

## Housing Policy:

**Provide a variety of housing choices for Outer Southeast Community residents of all income levels by maintaining the existing sound housing stock and promoting new housing development.**

### Objectives:

- 1 Construct 14,000 new housing units in the Outer Southeast Community Plan area by 2015
- 2 Stimulate production of new housing units by both private and nonprofit housing producers to accommodate expected population growth
- 3 Increase opportunity for building more single-family housing in outer southeast neighborhoods
- 4 Promote construction of attached housing designed to be owner-occupied to accommodate smaller households
- 5 Increase opportunities for multifamily housing in areas convenient to shopping and transit
- 6 Encourage property owners to maintain and improve their homes so that established neighborhoods remain stable and attractive
- 7 Preserve and increase the supply of housing affordable to households below the median income
  - a Rehabilitate at least 100 housing units a year owned or rented by those with limited incomes
  - b Support community development corporations and other nonprofit housing providers
  - c Preserve existing mobile home parks

## Housing Policy Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
<b>PROJECTS:</b>						
H1	Designate Foster-Powell, Mt Scott/Arleta and the northern 2/3 of Lents as "distressed areas" so that new single-family housing construction and rehabilitation are eligible for a limited tax abatement Retain the "distressed area" designation for Brentwood-Darlington			X		BOP
H2	Provide information about the availability of the ten-year "distressed area" limited tax abatement available in designated neighborhoods			X		BOB, BOP, PDC
<b>PROGRAMS</b>						
H3	Provide information on rehabilitation loan programs for low- to moderate- income home owners in designated areas			X		PDC, NAs
H4	Provide information on rehabilitation loan programs for rental property owners who rent to low- to moderate- income tenants in designated areas			X		PDC, NAs
H5	Make loans to improve at least 100 housing units for low-to moderate-income households a year	X				PDC
H6	Continue to provide financial and technical support for local community development corporations and nonprofit housing providers	X				PDC, BHCD
H7	Fund nonprofit housing providers to construct or rehabilitate housing units with more than two bedrooms for low- to moderate-income large families			X		Nonprofits, PDC
<b>REGULATIONS:</b>						
H8	Zone areas R5 that were previously R7 where public services are available and large lots can be partitioned		X			BOP
H9	Zone additional areas to R2 5 to provide opportunity for attached single-family housing that is owner-occupied		X			BOP
H10	Retain existing R2 zoning on mobile home parks and existing R3 on mobile home parks in the Suburban Neighborhoods subarea		X			BOP

**Note** Action Charts will be approved by Portland City Council by resolution They are a starting place All actions have an identified implementor They will be adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action

## Open Space and Environment Policy Introduction

The growing population of outer southeast will need places to play and connect with nature. Adequate parks, open spaces and community centers are crucial to the area's livability. Protecting the natural and built environment is important. This includes protecting the water quality of Johnson Creek and improving the appearance of residential neighborhoods.

### New Parks and Open Spaces

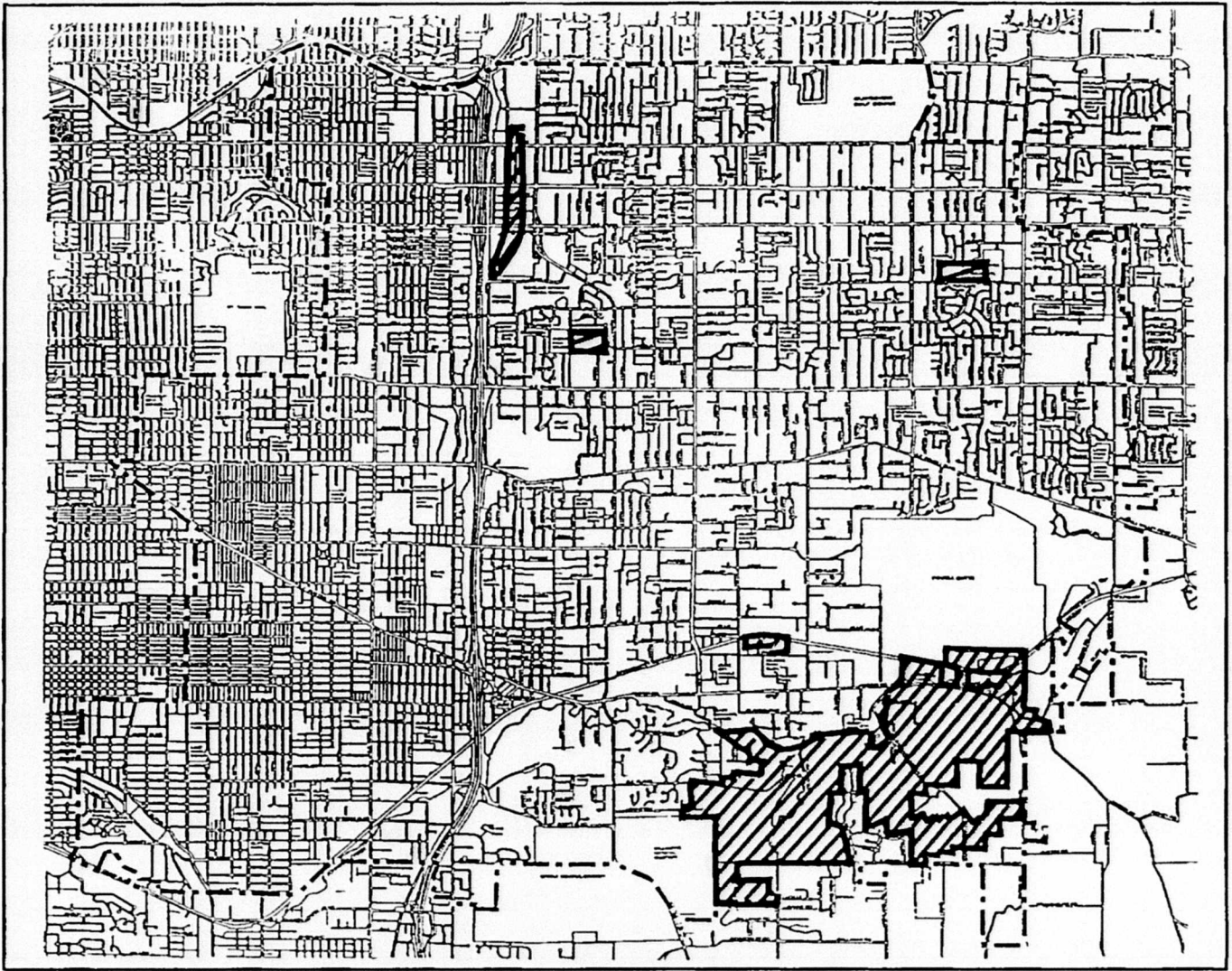
Outer southeast contains some of Portland's major natural and scenic resources -- Kelly and Powell Buttes, Mt. Scott and Johnson Creek and its associated wetlands. Acquiring new open spaces in and around these places will help preserve and protect them as well as provide recreational opportunities for residents. The Bureau of Environmental Services has acquired lands close to Johnson Creek and Beggar's Tick Marsh for wetland protection and flood storage. These sites might also be used for passive recreational uses. The top of Kelly Butte could be developed with better hiking trails.



The Vision Plan Map identifies several other park acquisition sites not currently owned by the City or other local governments. These include portions of the gravel pit at 106th and Division and the landfill at 155th and Main, a large swath of land on the north side of Mt. Scott, an area east of Beggar's Tick Marsh on either side of the Springwater Corridor, and a couple of parcels that would connect Gilbert School with the Springwater Corridor.

### Environmental Protection and Flood Control

Environmental issues within the outer southeast community range from the preservation and management of unique and significant habitats and open spaces to watershed protection and flood control in the Johnson Creek Basin. A number of studies undertaken by the City have included parts of the outer southeast plan area. They have guided the application of **environmental zones** designed to protect natural resources. The *East Butte, Terraces and Wetland Conservation Plan* evaluated natural resources on Kelly Butte, in Beggar's Tick Marsh and the Glendoveer Golf Course. The *Johnson Creek Basin Protection Plan* evaluated natural resources in the Powell Butte, Mt. Scott and Johnson Creek areas.

In May 1995, the Johnson Creek Corridor Committee published its *Johnson Creek Resources Management Plan*. The plan proposes measures to be taken to enhance Johnson Creek water quality and riparian areas and to aid flood control. Several actions in this policy and the Mt. Scott/Johnson Creek Subarea Policy are tied to the management plan recommendations.



 NORTH
  ONE MILE

Outer Southeast Community Plan    October 1995


**RECOMMENDED**

**OUTER  
SOUTHEAST  
COMMUNITY  
PLAN**

**MAP 7**

## Open Space and Environment Policy Map

Legend

- Outer Southeast Community Plan Boundary
-  Proposed Park Acquisition

## Open Space and Environment Policy:

**Provide parks and open spaces to meet projected recreational needs of outer southeast residents. Create a sense of connection with the natural environment. Protect natural resources by reducing the impact of development on them.**

### Objectives:

- 1 Acquire new parks and open spaces and build new community centers to meet the recreational needs of current and future residents
- 2 Reinforce Johnson Creek, the Boring Lava Hills, and Kelly Butte as significant natural and scenic resources
- 3 Improve access to sites for recreational and open space opportunities, especially in the riparian areas of the Johnson Creek corridor
- 4 Establish a network of bicycle and pedestrian connections between outer southeast's parks, open spaces, and the Springwater Corridor
- 5 Ensure convenient and safe access from residential areas to neighborhood parks
- 6 Protect and enhance the Springwater Corridor as a recreational trail
- 7 Protect and improve water quality within the Johnson Creek Basin
  - Improve flood plain management
  - Encourage responsible flood plain development
- 8 Maintain Johnson Creek and all related waterways in as natural condition as possible
- 9 Improve the appearance and livability of outer southeast neighborhoods
- 10 Encourage residents and businesses to minimize their impact on the environment through recycling

## Open Space and Environment Policy Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS:</b>					
OS1	Acquire additional parks in park-deficient areas				X	Parks, Metro, BHCD
OS2	Build a community center east of I-205 to serve the needs of the newly-developing areas of the outer southeast Include a senior center and an outdoor pool at this facility			X		Parks
OS3	Improve pedestrian and bicycle links between major parks and recreation facilities			X		PDOT, Parks
OS4	Improve streets and sidewalks between residential neighborhoods and neighborhood parks			X		BHCD
OS5	Identify areas in need of additional street trees and obtain funding or seek donations of trees	X				BAs, NAs, FOT, BHCD, Pvt
OS6	Acquire land to enhance the water quality and flood water storage of Johnson Creek Allow low-intensity recreational uses in appropriate areas	X				BES, Parks
OS7	Incorporate information on the 100-year flood plain of Johnson Creek into the Environmental Handbook, including construction methods that avoid filling, minimize filling, and involve balanced cut and fill			X		BOP
OS8	Develop a process to create a multi-jurisdictional approach to comprehensive watershed management Include the cities of Portland, Gresham, Milwaukie and Multnomah and Clackamas Counties in this effort Fully analyze the flood, water quality, and stormwater management causes, impacts, economics, responsibilities, and solutions			X		BES
	<b>PROGRAMS:</b>					
OS9	Continue community youth recreation programs	X				Parks, Community organizations
OS 10	Find additional resources for enforcement of building and zoning codes in outer southeast neighborhoods			X		NAs, BHCD
OS 11	Provide financial assistance for neighborhood clean-ups that are community initiated	X				NAs, BHCD, BES
OS 12	Find funding for yard and exterior house maintenance for low-income homeowners			X		BHCD

## Open Space and Environment Policy Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROGRAMS (CONT.)</b>					
OS 13	Encourage the participation of households and businesses in recycling	X				BES, NAs
OS 14	Implement pollution-source-reduction education and compliance programs aimed at improving the water quality of Johnson Creek			X		BES, HUD
OS 15	Encourage the restoration of the historic marshes in Lents as a combination of flood storage and passive recreation resource	X				BES and JCWC*
OS 16	Promote the restoration of public lands where needed by revegetating sites with native vegetation	X				BES and JCWC
OS 17	Develop a public education, awareness, and citizen involvement program about the 100-year flood plain of Johnson Creek and strategies to reduce flooding and water-quality impacts			X		BES
OS 18	Develop a multi-bureau approach to advise applicants, residents, etc about requirements within the 100-year flood plain of Johnson Creek			X		BES
OS 19	Develop and implement a strategy for an enhanced property acquisition program Consider acquiring properties in the following order 1 Lands within the floodway, 2 Lands within the 10-year flood plain and 3 Lands within the 100-year flood plain				X	BES
OS 20	Identify opportunity sites and projects which mitigate water quality and flooding problems while offering community amenities such as recreation and employment areas	X				BES, Parks & PDC
OS 21	Encourage the revegetation of private lands near streams, especially in areas of large-scale redevelopment such as the Freeway Land Development Corporation site	X				BES
OS 22	Encourage enhancement and restoration of public and private riparian lands in accordance with the recommendations of the Johnson Creek Resources Management Plan (JCRMP)	X				BES

\* The JCWC is the Johnson Creek Watershed Council. It is the successor to the Johnson Creek Corridor Committee

## Open Space and Environment Policy Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>REGULATIONS:</b>					
OS 23	Implement the JCRMP to improve flood plain management and water quality of Johnson Creek and its tributaries			X		BES & JCWC*
OS 24	Create regulations to increase and improve on-site stormwater management designs that rely heavily on landscaping			X		BES
OS 25	Enforce local ordinances that require landlords to provide garbage pick-up services to residential rental properties	X				BOB
OS 26	Create "balanced cut and fill" regulations for development in the 100-year flood plan			X		BES
OS 27	Redefine and remap the 100-year flood plan boundary of Johnson Creek Encourage prompt adoption by FEMA			X		Local cities and counties, Army Corps of Engineers
OS 28	Zone new properties purchased by Metro and Parks for open space		X			BOP
OS 29	Prepare and implement a comprehensive management approach, including a Johnson Creek Comprehensive Flood Management Plan, that <ul style="list-style-type: none"> <li>• minimizes or reduces flooding and water quality problems,</li> <li>• seeks to satisfy multiple objectives, and</li> <li>• provides for new development safe from flooding impacts</li> </ul>			X		BES
OS 30	Through the Title 34 Rewrite Process adopt provisions which facilitate cluster housing			X		BOP
OS 31	Rewrite portions of Title 24 Chapters 24 50 and 24 70 to better address flood impacts from filling and excavation			X		BES & BOB

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Recreational trails  
and viewpoints

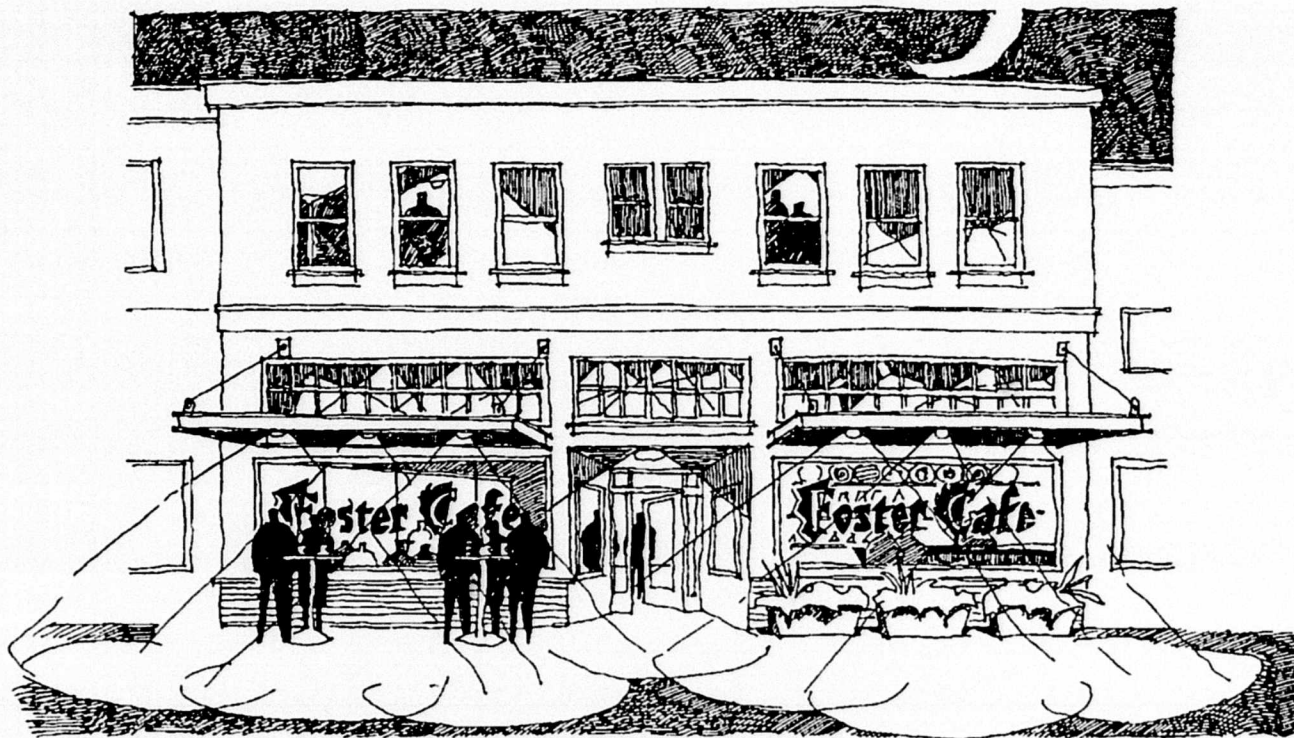
## Urban Design Policy Introduction

The urban design policy, objectives, and actions relate to the look, character, and feel of a community. They affect the identity and character of an area by shaping transportation systems, preserving historic resources, and promoting quality design. Design overlay zones and plan districts contain standards and guidelines intended to achieve these urban design objectives. The Beautification Policy of the Transportation Element affects the appearance of the right-of-way. The Outer Southeast Community Plan Urban Design Policy carries out many of the proposals of the Vision Plan Map and is the most forward looking of the policies.

The Outer Southeast Community embraces several diverse settings. The Urban Design Policy recognizes the unique identity of each setting by dividing the community into subareas (see Vision Plan Map). Characteristics such as land use, street layout, transit corridors, geographic features, and business districts determine the creation of the subareas. Design objectives and actions are also found in the subarea policies.

Physical features are divided into three character-giving elements in this policy. They are **Places, Paths, and Edges and Gateways**. The Montavilla business district is an example of a place, the Springwater Corridor, a path, and I-205 freeway, an edge. In the Urban Design Policy, proposals are made to enhance and protect these elements and add new expressions of the urban design elements. Examples are the Gateway Regional Center, Lents Town Center, village squares, and main streets. See Appendix 3 *Urban Design Elements* for a more detailed explanation of design elements in the Outer Southeast Plan. See the Vision Plan Map and its Legend for additional recommended design features. Compatibility standards that can be used for some projects in design zones and some taking advantage of the provisions of the Alternative Design Density Zone are in Appendix 9 *Supplemental Compatibility Standards*.

Use generous transparent windows to allow casual surveillance of the sidewalk pedestrians and cars



Cafes & Restaurants increase nighttime activities & security

Residential units above commercial spaces add an around the clock human presence to the street and the neighborhood

From **Building Blocks for Outer Southeast Neighborhoods**  
by Portland Community Design



A recent view of Lents looking east on Foster Road  
Courtesy of the Regional Rail Summit Charrette, 1992



A 2020 vision of Lents looking east on Foster Road  
Courtesy of the Regional Rail Summit Charrette, 1992

## Urban Design Policy:

**Foster a sense of place and identity for the Outer Southeast Community by reinforcing existing character-giving elements and encouraging the emergence of new ones as envisioned in the Vision Plan.**

### Objectives:

- 1 Establish a high profile "regional center" in the Gateway to the Portland Adventist Medical Center area with an infrastructure that is supportive of high-intensity development for living, working, and recreating
- 2 Establish a "town center" at Lents Promote mixed-use development with a streetscape that provides pedestrian amenities Reinforce the existing pedestrian district at Lents
- 3 Encourage Eastport Plaza, Gateway Shopping Center, Mall 205, and the commercial nodes at 122nd and Stark and 122nd and Division to establish focal points and village squares within their boundaries
- 4 Promote "main street" development on portions of Foster Road, Glisan Street, and Woodstock Boulevard, on Division and Stark Streets, and 82nd and 122nd Avenues Locate buildings with entrances off the sidewalk Encourage sidewalk cafes, display windows, benches, street trees, awnings, small scale signs that are directed to the pedestrians, and on-street parking (*See Vision Plan Map*)
- 5 Protect the natural and scenic resources of Johnson Creek, Powell and Kelly Buttes, and Mt Scott Reinforce the Springwater Corridor These features serve as important edges in the Outer Southeast Community
- 6 Embrace urban design proposals as put forth in each Outer Southeast Community Neighborhood Plan
- 7 Promote a street network which reinforces the unique character of each subarea (*See Subarea Introduction*)

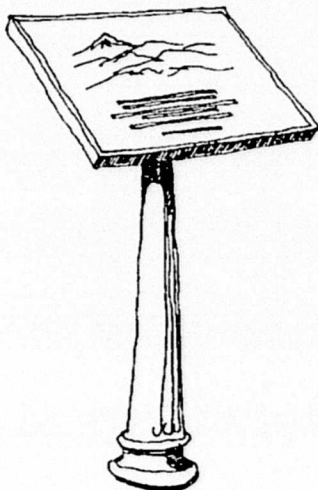
## Urban Design Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS:</b>					
UD1	Place public art at major transit stops, village squares, attractions, gateways, and pedestrian districts				X	RACC, NA
UD2	Reinforce attractions at locations shown on the Vision Plan				X	BOP, Pvt
UD3	Stimulate gateway developments at locations noted on the Vision Plan Embellish these transition points with features such as sculptures and fountains, special right-of-way improvements, landscaping, and storefronts located adjacent to the sidewalk				X	PDOT, BOP, Pvt
UD4	Establish pedestrian districts in Montavilla, Gateway and at 122nd and Burnside			X		BOP, PDOT
UD5	Publish and distribute a handbook of development prototypes for compatible infill residential projects, contemporary main streets, village squares, gateways, and pedestrian districts Seek resources to include sites from outer southeast in the proposed handbook			X		BOP, PCD
	<b>REGULATIONS:</b>					
UD6	Amend the Transportation Element to show Gateway, Montavilla, and 122nd and Burnside as pedestrian districts		X			BOP, PDOT
UD7	Employ the design overlay zone at Foster Road and 82nd Avenue to facilitate the creation of community gateways and focal points		X			BOP
UD8	Employ the design overlay zone at Gateway Shopping Center, Mall 205, Prunedale and Portland Adventist Medical Center to promote attractive, pedestrian-oriented urban development in the proposed Regional Center		X			BOP
UD 9	As part of the Johnson Creek Plan District regulations, develop and implement policies to encourage an interconnected street system		X			BOP, PDOT

**Urban Design Action Chart:**

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
<b>REGULATIONS (CONT.)</b>						
UD 10	As part of the Transportation System Plan (TSP), establish appropriate block standards for each subarea			X		BOP, PDOT
UD 11	As part of the Transportation System Plan (TSP), develop a "road plan" which reinforces the character of each subarea			X		BOP, PDOT
UD 12	Employ the design overlay zone around the I-205/Foster interchange to promote attractive, pedestrian-oriented development in the proposed Town Center and to encourage a wide variety of mixed employment and residential uses		X			BOP
UD 13	As part of the Transportation Planning Rule, apply (specifically tailored) supplemental design standards to main streets			X		BOP, PDOT
UD 14	Expand the Gateway Plan District to include Mall 205, Portland Adventist Medical Center and the MAX corridor		X			BOP

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From **Building Blocks for Outer Southeast Neighborhoods** by Portland Community Design

Plaques explaining natural features or commemorating historic events

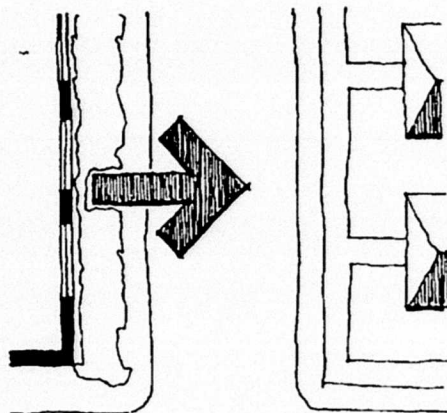
## **Public Safety Policy Introduction**

The residents and business people of the outer southeast community place a high priority on reducing crime levels. The occurrence of property crimes such as burglary, car theft, and vandalism has been growing in outer southeast Portland. Lowering crime levels is an important factor in enhancing livability while accommodating growth. Portland and Multnomah County officials and citizens have given top priority to public safety and security. Nationwide, lessening opportunity for crime and increasing feelings of security and safety of residents is being encouraged through environmental design.

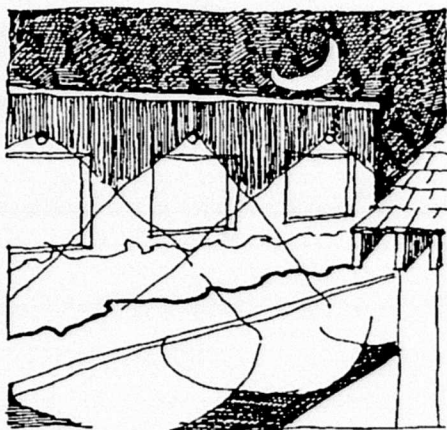
## **Crime Prevention through Environmental Design**

Recent studies have demonstrated that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime, and an improvement in the quality of life. Natural surveillance, natural access control and territorial reinforcement are key principles of Crime Prevention through Environmental Design (CPTED). Natural surveillance concerns the placement of physical features, activities, and people in such a way as to maximize visibility. Natural access control relates to the physical guidance of people coming and going from a space by the judicious placement of entrances, exits, fencing, landscaping, and lighting. Territorial reinforcement concerns the use of physical attributes that express ownership, such as fences, pavement treatments, art, signs, and landscaping. Maintenance allows for the continued use of a space for its intended purpose. It also serves as an additional expression of ownership and prevents loss of visibility from overgrown landscaping and obstructed or inoperative lighting.





Encourage active windows at the back of commercial buildings so they too can increase security for the neighborhood



Add low-level lighting to the Buffer Zone to increase nighttime security in residential neighborhoods.

From **Building Blocks for Outer Southeast Neighborhoods**  
by Portland Community Design



## Public Safety Policy:

**Apply CPTED<sup>4</sup> principles to both public and private development projects. Encourage land use arrangements and street patterns that provide more eyes on the street. Encourage site layouts and building designs that encourage proprietary attitudes and natural surveillance over shared and public spaces.**

### Objectives:

- 1 Promote a mix of development and uses at focal points and attractions that provide round-the-clock surveillance
- 2 Encourage building designs that restrict access to areas vulnerable to crime such as building entrances, sidewalks, parking lots, and loading and delivery areas. The following are examples of how to carry out this idea
  - a Provide opportunities for retail uses on the ground floor perimeter of the building adjacent to public areas. Encourage sidewalk cafes and coffee shops with windows overlooking sidewalks and parking lots
  - b Locate windows in building walls that abut such public areas as sidewalks, plazas, parks, and parking lots
  - c Situate windows so that building users can easily watch over sidewalks, parking, and entrances. This will also make it easier to watch activities inside and facilitate police patrol
  - d Locate and design entrances so that they can be watched from both the street and from inside the building
  - e Control access to loading and delivery areas, unless these areas can be easily watched from either inside the building, the street, or both
  - f Situate areas intended for exterior activities, displays, products and produce so that they can be easily watched from inside the building and from the street
  - g Illuminate walkways so that they can be easily seen from both the street and inside the building

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<sup>4</sup>Crime Prevention through Environmental Design

- 3 Encourage development of new detached and attached residences with porches, balconies, and windows that overlook the street Set the garage back from the front of the building
- 4 Keep the Springwater Corridor visible from surrounding commercial, industrial, and residential areas to increase the safety of those using the trail Discourage landscaping such as continuous rows of conifers that would block the view of the corridor
- 5 Encourage the construction of streets that connect in undeveloped or underdeveloped parts of the plan area to facilitate the movement of police and fire emergency vehicles throughout the area
- 6 Promote connections that provide for pedestrians, bicycles, and motorized vehicles Avoid pedestrian-only connections in order to enhance surveillance over sidewalks

### Public Safety Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS:</b>					
PS1	Publish voluntary guidelines and standards for residential, commercial and industrial developments that incorporate Crime Prevention Through Environmental Design (CPTED) principles			X		BOP, PPB
PS2	Require the construction of through streets where possible in the Johnson Creek Basin and expanded Gateway Plan Districts		X			BOP, PPB
PS3	Encourage landscaping that allows the Springwater Corridor to be visible from surrounding residential, business and industrial districts as part of the Johnson Creek Basin Plan district amendments		X			BOP, PPB

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## Subarea Policy Introduction

To deal with the variety of issues in the outer southeast plan area, it was divided into smaller subareas with similar characteristics. The division into subareas was presented as part of the Vision Plan Map after the Planning Commission hearings on the Discussion Draft. Creation of the subareas helped the Commission and others involved in the process more easily understand the plan area and its problems and opportunities, which vary widely from place to place. For example, protection of natural resources and constraints to development are major issues in the Mt. Scott/Johnson Creek subarea but not in the relatively flat Suburban Neighborhoods Subarea. How large underused sites, such as the gravel pit at 106th and Division, should be redeveloped is an issue in the Mixed Eras and Suburban Neighborhoods Subareas but not in the Traditional Neighborhoods.

The Lents Town Center subarea was created to give more emphasis to this area in the plan. This was done after the hearings on the proposed plan and map. Outer southeast has eight subareas with this addition.

The Community-wide Policies dealt with overall goals such as creating new job opportunities, providing new housing, and reducing auto dependency. The subarea policies contain more specific proposals that address these broad goals along with objectives and actions relating to unique aspects of the subareas. Included with each subarea policy is an introduction describing subarea features and the main issues addressed.

## Street Connectivity

Enhancing street connectivity is a special concern in the Mixed Era Neighborhoods, MAX Corridor and Gateway Regional Subareas. In many places in these three subareas, streets do not connect to a grid at frequent intervals. This makes walking and bicycling and getting to public transit stops more difficult. The Gateway area contains two auto-oriented shopping centers and commercial strip development on the east-west arterials - Halsey, Glisan and Stark and Washington Streets. Walking around these areas is difficult because many local streets have been vacated and turned into surface parking lots. The existing major streets are difficult to cross because they are wide and have heavy traffic. Some residential areas in the eastern portion of the MAX Light Rail Corridor are sparsely developed and lack connecting streets. The Mixed Era Neighborhoods subarea is semi-rural. A common development pattern is long superblocks with very large lots, often a half acre. On some blocks, there are no connecting streets for up to a half mile.

Development patterns in these subareas encourage making most trips by car. As this area develops more intensely, it is important to create street patterns conducive

to walking, bicycling and taking public transit. If a connecting grid of streets is not constructed, increased traffic and poorer air quality will be the result. Below is a description of the future development pattern desired in each subarea.

### **Gateway Regional Center**

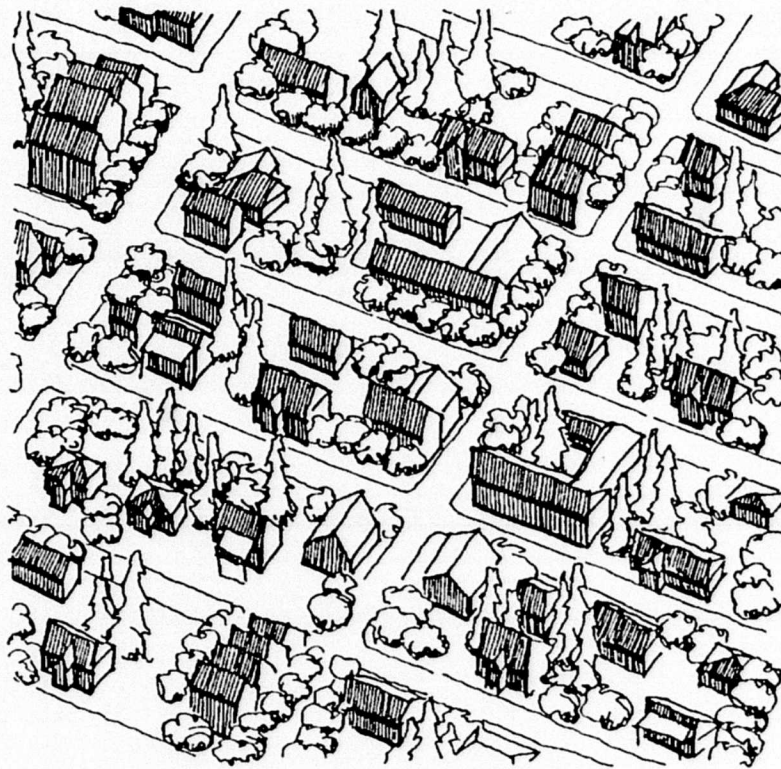
This area is slated for intense development. High-rise structures and urban street amenities such as outdoor cafes, specialty shops, restaurants, display windows, and plazas are envisioned. A tight street grid (200' x 200' is Portland's downtown standard) heightens pedestrian opportunities in terms of movement, interaction, visual stimulation, variety, and choice. With numerous corners, the small block structure generates a more vibrant, pedestrian-oriented environment with storefronts, shopping windows, and meeting places such as cafes.

### **MAX LRT Corridor**

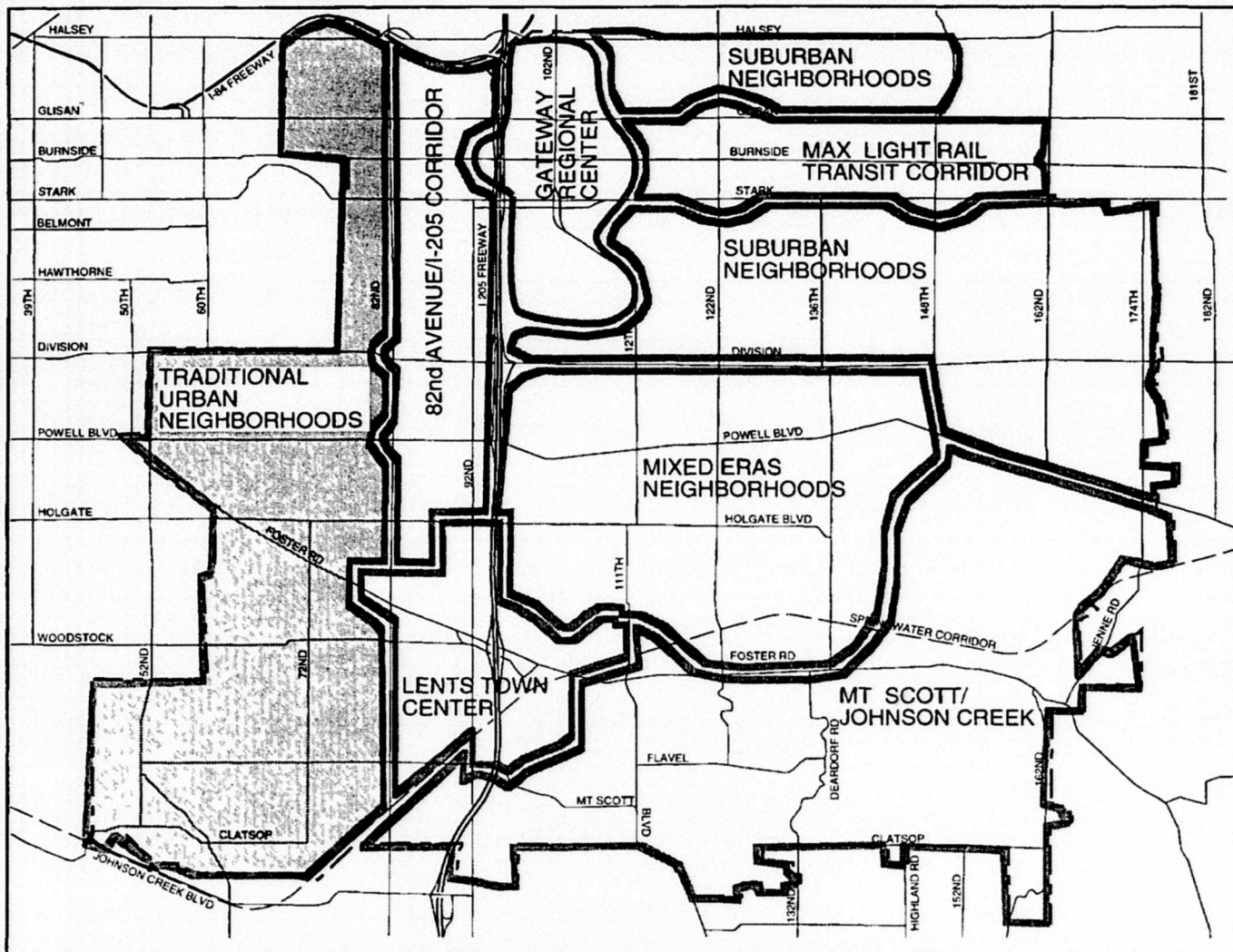
This area is roughly bounded by Stark and Division Streets. Between these two arterials are some dead-end streets and land-locked parcels. Although the street numbering system is based on the 200-foot block, most existing through streets run from north to south and skip one or two blocks between. An outcome of this street pattern is long narrow oversized lots. These are already being divided into flag lots and mini-subdivisions (especially since sewers have recently been installed). Since lot lines often align, the possibility for street connections is good and the area lends itself to creating a smaller grid. East-west connections are desirable. Fully developed streets with sidewalks, street trees, and parking on both sides are envisioned in this subarea as land division occurs.


### **Mixed Era Neighborhoods**


This area contains fewer arterials, placing additional pressure on the few through streets that exist. Additional local connections are needed to disperse auto traffic in this subarea, to promote bicycle and pedestrian travel and fill in the street grid. It lacks connecting streets and a block structure which provides a pedestrian-oriented neighborhood fabric. This area contains very large underutilized parcels of varying shapes and sizes. Since sewers have recently been installed, this area is being quickly divided into smaller lots. Often lot lines do not align and achieving street connections is problematic. Alternative ways to make connections are needed in this area.



From **Building Blocks for Outer Southeast Neighborhoods**  
by Portland Community Design



  
 NORTH

  
 ONE MILE

Outer Southeast Community Plan    October 1995




**RECOMMENDED**

**OUTER  
SOUTHEAST  
COMMUNITY  
PLAN**

**MAP 9**

## Traditional Urban Neighborhoods Subarea

**Legend**

-  Outer Southeast Community Plan Boundary
-  Subarea Boundaries
-  Traditional Urban Neighborhoods Subarea



## Subarea Policy I:

### Traditional Urban Neighborhoods

The Traditional Urban Neighborhoods Subarea is the plan area west of 82nd Avenue. The older neighborhoods, north of Duke Street, have a distinctly urban character with an established system of streets and alleys, small lots, and developed parks. This area has been a part of the City of Portland since 1908. Common housing styles are the bungalow, Cape Cod, and colonial revivals which were popular in the early decades of this century. These are interspersed with ranch-style houses built more recently. The commercial districts along Stark Street in Montavilla and Foster Road west of 82nd grew up along the old street car lines. Many of the older buildings along these streets come out to the sidewalk and are two and three stories high. Some are historic resources.

South of Duke lies the Brentwood-Darlington neighborhood which developed as a more rural area. Although its development dates from the early 1880s, it did not become part of the city until the 1980s. Portions of the neighborhood lack paved streets and sewers and most of its parks need to be more fully improved.

### Main Issues Addressed:

#### Housing:

- **Preservation and rehabilitation of existing housing** is encouraged in this area since much of the housing was built before World War II.
- **New housing** is located **near** streets with good **transit** service to decrease auto driving and help support neighborhood business districts. The "a" overlay and Low Density Multi-Dwelling and Attached Residential zoning designations are applied through the area.

#### Economic Development:

- The **neighborhood business districts**- along Foster Road, Stark and Glisan Streets west of 82nd Avenue - are in need of revitalization. They have been treated as **Traditional Main Streets**. Storefront Commercial zoning has been either retained or applied in these districts to preserve the turn-of-the-century development style and improve the pedestrian environment. A pedestrian district is proposed around Stark Street in Montavilla. The zoning has been widened along Foster Road to allow existing businesses to expand.

## Subarea Policy I:

### Traditional Urban Neighborhoods

Preserve the fabric of these traditional residential neighborhoods and streetcar era commercial districts. Promote construction of new housing on or near transit streets and "Main Street" development on portions of Foster Road, Stark and Glisan Street. Encourage infill development.

#### Objectives:

- 1 Encourage "Main Street" development on Foster Road between Holgate and 72nd Avenues, Stark Street between 78th and 82nd Avenues, and Glisan Street between 68th and 80th
- 2 Provide opportunities for businesses to expand by extending the depth of business zoning along Foster Road
- 3 Create opportunities for new multifamily housing along streets with transit service
- 4 Encourage compatible infill at densities which support transit on vacant lots in established residential areas

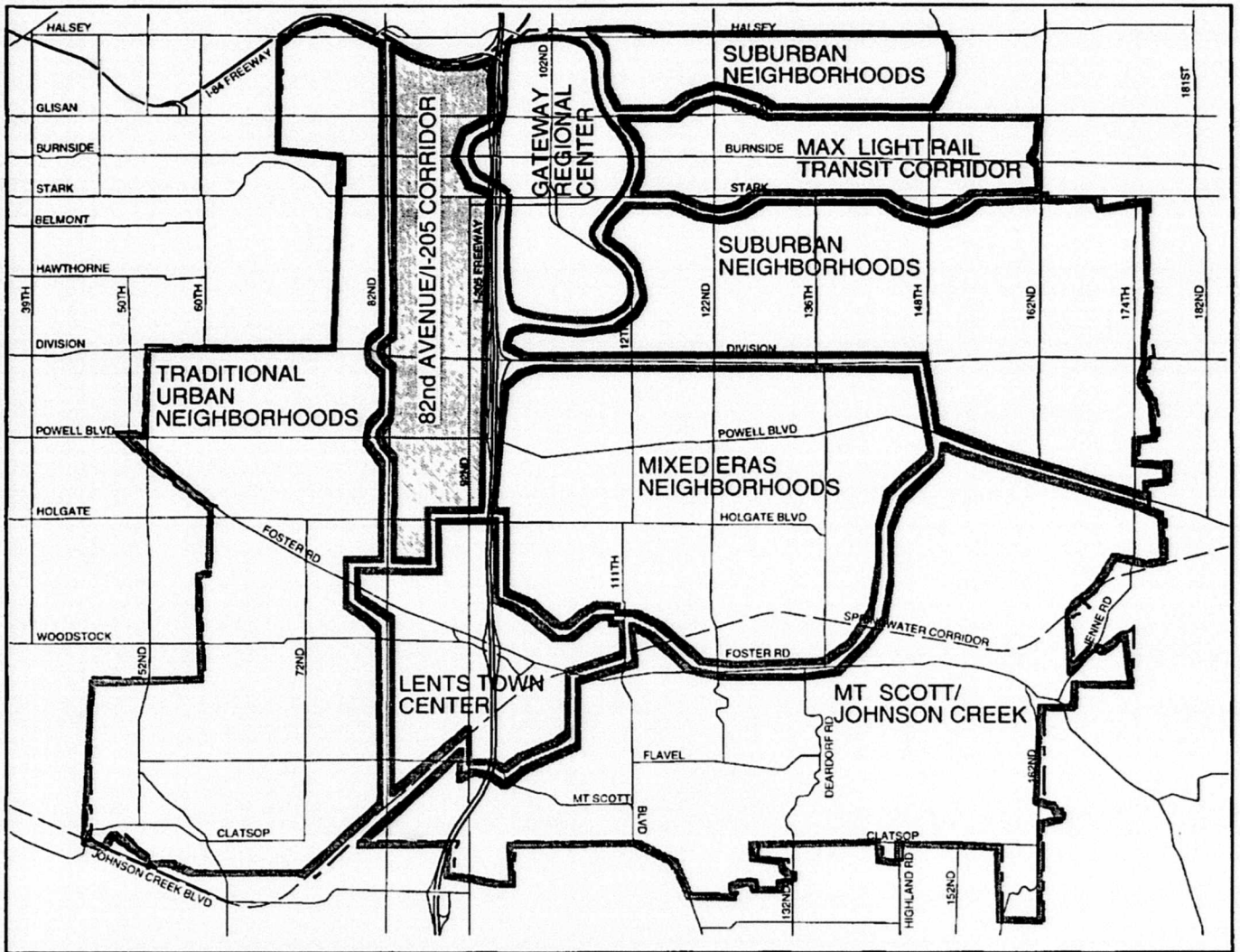


From **Building Blocks for  
Outer Southeast Neighborhoods**  
by Portland Community Design

## Traditional Urban Neighborhoods Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>REGULATIONS:</b>					
TU1	Zone portions of Foster Road between 62nd and 72nd Avenue for "Main Street" development by expanding the Storefront Commercial, CS, zoning where compatible with existing development		X			BOP
TU2	Create a pedestrian district in Montavilla Consider 80th Avenue as a pedestrian walkway as part of the Transportation System Plan			X		BOP, PDOT
TU3	Designate the commercial area from 69th to 80th Avenues along Glisan to Storefront Commercial, CS		X			BOP
TU4	Increase zoning depth of General Commercial, CG, and Central Employment, EX, along Foster Road to allow existing businesses to expand, create full block zoning in certain locations, and reduce conflicts between nonresidential and residential uses		X			BOP
TU5	Zone the area south of Stark-Washington couplet Low and Medium Density Multi-Dwelling, R1 and R2, to reinforce the proposed pedestrian district provide additional housing close to shopping and transit		X			BOP
TU6	Zone vacant commercial land on the south side of Powell Boulevard to Medium Density Multi-Dwelling, R1		X			BOP
TU7	Apply the "a" overlay to single-family residential areas to promote compatible infill at slightly higher densities Do this in areas within one-quarter mile of transit streets and areas with alleys		X			BOP
TU8	Apply the Attached Residential, R2 5 zone, in areas with alleys to promote attached development with parking in the rear		X			BOP

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Outer Southeast Community Plan October 1995

**RECOMMENDED**

**OUTER SOUTHEAST COMMUNITY PLAN**

**MAP 10**

## 82nd Avenue/I-205 Corridor Subarea

**Legend**

- Outer Southeast Community Plan Boundary
- Subarea Boundaries
- 82nd Avenue/I-205 Corridor Subarea

## Subarea Policy II:

### 82nd Avenue/I-205 Corridor

The 82nd Avenue/I-205 Corridor Subarea is bordered by two of the plan area's major transportation routes - 82nd Avenue on the west and the I-205 Freeway on the east. Eighty-second Avenue is the only north-south street in the district that runs uninterrupted all the way to Clackamas County except for the freeway. Eighty-second Avenue also has excellent transit service (approximate 10-15 minute intervals), and is the longest commercial strip in the plan area. Along or just east of 82nd Avenue are a number of educational institutions - Marshall High School, Portland Community College, Cascade College, Multnomah Bible College and several elementary and middle schools.

### Main Issues Addressed:

#### Economic Development:

- Breaking up commercial strip zoning along 82nd Avenue is proposed to promote its revitalization. Industrial uses will be allowed along some portions of the strip and the zoning is widened to 200' in certain locations to encourage business expansion. **Eighty-second Avenue** is designated in the plan as a **Contemporary Main Street**. Areas adjacent 82nd Avenue are zoned for more housing so that there is a better market for local businesses.

#### Transportation:

- The location of **high capacity transit along the I-205 freeway** is supported by rezoning the adjacent areas Low Density Multi-Dwelling. The siting of light rail or express bus service will depend on increasing potential ridership in the area.
- To promote transit use and decrease auto traffic, **housing densities** have been **increased** along streets with **good transit service**.

#### Education

- **Large educational institutions** are encouraged by the application of the Institutional Campus designation to grow and expand. Keeping these schools and colleges in the subarea will make it possible for residents to attend high school and pursue higher education and job training close to where they live.

## **Subarea Policy II:**

### **82nd Avenue/I-205 Corridor**

**Promote the revitalization of 82nd Avenue. Increase the number and variety of jobs provided in these areas. Enlarge the market for local retail and service businesses by increasing housing opportunity.**

#### **Objectives**

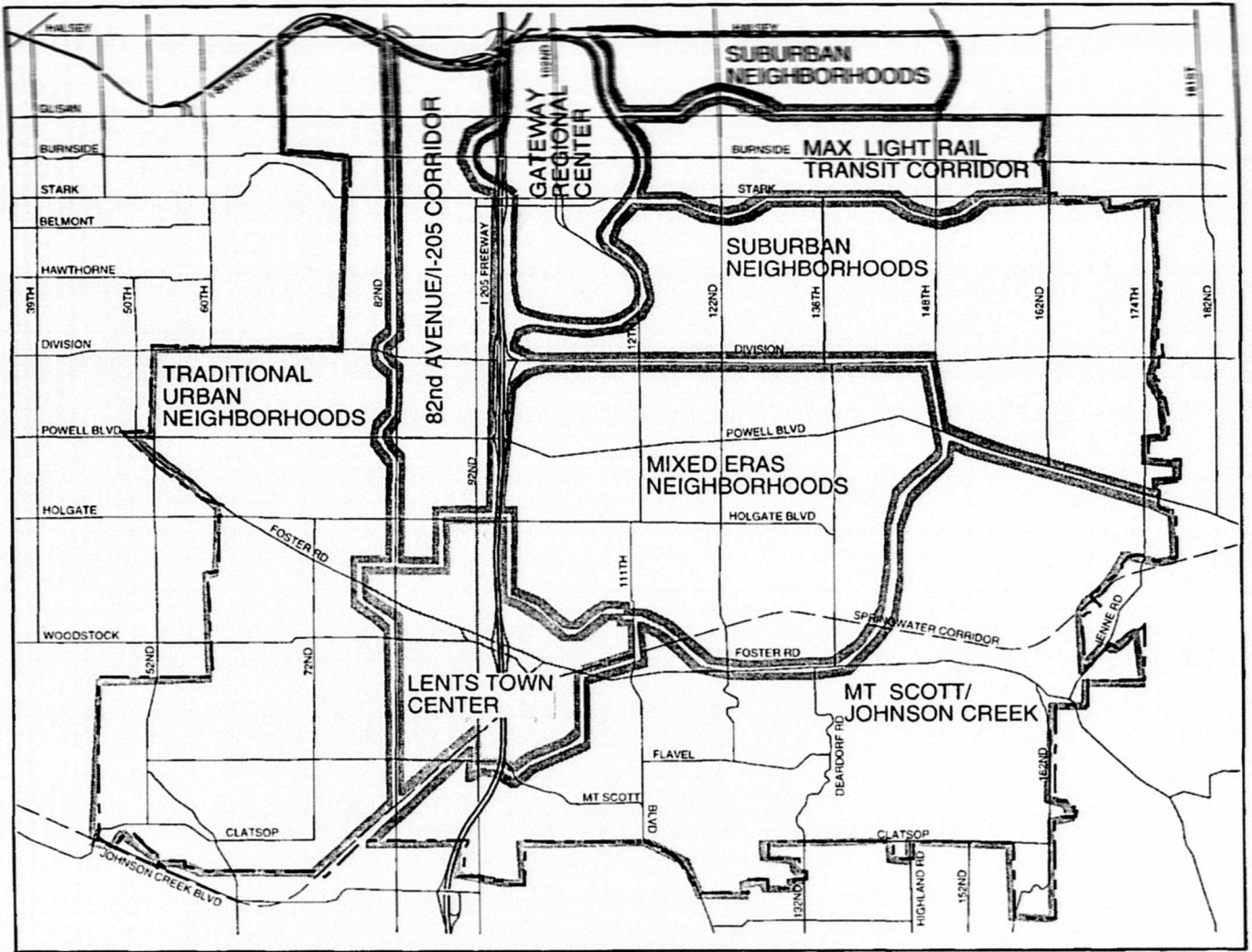
- 1 Allow industrial as well as commercial uses at 82nd Avenue and Foster Road and improve the appearance of this node
- 2 Allow a greater range of employment uses in the area south of Foster along 82nd Avenue
- 3 Allow businesses additional room to expand at certain locations along 82nd Avenue
- 4 Designate an area on the south end of 82nd Avenue for multifamily housing. This will take land out of competition for commercial development and provide more housing near shopping and transit
- 5 Designate areas for multifamily housing adjacent to the commercial areas on either side of 82nd Avenue to support transit use and local businesses
- 6 Create opportunity for higher-density residential development along transit streets and in areas with vacant residential land

82nd Avenue/I-205 Corridor Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>REGULATIONS:</b>					
C1	Zone the commercial node on 82nd Avenue and Foster Road to Central Employment with a design overlay, EXd		X			BOP
C2	Zone portions of 82nd Avenue south of Foster Road to General Employment, EG		X			BOP
C3	Increase the depth of zoning to 200' feet in certain areas along 82nd Avenue		X			BOP
C4	Zone a node on 82nd Avenue to Medium Density Multi-Dwelling zoning, R1, south of Foster Road		X			BOP
C5	Zone areas adjacent General Commercial areas along 82nd Avenue to Medium and Low Density Multi-Dwelling, R1 and R2		X			BOP
C6	Zone areas along Stark Street, Division Street and Foster Road Low and Medium Density Multi-Dwelling		X			BOP

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**OUTER SOUTHEAST COMMUNITY PLAN**

**MAP 11**

## Lents Town Center Subarea

**Legend**

- Outer Southeast Community Plan Boundary
- Subarea Boundaries
- Lents Town Center Subarea



## **Subarea Policy III:**

### **Lents Town Center**

The Lents Town Center (LTC) is a special target area within the plan area. LTC roughly coincides with the combined Lents Town Center and Mixed Use Employment Center on the Vision Plan Map. Within its boundaries lie the old downtown of Lents, the Springwater Corridor, Johnson Creek, and the 120-acre Freeway Land Company site (also known as Publisher's Paper, Dwyer and Smurfit), the largest undeveloped industrial property in the Outer Southeast Plan area (Map on facing page). The Lents Town Center is also currently the focus of city programs aimed at improving the incomes and housing of area residents. The Portland Development Commission has declared a portion of Lents as an Outer Southeast Target Area for housing and workforce development.

#### **Reasons for Creating a Town Center at Lents:**

- Metro designated the area around the I-205 interchange as a Town Center and the Freeway Land Company site as a Mixed Use Employment Center in its 2040 Growth Concept Plan. Such a designation gives a distinct boundary to the area and creates a sense of place and identity.
- The Town Center designation could provide a basis for strategies to disburse funds and other forms of assistance.
- Lents has historically functioned as a Town Center.
- Strong support exists from the area's neighborhood and business associations, other interest groups, individual businesses and residents, and state, regional and local agencies for efforts to revitalize the area, as evidenced by their participation in the development of the Lents Town Center.
- Severe environmental constraints due to Johnson Creek and its flood plain demand that development be accomplished in a coordinated manner to ensure the most productive use of the land.
- As the last remaining undeveloped freeway exit along I-205 within the UGB, close to the airport, this area is ripe for major attention.
- Should a high-capacity transit line be constructed along I-205, a transit station likely would be located within the boundaries.

## Lents Town Center Policy:

**Foster the development of a Lents Town Center that attracts employment opportunities, residential density, and recreational activities while reducing adverse environmental impacts.**

### Objectives:

- 1 Ensure that Plan designations and zoning are flexible enough to allow a wide range of
  - Commercial and residential uses in the historic downtown portion of the Town Center
  - Commercial, industrial, and higher density residential uses, including business parks, high-tech centers, institutions, and destination activities, east of I-205
  - Employment opportunities throughout the area
- 2 Focus public resources on the development of the Town Center as an commercial, residential and employment center
- 3 Address flood plain and other environmental issues so that industrial and commercial uses do not have an adverse impact on Johnson Creek and surrounding wetlands
- 4 Ensure a wide range of housing in terms of structure, ownership, rental patterns, and price
- 5 Provide a coordinated pedestrian, bicycle, automobile, and transit infrastructure that will support increased economic and residential development



Neighborhoods signs & street names help to establish a "sense of place"

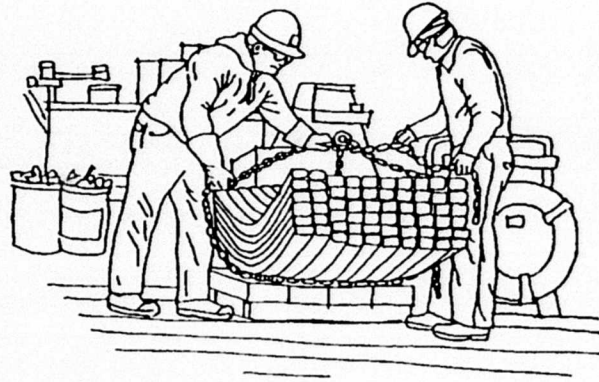
From **Building Blocks for Outer Southeast Neighborhoods** by Portland Community Design

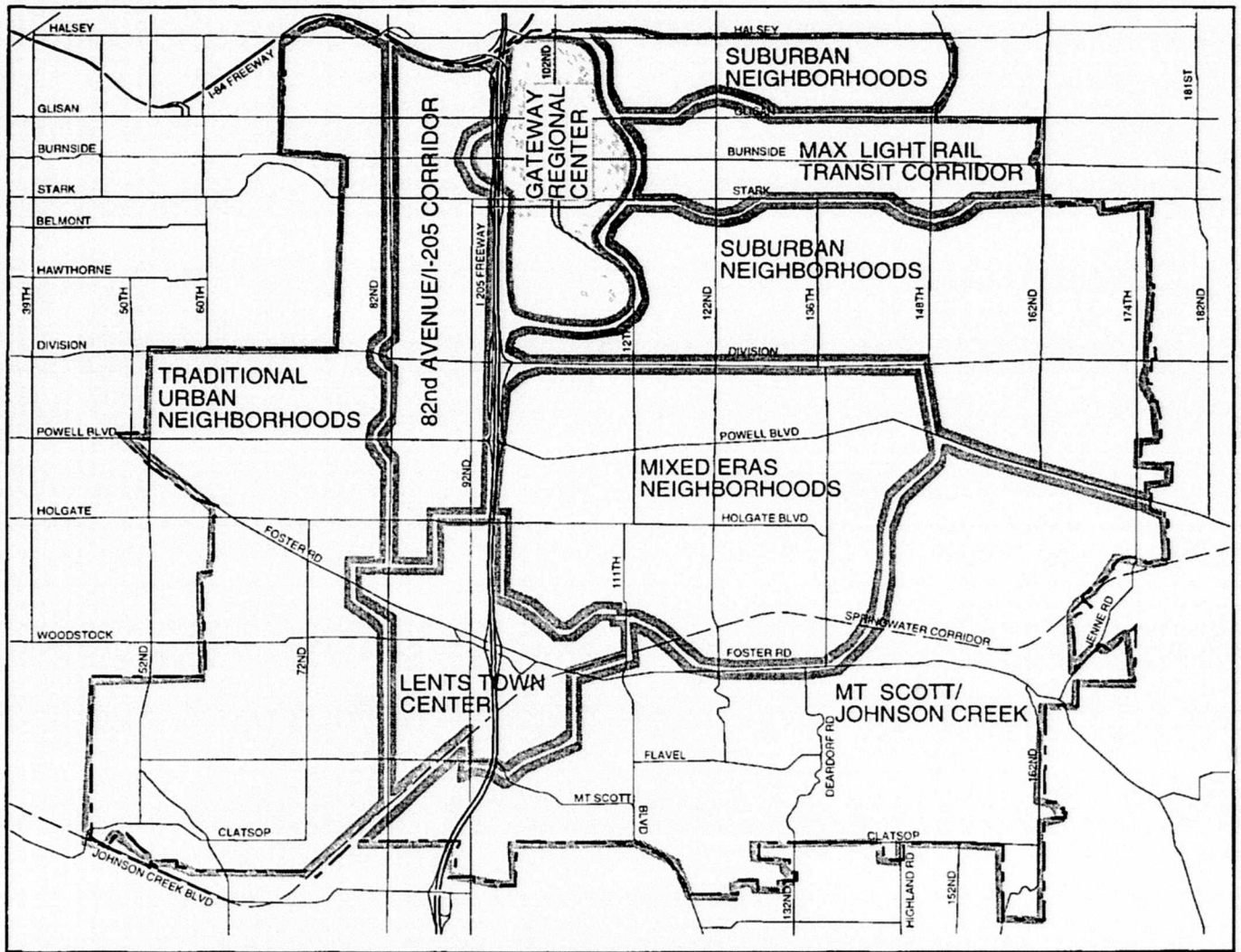
## Lents Town Center Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS</b>					
TC1	Prepare a coordinated Action Plan for the revitalization and rehabilitation of the Lents Town Center Possible objectives include <ul style="list-style-type: none"> <li>Assembling land for development around the I-205/Foster interchange</li> <li>Targeting business assistance and site development services to the area</li> <li>Incorporating the amenities of Johnson Creek and the adjacent Springwater Corridor into development concepts</li> <li>Incorporating the historic nature of the old Downtown Lents into development concepts</li> <li>Including a distinct gateway and focal point</li> <li>Special paving, street furniture, lighting and other amenities for the Pedestrian District</li> </ul>			X		OSEBC (lead) Others BOP, BES, PDC, PDOT, Parks, Metro, ROSE, Owners, Businesses
TC2	Identify Johnson Creek flood plain safeguard measures for new development Advise and provide information for landowners and other stakeholders regarding opportunities and constraints related to protection of the flood plain			X		BES
TC3	Address site contamination in the Springwater Corridor within the Town Center boundaries Advise and provide information for landowners and other stakeholders regarding opportunities and constraints related to water quality issues	X				BES, PDC, DEQ, HUD
TC4	Develop a transportation plan for the Lents Town Center, and involve strategic agencies, business owners and residents					PDOT, BOP, ODOT, OSEBC, BA, NA
TC5	Locate and design the future high capacity transit station in a manner which reinforces and becomes an integral part of the Lents Town Center				X	TM, Metro, PDOT
TC6	Work with appropriate agencies to assemble land for development around the I-205 Interchange and in the Woodstock/Foster Boulevard couplet area				X	OSEBC
TC7	Request that a study be done to determine if transportation infrastructure improvements around the I-205 /Foster interchange can enhance the development of the Lents Town Center			X		OSEBC
TC8	Work with the appropriate agencies to define real and perceived environmental constraints for the Freeway Land Company site			X		OSEBC

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>REGULATIONS</b>					
TC9	Encourage Metro to focus on Lents as a prototype Town Center. It is a major element of the plan, is supported by the proposed zoning, and is slated for additional, site-specific planning.			X		OSEBC
T10	Develop a Town Center space in Downtown Lents to serve as a focal point for community events.				X	OSEBC
TC11	Increase multifamily housing densities around the I-205 interchange by expanding the R1 zone where reasonable.		X			BOP
TC12	Link historic Downtown Lents to sites east of I-205 through application of the EXd zone and extension of the Pedestrian District.		X			BOP
TC13	Create design standards for the EXd zone in the Lents Town Center that emphasize a pedestrian-friendly environment.		X			BOP
TC14	Designate the southern portion of the Freeway Land Company site as Central Employment (EXd) on the Comprehensive Plan Map to increase employment opportunities, a mixture of uses, and better design. As an interim measure, zone the site a combination of General Employment (EG2) and Heavy Industrial (IH) to allow existing uses to remain conforming.		X			BOP

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Outer Southeast Community Plan October 1995

**RECOMMENDED**

**OUTER SOUTHEAST COMMUNITY PLAN**

**MAP 12**

## Gateway Regional Center Subarea

**Legend**

- Outer Southeast Community Plan Boundary
- Subarea Boundaries
- Gateway Regional Center Subarea

## Subarea Policy IV:

### Gateway Regional Center

Gateway/Mall 205 Subarea is anchored in the north by the Gateway Shopping Center and in the south by the Portland Adventist Medical Center. The MAX Light Rail runs through this area with a station at the Gateway Shopping Center and another at 102nd and Burnside.

This area is the largest commercial and employment center between Portland's Central City and Gresham. It includes two shopping centers - Gateway and Mall 205. Portland Adventist Medical Center is the area's largest employer and adds to the area's vitality. This area also contains restaurants, hotels, offices, and, in the Prunedale area, light industrial activities.

### Main Issues Addressed:

#### Economic Development:

- The Outer Southeast Community Plan supports Metro's designation of this area as a **regional center**. A mixture of office buildings, retail and service uses, and high density residential development is encouraged. The Central Commercial and Employment Zones designations are recommended for this area to promote intense development.
- **Design review** will be required for areas zoned **Central Commercial** and **Central Employment** to improve its appearance and to foster a more urban pedestrian-oriented development pattern.

#### Open Space:

- This area is expected to be the area of most intense growth in the future. It is currently considered park-deficient. Acquiring land between 99th and 100th Avenues is proposed to create a set of **park blocks** through the new regional center.

#### Housing:

- The creation of **affordable housing** for low- to moderate-income households will be important in this area since it will be an employment center and is well served by transit.

## **Subarea Policy IV:**

### **Gateway Regional Center**

**Foster the development of this area as a "Regional Center." Attract intense commercial and high-density residential development capable of serving several hundred thousand people. Promote an attractive urban environment by creating better pedestrian connections and providing more public open space.**

#### **Objectives:**

- 1 Promote more intense development, including office buildings, civic and cultural facilities, and hotels, in the Gateway and Mall 205 shopping districts
- 2 Provide an infrastructure that is supportive of high-intensity development for living, working, and recreating
- 3 Provide a pleasant and diverse pedestrian experience by providing connecting walkways within a structure to adjacent sidewalk areas
- 4 Strive for a 200' by 200' foot street grid pattern throughout the district Surround each block with sidewalks, street trees, and on-street parking, except where it would interfere with the efficient operation of MAX
- 5 Create a sidewalk environment which is safe, convenient, and attractive Enliven the environment, creating vitality and interest, with building walls that have windows and display windows
- 6 Discourage surface parking lots
- 7 Address this area's park deficiency by developing park blocks from north of Pacific Street to south of Stark Street between 99th and 100th Avenues Mark each end of the park blocks with dramatic focal points such as an arch, fountain, or other art form
- 8 Zone the Prunedale industrial area to allow a wider range of uses which generate jobs Ensure that development is compatible with the surrounding area
- 9 Stimulate high-density residential development throughout the Gateway subdistrict



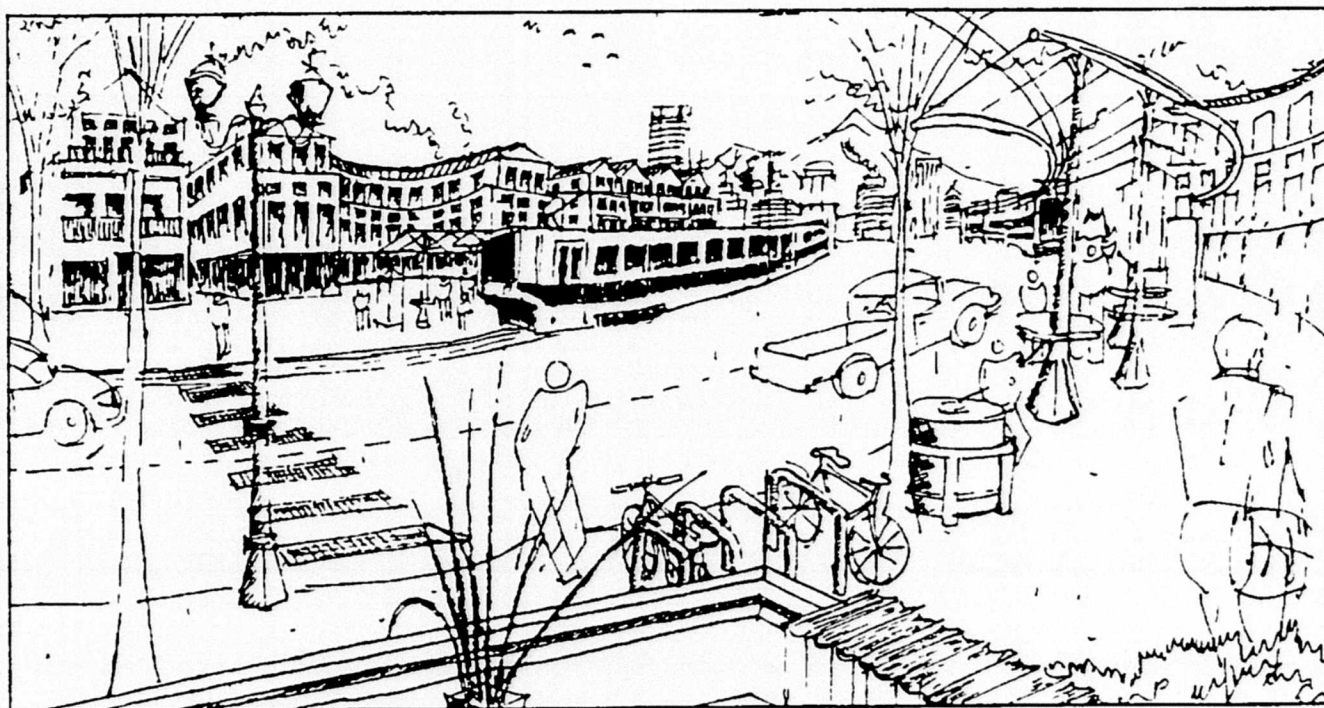
## Gateway Regional Center Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS</b>					
RC1	Create a linear set of park blocks on 99th to 100th Avenues between the Gateway and Mall 205 Shopping Centers			X		BOP, Parks
RC2	Construct housing in the 102nd Avenue transit station area for all income levels, including units affordable for low to moderate income households			X		PDC
	<b>REGULATIONS:</b>					
RC3	Expand and rename the Gateway Plan District to cover the entire subarea Include as some of its provisions <ul style="list-style-type: none"> <li>• Reducing the minimum density for RH zoned areas within the Plan District</li> <li>• Ensuring that pedestrian amenities are included in the development of new or remodeled parking lots</li> <li>• Establishing a Gateway Center Subdistrict with provisions such as an open area requirement to facilitate the 200' by 200' street grid system with sidewalks, street trees and on-street parking, ground floor windows, retail opportunity, required building lines, pedestrian plazas</li> </ul>		X			BOP
RC4	Apply the Central Commercial, CXd zone, to the Gateway and Mall 205 Shopping Centers to allow for more intense future commercial and residential development		X			BOP
RC5	Establish design review for large projects in the CXd zone		X			BOP

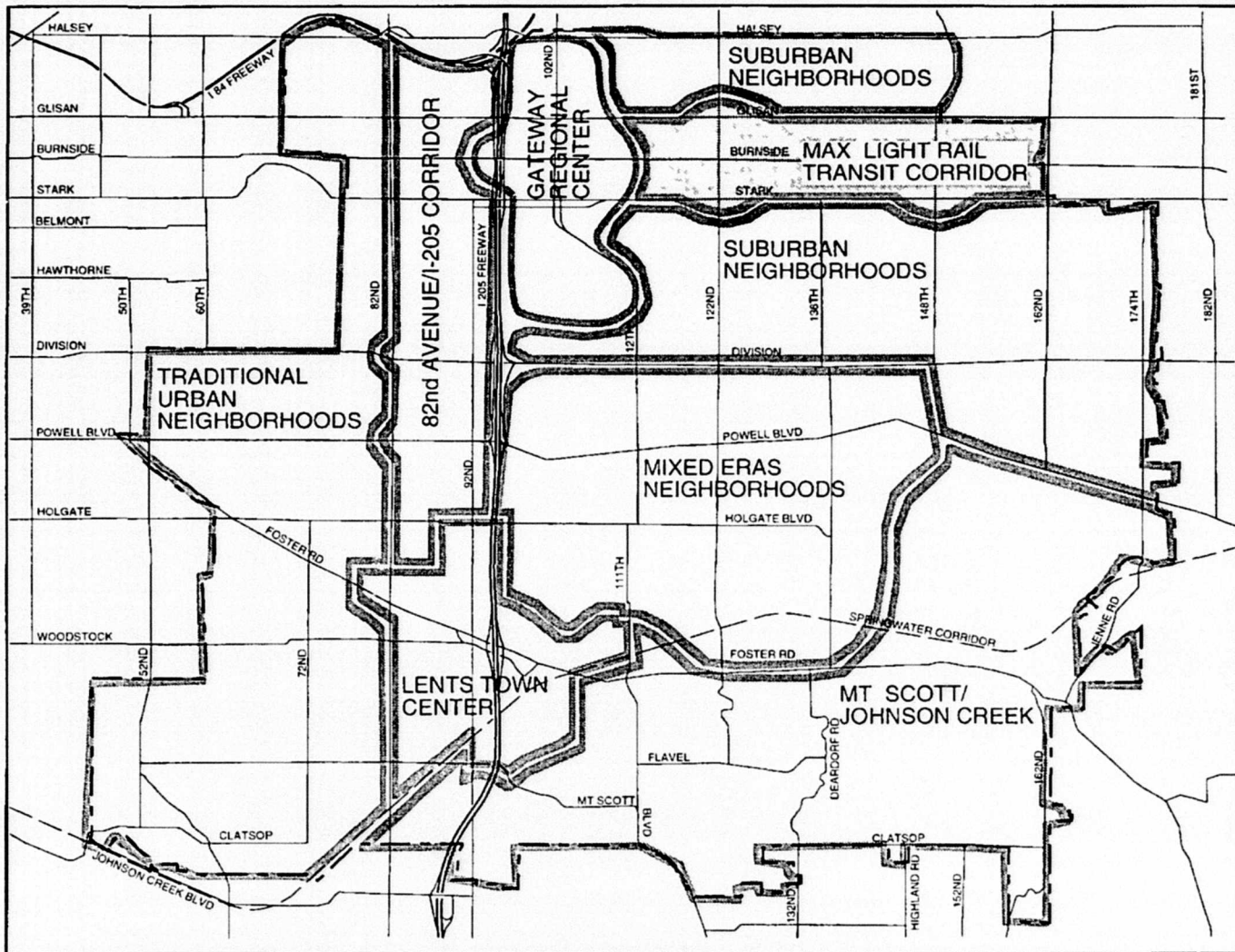
## Gateway Regional Center Action Chart:


#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>REGULATIONS:</b>					
RC6	Develop design standards and guidelines in the CXd zone. Require development to be oriented to the street and provide pedestrian amenities. Discourage on-site surface parking (especially between the building and the street) and encourage on-street parking.			X		BOP
RC7	Designate the Prunedale industrial area Central Employment (EXd) to encourage more intense future development. As an interim measure, apply the Employment (EG) zone to reinforce its role as an employment center while allowing existing uses to remain conforming.		X			BOP


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Courtesy of Portland Office of Transportation



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
**RECOMMENDED**

**OUTER SOUTHEAST COMMUNITY PLAN**

**MAP 13**

## Max Light Rail Transit Corridor Subarea

**Legend**

-  Outer Southeast Community Plan Boundary
-  Subarea Boundaries
-  Max Light Rail Transit Corridor Subarea

## Subarea Policy V:

### MAX LRT Corridor

The MAX light rail line runs through the plan area down I-205 freeway and then east along Burnside Street. The MAX Light Rail Transit (LRT) Corridor Subarea is the area surrounding it for roughly one-quarter mile on either side east of the Gateway area. There are three light rail stations in this corridor. They are located along Burnside at 122nd, 148th and at 162nd Avenues. These station areas are surrounded by a mix of commercial activities and housing.

The light rail facility represents an investment of several hundred million dollars. New private investment at higher densities is needed which takes advantage of and reinforces the light-rail transit stations. On the Vision Plan Map, Station Communities are envisioned to grow up around light rail stations. These would be pedestrian-oriented areas with a mix of housing and retail shops and services.

### Main Issues Addressed:

- Transportation:**
- To provide support for the light rail line and reduce the need for car trips, **housing densities are increased for 1/2 mile around transit stations**. This is the distance that Tri-Met's *Planning and Design for Transit* study recommends for residential development of at least 15 dwelling units per acre.
  - To provide for **shopping opportunities close to transit**, areas immediately adjacent to the light rail stops have been designated for mixed commercial and residential use and storefront commercial uses. Parking is not required and development is pedestrian-oriented.
- Urban Design:**
- To make the station areas dense urban environments, the expanded Gateway Plan District will require **minimum density standards** for Low Density Multi-Dwelling zoned areas and place **limitations on the number of parking spaces** provided by new developments.

## **Subarea Policy V:**

### **MAX LRT Corridor**

**Ensure that private development reinforces and is reinforced by the public light rail investment by encouraging development of intense commercial and dense residential uses near the MAX light rail stations.**

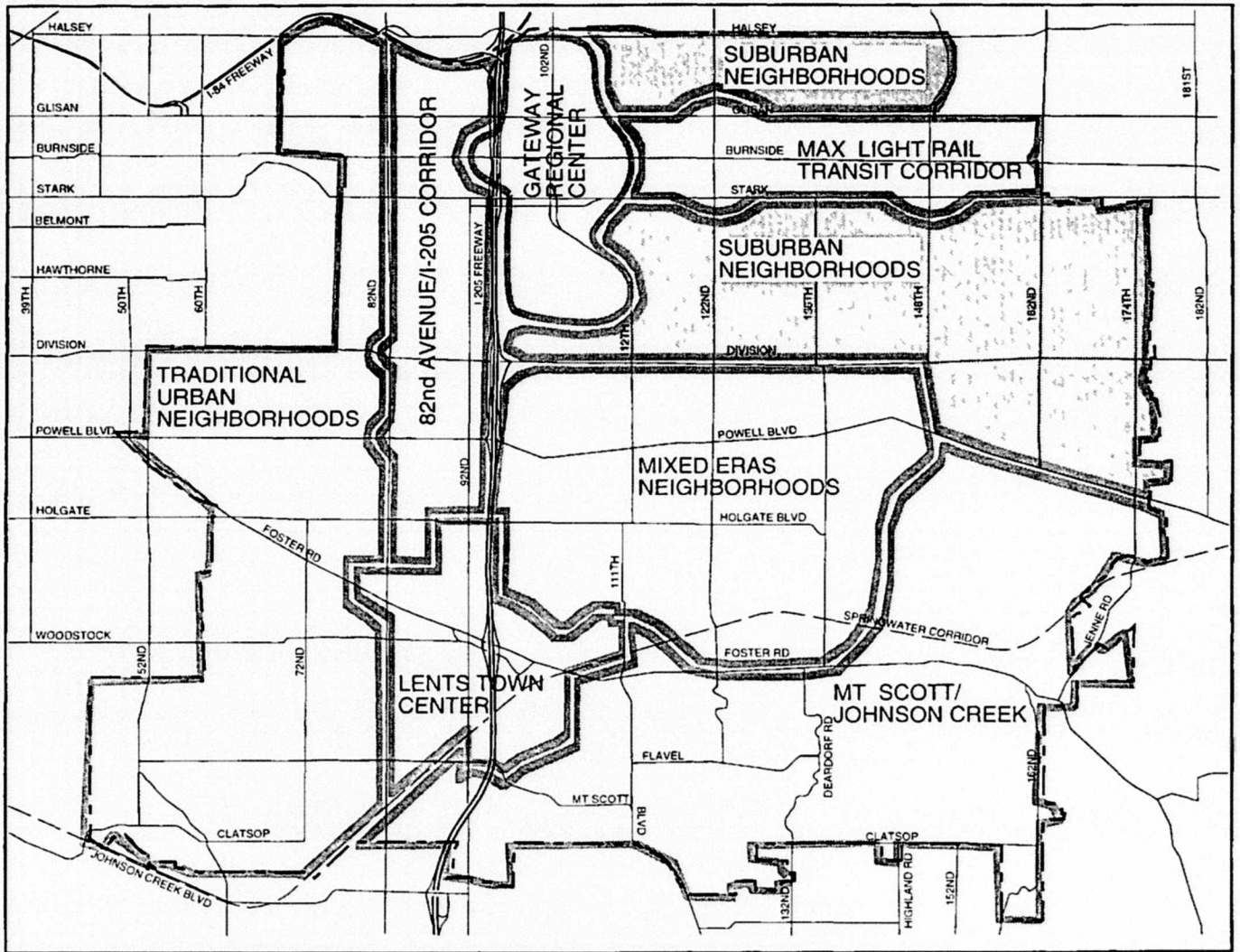
#### **Objectives:**



- 1 Encourage the redevelopment of large underused or auto-oriented sites along 122nd Avenue to a mixture of commercial and residential uses
- 2 Improve the pedestrian orientation of buildings and streets around light rail stations
- 3 Increase housing densities within one-quarter mile of a transit stop to at least medium-density multifamily and apply transit-supportive zones to commercially-zoned land
- 4 Increase housing densities within one-half mile of the light rail stations to at least the higher density single family designations
- 5 As the opportunity exists, establish through connections at approximately 400-foot intervals from east to west and north to south directions
- 6 Wherever possible, provide sidewalks and separate them from moving vehicles by street trees and parked cars

## MAX LRT Corridor Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS</b>					
LR1	During the Outer Northeast Community Plan, consider the portion of Wilkes that has been included in the Outer Southeast Community Plan as an impact area where the zoning is unlikely to need updating				X	BOP
	<b>REGULATIONS:</b>					
LR2	Include all of the MAX Light Rail Corridor subarea in the expanded Gateway Plan District Use the plan district regulations to <ul style="list-style-type: none"> <li>• Lower the minimum density requirement for High Density Residential, the RH zone, adjacent to light rail stations to 30 dwelling units an acre</li> <li>• Require a minimum density of 15 housing units per acre in areas zoned R2</li> <li>• Designate "required housing areas" in selected commercially-zoned areas near the 122nd Avenue light rail station as part of a plan district</li> </ul>		X			BOP
LR3	Zone commercial areas to Mixed Use, CM, or Storefront Commercial, CS, within 1/4 mile of transit stations at 122nd and 148th Avenues		X			BOP
LR4	Zone for a density of at least R1 in areas within a 1/4 mile radius of light rail stations		X			BOP
LR5	Zone for a density of at least R5a in areas within a 1/2 mile radius of light rail stations		X			BOP

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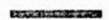

**RECOMMENDED**

**OUTER  
SOUTHEAST  
COMMUNITY  
PLAN**

**MAP 14**

## Suburban Neighborhoods Subarea

**Legend**

-  Outer Southeast Community Plan Boundary
-  Subarea Boundaries
-  Suburban Neighborhoods Subarea



## Subarea Policy VI:

### Suburban Neighborhoods

The Suburban Neighborhoods Subarea consists of the post-World War II suburbs. Here, farm lands were completely covered with subdivisions of single-family homes in the 1950s and 1960s. This area is now entirely within the City of Portland and receives urban services. Although there is some vacant land in this subarea, many subdivisions are fully developed. Outside of Pleasant Valley and southern Lents, most of the newer, higher-valued housing in the plan area is located here.

The transportation grid in this area is excellent and transit service is available along arterials. Shopping areas, mobile home parks and multifamily housing are also located along the arterials. They include Halsey, Glisan, Stark, and Division Streets and 122nd Avenue.

### Main Issues Addressed:

- Transportation:**
- **Better transit service** is needed in this area to reduce reliance on the automobile. Bus service to the light rail stations at 148th and 162nd Avenues would make it easier for residents to use light rail. At least eight dwellings units per acre are needed to support feeder bus service according to Tri-Met's *Planning and Design for Transit* study.
  - **Frequent transit service** is being encouraged on Division Street, a Major Transit Street, by increasing the amount of **multifamily housing** allowed.
- Open Space and Environment:**
- One half of the **landfill at 155th Avenue and Main** and a portion of the **gravel pit at 106th and Division Street** have been designated as **possible park acquisition sites**. The landfill is located in an area that has been designated "parks deficient" in the Park Futures Plan.
- Housing:**
- Much of this subarea is already developed and opportunities to construct **new housing** are needed. The **gravel pit at 106th Avenue and Division Street** provides such an opportunity and most of it has been rezoned for a combination of high density single-family and attached residential.

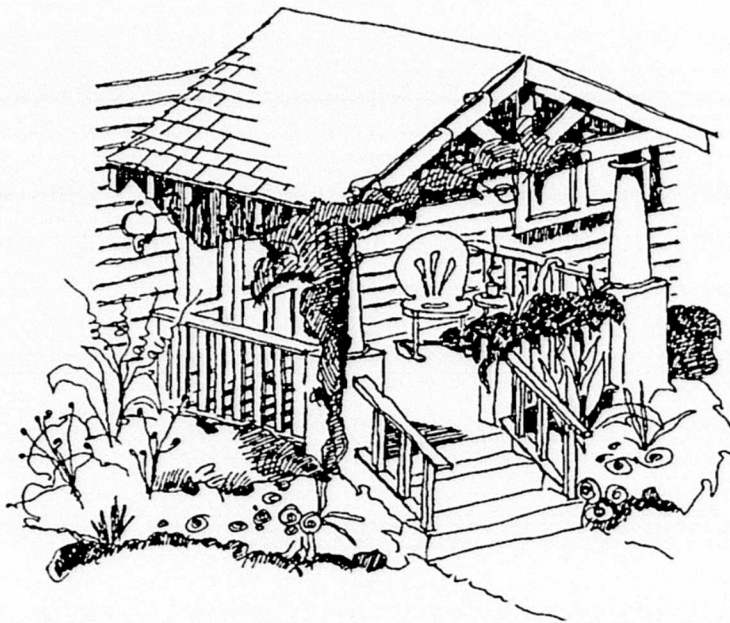
## Subarea Policy VI:

### Suburban Neighborhoods

Enhance established suburban neighborhoods by improving connections to transit and shopping, reinforcing transit, providing new open space and focusing new development on infill and opportunity sites.

#### Objectives:

- 1 Increase single-family housing densities where there are a number of vacant or underused lots
- 2 Increase the density of areas that are currently zoned multifamily on streets with transit service Locate higher densities on streets with more frequent transit service
- 3 Redevelop large vacant or underused "opportunity" sites for high density housing
- 4 Evaluate "opportunity sites" for possible acquisition as park land

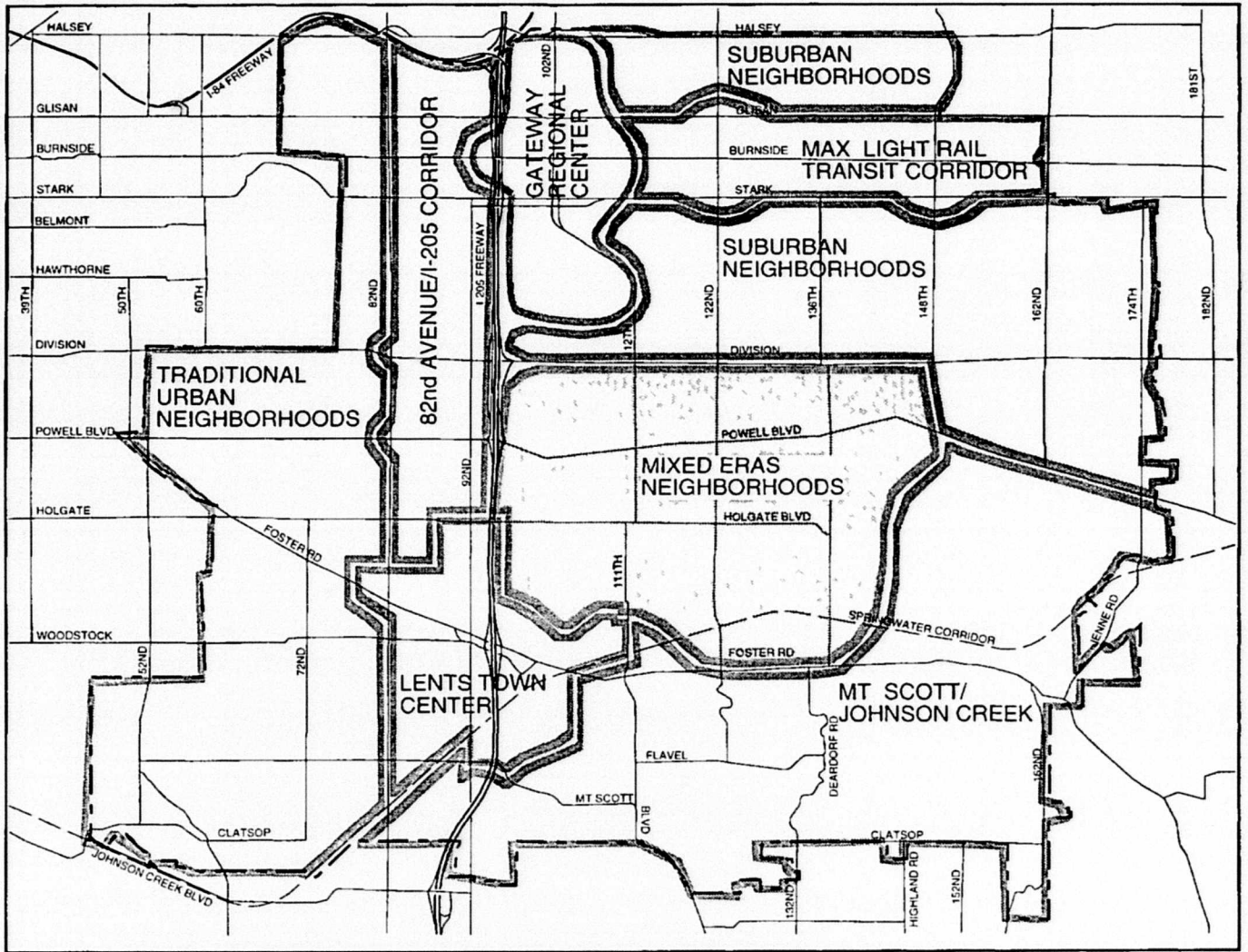




From **Building Blocks for  
Outer Southeast Neighborhoods**  
by Portland Community Design

## Suburban Neighborhoods Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS:</b>					
S1	Designate the landfill at 155th and Main as a possible park acquisition site		X			Parks
	<b>REGULATIONS:</b>					
S2	Zone Medium Density Single-Dwelling, R7, areas with large lots or vacant properties to High Density Single-Dwelling, R5		X			BOP
S3	Repeal the portion of the Glendoveer Plan District that is in the Outer Southeast Community Plan Area		X			BOP
S4	Zone areas along transit streets Low and Medium Density Multi-Dwelling, R2 and R1 except areas that are currently zoned for Townhouse Residential, R3		X			BOP
S5	Zone the landfill site at 155th and Main for Attached Residential, R2 5		X			BOP
S6	Zone the gravel pit at 106th and Division for General Commercial near Division Street and Attached Residential, R2 5, and High Density Single Family, R5, further north		X			BOP

**Note** Action Charts will be approved by Portland City Council by resolution. They are a starting place. All actions have an identified implementor. They will be adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action.






Outer Southeast Community Plan    October 1995

**RECOMMENDED**  
**OUTER**  
**SOUTHEAST**  
**COMMUNITY**  
**PLAN**

**MAP 15**

## Mixed Eras Neighborhoods Subarea

**Legend**

-  Outer Southeast Community Plan Boundary
-  Subarea Boundaries
-  Mixed Eras Neighborhoods Subarea

## Subarea Policy VII:

### Mixed Era Neighborhoods

Mixed Era Neighborhoods Subarea lies east of the I-205 freeway, south of Division Street, north of the Springwater Corridor and west of 148th Avenue. Much of this area has been recently annexed to the City of Portland. East of about 111th Avenue is a semi-rural area. Single-family homes on large narrow lots and a considerable amount of vacant land are located on large "superblocks" with few connecting streets. This area is rapidly filling in with new housing on flag lots and in small subdivisions in cul-de-sacs. No street grid is being constructed. Much of this area is also in the 100-year flood plain which places constraints on the type of development that can occur.

Most commercial uses are located along Powell Boulevard and Division Street. There are shopping centers at the intersections of some major north-south streets - Division Center at 122nd Avenue and Division Street, a large new Fred Meyer at 148th Avenue and Division Street and Powell Villa at 122nd Avenue and Powell Boulevard. There is also a large piece of underused, industrially-zoned land south of Kelly Butte. Kelly Butte is the largest undeveloped open space in the subarea. Ed Benedict Park, which is located nearby, is not yet completed.

### Main Issues Addressed:

- Transportation:**
- Providing for **orderly urban development** is important in this subarea. This means developing a coherent street grid pattern so that the interior of the large lots and superblocks can be developed. **Connecting streets** make it easier to get around by foot or bicycle.
  - More frequent transit service is being supported along 122nd Avenue, which is designated a Major Transit Street, by increasing the amount of multifamily housing allowed.
- Open Space and Environment:**
- Protecting environmentally-sensitive areas on Kelly Butte is addressed by the creation of **transfer of development rights** for this and other areas.
  - The amount and type of **development** that should be allowed **in the 100-year flood plain** will be addressed in new Johnson Creek Basin Plan District regulations.

## **Subarea Policy VII:**

### **Mixed Era Neighborhoods**

**Provide for the orderly development of new housing at urban densities and ensure that residential areas are served by convenient neighborhood commercial centers and transit.**

#### **Objectives:**

- 1 Increase the single-family housing opportunity in areas where there are large lots and vacant properties suitable for development
- 2 Encourage new multifamily housing to locate along neighborhood collectors with transit service
- 3 Encourage multifamily housing to be developed along 122nd Avenue
- 4 Promote new streets that form a network that accommodates an efficient development pattern, regular lot patterns, streets for multi-modal capability and multiple access for emergency vehicles
- 5 Where standard city streets are not possible due to lot configuration, existing development, etc use alternative street standards to achieve connectivity
- 6 Create a new neighborhood commercial center near 136th Avenue and Holgate Boulevard
- 7 Develop the area along Powell Boulevard south of Kelly Butte for a wider range of employment uses
- 8 Improve unfinished parks and develop Kelly Butte as a passive recreational resource
- 9 Reduce the potential for flooding and water quality problems
- 10 Within the Johnson Creek flood plain ensure that potential development permitted by the Comprehensive Plan does not contribute to the Johnson Creek flooding problem

Mixed Era Neighborhoods Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS:</b>					
MN1	Improve trails on the top of Kelly Butte so they may be used as a passive recreational resource			X		Parks
MN2	Complete the development of Ed Benedict Park			X		Parks
	<b>REGULATIONS:</b>					
MN3	Rezone areas with large or vacant lots that are Medium Density Single- Dwelling, R7, to High Density Single-Dwelling, R5 or R5a		X			BOP
MN4	As part of the Land Division Code rewrite project, develop standards which allow for alternatives to standard city streets					BOP, PDOT
MN5	Include the Mixed Neighborhoods in the north area of Johnson Creek Plan District to <ul style="list-style-type: none"> <li>• Apply development standards specific to the Johnson Creek flood plan and</li> <li>• Create incentives for full urban service development except for areas within the flood plan</li> <li>• Encourage street connectivity throughout the subarea including the 100-year flood plan</li> </ul>		X			BOP
MN6	Zone areas along 136th Avenue and Holgate Boulevard outside the 100-year floodplain of Johnson Creek for Low Density Multi-Dwelling, R2, to provide new housing opportunity close to transit		X			BOP
MN7	Zone a small area at 136th Avenue and Holgate Boulevard to Neighborhood Commercial		X			BOP

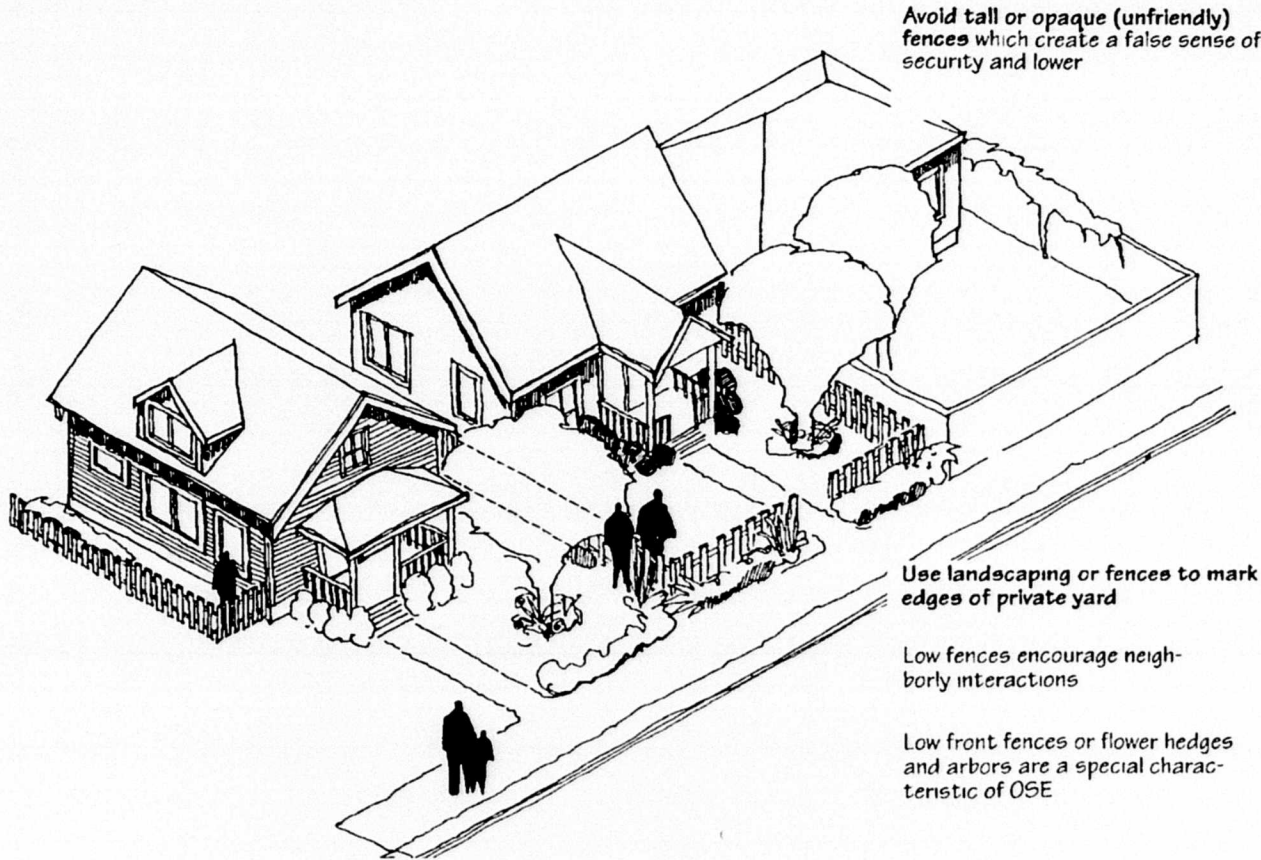
## Mixed Era Neighborhoods Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>REGULATIONS:</b>					
MN8	Zone areas along Powell Boulevard to Low Density Multi-Dwelling, R2, to provide more housing opportunity close to transit		X			BOP
MN9	Zone strips on either side of 122nd Avenue between Powell Boulevard and the Springwater Corridor to Medium Density Multi-Dwelling, R1		X			BOP
MN 10	Zone the industrial land south of Kelly Butte to General Employment, EG, to create more job opportunities		X			BOP
MN 11	Include Kelly Butte in the Johnson Creek Plan District and create a provision allowing for transfer of development rights for environmentally-zoned areas		X			BOP

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The careful design of adjacent front yards allows people to relate to each other and to the street.



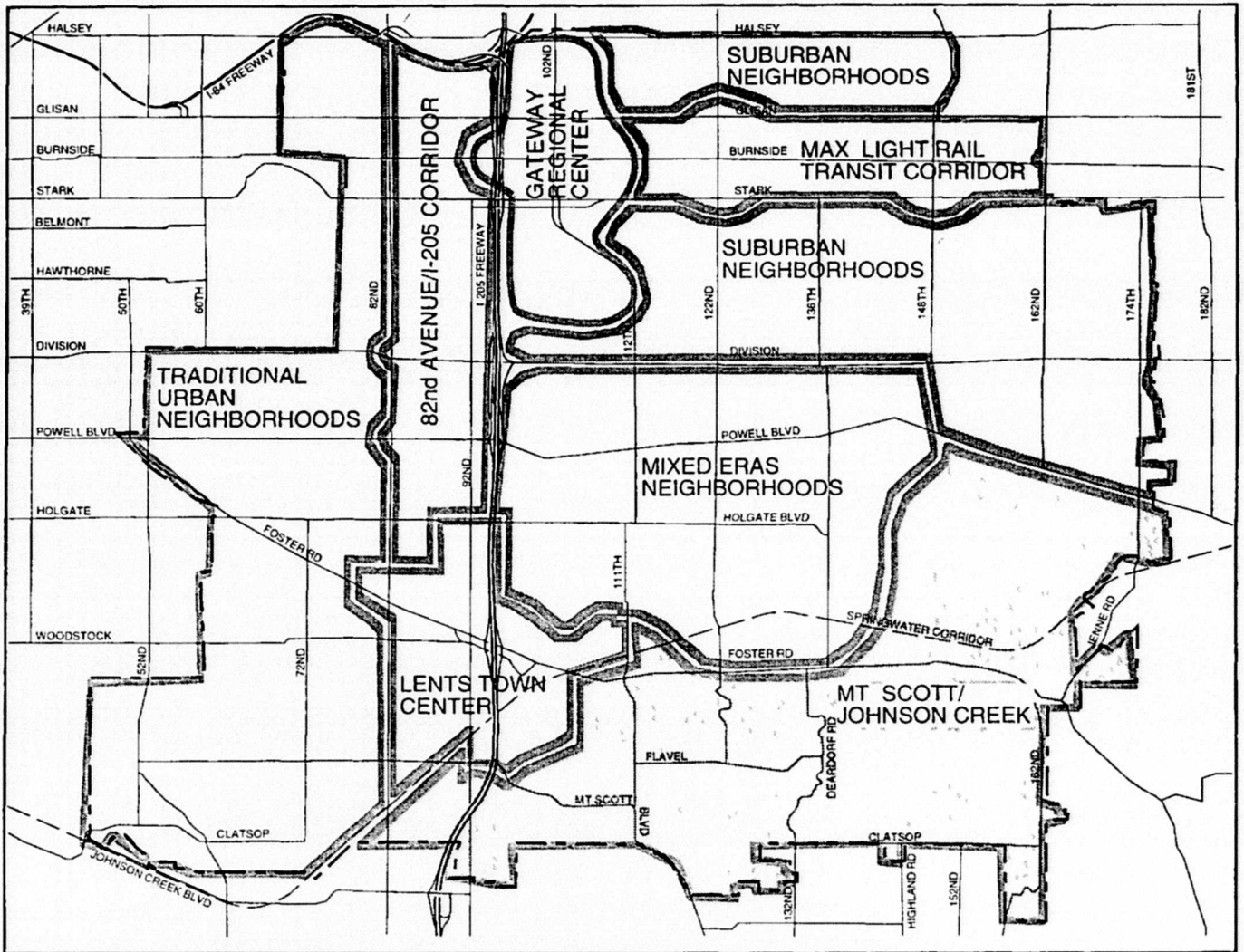
Avoid tall or opaque (unfriendly) fences which create a false sense of security and lower



Use landscaping or fences to mark edges of private yard

Low fences encourage neighborly interactions

Low front fences or flower hedges and arbors are a special characteristic of OSE

From **Building Blocks for Outer Southeast Neighborhoods**  
by Portland Community Design



 NORTH  
 ONE MILE

Outer Southeast Community Plan    October 1995


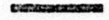

**RECOMMENDED**

**OUTER  
SOUTHEAST  
COMMUNITY  
PLAN**

**MAP 16**

## Mt. Scott/Johnson Creek Subarea

**Legend**

-  Outer Southeast Community Plan Boundary
-  Subarea Boundaries
-  Mt. Scott/Johnson Creek Subarea

## Subarea Policy VIII:

### Mt. Scott/Johnson Creek

The largely undeveloped Mt Scott/Johnson Creek Subarea is in the southeastern portion of the plan area. It contains hundreds of acres of vacant land, significant natural areas, open spaces and trails including Johnson Creek, the Springwater Corridor, the northern slope of Mt Scott, Beggar's Tick Marsh, and Powell Butte. The largest supply of industrially-zoned land in the plan area is located here next to Johnson Creek.

Steep, forested slopes, and flooding problems have constrained development in this area. The buttes are low lava hills with soil types unique to this area of Portland. They are particularly prone to instability. To the north, Johnson Creek is located at the base of these slopes and periodically overflows its banks.

In addition to natural constraints, public services are not presently available to portions of the area. Two notable deficiencies are public sewers in some places and an adequate street system. Most of the roads in the area are old farm-to-market roads and are becoming congested due to the growing volume of commuter traffic-- Foster, Deardorf, Barbara Welch, and Jenne Roads.

### Main Issues Addressed:

- |                                    |  |
|------------------------------------|--|
| <b>Housing:</b>                    | <ul style="list-style-type: none"> <li>• Increased housing densities area allowed only for <b>attached development with full urban services</b> - water, sewer, streets and sidewalks</li> </ul>   |
| <b>Open Space and Environment:</b> | <ul style="list-style-type: none"> <li>• A large area on the <b>north side of Mt. Scott</b> has been designated for <b>future open space acquisition</b>. Most of the designated land is covered by environmental zones. Keeping it from being developed will help protect Johnson Creek.</li> </ul> |

## **Subarea Policy VIII:**

### **Mt. Scott/Johnson Creek**

**Protect the natural character of the area while providing for orderly urban development. Provide for the recreational needs of this newly developing area and locate new housing opportunity near Powell Butte.**

#### **Objectives:**

- 1 Protect and improve the Johnson Creek Corridor and its tributaries as a natural drainage way, a wildlife corridor and a naturally forested area
- 2 Maintain significant open spaces in the uplands surrounding Johnson Creek and reduce storm water runoff from development
- 3 Protect the natural and scenic character of the Springwater Corridor as development occurs on sites adjacent to the Corridor
- 4 Improve public access to the Springwater Corridor
- 5 Create zoning incentives which encourage the orderly urbanization of environmentally constrained and unserviced areas
- 6 Create additional opportunity for higher-density housing on vacant land near Powell Butte
- 7 Provide for future recreational needs as this area develops
- 8 Evaluate an area between Powell Butte and Clatsop Street for possible acquisition as park land
- 9 Provide for continued development of water supply and distribution facilities at Powell Butte which are in conformance with the environmental zoning and the continued use of the property for a nature park

## Mt. Scott/Johnson Creek Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	<b>PROJECTS</b>					
EC1	Provide incentives to property owners along Johnson Creek to improve riparian areas			X		State, JCWC
EC2	Preserve historic resources in the Johnson Creek watershed			X		BOP, BES
EC3	Consider acquiring an area between Gilbert School and the Springwater Corridor as a public open space				X	Parks, Metro
EC4	Create a new "Forest Park East" with boundaries as identified on the Vision Plan Map				X	Parks, Metro
EC5	If Metro amends the Urban Growth Boundary to include the unincorporated area west of Jenne Road, an ESEE analysis will be conducted prior to the annexation to Portland				X	BOP
	<b>PROGRAMS:</b>					
EC6	Work with partners in the public and private sector to address site contamination in the Springwater Corridor between 82nd and 122nd Avenues			X		HUD, PDC, DEQ

## Mt. Scott/Johnson Creek Action Chart:

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
<b>REGULATIONS:</b>						
EC7	<p>Expand the Johnson Creek Basin Plan District to include the Springwater Corridor, natural drainage areas owned by the City east of SE 111th Avenue and north of the Springwater Corridor, and Kelly Butte As part of the Plan District</p> <ul style="list-style-type: none"> <li>• Create density incentives for providing full urban services in undeveloped areas</li> <li>• Create a transfer of development rights process which allows the transfer of development density from areas covered by environmental zones to other areas within the Johnson Creek Plan District</li> <li>• Protect the scenic quality of the Springwater Corridor by restricting development just adjacent to the pathway</li> <li>• Provide a density incentive for providing attached residential in the proposed Johnson Creek Plan District regulations for the south area of the plan district</li> </ul>		X			BOP
EC8	Conduct a new study within the next three years to consider the refinement of the environmental zoning in the Johnson Creek Basin			X		BES, BOP
EC9	Zone additional area around Powell Butte for multifamily and high-density single-family housing		X			BOP
EC10	Rezoning the areas on either side of Foster Road that are now General Employment, EG, to General Industrial, IG, with the exception of the area east of 109th Avenue and north of Beggar's Tick Marsh		X			BOP
EC11	Use City-owned properties off Brookside Drive and at 111th Avenue and Harold Street for water retention and flood control Zone the area near 111th and Harold, Open Space			X		BES
EC12	Revise the Powell Butte Master Plan to direct continued and coordinated use of Powell Butte as key water system facility and as a nature park			X		PWB, Parks, BOP

**Note** Action Charts will be approved by Portland City Council by resolution. They are a starting place. All actions have an identified implementor. They will be adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action.

## **Implementors of Plan Action Items**

This is a directory of the abbreviations used for potential implementors of action items in both the Community-wide and Subarea Policy action charts. Identified implementors for actions have expressed interest and support with the understanding that some actions may need to be adjusted and others replaced with more feasible proposals.

<b>BA</b>	<b>Business Associations</b>
<b>BES</b>	<b>Bureau of Environmental Services</b>
<b>BHCD</b>	<b>Bureau of Community Development</b>
<b>BOB</b>	<b>Bureau of Buildings</b>
<b>BOP</b>	<b>Bureau of Planning</b>
<b>DEQ</b>	<b>Department of Environmental Quality, State of Oregon</b>
<b>HUD</b>	<b>Department of Housing and Urban Development, U.S.</b>
<b>JCWC</b>	<b>Johnson Creek Watershed Council (formerly the Johnson Creek Corridor Committee)</b>
<b>Metro</b>	<b>Metro (formerly the Metropolitan Service District)</b>
<b>NA</b>	<b>Neighborhood Association</b>
<b>ODOT</b>	<b>Oregon Department of Transportation</b>
<b>OSEBC</b>	<b>Outer Southeast Business Coalition</b>
<b>Parks</b>	<b>Bureau of Parks and Recreation</b>
<b>PCD</b>	<b>Portland Community Design</b>
<b>PDC</b>	<b>Portland Development Commission</b>
<b>PDOT</b>	<b>Portland Office of Transportation</b>
<b>PPB</b>	<b>Portland Police Bureau</b>
<b>Pvt.</b>	<b>Private property owners - business and home owners</b>
<b>PWB</b>	<b>Portland Water Bureau</b>
<b>RACC</b>	<b>Regional Arts and Culture Council (formerly Metropolitan Arts Commission)</b>
<b>ROSE</b>	<b>Revitalize Outer Southeast Community Development Corporation</b>
<b>State</b>	<b>State of Oregon</b>
<b>TM</b>	<b>Tri-County Metropolitan Transportation District of Oregon</b>



Courtesy of Portland Office of Transportation



## Links to Comprehensive Plan Policies

Adoption of the Outer Southeast Community Plan as part of Portland's Comprehensive Plan requires additions and adjustments to the Comprehensive Plan Goals and Policies. Changes are needed to recognize the Outer Southeast Community Plan and its associated neighborhood and business plans as a part of the Comprehensive Plan. Reflecting the increased housing opportunity that the Outer Southeast Community Plan is creating within the plan's study area also requires amendment to the Comprehensive Plan policies. The specific changes approved will be in the form of an ordinance that amends Ordinance 150580. This is the ordinance that City Council approved finalizing and adopting Portland's Comprehensive Plan goals and policies (October 16, 1980).

Throughout the proposed textual changes a standard system of differentiating between existing, added and deleted text is used. New language is shown in *italic bold text*.

## Recognize the Outer Southeast Community Plan as a part of Portland's Comprehensive Plan

Add a policy to Portland's acknowledged Comprehensive Plan that recognizes the Outer Southeast Community Plan as part of Portland's Comprehensive Plan. This policy, when approved, will make the Outer Southeast Community Plan part of Portland's Comprehensive Plan. Future land use changes in the Outer Southeast Community Plan area will be required to conform with the Outer Southeast Community Plan as well as the city-wide Comprehensive Plan. This policy will read:

### Comprehensive Plan Policy 2.26

- 2.26 *Outer Southeast Community Plan*  
*Promote the economic vitality, diverse residential character, environmental quality, and livability of Outer Southeast Portland by including the Outer Southeast Community Plan as a part of this Comprehensive Plan*

## **Incorporate Outer Southeast Neighborhood and Business Plans into the Comprehensive Plan**

Add a policy to Portland's acknowledged Comprehensive Plan that recognizes the neighborhood and business plans prepared as part of the Outer Southeast Community Plan as part of Portland's Comprehensive Plan. This policy will make the neighborhood plans for Centennial, Foster-Powell, Hazelwood, Lents, Mt Scott-Arleta, Mill Park, Montavilla, Outer Southeast Business Coalition, Pleasant Valley, Powellhurst-Gilbert, and South Tabor part of Portland's Comprehensive Plan. Future land use changes in the Outer Southeast Community Plan area will be required to conform with the Outer Southeast Community Plan and applicable neighborhood and business plan as well as the city-wide Comprehensive Plan. This policy will read

### **Comprehensive Plan Policy 3.10**

- 3.10 Outer Southeast Community Plan Neighborhoods and Business Plan**  
*Include as part of the Comprehensive Plan neighborhood and business plans developed as part of the Outer Southeast Community Plan. Neighborhood and business plans developed as part of the Outer Southeast Community Plan are those for Centennial, Foster-Powell, Hazelwood, Lents, Mt Scott-Arleta, Mill Park, Montavilla, Outer Southeast Business Coalition, Pleasant Valley, Powellhurst-Gilbert, and South Tabor. Use the Neighborhood Plans to guide decisions on land use, transportation and capital expenditures, community development programs, where applicable.*

#### **Objectives:**

- A.** *Maintain and encourage the suburban nature, pleasant appearance, and safety of Centennial.*
- B.** *Ensure that Foster-Powell remains a stable, diverse, affordable community whose residents include both young families and older households. Maintain its unique sense of place by preserving its historic housing and streetcar era commercial and institutional buildings. Use the Foster-Powell Neighborhood Plan as a guide to future decisions on land use, capital improvement projects, and community development activities.*
- C.** *Reinforce the vitality of experience and quality of life for residents, commuters, workers, visitors, and businesses in Hazelwood.*
- D.** *Foster Lents as a thriving urban employment center where people enjoy living, working, and recreating.*

- E. *Enhance the community pride, safety, residential quality, and accessibility of the Mt Scott-Arleta Neighborhood.*
- F. *Foster Mill Park's vision to create a village atmosphere within its neighborhood*
- G. *Strengthen Montavilla as a historic, commercially viable neighborhood with a wide variety of historic structures and accessible open spaces.*
- H. *Enhance the image, marketability, and vitality of businesses and business areas in Outer Southeast. Use the Outer Southeast Business Plan to guide decisions on land use, transportation, capital expenditures, and economic revitalization programs*
- I. *Ensure the high quality of life and environmental integrity of the Pleasant Valley Neighborhood through implementation of the Pleasant Valley Neighborhood Plan.*
- J. *Make the Powellhurst-Gilbert Neighborhood an enjoyable and pleasant place to live by improving the physical appearance of the neighborhood, improving commercial viability, and residential diversity.*
- K. *Enhance the identity of South Tabor as a stable, pleasant, residential community with close ties to its commercial neighbors and nearby parks*

## Changes To The Comprehensive Plan Map

The Outer Southeast Community Plan updates Portland's Comprehensive Plan Designation and zoning map for this area. Changes to residential, commercial, industrial and open space designations are discussed in this section. The chart on page gives a quantitative look at the changes of land use patterns in outer southeast. Generally, the trend is towards more intense use of land.

Requiring more dense residential development and more intense use of commercial and industrial land reduces auto use, supports transit, and encourages job growth. Locating housing, shopping areas and employment centers closer together allows residents, employees and customers to drive less. The less scattered the population, the more riders there are to support frequent bus or light rail service. Using commercial and industrial land more intensely generates more jobs.

The Metropolitan Housing Rule dictates that we zone buildable residential land so that more attached or multifamily housing can be built. The Transportation Rule dictates that we support transit ridership and make commercial areas more pedestrian-oriented. Even if these state rules did not require us to do these things when we update our Comprehensive Plan, they make good sense. As the population of the area grows, more compact development will help reduce traffic congestion.

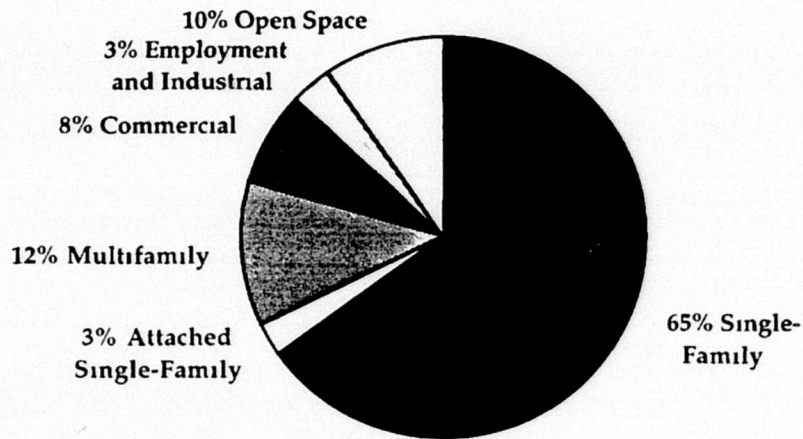
### Changes to Residential

Over the next 20 years more compact residential development is proposed for the outer southeast area. The percentage of land in the plan area designated for

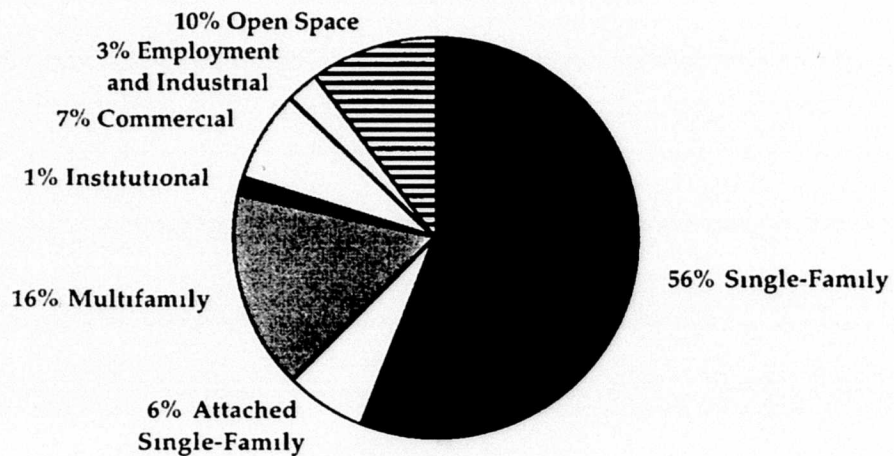
- Detached single-family dwellings has decreased overall by 9%
- Infill development, attached single-family and low density multifamily, has increased 6%
- Medium to high density multifamily has increased 3%

We expect infill development on vacant lots, portions of existing lots or on large lots that have been subdivided. Infill development should not lead to removal of existing housing. The application of the medium- to high- density designations may lead to the removal of lower-density housing or conversion of it as land becomes more valuable and housing becomes more expensive.

### % of Acres by Existing Comprehensive Plan Designations



### % of Acres by Recommended Comprehensive Plan Designations



Presently 65% of the land in outer southeast is designated for single-family uses. If the recommended plan map is adopted it will change to 56%.

### Changes in Single Family

Land in the lower density single-family designations, RF, R20, R10 and R7 has been changed to the high density single-family designation, R5, in many areas. Single-family designations are called **Single-Dwelling** in the Comprehensive Plan and Zoning Code. What this means is the minimum lot sizes for single-family homes have been reduced in much of the plan area. More single-family housing can be built on available land if lot sizes are reduced.

Almost all land retained in the Low Density Single-Dwelling designations R20 and R10 has environmental constraints. This includes areas with steep slopes and impermeable soils on the north side of Mt. Scott and around Kelly and Powell Buttes. Existing zoning, some of which is R10 and R20, has been retained on most of the land within the 100-year flood plain. Comprehensive Plan designations have been lowered to match existing zoning in parts of the flood plain where existing zoning has been maintained. This was done to minimize property damage from flooding and to prevent the expansion of the flood plain due to development.

Land retained in the Medium Density Single-Family designation, R7, is either not likely to be served by sewers in the foreseeable future or is in the eastern part of the plan area in fully built out subdivisions. Land that was designated for R7 has generally been changed to R5 or another infill designation.

The largest amount of land in the plan area is still in these low density designations but it has been decreased from 41% of the plan area to 31%. Land in the High Density Single-Dwelling zone, R5, has gone from 24% of the plan area to 25%.

### Infill Designations Attached Single-Family and Low Density Multi-Dwelling

Some land zoned for single-family use has been changed to allow attached single-family dwellings (row houses), and low density multifamily housing such as duplexes and garden court apartments. Zones allowing multifamily housing are called **Multi-Dwelling** in the Comprehensive Plan and Zoning Code. The zone allowing attached single-family is Attached Residential, R2 is the corresponding zone. This has primarily been done along streets with existing or planned bus service, along the light rail line and areas with vacant land or large lots that could be partitioned or subdivided. Also, all land designated R3, Townhouse Multi-Dwelling, outside of the Suburban Neighborhoods subarea, has been changed to R2, or some other designation. Land in these infill designations has increased from 12% of the land in the plan area to 17%.

## **Medium Density Multi-Dwelling and Mixed-Use**

A much smaller amount of land has been changed to Medium-Density Multi-Dwelling, R1, and Mixed Use, CM. Land covered with these designations has increased by 426 acres to 4% of the plan area. The R1 zone allows apartment complexes. The CM zone allows mid-rise developments containing a combination of retail or office and apartments. Areas zoned for Medium Density Multi-Dwelling are located along streets proposed for major transit service -- 82nd, 122nd and Division Street and around the Montavilla downtown and proposed Lents Town Center. Residential areas within 1/4 mile of light rail stations have also been upzoned to R1 with the exception of the areas zoned High Density Multi-Dwelling, the RH. The purpose of using this designation is to support transit service and neighborhood commercial centers. The CM zone is used sparingly in the plan area - on a few transit streets, near the regional center and several light rail stations.

## **High Density Multi-Dwelling**

Land zoned for High Density Multi-Dwelling, the RH zone, has increased by about seven acres. It is the zone that allows high-rise apartment buildings. Most of this increase is due to extending the RH zoning to cover entire lots. Some are currently only partially covered with this designation. Other than senior housing, there has been little demand for this sort of development in outer southeast. The acreage in the RH designation accounts for only 1% of the land in the plan area. In the next 20 years, demand for high density housing is expected to increase in the Gateway Regional Center and around light rail stations. The Gateway Plan District amendments contain a provision that lowers the minimum density requirement for development on properties zoned RH. The purpose for this provision is to spur development on RH zoned properties.

## Changes in Housing Opportunity

An easy way of calculating the impact of the changes the proposed plan map makes in opportunity to build housing units is to calculate the changes in terms of **maximum buildout**. Maximum buildout is a theoretical measure of the difference in the number of housing units that could be built under the existing and proposed Comprehensive Plan designations. It is assumed that

- Land being considered is cleared of all existing land uses and other obstacles to development
- No platting patterns or lot configurations impede development
- All land is flat and completely buildable
- All land is built out to maximum densities allowed

The smaller the minimum lot size or the larger the number of units allowed per square feet of lot area, the more housing can be built.

In reality, land never is built out to anything like these densities but these numbers are a useful measure of differences in designations.

### Maximum Buildout Calculation

Here is an example of the calculation of maximum buildout for a 40,000 square foot city block that is designated High Density Single-Dwelling, one unit per 5,000 square feet. The minimum lot size is divided into the square footage of the block.

$$40,000 \text{ sq. ft.} \div 5,000 \text{ sq. ft.} = 8 \text{ units}$$

If the block is designated Medium Density Multi-Dwelling, one unit can be built for every 1,000 square feet.

$$40,000 \text{ sq. ft.} \div 1,000 \text{ sq. ft.} = 40 \text{ units}$$

For more information on maximum buildout calculations, see the Appendix on *Housing Unit Projections* published under separate cover.



Opportunities to build housing has increased in the plan area, although the acreage designated for residential uses has gone down by about 100 acres. Most of this decrease is due to the application of the Institutional Campus designation, the IR zone, to Portland Adventist Medical Center and high schools and colleges. In 1990, the Outer Southeast Community Plan area contained about 49,300 housing units. The existing designations would allow 108,607 units to be built under maximum buildout assumptions on residentially designated land and some commercial and employment designated land. Under the proposed Comprehensive Plan designations 139,760 housing units can be built. This is an increase in 31,153 theoretical units. The opportunity to build housing units has increased 29% by this measure.

Maximum buildout does not tell us how much housing is likely to be built under these two sets of Comprehensive Plan designations. At the end of the 20 year period of the Outer Southeast Community Plan, most of the existing housing and other land uses will still be standing. New housing will have been built mostly on vacant land or partitioned large residential lots. **Potential buildout** calculations, which take into account existing land uses and a market factor, project that about 9,000 housing units would be built over the next 20 years under existing zoning and more than 14,000 under proposed zoning. For all residential zones, the recommended Comprehensive Plan designations are the same as the zoning. More information on how potential buildout was calculated is available in the Appendix on *Housing Unit Projections* published separately.

### Acreege Comparison Chart

COMPARISON OF TOTAL ACRES EXISTING AND RECOMMENDED COMPREHENSIVE PLAN DESIGNATIONS																								
ZONES	RF	R20	R10	R7	R5	R3	R2.5	R2	R1	RH	CM	CN	CO	CS	CG	CX	EX	EG	IG	IH	IR	OS	TOTALS	
<b>OSE</b>																								
Existing	295	65	2182	3279	3487	875	410	490	144	148	0	117	96	44	835	0	0	129	235	89	0	1378	14300	
Recommended	0	111	2134	2240	3574	232	890	1368	546	155	24	83	46	149	588	148	140	145	126	0	191	1408	14301	
Difference	295	46	48	1039	87	643	481	878	402	7	24	34	50	105	247	148	140	16	108	89	191	30		
<b>BRENTWOOD DARLINGTON</b>																								
Existing				56	824	45	8	14				9	2		9			16	22			29	1033	
Recommended				37	701		94	107	8				10	2	2			21	22			29	1033	
<b>CENTENNIAL</b>																								
Existing				1163	26	118		66	6			24	2		68			2				34	1509	
Recommended				990	125	105	39	75	49	1	23	2	14	53								34	1509	
<b>FOSTER POWELL</b>																								
Existing					228		81	16	13					4	58							17	417	
Recommended					176		84	57	10			0		8	59		8					17	417	
<b>HAZELWOOD</b>																								
Existing				773	294	186		79	7	117		19	52	25	196			4	54			265	2071	
Recommended				470	374	69	67	180	103	124	8	6	15	79	49	123	28					112	265	2071
<b>LENTS</b>																								
Existing			153	329	436	81	48	98	23	5		15			137			23	97	89		172	1707	
Recommended			61	273	473		113	163	74	5	12	15			93		101	67	63		23	172	1707	
<b>MILL PARK</b>																								
Existing				225	119	75		16	14			4	19		62							15	549	
Recommended				121	193	58	29	23	25			3	16	9	32	25						15	549	
<b>MONTAVILLA</b>																								
Existing					482	41	108	88	40	1		1	3	13	138				5			19	940	
Recommended					370		137	174	57	1		1	3	24	127		2	3			26	14	940	
<b>MT SCOTT ARLETA</b>																								
Existing					217		87	29	5			1		2	32							15	389	
Recommended					62		222	40	11	2	1			5	31		1					15	389	
<b>PLEASANT VALLEY</b>																								
Existing	295	18	1243	40	276	57		34				9			29			22				540	2565	
Recommended		111	1515	27	199			135				7			28			4				540	2565	
<b>POWELLHURST GILBERT</b>																								
Existing	0	47	357	536	319	247		26	34			31	17		63			59	51			49	1836	
Recommended		159	208	657		35	381	112		2	17	8	4	72				45	37		12	85	1836	
<b>SOUTH TABOR</b>																								
Existing					241		77	13	2				0	26	37							20	390	
Recommended					195		71	28	23	1	0	0		34							18	20	390	
<b>WILKES</b>																								
Existing			17	57	20	24		11	25			5		2								5	166	
Recommended			5	45				5	76	25		0		5								5	166	
<b>UNCLAIMED</b>																								
<i>Multnomah County</i>																								
Existing			215	8	5									6				3				121	358	
Recommended			215	5	5			2						9					1			121	358	
<i>Clackamas County</i>																								
Existing			196	92															6			76	371	
Recommended			184	104														4	3			76	371	

## **The Institutional Campus Designation**

The Institutional Campus designation (IR zone) has been applied to large institutions in the plan area. These include high schools, college campuses and the Portland Adventist Medical Center and some surrounding areas. About 1% of the plan area, 191 acres, is covered by this designation. Formerly these institutions were covered by a variety of residential and general commercial designations. The loss of land in single and other multifamily designations is mostly due to the application of the Institutional Campus designation. This does not represent much loss of actual opportunity to construct new housing, since this land is already in institutional use.

Institutional Campus is categorized as a Multi-Dwelling designation and housing is allowed, by right, on land where it is applied. Land in this designation is not counted in calculating maximum buildout. In making potential housing unit projections, it is assumed all housing will be cleared on land with this designation.

## **Changes to Commercial Designations**

The amount of commercially zoned land in the plan area decreases by 78 acres. This is mostly the result of designating land for employment uses that had been General Commercial. General Employment is applied to the southern portion of 82nd and Central Employment is applied where 82nd crosses Foster Road. The Lents downtown has also changed from General Commercial to Central Employment. The employment designations allow a greater range of industrial uses and the changes made are intended to allow jobs paying higher wages to locate in commercial areas. Employment designations also allow commercial uses. Along 82nd Avenue and Foster Road where General Commercial zoning remains, its depth has been increased in certain areas.

There has also been a shift from auto-oriented commercial designations such as General Commercial and Office Commercial 2 to Storefront Commercial and, in the Gateway Regional Center, Central Commercial. Outer southeast has a large amount of General Commercial, 835 acres. On the proposed plan map it has been reduced by 247 acres. Storefront Commercial has been increased by 105 acres and Central Commercial by 148 acres.

Storefront and Central Commercial are considered to be transit supportive designations in Tri-Met's *Planning and Design for Transit* study. Their use is intended to strengthen transit use and service and to allow for more intense development that will create jobs. Storefront Commercial allows more intense development than General Commercial, does not require parking, and is pedestrian-oriented. It is used along streets with transit service and near the 102nd and 122nd light rail stations. Central Commercial is used in the regional center to promote very intense development such as high-rise office buildings. Intense development of commercial land in this area is needed to make it a regional

commercial and employment center This designation, like Storefront Commercial, has a strong pedestrian orientation

### **Changes to Employment and Industrial**

The amount of land designated Employment in the plan area has increased by about 156 acres and the land designated Industrial Sanctuary has decreased by about 197 acres Both designations taken together only account for about 3% of the land in the plan area Some land designated for employment use was commercial under existing zoning as mentioned above A more significant shift was from Industrial Sanctuary to Employment Industrial areas changed to General Employment include the land south of Kelly Butte and the land north of Johnson Creek at the Freeway Land site The portion of the Freeway Land site south of Johnson Creek was given a Comprehensive Plan designation of Central Employment although the zoning remains Heavy Industrial The reason for the change is that the Employment designation allows a greater range of uses than Industrial Sanctuary It would allow office and commercial as well as most industrial uses Two large parcels of land east of Beggar's Tick Marsh designated Industrial Sanctuary have been purchased by the City for flood storage These have been redesignated Open Space on the proposed plan map

### **Changes in Open Space**

The recommended plan map has designated the two parcels mentioned above as open space The I-205 freeway right-of-way has also been designated open space to promote uses such as recreational trails The right-of-way acreage has not been included in the chart on the next page Other sites are designated for possible park acquisition in the Vision Plan, but they are not included in the open space acreage, either These are not sites that the City owns They could be acquired in the future by the City or Metro, only if funds are available, the sites are still considered desirable and the owner is willing to sell

## Outer Southeast Community Plan Recommended Zoning Code Amendments

### Introduction

The zoning code amendments presented in this section of the Plan reflect the recommendations of the Planning Commission. However, the Commission's recommendations were on the content and direction for the code amendments. As of the time of this printing the Planning Commission has not reviewed the detailed language presented here. During the period between publication of this Recommended Plan and City Council's deliberations on this Plan a subcommittee of the Planning Commission will review this specific code language to ensure that the language accurately reflects their decisions on content. Any adjustments in the language needed to improve the translation of the Planning Commission's decisions into actual code language will be included in the amendments document that will be published for City Council consideration this December. All those who participate in the City Council's hearings process will receive notification of the availability of the amendments document.

The Community Planning program seeks to update the Comprehensive Plan by working within the existing code and avoiding amendments to the zoning code. The program's primary responsibility is to update the Comprehensive Plan and Zoning maps. However, some aspects of the community planning mission require consideration of code amendments. Community plans are expected to update plan districts which are in effect within the study area. During the City Council's hearings on the uplands environmental protection zoning Council directed that the Outer Southeast Community Plan include consideration of a transfer of development rights provision for Kelly Butte. In addition, staff has been encouraged to consider code amendments aimed at enhancement of the Springwater Corridor, required housing on large commercial sites, and incentives for development which will better address service deficiencies existing in the southeast portion of the study area.

The recommended Outer Southeast Community Plan's code amendments are suggested within the following framework:

1. A community plan, such as the Outer Southeast Community Plan, should avoid Citywide code amendments. Although the City's code will be amended the effect should be within the Outer Southeast Community Plan study area.
2. The overall net effect should be aimed at avoiding complexity and simplifying the code structure and the permitting process.

3. Code amendments which increase the complexity of the code should be proposed only when no simpler implementation tool can be identified
4. It is preferable to encourage change through the creation of development incentives. Creation of development incentives may be an example of an acceptable new provision which adds complexity to the code
5. Plan districts are inherently a complexity in the code. When updating plan districts consideration of their deletion from the code will be part of the process
6. Code amendments should be written to address a frequent situation or large area. The code should not be amended to solve a problem for a single site or small number of properties
7. Amendments must fit within the structure of the City's new (1991) zoning code
8. Amendments must be consistent with and supportive of the City's Comprehensive Plan and applicable Statewide Goals

In the following presentation of amended code language new language is underlined and existing language being deleted is indicated with a ~~strike-through~~. When an entire new chapter or section is added it is presented without underlining to enhance readability.

Preceding each new section of code language is a sentence or short paragraph in *italic type*. This information is provided to help explain the purpose of the change to each section. The *italic text* is informational only and will not be adopted as part of the code. This informational text will be cited and adopted as findings supporting adoption of the code language. In the future this text may be used to interpret the code language or determine the legislative intent behind the language.

Subsequent to City Council's deliberations on these recommended changes to the code revised language will be submitted to City Council for adoption. This revised language will reflect any amendments made by the Council. Revisions may also reflect minor adjustments in the code language found necessary to improve the code's readability and clarity.

property located in the creek flood plain. As a result the plan district regulates runoff, filling, and tree cutting in critical locations near the creek.

There are other issues in the area which have surfaced during the Outer Southeast Community Plan's development. These include the impact of growth on the Johnson Creek flood plain, transfer of development rights, creating incentives for provision of urban services as part of new development, and the protection and enhancement of the Springwater Corridor. The recommended changes to the Johnson Creek plan district are intended to protect natural and recreational resources, promote development that takes advantage of investments in public infrastructure, and to ensure that development does not have an adverse impact on Johnson Creek and the Johnson Creek flood plain.

### **The Gateway Plan District**

The Gateway plan district was established to incorporate Multnomah County's light rail supportive code provisions into Portland's Zoning Code subsequent to the area's annexation. These provisions encouraged development supportive of a major light-rail transit center at Gateway. The development area that extends from the Gateway Shopping and Transit Center south to Mall 205 and Portland Adventist Hospital is the largest concentration of intense urban uses between the Portland Central City and Downtown Gresham. The Recommended Outer Southeast Community Plan supports the development of the Gateway area as a "Regional Center," in Metro's 2040 Plan.

Gateway's location at a hub of existing transportation routes and both existing and future light rail and other public transit make the Gateway-to-Portland Adventist Medical Center urban complex the commercial heart of East Portland. As such, this is a crucial area with the critical mass to attract significant future development to the study area. Continuation of the Gateway plan district is an important aspect of supporting Gateway's role as a Regional Center. A central component of Multnomah County's Gateway plan district was to require new development to a stronger street orientation, improved pedestrian circulation, and the arrangement of parking lots to support both commercial business and public transit. A significant requirement in Metro's 2040 Plan for Regional Center is that they be transit and pedestrian supportive.

Changes in the Gateway plan district are intended to improve the character of new development in the Gateway Regional Center subarea and in the MAX light rail corridor.

### **The Glendoveer Plan District**

The Glendoveer plan district was established to maintain special provisions for residential developments. These provisions were originally adopted by Multnomah County. The original provisions provided larger minimum lot size restrictions (7500 sq ft) and larger setbacks for dwellings and accessory buildings. The southern portion of the plan district is within the one-half mile of the MAX line. Over time, as the City needs to meet housing goals, the Glendoveer area is a prime location for some increase in the amount of housing. Phasing out the plan district within the study area allows additional residential development to be accommodated. Large lots existing in the area make future partitions and small land divisions possible. The Recommended Outer Southeast Community Plan repeals the Glendoveer plan district within the Outer Southeast Community Plan's boundary.

### **The Powell Boulevard Plan District**

The Powell Boulevard plan district was developed to replace the Y Overlay Zone. The purpose of the Y Overlay Zone was to accommodate ODOT's Powell Boulevard widening project which was constructed in the early 1980s. The widening took out the parking of many businesses and increased noise impacts on residential areas to the south of Powell. To mitigate these impacts, the Y Zone restricted residential development, required design review, and the provision of a masonry noise wall. The wall can be seen in many areas of Powell between SE 52nd and SE 82nd today. The primary function of the plan district now is to maintain the noise wall. The plan district will be continued as part of the Recommended Outer Southeast Community Plan.



## Chapter 33.535 Johnson Creek Basin Plan District Amendments

These amendments propose additions and changes to the existing Johnson Creek Basin plan district regulations. They include provisions for

- Expansion of the Johnson Creek Basin plan district to include Kelly Butte and the Johnson Creek flood plain and other nearby areas,
- Density bonuses for provision of urban services,
- Restrictions on patterns of development that might contribute to flooding problems within the Johnson Creek flood plain,
- Transfer of development rights from environmentally sensitive areas, and
- Protection and enhancement of the Springwater Corridor

Enlarging the plan district is recommended to include the Mixed Neighborhoods subarea of the Outer Southeast Community Plan area. The current plan district covers roughly the Mt. Scott/Johnson Creek subarea.

The expanded plan district is divided into three parts - the Kelly Butte, Johnson Creek flood plain and South Subdistricts. The Kelly Butte and Johnson Creek flood plain subdistricts are roughly the Mixed Neighborhoods subarea. Much of the Mixed Neighborhoods subarea has recently been annexed and is in the process of having sewer lines installed. These new regulations will encourage an urban level of development in areas where it will not lead to increased flooding and degradation of Johnson Creek. Density bonuses are offered to encourage development at locations convenient to transit. To continue the protection of environmentally-sensitive areas and to prevent further degradation of Johnson Creek, most of the current plan district regulations will continue to apply to the South Subdistrict which includes the current plan district area with some additions.

These proposed amendments will add to the protection and enhancement of Johnson Creek Basin's natural and recreational resources. A process is proposed that allows transfers of development rights from environmentally sensitive areas such as Kelly Butte to elsewhere in the plan district.

Regulations requiring landscaped buffers and tree planting along the Springwater Corridor are also included.

**CHAPTER 33.535  
JOHNSON CREEK BASIN PLAN DISTRICT**

**Sections**

**General**

- 33 535 010 Purpose
- 33 535 020 Where These Regulations Apply
- 33 535 030 Items Subject to These Regulations

**Development Standards**

- 33 535 100 General Development Standards
- 33 535 110 Springwater Corridor Standards
- 33 535 120 Transfer of Development Rights
- 33 535 130 Bonus Density

**Land Division South Subdistrict Development Standards within the South Subdistrict**

- 33 535 200 Land Classifications
- 33 535 205 Tree Removal
- 33 535 210 Maximum Density for PUDs and Cluster Subdivisions
- 33 535 220 Minimum Lot Sizes for Subdivisions and Partitions
- 33 535 230 Conservation of Class I, II, and III Lands
- 33 535 240 Contesting the Land Classification Designation

**Johnson Creek Flood Plain Subdistrict**

- 33 535 300 Housing Types
- 33 535 310 Density Regulations

**Relationship to Environmental Zone Regulations**

- 33 535 400 Items Exempt from Environmental Regulations
- ~~33 535 320 Guidelines of the Johnson Creek Basin Plan Protection Plan~~

**Map 535-1 Johnson Creek Basin Plan District**

**General**

**33.535.010 Purpose**

The Johnson Creek Basin plan district provides for the safe, orderly, and efficient development of lands which are subject to a number of physical constraints, including significant natural resources, steep and hazardous slopes, flood plains, wetlands, and the lack of streets, sewers, and water services At certain locations, the density of development is limited by applying special regulations to new land division proposals Class I and II lands are given priority for designation as common open space in PUDs and cluster subdivisions, and existing vegetation on Class I, II, and III lands is encouraged to be preserved In addition, restrictions are placed on all new land uses and activities to reduce stormwater runoff, provide groundwater recharge, reduce erosion, enhance water quality, and retain and enhance native vegetation throughout the plan district At other locations

development is encouraged and mechanisms are included that provide relief from environmental restrictions

This plan district is intended to be used in conjunction with environmental zoning placed on significant resources and functional values in the Johnson Creek basin, to protect resources and functional values in conformance with Goal 8 of the Comprehensive Plan and statewide planning Goal 5 ~~Where there are conflicts between this plan district and the environmental zone regulations, the regulation of the plan district apply~~

*Changes to this Section reflect the addition of the Mixed Eras Neighborhoods subarea to the Johnson Creek Basin plan district and the division of the plan district into three subdistricts*

### **33 535.020 Where These Regulations Apply**

The ~~plan district~~ regulations of this Chapter apply to ~~lands shown the Johnson Creek Basin Plan District~~ The boundaries are shown on Map 535-1 at the end of this Chapter, and on the Official Zoning Maps ~~The boundary of the plan district is based on the Johnson Creek Basin plan district document~~ The plan district is divided into three subdistricts These subdistricts allow some of the plan districts provisions to be applied in only part of the district The three subdistricts are also shown on Map 535-1 The three subdistricts are

- South Subdistrict,
- Kelly Butte Subdistrict, and
- Johnson Creek Flood Plain Subdistrict

### **33 535.030 Items Subject to These Regulations**

~~Unless exempted in 33-535-300,~~ The following are subject to the development standards and required reviews of this chapter

- A. New development and exterior alterations,
- B. New above or below ground utilities that are not in public rights-of-way, and
- C. Removal of trees greater than six inches in diameter

## Development Standards

*Changes in this Section reflect the expansion of the plan district. New areas added are not appropriate for some of these regulations. Regulations appropriate for the current boundary but not the recommended additions have been moved to Section 33.535.205 Site Development Standards.*

### **33.535.100 General Development Standards.**

The standards of this Section are ~~applicable~~ apply to ~~all sites within the~~ entire Johnson Creek Basin plan district

- A. Above-ground structures are not allowed within the Johnson Creek floodway as delineated by the Federal Emergency Management Agency (FEMA) on July 1, 1991. An exception to this is fences, which are allowed subject to standards set by the Bureau of Environmental Services
- ~~B. No more than 50 percent of any site may can be developed in impervious surface~~
- ~~C. Trees greater than six inches in diameter may be removed only in the following situations:
  - 1—When they are within ten feet of an existing or proposed building or five feet of a paved surface,
  - 2—When they are diseased or pose an immediate danger, as determined by the City Forester or a certified arborist, or
  - 3—When they are below the ordinary high water level of Johnson Creek~~
- ~~C. Stormwater collection systems shall must allow no greater volume of stormwater flow off the site than 110 percent of what would occur under existing conditions. There shall must be no increase in peak flows leaving the site, including during construction. Stormwater collection systems must shall meet adopted Bureau of Environmental Services and Bureau of Buildings design and construction standards~~
- B. Water discharge to Johnson Creek or its tributaries shall not increase the existing level of Priority Pollutants as defined by the United States Environmental Protection Agency, sediment, temperature, or fecal enterococcus in the receiving water body. Systems shall meet adopted Bureau of Environmental Services and Bureau of Buildings design and construction standards

- C. Release of water from Powell Butte reservoirs into Johnson Creek is prohibited unless there is a system malfunction or when the release would result in no more than a 10% increase in water volume at any point in the creek during the release period. Water discharged during scheduled release periods must be dechlorinated.
- D. All vegetation removal activities must be surrounded or protected in a manner to prevent erosion and sediment from leaving the altered site.

*This new Section is intended to protect and reinforce the scenic qualities of the Springwater Corridor. Parking, buildings, and waste related activities are required to be set back from the corridor and a narrow landscaped buffer is required to be developed as part of new proposals along the Corridor's edges.*

### **33 535 110 Springwater Corridor Standards**

- A Purpose.** This Section ensures protection of the Springwater Corridor as a recreation and scenic amenity.
- B Applicability.** The standards of this Section apply to all new development adjacent to the Springwater Corridor. These regulations do not apply within a public right-of-way. The Springwater Corridor is shown on the Official Zoning Maps and on Map 535-1, located at the end of this Chapter.
- C Standards.**
  - 1 General standards**
    - a Motor vehicle areas.** Motor vehicle parking, loading, and maneuvering areas are not allowed within 20 feet of the Springwater Corridor.
    - b Waste collection and waste storage areas.** In R3, R2, R1, RH, RX, IR, C, E, and I zones exterior waste collection and waste storage areas must be screened from the corridor, the screen must meet the L2 standard in Chapter 33 248 Landscaping and Screening. Waste collection areas include garbage collection and recycling areas.
    - c Retain existing trees.** Trees within 20 feet of a property line abutting the Springwater Corridor that are more than 6 inches in diameter must be retained unless removal conforms to one or more of the following standards.

- (1) The tree is determined by a certified arborist to be dead or diseased and needs to be removed, or it constitutes an immediate hazard to life or property, or
- (2) The tree is within a water, sewer or other utility easement, or
- (3) The tree is within a proposed roadway or City-required construction easement, including areas devoted to curbs, parking strips or sidewalks, or vehicle areas

## 2 Special setback standards

- a Landscaped buffer required New development and expansion of existing development must be set back and provided with a landscape buffer along property lines that abut the Springwater Corridor
- b C, E, and I zones In C, E, and I zones a 10 foot landscaped buffer is required along a property line that abuts the Springwater Corridor The buffer must be planted with landscape materials from the Portland Plant List listed as native species and must meet the L1 landscaping standard of Chapter 33 248 Landscaping and Screening Existing trees may be used to meet the tree planting requirement of the L1 standard
- c R zones In R zones a 20 foot landscaped buffer is required along a property line that abuts the Springwater Corridor The buffer must be landscaped to meet an L1 standard or allowed to remain in native vegetation Existing trees may be used to meet the tree planting requirement of the L1 standard
- d Bicycle and pedestrian paths Connections for bicycles and pedestrians are allowed through the setback area

*This new Section allows development rights from properties subject to environmental regulations to be transferred to another location in the plan district. City Council directed that such a transfer provision be considered as part of the development of the Outer Southeast Community Plan*

### **33.535 120 Transfer of Development Rights**

- A. Purpose.** These Transfer of Development Rights regulations preserve development opportunities for new housing and reduce development pressure on environmentally sensitive sites. Development rights can be transferred from sites with the Environmental Protection Overlay Zones or sites within the Johnson Creek Flood Plain Subdistrict to areas that can accommodate the additional density without environmental conflict.
- B. Regulations.** Transfer of development rights between sites in the plan district is allowed as follows:
1. Definition. For the purposes of this chapter, "development rights" means the number of potential dwelling units that would be allowed on the site. Bonus density is not considered to be a transferable development right.
  2. Sending sites. Sites in the single-dwelling zones where at least 50 percent of the site is within the Environmental Protection Overlay zone may transfer development rights.
  3. Receiving sites. Dwelling units may be transferred to any location within the Johnson Creek plan district except to:
    1. Portions of the receiving sites that are in either a "c" or "p" Environmental overlay zone, and
    2. Portions of the receiving sites located within the Johnson Creek Flood Plain Subdistrict.
- C. Maximum density.** The density of the receiving site may not exceed 200% of the allowable density.
- D. Transfer procedure.** Transfer of development rights is allowed as follows:
1. Planned unit development (PUD) required. The receiving site's development proposal must be approved for development through the Planned Unit Development (PUD) regulations of Chapter 33 269.

2 Sending site included The sending site must be a part of the application for PUD review on the receiving site

3 Covenant with the City The owner must execute a covenant with the City, as described under Section 33 700 060 Covenants with the City The covenant must reduce the site's maximum development potential enough to reflect the entire transfer The covenant must be recorded before approval of the final plan, or if the PUD includes a land division, before the Director's approval of the final plat

E. Adjustments prohibited. Adjustments to the provisions of this section are prohibited

*This new Section offers increased density for projects located and designed to efficiently utilize public infrastructure Development is limited to attached residential to insure that the bonus density supports and does not erode owner occupancy*

### **33 535 130 Bonus Density**

A Purpose. Density bonuses promote denser development and encourage development in areas that have full and efficient urban services They also encourage development patterns that reduce impact on environmentally sensitive sites

B Eligibility. Density bonuses are allowed except in the Johnson Creek Flood Plain Subdistrict and sites partially or completely within an environmental overlay zone Density bonuses on these sites are prohibited

C Maximum density. Proposals that meet the requirements of Subsection D, below, are allowed to increase their maximum density by 50 percent Bonus density may be combined with transfer of development rights The maximum increase in density that will be allowed when bonus and transfer development rights are combined is 100 percent

D. Requirements Proposals to use density bonuses must meet the following

1 Planned unit development (PUD) required The proposal must be approved for development through the Planned Unit Development (PUD) regulations of Chapter 33 269

2 Development Development must be attached residential and must meet the development standards applicable to attached residential developments in R2 zones Adjustments are prohibited



- 3 Access to transit Access from each dwelling unit within the proposal to a transit street or transitway, as identified in the Transportation Element of the City's Comprehensive Plan, must be provided. The access must be by a direct route that is not more than one-quarter mile long. A direct route is one that follows public or private streets. A direct route may also include a pedestrian path developed as part of the proposal if the City receives a pedestrian access easement for public use of the pedestrian way or path.
- 4 Sewer and water Development sites within the project must be served by City sanitary sewer and water lines located in dedicated right-of-ways.
- 5 Storm water retention and detention All storm water originating on the site must be managed to ensure that development on the site does not contribute to flooding. Stormwater collection systems must be designed so that post development stormwater flow off the site is no greater than the pre-development flow off the site.

#### South Subdistrict Development Land-Division Standards

*The amendment to this Section reflects the expansion of the plan district's area. The South Subdistrict reflects the current boundaries of the Johnson Creek plan district. Regulations developed specifically for this area and currently applicable to the area are listed in this series of sections.*

#### **33.535.200 Land Classifications**

All land in the ~~plan district~~ South Subdistrict is divided into five land classifications, Classes I through V, as shown in the Land Classification for the Johnson Creek Basin Protection Plan. Class I lands are generally the steepest sites having the greatest amount of natural hazards and water features, while Class V lands are generally flat without natural hazards or water features. This land classification system is the basis for the regulations of this chapter.

*This Section's provisions are presently in the code They have been moved to this new location to limit their application to the present boundaries of the Johnson Creek plan district*

**33 535.205 Site Development Standards**

**A Tree removal** Trees greater than six inches in diameter may be removed only in the following situations

- 1 When they are within ten feet of an existing or proposed building or five feet of a paved surface,
- 2 When they are diseased or pose an immediate danger, as determined by the City Forester or a certified arborist, or
- 3 When they are below the ordinary high water level of Johnson Creek

**B. Impervious surface** No more than 50 percent of any site ~~may~~ can be developed in impervious surface

**C Stormwater collection** Stormwater collection systems ~~shall~~ must allow no greater volume of stormwater flow off the site than ~~40~~ 100 percent of what would occur under existing conditions There ~~shall~~ must be no increase in peak flows leaving the site, including during construction Stormwater collection systems must ~~shall~~ meet adopted Bureau of Environmental Services and Bureau of Buildings design and construction standards

*This is an existing Section No changes are proposed It is included to allow the reader to see how the recommended amendments to the Johnson Creek plan district fit into the plan district's existing provisions*

**33.535.210 Maximum Density for PUDs and Cluster Subdivisions**

The maximum allowed density of development for PUDs and cluster subdivisions is determined by calculating the number of acres in each land classification and multiplying those figures by the following units per acre

Land Class	Density
Class I and II lands	One-fourth the minimum density allowed in the base zone
Class III lands	One-half the minimum density allowed in the base zone
Classes IV and V lands	Minimum density allowed in base zone

*This is an existing Section No changes are proposed It is included to allow the reader to see how the recommended amendments to the Johnson Creek Basin plan district fit into the plan district's existing provisions*

### **33.535 220 Minimum Lot Sizes for Subdivisions and Partitions**

The following minimum lot sizes apply for all subdivisions and major partitions, excluding PUDs, cluster subdivisions, and minor partitions. Minor partitions must meet the minimum lot sizes of the base zone.

- A. **Up to 50 percent Class I, II, III.** If up to 50 percent of the site area is classified as Class I, II, and III lands, the minimum lot size is the minimum lot size allowed in the base zone.
- B. **More than 50 percent Class I, II, III.** If more than 50 percent of the site area is classified as Class I, II, and III lands, the following minimum lot sizes apply:
  1. If less than 20% of the site area is classified as Class I and II lands, the minimum lot size is two times the minimum lot size allowed in the base zone.
  2. If 20% to 50% of the site area is classified as Class I and II lands, the minimum lot size is three times the minimum lot size allowed in the base zone.
  3. If more than 50% of the site area is classified as Class I and II lands, the minimum lot size is four times the minimum lot size allowed in the base zone.

*This is an existing Section No changes are proposed It is included to allow the reader to see how the recommended amendments to the Johnson Creek Basin plan district fit into the plan district's existing provisions*

**33.535 230 Conservation of Class I, II, and III Lands**

When designing PUDs and cluster subdivisions, Class I and II lands must be given first priority for designation as common open space and are to be maintained in a natural state Existing non-nuisance plants as listed in the Portland Plant List on Class I, II, and III lands should be preserved where practical The purpose of these requirements is to conserve significant natural areas, decrease the potential for erosion, decrease the amount of surface water runoff, and help stabilize areas prone to landslides

*This is an existing Section No changes are proposed It is included to allow the reader to see how the recommended amendments to the Johnson Creek Basin plan district fit into the plan district's existing provisions*

**33.535 240 Contesting the Land Classification Designation**

The land classification for a property shown in the Land Classification for the Johnson Creek Basin Protection Plan may be contested through a Type III procedure The landowner must include supporting materials prepared by a qualified engineering geologist, proving that the land classifications shown in the Development Manual for that property are incorrect The pre-application conference is waived in these instances

**Johnson Creek Flood Plain Subdistrict**

*Housing types are limited in the flood plain to ensure that new development is limited to patterns that reduce potential impacts on the flood plain Higher density forms of development are better able to place living spaces above the flood plain and to reduce the need to create additional impermeable surfaces*

**33.535.300 Housing Types**

In R3, R2, or R1 zones housing types are limited to Multi-Dwelling structures and Attached Housing Adjustments are prohibited

*This Section eliminates the minimum density standard for land divisions and PUDs in the Johnson Creek Subdistrict. A corresponding amendment will also be required in Title 34 to Section 34 50 015 Minimum Density.*

**33 535 310 Density Regulations**

Within the Johnson Creek Flood Plain Subdistrict the minimum density regulations in Chapter 34 50 015 Minimum Density are modified. In R20, R10, R7, R5, and R2 5 zones there are no minimum density standards.

**Relationship to Environmental Zone Regulations**

*This is an existing Section. No changes are proposed. It is included to allow the reader to see how the recommended amendments to the Johnson Creek Basin plan district fit into the plan district's existing provisions.*

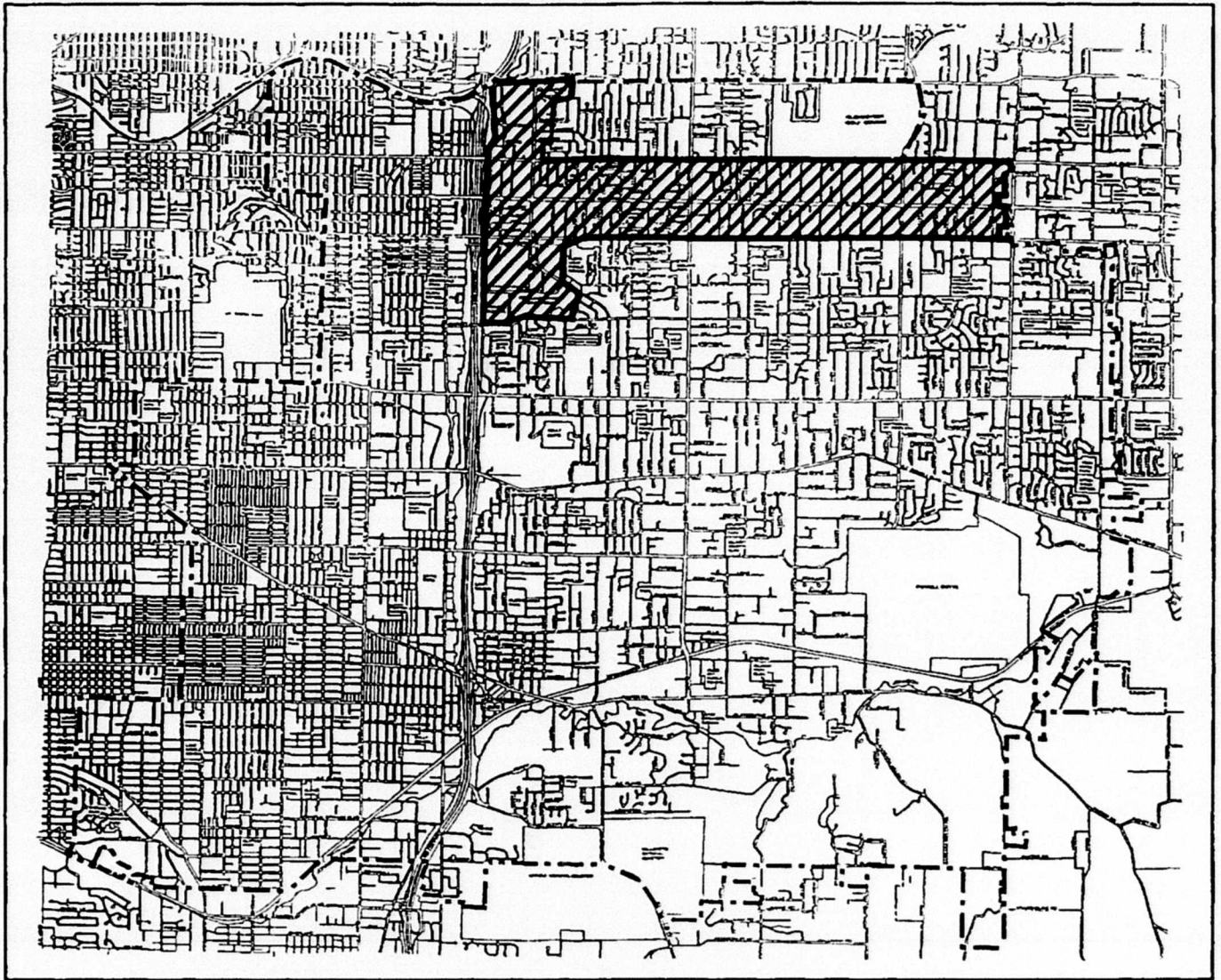
**33.535.400 Items Exempt from Environmental Regulations**

The following items are exempted from environmental regulations within the plan district, as they are compatible with the purposes of the plan district and will not adversely impact significant resources and functional values:

- A. Removing trees within Johnson Creek below the ordinary high water level,
- B. Items and conditions listed in the Johnson Creek Basin Protection Plan document as "Site-Specific Compatible Uses and Activities" in Chapter 8, Inventory Site Summaries,
- C. Constructing a public recreation trail and support facilities within the Springwater Line right-of-way, and
- D. Maintenance within existing rights-of-way including road widening, rebuilding of bridges, resurfacing, and installation of curbs and sidewalks

**~~33.535.320 Guidelines of the Johnson Creek Basin Protection Plan~~**

~~All land uses and activities subject to the environmental regulations should consider the Guidelines of the Johnson Creek Basin Protection Plan. See pages 136 through 142 of the Johnson Creek Basin Protection Plan.~~



Outer Southeast Community Plan October 1995


**RECOMMENDED**

**OUTER  
SOUTHEAST  
COMMUNITY  
PLAN**

**MAP 526-1**

## Gateway Plan District Map

### Legend

- Outer Southeast Community Plan Boundary
-  Gateway Plan District Boundary

## Chapter 33.525 Gateway Plan District Amendments

These amendments propose additions and changes to the existing Gateway plan district. These provisions are intended to reinforce a Regional Center and Station Communities along the MAX light rail line, as envisioned in Metro's 2040 Concept Plan for growth. The amendments include provisions for

- Enlarging the plan district to include the light rail corridor east of Gateway to the City limits,
- Incorporating the provisions of the "t" Transit Overlay Zone into the enlarged Gateway plan district,
- Minimum densities for R2, Residential development,
- A lowered minimum density for RH, High Density Residential development,
- Open area requirement to encourage a street grid pattern which improves circulation for pedestrians, bicycles and local auto trips,
- Increased FAR and building height west of 127th Avenue,
- Development Standards for Large Multi-Dwelling Residential Developments, and
- Required housing for sites over five acres zoned Commercial or Employment

The district is expanded to include the Gateway Regional Center and MAX Corridor subareas of the Outer Southeast (OSCP) Community Plan (see Vision Plan Map). The current Gateway plan district covers the Gateway Shopping Center and the Gateway MAX light rail station. An open area requirement is proposed to achieve a 200 by 200 foot street grid pattern and facilitate circulation for pedestrians.

**Chapter 33.526**  
**Gateway Plan District Amendments**

*(New Chapter replaces 33 525 and East of Willamette River sections of the "t" zone, Chapter 33 450, sections 33 450 100 through 33 450 250)*

Sections

General

- 33 526 010 Purpose
- 33 526 020 Where these Regulations Apply

Use Regulations

- 33 526 100 Purpose
- 33 526 110 Use Restrictions
- 33 526 120 Required Housing in Business Zones
- 33 526 130 Housing Regulations

Development Standards

- 33 526 200 Purpose
- 33 526 210 Building Height and Bulk
- 33 526 220 Open Area Requirement
- 33 526 230 Special Building Setbacks
- 33 526 240 Site Design
- 33 526 250 Building Design
- 33 526 260 Parking

Map 526-1 Boundaries of the Gateway Plan District

**General**

*This Section establishes the purpose of the plan district*

**33.526 010 Purpose**

The Gateway plan district provides for an intensive level of mixed-use development including retail, office, and housing to support light rail transit stations and the Regional Center at Gateway This is accomplished by

- Encouraging new development and expansions of existing development to promote the district's growth and light rail transit ridership,
- Promoting compatibility between private and public investments along the light rail system through building design and site layout standards which provide safe, pleasant, and convenient access for pedestrians to the light rail transit station, and
- Requiring that new development create attractive and convenient facilities for the pedestrians and transit patrons that visit, live, work, and shop there



**33.526.020 Where these Regulations Apply**

The regulations of this chapter apply to development in the Gateway plan district. The boundaries of the plan district are shown on the Map 526-1 at the end of this chapter, and on the Official Zoning Maps.

**Use Regulations**

*This Section sets out the purpose of limiting some uses within the plan district's boundaries.*

**33.526.100 Purpose**

Uses in the Gateway plan district are restricted to ensure that development does not conflict with the public investment in transit or the role Gateway plays as a Regional Center. The Gateway Regional Center will be the downtown for over 100,000 people. The Regional Center is targeted for major new investment in office, retail, and service business development. Significant amounts of new housing are also planned. Limiting uses to those that support transit patrons and pedestrians will ensure that private investment complements the public's transit investment and Gateway's role as a location for a significant share of the region's future growth.

*This Section's provisions are currently in effect in this area as part of the "t" Transit Overlay Zone and the old Gateway plan district. They have been modified to reflect the new zoning recommended for the Gateway plan district.*

**33.526 110 Prohibited Uses and Developments**

- A. Purpose.** Uses that primarily service, orient to, or attract motor vehicles are prohibited in C and EX zoned areas of the Gateway plan district. Within the Gateway plan district uses should orient to and serve the needs of pedestrians and transit patrons.
- B. Prohibited uses.** The following uses are prohibited in C and EX zones
  - 1 Vehicle Repair And Quick Vehicle Servicing, and
  - 2 Commercial parking facilities
- C. Prohibited developments.** The following developments are prohibited in C and EX zones
  - 1 Exterior display and storage. Outdoor seating for restaurants and pedestrian-oriented accessory uses, such as flower, food, or drink stands,

are allowed by right Temporary open-air markets and carnivals are also allowed, and

2 Drive-through facilities

*This Section's provisions are aimed at large parcels in C and EX zoning The Planning Commission wanted to require a small amount of housing development to expose owners to the potential of mixed use The Commission believes that many proposals will ultimately include much more housing than the small amount required as developers learn the advantages of mixed use projects Thresholds are established to ensure that the requirement will be addressed by owners of existing expanding developments as well as by those building new developments*

**33.526 120 Required Housing in C and EX Zones**

- A **Purpose.** This provision ensures that large developments include residential uses Requiring that a small amount of housing be part of development in C and EX zones is intended to prompt developers and owners to explore and take advantage of opportunities for more intense housing and mixed-use projects
  
- B. **Housing requirement** In C and EX zones, development on large sites and on large ownerships must include housing The minimum required amount of housing is at least one dwelling unit for each 10,000 square feet of site or ownership area However, the amount of housing that is required for each proposal is calculated based on the thresholds and requirements below
  - 1 **Applicability** Sites that are larger than 200,000 square feet must meet the housing requirement Developments on ownerships larger than 200,000 must also meet the housing requirements
  
  - 2 **Thresholds** The housing requirement is applied to building or remodeling projects that exceed the following thresholds
    - a **Remodeling** Proposals that include building additions of 2,500 square feet or more must meet the housing requirement, or
  
    - b **New development** New developments of 1,000 square feet or more must meet the housing requirement

- 3 Amount of housing required Proposals that exceed the thresholds of Subsection B, above, must meet the following
- a New development or additions For new development or additions at least 1 square foot of residential development is required for each square foot of nonresidential development, up to the amount of housing needed to meet the requirements of Subsection B, above
  - b Measurement For purposes of this Subsection, the measurement standards of 33 130 235, Additional Requirements in the CM Zone, apply

*This Section establishes new provisions and melds provisions of the "t" Transit Overlay Zone into the Gateway plan district A new lower minimum density limit is set in RH zones to encourage development near light rail A minimum density is established within the plan district for areas in the R2 zone Existing regulations governing manufactured housing and attached residential development in single dwelling zones are from the "t" zone*

### **33.526.130 Housing Regulations**

- A. Purpose.** Housing is regulated to ensure that new housing built will be at transit-supportive densities and that development standards will not result in transit-supportive development being delayed
- B. Minimum residential density.** The minimum density of residential developments is limited as follows
  - 1 In RH zones In RH zones the minimum residential density is one unit per 1,500 square feet of site area
  - 2 In R2 zones In R2 zones the minimum residential density is one unit per 3,000 square feet of site area
- C. Manufactured Housing.** The siting of new manufactured houses, mobile homes, and mobile home parks is prohibited in R3, R2.5, R2, R1 and RH zones However, a manufactured home may be constructed on a vacant substandard lot

- D. **Attached houses.** Attached housing at an R2 5 density is allowed in the R5 or R7 zone if it will be located on a corner, on a light rail alignment, or on site where a side or rear lot line abuts a multi-dwelling, C, E, or I zone. The attached housing development must meet the development standards of the R2 5 zone.

### Development Standards

*The standards of this series of sections are intended to ensure that new development complements and is complemented by the public's investment in light rail transit. Many of these provisions are in effect today as part of the "t" Transit Overlay Zone.*

**33.526.200 Purpose** These development standards are intended to set the stage for the growth of an intense mixed-use regional center and light rail station areas. Existing light rail and a future transit connection to Portland International airport, makes the Gateway Regional Center a potential hub of activity and an important international gateway. High-density structures and urban street amenities such as outdoor cafes, specialty shops, restaurants, display windows and plazas are envisioned in the Gateway Regional Center and around the light rail stations located along East Burnside. A tight street grid heightens opportunities for the pedestrian in terms of movement, interaction, visual stimulation, variety and choice. With numerous corners, the small block structure generates a vibrant, pedestrian-oriented environment with attractive store fronts, shopping windows, and meeting places.

*This Section increases height limits in the western part of the Gateway plan district to aid in implementing the vision of Gateway as a Regional Center. Regional Centers are intended to be like small downtown areas that serve at least 100,000 people. Greater height and FARs are permitted to allow denser development. The minimum FAR standard is presently in effect in the area as part of the "t" Transit Overlay Zone.*

#### **33 526 210 Building Height and Bulk**

- A. **Purpose** Greater building height and bulk is allowed to encourage new development near the light rail transit facility and the Gateway Regional Center. Minimum FARs create a more intense built-up environment, oriented to pedestrians at locations near to light rail stations.
- B. **Building height** The maximum building height is 120 feet in the R1, RH, RX, IR, CM, CS, CX, and EX zoned land located west of SE 127th.