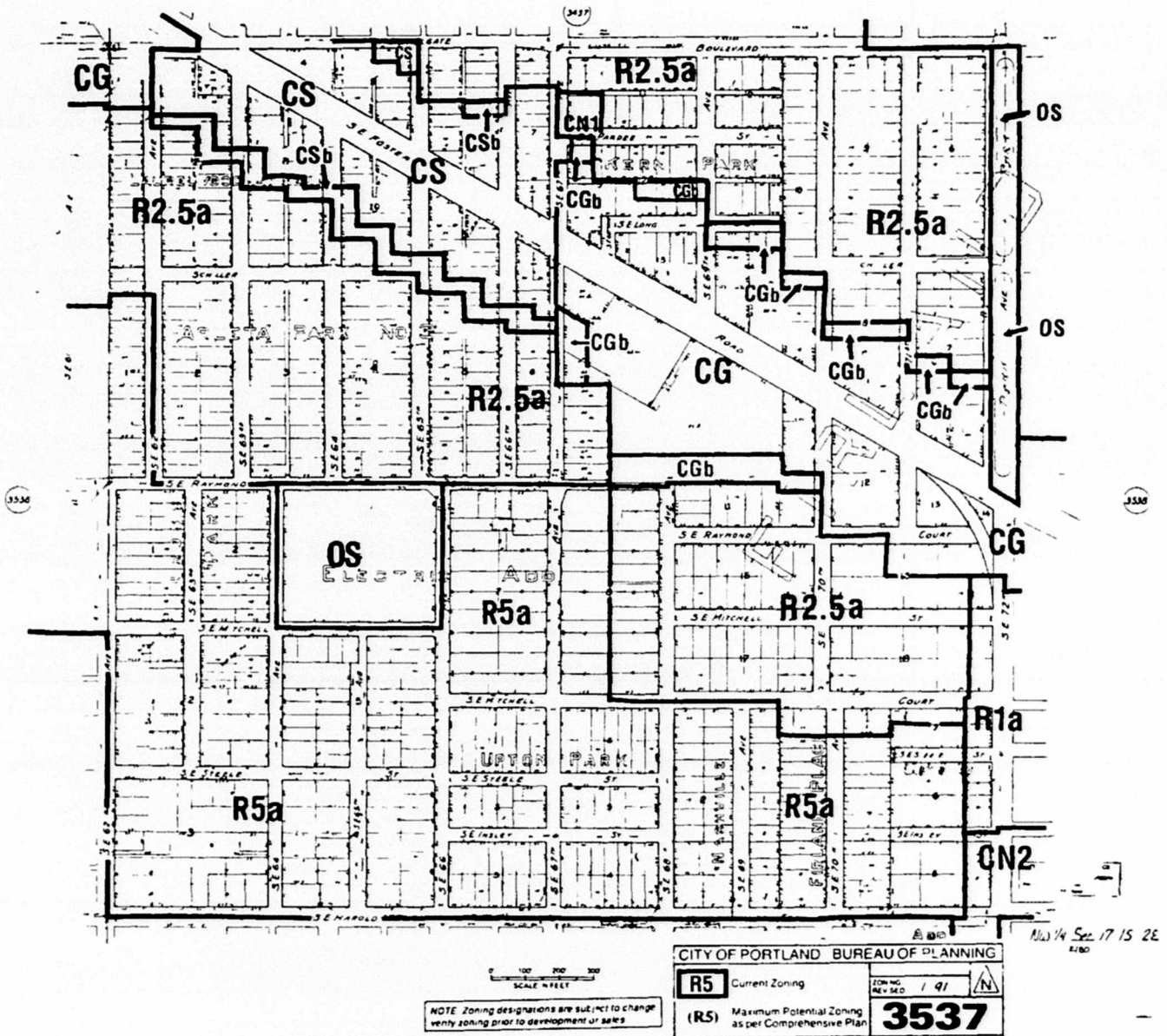


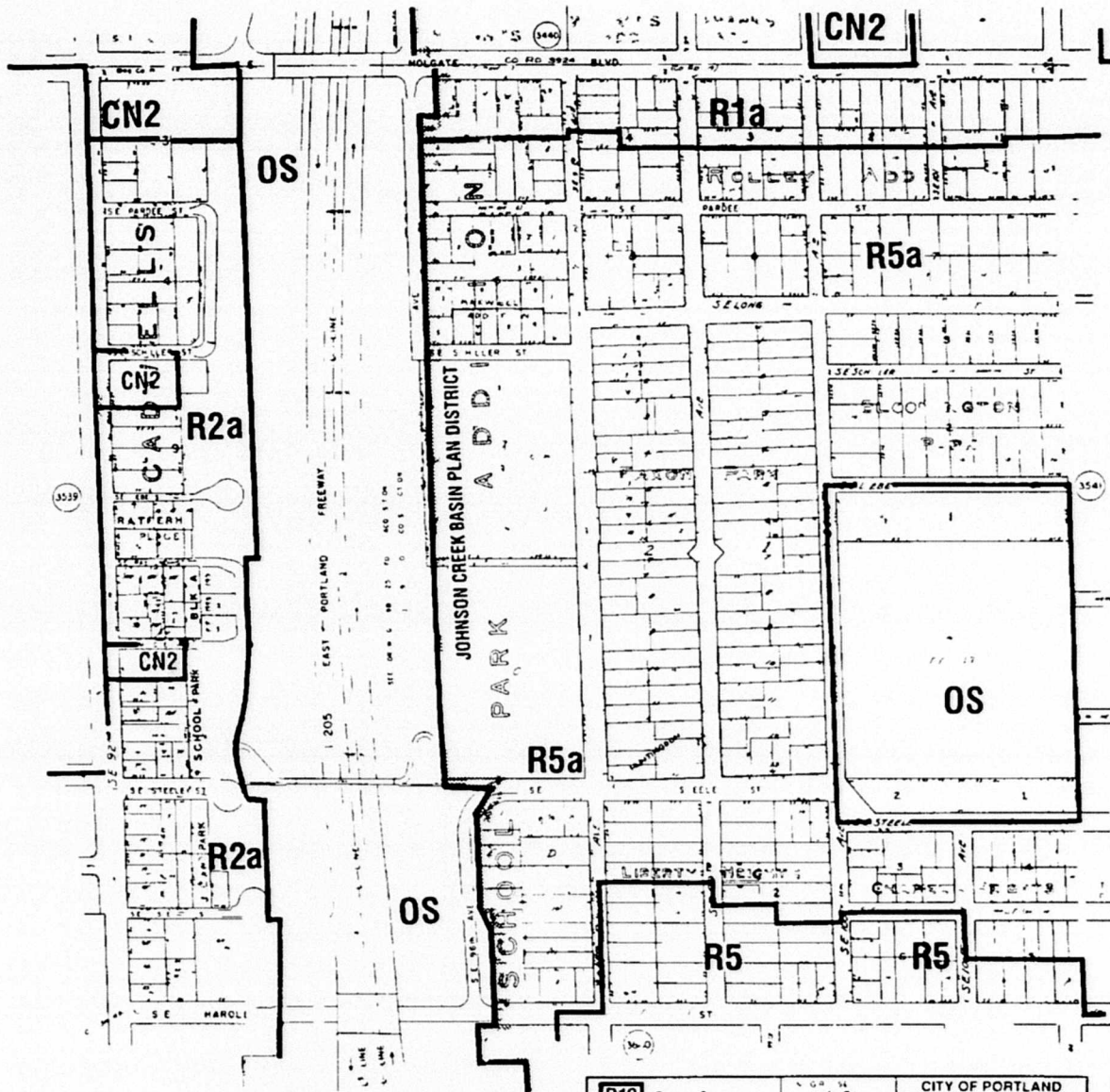
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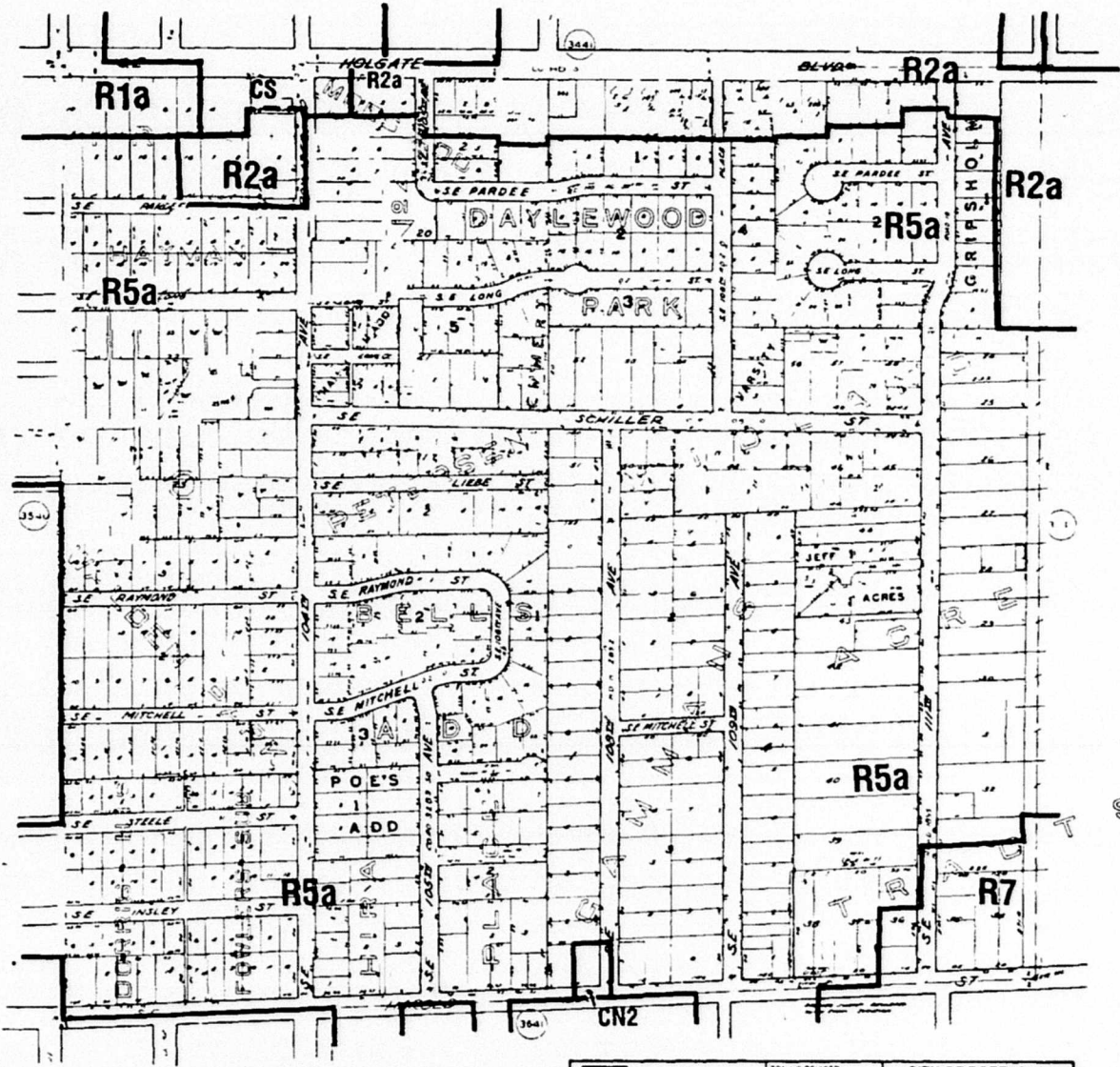


NOTE: Zoning designations are subject to change
verify zoning prior to development or sales

R10	Current Zoning	191	CITY OF PORTLAND BUREAU OF PLANNING
	Maximum Potential Zoning as per Comprehensive Plan	10 B4	
		NE 1/4 SEC 16 15 ZE	3540

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THIS MAP DOES NOT SHOW PROPOSED FILING NO. LAND USE, REVIEWS, CONDITIONS OF APPROVAL OR RECENT L.S. IT IS A GENERAL OVERVIEW OF THE PLANNING COMMISSION'S RECOMMENDATIONS.

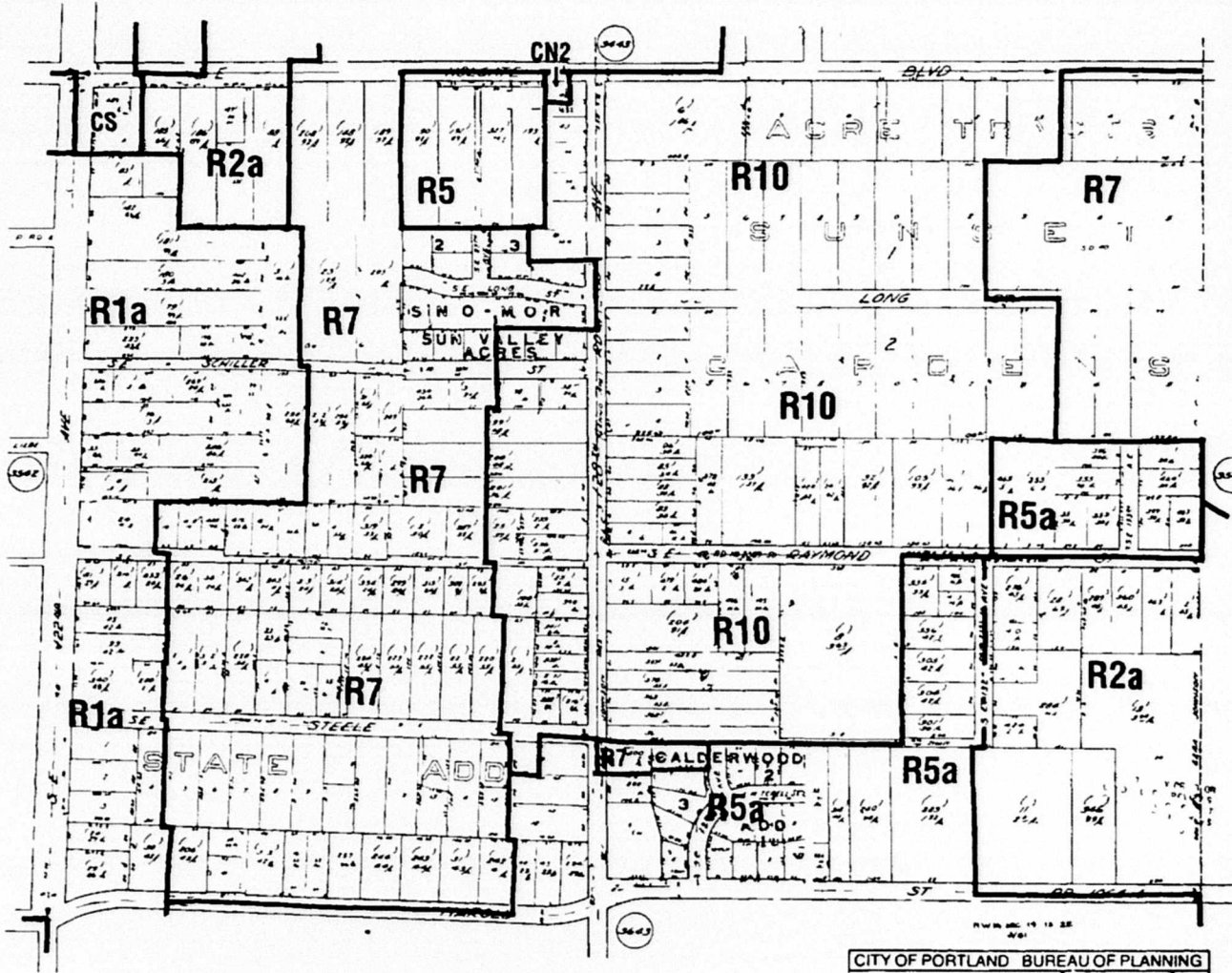
NOTE: Zoning designations are subject to change verify zoning prior to development or sales

NOTE: This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

R10 Current Zoning	ZONING REVISED	7 92	CITY OF PORTLAND BUREAU OF PLANNING
	BASIN PAIRED	7 89	
(R10) Maximum Potential Zoning as per Comprehensive Plan	LEGAL DESCRIPTION	NW 1/4 SEC 15 15 2E	 SCALE: 1" = 100'

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NOTE This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

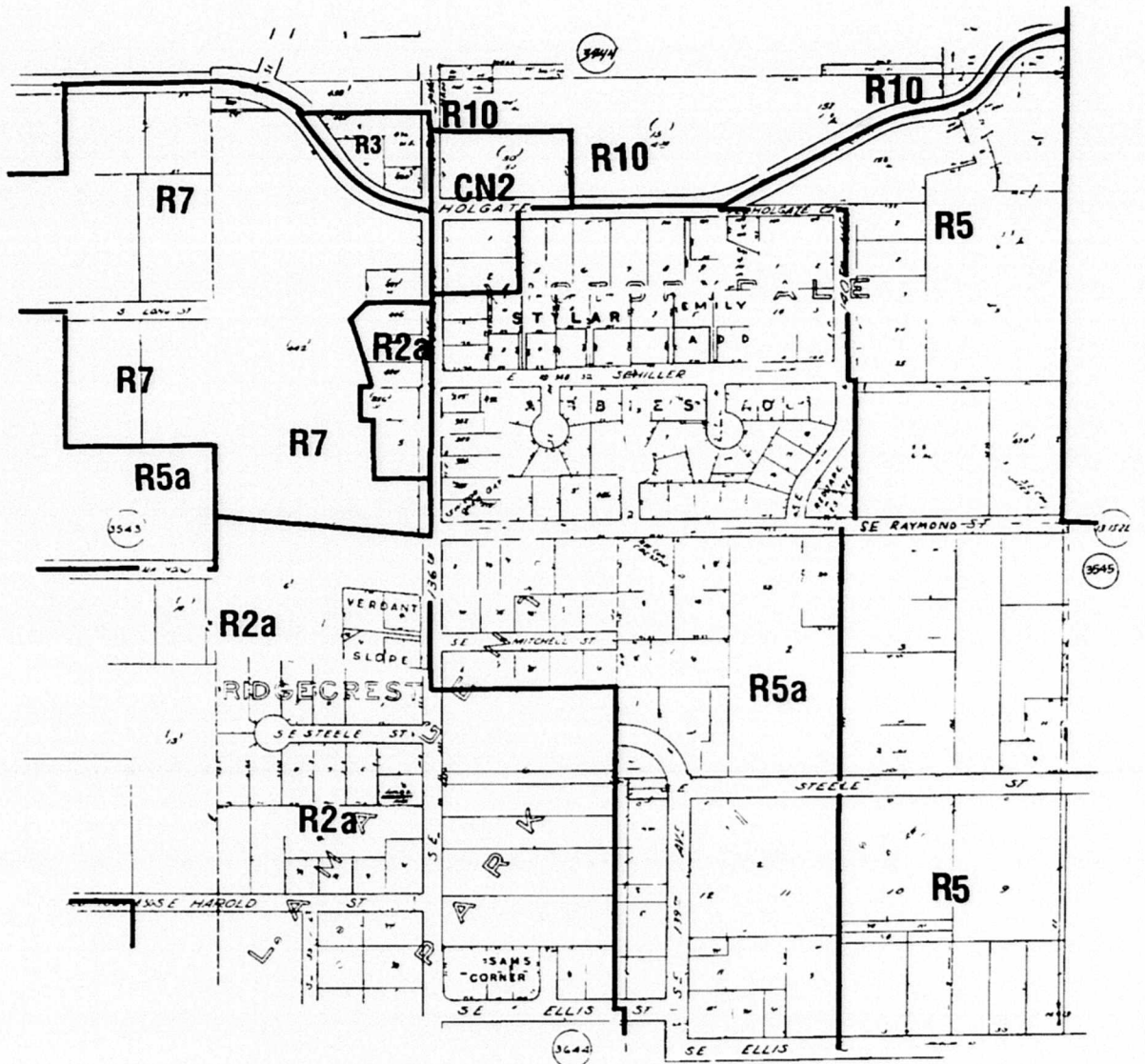
NOTE Zoning designations are subject to change verify zoning prior to development or sales



CITY OF PORTLAND BUREAU OF PLANNING	
R5 Current Zoning	ZONING DISTRICT G 94
(R5) Maximum Potential Zoning as per Comprehensive Plan	3543

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NOTE This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

THIS MAP DOES NOT SHOW PRIOR OR PENDING LOTS OR REVISIONS. CITY OF PORTLAND OFFICIAL LEGAL MAP OF PORTLAND, OREGON, OF RECORD IN COM. OF 2023

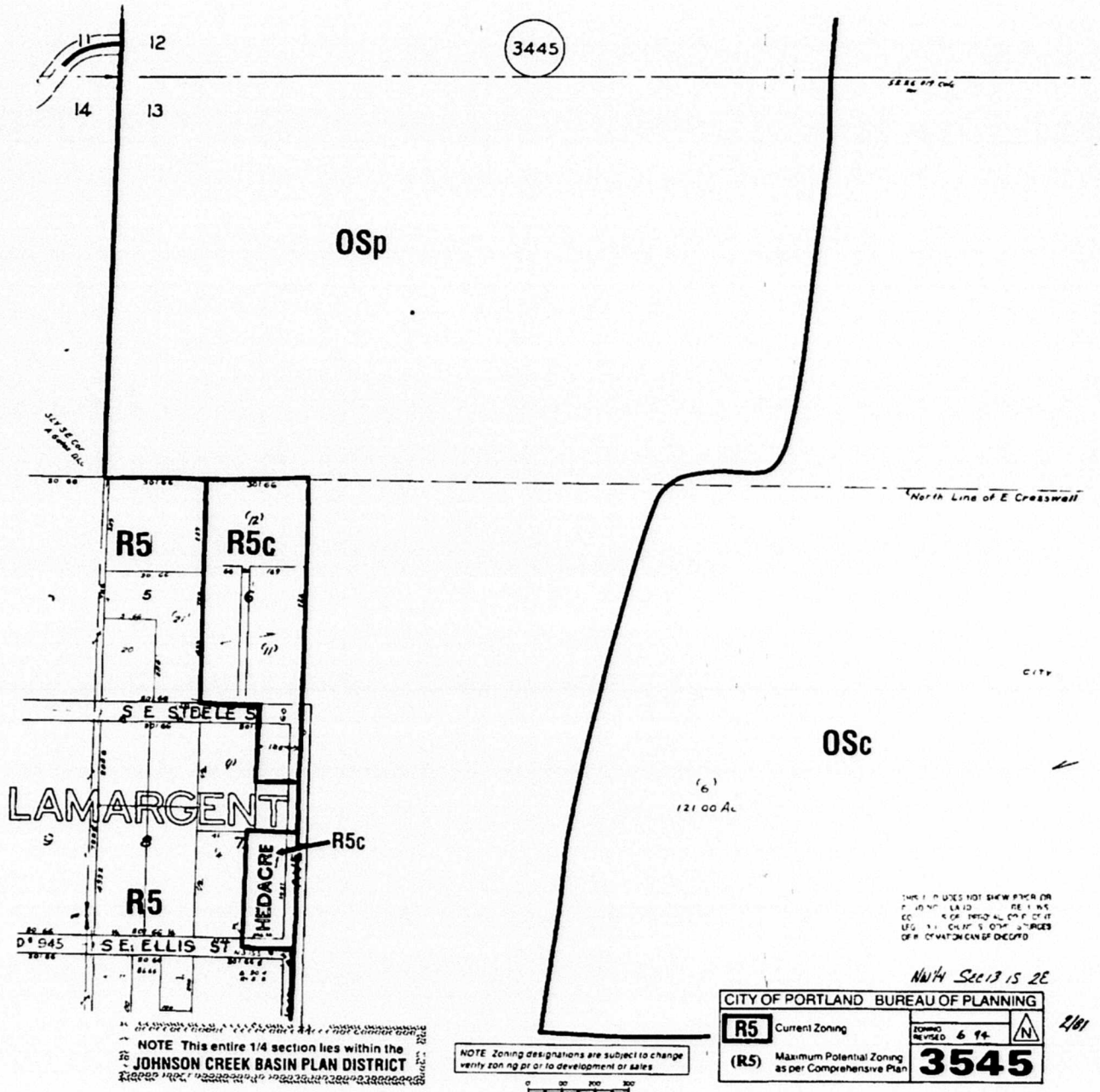
NOTE Zoning designations are subject to change verify zoning prior to development or sales



NE 1/4 SEC 14 15-2E

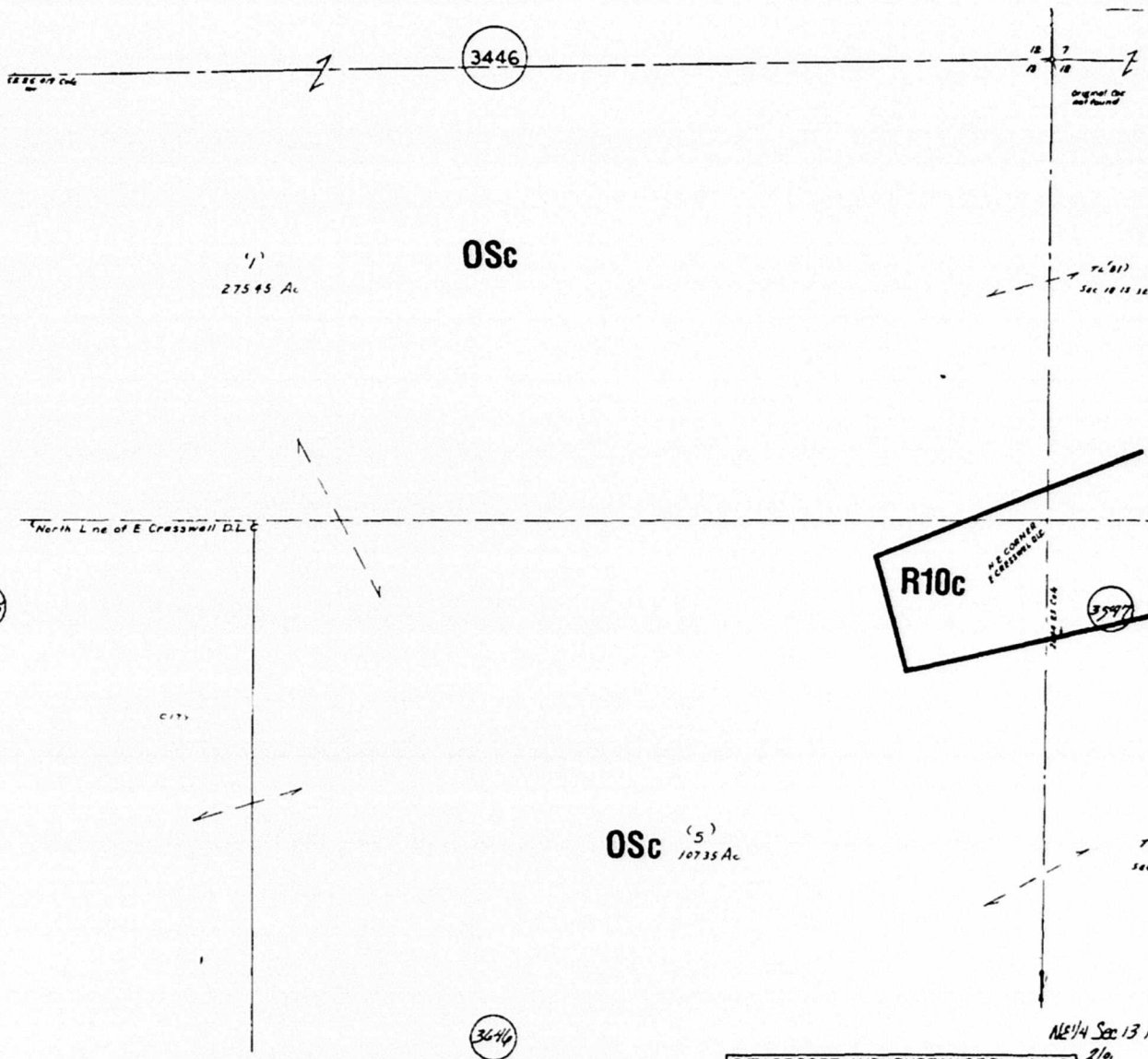
CITY OF PORTLAND BUREAU OF PLANNING		7/84
R5 Current Zoning	FORM REVISED 6 94	
(R5) Maximum Potential Zoning as per Comprehensive Plan	3544	

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3595

3446

OSc

275.45 Ac

R10c
 107.35 Ac
 N. COMM. POSITION 02

3597

OSc (5)
 107.35 Ac

3646

NOTE: This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

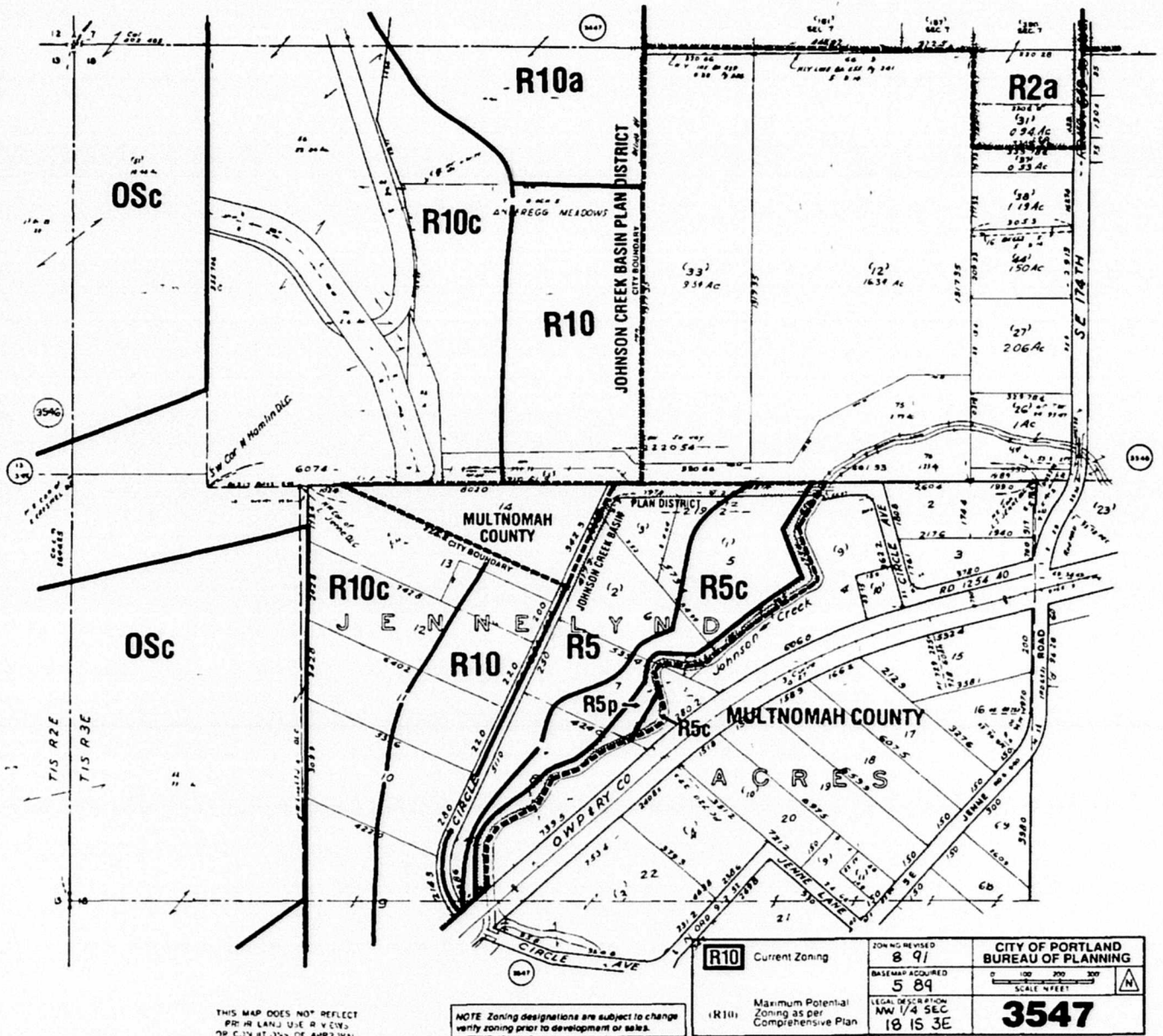
NOTE: Zoning designations are subject to change verify zoning prior to development or sales

CITY OF PORTLAND BUREAU OF PLANNING		SCALE 1" = 200'	
R5 Current Zoning	ZONING REVISION B 01		
(R5) Maximum Potential Zoning as per Comprehensive Plan		3546	

NE 1/4 Sec 13 15 21
 2/8

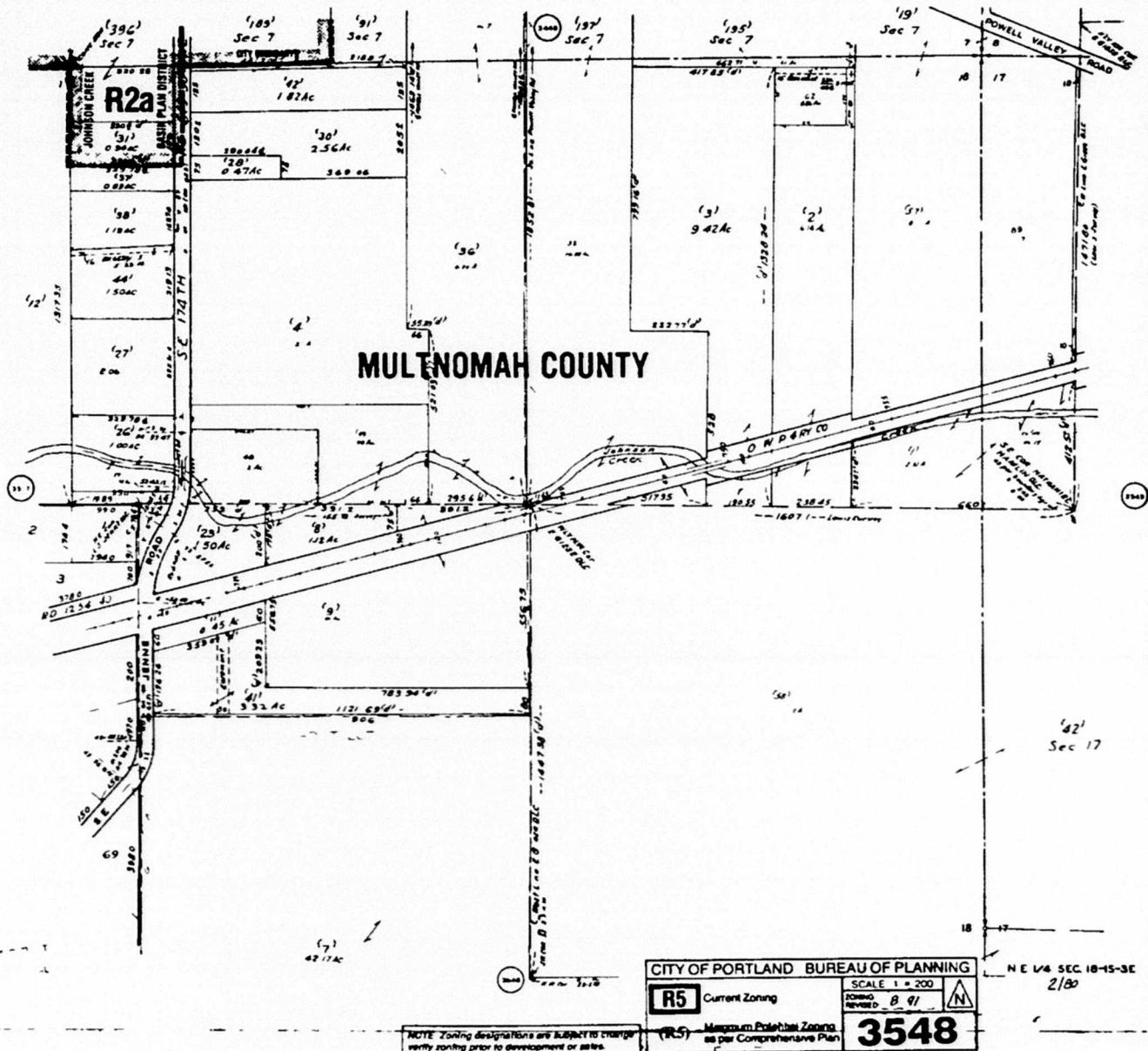
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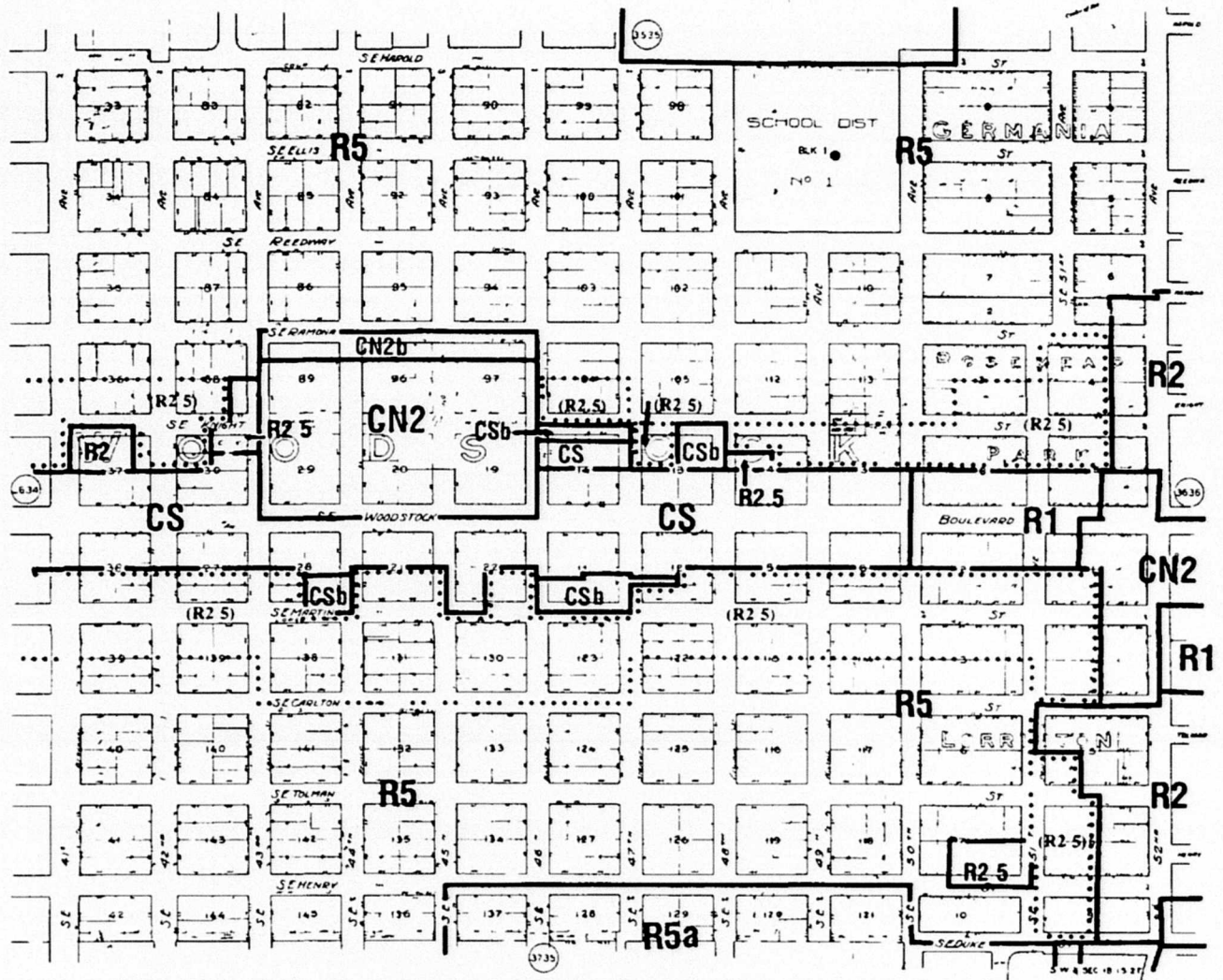
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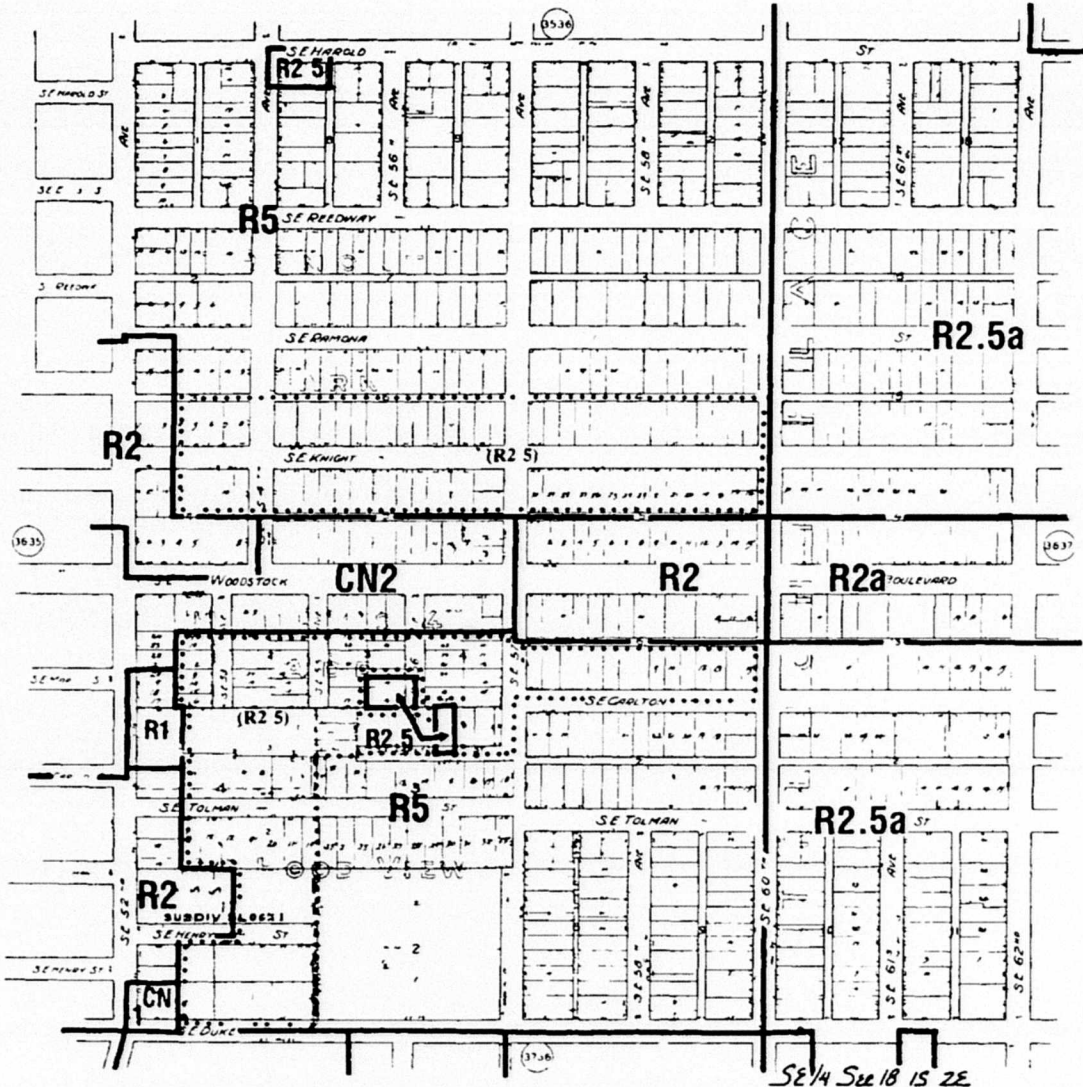


NOTE: Zoning designations are subject to change
 twenty zoning prior to development or sales


R10	Current Zoning	PC 596 500 /2 93	CITY OF PORTLAND BUREAU OF PLANNING
	Maximum Potential Zoning as per Comprehensive Plan (R11)	ASE & ADD 400 Z/B1	
		EGAL 15 00000 SW 74 500 /B 15 ZE	<p>3635</p>

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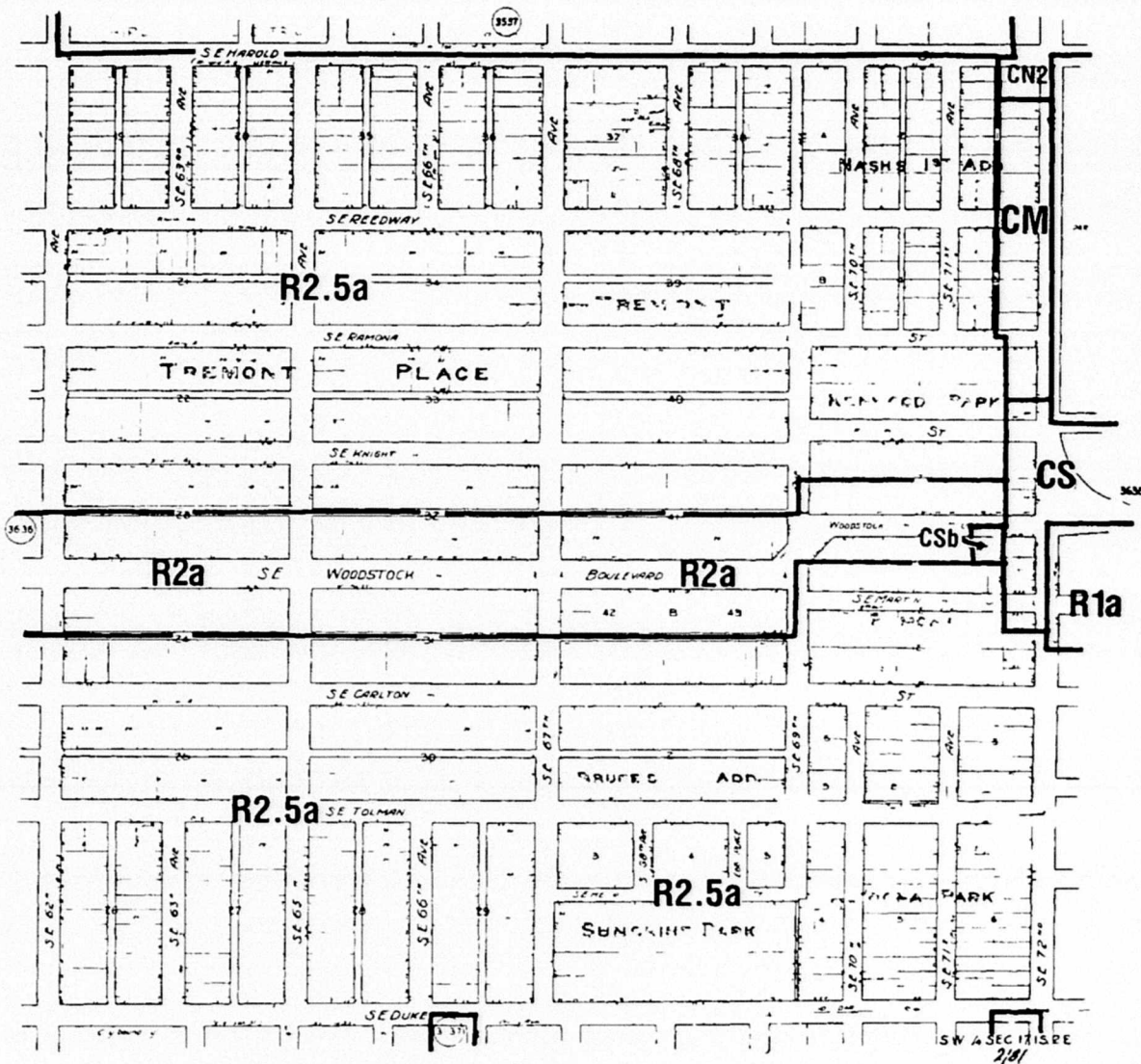
SE 1/4 Sec 18 15 2E

CITY OF PORTLAND BUREAU OF PLANNING		9/94
R5 Current Zoning	SCALE 1" = 200'	
(R5) Maximum Potential Zoning as per Comprehensive Plan	ISSUED 1991	 3636
	REVISED 1991	

NOTE: Zoning designations are subject to change without zoning prior to development or sales

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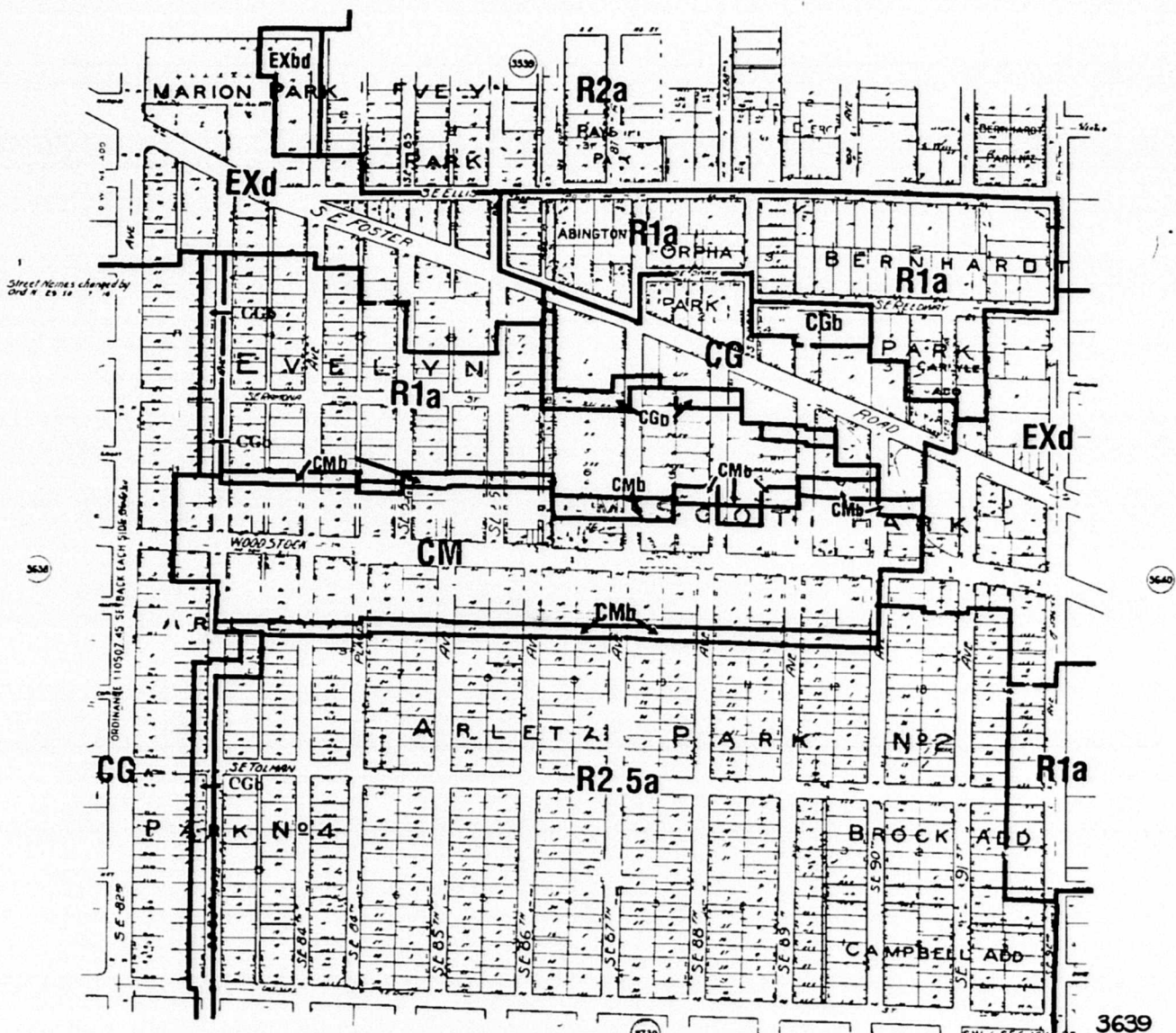


NOTE: Zoning designations are subject to change
 verify zoning prior to development or sales

CITY OF PORTLAND BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 200'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING MAP NO. 191
	3637

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Street Names changed by Ord. 25 14

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SW 4 SEC 16 1S 2E 3639

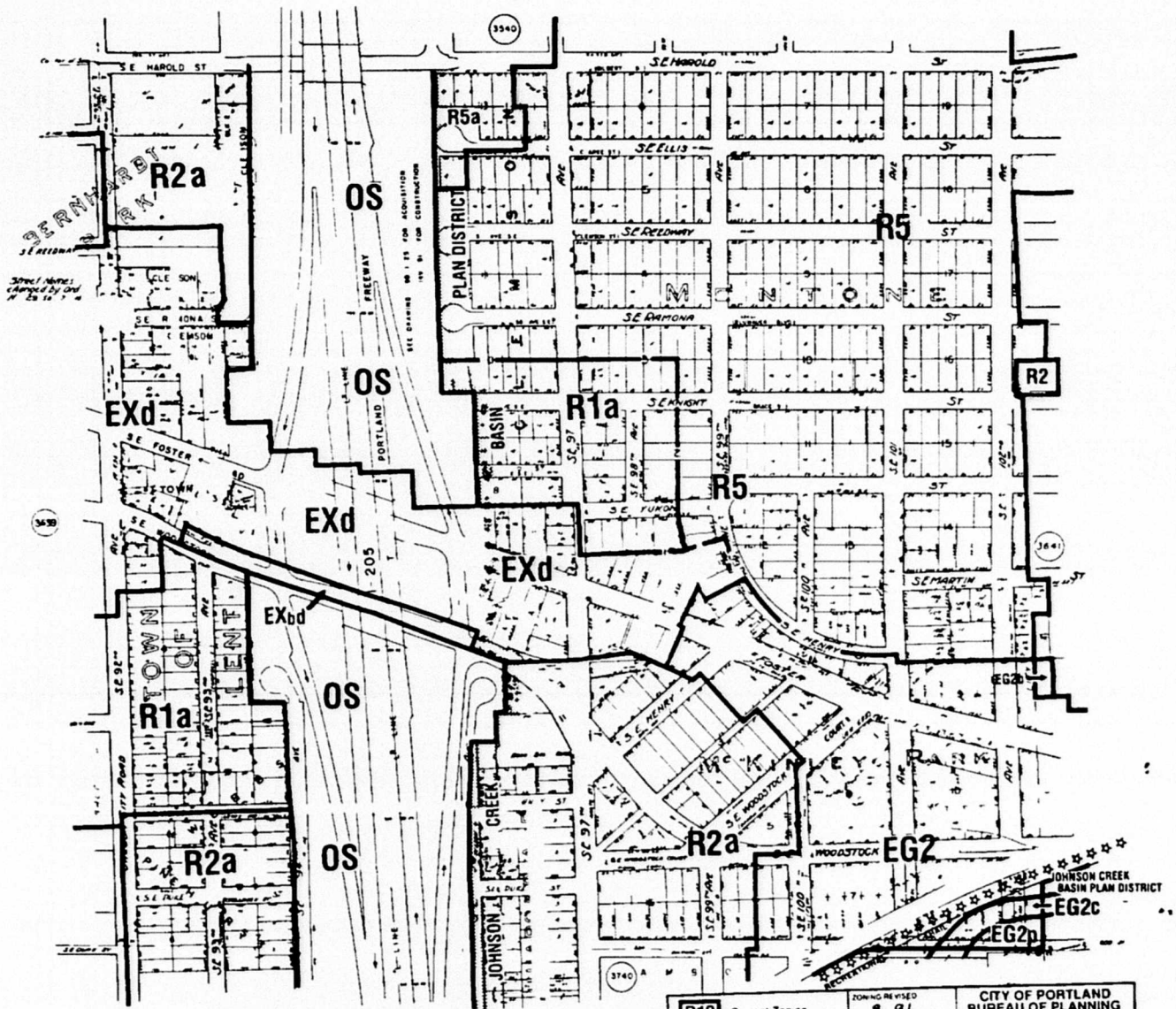
THIS MAP DOES NOT SHOW FROM THE FUTURE LAND USE REVISIONS. CHANGES OF APPROVAL OR RECENT LEG. ALL CHANGES ON THIS MAP.

NOTE: Zoning designations are subject to change. Verify zoning prior to development or sale.

R10 Current Zoning	ZONING REVISIONS Z 91	CITY OF PORTLAND BUREAU OF PLANNING
(R10) Maximum Potential Zoning as per Comprehensive Plan	BASEMAP ACQUIRED 5 89	
	LEGAL DESCRIPTION SW 1/4 SEC 16 1S 2E	SCALE: 1" = 100 FEET
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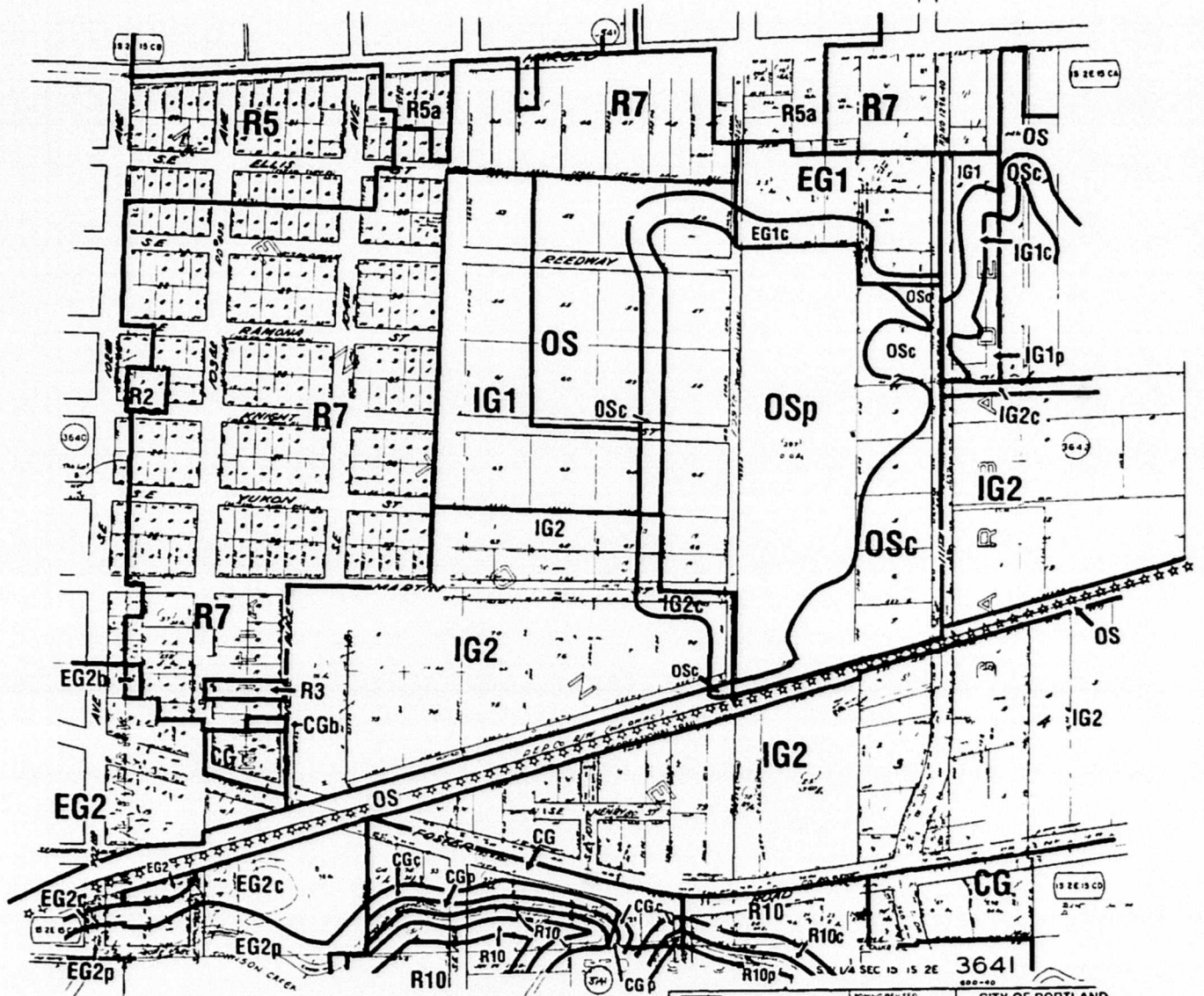
THIS MAP DOES NOT REFLECT
PAST LAND USE REVIEWS
OR CONDITIONS OF APPROVAL

NOTE Zoning designations are subject to change
whenever zoning prior to development or sales

R10	Current Zoning	ZONING REVISED 8 91	CITY OF PORTLAND BUREAU OF PLANNING
	(R10) Maximum Potential Zoning as per Comprehensive Plan	BASEMAP ACQU. REQ. 5 84	
		LEGAL DESCRIPTION SE 1/4 SEC	3640
		16 IS 2E	

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THIS MAP IS NOT BEING REVIEWED FOR LEGAL USE REVIEWED UNDER CONDITIONS OF APPROVAL

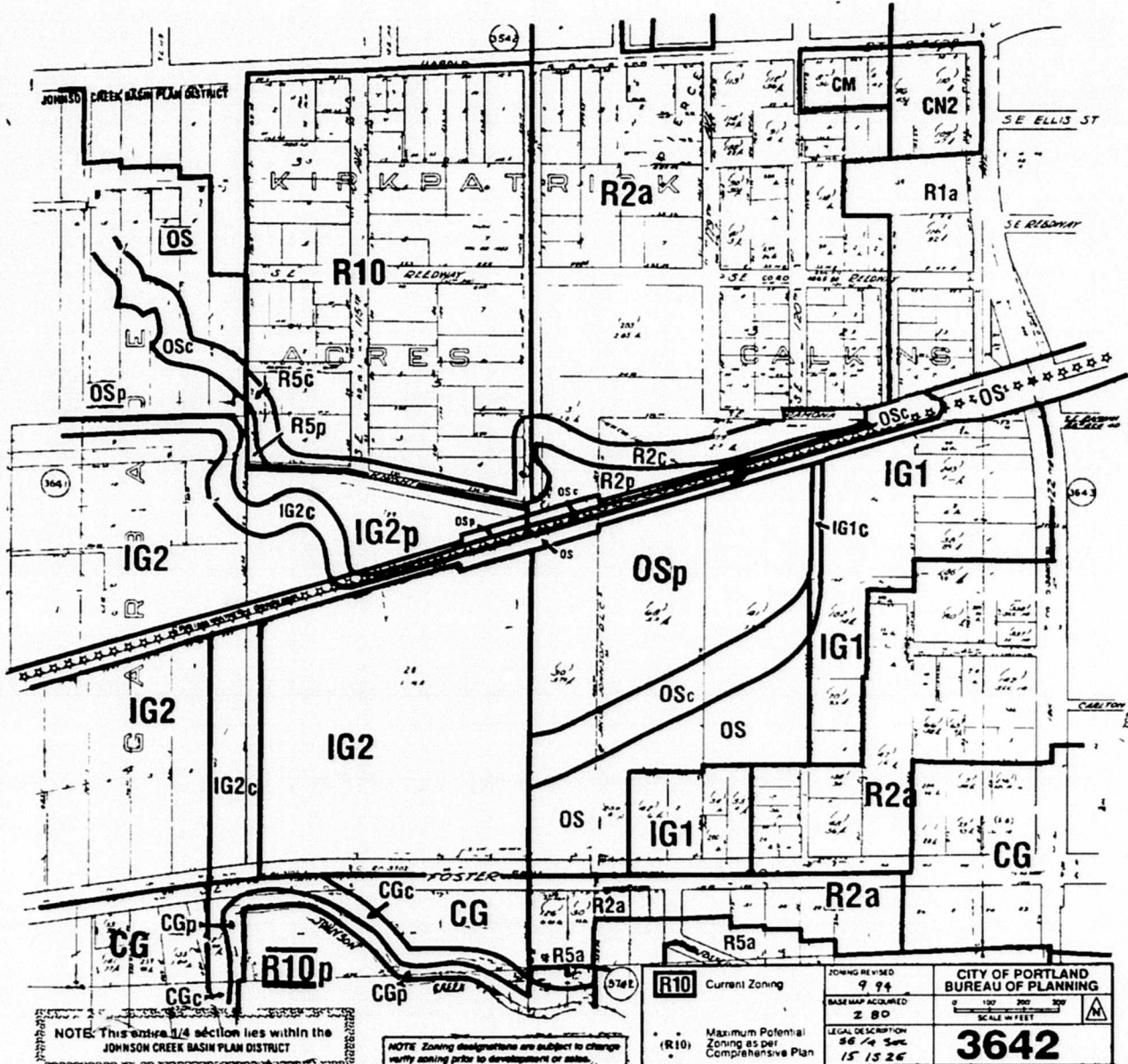
NOTE This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

NOTE Zoning designations are subject to change per zoning prior to development or sales

R10 Current Zoning	ZONING REVISED 6 45	CITY OF PORTLAND BUREAU OF PLANNING
Maximum Potential Zoning as per Comprehensive Plan (R10)	BASE MAP ADOPTED 5 89	
	LEGAL DESCRIPTION SW 1/4 SEC	SCALE 1"=100'
	15 15 2E	3641

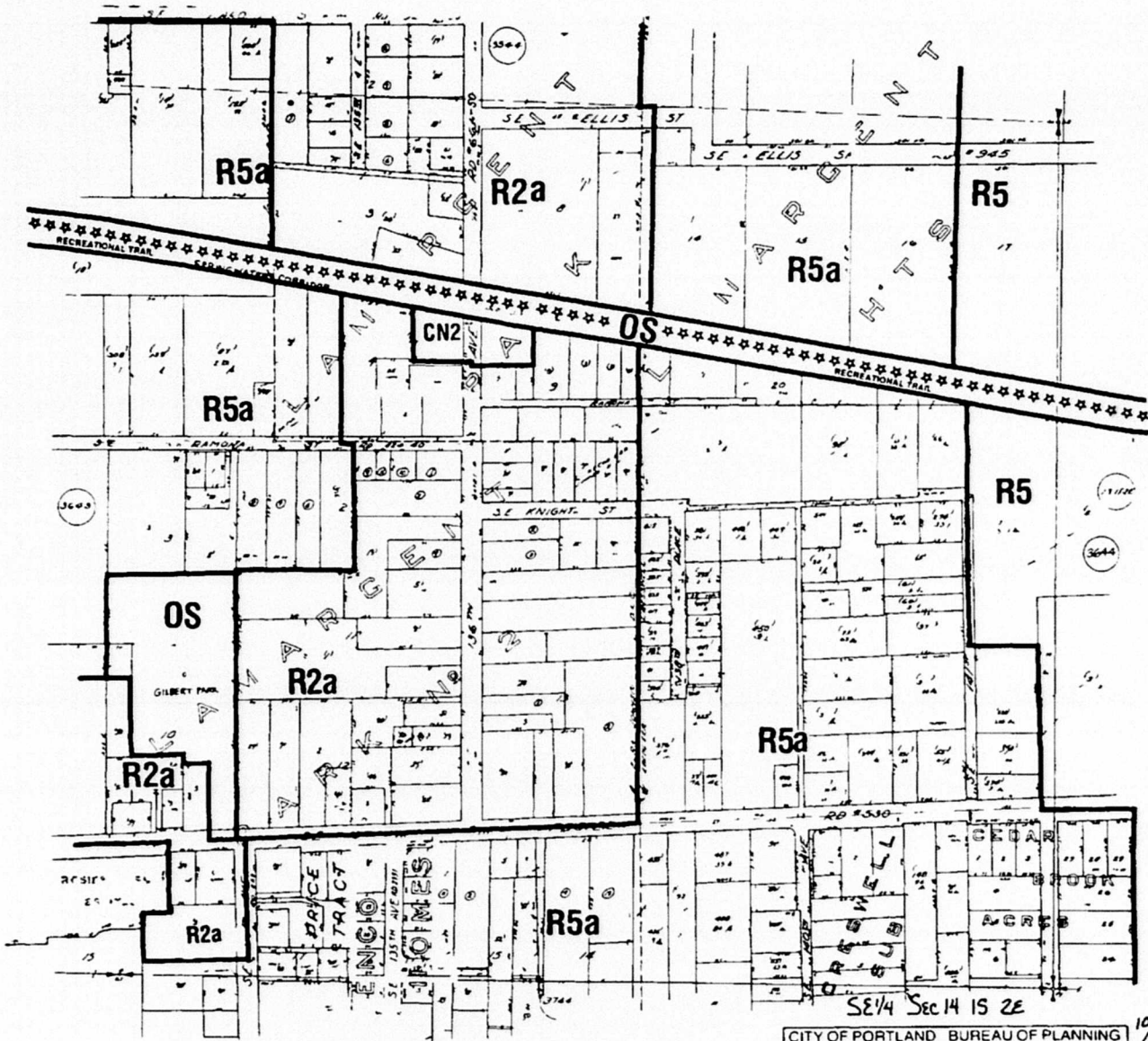
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 Designations & Zoning

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NOTE: Zoning designations are subject to change
 verify zoning prior to development or sales

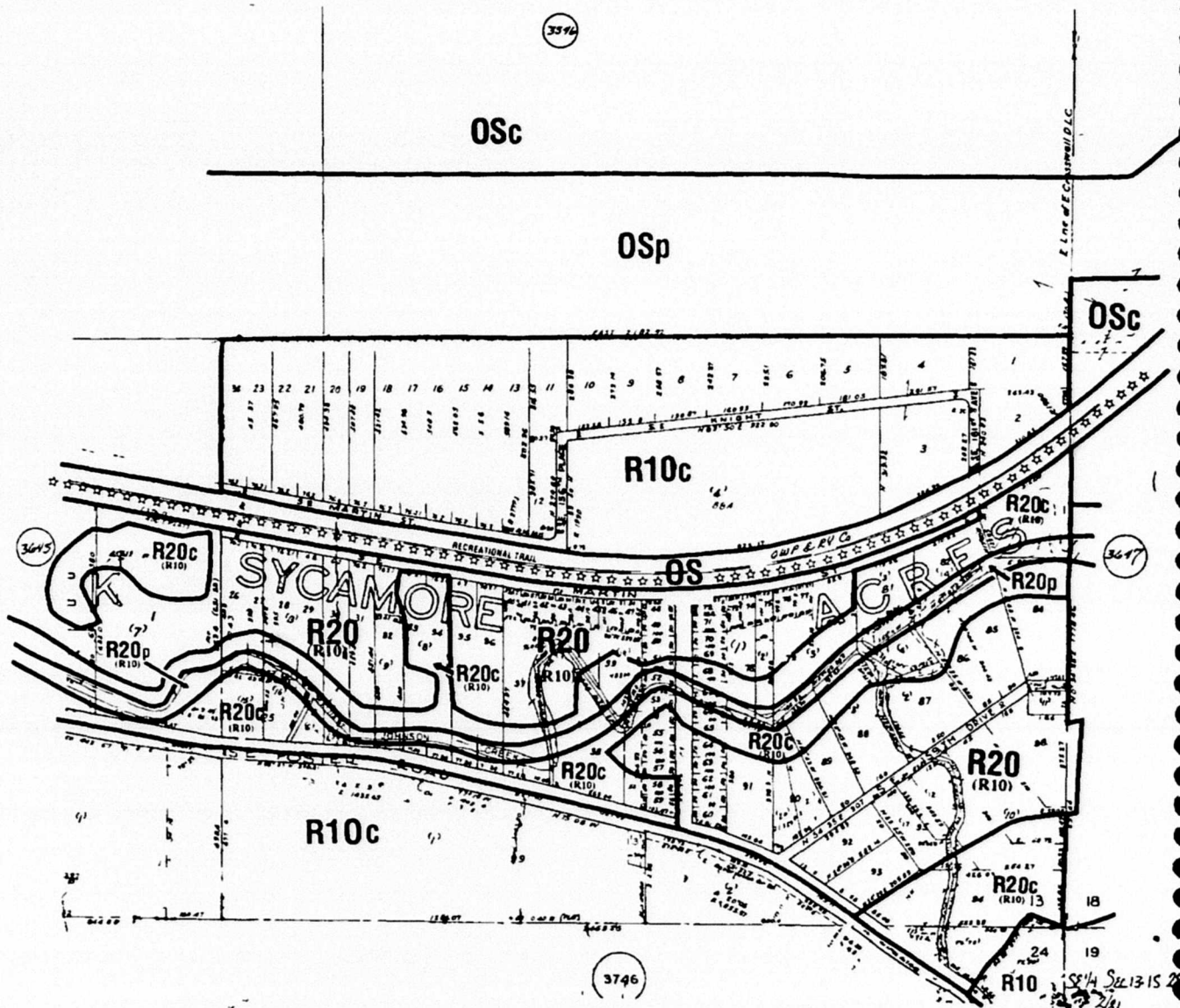
CITY OF PORTLAND BUREAU OF PLANNING 10/84

R5 Current Zoning	ZONING DISTRICT 6 94
(R5) Maximum Potential Zoning as per Comprehensive Plan	3644

NOTE: This entire 1/4 section lies within the
 JOHNSON CREEK BASIN PLAN DISTRICT

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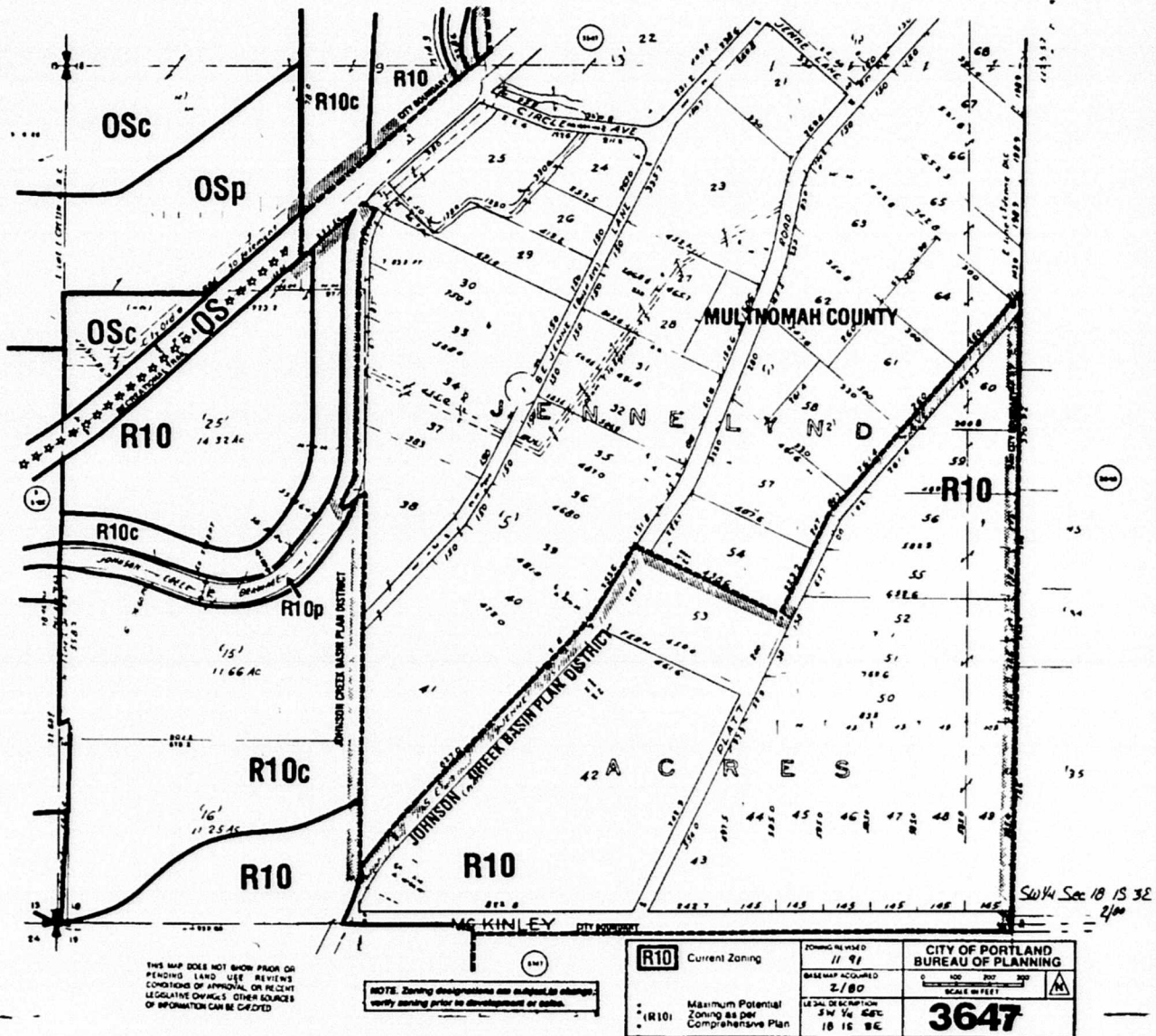
NOTE This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

NOTE Zoning designations are subject to change verify zoning prior to development or sales

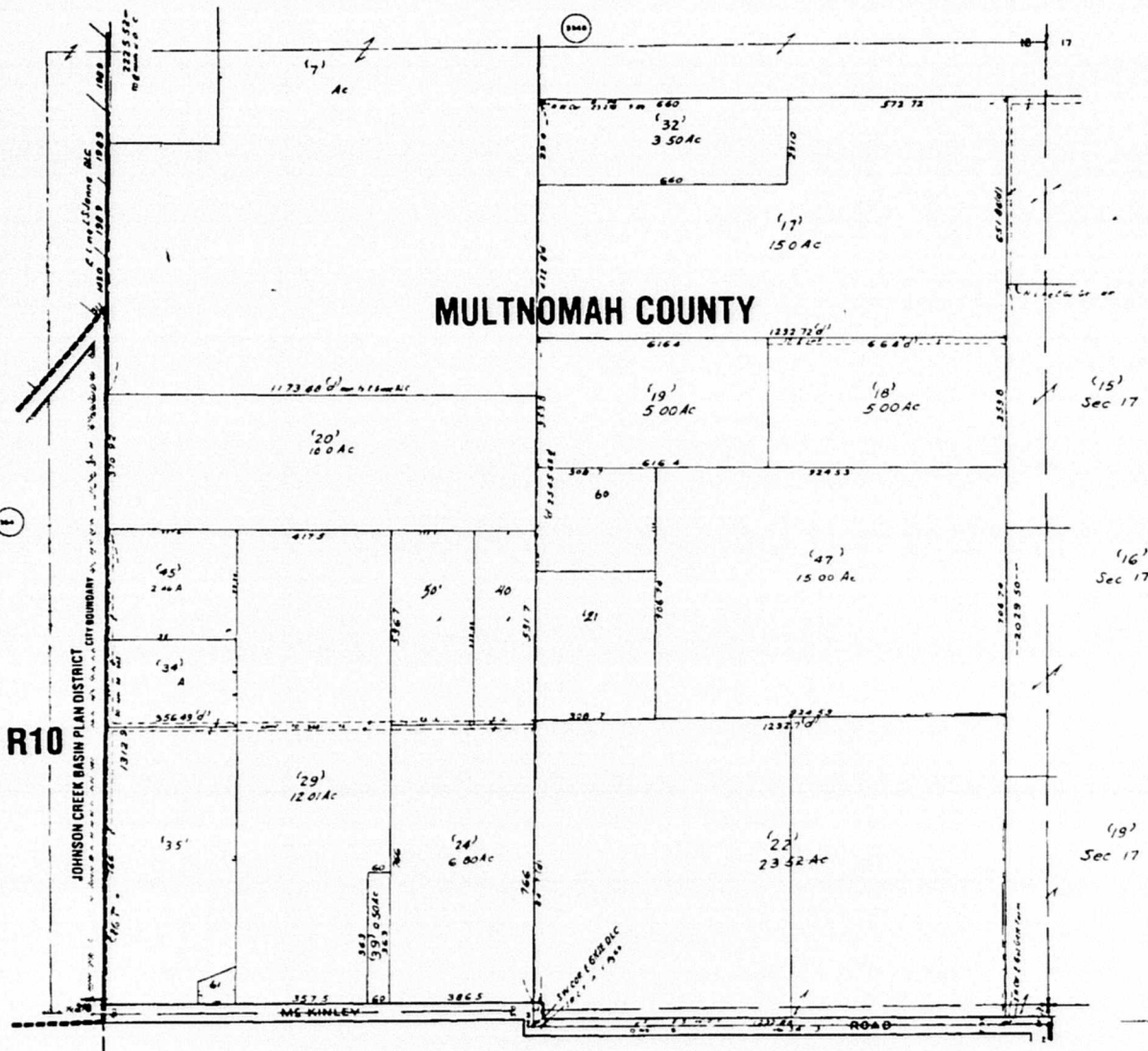
CITY OF PORTLAND BUREAU OF PLANNING	
R5 Current Zoning	ZONING REVISIONS 8 91
(R5) Maximum Potential Zoning as per Comprehensive Plan	3646

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JOHNSON CREEK BASIN PLAN DISTRICT

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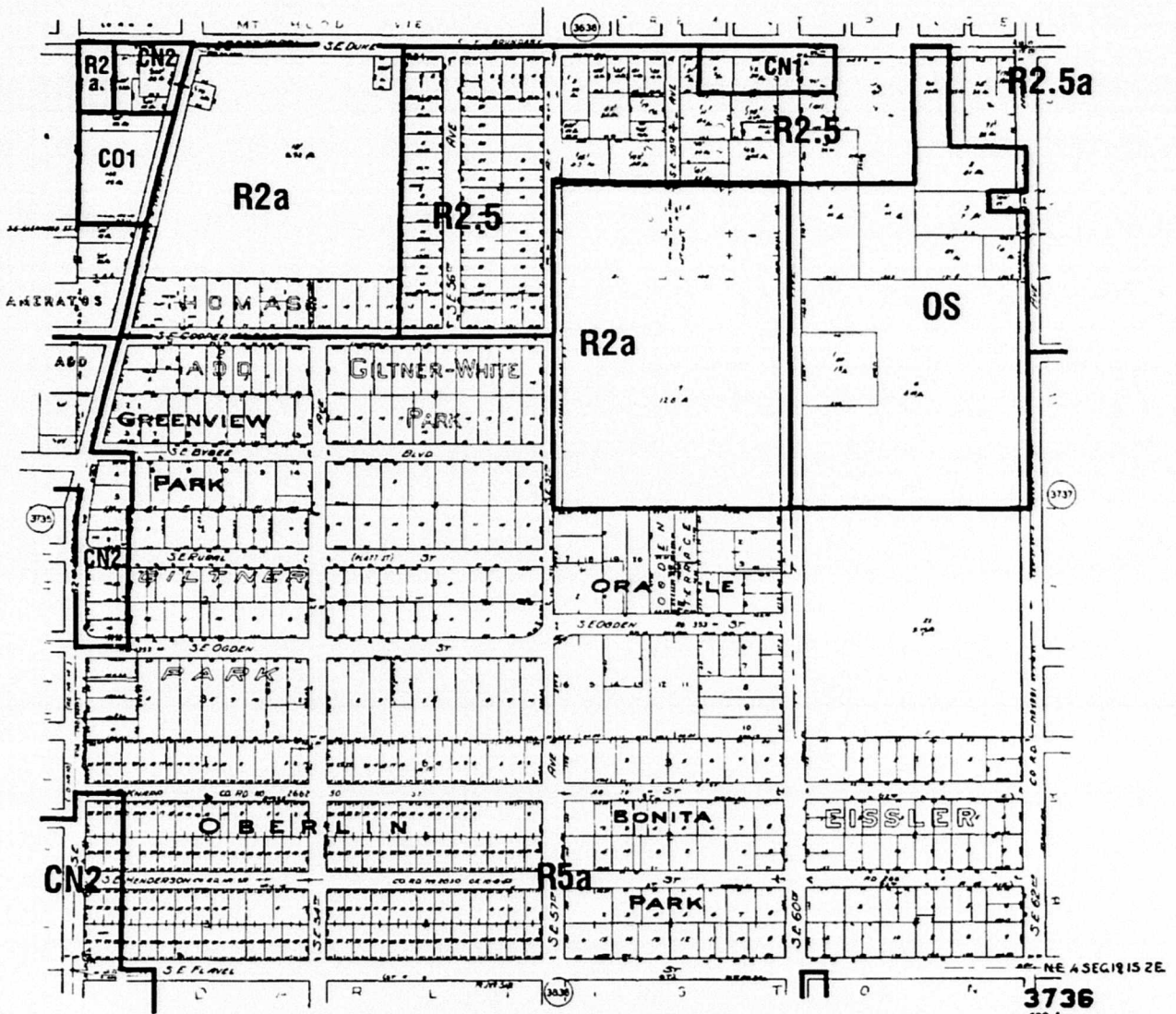
NOTE: Zoning designations are subject to change. Verify zoning prior to development or sales.

CITY OF PORTLAND BUREAU OF PLANNING	
R5 Current Zoning	ZONING MAP NO. B 91
(R5) Maximum Potential Zoning as per Comprehensive Plan	3648

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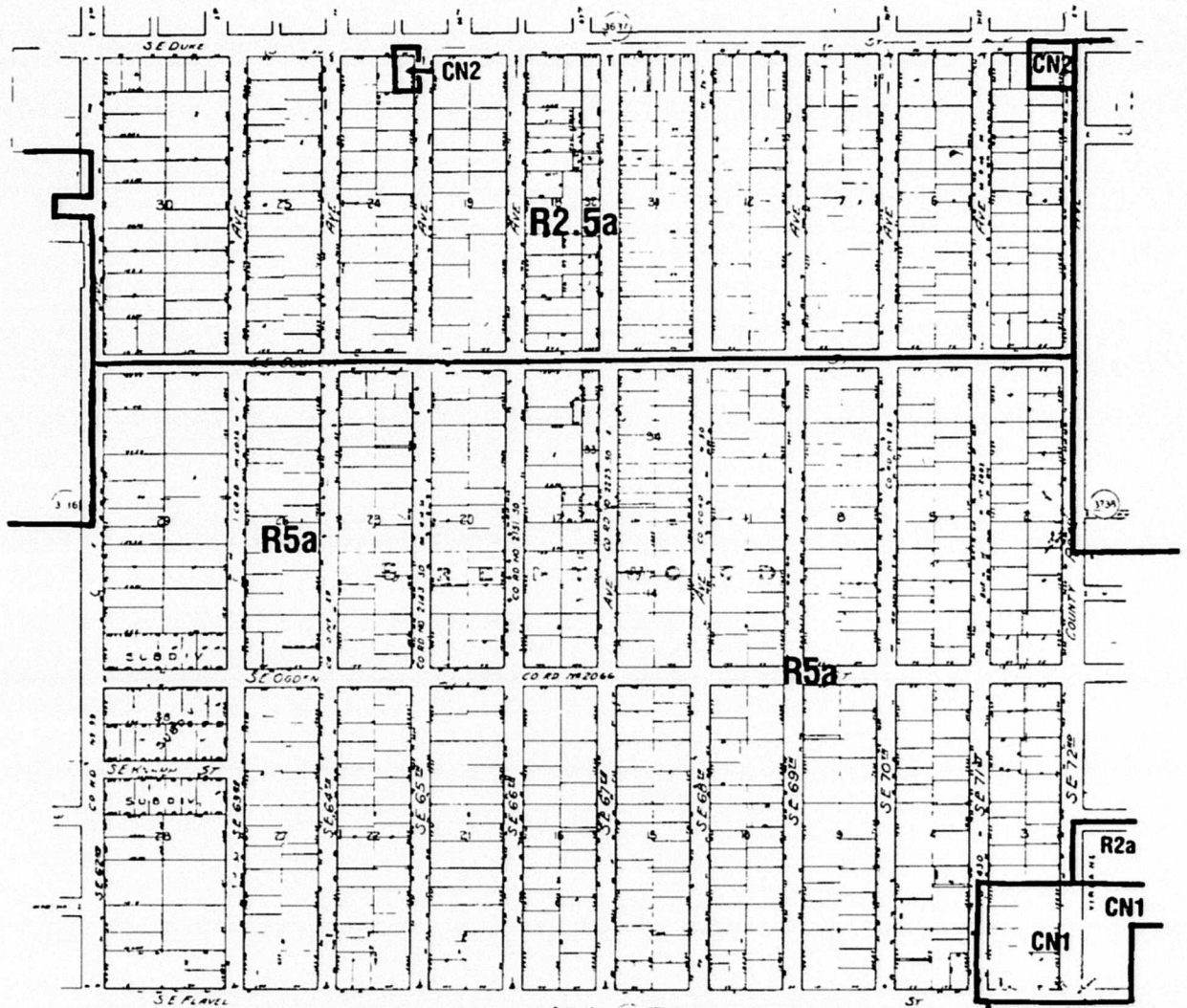
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NOTE: Zoning designations are subject to change
 every zoning prior to development or sales

R10 Current Zoning	ZONING REVISED 5 92	CITY OF PORTLAND BUREAU OF PLANNING
Maximum Potential Zoning as per Comprehensive Plan	BASEMAP ACQUIRED 5 89	
	LEGAL DESCRIPTION NE 1/4 SEC 19 15 2E	 3736

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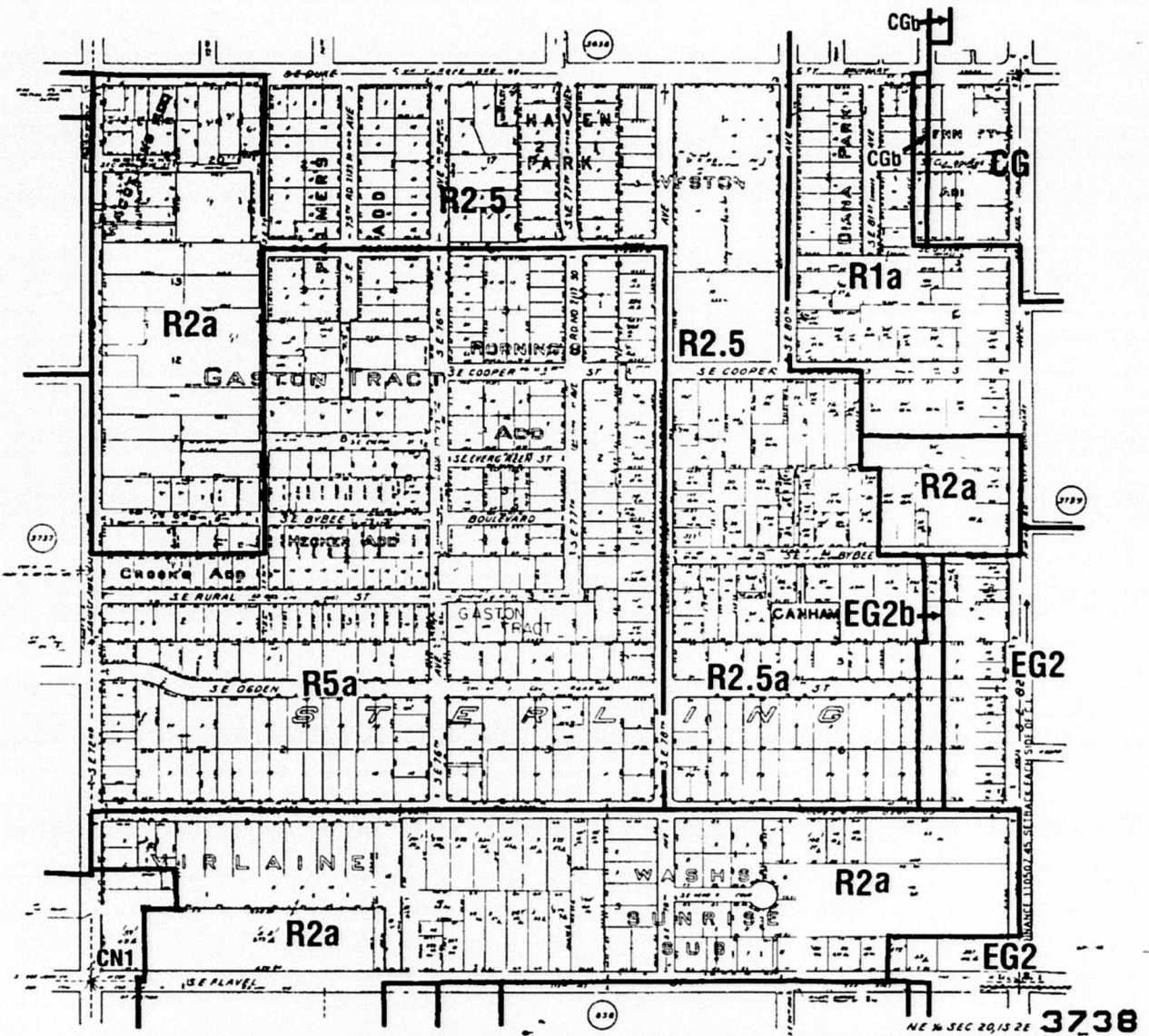


NOTE: Zoning designations are subject to change pending zoning prior to development or sales.

R10	Current Zoning	ZONING DISTRICT	6 92	CITY OF PORTLAND BUREAU OF PLANNING SCALE: 1" = 100'
(R10)	Maximum Potential Zoning as per Comprehensive Plan	BASE MAP ACQUIRED	2 80	
		EDA DESCRIPTION	NW 1/4 SEC 20 15 2E	
			3737	

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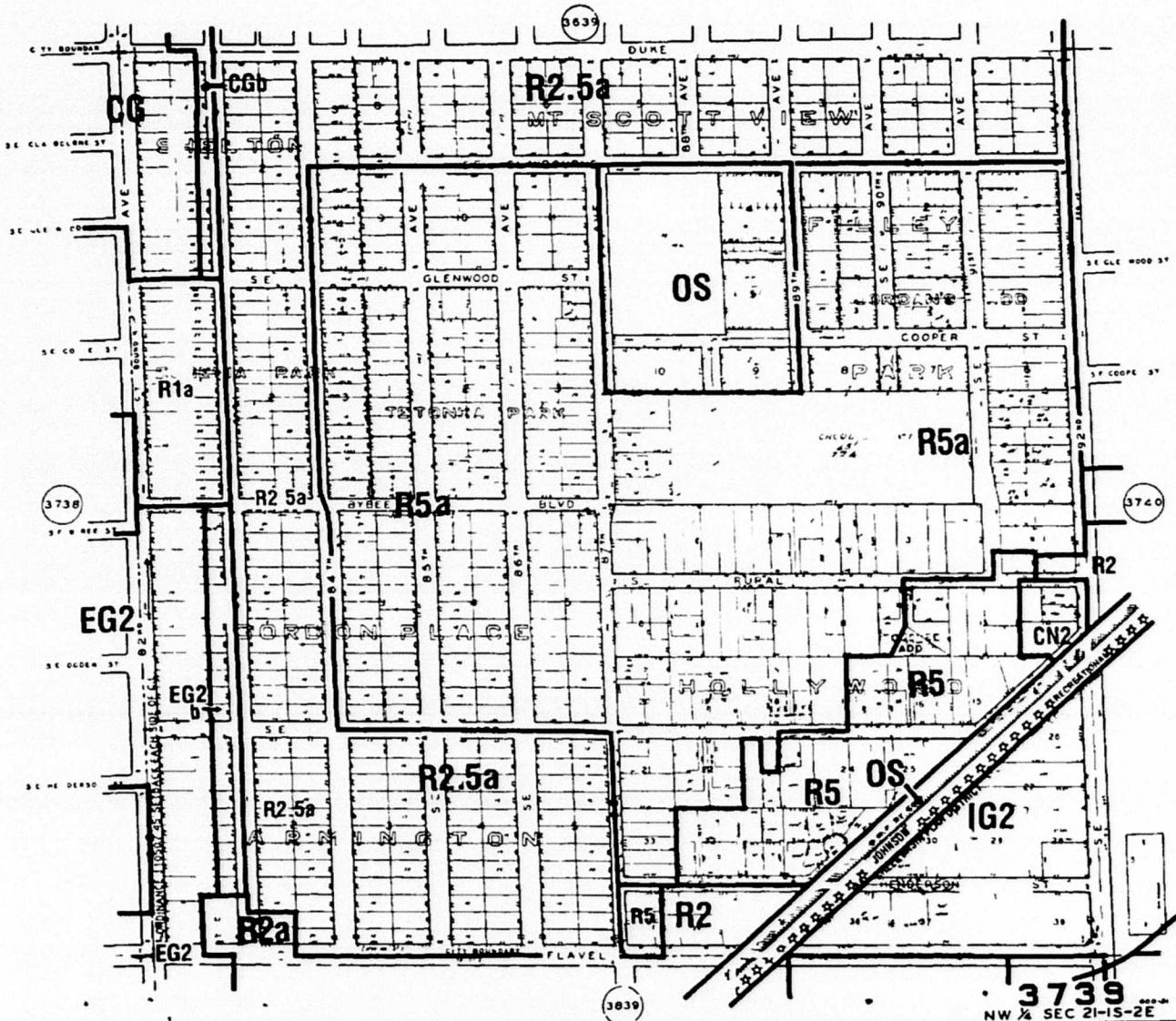
MAP DOES NOT SHOW PRIOR OR FUTURE LAND USE REVIEWS. CITY OF PORTLAND APPROVAL OR RECENT LEGISLATION CHANGES OTHER SOURCES OF INFORMATION CAN BE CHECKED.

NOTE: Zoning designations are subject to change. Verify zoning prior to development or sales.

R10	Current Zoning	ZONING REVISED	9 94	CITY OF PORTLAND BUREAU OF PLANNING
	(R10) Maximum Potential Zoning as per Comprehensive Plan	BASEMAP ACQUIRED	5 89	
		LEGAL DESCRIPTION	NE 1/4 SEC 20 15 2E	 3738

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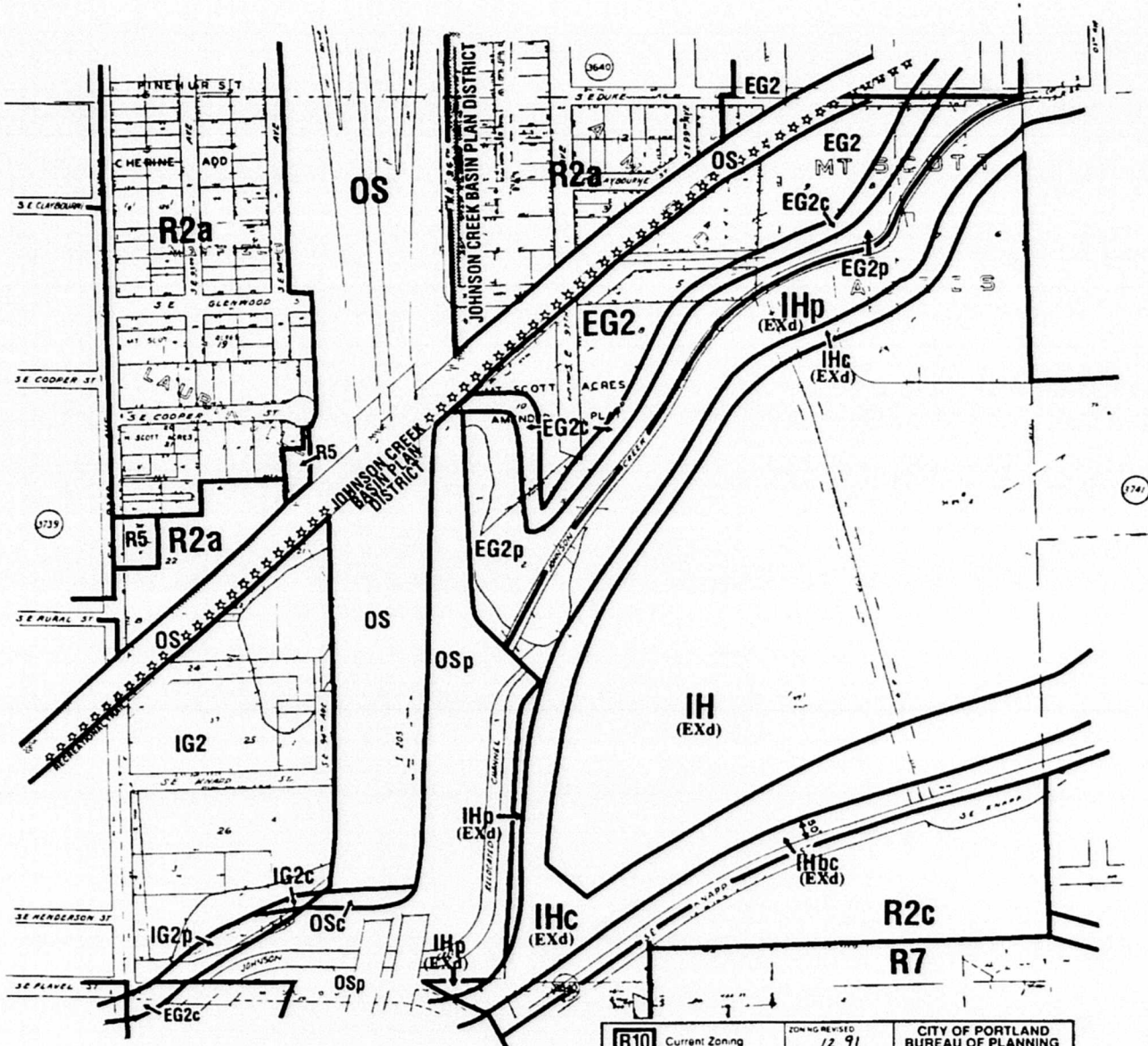
THIS MAP DOES NOT SHOW PRIOR OR PENDING LAND USE REVIEWS, COMMENTS OR APPROVAL OR RECENT LEGISLATIVE CHANGES. OTHER SOURCES OF INFORMATION CAN BE CHECKED.

NOTE: Zoning designations are subject to change. Verify zoning prior to development or sale.

R10 Current Zoning * Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED	8 41	CITY OF PORTLAND BUREAU OF PLANNING SCALE IN FEET 3739
	BASE MAP ACQUIRED	5 89	
	LEGAL DESCRIPTION	NW ¼ SEC 21 1S 2E	

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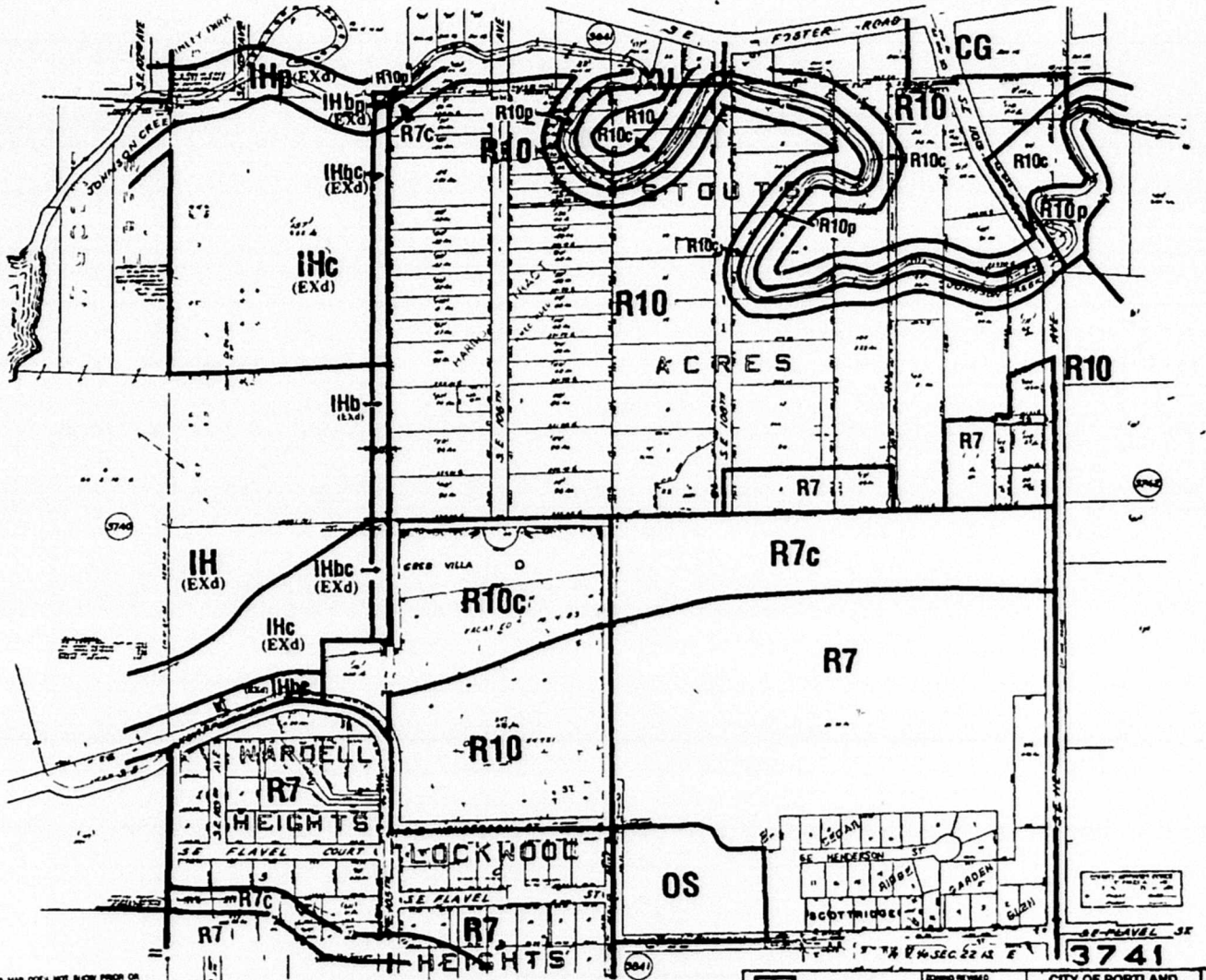
THIS MAP DOES NOT SHOW PROPERTY LINES OR RECORDS OF DEEDS. IT IS BASED ON THE LATEST AVAILABLE AERIAL PHOTOGRAPHS AND RECORDS OF DEEDS.

NOTE: Zoning designations are subject to change. Verify zoning prior to development or sales.

R10	Current Zoning	ZONING REVISED 12 91	CITY OF PORTLAND BUREAU OF PLANNING
		BASEMAP ACQUIRED 2 82	
(R10)	Maximum Potential Zoning as per Comprehensive Plan	LEGAL DESCRIPTION NE 1/4 SEC 21 15 2E	SCALE IN FEET 3740

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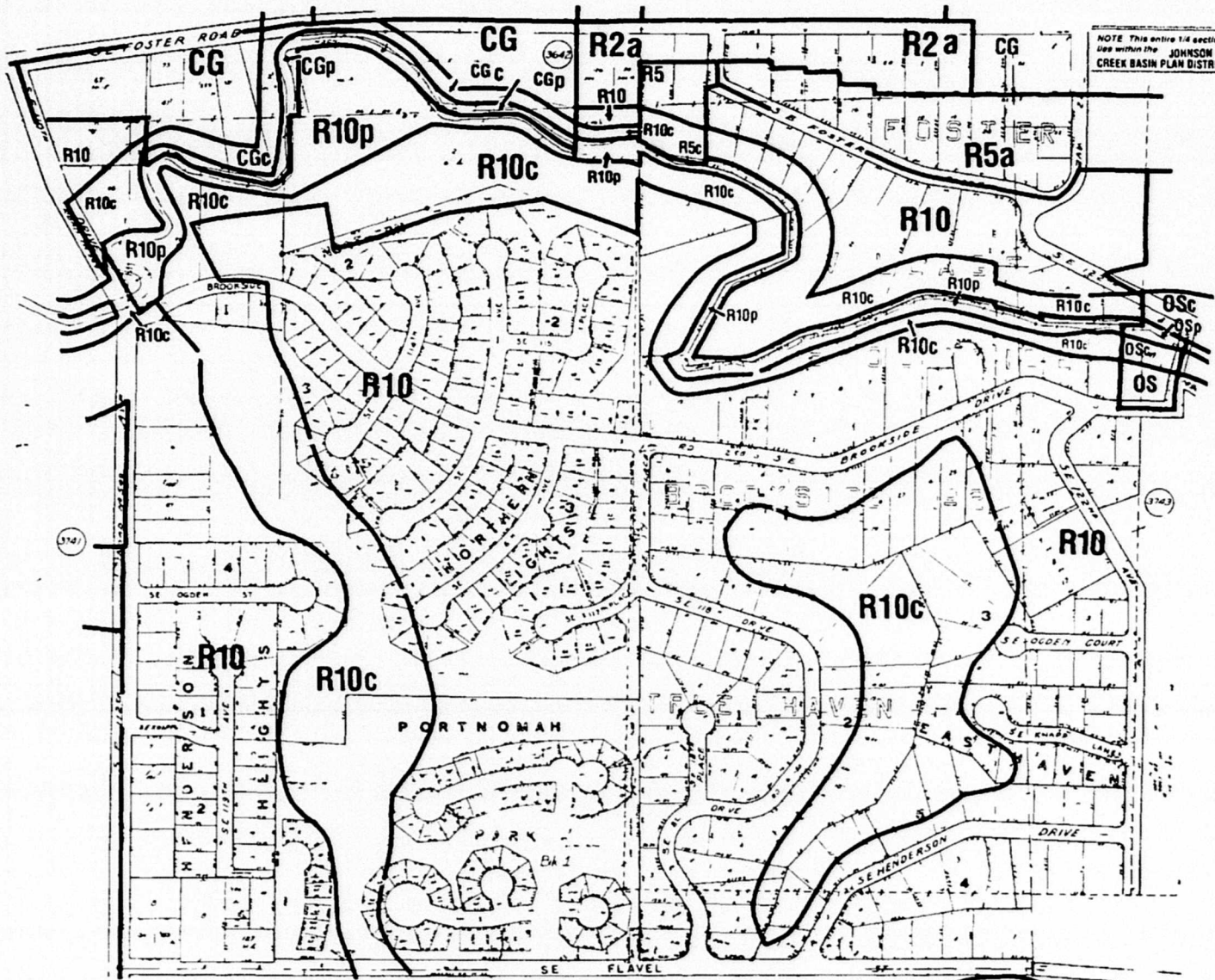
THIS MAP DOES NOT SHOW PRIOR OR PENDING LAND USE REVIEWS OR CONDITIONS OF APPROVAL OR RECORD LEGISLATIVE CHANGES. OTHER SOURCES OF INFORMATION CAN BE CHECKED.

NOTE: Zoning designations are subject to change verify zoning prior to development or sale.

NOTE: This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

R10 Current Zoning	zoning REVISION	CITY OF PORTLAND BUREAU OF PLANNING
	12-94	
Maximum Potential Zoning as per Comprehensive Plan (R10)	BASE MAP ACQUIRED	SCALE IN FEET 1" = 200'
	5-89	
	LEGAL DESCRIPTION	3741
	NW 1/4 SEC 22 15 2E	

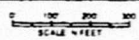
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NOTE: This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

NOTE: This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

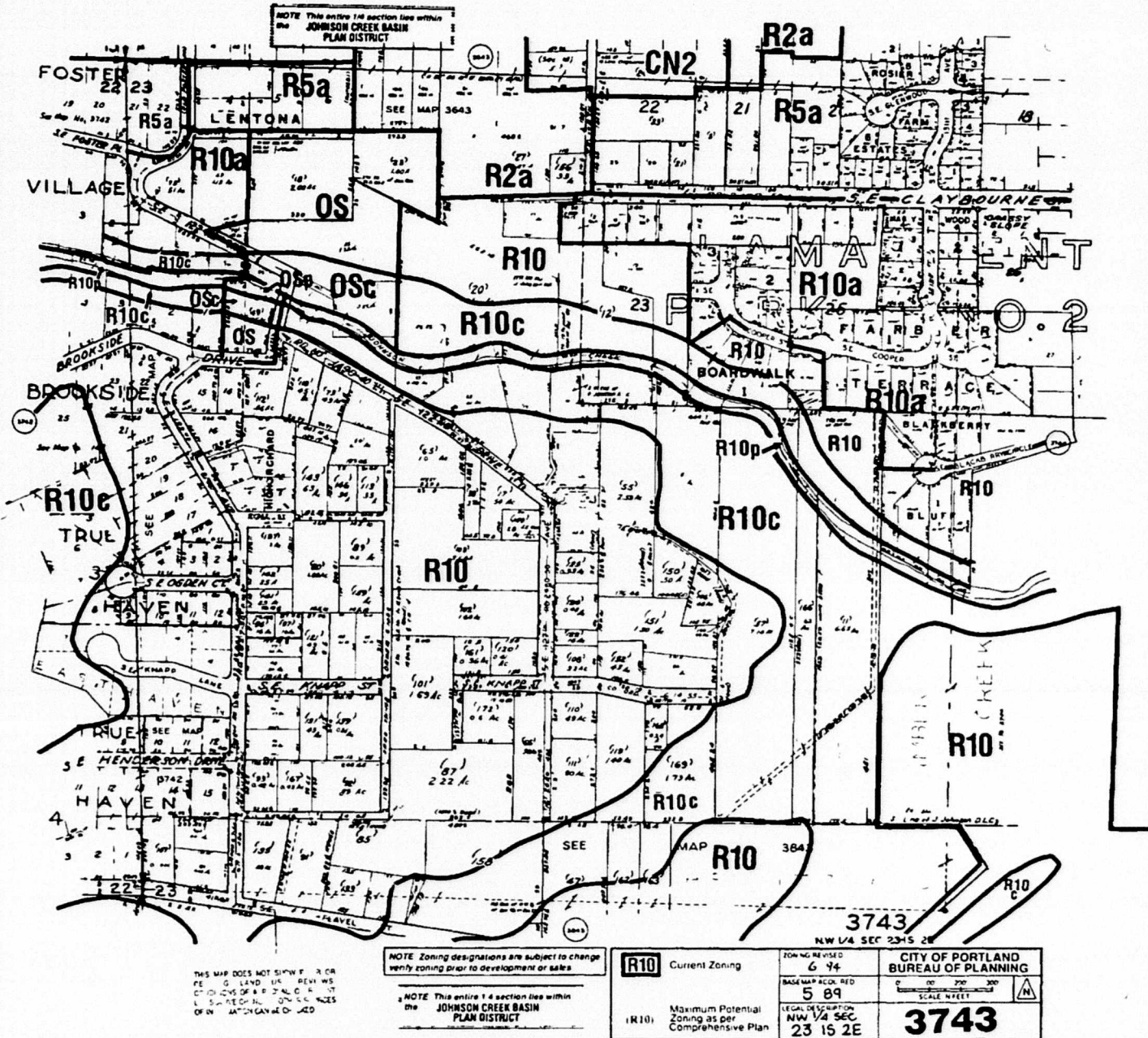
NE 1/4 Sec 22 15 2E
NOTE: Zoning designations are subject to change pending zoning prior to development or sales



CITY OF PORTLAND BUREAU OF PLANNING		
R5	Current Zoning	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISION 6 99 3742

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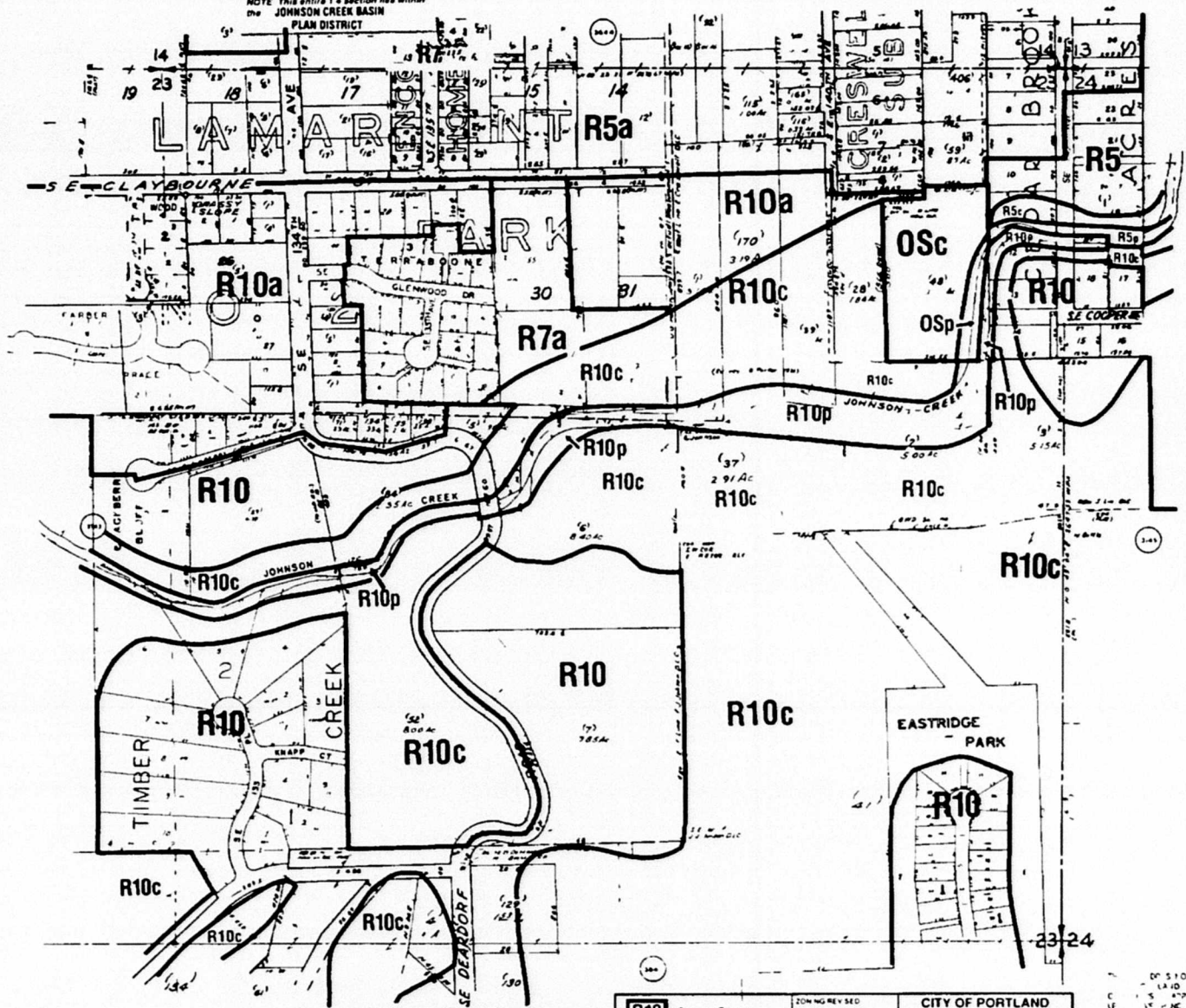
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NOTE This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT



JOHNSON CREEK PARK

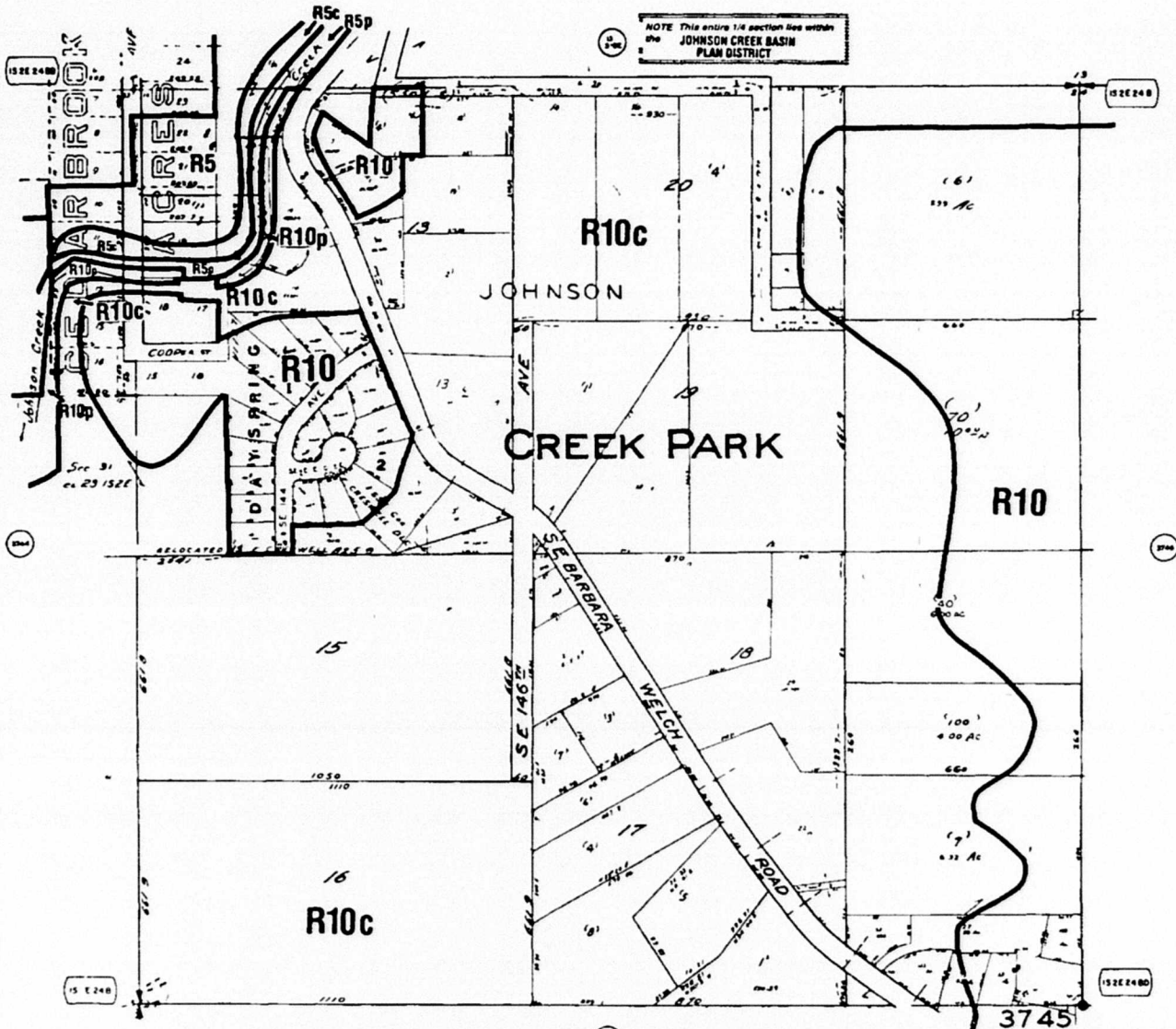
NOTE Zoning designations are subject to change verify zoning prior to development or sale.

NOTE This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

R10	Current Zoning	ZONING REVISED 6 94	CITY OF PORTLAND BUREAU OF PLANNING
	(R10) Maximum Potential Zoning as per Comprehensive Plan	BASEMAP ACQUIRED 10 84	
			SCALE IN FEET 0 100 200 300 3744

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THIS MAP DOES NOT CONSTITUTE A WARRANTY OF ANY KIND AND IS NOT TO BE USED AS A BASIS FOR ANY LEGAL ACTION.

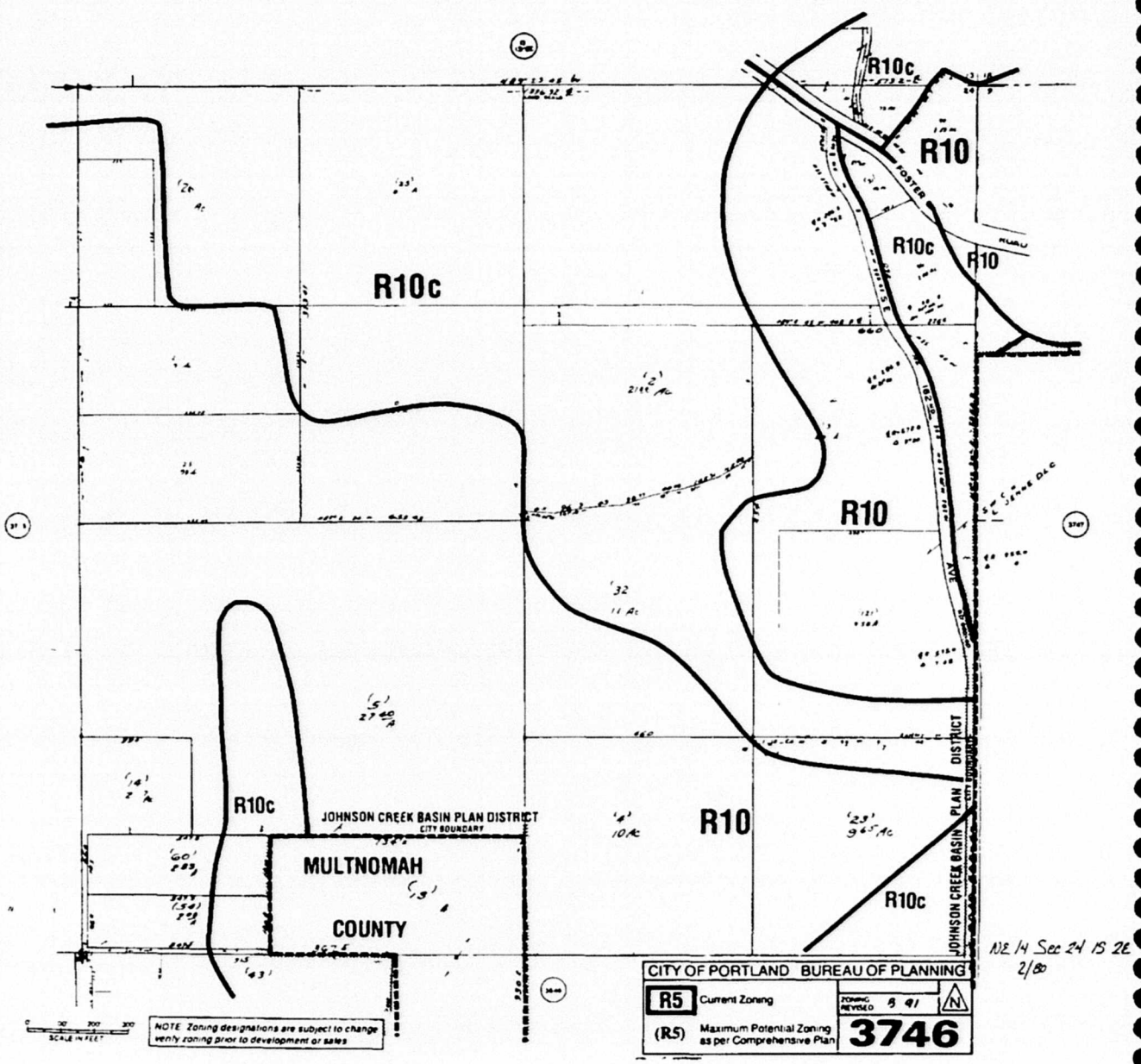
NOTE: Zoning designations are subject to change pending zoning prior to development or sales.

NOTE: This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT.

R10 Current Zoning (R10) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 6 94	CITY OF PORTLAND BUREAU OF PLANNING SCALE IN FEET 3745
	BASEMAP ACQUIRED 5 89	
	LEGAL DESCRIPTION NW 1/4 SEC 24 15 2E	

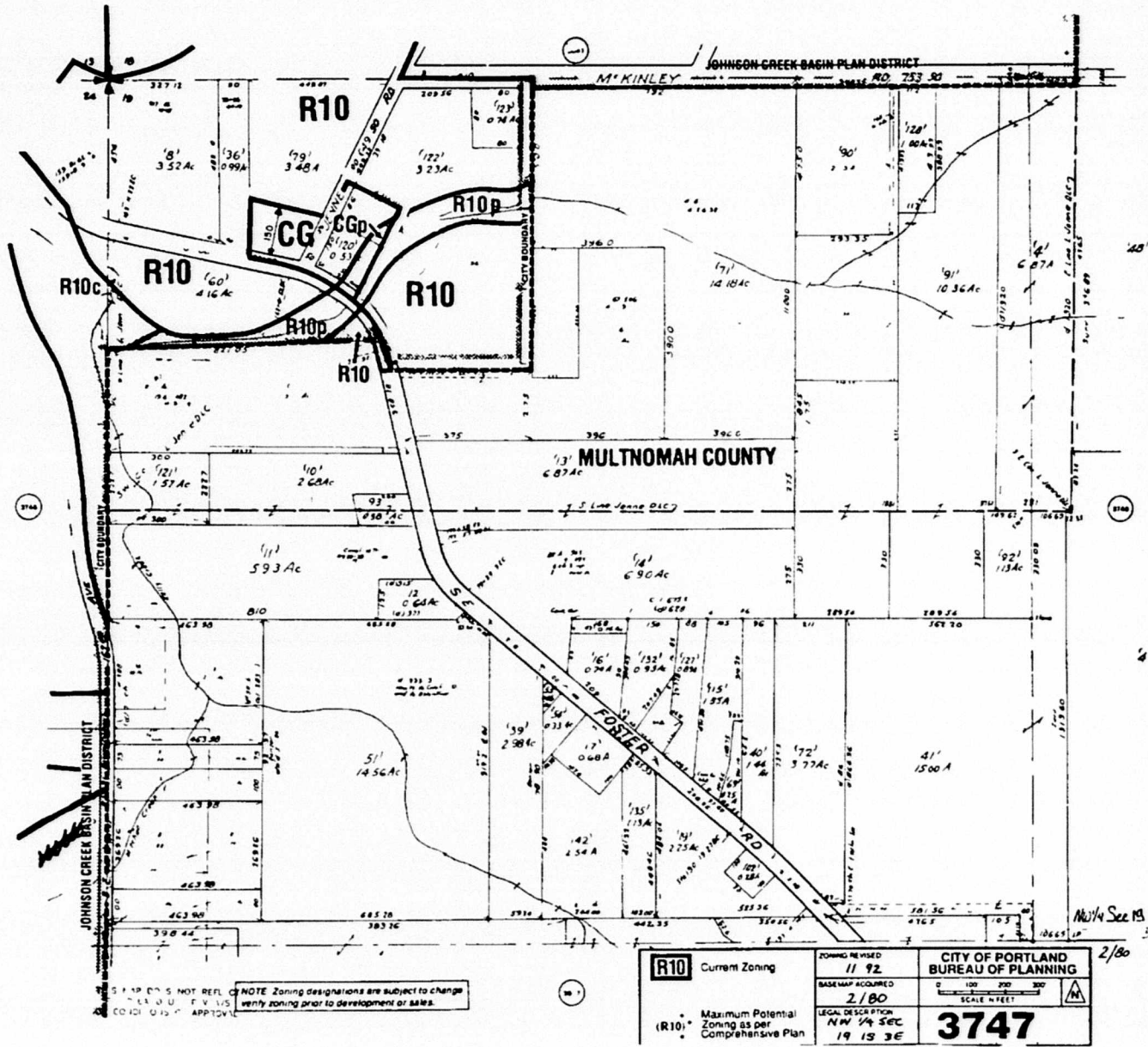
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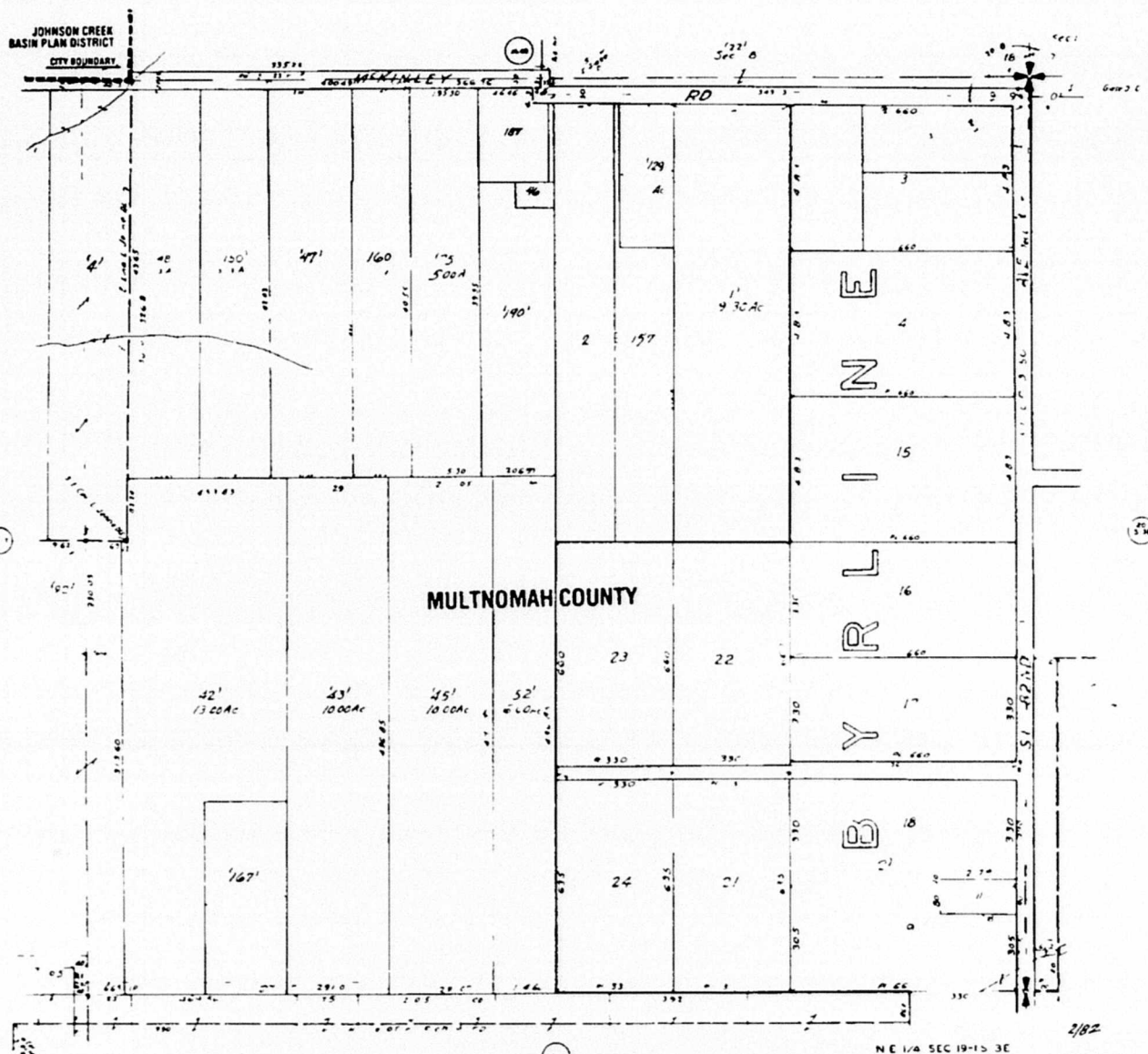
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NOTE: Zoning designations are subject to change
 verify zoning prior to development or sales

CITY OF PORTLAND BUREAU OF PLANNING

SCALE 1" = 200'

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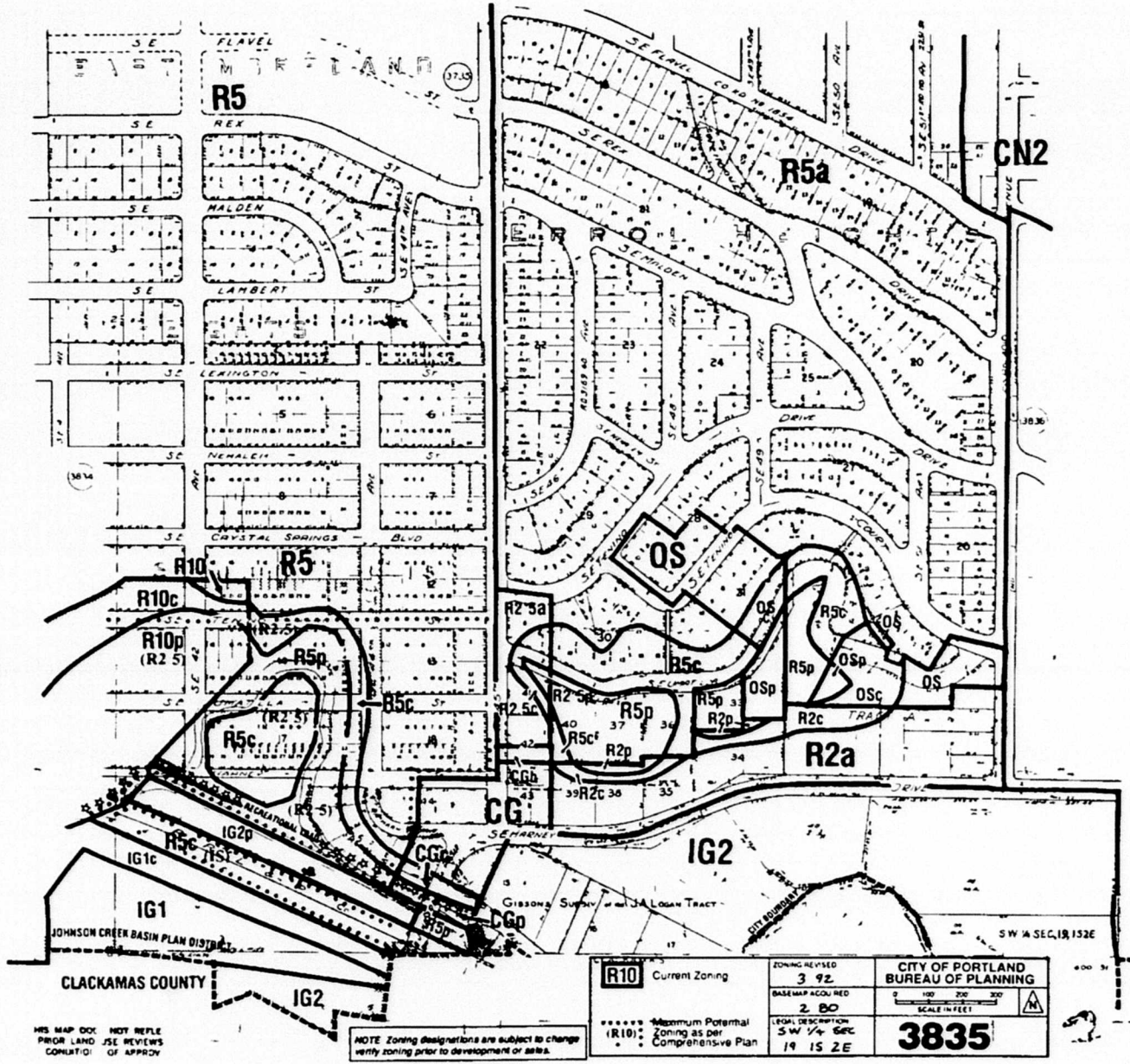
R5 Current Zoning

(R5) Maximum Potential Zoning as per Comprehensive Plan

3748

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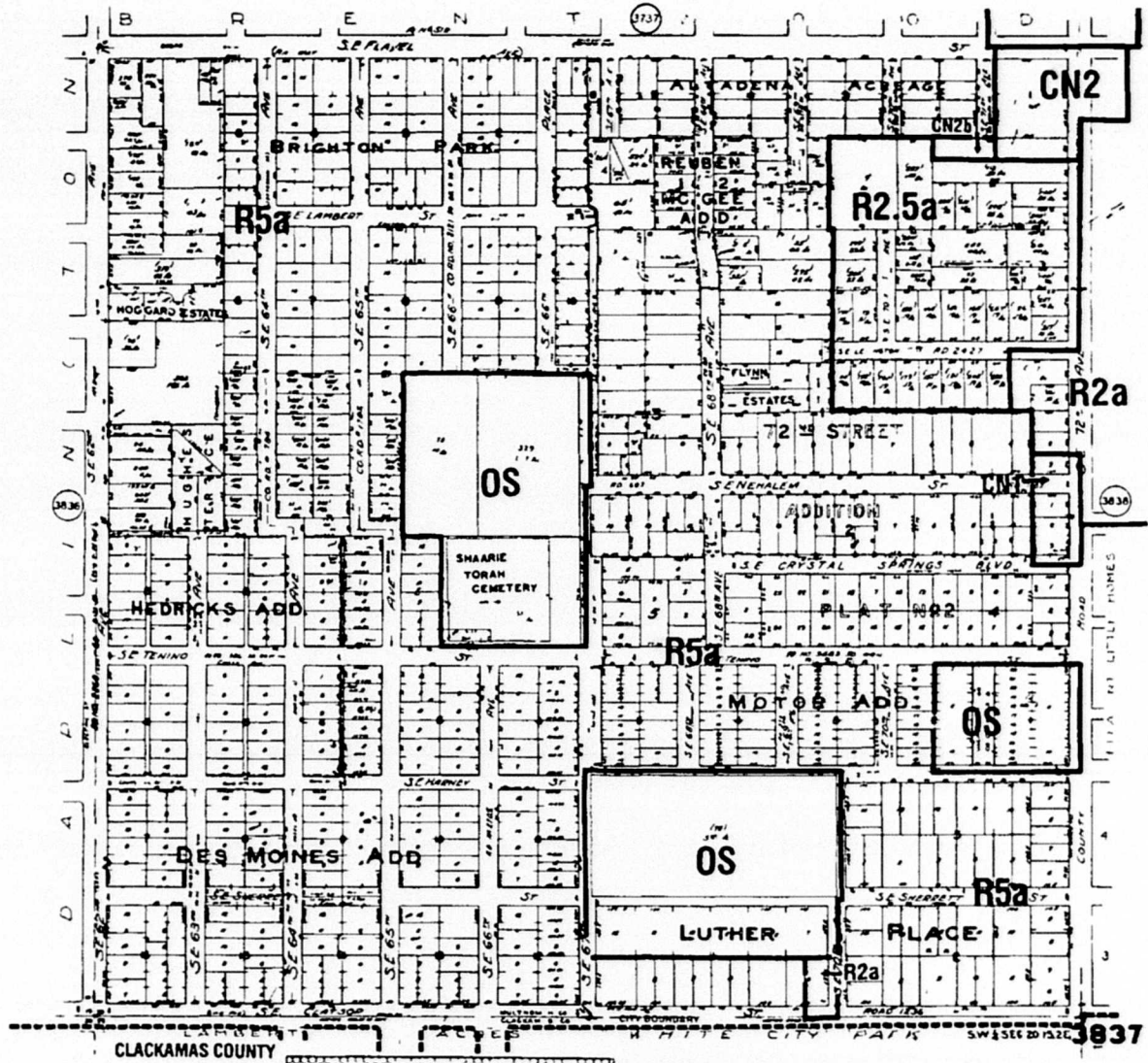


HIS MAP DOES NOT REFLECT PRIOR LAND USE REVIEWS CONCLUSIVE OF APPROVAL

NOTE: Zoning designations are subject to change. Verify zoning prior to development or sales.

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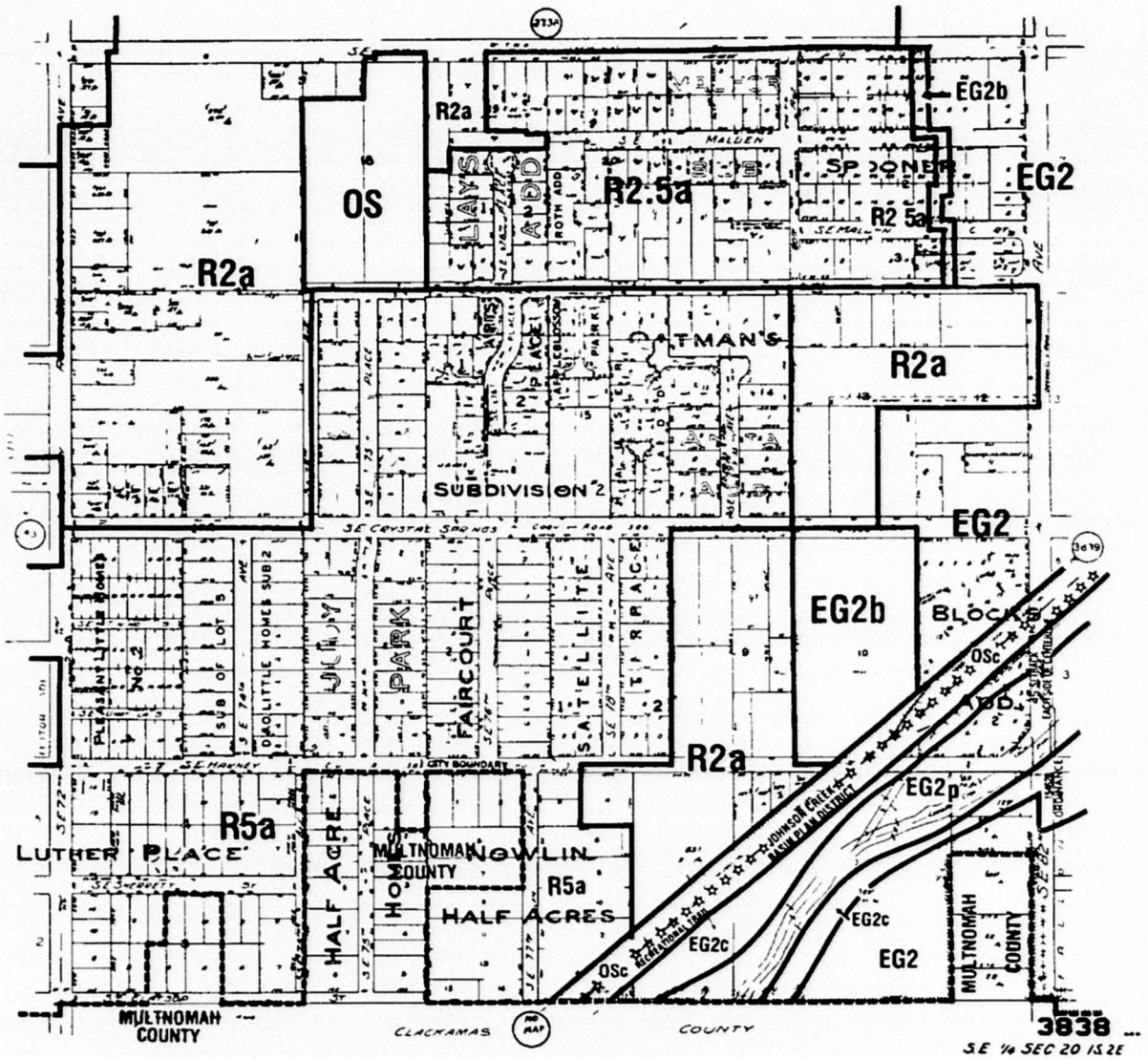


NOTE: Forests larger than two acres may require Interim Forest Review - see Chapter 33.433

NOTE: Zoning designations are subject to change - verify zoning prior to development or sales

R10 Current Zoning	ZONING REVISED	3 92
	BASE MAP ACQU. NO.	5 89
(R10) Maximum Potential Zoning as per Comprehensive Plan	LEGAL DESCRIPTION	SW 1/4 SEC 20 1S 2E
		3837

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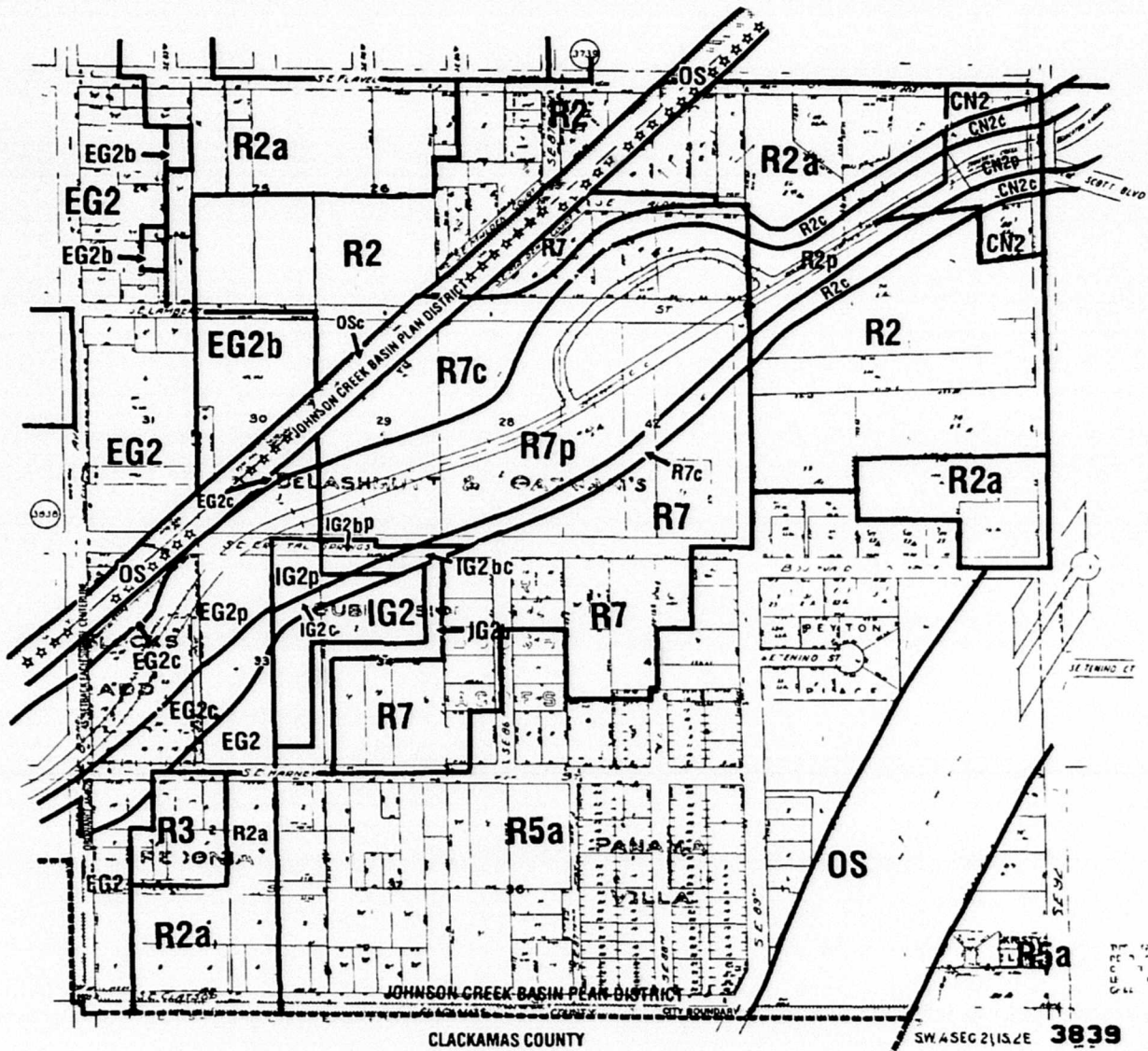


NOTE Zoning designations are subject to change verify zoning prior to development or sales.

R10 Current Zoning Maximum Potential Zoning as per Comprehensive Plan (R10)	ZONING REVISION	3 92	CITY OF PORTLAND BUREAU OF PLANNING SCALE IN FEET 0 100 200 300 3838
	BASE MAP ACQUIRED	5 89	
	LEGAL DESCRIPTION	SE 1/4 SEC 20 15 2E	

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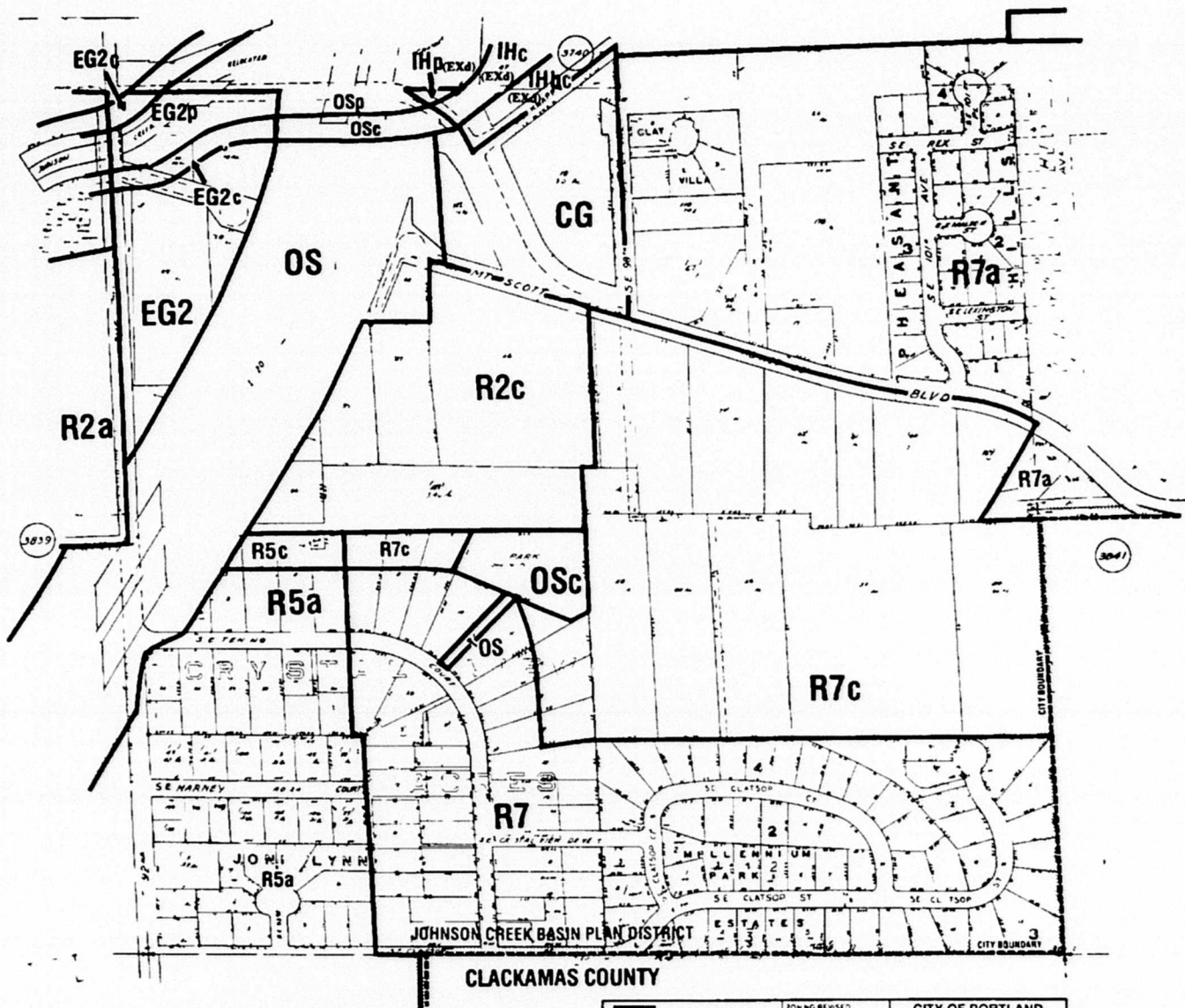


NOTE: Zoning designations are subject to change verify zoning prior to development or sales.

R10 Current Zoning	ZONING REVISED 3 92	CITY OF PORTLAND BUREAU OF PLANNING
	BASE MAP ACQUIRED 5 89	
(R10) Maximum Potential Zoning as per Comprehensive Plan	LEGAL DESCRIPTION SW 1/4 SEC 21 15 2E	SCALE: 1" = 100' 200' 300' 3839

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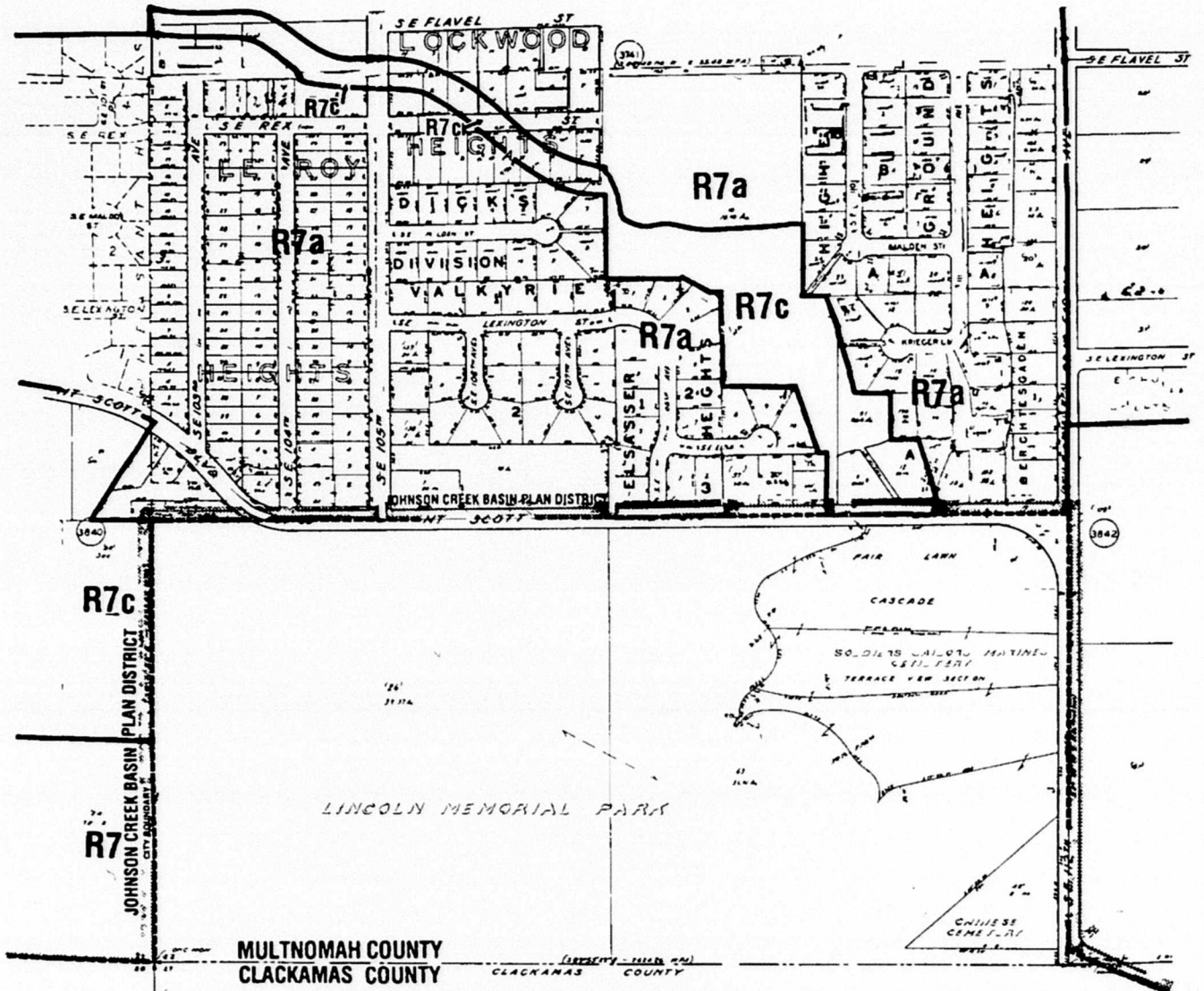
NOTE This entire 1/4 section lies within the JOHNSON CREEK BASIN PLAN DISTRICT

NOTE Zoning designations are subject to change verify zoning prior to development or sales

R10	Current Zoning	ZONING REVISED 12 91	CITY OF PORTLAND BUREAU OF PLANNING
	(R10) Maximum Potential Zoning as per Comprehensive Plan	BASEMAP ACQUIRED 8 84	
		LEGAL DESCRIPTION SE 1/4 600 21 15 2E	3840

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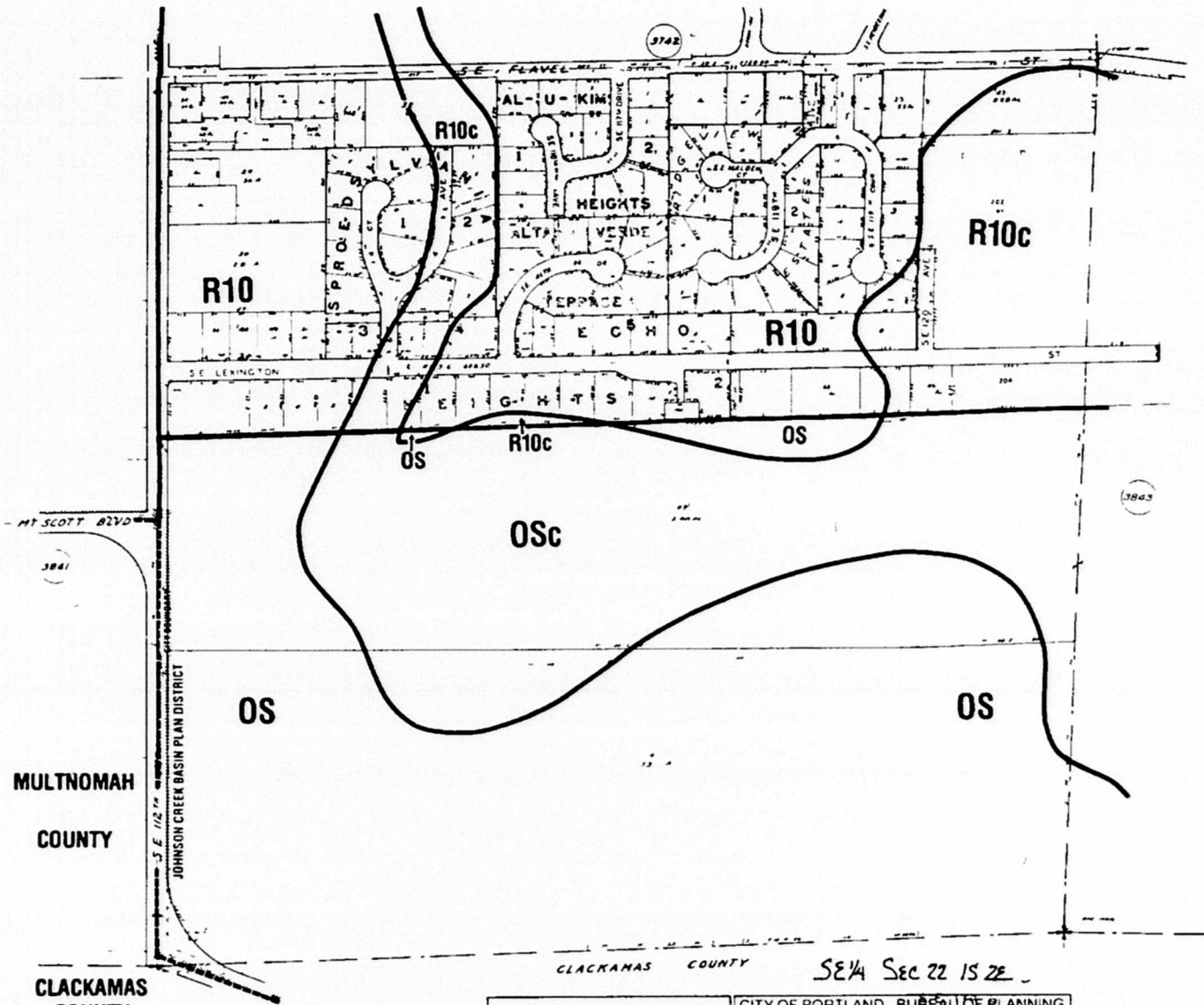
THIS MAP DOES NOT SHOW PRIOR OR PENDING LAND USE REVIEWS, CONDITIONS OF APPROVAL, OR RECENT LEGISLATIVE CHANGES. OTHER SOURCES OF INFORMATION CAN BE OBTAINED.

NOTE: Zoning designations are subject to change. Verify zoning prior to development or sales.

R10 Current Zoning (R10) Maximum Potential Zoning as per Comprehensive Plan	ZONING KEYWORD	12 94
	BASEMAP ACQUIRED	2/87
	LEGAL DESCRIPTION	SW 1/4 SEC 22 1S 2E
CITY OF PORTLAND BUREAU OF PLANNING		SW 1/4 SEC 22 1S 2E 3841

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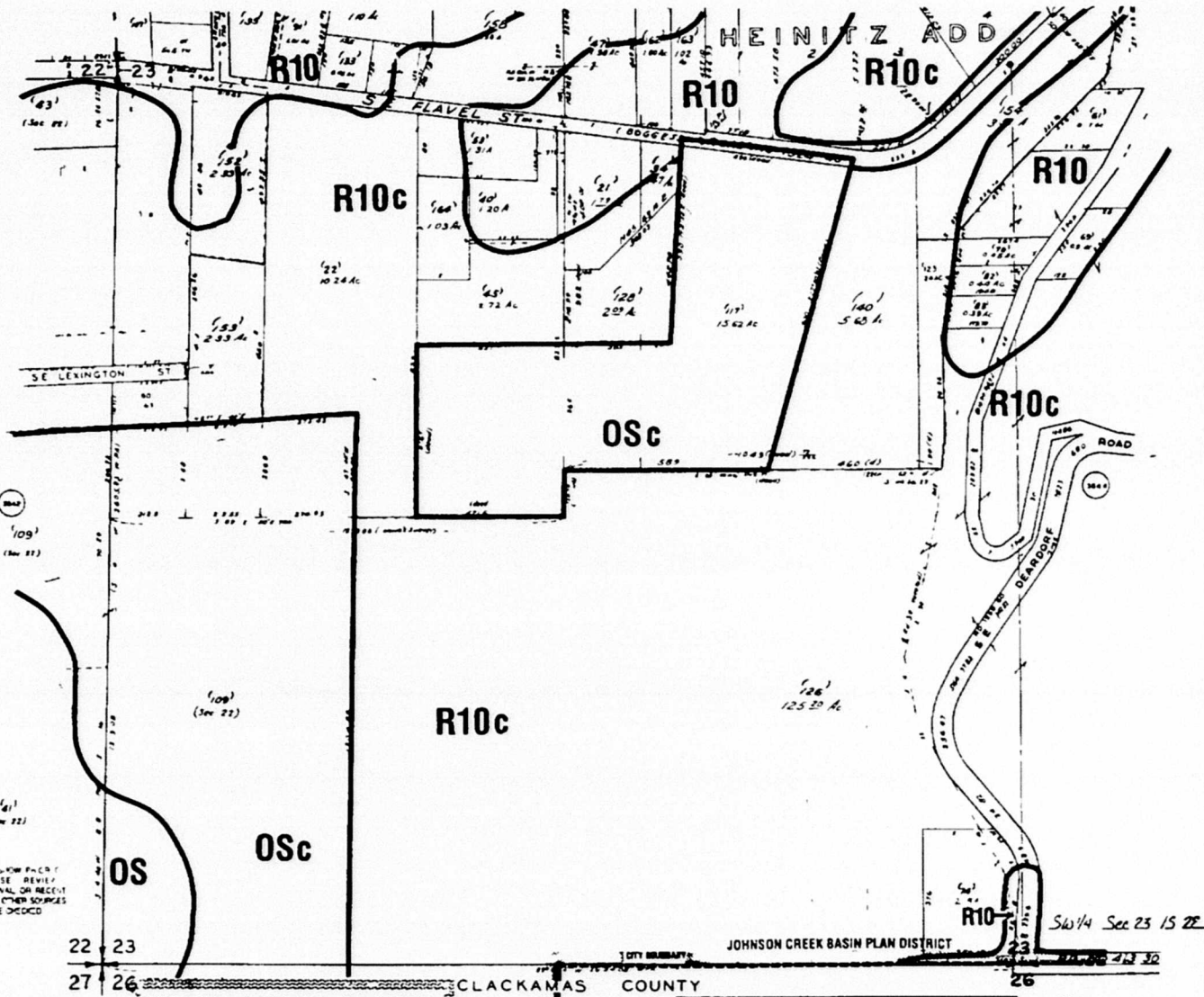


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R5	Current Zoning	REVISIONS REVISED 8 91	N 9/84
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3842	

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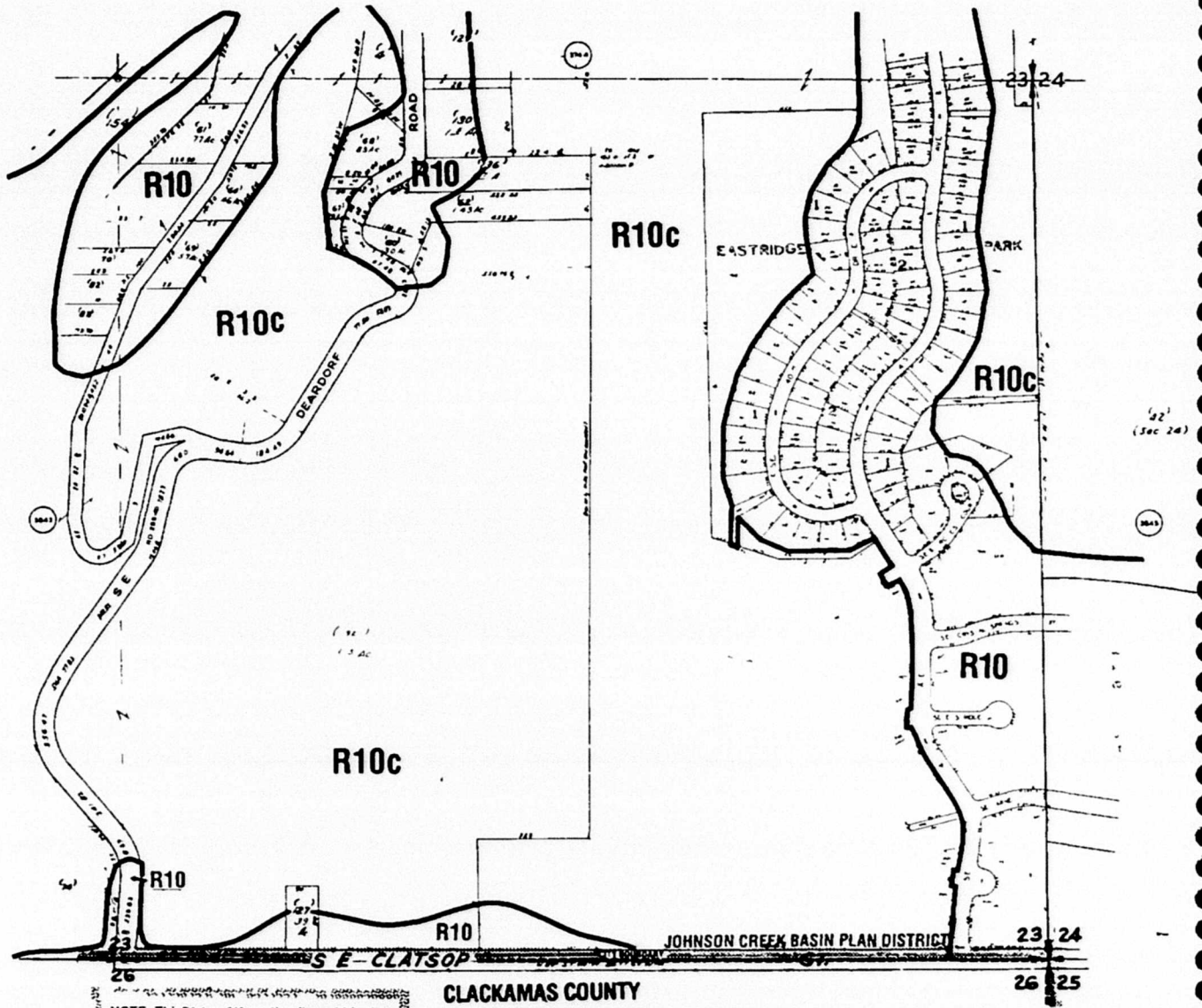
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CITY OF PORTLAND BUREAU OF PLANNING		SCALE 1" = 200'	N
R5	Current Zoning	REVISION B 91	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3843	

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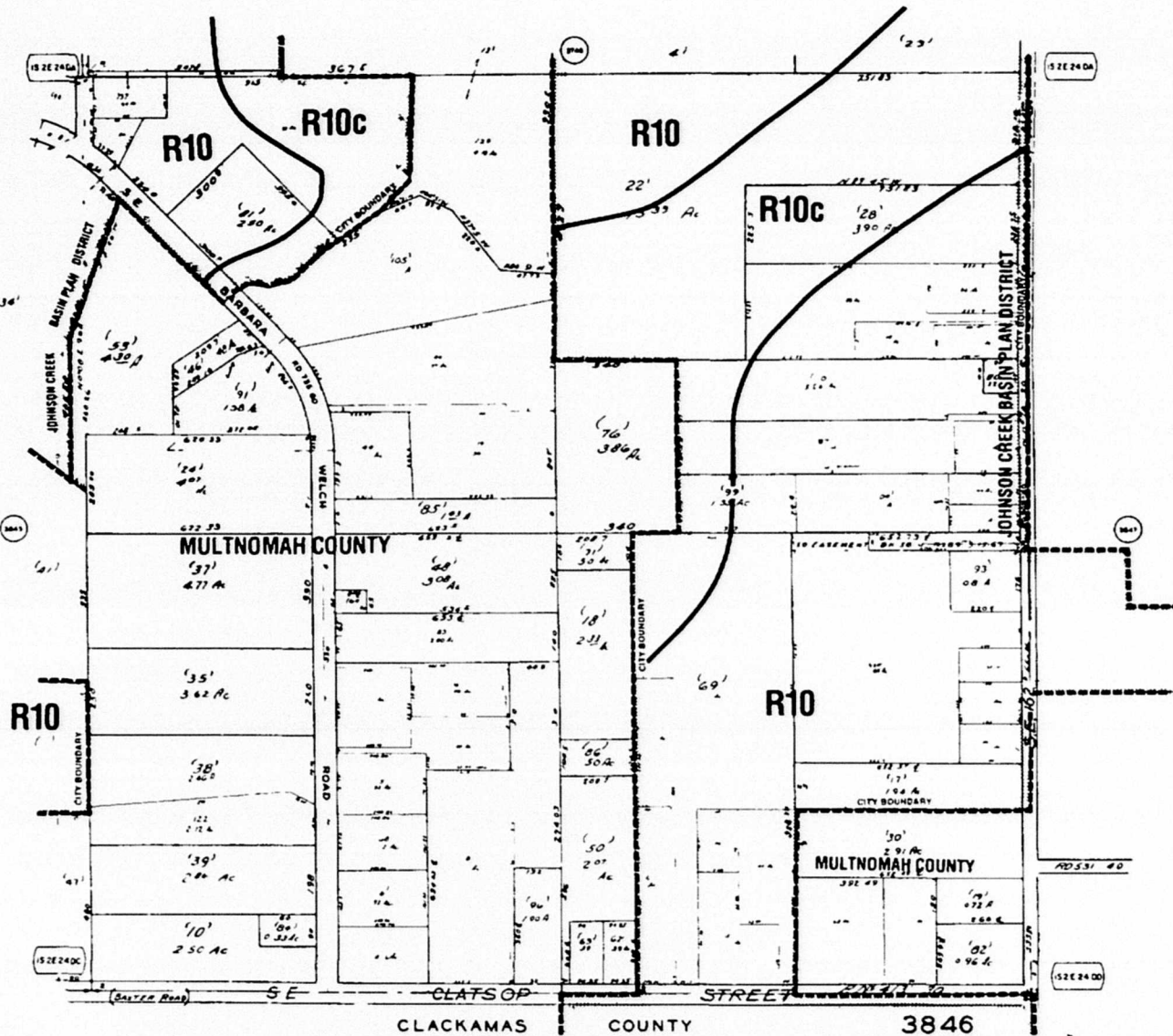
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CLACKAMAS COUNTY

R10	Current Zoning	ZONING REVISED 3 94	CITY OF PORTLAND BUREAU OF PLANNING
	Maximum Potential Zoning as per Comprehensive Plan	BASE MAP ACQUIRED 9 84	
		LEGAL DESCRIPTION SE 1/4 SEC 23 15 26	3844

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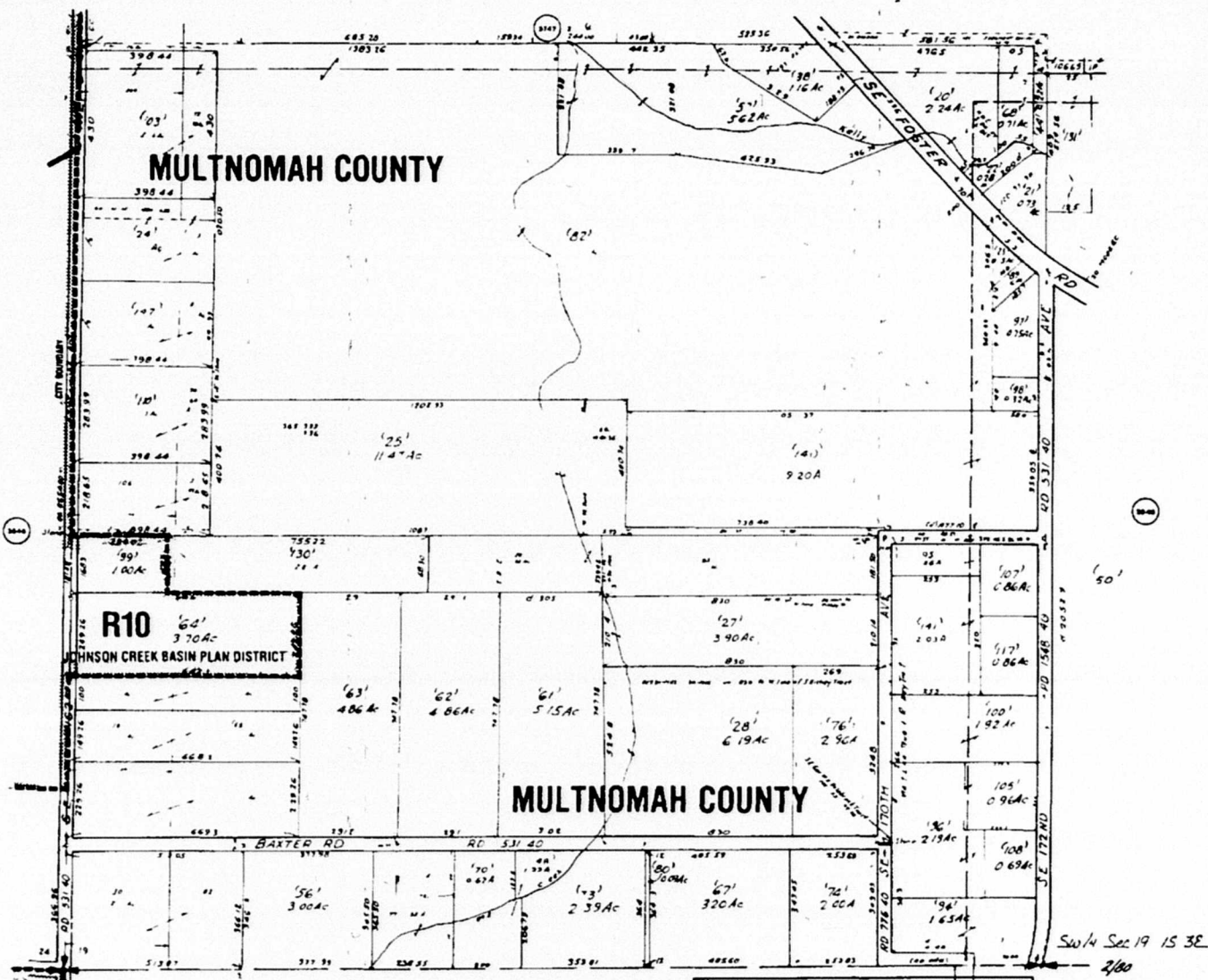
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R10	Current Zoning	ZONING REVISED 8 91	CITY OF PORTLAND BUREAU OF PLANNING
	Maximum Potential Zoning as per Comprehensive Plan	BASEMAP ACQUIRED 5 89	
		SCALE: 1" = 100'	3846
		SE 1/4 SEC 24 15 2E	

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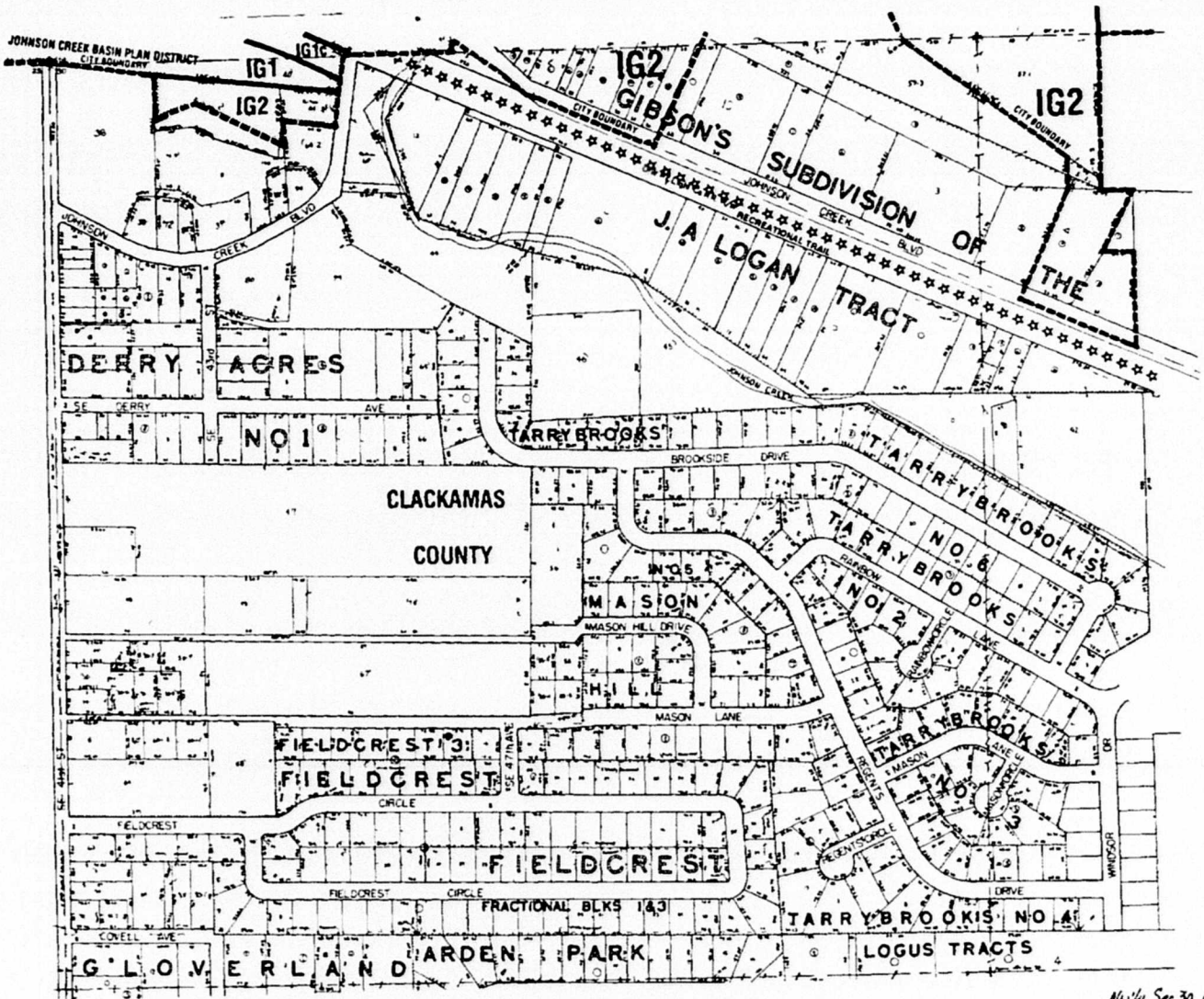


NOTE: Zoning designations are subject to change. Verify zoning prior to development or sales.

CITY OF PORTLAND BUREAU OF PLANNING	
R5 Current Zoning	ZONING REVISION 8 91
(R5) Maximum Potential Zoning as per Comprehensive Plan	3847

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NW/4 Sec 30 15 2E
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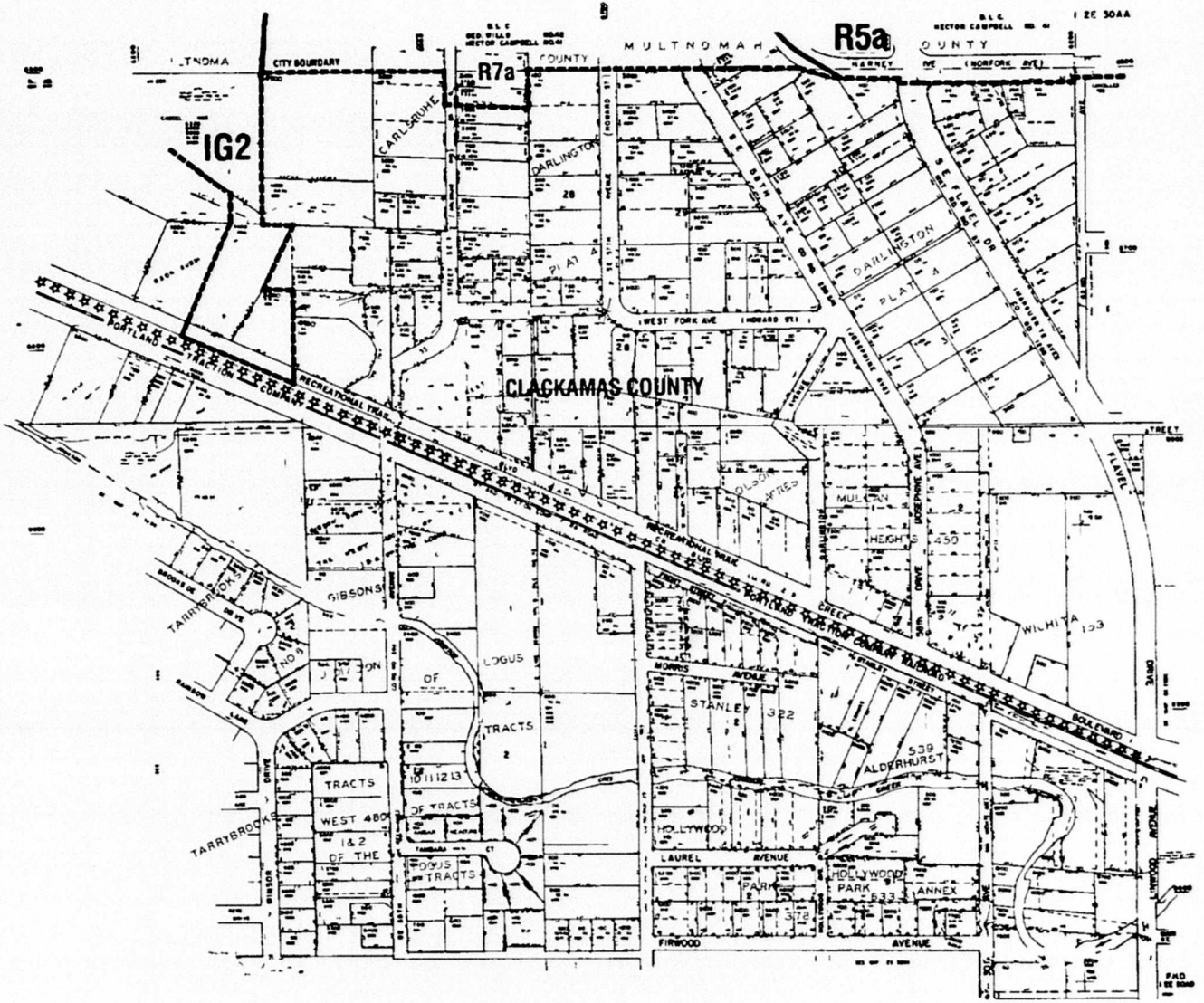
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CITY OF PORTLAND BUREAU OF PLANNING		SCALE 1" = 200'	
R5	Current Zoning	EDITION 8 91	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3935	

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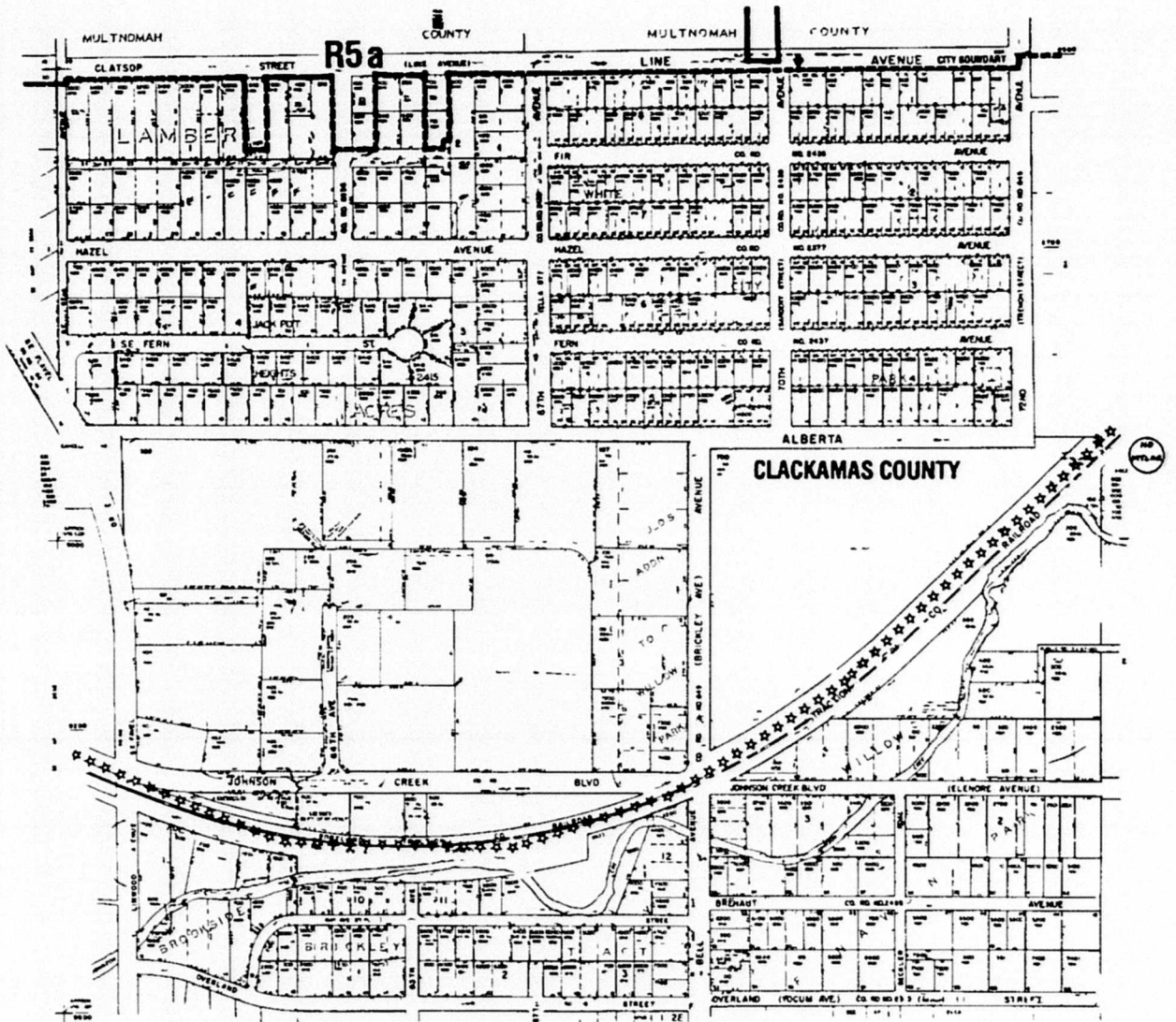


NOTE: Zoning designations are subject to change. Verify zoning prior to development or sales.

R10 Current Zoning Maximum Potential Zoning as per Comprehensive Plan (R10)	ZONING REVISION 3 92	CITY OF PORTLAND BUREAU OF PLANNING SCALE IN FEET 3936
	BASEMAP ACQUIRED 3 86 LEGAL DESCRIPTION NE 1/4 SEC 30 15 2E	

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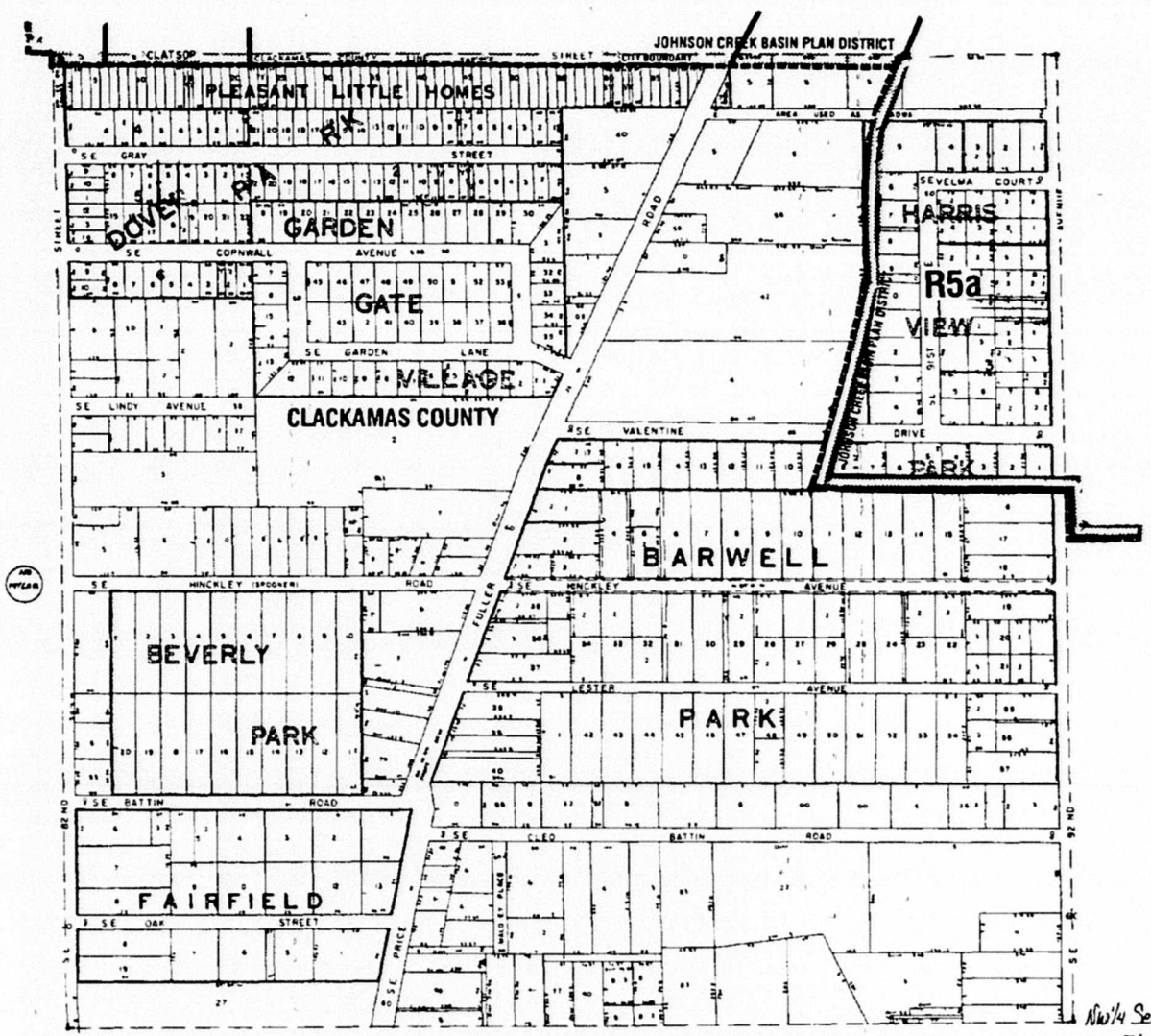


NOTE: Zoning designations are subject to change. Verify zoning prior to development or sales.

R10 Current Zoning ** Maximum Potential (R10)* Zoning as per Comprehensive Plan	ZONING REVISED 5 92	CITY OF PORTLAND BUREAU OF PLANNING 0 100 200 300 SCALE IN FEET
	BASEMAP ACQUIRED 8 86	
	LEGAL DESCRIPTION NW 1/4 SEC 29 15 26	3937

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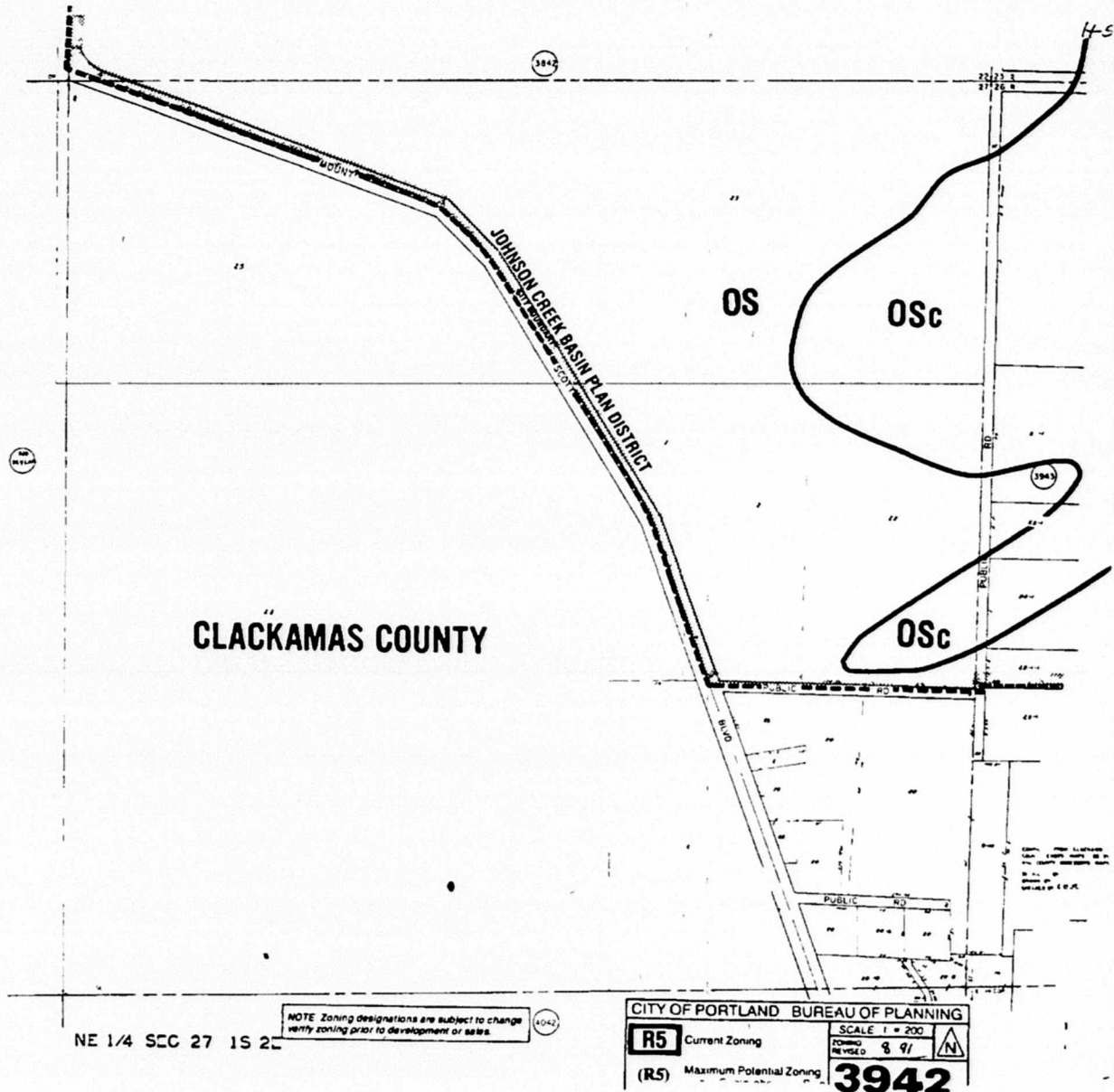
Nov/4 Sec 28 15 28
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NOTE Zoning designations are subject to change
verify zoning prior to development or sales

CITY OF PORTLAND BUREAU OF PLANNING		SCALE 1" = 200'	N
R5 Current Zoning		ZONING REVISION B 91	
(R5) Maximum Potential Zoning as per Comprehensive Plan		3939	

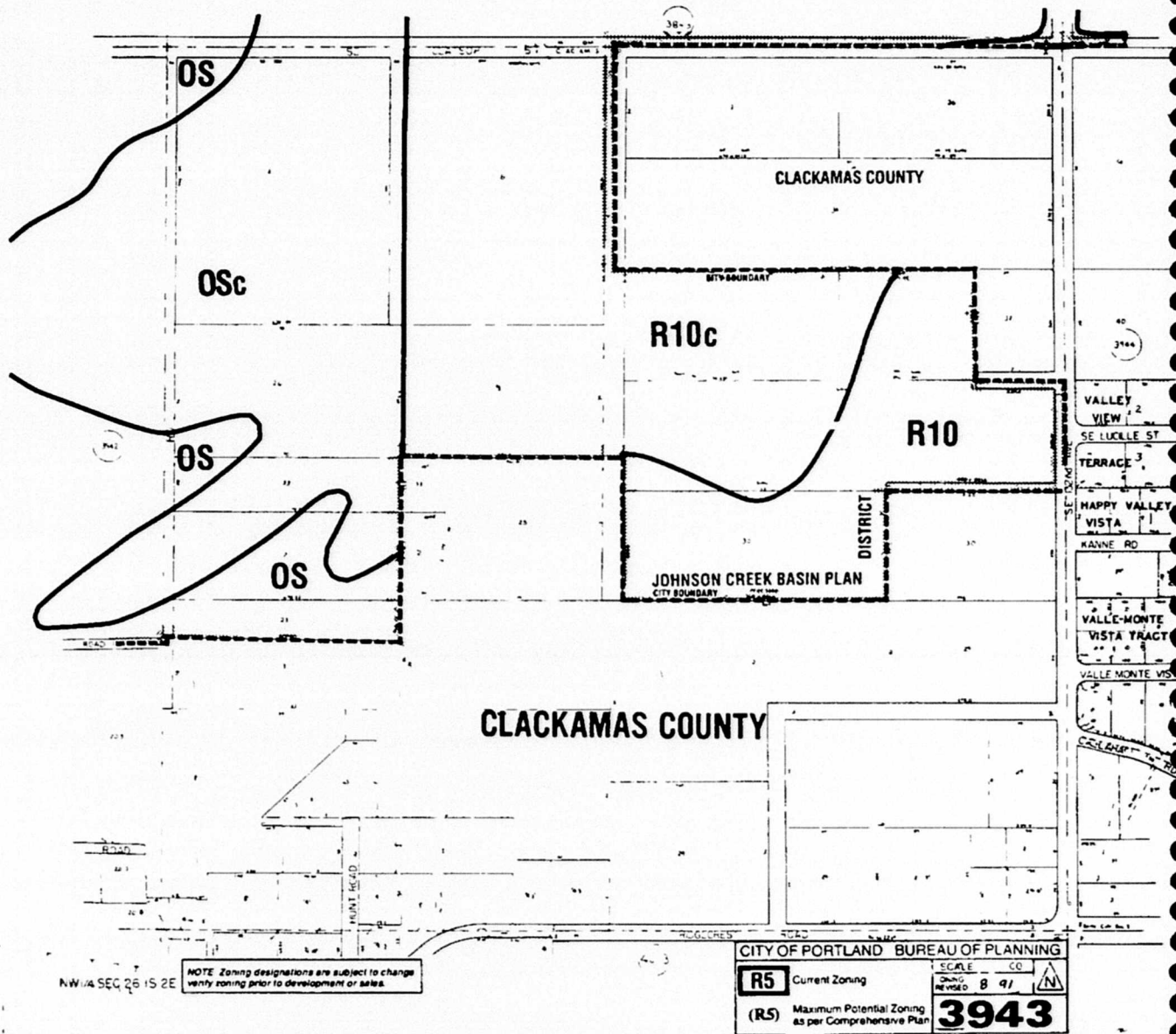
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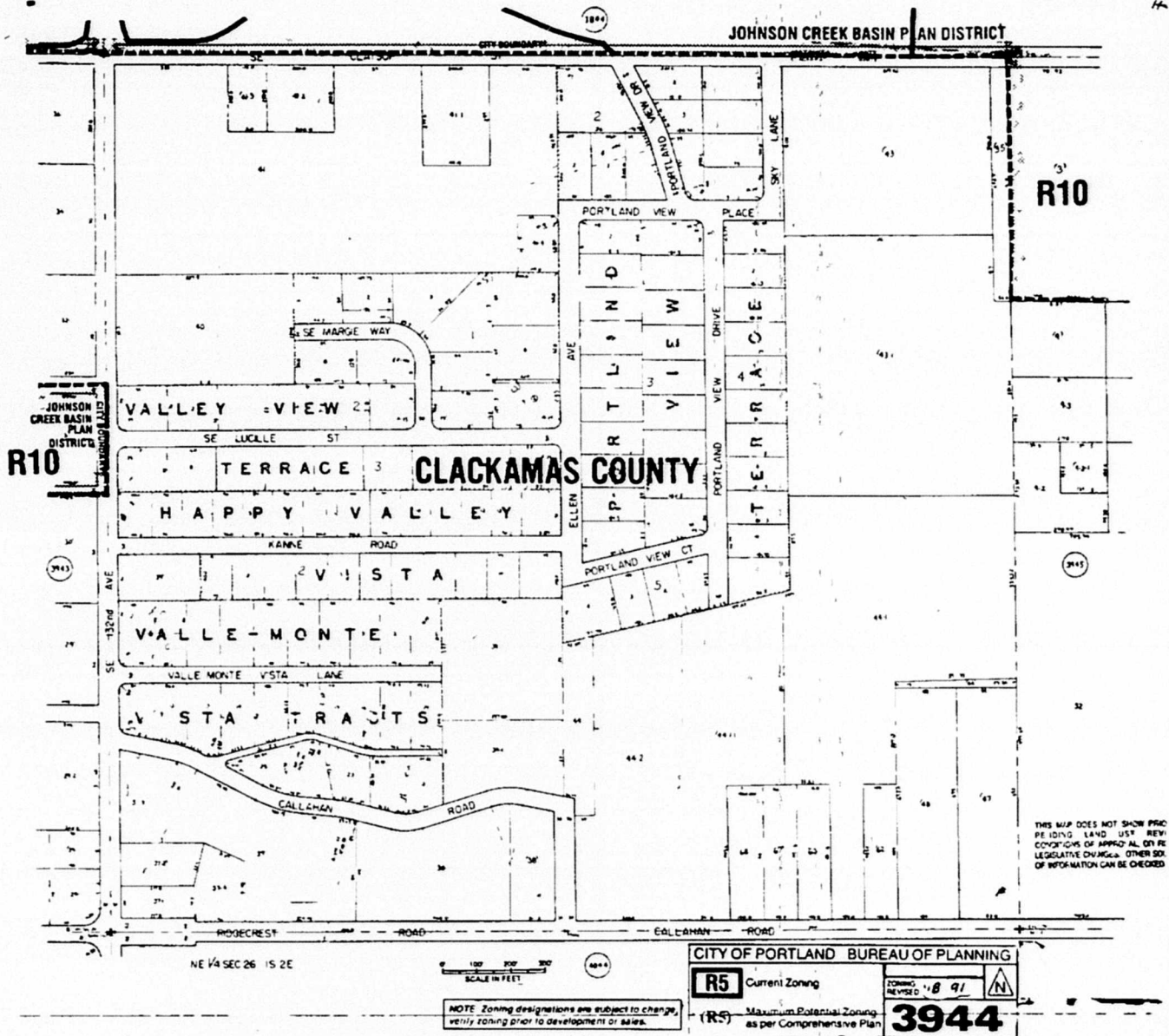
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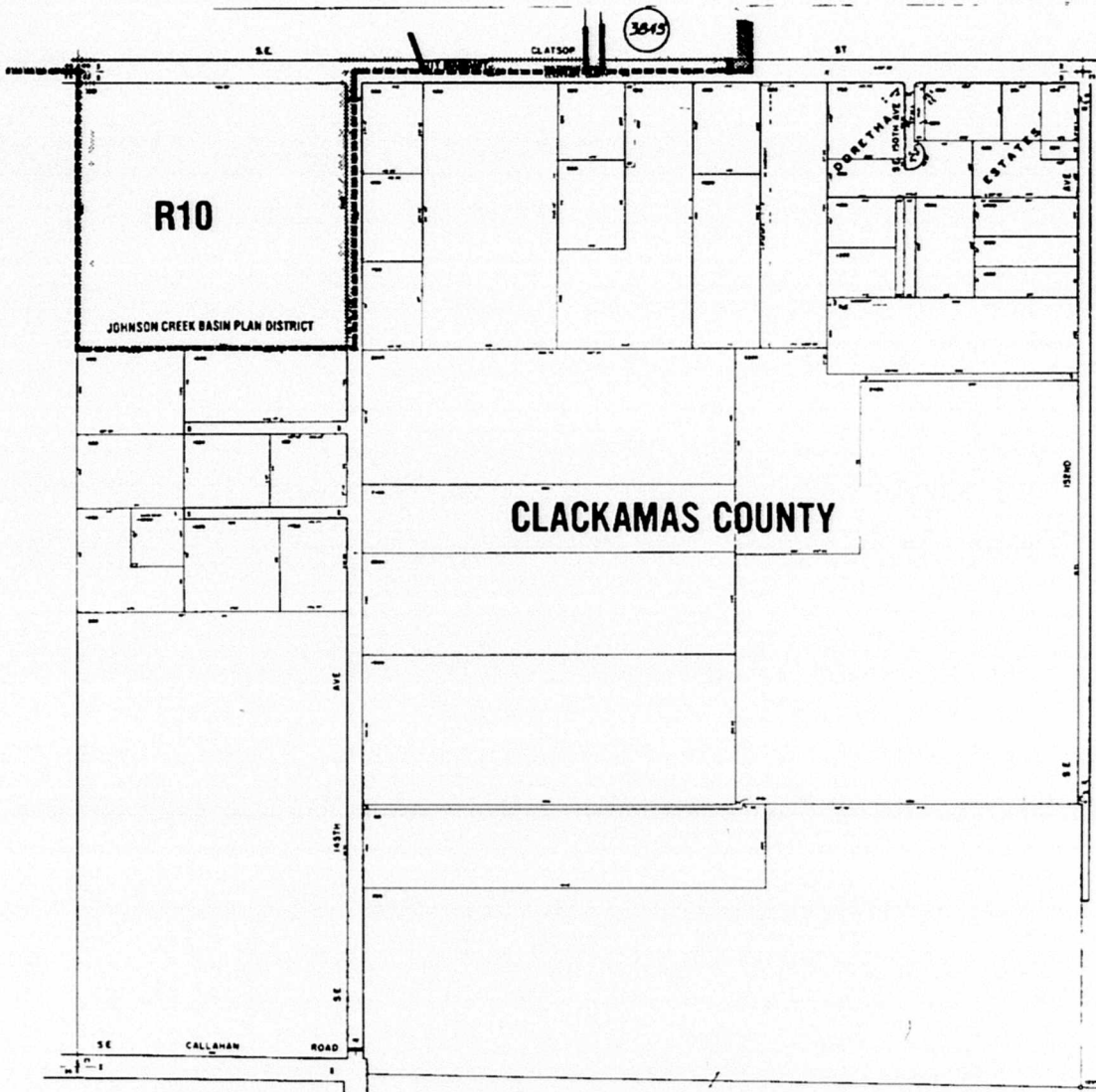


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R10

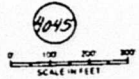
JOHNSON CREEK BASIN PLAN DISTRICT

CLACKAMAS COUNTY

3845

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 OF 25 APPROX. CITY MAP
 OF SE. CLACKAMAS COUNTY



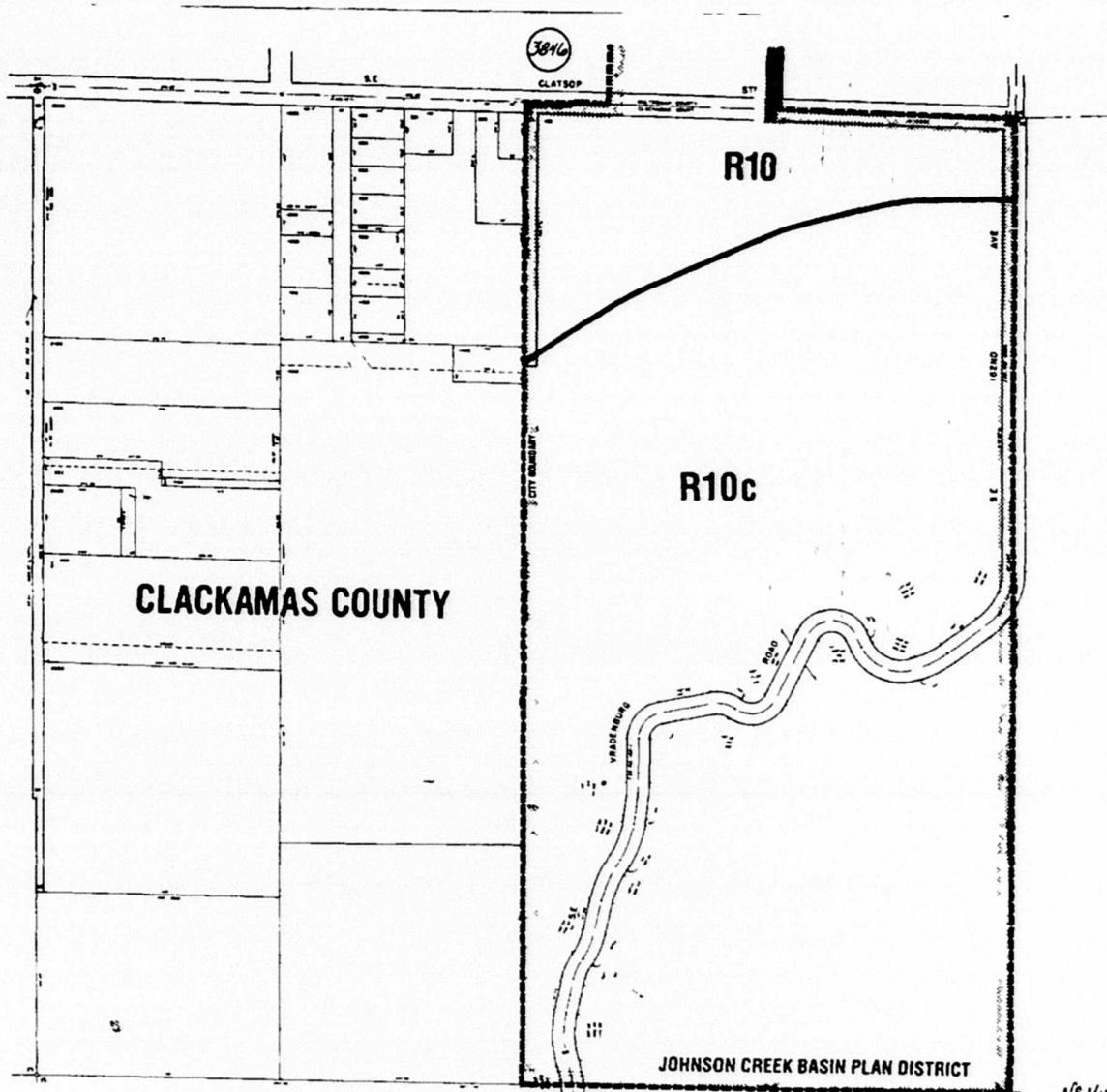
NOTE: Zoning designations are subject to change
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CITY OF PORTLAND BUREAU OF PLANNING		ZONING REVISION 8 91	N
R5	Current Zoning		
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3945	

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CITY OF PORTLAND BUREAU OF PLANNING

R5	Current Zoning	SCALE 1" = 300'
(R5)	Maximum Potential Zoning as per Comprehensive Plan	REVISIONS: 0 41

3946

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Appendix 1: Glossary

Most of the definitions used in this Glossary can be found in the following publications

- Portland Comprehensive Plan Goals and Policies
- Portland Zoning Code (Title 33)
- East Buttes, Terraces and Wetlands Conservation Plan, July, 1993
- Region 2040 Growth Concept, adopted by the Metro Council on 12/8/94
- Regional Urban Growth Goals and Objectives, Metro, September 26, 1991
- Planning and Design for Transit, Tri-Met, 1993

For more information or, in some cases, an expanded definition, see listed publications

Accessory Rental

An additional living unit that is created through the conversion or expansion of a portion of the primary dwelling unit in areas zoned for single-family use

Affordable Housing:

Housing with rents or mortgage costs that are 30% or less of the gross monthly income of a household

Amenity Package

A set of additional requirements designed to significantly improve the livability of a project which, if included in the project, allows a bonus density increase

Attached Residential

Individual dwelling units sharing a common wall, commonly known as rowhouses. The lot line between two units is along the common wall

Attraction.

Institution or recreational facility open to the public designed to attract people from both within and outside the Plan Area. An example of a major attraction would be the Portland Adventist Medical Center, because it draws people from throughout the Metropolitan area. An example of a minor attraction would be the Holgate Library, which draws residents from several neighborhoods

Auto-oriented Land Uses.

Functional activities of two types 1) those which are auto-related (such as gas stations and auto repair shops), and 2) those which by their design attract primarily customers arriving by automobile (such as drive-in restaurants)

Background Document:

A one-volume publication by the Portland Bureau of Planning providing factual information on the Outer Southeast Community Plan Area Printed in March, 1993, it included census data and information on transportation, housing, commercial areas, opportunity sites, and urban services in the plan area

Base Zone.

The uses allowed and accompanying development standards in areas covered by designations on the zoning map These are noted in capital letters sometimes followed by numbers

Benchmark:

Measures of results rather than efforts Indicators of progress towards long-range strategic goals and a checklist of the community's social, economic, and environmental health

Block Watch:

An Office of Neighborhood Associations' crime prevention program In residential areas, residents on a block organize to watch each other's homes and report suspicious activities to the police Neighborhood Watch signs may be posted as part of the effort Business Watch is an equivalent program for commercial areas where business owners organize to watch each other's businesses

Block Homes

A program sponsored by the Portland Police Bureau and the PTA in which households and businesses volunteer to be safe havens for pre-teenage children in emergencies

Bonus Density

Extra density allowed beyond the maximum for the base zone This may be granted if certain amenities, such as outdoor recreation facilities, are included Under the Alternative Design Density overlay regulations, extra density will be allowed in projects that include housing for low and very low income households

Building Codes

Legislative regulations that prescribe the materials, requirements, and methods to be used in the construction, rehabilitation, maintenance, and repair of buildings. Several national building codes have been established for adoption by individual states. Oregon has adopted the Uniform Building Code (UBC), developed by the International Conference of Building Officials.

Bureau of Planning.

The professional staff responsible for providing the Portland Planning Commission with the research and information necessary for the Commission's recommendations to the Portland City Council.

Capital Improvement Program (CIP)

A five-year program to identify improvement projects which may result in a major expenditure of public funds for such facilities as sewers, streets, and parks.

Center

A concentration of medium-to-high intensity commercial, institutional, or industrial uses or a combination of these that provides a draw for the population in surrounding neighborhoods and the region.

Citizen Advisory Committee:

A group of representatives from neighborhood, business, and local non-profit organizations that review proposed plan elements and advise the Outer Southeast Community Plan staff.

Citizen Involvement:

A term used to describe citizen participation. LCDC Goal 1 requires that citizens be involved in all phases of the comprehensive planning process.

Cluster development

Subdivision containing houses with some or all of the lots reduced below the minimum lot sizes, but where the overall project meets the density standard for the zone.

Community Development.

Activities and programs designed to strengthen the physical, social, and economic conditions of an area with a view toward making it a more healthful, prosperous, and gratifying place to live. The City of Portland receives federal funds for community development through the Housing and Community Development Act of 1974.

Community Gardens.

A Bureau of Parks and Recreation program where gardening plots are made available to those wishing to grow vegetables and flowers for a nominal fee.

Community Policing:

An approach to law enforcement based on building problem solving partnerships between citizens and the Portland Police Bureau

Community Reinvestment Act.

This 1977 federal law requires that banks and thrifts invest in the neighborhoods that they serve

Comprehensive Plan:

The current adopted Comprehensive Plan for the City of Portland This land-use plan is intended to guide the future growth and development of the City In 1973, The State Legislature adopted Senate Bill 100 (ORS 197) which mandates comprehensive land use planning by Oregon's cities and counties Portland's plan was approved or "acknowledged" by the state in 1981 The City's Zoning Code is a major implementation tool of the Comprehensive Plan but is not part of the plan

Conditional Use:

A use permitted only when certain conditions governing the development are established Schools, churches, and hospitals are common conditional uses in residential zones

Corridors:

A three to five block wide area running along the length of a major transit street which is designated for medium-density apartment and commercial land uses Typical new developments would include rowhouses, duplexes, and one-to-three-story office and retail buildings, and average 25 persons per acre

Cul-de-sac:

A local street terminating in a dead-end turnaround

Curb Ramps:

Curb cuts on corners where two sidewalks meet to allow those in wheelchairs to cross the street

Density:

The average number of persons, households, or dwellings per acre of land

Design Guidelines:

A set of design parameters for development which apply within a design district, subdistrict, or overlay zone They are adopted as public statements of intent and are used to evaluate the acceptability of a project's design

Design Review:

Used to evaluate architectural compatibility, building placement on a site, dimensions, height and bulk, and exterior alterations

Desired Character:

The preferred and envisioned character, usually of an area, based on the purpose statement or character statement of the base zone, overlay zone, or plan district. It also includes the preferred and envisioned character based on any adopted area plans or design guidelines for an area.

Drainageway:

An open linear depression, whether man-made or natural, for the collection and drainage of surface water. It may be permanently or temporarily inundated.

Ecologically Significant Natural Areas:

Land and water that has substantially retained its natural character, but is not necessarily completely natural or undisturbed, and which is significant for its natural features.

Employment areas:

Metro identified two types of employment areas. Industrial areas would be set aside primarily for industrial activities. Mixed Use Employment areas mix various types of employment and include some residential development.

Enhance:

To raise to a higher degree, improve quality or available capacity, intensify, or magnify.

Environmental Zones:

Zoning designation applied to particular lands to protect and conserve natural resources and resource values. See Appendix 2, *Description of Zoning Designations*, for more information.

Environmentally Sensitive Areas:

Areas which contain significant natural resources and/or resource values which may warrant protection.

Family Wage Job: A permanent job with an annual income greater than or equal to the average annual covered wage in the region. The most current average annual covered wage information from the Oregon Employment Division shall be used to determine the family wage job rate for the region or for counties within the region.

Fish and Wildlife Habitat Areas:

Lands which contain significant food, water, or cover for native terrestrial and aquatic species of animals. Examples include forests, fields, riparian areas, wetlands, and water bodies

Flag Lot:

A lot located behind another lot that has normal street frontage. A flag lot includes a strip of land that goes out to the street and is generally used for an access drive

Floodplain:

Areas which are dry in some seasons but inundated when heavy rain, snow melt, tide, increased rate of surface runoff or other conditions cause streams or rivers to overflow their normal channels

Floodway:

The channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot

Floor Area Ratio (FAR):

The amount of floor area in relation to the amount of site area, expressed in square feet. For example, on a 40,000 square foot block with 6.1 FAR, the maximum floor area of building would be 240,000 square feet. This might translate into a 30-story apartment building with each floor containing 8,000 square feet if the height limits allowed it

Focal Point

Community meeting places such as neighborhood commercial centers. See Appendices 3 and 4 for a more complete definition

Forty Mile Loop:

A recreational trail system planned to link Portland's major parks and natural areas. The proposed trail is now much longer than forty miles and some of it has been developed. In the Outer Southeast Community Plan Area, the Springwater Corridor is part of the Forty Mile Loop

Freeway Land Company site:

Industrial Sanctuary site southeast of the I-205 and Foster interchange. Also known as the Dwyer, Publisher's Paper, and Smurfit site

Gateway:

Points of transition in the plan area. They mark changes of identity such as those between neighborhoods and may be emphasized by signs, street tree plantings, or works of art. See Appendices 3 and 4 for a more complete definition

High Capacity Transit (HCT).

Transit routes that may be either a road designated for frequent bus service or a light-rail line

Historic District:

An area containing a number of lots, blocks, and buildings that has special historical, architectural or cultural significance as part of the heritage of the city

Historical Landmark:

A building, portion of a building, site, tree, statue, sign or other object or space that the City has recognized for its special historic, cultural, or architectural merit This is the highest rank for a historic resource

Home Occupation:

A business activity that is carried out on the same site as a dwelling unit and which is accessory to the Household Living on the site

Household

One or more persons related by blood, marriage, legal adoption or guardianship, or one or more handicapped persons, plus not more than five additional persons, who live together in one dwelling unit

Housing Opportunity

The number of housing units that would exist if an area was built out to the maximum allowed by the zoning

Incubator Industry:

A recently-formed small industrial business which is not yet well established

Industrial Sanctuary

A Comprehensive Plan designation for areas where the City policy is to reserve land for existing and future industrial development Nonindustrial uses are limited to prevent land-use conflicts and to preserve land for industry

Infill Development.

The construction on scattered vacant lots in developed neighborhoods as opposed to building on large parcels of vacant land in relatively undeveloped areas

Infrastructure:

The utilities and basic services, such as roads and sewers, essential for the development, operation, and growth of a city

Inner Neighborhoods:

A Metro Region 2040 Growth Concept definition, it includes areas in Portland and the older suburbs that are primarily residential, close to employment and shopping areas, and have slightly smaller lot sizes and higher population densities than in outer neighborhoods. All of the area within Outer Southeast Community Plan are considered inner neighborhoods.

Institutional Campus

A medical or educational institution and associated uses, on a site at least five acres in area.

Intensity:

The amount or magnitude of a use on site or allowed in a zone. Generally, it is measured by floor area. It may be measured by such things as number of employees, amount of production, trip generation or hours of operation. The more activity, the greater the intensity of use.

Labor-intensive:

A business or industry employing a high number of people per acre.

Land Bank:

Acquiring land to be reserved for some future purpose.

Land Conservation and Development Commission (LCDC):

A state agency empowered by Oregon State legislation to establish and enforce state-wide planning goals and guidelines and coordinate land use planning for the state of Oregon. LCDC has established goals in 19 substantive areas which are binding on local governments throughout the state. Each goal is accompanied by a set of guidelines listing the suggested directions which would aid local governments in achieving the goals.

Land Use:

The way in which land is used - the activities that take place. They are generally either residential, commercial, industrial, institutional or open space. Housing construction, population growth, traffic flow, and job development are influenced by the way land is used.

Light Rail Line:

A public rail transit line that usually operates at grade level and that provides high capacity, regional-level transit service.

Light Rail Routes or Corridors:

Location of existing and proposed light-rail transit improvements. A proposed light rail line is being considered along the I-205 corridor between the Gateway Regional Center and Portland International Airport.

Local Improvement District (LID).

A system whereby adjacent and benefiting property owners share in the expense of public improvements

Low-Income Household:

A household that earns or receives 80% or less of the median income for the Portland Metropolitan Statistical Area (PMSA) Very low income households are defined as earning or receiving 50% or less of the median income for the PMSA

Main Streets:

Neighborhood shopping areas along street or at an intersection, sometimes having a unique character that draws people from outside the area

Major Traffic Street:

A city street which is intended to serve as a principal route for movement of traffic to and within major areas of the city

Manufactured Housing:

Housing that is shipped to the site either as a completed unit or as a number of complete sections or rooms which can be joined on-site with a minimum of effort A manufactured home is constructed in accordance with federal manufactured housing construction and safety standards in effect after June 15, 1976

MAX:

Metropolitan Area Express Light Rail line which links the Central City with east Portland and Gresham

Metro:

The directly-elected regional government for the Portland metropolitan region, the first of its kind in the nation Metro is responsible for metropolitan aspects of land use planning and other regional services

Metropolitan Housing Rule:

This rule requires that the opportunity exist for at least 50% of new development to be attached single family and/or multifamily New development is required to average at least 10 units per acre Land with environmental constraints such as slopes over 25%, in the 100-year floodplain, or in public ownership is not included in the density calculations

Mixed-Use:

Development that combines residential uses with commercial or industrial uses

Mobile Home:

A dwelling unit constructed off-site and which is not constructed to the standards of the uniform building code. Mobile homes include residential trailers and manufactured homes.

Mobile Home Park:

Two or more mobile homes which are located on a single site for 30 days or more and intended for residential use.

Neighborhood Traffic Management Program:

A Portland Office of Transportation program which works with neighborhoods to reduce speeding and traffic on local streets through traffic management projects and devices.

Neighborhood Watch

See Block Watch

Node

A small group of similar uses such as retail businesses that are located where two streets intersect. Commercial, industrial, and institutional uses are encouraged to locate together to create a sense of identity and to attract additional activity to the area.

Nonconforming Use:

A building or use that is inconsistent with the zoning regulations. If erected before the enactment of the regulations, it may continue its use, but a new non-conforming or different non-conforming use may not be substituted. Most zoning ordinances prohibit the enlargement of a non-conforming use. Many ordinances permit the rebuilding of the non-conforming premises when destroyed by fire. Once the use is abandoned, however, the right to its restoration is lost and the future use of the premises must conform to the zoning.

Office of Neighborhood Associations:

A City of Portland bureau which provides assistance in developing organizations and information exchange within the city network of neighborhood associations.

Open Space.

Lands, public or private, which serve an open space function. They include parks, natural areas, golf courses, and cemeteries, but they may also include wetlands and flood plains, stream and trail corridors, and largely undeveloped upland areas.

Opportunity Sites:

Opportunity sites generally refers to places where a neighborhood can be improved by the development of housing. It focuses on the potential for neighborhood improvements, rather than on specifying appropriate heights, densities or styles of new development. Opportunity sites can be small or large scale. They range from vacant, weedy, abandoned lots, to under-utilized or boarded-up commercial properties, to large tracts of land that may be in transition such as rail yards and extinct gravel pits. They are places that neighborhood residents would generally identify as "eyesores."

Orderly urban development:

Development which occurs only where urban public facilities and services exist or can reasonably be made available.

Outer Southeast Community Plan Area.

A twenty-eight square mile area in Outer Southeast Portland and unincorporated Multnomah County. Its boundaries are approximately 52nd on the west, Halsey street on the north, the urban services boundary on the east and the Clackamas County line on the south. It contains eleven neighborhoods- Brentwood, Darlington, Centennial, Foster-Powell, Hazelwood, Lents, Mill Park, Montavilla, Mt. Scott-Arleta, Pleasant Valley, Powellhurst-Gilbert, and South Tabor. It also contains a small portion of the Wilkes neighborhood.

Overlay Zones

Overlay zones contain special "supplementary" restrictions on the use of land beyond the requirements in the underlying zone. A parcel of land may have more than one overlay zone. These appear on zoning maps in lower case letters following the base zone designations.

Park Blocks.

A series of small blocks in the center of the right-of-way used as open space. These blocks can be planted with grass and trees similar to those on SE 72nd Avenue from Holgate to Foster Road.

Pedestrian Districts:

A Transportation Element designation for areas of heavy pedestrian usage, such as neighborhood commercial areas. It is intended that the district contain street space for pedestrian activities and good access to transit stops and parking facilities.

Pedestrian-Friendly

A "walkable" environment which includes amenities, such as trees and sidewalk furniture, sidewalks wide enough to allow pedestrians to get from one place to another safely, well-defined setbacks and porches in residential

Pedestrian-Friendly:

A "walkable" environment which includes amenities, such as trees and sidewalk furniture, sidewalks wide enough to allow pedestrians to get from one place to another safely, well-defined setbacks and porches in residential areas, and windows and display areas along sidewalks, numerous building entries, awnings and signs oriented to the walkers in commercial areas

Pedestrian-Oriented Development:

Development designed with a primary emphasis on the sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. Buildings are generally placed close to the street and main entrances oriented to the street sidewalk

Pedestrianway and/ or Bikeway:

These are routes for pedestrians and bicyclists. Special paving, street trees, street furniture, street crossing signals, sidewalk widening and street closures, where appropriate, enhance their safety and attractiveness

Planned Unit Development (PUD):

A type of development that is based on a comprehensive design that addresses the entire complex of land, structures, and uses as a single project

Portland City Council.

The City Council is composed of the Mayor and four Commissioners. This body is responsible for adopting Portland's Comprehensive Plan after a series of public hearings

Portland City Planning Commission

The Planning Commission is composed of nine citizen members appointed by the Mayor and approved by the City Council. The Commission's role is advisory to the City Council

Portland Metropolitan Region:

The urban portions of Multnomah, Clackamas, Washington, and Clark counties

Principal Use:

The main purpose for which land or a building is designated or occupied

Prunedale:

Small industrial area east of I-205 between Stark and Burnside

Public Recreational Trail:

A trail which increases recreational opportunities, connects recreational sites such as major parks, and increase public access to water features and to viewpoints. The Springwater Corridor is such a trail

Recognized Organization:

A neighborhood, community, business, or industrial association, or organization recognized or listed by the Office of Neighborhood Associations

Regional Center:

Areas of mixed residential and commercial use that serve around a hundred thousand people and are easily accessible by different types of transit

Regional Transitway.

A transitway intended to provide frequent, high-speed, high capacity, express and limited service for inter-regional and inter-district trips. The MAX Corridor is a Regional Transitway

Residential Trailers:

A mobile home which was not constructed in accordance with federal manufactured housing construction and safety standards in effect after June 15, 1976

Resource Enhancement

The modification of a natural resource or resources to improve the quality or quantity of the resource and resource values

Rezone:

A change in the zoning classification of land. Rezoning changes the types of uses allowed and development standards

Riparian Areas

Lands which are adjacent to rivers, streams, lakes, ponds, and other water bodies

Rowhouses

Single-family houses built on narrow lots and without side yards. These houses are built to the property line and can give the impression of a row of houses. *See Attached Residential*

Runoff.

Stormwater runoff, is the water which is not absorbed into the ground during and after a storm which then flows over the land

Scenic Corridor:

A linear scenic resource, which may include streets, bikeways, trails, or waters through parks, natural areas, or urban areas

Scenic View:

A scenic view is one that can be framed, wide angle or panoramic and may include natural and/or manmade structures or activities. A scenic view may be from a stationary viewpoint or be seen as one travels along a roadway, waterway or path. A view may be of a faraway object such as a mountain or of a nearby object such as a bridge.

Scenic Viewpoint.

A location from which to enjoy a scenic view. Scenic viewpoints are those identified and protected by Portland's Scenic Resources Protection Plan.

Skinny Streets.

Streets of 20-26 foot widths in residential areas. Until recently, the City of Portland required residential streets to be up to 32 feet wide. Skinny streets help preserve neighborhood livability, while maintaining emergency access to homes.

Special Needs.

Residents, such as the physically handicapped, who need additional assistance to participate in the life of the community.

Station Communities.

Nodes of development centered around a light rail or high-capacity transit station which feature a high-quality pedestrian environment. Each station community encompasses an area approximately one-half mile from a station stop and would average 45 persons per acre.

Superblock:

A continuous area, either in single or multiple ownership, which may include a vacated street and which has a total gross site area in private property of at least 75,000 square feet.

Supplemental Compatibility Standards:

Objective standards which do not require discretion in determining compliance with design review.

Technical Advisory Committee.

A group of representatives from relevant City Bureaus and other local public agencies that review proposed plan policies and actions and otherwise advise the Outer Southeast Community Plan staff.

Town Center.

Areas of mixed residential and commercial use that serve tens of thousands of people.

Transfer of Development Rights:

The transfer of the potential number of dwelling units that would be allowed in the base zone on the site from sites that have been designated for protection through the application of the Environmental Protection overlay zone. The number of allowable dwelling units is transferred to areas that can accommodate the additional density. This reduces development pressure on the protected sites while containing safeguards so that the transferred density is developed appropriately at the receiving sites.

Transit Corridor:

A light rail street or a street with 10-minute bus service or feeder bus service provided by Tri-Met.

Transit-Oriented Land Uses:

Activities which by their design attract, or have the potential to attract, a significant proportion of customers and employees by means of transit, bicycle or pedestrian modes. Such land uses have a lower demand for parking than auto-oriented land uses.

Transit-Supportive Development:

Development which has sufficient 1) project density in terms of employees or residents per square acre, 2) number of trips serviceable by transit, 3) adequate mix of uses to allow for multiple trips within walking distance of one another, and/or 4) pedestrian-oriented design characteristics.

Transportation Element of the Comprehensive Plan:

Goal 6 of the Portland Comprehensive Plan. It includes the Arterial Streets Classifications and Policies, which classifies the City's streets based on their optimal traffic and transit functions and dictates what types of automobile, truck, transit, bicycle, and pedestrian use should be emphasized on each street and how future street improvements and public and private development relate to those uses.

Transportation Planning Rule:

This rule requires a 20% reduction in per capita auto miles traveled over the next 30 years. This means pedestrian, bike, and public transit use must be increased and auto trips reduced.

Tri-Met:

The agency which provides transit services to the Portland metropolitan region.

Urban Growth Boundary

A line which delineates the future development of the urban area. Within the boundary, all the facilities and services necessary for urban development will be provided, outside the boundary, service extensions will be restricted and development restricted in intensity. The LCDC goal on urbanization requires that all incorporated cities in Oregon establish such urban growth boundaries.

Urban Renewal District.

The designated area to receive improvements.

Urban Reserves:

Land set aside outside the present Urban Growth Boundary for future growth.

Urban Services Boundary.

The service area established and maintained by the City of Portland, in cooperation with neighboring jurisdictions, within which the City can meet the service needs most effectively and at the lowest cost.

Urban Services:

Facilities and services provided by the City of Portland within its boundaries. These include streets and other public ways, sanitary and stormwater sewers, police and fire protection, parks and recreation, water supply, and planning, zoning, buildings and subdivision control.

Village Squares

These are Neighborhood Focal Points which are accessible by foot from one or more neighborhoods. Housing, shops and offices surround this open public plaza area. *See Appendices 3 and 4 for more information.*

Wetlands.

An area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include swamps, marshes, bogs and similar areas.

Appendix 2: Descriptions of Zoning Designations

For reference, descriptions of zoning designations that appear on the City of Portland official Zoning Maps are listed below. The zones implement corresponding Comprehensive Plan Map designations. The designations state the type of area each is intended for, general uses, and development types currently desired. Zoning regulations, such as those related to parking, use, and building placement, may be modified by a Plan District's provisions or by the provisions of an overlay zone.

Open Space The OS zone is intended for lands that serve an open space function, primarily public lands, but also some private areas. Lands intended for open space designation include parks, natural areas, golf courses, and cemeteries.

Single-Dwelling Residential These zones allow single-family houses, including attached or rowhouses. Minimum lot sizes are represented by the number after the "R"

The R5 zone allows one unit per 5,000 square feet or 8.7 units per acre.

The R7 zone allows one unit per 7,000 square feet or 6.2 units per acre.

The R10 zone allows one unit per 10,000 square feet or 4.4 units per acre.

Attached Residential The R2.5 zone allows a mixture of housing types of a single-dwelling character, including attached houses. Allowed densities for attached houses are higher than for detached housing. The maximum density is one unit per 2,500 square feet or 17.4 units per acre for attached housing.

Multi-Dwelling Residential These zones allow apartments, rowhouses, duplexes and single-family houses. Mobile home parks are allowed in R2. Except for RH, density is indicated by the number after the "R"

Low Density Multi-family This R2 zone allows one unit per 2,000 square feet or approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings. The major types of development will be duplexes, townhouses, rowhouses and garden apartments.

Medium Density Multi-family This R1 zone is a zone. It allows approximately one unit per 1,000 square feet or 4.3 units per acre. Density may be as high as 6.5 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major

higher percentage of building coverage than in the R2 zone. The major new type of housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses, and rowhouses. Generally, R1 zoning will be applied near neighborhood collector and district collector streets and local streets adjacent to commercial areas or major streets.

High Density Residential RH allows high density multi-dwelling structures and structures of an intense scale. Maximum density is based on a floor area (FAR) ratio, not on a units per square foot basis. Densities will range from 80 to 125 units per acre. The major types of new housing development will be low, medium and high rise apartments and condominiums. Generally, RH zones will be well served by transit facilities or be near areas with supportive commercial services.

Institutional Residential IR The IR zone is applied to institutional campuses, including medical centers, colleges, high schools, and universities. It provides for the establishment and growth of large institutional campuses as well as higher density residential development. Intensity and density are regulated by the maximum number of dwelling units per acre and the maximum size of buildings permitted. Some commercial and light industrial uses are allowed, along with major event entertainment facilities and other uses associated with institutions. Residential development allowed includes all structure types. Mixed use projects including both residential development and institutions are allowed as well as single use projects that are entirely residential or institutional.

Neighborhood Commercial The CN1 and CN2 zones are intended to allow neighborhood-oriented commercial uses in and adjacent to residential areas. The corresponding zones are Neighborhood Commercial 1 (CN1) and Neighborhood Commercial 2 (CN2). CN1 is required to be more oriented to the pedestrian than CN2.

Office Commercial The CO1 and CO2 zones are intended for situations where a range of office uses may be appropriate, but not a broader spectrum of commercial uses. It is intended for low intensity development on small sites in or near residential areas, and for low and medium intensity developments near arterial streets. CO2 allows for more intense developments located near arterial streets.

Mixed Commercial/Residential CM The CM zone promotes development that combines commercial and housing uses in a single building. The emphasis of the nonresidential uses is primarily on locally-oriented, retail service and office uses. Development will consist of businesses on the ground floor with housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, particularly at corners.

Storefront Commercial The CS zone is intended to preserve and enhance older commercial areas that have a storefront character. This zone allows for a full range of retail, service, and business uses serving a local and regional market area. Industrial uses are allowed but are limited in size to avoid adverse affects different in kind and amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, particularly at corners.

General Commercial The CG zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner. This designation allows a full range of commercial uses having a local or regional market. Development will mostly have an auto-orientation. It is intended for arterial streets and to be used for developing areas and for larger, older areas which already have an auto-oriented development style. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind and amount than commercial uses and to ensure that they do not dominate the character of the commercial area.

Central Commercial The CX zone is intended to be the city's most physically intense commercial designation. The zone is intended for the most developed parts of the city which have the highest levels of public services. It allows a full range of commercial uses. The zone encourages development that is supportive of a pedestrian orientation. The design review overlay zone will be applied in conjunction with the this zone.

General Employment The EG zone is intended for areas where a wide variety of employment opportunities are encouraged in an industrial-type setting. Industrial uses are allowed with few limitations. Commercial uses are allowed, but are limited in intensity so as to not overburden public services and to maintain adequate industrial development opportunities. Residential development is restricted to prevent conflicts with the other uses.

Central Employment The EX zone provides for mixed-use areas and is intended for very developed parts of the city which have the highest levels of public services. It allows a full range of industrial and commercial uses. Residential uses are also allowed. The intensity of development will be higher than in other employment zones and most commercial zones. The design review overlay zone will be applied in conjunction with the this zone.

Industrial Sanctuary. These zones are intended for areas where city policy is to reserve land for existing and future industrial development. A full range of industrial uses are permitted and encouraged. Non-industrial uses are limited to prevent land use conflicts and to preserve land for industry.

General Industrial The IG1 and IG2 zones provide areas where most industries can locate, while other uses are restricted to prevent potential conflicts and to preserve land for industry. Development standards are intended to allow new development which is similar in character to existing development. The intent is to provide viable and attractive industrial areas.

Heavy Industry The IH zone allows for uses where all kinds of industries can locate including those not desirable in other zones due to their objectionable impacts or appearance. Nonindustrial uses are limited to prevent land use conflicts and to preserve land for industry.

Overlay Zones

Design The "d" overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special historical, architectural, or cultural value. This is achieved through the creation of design districts, the development of design guidelines for each district, and by requiring design review.

Alternative Design Density The "a" overlay zone encourages the creation of new housing that is affordable to Portland's residents. It allows increased density for compliance with design guidelines or standards. The zone also allows households in Portland to use their existing housing to supplement their income through addition of accessory rental units and allowances for home occupations. Finally the overlay zone allows the construction of new "owner occupied duplex units" where the duplex is a means of reducing the cost of new owner occupied housing.

Buffer The "b" overlay zone requires additional buffering between nonresidential and residential zones. It is used when the base zone standards do not provide adequate separation between residential and nonresidential uses. The separation is achieved by restricting access, increasing setbacks, requiring additional landscaping, restricting signs, and in some cases by requiring additional information and proof of mitigation for uses that may cause off-site impacts and nuisances.

Environmental The "e" overlay zones protect and conserve natural resources and resource values, carry out Comprehensive Plan policies and objectives, and encourage coordination between city, county, special district, regional, state and federal agencies. There are two environmental overlay zones: 1) the Environmental Protection ("p") overlay zone is applied whenever the City determines that even careful development would harm an irreplaceable resource, 2) the Environmental Conservation ("c") overlay

zone is applied whenever the City determines that careful development could conserve most of the values provided by a natural resource

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

Scenic Resource Zone The "s" zone is to be applied to all significant scenic resources identified in the Scenic Resources Protection Plan. It is intended to protect Portland's significant scenic resources as identified in the Scenic Resources Protection Plan, enhance the appearance of Portland to make it a better place to live and work, create attractive entrance ways to Portland and its districts, improve Portland's economic vitality by enhancing the City's attractiveness to its citizens and to visitors, and implement the scenic resource policies and objectives of Portland's Comprehensive Plan.

Conversion Chart of County to City Zones
Assigned City Zoning for Multnomah County Zones

Multnomah County Zones	Assigned City Zoning
Base zones	
Areas with farm or residential zoning outside the UGB	RF + f
Areas with commercial zoning outside the UGB	CN2
CFU, F2, MUA-20, RR, SR, LR-40, R-40, LR-30, R-30, MUF-19, MUF-38	RF
UF-10, UF-20 inside the UGB	
RC inside the UGB	CN2
LR-20, R-20	R10 (R20)
LR-10, R-10	R10
LR-7, R7	R7
LR-7 5	R7 (R7 + Glendoveer P D)
LR-5	R5
MR-4, MR-3	R2, (R3)
HR-2, A-2	R2
HR-1, A1B	R1
BPO	CO2
LC, SC, C4	CM (Varies)
C4, NC, SC	CN2
GC, EC, C2, C3	CG
LM, M3, M4	EG1
GM, M2	IG2
HM, M1	IH
THR	RH + t
TMR	R3 + t
TLR-5	R5 + t
TLC	CS (CN2 + t)
TNC, TGC	CS + t
TO	CO2 + t
TLM	EG1 + t
Overlay zones	
SEC	p, c
FH, FF, FW	Not mapped, handled by Bureau of Buildings
NI	x
PD, RPD	Not mapped, becomes an approved PUD
OP	Not mapped
CS	OS if open space, just the base zone otherwise
HP	d
LF	h
WRG	g, r, i, n

Note Zones shown in **boldface** indicate changes Zones shown in (parenthesis) are the zones in the current table

Appendix 3: Urban Design Elements

The Urban Design Policy, Objectives and Actions relate to the look, character, and feel of outer southeast neighborhoods. 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 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). Land use, street layout, transit corridors, geographic features, and business districts are a few of the characteristics which form the basis of the subareas. Design objectives and actions, each unique to an area, are found in the applicable subarea policy.

In a broader sense, three urban design elements establish community identity for the Outer Southeast Community. These elements are:

- 1 Places (centers, attractions, focal points, and districts)
- 2 Paths (main streets, transit corridors, and bike and pedestrian routes)
- 3 Edges and Gateways

All of these elements already exist in such places as Montavilla, Kelly Butte, Springwater Corridor, and Johnson Creek. A primary goal of the Urban Design Policy is to enhance and protect them.

A further goal of the policy is to create other distinctive areas through the use of urban design elements. These areas include Gateway Regional Center, Lents Town Center, village squares, and main streets.

Fundamental design elements are described below along with the other elements derived from them. See the Vision Plan Map and Appendix 4, the Vision Plan Elements, for additional proposed design features.

Places

Places include centers, attractions, focal points, and pedestrian districts

The Outer Southeast Plan proposes the Gateway-to-Portland Adventist Medical Center area as a major center with intense development. As such, it will provide a focus and sense of identity for the entire community. Metro's Region 2040 Plan proposes Gateway as a **Regional Center** and Lents as a **Town Center**. Smaller than regional centers, town centers are areas of mixed residential and commercial use serving tens of thousands of people. Another Region 2040 Plan element which has been incorporated into the Outer Southeast Community Plan is **Station Communities**. These centers are proposed at MAX light-rail stations. They feature a high-quality pedestrian environment and include an area approximately one-half mile from the transit stop. Higher densities are proposed within this area.

Attractions are parks, community centers, libraries, schools, churches, and cemeteries. Existing outer southeast neighborhood attractions include Mt. Scott Community Center, Midland Library, Marshall High School, Willamette National Cemetery, and Leach Botanical Garden. These are shown as major and minor attractions on the Vision Plan Map.

Focal Points include village squares, fountains, and plazas. This is where people gather for meetings, social activities, flea markets, carnivals, and other events. Typically, such plazas or parks are enclosed by buildings or arcades. The most successful focal points contain sculptures and fountains. Some shopping malls become village squares when they are used for community events. Eastport Plaza, Mall 205, and Gateway hold annual carnivals and open air markets. Village squares are shown as focal points on the Vision Plan Map.

Pedestrian Districts are areas of either heavy foot traffic or where such activity is desired or anticipated. Such districts contain street space for pedestrian activities, transit stops, and parking facilities. Lents is already designated by the Transportation Element as a Pedestrian District. The Gateway Regional Center, Mall 205, Montavilla, and the MAX transit station area at 122nd and Burnside intersection are proposed as new pedestrian districts in the Vision Plan Map. Although no Historic Districts are proposed for outer southeast, the policy calls for identification and protection of historic resources.

Paths

Paths connect centers, attractions, focal points, and districts with main streets, transit corridors and streets, bikeways, pedestrian routes, and recreational trails. The Springwater Corridor is a natural connector which winds through the southern part of the outer southeast community. Encouraging a street grid with sidewalks makes pedestrian movement easier.

The "**Main Street**" concept is derived from Metro's Region 2040 Plan. The Outer Southeast Community Plan envisions two types of main streets, traditional and contemporary models. Both are special types of streets with wide sidewalks lined by storefronts and frequent transit. Street trees, awnings, sidewalk cafes, and on-street parking are desired features. The **Traditional Main Street** are commercial districts developed during the streetcar-era. Some buildings have retail on the street level with residential above; they are close together and often share a common theme. This vision is appropriate for Foster Road, Glisan Street, and Woodstock Blvd. The **Contemporary Main Street** is proposed for 82nd and 122nd Avenues, and Division and Stark Streets. Here the primary focus is transit ridership, as well as pedestrian comfort and safety. The nature of these streets is different than the Traditional model. Currently, buildings are spaced farther apart with large parking lots separating the sidewalk from building entrances. Four to five lanes of vehicular traffic moving at higher speeds is common to these main streets. The design goal for Contemporary Main Streets is to move buildings closer to the street with entrances opening directly onto the sidewalk while still providing convenient parking.

Transit Corridors and Streets serve an area extending one quarter-mile from the street. The Outer Southeast Community Plan proposes denser development within this area. Transit streets include both Major and Minor Transit Streets as identified in the Transportation Element of the Comprehensive Plan. Design objectives stress breaking up large blocks with streets and sidewalks.

Recreation Trails, Bikeways and Pedestrianways

Recreation trails are intended to increase recreational opportunities while connecting major attractions and centers. Design objectives which enhance safety and attractiveness for bikeways and pedestrianways include street trees between the sidewalk and street, benches, crosswalks with signals, and sidewalk widening. These designations are in the Transportation Element of Portland's Comprehensive Plan.

Gateways and Edges.

Gateways and edges define perimeters and mark transitions from one area to another with different physical characteristics

Gateways may be entrances to the city or a neighborhood. Transition points may be marked by special signs, street lighting, building forms, landscaping, arches, or works of art. The Vision Plan Map shows places where gateways are proposed or presently exist.

Edges are physical features which mark the boundary of a district or neighborhood. Edges are formed by abrupt changes in topography, street pattern or development pattern. Edges may be boulevards, parks or parkways, creeks or lakes, or hillsides. Some edges in outer southeast are the Springwater Corridor, Johnson Creek, Mount Scott, Kelly Butte and the I-205 freeway. These edges contribute a sense of place to your neighborhood. However, boundaries of highways and waterways can also form barriers. Though edges are important in defining the outer limits of a community, they cannot be allowed to fragment the community itself by blocking free movement within the community.

Appendix 4: Vision Plan Elements

The Vision Plan Map graphically illustrates the themes of the Outer Southeast Community Plan. It provides a framework for Comprehensive Plan policy and zoning decisions and is intended to be a blueprint for growth. The Vision Plan Map incorporates many of the urban design features of Metro's Region 2040 Plan.

The **Gateway Regional Center** spans the area from the Gateway shopping center to Portland Adventist Medical Center. The plan envisions a large retail, residential, and employment center serving hundreds of thousands of people to be served by high capacity transit service.

The **Lents Town Center**, a diverse area of housing, jobs, shopping, and play with mixed residential and commercial uses serving tens of thousands of people, would be located off the I-205/Foster Road interchange. The proposed **Mixed-Use Employment Center** on the east side of the freeway, is combined with the Town Center in the recommended plan to create the Lents Town Center Subarea.

Main Streets are pedestrian-friendly streets lined with businesses and residences. The Vision Plan identifies two types of Main Streets: Traditional and Contemporary models. Both are special kinds of streets with ample sidewalks lined by storefronts and frequent transit. Street trees, awnings, sidewalk cafes and on-street parking are attractive features which can enhance Main Streets.

Traditional Main Streets are commercial districts built in the streetcar-era where retail is on the street level, often with residential development above. Buildings are close together and often share a common design theme. The Vision Plan Map foresees Foster Road, Glisan Street, and Woodstock Boulevard transitioning into traditional main streets.

Contemporary Main Streets focus on transit ridership, pedestrian comfort and safety. These streets are different from the traditional model because

- Buildings are spaced further apart with parking lots which may separate the sidewalk from some building entrances
- Four to five lanes of vehicular traffic are common to these main streets

The design goal for Contemporary Main Streets is to move buildings closer to the street with entrances opening directly onto the sidewalk while still providing convenient parking. The Vision Plan Map foresees that all or parts of 82nd and 122nd Avenues, and Division and Stark Streets will transition into Contemporary Main Streets.

Transit Corridors are areas within three and one-half blocks of a frequent bus or light rail route. Pedestrian amenities such as adequate lighting, crosswalks, and tree-lined sidewalks will encourage use of public transit. Higher densities within this corridor will support these amenities as well as the maintenance of frequent transit service. Both residential and retail/office development are concentrated within the corridor. Frequent bus service (every 10 minutes) is planned for **High Frequency Transit Corridors**. These corridors extend out one-quarter mile on either side of the transit street.

The MAX light rail line is identified in the Transportation Element of Portland's Comprehensive Plan as a "Regional Transitway" and as an existing Light Rail Line in Metro's 2040 Plan. The Plan indicates a proposed **Light Rail alignment** connecting the Gateway Regional Center to the Portland International Airport.

The I-205 Corridor from Gateway Center to the Clackamas Town Center is proposed for **High Capacity Transit**. High Capacity Transit could take various forms, including a light rail line or bus lanes in a dedicated right-of-way.

Station Communities, a Metro 2040 Plan concept, are areas with high density developments. They are proposed for MAX light rail stations and the area 1/2 mile out from the stations. Featuring a mixture of offices, retail establishments, and a full range of housing types, these communities are to be enhanced with high-quality pedestrian-oriented surroundings.

Proposed Transit Stations along the I-205 Corridor were identified in the Transportation Element of Portland's Comprehensive Plan. These stations may serve future light rail transit or other high capacity transit facilities.

Transit Streets provide or are intended to provide transit service. They include both Major and Minor Transit Streets identified in the Transportation Element of the Comprehensive Plan, and serve an area 1/4-mile from the street.

Public Attractions identify existing facilities which draw patrons and participants. They include parks, recreation centers, schools, shopping centers, cemeteries, and hospitals.

Major Attractions draw patrons and participants from throughout the City, region, or state. Outer southeast major attractions include Powell Butte, Leach Botanical Gardens, Portland Adventist Medical Center, Glendoveer Golf Course, Willamette National Memorial Cemetery, Gateway Center, and Mall 205.

Minor Attractions draw patrons from an area smaller than the entire City. Examples of outer southeast minor attractions are the Mt. Scott,

Montavilla, and Brentwood/Darlington Community Centers, David Douglas, Centennial, Franklin, and Marshall High Schools, and the Midland Library

Gateways are major entrance points with a high degree of visibility and sense of transition. Improvements may include landscaping, public art, gateway structures, special lighting, and signs.

Major District Gateways mark entrances to the outer southeast community and, in some cases, the City of Portland.

Neighborhood Gateways mark a transition into a neighborhood or other special areas such as pedestrian districts.

Other features of the Vision Plan include focal points, pedestrian districts and village squares. **Focal Points** serve as meeting places or landmarks. Some examples are neighborhood parks, pedestrian districts, and village squares.

Neighborhood Focal Point and Village Squares serve as neighborhood meeting places and are points of reference. **Village Squares** are a type of focal point. They are accessible by foot from one or more neighborhoods. Housing, shops, and offices surround a public plaza, which may be a common area with trees and lawn. They are places where people go to meet informally with others, to shop and recreate. Village Squares often include small parks or plazas. A well planned Village Square enhances the pedestrian environment. All focal points provide a good location for public art.

Recreation Trails connect recreational sites such as major parks and increase public access to viewpoints and Johnson Creek. Recreational Trail designations are listed in the Transportation Element of Portland's Comprehensive Plan.

Pedestrian Districts are neighborhood focal points and commercial districts. Amenities such as benches, wider sidewalks, street trees, plazas, and sidewalk cafes are encouraged.

Pedestrianways and bikeways may be linear open spaces such as the Firland Avenue park blocks, the I-205 bike route, or the Springwater Corridor. Trees, benches and crossing signals should be placed to enhance safety and attractiveness.

Bike Routes and Pedestrian Paths are routes where future improvements will emphasize enhancements for pedestrians and bicyclists. Improvements which promote safety and attractiveness include street trees between the sidewalk and street, benches, crosswalks with signals, and sidewalk widening. Pedestrian paths and bikeways shown are those designated by the Transportation Element of Portland's Comprehensive Plan.

Pedestrian Districts emphasize ease of movement and use of the right-of-way for pedestrians. These districts are located in areas planned for dense development and a mixture of activities. They provide a center for the neighborhood. Improvements targeted for pedestrian districts include sidewalk widening, street trees, curb extensions at crosswalks, and crosswalk markings. Pedestrian districts are included as a part of the Transportation Element of Portland's Comprehensive Plan. Four **pedestrian districts** are included in the Plan: Lents, Montavilla, the Gateway Regional Center, and the area around the 122nd Avenue Light Rail Station at Burnside.

Open Spaces are shown on the Vision Plan Map because of the significant role they play in defining an area's character. Park improvements, proposed sites for Open Space Acquisition, proposed Park Blocks, areas deficient of open space, and sites identified and funded for park improvement are shown on the Vision Plan.

City Parks and Open are publicly owned or have been committed to open space use. They include parks, golf courses, cemeteries, and plazas and are designated as open spaces by the City's Comprehensive Plan. Use of the property for other activities will require a Comprehensive Plan amendment and zone change.

Park Improvements are public park locations where improvements are called for by the Plan. **Proposed Open Space Acquisition areas** are locations where the plan calls for development of additional public open space. Methods other than park development may be used. These methods include partial street closures, incentives for private open space development, and private plaza and open space developments. While the plan calls for creation of open space at these locations, it does not require that development be for open space. These sites are zoned for various uses and nothing in the plan is intended to prevent the owner's use of the property for other uses permitted by the site's zoning and the Comprehensive Plan designation.

The Plan proposes that open space be acquired for a series of **Proposed Park Blocks** extending approximately one mile long. The park blocks connect a focal point in the Gateway Shopping area to another at Mall 205. These end points are envisioned to be celebrated with features such as a sculpture, arch, or fountain.

Open Space Deficient Areas are identified as needing additional parks. The Park Bureau is proposing **Park Improvements** on some sites.

Scenic Viewpoints are identified and protected by Portland's Scenic Resources Protection Plan. Protection and enhancement of these scenic resources improves the appearance of Portland, creates attractive entrances to the City and subareas.

within the City, and makes Portland a more pleasant place to live, work, and visit. These scenic viewpoints are part of the City's inventory of significant scenic resources and are reflected in zoning code restrictions adopted to implement the City's Scenic Resources Protection Plan.

Subareas The plan area was divided into the following eight subareas in recognition of the diversity in character within the Outer Southeast Community Traditional Urban Neighborhoods, 82nd/I-205 Corridor, Lents Town Center, Gateway Regional Center, MAX LRT Corridor, Suburban Neighborhoods, Mixed Eras Neighborhoods, and Mt Scott/Johnson Creek. They were divided using such elements as land division patterns and street layout, transit corridors, physical constraints, geographic features, development patterns, proposed transportation corridors, and employment centers.

Appendix 5: Previous Publications

Since the start of the Outer Southeast Community Plan process in January, 1992, the following documents have been prepared. Some documents are out of print.

City of Portland, Bureau of Planning

Approved Outer Southeast Community Plan Process, August 11, 1992

Background Report, March, 1993

Entering Outer S E Portland, a tabloid sent to 70,000 homes and businesses, January, 1994

Alternatives Discussion Draft, February, 1994

Includes the following Issue Papers

- Benefits of Density
- Design Review
- Mixed commercial/Residential Zoning
- Public Services
- Proposed Urban Conservation Overlay Zone
- Environmental Zoning and Upland Water Quality
- Future Land Division and Right-of-Way Access

Draft Technical Papers, May, 1994 (unpublished)

- Summary of Issues Information and Analysis from the Panel Discussions
- Open Space and Environment Issues
- Transportation Information and Issues
- Business Revitalization and Employment Issues
- Housing Issues
- Regional Context

Workshop Booklet for Outer Southeast Community Plan, September, 1994

Land Use Inventory for Major Commercial Areas, November, 1994

Proposed Outer Southeast Community Plan, February 1995

Proposed Centennial, Foster-Powell, Hazelwood, Lents, Mill Park, Montavilla, Mt Scott-Arleta, Pleasant Valley, Powellhurst-Gilbert, and South Tabor Neighborhood Plans, February, 1995

Outer Southeast Business Plan, February, 1995

Proposed Environmental Zoning Study and Recommendations, February, 1995

Housing Unit Projections Appendix (to the Proposed OSCP), March 22, 1995

Maps

Current Zoning, May, 1993

Current Land Use, May, 1993

Redevelopment Opportunities, May 1993

Owner-Occupancy Patterns, May 1993

Alternative #1 Dispersion Concept, January, 1994

Alternative #2 Concentration Concept, January, 1994

Tentative Proposed Zoning, September, 1994

Proposed Comprehensive Plan Map, February 1995

Proposed Vision Plan Map, February 1995

Housing Alternatives For Our Neighborhoods, American Institute of Architects, Portland Chapter, and the Portland Planning Bureau, 1994

Blending Housing into Our Neighborhoods, American Institute of Architects, Portland Chapter, and the Portland Planning Bureau, 1994

Appendix 6: Planning Process and Public Participation

Approval of the Process

In August 1992, the Portland Planning Commission adopted a process which established steps to be taken in drafting this plan, a plan area boundary, and objectives. Eight months prior to its adoption, Bureau of Planning staff began meeting with neighborhood associations, business associations, and other interested individuals and groups to determine the study area boundary, the scope of the plan and its objectives, and strategies for citizen participation.

While these meetings were going on, Bureau staff were also meeting with leaders throughout the City about the timing, boundaries, and scope of the entire community planning process. As such, boundaries and scope tended to become a city-wide issue, with the Outer Southeast Community Plan being the first under the new rules. The August **Process Document** contains the decisions reached on these topics.

Information Collection

Three different kinds of information were collected, all of which has been used to prepare the Proposed Plan: 1) background and trend information, 2) information about problems, concerns, assets, and ideas for the future from members of the public in the Outer Southeast area, and 3) technical information and feedback on ideas from experts in other agencies and in their field.

Background and trend information collected in 1992 included

- Land Use Inventory
- Analysis of 1990 Census Data
- Demographics
- Transportation
- Housing
- Economic Development
- Public services

Most of this information was compiled into the **Background Report** published in March 1993. Included were the following supplemental maps:

- Two-sided color map of the current land use on one side and current zoning on the other
- Two-sided black and white map showing redevelopment potential on one side and the pattern of owner occupancy on the other side