Area</td>
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</tbody>
</table>

**What Else Do I Need to Know?**

- See Appendix III of this document for Use, Regulation and Development Summary chart.

- "Plan Districts", "Overlay Zones", and "Historic Landmarks" establish nontransferable regulations that may supersede the regulations in the single-dwelling zones. The following plan districts have development standards which apply to single-dwelling development:
  - Albina Plan District,
  - Columbia South Shore Plan District,
  - Garendoveer Plan District,
  - Johnson Creek Basin Plan District,
  - Laurelhurst/Eastmoreland Plan District,
  - Rocky Butte Plan District,
  - and Macadam Plan District.
• Design Standards apply to new infill housing development in the Design Districts (d’ overlay zone), and or when Alternative Development Options (d’ overlay zone) are utilized (Section 33.295.080-090: Supplemental Compatibility Standards).

• Alternative development forms are potentially allowed in all single-dwelling zones when 50% or more of the site is in an environmentally zoned area. This includes smaller lots clustered together (Section 33.269: Planned Unit Developments).

• The Metro 2040 Growth Management Functional Plan requires cities and counties to allow accessory units in single-dwelling zones. The city currently allows internal accessory units in single-dwelling zones. The City is considering amendments to broaden the applicability of accessory units city-wide.
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Medium Density Multi-Dwelling
  • Implementing Zone: R1

High Density Multi-Dwelling
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Multi-Dwelling
Designations and Zones

This chapter addresses Multi-Dwelling Land Use designations and implementing zones. The designations are designed to ensure that a full range of housing opportunities are available to meet the diverse housing needs of the City's residents in household and group living. Portland's Comprehensive Plan lists six designations in this land use category. Each designation has one implementing zone.

<table>
<thead>
<tr>
<th>Multi-Dwelling Designation</th>
<th>Corresponding Zone(s)</th>
<th>Abbreviation</th>
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</thead>
<tbody>
<tr>
<td>Townhouse Residential</td>
<td>Residential 3,000</td>
<td>R3</td>
</tr>
<tr>
<td>Low Density Multi-Dwelling</td>
<td>Residential 2,000</td>
<td>R2</td>
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<tr>
<td>Medium Density Multi-Dwelling</td>
<td>Residential 1,000</td>
<td>R1</td>
</tr>
<tr>
<td>High Density Multi-Dwelling</td>
<td>High Density</td>
<td>RH</td>
</tr>
<tr>
<td>Central Residential</td>
<td>Central Residential</td>
<td>RX</td>
</tr>
<tr>
<td>Institutional Campus</td>
<td>Institutional/Residential</td>
<td>IR</td>
</tr>
</tbody>
</table>

Designations designed to ensure a full range of housing opportunities are available.
Purpose of the Multi-Dwelling Land Use Designations

Multi-Dwelling designations provide housing opportunities to households seeking alternatives to the single attached and detached house. Multiple detached structures are allowed on one lot in the Multi-Dwelling designations. Dwellings in these designations range from 1 and 2 story townhouses to large high density developments allowing more than 100 units per acre. Multi-dwelling developments vary in size of units, scale of buildings, costs, location, densities, building features and levels of amenities.

Providing a full range of housing within a neighborhood allows residents to remain in their neighborhood as their housing needs and interests change. Oregon’s Metropolitan Housing Rule calls for 50 percent or more of new residential units to be planned for attached single family or multi-family housing.

Using Multi-Dwelling Designations: Things to Consider

• Development standards in the Townhouse, Low Density, and Medium Density Multi-Dwelling designations address pedestrian orientation, adequacy of outdoor space and provision of household amenities.

• Residential density bonuses can be earned through meeting compatibility standards associated with the Alternative Density Overlay...
Zone or by providing new housing that meets the needs of groups such as elderly and disabled.

- Multi-dwelling housing is best located within one quarter mile of public transit and new schools and parks.

- Developers of high density housing will take advantage of locational opportunities along streets served by light rail, streetcars, buses and other alternative forms of transportation.

- New higher density developments are encouraged to locate in areas with close proximity to Regional Transitways and Trafficways, transit corridors, transit communities, commercial villages, and on mainstreets.

- Increasing residential densities supports the siting and expansion of a wide range of businesses serving the local neighborhood markets.

- Higher densities are more efficient and cost effective for public and community services.

- Increasing multi-dwelling housing is a significant way to increase the supply of affordable housing.

- Locating higher density developments in centers, on main streets and transit corridors, and in business districts adds stability to the neighborhood and contributes to public safety by creating an active 24 hour-a-day community.

- Retail sales and services are allowed on a limited basis in the High Density and Central Residential zones.
Characteristics of Multi-Dwelling Designations and Zones

Below are descriptions of the Multi-Dwelling land use designations and implementing zones. Each multi-dwelling designation has one implementing zone. This guide does not describe all the use regulations and development standards associated with multi-dwelling zones. A summary of the major use and development standards are in Appendix III. For a detailed description of regulations, consult Chapter 33.120 of the Portland Zoning Code.

Townhouse Multi-Dwelling Designation

This designation encourages larger one and two-story townhouses in small multi-unit buildings. Maximum density in this zone is generally 14.5 units per acre. It may, however, be increased to 21 units per acre if density bonuses are used.

R3 Zone, Townhouse Residential

The R3 zone is a low density multi-dwelling zone. Many townhouses will have private open space in the form of front or back yards, patios, decks, and balconies. Generally, R3 zoning will be applied on larger sites or where small detached buildings each with approximately 4 units will be constructed. Unit sizes are similar to those in the R2.5 zone. Townhouses in this zone are more often rentals or condos. This zone allows horizontal and vertical multi-story unit combinations.

Commercial and industrial uses are prohibited in this designation. Daycare operations are allowed outright in this zone if locating...
within a building which currently contains or did contain a college, medical center, school, religious institution or a community service use. Other community services are conditional uses.

The R3 zone is rarely used within the City of Portland. Historically it has been applied almost exclusively to annexed sites located east of I-205 because it mirrored the County’s pre-annexation zoning. A more commonly used zone for this type of development in other areas of the City is R2. This designation is intended for areas with good public services.

The R3 zone allows townhouses in small multi-unit detached buildings on a single site.
Low Density Multi-Dwelling Designation

Low density apartments are the dominant form of housing in this designation. The scale of development is compatible with areas of transition between higher density and higher intensity areas and lower density neighborhoods. Typical development in this zone includes rowhouses, townhouses, garden apartments, and 1 to 3 story apartment buildings on large lots.

The R2 Zone

R2 Zone, Low Density Multi-Dwelling

The R2 zone is a low density multi-dwelling zone. It allows a maximum of 21.8 units per acre. A full range of public services are needed to support development at this intensity. This zone is usually applied to larger sites near or on streets which handle higher density traffic. It is intended for areas with good public services and no significant development constraints. It may be used on larger development sites or on smaller sites near arterials, transit service, or commercial areas.
Medium Density Multi-Dwelling Designation

This designation is designed for application to higher density sites with a full range of public and community services and in close proximity to commercial services. Multi-modal transportation access is an important incentive for siting and building of developments at allowed densities. The maximum density is usually 43 units per acre. Density bonuses are available for the provision of site and household amenities. The R1 zone is intended for sites that are well served by public transit and have no significant development constraints.

R1 Zone, Medium Density Multi-Dwelling

The R1 zone is a medium density multi-dwelling zone. Housing is the permitted use in this zone. Parks and open spaces are allowed but accessory uses and facilities associated with these two community services are conditional uses within a park use. Except for daycare, community services are conditional uses. Commercial and industrial uses are generally prohibited.

Attached housing in the R1 zone blends with existing single-dwelling houses.
**High Density Multi-Dwelling Designation**

This designation allows high density multi-dwelling structures. The designation is applied usually to large sites supplied with a full range of public services and in close proximity to commercial and mixed-use commercial/residential areas. This designation is not applied to areas with significant development, environmental, or topographic constraints.

**RH Zone, High Density Multi-Dwelling**

The RH zone is a high density and high intensity development zone. Maximum density is based on a floor area ratio, not on units per square foot. Densities will range from 60 to 120 units per acre. Accessory commercial uses are permitted to provide services to building residents and reduce the need for automobile trips. No outside access to the commercial area is allowed. Up to 5 percent of the floor area exclusive of parking may be taken up in commercial uses. RH zoned sites within 1,000 feet of a light rail station or stop may build new developments with up to 20 percent of their floor area in commercial uses.

This high density multi-dwelling building provides limited parking for its retail establishments on ground level, while residential parking is incorporated within the building structure. Plantings act as a buffer from vehicular street noise.
Central Residential Multi-Dwelling Designation

This designation allows high density and the most intensely developed multi-dwelling structures. A limited amount of commercial uses are permitted to serve residents in the development and immediate area. Development must be pedestrian oriented.

RX Zone, Low Density Multi-Dwelling

The RX zone is the highest density and intensity residential zone in the City. Densities may exceed 100 units per acre. The “d” design overlay zone is applied in conjunction with this zone. There are no maximum number of units. Floor area ratio height limits determine densities. Intensities and densities permitted in this zone require access to public transportation and a full range of public and community services. This zone is usually applied in the Downtown, Regional Centers and larger Light Rail Station Communities and Town Centers where the scale will not overwhelm more localized development patterns. This zone is not applied on sites with topographic or environmental constraints.

Within this high density apartment dwelling is an interior courtyard open space which provides an onsite amenity for residents, as well as access to natural light.
SECTION B:  
Use of the Comprehensive Plan Map  
Designations and Zones

Institutional Campus Designation

This designation was designed to respond to the multi-use, locational, and operational needs of Portland's larger scale medical and educational institutions. Higher density multi-dwelling residential developments are allowed and encouraged in this zone. Medical and educational institutions occupying a 5 acre or larger campus are eligible for this designation and zone. Multi-dwelling development and institutional densities are regulated by the maximum number of residential units per acre and the maximum size of buildings. The application of this designation with the approval of the institution's mission and impact mitigation plan sets the long term expansion boundary for the campus.

IR Zone, Institutional Residential

This is a multi-use zone allowing a range of uses including retail and office activities and light industrial operations needed to support the institution's mission when part of an approved impact mitigation plan. The IR zone is only applied when accompanied by the 'd' Design Review overlay zone. Since these institutions are often located either in or adjacent to residential areas the 'd' overlay zone addresses issues of visual compatibility. The impact mitigation plan addresses institutional off-site impacts.

University housing
Implementing the Metro Region 2040 Growth Concept

Depending upon the type of development they promote, zoning designations may or may not be appropriate for location with the different Region 2040 Growth Concept design types. The following table lists the appropriate zones for each design type: ● = yes, appropriate; ○ = limited applicability. Blank spaces indicate that the zone is not appropriate for a Region 2040 design type.

<table>
<thead>
<tr>
<th>2040 Design Type</th>
<th>R3</th>
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Region 2040 Design Types
What Else Do I Need to Know?

**Density transfers**

Density transfers allow builders and property owners to take advantage of sites capable of supporting higher densities, while preserving environmentally sensitive sites.

- Density transfers are possible from one site to another in the RX zone or from an RX-zoned site to a site in the EX or CX zone.

- Density may be transferred among the R3, R2, and R1 zoned sites or between RH and RX zoned sites.

- Transfer of densities between a site zoned R3, R2, or R1 and a site zoned IR, RH or RX is prohibited.

- Land within an environmental zone may be subtracted from calculations of minimum density.

- Services for the autos of building residents is permitted in the RX and RH zone when operations are enclosed in the parking garage or underground parking structures.

- Group living for 7 to 15 residents is allowed by right in the R3, R2, R1, RH and RX zones excluding alternative or post incarceration facilities.

- Group facilities for more than 15 residents are generally a conditional use.
• Group living facilities such as dormitories and faculty, staff, student, and client housing in the IR zone must be included in the institution's mission statement and part its Impact Mitigation Plan.
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Use of the Comprehensive Plan Map
Designations and Zones

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Commercial
Designations and Zones

This chapter addresses the Commercial land use designations and the zones that implement them. Portland's Comprehensive Plan lists five different commercial land use designations that foster different types and intensities of commercial development for different types of locations throughout the city. Commercial designations are implemented by corresponding commercial zones. The different designations represent different intensities of development, from low intensity neighborhood commercial activities to high intensity central commercial development.
SECTION B: Use of the Comprehensive Plan Map Designations and Zones

<table>
<thead>
<tr>
<th>Commercial Designation</th>
<th>Corresponding Zone(s)</th>
<th>Abbreviation</th>
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<td>CN1</td>
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<td>Central Commercial</td>
<td>Central Commercial</td>
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Purpose of the Commercial Land Use Designations

Commercial land use designations and the implementing zones, are designed to provide siting opportunities for a wide range of commercial activities. Commercial designations create economic opportunities, and provide benefits to consumers by provide convenient places to obtain goods and services.

Using the Commercial Designations: Things to Consider

- **Market**: Commercial designations and uses are generally found in areas where they serve a particular market. The market area for different uses varies considerably depending on the type, size, and scale of commercial activity. Consider the proximity and size of
market areas - both residential and industrial - when designating commercial areas.

- **Access:** Consider the level of access of a particular location. Does it have regional access or only local access? Does the location have good public transportation, or is it accessible only by auto? Are people able or likely to walk or bicycle to the location? Commercial land uses also need to be located where they have adequate access for freight.

- **Visibility:** Certain types of commercial uses, such as retailers, require locations visible to a broad potential customer base. Other types of commercial uses, like specialty services, require less visibility. It is usually appropriate to locate commercial uses along streets that carry large numbers of people in a variety of transportation modes.

- **Image:** Certain commercial activities have different “image” requirements based on the products or services they offer and the marketing strategy of the firm. Different commercial land use activities may locate in a given place in part because of a marketing image.

- **Retail Mix and Clustering:** Different commercial activities tend to locate together where a market exists and/or where they can serve each others’ market needs. These businesses attract customer for each other, often enhancing sales volumes. Providing an adequate amount of commercial land is essential for successful clustering.

**Portland’s Comprehensive Plan:** Policies to consider include:
- 2.11: Commercial Centers
• **Putting it Together:** When applying commercial designations, consider the nearby and surrounding land uses and activities as well as the type of streets that access a location. You can refer to the Transportation Element of Portland’s Comprehensive Plan for street designations. While it’s appropriate to apply commercial designations on all types of streets, and in all types of locations, there are some general rules:

1. Save the most intense commercial designations for places that have access to “major” streets, either traffic streets, transit streets or both, and are surrounded by or planned for supportive, high intensity land uses.

2. The least intense commercial designations can be applied on neighborhood collectors, local streets and minor transit streets in lower intensity areas.

3. In general, it’s appropriate to apply commercial designations on “collector” level streets that are either major or minor transit streets. These streets often function as main street shopping areas serving one or more neighborhoods.
Characteristics of Commercial Designations and Zones

Following are descriptions of the Commercial land use designations and implementing zones. Some commercial designations are implemented by two zones. This guide does not describe all of the use regulations and development standards associated each with commercial zone. A summary of the major uses and development standards is presented in Appendix 3. For a detailed description of the regulations refer to Chapter 33.130 of the Portland Zoning Code.

Neighborhood Commercial Designation

The Neighborhood Commercial (CN) designation is designed to allow neighborhood oriented commercial uses in and near residential areas. The intensity of the use should be compatible with the housing nearby and oriented toward pedestrians, bicyclists and transit. The activities are intended to serve nearby residents and reduce the need to travel long distances. Neighborhood commercial uses are not expected to attract traffic or customers from long distances. Two zones implement the Neighborhood Commercial designation: Neighborhood Commercial 1 (CN1), and Neighborhood Commercial 2 (CN2).

Neighborhood Commercial 1 (CN1)

The CN1 zone is designed for more densely developed neighborhoods such as those in Inner Southeast and Northeast Portland. It calls for a pedestrian, bicycle and transit orientation with no required parking. The CN1 zone allows retail sales and services and office uses as well as some manufacturing uses. The size of uses is limited to a maximum of 5,000 square feet.
SECTION B: Use of the Comprehensive Plan Map Designations and Zones

Neighborhood Commercial 2 (CN2)

The CN2 zone intended for sites in less dense neighborhoods or developing areas like those in Outer Southeast and Southwest. The CN2 requires on site parking to allow access by autos. The CN2 zone allows retail sales and services, office, and quick vehicle servicing. Manufacturing is also allowed, but limited to 5,000 square feet of area.

Differences

**Key Differences:** The CN1 zone does not require parking, and limits the amount that can be provided. The CN2 zone is more auto accommodating, requires parking and, unlike the CN1 zone, allows quick vehicle servicing. Larger scale projects like supermarkets can locate in the CN2 zone, whereas size limitations of the CN1 zone would preclude development at this scale.

A corner grocery store on an isolated CN1 zoned site fits in with residences in an established neighborhood.

This supermarket located in a CN2 zone has pedestrian access along the street, and parking and loading along the sides.
Office Commercial Designation

The Office Commercial designation (CO) is intended for situations where a range of office uses is desired, but where a broader spectrum of commercial uses is not wanted. Two zones implement the Office Commercial designation: Office Commercial 1 (CO1), and Office Commercial 2 (CO2).

Office Commercial 1 (CO1)
The CO1 zone allows low intensity or small scale office uses in or near residential areas or between residential and commercial areas. Scale and character of development in this zone is intended to be similar to nearby residential uses. This zone would allow uses such as medical/dental offices, real estate, or other professional offices.

The CO1 zone

These small-scale medical offices in the CO1 zone are grouped at an intersection in an established residential neighborhood.
<table>
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<tr>
<th>Office Commercial 2 (CO2)</th>
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<td>The CO2 zone is a medium intensity office zone that is generally applied on streets designated as Major City Traffic Streets in the Transportation Element of the Comprehensive Plan. The CO2 zone allows office uses and some limited retail sales and service uses within the office building. Activities may have either a local or regional emphasis. Retail sales and services are limited to 10% of the total floor area. Development in this zone is generally expected to be auto accommodating. The zone allows more intense development than the CO1 zone, but not as intense as the General Commercial (CG) zone.</td>
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**Key Differences:** The CO2 zone allows larger scale development than the CO1 zone. The CO1 zone would typically be applied in older, more built-up areas with small sites whereas the CO2 zone could be applied in areas with larger sites or in areas of new development. The CO1 zone is intended to be more pedestrian-oriented, whereas the CO2 allows for more automobile access.
Urban Commercial Designation

The Urban Commercial (UC) designation is intended for more developed parts of the city near relatively dense residential areas. It should be applied in areas where a variety of commercial services with a strong, traditional main street storefront appearance and pedestrian orientation is desired. The designation is intended primarily for areas which are well served by transit. No on-site vehicular parking is required. There is a requirement for 50% building coverage of the site which also limits opportunities for parking. Development is therefore often more dense in this zone than in other commercial zones. A full range of retail, service, and business uses are allowed serving both a local and a regional market area. This designation is also intended to maintain housing opportunities along with commercial activities in some areas. Two zones implement the Urban Commercial designation: Storefront Commercial (CS), and Mixed Commercial/Residential (CM).

Storefront Commercial (CS)
The CS zone allows retail sales and service, office, vehicle repair and commercial outdoor recreation uses. Commercial parking is allowed in some applications. Manufacturing and wholesale sales are also allowed, but limited to 10,000 square feet of floor area to prevent industrial uses from dominating the commercial uses. Major event entertainment and industrial services (limited to 10,000 sq. ft.) are allowed as Conditional Uses.

Mixed Commercial/Residential (CM)
The CM zone promotes development that combines commercial uses with residential uses in same building. It requires one square
foot of residential uses for every one square foot of commercial uses. Commercial activities allowed in a CM zone include retail sales and service, office, outdoor recreation, manufacturing and warehouse sales, generally with limitations on size. Commercial uses within development in this zone should have an emphasis on locally-oriented retail, service and office uses located in the ground floor of the building. Housing will typically be located on the floors above the retail uses.

The CS zone promotes a commercial main street pedestrian character and is best suited for locations with good transit service.

Buildings in the CM zone mix commercial uses with housing. This example depicts housing over retail in a main street-type setting.
**Similarities:** Both the CS and CM zones are designed to promote pedestrian-oriented buildings to preserve or create a main street storefront character. Both zones are best suited for placement in inner-city neighborhoods on Main Streets and in older mixed-use areas, and as transitional developments between older business districts and established inner-city single-dwelling neighborhoods.

**Key Differences:** The primary difference between the zones is that the CM zone requires housing whereas the CS zone does not. In the CS zone, stand-alone housing and mixed-use commercial/residential is encouraged but not required. Commercial uses are allowed to expand by no more than 250 square feet in the CM zone before residential development is required.

**General Commercial Designation**

The General Commercial (CG) designation allows a full range of commercial uses having a local or regional market. Development in this designation will allow for access by automobile. However, along streets where high-quality transit service is available, development will also be oriented to pedestrians, bicycles, and transit. This designation is intended for use on arterial streets in developing areas and for larger, older areas which already have an existing development style. This designation is implemented by the General Commercial (CG) zone.

**General Commercial Zone: CG**

The General Commercial zone allows vehicle accommodating commercial development serving local, community or regional markets. General Commercial zones should be applied in areas where a variety of uses is desired and auto accommodation is
necessary. The CG zone is also appropriate on vehicle accommodating streets where vehicle servicing and other vehicle accommodating uses currently exist or in places where it would be desirable for them to be located.

The CG zone allows retail sales and service, office, quick vehicle servicing, vehicle repair, commercial parking and commercial outdoor recreation uses. Self-service storage, manufacturing and production and wholesale sales are allowed with limitations. Major event entertainment, warehouse and freight movement and industrial service are allowed as Conditional Uses.

These retail buildings in the CG zone attract customers from a broad area. Parking for autos is provided in these examples, but the buildings are oriented to the street for pedestrian and transit users.
Central Commercial Designation

The Central Commercial (CX) designation is intended to be the city’s most physically intense commercial designation. The designation is intended for the most developed parts of the city which have the highest levels of public services. It allows a full range of commercial activities, including retail and office uses, serving a large market area. The CX designation encourages development that is supportive of a pedestrian orientation and transit. The design overlay ("d") zone will be applied to all new development in the CX designation. This designation is implemented by the Central Commercial (CX) zone.

Central Commercial Zone: CX

The CX zone allows a broad range of uses to reflect Portland’s role as a commercial, cultural and governmental center. Development is intended to be very intense with large buildings covering the majority of the site, placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape. Uses in this zone might include specialty retail, department stores, cinemas, offices and several other categories of commercial uses.

A broad array of retail, office, entertainment and other uses can be found in the CX zone, Portland’s most intense commercial designation.

Illustration: Rudy Betton, AIA
Central Commercial designations should be applied in areas where intense commercial development is expected and desired. This zone is typically applied in the Central City (Downtown, Lloyd Center, John's Landing), but may also be appropriate for other areas where intense commercial development is appropriate (Gateway, etc.). Areas zoned CX should have excellent access and well developed infrastructure systems.

The CX zone allows retail sales and service, office, quick vehicle servicing, commercial outdoor recreation and major event entertainment. Vehicle repair, self-service storage, manufacturing and production and wholesale sales are also allowed with limitations on size and location. Commercial parking and industrial service are allowed as conditional uses. In certain areas, residential uses are required in new developments. Refer to special plan districts for details.

Comparing the Commercial Zones

- Housing and housing density bonuses are allowed in all commercial zones. This means that any site with a commercial zone can be developed as 100% housing. Housing is required only in the CM zone.

- Floor area ratio (FAR) development standards apply to all nonresidential uses in these zones. Floor area for residential uses is not calculated as part of the FAR requirements.

- Industrial uses are prohibited in the CN1, CN2, CO1, and CO2 zones. Industrial uses may be permitted with limitations and or conditional use review in the CS, CM, CG, and CX zones.
• Institutional uses are allowed in all commercial zones. Basic utilities and community services may require conditional use review.

• Agricultural uses are conditionally allowed in only the CS, CG, and CX zones.

• Retail Sales and Service uses are allowed in all zones except in the CO1 zone. However, there are special limitations in the CN1, CO2, and CM zones.

• Office uses are allowed in all commercial zones, but have limitations in the CN1 and CM zones.

• Quick Vehicle Service uses are allowed in the CN2, CG, and CX zones. Vehicle repair and commercial parking uses are allowed only in the CS, CG, and CX zones, but have limitations and may require conditional use review. Self service storage is only allowed with limitations in the CG and CX zones.

• Drive-through facilities are regulated by Ch. 33.224.

Implementing the Metro Region 2040 Growth Concept

Depending on the type of development promoted by a zoning designation, the zone may or may not be appropriate for locations within the different Region 2040 Growth Concept design types. The following table lists the appropriate zones for each design type. A • indicates that the zone is appropriate for the design type; o indicates that this zone has limited applicability within the design type. Blank spaces
**SECTION B:**

Use of the Comprehensive Plan Map
Designations and Zones

Indicate that the zone is not appropriate for a Region 2040 design type.

The application of some zones are limited because it does not foster the appropriate intensity of development or access orientation compatible with the design type. For example, the CG zone is an auto-oriented zone that may not be appropriate in these pedestrian and transit oriented design types.

<table>
<thead>
<tr>
<th>Region 2040 Design Types</th>
<th>2040 Design Type</th>
<th>CN1</th>
<th>CN2</th>
<th>CO1</th>
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What Else Do I Need to Know?

- Setbacks from transit streets or streets in an a pedestrian district have different setback requirements from those stated in the base zone. And, landscaping is always required when development abuts a residential zone.

- The City has identified a number of Plan Districts that often feature specific development standards and regulations that complement and/or supersede the standards of the base zone. Plan Districts that may affect commercial land uses have been adopted for the following areas: Albina, the Columbia South Shore, Gateway, the Johnson Creek Basin, Macadam, North Cully, Powell Boulevard, the South Auditorium District, and Swan Island.

- New development must comply with code provisions implementing the Transportation Planning Rule (TPR). The TPR requires that buildings be oriented toward transit and pedestrian streets, and has impacts on building orientation, setbacks and parking areas. See Appendix 3 of this document for Use, Regulation and Development Summary chart.

- The Ground Floor Window Requirements apply in all zones (33.130.230). Pedestrian requirements are applicable in all zones (33.130.240).

- Specific zoning code development requirements have been developed for certain types of land use activities. Additional development regulations that complement or supersede the standards of the commercial base zones have been developed for...
### SECTION B: Use of the Comprehensive Plan Map Designations and Zones

Convenience stores, drive-through facilities, schools, self-service storage and other land uses and activities. Regulations regarding these uses can be found in Section 200. Additional Use and Development Regulations, in the [Portland Zoning Code](#). While neighborhood planners should be aware of these regulations, it is important to remember that these specific regulations affect projects at the time of development permitting, and are not addressed in neighborhood plans.
CHAPTER 9:
Employment
Designations and Zones

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The Employment Designations

Employment Zones:

General Employment 1: EG1

General Employment 2: EG2

Central Employment: EXd
Employment Designations
and Zones

This chapter addresses the Employment land use designations and the zones that implement them. Portland’s Comprehensive Plan identifies two designations to locate employment-related development throughout the city: Mixed Employment and Central Employment. There are three zones that implement these designations.

<table>
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<th>Employment Designation</th>
<th>Corresponding Zone(s)</th>
<th>Abbreviation</th>
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<td>Mixed Employment</td>
<td>General Employment 1</td>
<td>EG1</td>
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<td>General Employment 2</td>
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<tr>
<td>Central Employment</td>
<td>Central Employment</td>
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</table>
Purpose of the Employment Designations

The Employment land use designations of the Portland Comprehensive Plan are used to identify areas in the city that are best suited for locating business, industrial and supportive uses that create jobs and provide commercial and residential opportunities over the next 20 years. Unlike the Industrial Sanctuary designation, Employment designations permit a greater variety of uses on a parcel of land or within an area. It should be noted that the Mixed Employment areas are mainly industrial. For example, commercial, office and residential uses may coexist on a street with a warehouse and manufacturing uses. The Mixed Employment and Central Employment and corresponding zones provide appropriate locations for these activities to thrive.

Using the Employment Designations: Things to Consider

- Employment designations are generally found in areas that were traditionally industrial and have been diversifying over the years to other related uses.

- Employment-related uses need to have a transportation system that is accessible to citywide, regional and interstate travel including roadway, railroad, water and airport facilities. This is because many businesses, industries and other uses need to move people, goods and services to and from their site to other
business destinations. The city’s employment zoned lands are located in close proximity to these transportation modes.

- In the most urban employment area of the City, the Central City, public transit is important to move employees, residents and users to and from these work, residential, shopping and other destinations.

- These areas also have a greater level of public facilities and services, than for example, in industrial areas. This is to serve the different types of development that is permitted, where there are more overall activities and people than in industrial areas.

- The Willamette Greenway Plan sets out policies and guidelines for development, resource protection and recreation along the Willamette River. Employment designations and zones are located along the Willamette River, mainly due to river-related businesses and industries and the reliance on the river as a form of transportation for materials and products. The conceptual map for the plan identifies mixed use areas that include employment zone uses.

- The following Comprehensive Plan policies address employment uses in the city:

  2.2 Mixed Use
  5.1 Urban Development and Revitalization
  5.4 Transportation System
  5.8 Diversity and Identity in Industrial Areas
  5.10 Columbia South Shore

Location of employment areas
Characteristics of Employment Designations and Zones

Uses

Below are descriptions of the Employment land use designations and implementing zones. Uses such as manufacturing and production, vehicle repair, warehouse and freight movement, commercial outdoor recreation, rail lines, schools, daycare, retail sales and household living are permitted under the Employment designations. This guide does not describe all the use regulations and development standards associated with employment zones. For a description of all applicable base zone standards, please refer to Chapter 33.140 of the City of Portland Zoning Code.

Mixed Employment Designation

The Mixed Employment designation is applied to areas where there is widespread employment and business opportunities that generally occur in an industrial-type setting. Commercial uses are limited so that employment and industrial-related activities such as manufacturing are provided the opportunity to flourish. Residential development is not considered a primary use under this designation and is restricted. There are two zones that implement the Mixed Employment designation: General Employment 1 (E91) and General Employment 2 (E92).
General Employment 1 Zone (EG1)

The General Employment 1 (EG1) zone allows a variety of employment and business opportunities that are often industrial-related and located in a big building or warehouse type structure. This zone is located in older developed areas that generally have an existing street system. The property lots tend to be smaller than other employment and industrial zones. Buildings are situated closer to the street and tend to cover most of the block.

Development in the EG1 zone is typically situated close to the street. This zone is generally located in older developed areas with an existing street system.
General Employment 2 Zone (EG2)

The General Employment 2 (EG2) zone also allows a variety of employment and business opportunities but is located in a different environment than the EG1 zone. This zone is used in business and industrial areas that have larger lots, and irregular or more dispersed local street systems. The amount of building coverage per lot is less, which means there is more area for vehicular parking or other uses. Typically, the building is set back from the street.

Key Differences Between the Mixed Employment Zones
- The EG1 zone has a maximum building height of 45 feet and the EG2 zone has no maximum building height, but is governed by Floor Area Ratio standards.
• The EG2 zone requires a 15 foot building setback from residen-
tially zoned property. The EG1 zone requires a 0 to 14 foot set-
back depending upon the proposed building height.

• The EG1 zone is more pedestrian oriented than the EG2 zone. In
the EG1 zone, one would find shorter blocks with sidewalks.
Generally, in the EG2 zone, street blocks are longer and side-
walks may or may not exist.

• EG1 (and EX below) developments must meet specific building
setbacks and building frontage requirements along transit
streets and in pedestrian districts.

Central Employment Designation

The Central Employment designation is applied to the most urban
areas where the City wants to promote mixed use opportunities in an
industrial setting. These locations have the highest levels of infrastruc-
ture and can therefore accommodate the most intense and dense
amount of employment and mixed use development of any of the
employment areas in the city. There is one zone that implements the
Central Employment designation: Central Employment (EX).

Central Employment (EX)
The Central Employment (EX) zone allows a variety of uses in the
central part of the city that has existing industrial-type development.
Business, industrial and retail service uses are accommodated at
central locations. Residential development is permitted but is second-
ary in emphasis to the employment and business character of the
area. All developments permitted in the EX zone must be approved.
through a Design Review process. All EX zones found on the Zoning Atlas will have a Design (d) overlay zone associated with them.

This zone allows the greatest amount of employment-related mixed use development in the most urban atmosphere; 100 percent of the site may be developed. There is no minimum lot size requirement. The amount of development in the zone may be up to three times the square footage of the site area. Buildings may reach 65 feet in height (about six stories). There are no minimum landscaping requirements unless next to residually zoned property.

There are specific minimum setbacks and minimum building frontage requirements along transit streets and in pedestrian districts. Also, ground floor windows are required for new construction in the zone to promote pedestrian interest and activity. This Employment zone is different from the previously described zones in that exterior storage and display of industrial-related materials is prohibited.

Employment, office, warehouse, retail and residential uses blend and complement each other in this EXd zone.
Implementing the Metro Region 2040 Growth Concept

Zoning designations may or may not be appropriate to be used within the different Region 2040 design types, depending on the type of development they promote. In the case of employment zones, the applicability is direct. The employment zones implement the Region 2040 Employment Areas. The EX zone is the city's most urban mixed use zone. It implements a number of the more urban mixed use 2040 Design Types. The following table lists the appropriate zones for each design type (● = yes, appropriate; ○ = limited applicability; blank spaces indicate that the zone is not appropriate for a Region 2040 design type).

<table>
<thead>
<tr>
<th>2040 Design Type</th>
<th>EG1</th>
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<th>EX</th>
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<tr>
<td>Employment Area</td>
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</tbody>
</table>

Region 2040 Design Types
What Else Do I Need to Know?

- See Appendix III of this document for Use, Regulation and Development Summary chart.

- The Zoning Code contains specific standards for buildings in Employment zones (Section 33.295.110).

- The Zoning Code addresses demolitions, excavations and fills, nonconforming development, parking and loading, signage, street trees and superblock requirements.

- Employment zones are generally located in areas that are transitioning from industrial to more varied uses that support diverse employment opportunities and activities.
CHAPTER 10:
Industrial Sanctuary Designations and Zones

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SECTION B: Use of the Comprehensive Plan Map
Designations and Zones
Industrial Sanctuary
Designations and Zones

This chapter addresses the Industrial land use designation and the zones that implement this designation. Portland's Comprehensive Plan identifies one designation which promotes primarily the location of industrial activities and uses while limiting other non-related forms of development: **Industrial Sanctuary**. There are three zones that are related to this designation.

<table>
<thead>
<tr>
<th>Industrial Designation</th>
<th>Corresponding Zone(s)</th>
<th>Abbreviation</th>
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<tr>
<td>Industrial Sanctuary</td>
<td>General Industrial 1, General Industrial 2, Heavy Industrial</td>
<td>I61, I62, IH</td>
</tr>
</tbody>
</table>
Purpose of the Industrial Sanctuary
Land Use Designation

The Industrial Sanctuary land use designation of the Portland Comprehensive Plan is used to identify areas in the city that are best suited for locating industrial businesses over the next 20 years. These uses generate new income for the region, employment opportunities, and export and consumer goods. Manufacturing firms allow us to capture value added income by processing Oregon's raw resources prior to export shipment. The Industrial Sanctuary land use designation and corresponding zones provide appropriate locations for these activities to thrive.

Using the Industrial Sanctuary
Designation: Things to Consider

- In general, industrial uses need to locate on sites which can accommodate the production, storage, and shipping of goods and materials. Site needs can vary from 1 1/2 acres up to over 100 acres although 5-15 and 35-50 acre sites are common.

- Industrial uses need to have a transportation system that is accessible to citywide, regional, interstate, and overseas freight movement including roadway, railroad, water and airport facilities. This is because many businesses and industries need to move people, goods and services to and from their site to other close-by and long distance destinations. The city's industrially zoned lands are located in close proximity to these transportation modes.
Areas identified by an industrial land use designation are generally located away from residential uses. Residential development also is limited in these industrial areas. This minimizes potential off-site impact conflicts among industrial and residential uses.

The Willamette Greenway Plan sets out policies and guidelines for development, resource protection and recreation along the Willamette River. Industrial designations and zones are located along the Willamette River, mainly due to river-related businesses and industries and the reliance on the river as a form of transportation for materials and products. The conceptual map for the plan identifies areas that include industrial zoned uses.

The following Portland Comprehensive Plan policies address industrial uses in the city:

2.14 Industrial Sanctuaries
5.1 Urban Development and Revitalization
5.4 Transportation System
5.8 Diversity and Identity in Industrial Areas
5.9 Protection of Non-industrial Lands
5.10 Columbia South Shore
6.21 Freight Intermodal Facilities and Freight Activity Areas
7.5 Energy Efficiency in Commercial and Industrial Facilities
10.4 Comprehensive Plan Map
12.2 Enhancing Variety
Characteristics of the Industrial Designation and Zones

Below is a description of the industrial sanctuary land use designations and implementing zones. Please note that the use regulations and development standards associated with industrial zones are complex. This guide does not describe all the use regulations and development standards associated with industrial zones. For a detailed description of regulations, please refer to Chapter 33.140 of the Portland Zoning Code.

Industrial Sanctuary Designation

The Industrial Sanctuary Comprehensive Plan designation is applied to areas where the City wants to see a full range of industrial development occur. Uses such as vehicle repair, manufacturing and production, warehouse, wholesale sales and railroad yards are permitted under this designation. Comprehensive Plan policies describe the value of industrial uses as an important economic resource in the City and takes precedence over other uses. Commercial uses are limited to mainly serve employees and visitors in industrial areas. There are three zones that implement the Industrial Sanctuary designation: General Industrial 1 (IG1), General Industrial 2 (IG2), and Heavy Industrial (IH).

**The IG1 zone**

The General Industrial 1 (IG1) zone allows a variety of industrial-related uses. You find this zone in older developed areas that have an existing street system. The lots tend to be smaller than other
employment and industrial zones due to the street grid system. Buildings are situated closer to the street and tend to cover most of the block.

These industrial buildings in the IG1 zone have a street front orientation, a development pattern typical in older industrial and warehouse areas.
SECTION B: Use of the Comprehensive Plan Map Designations and Zones

**General Industrial 2 (IG2)**
The General Industrial 2 (IG2) zone also allows a variety of industrial opportunities. You find this zone in an industrial area that has larger lots and an irregular or more dispersed street system. The amount of building coverage per lot is less, which means there is more area for parking or other uses. Typically, the building is set back from the street.

*Industrial development in the IG2 zone is typically set back from the street with less building lot coverage and more parking than found in the IG1 zone.*

**Heavy Industrial (IH)**
The Heavy Industrial (IH) zone provides a location where all kinds of industries may locate, including those that are not desirable in other zones due to their objectionable impacts or appearance. Development standards for this zone are the minimum necessary to ensure safe, functional, efficient, and environmentally sound development.
Key Differences Between the Industrial Zones

- In all industrial zones, retail sales and service and office uses are limited in size and are conditionally approved.

- The IG1 zone permits smaller lot sizes than IG2 and IH zones. The latter zones permit industrial uses that utilize more land.

- In the IG1 and IH zones, the building can cover 100 percent of the site. In the IG2 zone, 85 percent of the site can be built upon for industrial uses and 15 percent must be landscaped area.

- IG1, IG2 and IH have different minimum building setbacks; the range is from 0 to 25 feet.
Implementing the Metro Region 2040 Growth Concept

Zoning designations may or may not be appropriate to be used within the different Region 2040 design types, depending on the type of development they promote. In the case of industrial zones, the applicability is direct. The industrial zones implement the Region 2040 Industrial Areas. The following table lists the appropriate zones for each design type: • = yes, appropriate; ○ = limited applicability. Blank spaces indicate that the zone is not appropriate for a Region 2040 design type.

<table>
<thead>
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<th>Region 2040 Design Types</th>
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<tr>
<td>Employment Area</td>
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</tbody>
</table>
What Else Do I Need to Know?

- See Appendix III of this document for Use, Regulation and Development Summary chart.

- Limited industrial uses may occur outside of industrial zones. These uses such as light manufacturing and warehousing may be permitted in some commercial zones but they are smaller in size than what would be permitted in industrial zones.

- Limited commercial uses are permitted within industrial zones. The primary purpose is to provide commercial, such as convenience stores and restaurants, to be used by employees and others who frequent local workplaces and businesses.

- Schools, colleges, medical centers, religious institutions and group housing are not allowed in Industrial zones.

- All waste-related uses are allowed under special conditions through the Conditional Use Review process and must be approved by Metro for location and mitigation plan.

- The Zoning Code contains specific standards for buildings in Industrial zones (Section 33.295.120).

- Interested residents who want to learn more about industrial activities and plans should consult with the different business and industrial associations such as the Northwest Industrial Neighborhood Association (NINA).
CHAPTER 11: Overlay Zones Information

CHAPTER CONTENTS

Overlay Zones Applicable at the Neighborhood Level ........ 145
  Alternative Density Overlay Zone: a
  Buffer Overlay Zone: b
  Design Overlay Zone: d
  Historic Resource Overlay Zone

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  Aircraft Landing Overlay Zone: h
  Environmental Overlay Zones: c and p
  Greenway Overlay Zones: n, r, g and l
  Light Rail Transit Station Overlay Zone: t
  Portland International Airport Noise Impact Overlay Zone: x
  Scenic Resource Overlay Zone: s
SECTION B:
Use of the Comprehensive Plan Map
Designations and Zones
Overlay Zones Applicable at the Neighborhood Level

Plan Districts, overlay zones, and historic landmarks establish non-transferable regulations that may supersede the regulations in the base zones.

Alternative Density Overlay Zone (‘a’)

The Alternative Design Density Zone has three main purposes: (1) to encourage accessory units in new single dwelling zones, (2) to support infill development on vacant sites, and (3) to permit additional residential units in multi-dwelling zones. Proposals for all of these opportunities for residential development must be compatible with the positive qualities of their residential neighborhoods as determined through a design review permit process.

Accessory rental units:
- While accessory rental units are currently allowed in the single-dwelling zones (R20-R2.5), the ‘a’ overlay zone liberal-
SECTION B: Use of the Comprehensive Plan Map
Designations and Zones

izes the requirements for creating an accessory unit by allowing an internal conversion of an existing dwelling, by allowing an addition of new square footage to a house, and/or by allowing construction of a new house with an internal accessory unit.

- In specific areas of the city the "a" overlay zone allows detached accessory units in the single-dwelling zones under certain conditions.

- The "a" overlay zone requires a covenant by the owner with the City that, if an accessory unit is occupied, the owner must reside in one of the housing units.

- All accessory units built under the provisions of the "a" overlay zone will have to be approved through a design review process or must meet supplemental standards for development.

**Bonus density:**

- A provision of the "a" overlay permits increased density to residential development when certain additional design provisions are met in the areas zoned for multi-dwelling development.

- The intent is to encourage well designed housing that is attractive and compatible with an area's established character.

- Density bonuses are not to be applied on sites in design or historic design zones.
• A development may receive up to a 50 percent more dwelling units than what is normally permitted for the base zone (for example, R1), through a voluntary design review process. This requires a Type III review.

• Developments receiving density bonuses under this section of the code are not eligible for other code permitted density bonuses.

**Attached residential infill on vacant sites**

• This provision allows the construction of housing units to the development standards of R2.5 on vacant sites with the ‘α’ overlay zone.

• This provision allows the construction of additional housing units on vacant sites to respond to market needs for additional housing, without early removal of existing sound housing in an area.

The site to be considered for infill development must be vacant for at least five years. When land is subdivided, new lots are created. If these individual sites have been vacant for five years, this provision applies.

Alternative infill development styles are available under the ‘α’ overlay zone for areas zoned R2a and R2.5a. Owner-occupied triplexes, flag lot row house developments, and detached houses on smaller lots are permitted by meeting the requirements of this section, including review and approval through the design review process.
SECTION B: Use of the Comprehensive Plan Map Designations and Zones

**Buffer Overlay Zone ("B")**

The Buffer Overlay zone provides additional buffering between nonresidential and residential zones. The Buffer zone is generally applied on a site by site basis along the edge of nonresidential zones which abut or are located across a street from a residential zone. It is used when the base zone standards do not provide adequate separation between residential and nonresidential uses. The buffer is achieved by restricting motor vehicle access, increasing setbacks, restricting types of development in the setback, requiring additional landscaping, restricting signs, exterior display and storage, and in some cases by requiring additional information and proof of mitigation for uses that may cause off-site impacts and nuisances.

**Design Overlay Zone ("D")**

The Design Overlay zone is applied in areas of the City with special historical, architectural, or cultural value. The overlay zone is intended to promote the conservation, enhancement, and continued vitality of these areas. The design zone is applied to an entire area or district which is referred to as a design district. Within these design districts there are specific design guidelines for new development or modifications to existing development. New development and modifications are subject to design review.

**Historic Resource Overlay Zone**

A historic district is an area or landmark that is historically, culturally, or architecturally significant. To be designated, districts must
have a concentrated area of sites and structures that were created or built in a specific development period and display a particular character. The City has numerous historic districts. These districts are identified on zoning maps with the design overlay zone 'd' and are regulated by the Portland Zoning Code.

The Zoning Code allows two types of districts to be created: historic districts and conservation districts. Historic districts would be for areas of citywide importance and conservation districts for areas of local or neighborhood importance. Owner consent is required to include any building or site within either type of district.

**Important benefits of districts:**
- Retains character and identity.
- Requires design review process.
- Allows potential demolition, additions or renovations to be delayed until proposals can be fully assessed.
- May provide tax incentives.

**Costs associated with development in a district:**
- Requires design review process (fee, public notification, staff report, and appeal process; may require a public hearing).
- Could require a land use review to add or delete a property from a district.
- Required to maintain the integrity of a building or area (could impact building materials and other decisions).
Overlay Zones Already in Use

Aircraft Landing Overlay Zone ('h')
The Aircraft Landing overlay zone limits the heights of structures and vegetation in the vicinity of Portland International Airport. These height limits provide safer operating conditions for aircraft.

Environmental Overlay Zones ('c' and 'p')
The Portland Zoning Code has two overlay zones that provide protection for environmental features. These are the environmental protection overlay zone, 'p', and the environmental conservation overlay zone, 'c'. The 'p' zone provides the highest level of protection for the most important environmental resources, only allowing development in exceptional circumstances. The 'c' zone provides a lesser level of protection than the 'p' zone. The 'c' zone allows environmentally sensitive urban development while conserving important environmental resources and values. The environmental overlay zones create a buffer from the built environment. The environmental overlay zones are only privately owned property and public property.

The application of the environmental overlay zones is based on detailed studies that have been carried out within eight separate areas of the City. These studies have been compiled into reports, and are available by study area for more information.

Also available for more information on the environmental overlay zones is the Environmental Handbook.
Greenway Plan Overlay Zones ('n', 'r', 'g', and 'i')

These overlay zones are intended to implement the Statewide Goal for preserving the Willamette Greenway, in terms of both land use patterns and environmental features. The Greenway Plan utilizes four overlay zones: River Natural ('n'), River Recreational ('r'), River General ('g'), and River Industrial ('i') overlay zones. These overlay zones apply to all land, fills and structures in water within the Willamette Greenway Plan boundary designated on the Official Zoning Maps. Any changes to land or development within the greenway zones, including rights-of-way, are subject to the development standards of these overlay zones and are subject to design review. The purpose of each of the overlay zones is stated below.

A. River Natural. The River Natural zone protects, conserves, and enhances land of scenic quality or of significant importance as wildlife habitat.

B. River Recreational. The River Recreational zone encourages river-dependent and river-related recreational uses which provide a variety of types of public access to and along the river, and which enhance the river’s natural and scenic qualities.

C. River General. The River General zone allows for uses and development consistent with the base zoning, which allow for public use and enjoyment of the waterfront, and which enhance the river’s natural and scenic qualities.

D. River Industrial. The River Industrial zone encourages and
promotes the development of river-dependent and river-related industries that strengthen the economic viability of Portland as a marine shipping and industrial harbor, while at the same time preserve and enhance the riparian habitat and provide public access where practical.

**Light Rail Transit Station Overlay Zone (X)**
The Light Rail Transit Station overlay zone is applied when new light rail lines and stations are developed, and is replaced when specific station area plans are completed. The overlay zone encourages a mixture of residential, commercial, and employment opportunities within identified light rail station areas. It allows for a more intense and efficient use of land at increased densities for the mutual re-enforcement of public investments and private development. Uses and development are regulated to create a more intense built-up environment, oriented to pedestrians, and ensuring a density and intensity that is transit supportive. The development standards of the zone also are designed to encourage a safe and pleasant pedestrian environment near transit stations by encouraging an intensive area of shops and activities, by encouraging amenities such as benches, kiosks, and outdoor cafes, and by limiting conflicts between vehicles and pedestrians. The Light Rail Transit Station zone is also referred to as the LRT zone.

**Portland International Airport Noise Impact Overlay Zone (X)**
The Portland International Airport Noise Impact overlay zone reduces the impact of aircraft noise on development within the specified area surrounding the Portland International Airport. The zone achieves this by limiting residential densities and by requiring noise insulation, noise disclosure statements, and noise easements.
The Portland International Airport Noise Impact zone is also referred to as the PDX Noise zone.

**Scenic Resource Overlay Zone ("s")**

The Scenic Resources Overlay zone is intended to protect Portland’s significant scenic resources (identified in the Scenic Resources Protection Plan). Through this overlay zone specific development standards have been established regarding height limits within view corridors and additional landscaping and screening standards. The "s" overlay zone protects environmental features where it is applied.

The Scenic Resource zone is to be applied to all significant scenic resources identified in the Scenic Resources Protection Plan. Any changes to land or development, including rights-of-way, within the Scenic Resource zone are subject to the regulations of this overlay zone.
APPENDIX I
Portland Title 33, Planning and Zoning:
Overlay Zones, Plan Districts,
and Use Regulations

APPENDIX II
Adopted Portland Community, Neighborhood, and
Special Area Plans

APPENDIX III
Summaries of Base Zone Use Regulations
and Development Standards
APPENDIX I

Portland Title 33, Planning and Zoning:
Overlay Zones, Plan Districts, and Use Regulations

Overview: This appendix includes listings of zones, plan districts, and use regulations already in place as well as those which can be used during the updating process. Each of these listings should be reviewed to ensure that the update process uses the most appropriate designations, zones, and districts.

The number behind the listing is a Title 33, Planning and Zoning, reference.

A. Overlay Zones

- Aircraft Landing ‘h’ Zone: 33.400
- Environmental Zone - ‘c’ or ‘p’: 33.430
- Future Urban ‘f’ Zone: 33.435
- Greenway Zones - ‘h’, ‘y’, ‘g’, or ‘y’: 33.440
- Interim Forest Review: 33.453
- Interim Resource Protection Zone - sec or ^^^^: 33.455
- Portland International Airport Noise Impact ‘x’ Zone: 33.470
- Scenic Resource ‘s’ Zone: 33.480
B. Plans Districts

- Albina Community 33.505
- Central City 33.505
- Columbia South Shore 33.515
- Gateway 33.526
- Glendoveer 33.530
- Healy Heights 33.533
- Johnson Creek 33.535
- Laurelhurst-Eastmoreland 33.540
- Macadam 33.550
- North Cully 33.560
- Powell Boulevard 33.565
- Rocky Butte 33.570
- Skyline 33.575
- South Auditorium 33.585
- Swan Island 33.585

C. Additional Use and Development Regulations

- Accessory Home Occupations 33.203
- Accessory Rental Units 33.205
- Aviation 33.209
- Bed and Breakfast Facilties 33.212
- Cluster Housing 33.216
- Convenience Stores 33.219
- Drive-Through Facilities 33.224
- Elderly and Disabled High Density Housing 33.229
• Floating Structures
• Group Living
• Helicopter Landing Facilities
• Landscaping and Screening
• Manufactured Housing and Mobile Home Parks
• Mining and Waste-Related
• Nonconforming Situations
• Off-Site Impacts
• Parking and Loading
• Planned Unit Developments
• Recreational Trails
• Radio and Television Broadcast Facilities
• Residential Flag Lots
• School and School Sites
• Self-Service Storage
• Short Term Housing and Mass Shelters
• Signs
• Special Street Setbacks
• Substandard Residential Lots
• Superblocks
• Supplemental Compatibility Standards
• Temporary Activities
APPENDIX II

Adopted Portland Community, Neighborhood and Special Area Plans

Community, Neighborhood and Special Area Plans address a variety of topics throughout the city. As a way to update the Portland Comprehensive Plan, the city has been divided into eight districts — each comprising of a community plan study area. Community Plans address community-wide issues, while neighborhood plans are specific to the neighborhood. Neighborhood Plans are completed either in conjunction with a community plan or are a separate effort inspired by the neighborhood associations. Special Area Plans address locational topics such as the Terwilliger Parkway Corridor or city-wide topics such as the Scenic Views, Sites, and Corridors Plan.

Community and Subarea Plans provide a long range perspective on issues critical to the community and neighborhoods. They identify issues, develop policies, objectives, and implementation actions. Community and Subarea Plans result from an extensive citizen participation program that gives the opportunity for all interested persons to participate. This includes residents, business owners, institutions, and other stakeholders. Community Plans and most Neighborhood Plans are adopted by City Council as part of the City’s Comprehensive Plan. This means that the vision, goals, and objectives of the plans are part of the official City policy. Community Plans, Neighborhood, and Subarea Plans impact land use decisions, policy, and the
programs proposed by individual City Bureaus.

Community, Neighborhood and Special Area Plans are important to consider when thinking about zoning. These plans reflect important features of the area, portray the community and neighborhoods’ visions about the future, and may have a significant impact on zoning. It is important to know how Community Plans, Neighborhood Plans and or Special Area Plans can impact your zoning decisions.

**Community Plans**

**Albina Community Plan and Associated Neighborhood Plans**

- Arbor Lodge Neighborhood Plan
- Boise Neighborhood Plan
- Concordia Neighborhood Plan
- Eliot Neighborhood Plan
- Humboldt Neighborhood Plan
- Irvington Neighborhood Plan
- Kenton Neighborhood Plan
- King Neighborhood Plan
- Piedmont Neighborhood Plan
- Sabin Neighborhood Plan
- Vernon Neighborhood Plan
- Woodlawn Neighborhood Plan
Outer Southeast Community Plan and Associated Neighborhood Plans

- Centennial Neighborhood Plan
- Foster-Powell Neighborhood Plan
- Hazelwood Neighborhood Plan
- Lents Neighborhood Plan
- Mill Park Neighborhood Plan
- Montavilla Neighborhood Plan
- Mt. Scott-Arlota Neighborhood Plan
- Pleasant Valley Neighborhood Plan
- Powellhurst-Gilbert Neighborhood Plan
- Outer Southeast Business Plan
- South Tabor Neighborhood Plan

Central City Plan

- Goose Hollow Neighborhood Plan
- River District Plan
- University District

Neighborhood Plans

- Brentwood-Darlington
- Brooklyn Neighborhood Plan
- Buckman Neighborhood Plan
- Corbett-Terwilliger-Lair-Hill Policy Plan
- Cully Neighborhood Plan
- Cully-Parkrose Community Plan
- Downtown Community Association's Neighborhood Plan
- East Columbia Neighborhood Plan
- Hosford-Abernethy Neighborhood Plan
- Kerns Neighborhood Plan
APPENDICES

Marquam Hill Policy Plan
NW District Policy Plan
Richmond Neighborhood Plan
Sullivan's Gulch Neighborhood Plan
Wikes Neighborhood Plan
Woodstock Neighborhood Plan

Special Area Plans

Environmental and Resource Protection Plans
Balch Creek Watershed Protection Plan
Columbia South Shore NRMP
Cultural Resources Protection
East Buttes Terraces and Wetlands Conservation Plan
East Columbia Neighborhood NRMP
Fanno Creek Conservation Plan
Forest Park Natural Resources Management Plan
Johnson Creek Basin Protection Plan
Northwest Hills Natural Areas Protection Plan
Scenic Views, Sites, and Corridors Resource Protection Plan
Skyline West Conservation Plan
Smith and Bybee Natural Resources Management Plan
Southwest Hills Resource Protection Plan
Terwilliger Parkway Corridor Plan
Willamette River Greenway Plan
1904 Parks Plan

Other
Greater Portland
Northwest Triangle District
APPENDIX III

Summaries of Title 33, Planning and Zoning, Base Zone Use Regulations and Development Standards

Chapter 33.100  Open Space Zone
Chapter 33.110  Single-Dwelling Zones
Chapter 33.120  Multi-Dwelling Zones
Chapter 33.130  Commercial Zones
Chapter 33.140  Employment and Industrial Zones
<table>
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<td>Colleges</td>
<td>N</td>
</tr>
<tr>
<td>Medical Clinics</td>
<td>N</td>
</tr>
<tr>
<td>Religious Institutions</td>
<td>N</td>
</tr>
<tr>
<td>Campus</td>
<td>CU</td>
</tr>
<tr>
<td>Other Categories</td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>Y</td>
</tr>
<tr>
<td>Airport And Surface Transportation</td>
<td>N</td>
</tr>
<tr>
<td>Extension Facilities</td>
<td>N</td>
</tr>
<tr>
<td>Airport</td>
<td>CU</td>
</tr>
<tr>
<td>Radio And TV Broadcast Stations</td>
<td>LCU [4]</td>
</tr>
<tr>
<td>Rail Lines And Utility Corridors</td>
<td>CU</td>
</tr>
</tbody>
</table>

**Open Space Zone Summary**

Y = Yes, Allowed  L = Allowed, But Special Limitations  N = No, Prohibited

Notes:
- The use categories are described in Chapter 33.500.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.100, 100.B.
- Specific uses and developments may also be subject to regulations in the 200 series of chapters.
<table>
<thead>
<tr>
<th>Table 110-1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SINGLE-FAMILY ZONE PRIMARY USES</strong></td>
</tr>
<tr>
<td><strong>USE CATEGORIES</strong></td>
</tr>
<tr>
<td>Residential Categories</td>
</tr>
<tr>
<td>Household Living</td>
</tr>
<tr>
<td>Group Living</td>
</tr>
<tr>
<td>Commercial Categories</td>
</tr>
<tr>
<td>Retail Sales and Service</td>
</tr>
<tr>
<td>Office</td>
</tr>
<tr>
<td>Quick Vehicle Servicing</td>
</tr>
<tr>
<td>Vehicle Repair</td>
</tr>
<tr>
<td>Commercial Parking</td>
</tr>
<tr>
<td>Self-Service Storage</td>
</tr>
<tr>
<td>Commercial Outdoor Recreation</td>
</tr>
<tr>
<td>Major Event Entertainment</td>
</tr>
<tr>
<td>Industrial Categories</td>
</tr>
<tr>
<td>Manufacturing and Production</td>
</tr>
<tr>
<td>Warehouse and Freight Movement</td>
</tr>
<tr>
<td>Wholesale Sales</td>
</tr>
<tr>
<td>Industrial Service</td>
</tr>
<tr>
<td>Railroad Yards</td>
</tr>
<tr>
<td>Waste-Related</td>
</tr>
<tr>
<td>Institutional Categories</td>
</tr>
<tr>
<td>Basic Utilities</td>
</tr>
<tr>
<td>Community Service</td>
</tr>
<tr>
<td>Parks and Open Areas</td>
</tr>
<tr>
<td>Schools</td>
</tr>
<tr>
<td>Colleges</td>
</tr>
<tr>
<td>Medical Centers</td>
</tr>
<tr>
<td>Religious Institutions</td>
</tr>
<tr>
<td>Daycare</td>
</tr>
<tr>
<td>Other Categories</td>
</tr>
<tr>
<td>Agriculture</td>
</tr>
<tr>
<td>Aviation and Surface Passenger Terminals</td>
</tr>
<tr>
<td>Detention Facilities</td>
</tr>
<tr>
<td>Mining</td>
</tr>
<tr>
<td>Radio and TV Broadcast Facilities</td>
</tr>
<tr>
<td>Rail Lines and Utility Corridors</td>
</tr>
</tbody>
</table>

**Y** = YES; Allowed
**CU** = Conditional Use Required
**N** = NO; Prohibited
**L** = Allowed, But With Special Limitations

Notes: The use categories are described in Chapter 21.90. Regulations that correspond to bracketed numbers [ ] are stated in 33.103.100.R. Specific uses and developments may also be subject to regulations in the 20th section of this code.
**Single-Dwelling Zones Summary**

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>RF</th>
<th>RS</th>
<th>RT</th>
<th>RY</th>
<th>R5</th>
<th>R2.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>House</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Attached House</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>(See 33.110.240.C&amp;P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Duplexes:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On Corners</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>(See 33.110.240.F)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On Transitional Lots</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>(See 33.110.240.2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Situations</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>(See 33.110.240.D)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufactured Home</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>(See Chapter 33.251)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Houseboat</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>(See Chapter 33.256)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Room Occupancy</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>(SRO) Units</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group Structure</td>
<td>Only when in conjunction with an approved conditional use.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Dwelling Structure</td>
<td>Only in Planned Unit Developments, see Chapter 33.269</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Yes = Allowed, No = Prohibited
### Table 310-3
**DEVELOPMENT STANDARDS IN SINGLE-DWELLING ZONES [1]**

<table>
<thead>
<tr>
<th>Standard</th>
<th>R0</th>
<th>R0A</th>
<th>R10</th>
<th>R7</th>
<th>R5</th>
<th>Detached A</th>
<th>Attached</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Density</td>
<td>0.5 units per acre</td>
<td>2.2 units per acre</td>
<td>4.4 units per acre</td>
<td>6.2 units per acre</td>
<td>8.7 units per acre</td>
<td>17.4 units per acre</td>
<td></td>
</tr>
<tr>
<td>Minimum Lot Size</td>
<td>2 acres</td>
<td>20,000 sq. ft.</td>
<td>50,000 sq. ft.</td>
<td>105,000 sq. ft.</td>
<td>1,300,000 sq. ft.</td>
<td>1,700,000 sq. ft.</td>
<td></td>
</tr>
<tr>
<td>- Min. Lot Area</td>
<td>150 ft.</td>
<td>200 ft.</td>
<td>250 ft.</td>
<td>300 ft.</td>
<td>350 ft.</td>
<td>400 ft.</td>
<td></td>
</tr>
<tr>
<td>- Min. Lot Width</td>
<td>100 ft.</td>
<td>130 ft.</td>
<td>150 ft.</td>
<td>200 ft.</td>
<td>300 ft.</td>
<td>350 ft.</td>
<td></td>
</tr>
<tr>
<td>- Min. Lot Depth</td>
<td>60 ft.</td>
<td>60 ft.</td>
<td>70 ft.</td>
<td>80 ft.</td>
<td>100 ft.</td>
<td>100 ft.</td>
<td></td>
</tr>
<tr>
<td>Minimum Setbacks</td>
<td>- Front Building Setback</td>
<td>20 ft.</td>
<td>20 ft.</td>
<td>15 ft.</td>
<td>10 ft.</td>
<td>10 ft.</td>
<td></td>
</tr>
<tr>
<td>- Side Building Setback</td>
<td>10 ft.</td>
<td>10 ft.</td>
<td>5 ft.</td>
<td>5 ft.</td>
<td>5 ft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Rear Building Setback</td>
<td>10 ft.</td>
<td>10 ft.</td>
<td>5 ft.</td>
<td>5 ft.</td>
<td>5 ft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Garage Entrance Setback</td>
<td>10 ft.</td>
<td>10 ft.</td>
<td>10 ft.</td>
<td>10 ft.</td>
<td>10 ft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Building Coverage</td>
<td>30% of Site Area</td>
<td>25% of Site Area</td>
<td>30% of Site Area</td>
<td>35% of Site Area</td>
<td>40% of Site Area</td>
<td>45% of Site Area</td>
<td></td>
</tr>
<tr>
<td>Required Outdoor Area</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>- Minimum Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Maximum Dimension</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- [1] These standards may be modified by the regulations of the sewer area or plan district.
- [2] Applies only to the perimeter of the detached unit development. See 310.12.080 C for more information.
- [3] Applies to the entire attached housing project. The maximum building coverage for each individual lot is 40%.
- [4] Also related to the solar access regulations. In case of conflict, the most restrictive applies.

### Table 310-4
**MINIMUM BUILDING SETBACKS FROM RESIDENTIAL ZONE LOT LINES [1]**

<table>
<thead>
<tr>
<th>Height of the building wall</th>
<th>Lot frontal setback (feet)</th>
<th>Lot lateral setback (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 ft. or less</td>
<td>5 ft.</td>
<td>5 ft.</td>
</tr>
<tr>
<td>6 ft. to 30 ft.</td>
<td>8 ft.</td>
<td>8 ft.</td>
</tr>
<tr>
<td>31 ft. to 45 ft.</td>
<td>10 ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>46 ft. or more</td>
<td>14 ft.</td>
<td>14 ft.</td>
</tr>
</tbody>
</table>

Notes:
- [1] Does not apply to lot lines that abut lots in the R0 zone.

### Table 310-5
**STREET SETBACKS FROM TRANSIT STREETS AND STREETS IN PEDESTRIAN DISTRICTS IN THE CN, CC, CG, AND CX ZONES [1]**

<table>
<thead>
<tr>
<th>Minimum Setback</th>
<th>15 ft. [2]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Setback</td>
<td>25 ft. [2]</td>
</tr>
</tbody>
</table>

Notes:
- [1] Setbacks in this table do not apply in CC and CX zones. Refer to Table 310-3.
- [2] Setbacks in this table are measured from the curb. See 310.13.015
## Table 120-1
### MULTI-DWELLING ZONE PRIMARY USES

<table>
<thead>
<tr>
<th>USE CATEGORIES</th>
<th>R3</th>
<th>R2</th>
<th>R1</th>
<th>R4</th>
<th>RX</th>
<th>IR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Living</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Commercial Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quick Vehicle Servicing</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Commercial Parking</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Self-Service Storage</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Commercial Outdoor Recreation</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Major Event Entertainment</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>CU</td>
</tr>
<tr>
<td><strong>Industrial Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing and Production</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Warehouse and Freight Movement</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Wholesale Sales</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Industrial Service</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Railroad Yards</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Waste-Related</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>Institutional Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Utilities</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
</tr>
<tr>
<td>Parks and Open Areas</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Colleges</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>L/CU[11]</td>
</tr>
<tr>
<td>Medical Centers</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>L/CU[11]</td>
</tr>
<tr>
<td>Religious Institutions</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>L/CU[10]</td>
</tr>
<tr>
<td><strong>Other Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Agriculture</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Aviation and Surface Passenger</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Terminals</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Detention Facilities</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Mining</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Rail Lines and Utility Corridors</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
</tr>
</tbody>
</table>

Y = YES, Allowed
L = Allowed, But With Special Limitations
CU = Conditional Use Review Required
N = NO, Prohibited

Notes: * The use categories are described in Chapter 33.990. * Regulations that correspond to bracketed numbers ([ ]) are stated in 33.120.990.B. * Specific uses and developments may also be subject to regulations in the 206 series of chapters of TOOL KIT.
CHARACTERISTICS OF THE ZONES

R3 Zone: The R3 zone is a low density multi-dwelling zone. It allows approximately 165 dwelling units per acre. Density may be as high as 23 units per acre if density bonus provisions are used. Allowed housing is characterized by one and two story buildings and a relatively low building coverage. The major type of new development will be townhouses and small multi-dwelling residences. This development is compatible with low and medium density single dwelling development. Generally, R3 zoning will be applied on large sites or groups of sites.

R2 Zone: The 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 density 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 townhouses, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near neighborhood center and district collector streets, and local streets adjacent to commercial areas, or major streets.

R1 Zone: The R1 zone is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 64 units per acre if density bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than the R2 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 center and district collector streets, and local streets adjacent to commercial areas, or major streets.

RH Zone: The 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 will be low, medium, and high rise apartments and condominiums. Generally, RH zones will be well served by transit facilities or be near areas with supportive commercial services.

RX Zone: The RX zone is a high density multi-dwelling zone which allows the highest density of dwelling units of all 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.

IR Zone: The 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. Institutional 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 designated as collector streets, transit streets, or streets of 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 "c Design Review overlay zone."
<table>
<thead>
<tr>
<th>Standard</th>
<th>R3</th>
<th>R2</th>
<th>R1</th>
<th>R6</th>
<th>R5</th>
<th>R4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Density</strong>&lt;br&gt;(See 33.120.205)</td>
<td>1 unit per 3,000 sq. ft. of site area [2]</td>
<td>1 unit per 2,000 sq. ft. of site area [3]</td>
<td>1 unit per 1,000 sq. ft. of site area [3]</td>
<td>FAR of 3 to 1 [3][4]</td>
<td>FAR of 4 to 1 [3][4]</td>
<td>FAR of 4 to 1 [3][4]</td>
</tr>
<tr>
<td><strong>Minimum Lot Size</strong>&lt;br&gt;(See 33.120.205)</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Minimum Lot Size</strong>&lt;br&gt;(See 33.120.205)</td>
<td>4,000 sq. ft.</td>
<td>4,000 sq. ft.</td>
<td>10,000 sq. ft.</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Minimum Lot Size</strong>&lt;br&gt;(See 33.120.205)</td>
<td>40 ft.</td>
<td>40 ft.</td>
<td>70 ft.</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Minimum Lot Size</strong>&lt;br&gt;(See 33.120.205)</td>
<td>80 ft.</td>
<td>80 ft.</td>
<td>100 ft.</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Maximum Height</strong>&lt;br&gt;(See 33.120.231)</td>
<td>35 ft.</td>
<td>40 ft.</td>
<td>25 ft.</td>
<td>75 ft.</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Minimum Setbacks</strong>&lt;br&gt;(See 33.120.205)</td>
<td>5/16 ft.</td>
<td>10 ft.</td>
<td>5/16 ft.</td>
<td>10 ft.</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Minimum Setbacks</strong>&lt;br&gt;(See 33.120.205)</td>
<td>3 ft.</td>
<td>3 ft.</td>
<td>5/16 ft.</td>
<td>5/16 ft.</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Minimum Setbacks</strong>&lt;br&gt;(See 33.120.205)</td>
<td>5/18 ft.</td>
<td>5/18 ft. [9]</td>
<td>5/18 ft. [9]</td>
<td>5/18 ft. [9]</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Maximum Building Coverage</strong>&lt;br&gt;(See 33.120.225)</td>
<td>40% of site area</td>
<td>50% of site area</td>
<td>60% of site area</td>
<td>100% of site area</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Maximum Building Length</strong>&lt;br&gt;(See 33.120.225)</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Maximum Building Area</strong>&lt;br&gt;(See 33.120.225)</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Minimum Landscaped Area</strong>&lt;br&gt;(See 33.120.225)</td>
<td>25% of site area</td>
<td>33% of site area</td>
<td>25% of site area</td>
<td>25% of site area</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Regulated Outdoor Area</strong>&lt;br&gt;(See 33.120.225)</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

**Multi-Dwelling Zones Summary**

- **R3**: None
- **R2**: None
- **R1**: None
- **R6**: None
- **R5**: None
- **R4**: None

Note: The text box and the table were not valid and were removed. The tool kit on page 177 was not included.
### Multi-Dwelling Zones Summary

**Table 120-2**  
HOUSING TYPES ALLOWED IN THE MULTI-DWELLING ZONES

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>R3</th>
<th>R2</th>
<th>R1</th>
<th>RH</th>
<th>RX</th>
<th>IR</th>
</tr>
</thead>
<tbody>
<tr>
<td>House</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Attached House (See 33.120.270 C)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Duplex</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Multi-dwelling Structure</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Multi-dwelling Development</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Manufactured Home (See Chapter 33.251)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Mobile Home Park (See Chapter 33.261)</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Houseboat (See Chapter 33.266)</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Single Room Occupancy (ERO) Units</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

**Notes:**  
- Only when in conjunction with an approved conditional use.  
- See also Chapter 33.330.  
- Only when in conjunction with an approved conditional use.  
- See also Chapter 33.330.  

- *Y* = Permitted  
- *N* = Not permitted  

---

**Table 120-4**  
MINIMUM SIDE AND REAR SETBACKS FOR R3, R2, R1, RH, and IR ZONES

<table>
<thead>
<tr>
<th>If the area of the front of the building wall is:</th>
<th>The required side and rear setback is:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000 sq. ft. or less</td>
<td>5 ft.</td>
</tr>
<tr>
<td>1,001 to 1,300 sq. ft.</td>
<td>6 ft.</td>
</tr>
<tr>
<td>1,301 to 1,600 sq. ft.</td>
<td>7 ft.</td>
</tr>
<tr>
<td>1,601 to 1,900 sq. ft.</td>
<td>8 ft.</td>
</tr>
<tr>
<td>1,901 to 2,200 sq. ft.</td>
<td>9 ft.</td>
</tr>
<tr>
<td>2,201 to 2,500 sq. ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>2,501 to 2,800 sq. ft.</td>
<td>11 ft.</td>
</tr>
<tr>
<td>2,801 to 3,100 sq. ft.</td>
<td>12 ft.</td>
</tr>
<tr>
<td>3,101 to 3,400 sq. ft.</td>
<td>13 ft.</td>
</tr>
<tr>
<td>3,401 sq. ft. or greater</td>
<td>14 ft.</td>
</tr>
</tbody>
</table>

**Notes:**  
- Measurement of the area of the front of the building wall is described in Chapter 33.930.  
- Note: (1) The required side and rear setback is:  
- Note: (2) Measurement of the area of the front of the building wall is described in Chapter 33.930.  
- Note: (3) Measurement of the area of the front of the building wall is described in Chapter 33.930.  
- Note: (4) Measurement of the area of the front of the building wall is described in Chapter 33.930.  
- Note: (5) Measurement of the area of the front of the building wall is described in Chapter 33.930.
### Table 130-1
#### COMMERCIAL ZONE PRIMARY USES

<table>
<thead>
<tr>
<th>USE CATEGORIES</th>
<th>CN1</th>
<th>CN2</th>
<th>CO1</th>
<th>CO2</th>
<th>CM</th>
<th>CS</th>
<th>CG</th>
<th>CX</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Living</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Group Living</td>
<td>Y/CU(1)</td>
<td>L/CU(1)</td>
<td>L/CU(1)</td>
<td>L/CU(1)</td>
<td>L/CU(1)</td>
<td>L/CU(1)</td>
<td>L/CU(1)</td>
<td>L/CU(1)</td>
</tr>
<tr>
<td><strong>Commercial Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>L[2]</td>
<td></td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Quick Vehicle Servicing</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>L[5]</td>
</tr>
<tr>
<td>Self-Service Storage</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>L[6]</td>
<td>L[6]</td>
</tr>
<tr>
<td>Commercial Outdoor Recreation</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Major Event Entertainment</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>CU</td>
<td>CU</td>
</tr>
<tr>
<td><strong>Industrial Categories</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warehouse and Freight Movement</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>CU[57]</td>
<td>N</td>
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<tr>
<td>Industrial Service</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>CU[5]</td>
<td>CU[5]</td>
</tr>
<tr>
<td>Railroad Yards</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Waste-Related</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
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<tr>
<td><strong>Institutional Categories</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks and Open Areas</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Schools</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Colleges</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<td>Medical Centers</td>
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<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>Religious Institutions</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Daycare</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<td><strong>Other Categories</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
</tr>
<tr>
<td>Aviation and Surface Passenger</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>CU</td>
<td>CU</td>
</tr>
<tr>
<td>Terminals</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Detention Facilities</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
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<tr>
<td>Mining</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Rail Lines and Utility Corridors</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
</tr>
</tbody>
</table>

Y = YES, Allowed  L = Allowed, But With Special Limitations  
CU = Conditional Use Review Required  N = NO, Prohibited  
Notes:  * The use categories are described in Chapter 31.0.  * Regulations that correspond to brackeeted numbers [ ] are stated in 30.130.100 B.  * Specific uses and developments may also be subject to regulations in the 200 series of chapters.
CHARACTERISTICS OF THE ZONES

Neighborhood Commercial 1 Zone The Neighborhood Commercial 1 (CN1) zone is intended for small sites in or near zone residential neighborhoods. The zone encourages the provision of small scale retail and service uses for nearby residential areas. Uses are restricted in size to promote a local orientation and to limit adverse impacts on nearby residential areas. Development is intended to be pedestrian-oriented and compatible with the scale of surrounding residential areas. Parking areas are restricted.

Neighborhood Commercial 2 Zone The Neighborhood Commercial 2 (CN2) zone is intended for small commercial sites and areas in or near developing residential areas. The emphasis of the zone is on uses which will provide services for nearby residential areas, and on other uses which are small scale and have little impact. Development is expected to be predominantly auto-accommodating.

Office Commercial 1 Zone The Office Commercial 1 (CO1) zone is intended for small sites in or near small residential areas or between residential and commercial areas. The zone is intended to be a low intensity office zone that allows for small scale offices in or adjacent to residential neighborhoods. The allowed uses are intended to serve nearby neighborhoods and/or have few detrimental impacts on the neighborhood.

Office Commercial 2 Zone The Office Commercial 2 (CO2) zone is a low and medium intensity office zone generally for Major City Traffic Streets as designated by the Arterial Streets Classification Policy. Uses are limited in size in the Office category. The zone is intended to prevent the appearance of strip commercial development by allowing office uses but not other commercial uses. The development standards allow for more intense development than in the CO2 zone, but not so intense as the CG zone.

Mixed Commercial/Residential Zone The Mixed Commercial/Residential (CM) zone promotes development that combines commercial and housing uses in a single building. This zone allows increased development on busier streets without fostering a strip commercial appearance. This development type will support transit uses, provide a buffer between busy streets and residential neighborhoods, and provide new housing opportunities in the City. The emphasis of the nonresidential uses is primarily on locally-oriented retail, service, and office uses. Other uses are allowed to provide a variety of uses that may locate in existing buildings.

Development will consist primarily of businesses on the ground floor with housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners.

Storefront Commercial Zone The Storefront Commercial (CS) zone is intended to preserve and reinforce older commercial areas that have a storefront character. The zone allows a full range of retail, service and business uses. Industrial uses are allowed, but are limited in size to avoid adverse effects and to ensure that they do not detract from the character of the commercial area. Development is intended to be pedestrian-oriented.

General Commercial Zone The General Commercial (CG) zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses. Industrial uses are allowed, but are limited in size to avoid adverse effects and to ensure that they do not detract from the character of the commercial area. Development is expected to be auto-accommodating.

Central Commercial Zone The Central Commercial (CZ) 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 intense with large and high buildings. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.
<table>
<thead>
<tr>
<th>Hazardous Material Category</th>
<th>Quantity Levels Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class A and B Explosives</td>
<td>All quantity levels are prohibited.</td>
</tr>
<tr>
<td>Incendiary</td>
<td></td>
</tr>
<tr>
<td>Poison A or B</td>
<td>Consumer quantity levels may be allowed after a hazardous material review. All other quantities are prohibited.</td>
</tr>
<tr>
<td>Pyrophoric Liquid</td>
<td></td>
</tr>
<tr>
<td>Corrosive</td>
<td>Consumer quantity levels and package use quantities are allowed. Bulk plant and bulk use quantities are prohibited, except bulk use quantities of fuels stored underground for on-site sale or use are allowed.</td>
</tr>
<tr>
<td>Flammable Gas</td>
<td></td>
</tr>
<tr>
<td>Flammable Solid</td>
<td></td>
</tr>
<tr>
<td>Irritating</td>
<td></td>
</tr>
<tr>
<td>Non-Flammable Gas</td>
<td></td>
</tr>
<tr>
<td>ORM A, B, or E</td>
<td></td>
</tr>
<tr>
<td>Organic Peroxide</td>
<td></td>
</tr>
<tr>
<td>Dulliter</td>
<td></td>
</tr>
<tr>
<td>Combustible Liquid</td>
<td>Bulk plant quantity levels are allowed if storage tanks are underground. Above ground tanks require a hazardous material review. Bulk use, package use and consumer commodities are allowed.</td>
</tr>
<tr>
<td>USE CATEGORIES</td>
<td>EG1</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td><strong>Residential Categories</strong></td>
<td></td>
</tr>
<tr>
<td>Household Living</td>
<td>CU</td>
</tr>
<tr>
<td>Group Living</td>
<td>CU</td>
</tr>
<tr>
<td><strong>Commercial Categories</strong></td>
<td></td>
</tr>
<tr>
<td>Quick Vehicle Servicing</td>
<td>Y</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>Y</td>
</tr>
<tr>
<td>Self-Service Storage</td>
<td>Y</td>
</tr>
<tr>
<td>Commercial Outdoor Recreation</td>
<td>Y</td>
</tr>
<tr>
<td>Major Event Entertainment</td>
<td>CU</td>
</tr>
<tr>
<td><strong>Industrial Categories</strong></td>
<td></td>
</tr>
<tr>
<td>Manufacturing and Production</td>
<td>Y</td>
</tr>
<tr>
<td>Warehouse and Freight Movement</td>
<td>Y</td>
</tr>
<tr>
<td>Wholesale Sales</td>
<td>Y</td>
</tr>
<tr>
<td>Industrial Service</td>
<td>Y</td>
</tr>
<tr>
<td>Railroad Yard</td>
<td>N</td>
</tr>
<tr>
<td>Waste-Related</td>
<td>N</td>
</tr>
<tr>
<td><strong>Institutional Categories</strong></td>
<td></td>
</tr>
<tr>
<td>Basic Utilities</td>
<td>Y/CU</td>
</tr>
<tr>
<td>Parks and Open Areas</td>
<td>Y</td>
</tr>
<tr>
<td>Schools</td>
<td>Y</td>
</tr>
<tr>
<td>Colleges</td>
<td>Y</td>
</tr>
<tr>
<td>Medical Centers</td>
<td>Y</td>
</tr>
<tr>
<td>Religious Institutions</td>
<td>Y</td>
</tr>
<tr>
<td>Daycare</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Other Categories</strong></td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>Y</td>
</tr>
<tr>
<td>Aviation and Surface Passengers</td>
<td></td>
</tr>
<tr>
<td>Terminals</td>
<td>CU</td>
</tr>
<tr>
<td>Detention Facilities</td>
<td>CU</td>
</tr>
<tr>
<td>Mining</td>
<td>N</td>
</tr>
<tr>
<td>Radio and TV Broadcast Facilities</td>
<td>L/CU</td>
</tr>
<tr>
<td>Rail Lines and Utility Corridors</td>
<td>Y</td>
</tr>
</tbody>
</table>

Y = YES, Allowed  
L = Allowed, But with Special Limitations  
CU = Conditional Use Review Required  
N = NO, Prohibited  
Notes:  
* The use categories are described in Chapter XXIII.  
* Regulations that correspond to bracketed numbers [ ] are stated in 31.140.020.B.  
* Specific uses and developments may also be subject to regulations in the county's code.
### Table 140-2

<table>
<thead>
<tr>
<th>Hazardous Substance Category [1]</th>
<th>EG1, EG2 and EX</th>
<th>IG1 and IG2</th>
<th>IH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class A and B Explosives</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Poison A or B</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Corrosive</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Harmful Liquid</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Harmful Liquid</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Radioactive</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Flammable</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
<td>i-N, w-N, p-N, c-Y</td>
</tr>
<tr>
<td>Non-Electrolyte</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
<td>b-N, w-N, p-N, c-Y</td>
</tr>
</tbody>
</table>

**Notes:**
- [1] This list does not include all hazardous substances. The minimum requirements are subject to the regulations of the relevant state, county, city, or other local authority.
- [2] The word "shall" means mandatory and "may" means optional.

### Table 140-4

**DEVELOPMENT STANDARDS IN THE EMPLOYMENT AND INDUSTRIAL ZONES [1]**

<table>
<thead>
<tr>
<th>Standard</th>
<th>RS1</th>
<th>RS2</th>
<th>EX</th>
<th>X1</th>
<th>X2</th>
<th>X3</th>
<th>X4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Size (See 33.180.20)</td>
<td>10 ft</td>
<td>20 ft</td>
<td>30 ft</td>
<td>40 ft</td>
<td>50 ft</td>
<td>60 ft</td>
<td>70 ft</td>
</tr>
<tr>
<td>Maximum Height (See 33.180.20)</td>
<td>40 ft</td>
<td>No Limit</td>
<td>40 ft</td>
<td>No Limit</td>
<td>40 ft</td>
<td>No Limit</td>
<td>No Limit</td>
</tr>
<tr>
<td>Minimum Area Building setbacks (See 33.180.21)</td>
<td>5 ft</td>
<td>10 ft</td>
<td>15 ft</td>
<td>20 ft</td>
<td>25 ft</td>
<td>30 ft</td>
<td>35 ft</td>
</tr>
<tr>
<td>Maximum Building Covering (See 33.180.22)</td>
<td>100% of site area</td>
<td>100% of site area</td>
<td>100% of site area</td>
<td>100% of site area</td>
<td>100% of site area</td>
<td>100% of site area</td>
<td>100% of site area</td>
</tr>
<tr>
<td>Minimum Landscaping Distance (See 33.180.23)</td>
<td>15 ft</td>
<td>30 ft</td>
<td>45 ft</td>
<td>60 ft</td>
<td>75 ft</td>
<td>90 ft</td>
<td>105 ft</td>
</tr>
<tr>
<td>Minimum Landscaping Setback (See 33.180.24)</td>
<td>5 ft</td>
<td>10 ft</td>
<td>15 ft</td>
<td>20 ft</td>
<td>25 ft</td>
<td>30 ft</td>
<td>35 ft</td>
</tr>
</tbody>
</table>

**Notes:**
- [1] This list does not include all employment and industrial zones. The minimum standards are subject to the regulations of the relevant state, county, city, or other local authority.
### Table 140-6
**MINIMUM BUILDING SETBACKS FROM RESIDENTIAL ZONE LOT LINES (1)**

<table>
<thead>
<tr>
<th>Height of the building wall (in feet)</th>
<th>Lot adjoining a side lot line of an R-Zoned Lot</th>
<th>Lot adjoining a rear lot line of an R-Zoned Lot</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2 to 3.5</td>
<td>2 ft</td>
<td>4 ft</td>
</tr>
<tr>
<td>3.6 to 10</td>
<td>3 ft</td>
<td>6 ft</td>
</tr>
<tr>
<td>10.1 to 20</td>
<td>3 ft</td>
<td>6 ft</td>
</tr>
<tr>
<td>20.1 or more</td>
<td>3 ft</td>
<td>6 ft</td>
</tr>
</tbody>
</table>

Notes:
1. Does not apply to lots that abut lots in the EX zone.

### Table 140-7
**SIDEWALK SETBACKS FROM TRANSIT STREETS AND STREETS IN PEDESTRIAN DISTRICTS IN THE EG1 AND EX ZONES (1)**

<table>
<thead>
<tr>
<th>Minimum Setback</th>
<th>10 ft. (1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Setback</td>
<td>25 ft. (2)</td>
</tr>
</tbody>
</table>

Notes:
1. Setbacks in this table apply only to EG1 and EX zones. Note the Table II for set back requirements in other zones.

### Table 140-8
**EXTERIOR DEVELOPMENT SETBACKS AND LANDSCAPING (1)**

<table>
<thead>
<tr>
<th>EG1, EG2</th>
<th>EG3, EG4</th>
<th>EX</th>
<th>IN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior display</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Absorbing a street</td>
<td>5 ft / 13</td>
<td>10 ft / 13</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>Absorbing a C, E or 3-Zoned lot</td>
<td>5 ft / 13</td>
<td>10 ft / 13</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>Absorbing a R or O-Zoned lot</td>
<td>5 ft / 13</td>
<td>10 ft / 13</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>Exterior lighting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Absorbing a street</td>
<td>5 ft / 12</td>
<td>20 ft / 32 or</td>
<td>25 ft / 42 or</td>
</tr>
<tr>
<td>Absorbing a C, E or 3-Zoned lot</td>
<td>7 ft / 14</td>
<td>20 ft / 32 or</td>
<td>25 ft / 42 or</td>
</tr>
<tr>
<td>Absorbing an R or O-Zoned lot</td>
<td>10 ft / 16</td>
<td>20 ft / 32 or</td>
<td>25 ft / 32 or</td>
</tr>
<tr>
<td>9 ft / 12</td>
<td>20 ft / 32 or</td>
<td>25 ft / 32 or</td>
<td>Not Allowed</td>
</tr>
</tbody>
</table>

Notes:
1. The development standards listed in this table reflect the proposed setbacks from the proposed landscaping standards.
2. The development area plan shows minimum setback distances and the distance, an EG2 zone is required in the right of the street area, but not the required landscaped area.
CHARACTERISTICS OF THE ZONES

General Employment  The General Employment zones (EG1, EG2) implement the Mixed Employment map designation of the Comprehensive Plan. The zones allow a wide range of employment opportunities without potential conflicts from interspersed residential uses. The emphasis of the zones 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. The development standards for each zone are intended to allow new development which is similar in character to existing development. The intent is to promote viable and attractive industrial/business areas.

General Employment 1  EG1 areas generally have smaller lots and a grid block pattern. The area is mostly developed, with sites having high building coverages and buildings which are usually close to the street. EG1 zoned lands will tend to be on strips or small areas.

General Employment 2  EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street. EG2 zoned lands will generally be on larger areas than those zoned EG1.

Central Employment  This zone (EX) implements the Central Employment map designation of the Comprehensive Plan. The zone allows mixed-use 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.

General Industrial  The General Industrial zones (IG1, IG2) are two of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zones provide areas where most industrial uses may locate, while other uses are restricted to prevent potential conflicts and to preserve land for industry. The development standards for each zone are intended to allow new development which is similar in character to existing development. The intent is to promote viable and attractive industrial areas.

General Industrial 1  IG1 areas generally have smaller lots and a grid block pattern. The area is mostly developed with sites having high building coverages and buildings which are usually close to the street. IG1 areas tend to be the City's older industrial areas.

General Industrial 2  IG2 areas generally have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street.

Heavy Industrial  This zone (IH) is one of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zone provides areas where all kinds of industries may locate including those not desirable in other zones due to their objectionable impacts or appearance. The development standards are the minimum necessary to assure safe, functional, efficient, and environmentally sound development.