

Planning Commission Recommended
Northwest District Plan

Exhibit A



April 2003

CITY OF PORTLAND, OREGON
BUREAU OF
Planning

For more information on the *Northwest District Plan* project, please contact:

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Re: Northwest District Plan

The Portland City Council will hold a public hearing on the *Recommended Northwest District Plan* on May 21, 2003, at 6:00 PM.

To comment on the recommended plan you may:

- Come to the City Council hearing to testify. City Hall is located between SW Jefferson and Madison Streets, on the Fifth Avenue side of the Transit Mall, and/or
- Send written testimony to the Council Clerk at 1221 SW Fourth Avenue, Room 140, Portland OR 97204, or FAX comments to 503-823-4571. Written testimony must be received by the date of the hearing.

To help ensure equal access to information, the City of Portland Bureau of Planning offers accommodation to persons with disabilities. Call 503-823-7700 in advance to arrange for accommodation.

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Recommendations

Planning Commission Recommendations

The Portland Planning Commission recommends that Portland City Council take the following actions.

1. Adopt the Ordinance that:
 - Approves this report and its appendices;
 - Amends the *Comprehensive Plan* vision, policies and objectives, and the *Comprehensive Plan Map* as shown in this report;
 - Amends Title 33: *Planning and Zoning* and the *Zoning Map* as shown in this report
2. Adopt the Resolution that approves the urban design concept and action charts contained in this report.
3. Direct Bureau of Planning staff to work with implementing agencies to identify funding sources and develop strategies that implement the projects, programs and activities identified in the action charts contained in this report.

Design Commission Recommendation

1. The Portland Design Commission recommends that Portland City Council adopt the Ordinance that amends the *Community Design Guidelines* as shown in this report.

Bureau of Planning Recommendations

1. The Bureau of Planning recommends that City Council adopt the Ordinance that extends the area eligible for Transit-Oriented Development Tax abatements to include a portion of the Northwest Plan District.

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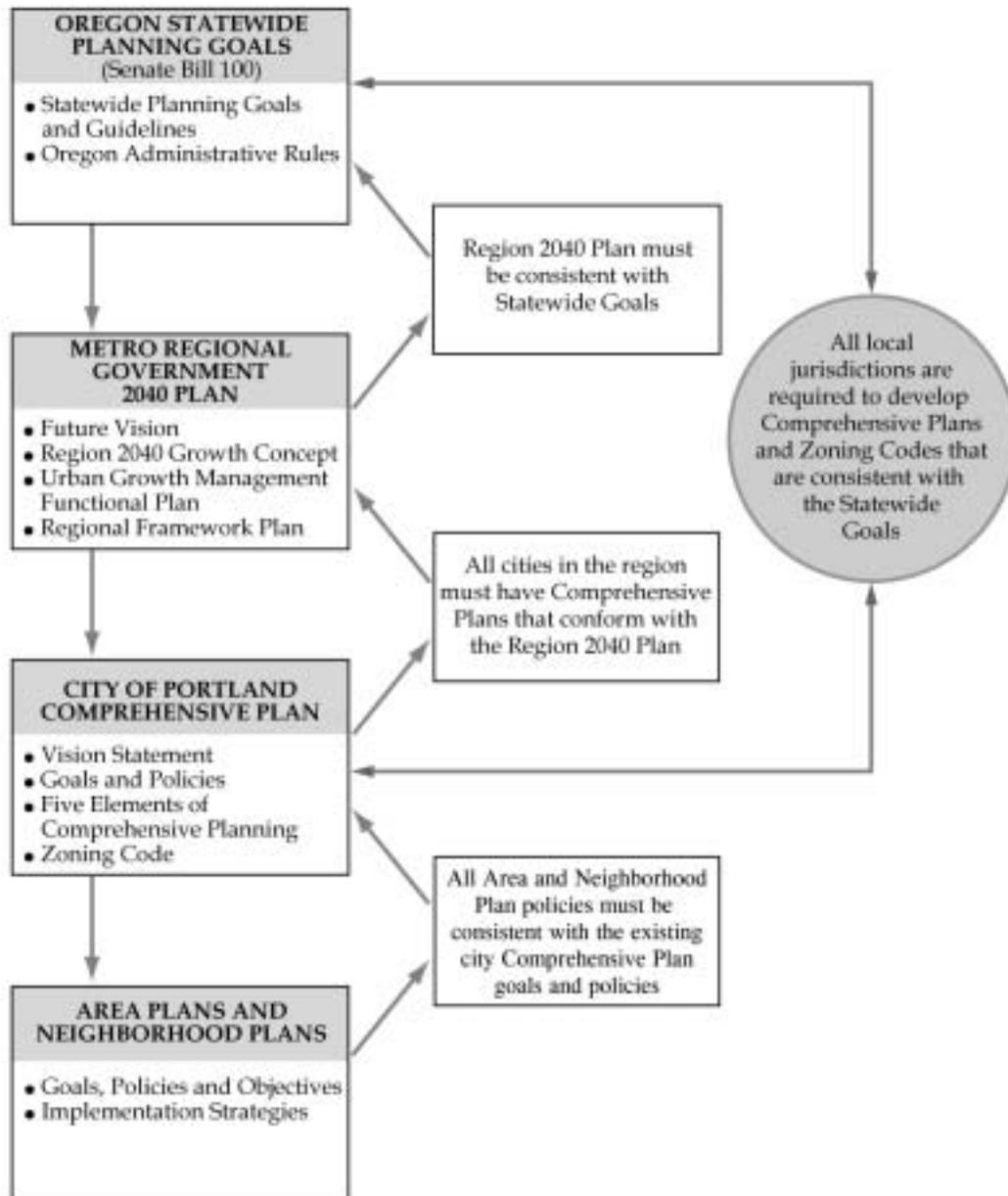
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A. Introduction

Purpose of the Plan

The *Northwest District Plan* (formerly known as the Northwest Area Plan) is intended to guide public and private decision-making and investment in the Northwest District over the next 20 years. The plan provides policy direction in a number of key areas, including land use, urban design, transportation, housing, and economic development. The *Northwest District Plan* (NWDP) builds upon several previous planning efforts including the 1977 adopted *Northwest District Policy Plan* and the 1999 Northwest District Association board-adopted *Northwest District Neighborhood Plan*. The NWDP is intended to protect and enhance the livability, urban character and economic vitality of this inner-urban area while providing a means for guiding change over time.

Boundaries

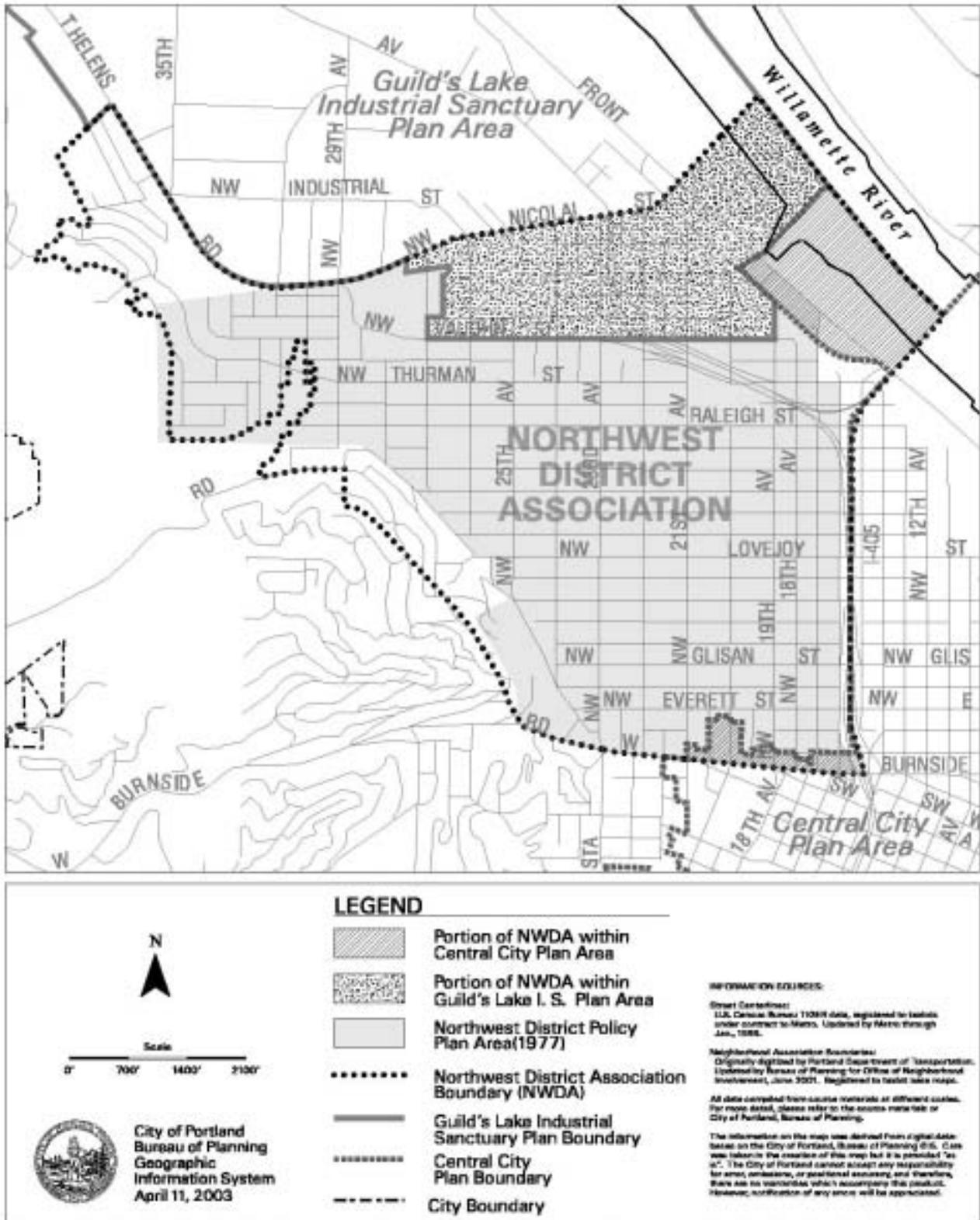
Three major boundary areas are referenced in this report. These boundaries are shown on Map 1 and explained below. Area neighborhood association boundaries are shown on Map 2. Map 3 shows the relationship between the Northwest District Neighborhood Association boundary and relevant adopted plan boundaries.

The **Northwest Study Area** is generally bounded on the south by West Burnside Street, on the north by NW Vaughn Street and NW St. Helens Road, on the east by the I-405 freeway and on the west by the Hillside neighborhood and Forest Park. The study area is the broadest boundary used in the planning process and much of the background research and public outreach for the plan encompassed this larger area. Portions of the study area are covered by other adopted plans and will not be governed by the adopted *Northwest District Plan*. Proposals arising out of the Northwest District Planning process for these areas (including the *Guild's Lake Industrial Sanctuary Plan* area and the *Central City Plan* area) will be effected through amendments to those plans.

The **Northwest District Plan** boundary defines the area where the vision, policies, and objectives of this plan will apply. It generally corresponds to the Northwest District neighborhood, except for those portions that are within the Guild's Lake Industrial Sanctuary (north of NW Vaughn Street) and the Central City (west of I-405 and along West Burnside Street) plan areas. The *Northwest District Plan* proposes some changes in these other areas, but they are excluded from the "Northwest District Plan Area" in order to avoid confusion and potential conflict between overlapping policies and regulations.

The **Northwest Plan District** boundary delineates the area where the special zoning regulations recommended in this plan will apply. This is a more focussed area that includes the main street corridors (excluding West Burnside Street) and the mixed-use and higher density zoned areas east of NW 23rd Avenue.

Map 3: NWDA and Adopted Plan Boundaries



Plan Organization

The *Northwest District Plan* consists of several interrelated components, described in the table below.

Concept	The Introduction explains the purpose and organization of the plan and its relationship to other plans and regulations and summarizes the Northwest District planning process.
	The Vision Statement summarizes the community’s aspirations for the future, describing the Northwest District 20 years from now, with the plan successfully carried. The vision is adopted as part of Portland’s <i>Comprehensive Plan</i> by City Council Ordinance.
Urban Design	The Urban Design Concept illustrates graphically the vision for the future of the Northwest area, focussing on basic elements of urban form such as land use emphasis areas, main streets and gateways. The Urban Design Concept is advisory and is adopted by City Council resolution.
	The Desired Characteristics and Traditions chapter summarizes key aspects of the Northwest District’s built environment that new development should respect. The Desired Characteristics and Traditions statements serve as an extension of the <i>Community Design Guidelines</i> and are adopted by City Council ordinance.
	The Community Design Guidelines Amendments contain new language specific to the Northwest District. These amendments are adopted by City Council ordinance.
Comprehensive Plan	The Comprehensive Plan Policy ties the <i>Northwest District Plan</i> to Portland’s adopted <i>Comprehensive Plan</i> , thereby making the plan and its policies a part of the <i>Comprehensive Plan</i> .
	The Policies and Objectives provide the direction necessary to achieve the vision for the plan area. They serve as important binding guidelines for decision-makers. Policies and objectives are adopted by City Council ordinance and have the binding force of law
Implementation	Action Charts , which follow each policy section, specify projects, programs and regulations needed to implement the policies and objectives of the plan. They are advisory and are adopted by City Council Resolution. Action items are adopted with the understanding that some may need to be adjusted and others replaced with more feasible proposals that may better implement the goals of the plan.
	The Comprehensive Plan Map and Zoning Map Amendments identify specific changes to long-range <i>Comprehensive Plan</i> map designations and zoning designations in the project area. Zoning designations control how land may be developed—for instance, which land uses are allowed and what limits to building bulk and height are imposed.
	The Zoning Code Amendments chapter describes the recommended zoning regulations and how they have been tailored to address the particular conditions and desired character of the project area.
	The Northwest District Master Street Plan identifies the existing and future preferred street layout for the project area. It provides guidance for areas where increased multimodal connectivity is desired. It is adopted by City Council Ordinance and will be implemented as new development or redevelopment occurs.

Associated Plans	The Guild’s Lake Industrial Sanctuary Plan Amendments describe zoning changes for a limited area along the north side of NW Vaughn Street that were deferred to the <i>Northwest District Plan</i> process from the recently completed Guild’s Lake Industrial Sanctuary Plan process.
	The Central City Plan Amendments extend the <i>Central City Plan</i> and plan district to include properties along West Burnside Street west of NW 21 st Avenue, including the northern component of the Uptown Shopping Center.
	Several plan Appendices , included under separate cover, summarize the district’s history, existing conditions, and other elements integral to the Northwest District Planning process.

Public Policy Framework

Planning for the Northwest District is conducted within a framework of state, regional and local planning policies that guide future land use, transportation and public facilities decisions. This framework can be thought of as a hierarchy in which plans for smaller areas or jurisdictions must be consistent with those for larger jurisdictions or more encompassing areas – from the neighborhood level to the state level. Hence, planning done for the Northwest District must be consistent with the City of Portland’s adopted plans and policies, which must be consistent with regional plans and policies, which in turn must be consistent with state goals, laws and rules. Some of the more important state, regional and local planning policies are described in Appendix D. Also described in this appendix are planning efforts that have either specifically addressed all or part of the study area in the past, or are currently underway and may affect the study area in the future.

Northwest District Plan Process

The *Northwest District Plan* is the result of a collaborative process between public agencies, community organizations, citizens, property owners and businesses. The process began over a decade ago with an effort by the Northwest District Association (NWDA) to update the 1977 *Northwest District Policy Plan*. This culminated in 1999 with the adoption by the NWDA Board of the *Northwest District Neighborhood Plan* (the “*NWD Neighborhood Plan*”). This plan addressed a comprehensive set of issues affecting the neighborhood, including land use, transportation, urban design, quality of life and business-residential interaction, among others. The *NWD Neighborhood Plan* also proposed changes to the *Zoning Code* and zoning map. This plan has served as one of the primary inputs in the Northwest District Plan process.

In June of 2000, City Council directed the Bureau of Planning to review the *NWD Neighborhood Plan* and take it through the City adoption process. At that time, the Bureau was engaging in related planning efforts to preserve and enhance industrial lands north of NW Vaughn Street and to transition industrially zoned lands south of NW Vaughn Street from industrial to employment, residential and mixed-use zoning. These related planning projects are described in greater detail in Appendix C. Elements of the “Transition Area” planning project were subsequently combined with the Bureau’s review of the *NWD Neighborhood Plan*, resulting in the *Northwest District Plan* project.

Advisory Committees and Community Associations

The Bureau of Planning established three main advisory committees to gather input, generate and test ideas, and to review draft plan proposals. Planning staff also worked closely with several neighborhood and business associations in developing the plan.

The **Northwest Planning Citizen Advisory Committee (CAC)**, which also advised the Bureau of Planning during the *Guild’s Lake Industrial Sanctuary Plan* process, is composed of community residents, businesspeople and property owners from the Northwest District, Northwest Industrial, Pearl District, Hillside, Goose Hollow and Linnton neighborhoods. The **Northwest Planning Technical Advisory Committee (TAC)**, is composed of representatives of state, regional, county, and city agencies, as well as private sector utilities. The **Northwest District Committee (NWDC)** is a smaller group made up of representatives from the Northwest District Association and Nob Hill Business Association. This group served as a first point of contact for staff in developing plan concepts and provided advice on the intent of the elements of the 1999 *NWD Neighborhood Plan*. These three groups have worked closely with project staff and provided valuable input and assistance in development of this plan.

A special advisory group, the **Vaughn Corridor Focus Group**, was created to advise staff in the analysis of potential land use changes on properties along the north side of NW Vaughn Street. This group included property owners and their representatives, community members and technical advisors from public agencies.

Throughout the planning process, staff sought input from affected neighborhood and business associations by attending meetings, making presentations and exchanging ideas. These groups included the Northwest District, Northwest Industrial, Pearl District, Hillside, and Goose Hollow-Foothills League Neighborhood Associations and the Nob Hill Business Association. Staff has also met with individual area property owners, business people, service providers, residents, and developers.

Outreach, Public Events and Milestones

Major public events and key milestones are listed below. Additional information on these elements of the planning process is contained in Appendix C.

Northwest Transition Area Urban Design Workshop.....	March 22, 2001
Northwest Transition Area Preliminary Urban Design Concept Report...	May 18, 2001
Northwest Transition Zoning Project City Council Adoption.....	August 2001
Northwest Neighborhood Walks.....	Summer 2001
Northwest Neighborhood Walks Summary Report	October 10, 2001
Northwest Area Vision and Urban Design Concept Workshop.....	November 15, 2001
Guild’s Lake Industrial Sanctuary Plan Effective.....	December 2001
Northwest Area Vision and Urban Design Concept Report.....	January 2002
Open House and Release of Discussion Draft Northwest Area Plan.....	June 20, 2002
Proposed Northwest District Plan Released.....	October 28, 2002
Planning Commission Hearing.....	November 26, 2002
Planning Commission Work Sessions.....	December 10, 2002 & January 14, 28, 2003
Planning Commission Decision.....	April 8, 2003

Next Steps

The Portland City Council will hold a public hearing on the *Recommended Northwest District Plan* on May 21, 2003 at 6 PM. To comment on the recommended plan you may:

- Come to the City Council hearing to testify. City Hall is located between SW Jefferson and Madison Streets, on the Fifth Avenue side of the Transit Mall, and/or
- Send written testimony to the Council Clerk at 1221 SW Fourth Avenue, Room 140, Portland OR 97204, or FAX comments to 503-823-4571. Written testimony must be received by the date of the hearing.



St. Patrick's Church

B. Vision Statement

The Vision Statement that follows reflects the community's aspirations for the future. It describes the Northwest District 20 years from now, with the *Northwest District Plan* fully and successfully carried out. The Vision Statement is intended to provide a standard against which the plan's success can be measured.

The recommended *Northwest District Plan* Vision Statement elaborates on the vision articulated in the 1999 NWDA board-adopted *Northwest District Neighborhood Plan*. It is derived from the policy sections of that document, and from public input from *Northwest District Plan* process public events.

The Vision for the Northwest District in 2023

In 2023, Portland's Northwest District provides a uniquely vibrant and livable environment for its residents, businesses, institutions, and visitors. Its distinctive character derives from both its continuity with the past and the results of directed change over time. The Northwest District consists of a number of distinct, but well-connected places, each with its own character, mix of uses, and defining features, ranging from shaded residential streets lined with single family homes to lively main streets blending multi-family homes and commercial uses. Each smaller area complements the larger mosaic. A diversity of land uses, architecture and people combine to make the Northwest District a unique and extraordinary part of the city.

A combination of public policy and private investments have reinforced and enhanced Northwest's historically mixed-use main street corridors, where commercial and institutional uses are concentrated. These uses provide goods, services, entertainment, and employment for residents and visitors, and together with the area's cultural and religious institutions, help make the Northwest District one of the most enriched districts in the city.

A variety of housing sizes and types meets the needs of the area's diverse population, which includes families with children, young adults, seniors, empty-nesters and others. Over the previous 20 years, concerted efforts by both the public and private sectors to preserve and create affordable housing have helped to maintain income diversity in the area.

The Northwest District's eclectic inventory of buildings and businesses reflect its history, as well as its adaptability to changes in the economy, technology and social conditions. Change is particularly evident in the northern and eastern sections of the area, which have transitioned from a primarily industrial emphasis toward better integration with the central city's urban ecology, providing additional housing and employment. Some lighter industrial uses remain, providing goods and services to the area and contributing to its diversity of land uses and employment opportunities. Taller buildings along the I-405 freeway minimize the freeway's impact on the community. New mixed-use and commercial development provides additional employment opportunities in this area. Safe passageways under I-405, enhanced by public art, have reduced the barrier created by the freeway and improved connections between the Pearl District and Northwest District neighborhoods.

The Alphabet Historic District has helped to preserve historic structures and a rich architectural heritage that connects the past to the present. Here and elsewhere in the area, newer development has been designed to respect nearby structures and the character of Northwest Portland's urban fabric.

The Northwest District provides for a human scale environment. Its wealth of urban amenities, such as parks, a new community center, and fine public schools, attest to the importance of an inclusive public process and private initiative. Active streetscapes and public art also contribute to the Northwest District as a visually pleasing, energetic and livable place. Tranquil spaces, such as parks and quiet residential streets, complement areas of intense urban activity, such as NW 23rd and NW 21st Avenues. Pedestrian, bicycle and transit improvements connect the area to adjacent neighborhoods, public parks and the Willamette River. The area is served by the Portland Streetcar, which has been a catalyst for mixed-use development and has enhanced connectivity between the Northwest District and the greater central city.



June 2002 Northwest Area Plan Open House

C. Urban Design

This chapter contains three main elements: 1) an Urban Design Concept, which serves as broad blueprint for the desired urban form of the Northwest District; 2) Desired Characteristics and Traditions statements, which provide detailed guidance for design review in the district; and 3) revisions to the *Community Design Guidelines* document itself, which are primarily in the form of non-binding examples of how Community Design Guideline P1, Plan Area Character may be met in the Northwest District.

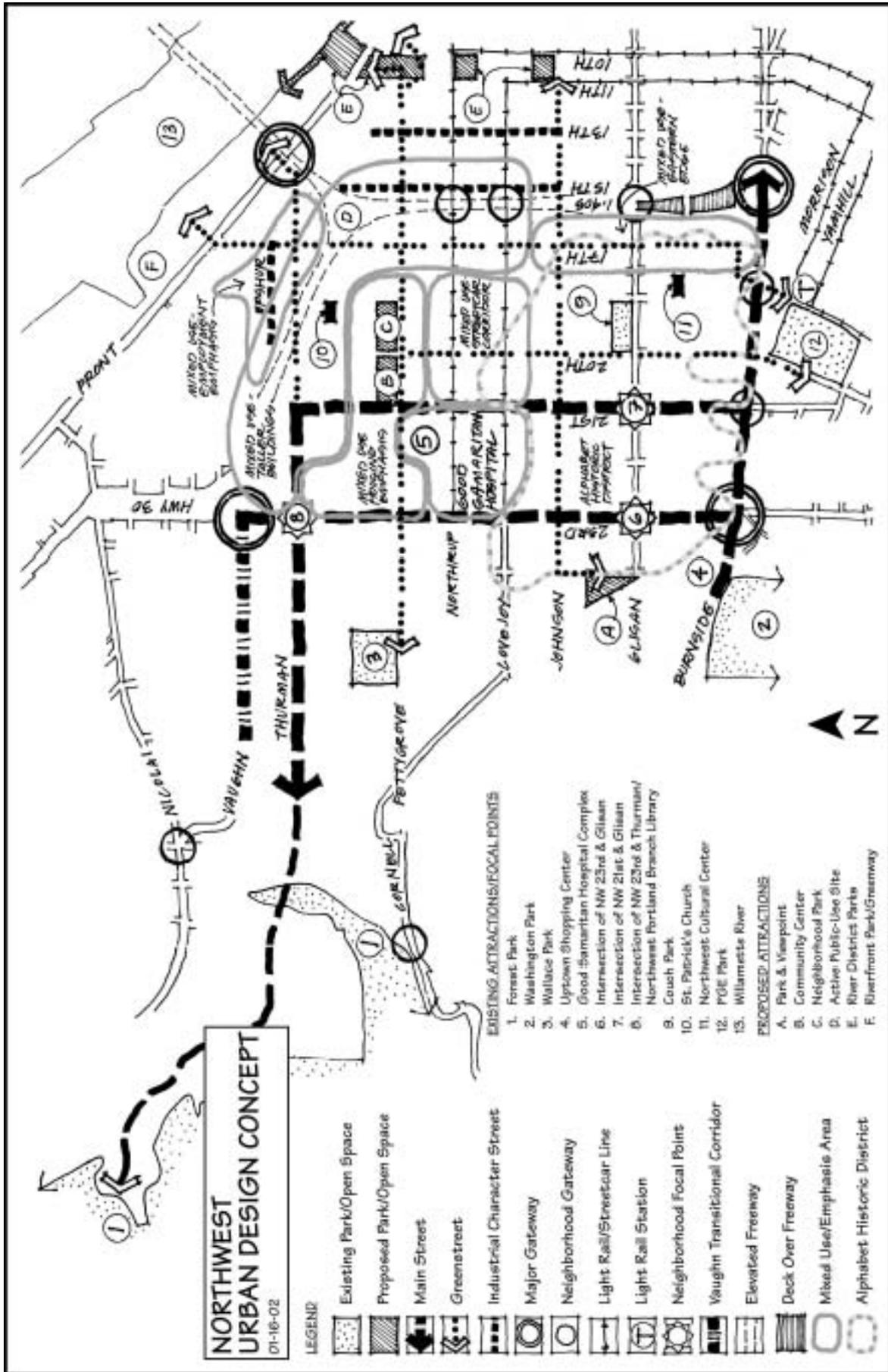
Urban Design Concept

The Urban Design Concept is depicted on the following page, followed by more detailed descriptions of its various elements.

The Urban Design Concept graphically represents the community's vision for the future of the study area, focusing on elements that define the desired urban form. It is a diagram of the *Northwest District Plan's* policies and implementation strategies. The diagram uses symbols that indicate the general locations of various urban form elements such as places, streets, and connections. The concept represents public and private development that, over time, will enhance the community's character and livability. It also shows how future development in Northwest Portland can support the City's *Comprehensive Plan* goals for economic development, transportation, housing, and the environment.

The Urban Design Concept is a general blueprint. Some elements will be implemented through the policies and regulations recommended in this plan. Other elements will be achieved through influencing future public and private investment. Successful implementation of the Urban Design Concept will require flexibility as opportunities present themselves over time.





Urban Design Concept Elements

The Urban Design Concept identifies community features that are to be preserved and enhanced, as well as new improvements and development patterns that will contribute to realizing the community’s vision for the next 20 years. Key elements of the Urban Design Concept, which the *Northwest District Plan* will help implement, are as follows.

- **Established Residential Areas:** Preservation of the character of the community’s historic residential core, including the Alphabet Historic District. Future growth is primarily directed to mixed-use areas, rather than to established residential areas.
- **Transition Subarea:** Providing for future growth that builds on the character and assets of the Northwest District by allowing parts of the district to transition from existing industrial uses to redevelopment as vibrant mixed-use areas.
- **Main Streets:** Enhancement of the role of the area’s main streets (particularly NW 21st and NW 23rd Avenues, as well as West Burnside Street) as the pedestrian-oriented, commercial “backbones” of the Northwest District.
- **The Vaughn Corridor:** Improvement of this corridor as a seam between the residential and mixed-use parts of the Northwest District and the industrial uses of the Guild’s Lake Industrial Sanctuary to the north.
- **Linkages:** Enhancement of links between the Northwest District and nearby areas, such as the Pearl District and the Willamette River. This includes:
 - Identification of “greenstreets,” where pedestrian- and bicycle-oriented improvements should be targeted.
 - Identification of “gateways,” where future public and private improvements will enhance these key passages and connections to surrounding areas.
- **Neighborhood Gathering Places.** Identification of places, such as focal points, attractions, parks and streets, that will contribute to community vitality, interactions and livability.

The following describes the design concept elements that comprise the Urban Design Concept for the Northwest District and broader study area. **The descriptions should be read as depicting the design concept elements at a point in the future, after the *Northwest District Plan* has been successfully implemented and carried out.**



Mixed-use Areas

Northeastern parts of the Northwest area, south of NW Vaughn Street, have transitioned from predominantly industrial uses to a vibrant, mixed-use district. Within this transition area, predominant land uses, building heights and other development characteristics vary by subarea, as described below. All of these subareas are integrated into the urban fabric of the rest of the Northwest District by continuing established



patterns that characterize the rest of the area, such as the historic block pattern and pedestrian-oriented scale of development.

Mixed-use / Streetcar Corridor

A concentration of mixed residential and commercial uses, with active ground floor uses (such as retail, neighborhood services, and housing), are located here to take advantage of the high quality transit service provided by the Portland Streetcar. A particularly appropriate configuration here is upper-floor residences above ground-floor commercial uses.

Mixed-use / Housing Emphasis

Mixed-use area that includes retail and employment uses, but where residential development has been especially encouraged. Residences are centered around a new park and community facilities. New development is integrated into the surrounding neighborhood fabric through urban design that respects the fine urban grain established by the Northwest District's pattern of partial-block development and buildings built close to sidewalks.

Mixed-use / Taller Buildings

Mixed-use area where taller buildings screen the I-405 freeway. Building height steps down from the freeway into the rest of the community. Development continues the Northwest District's tradition of partial-block building massing, providing contrast to the whole-block developments characteristic of the Pearl District on the other side of the freeway.

Mixed-use / Employment Emphasis

Mixed-use area, north of I-405 and the Fremont Bridge approach ramps and located immediately south of the Guild's Lake Industrial Sanctuary, where the emphasis is on employment and commercial uses. Residential development is discouraged to avoid conflicts with the industrial uses north of Vaughn Street.

Mixed-use / Eastern Edge

A diverse, mixed-use area with a fine-grain mixture of employment, residential, and community service uses. This area serves as a transition and connection between the residential core of the Northwest District and the more intensely developed Central City.

Good Samaritan Hospital Complex

Future development of the Good Samaritan Hospital and Medical Center, which has long been a key neighborhood institution, is integrated with the surrounding neighborhood, with entrances and windows oriented outward to the neighborhood.



Main Streets

The Northwest District's commercial main streets have helped define the district's character and contributed to its success as both a residential and commercial area. Their quality as pedestrian environments, their mix of shops and overall attractive urbanity make the Northwest District's main streets distinct in the city. New development continues the main street pattern of attractive sidewalks lined with storefronts and other active ground floor uses, and upper floor residences or offices.

Buildings meet the edges of sidewalks and street trees, curb extensions, and other pedestrian amenities create a pedestrian-oriented environment. Designation of these streets as "Main Streets" also serves to implement Metro's *Region 2040 Growth Concept* and *Functional Plan*. New development acknowledges and enhances the varying character of the area's main streets, as described below.



NW 23rd Avenue is composed of two distinct areas. The southern portion of NW 23rd Avenue functions as the Northwest Area's premier main street, characterized by ground-floor retail and upper-floor residential uses, and includes a thriving assortment of local- and regional-serving retailers. In contrast, the desired character for the northern portion of NW 23rd Avenue, north of the streetcar corridor, is of a mixed-use main street with a greater emphasis on residential uses and neighborhood-oriented services.

NW 21st Avenue is quieter in character, and with a greater emphasis on neighborhood-oriented services, than NW 23rd Avenue. Storefronts, and other development with active ground floor uses, extend northward through the Transition Subarea.

West Burnside Street is enhanced as a pedestrian-friendly main street that better connects its bordering neighborhoods and serves as a key connection to the Central City. New development is designed to restore and enhance West Burnside Street's urban architectural character.

NW Thurman Street is a neighborhood-oriented main street with a mix of uses, but with an emphasis on residential uses. Commercial uses are concentrated near NW 23rd Avenue and in nodes at intersections. Live/work units, and other arrangements that mix residential and employment uses, are a particularly appropriate development type here.



Vaughn Transitional Corridor

NW Vaughn Street is a seam that both separates and connects the Guild’s Lake Industrial Sanctuary and the residential and mixed use neighborhood to the south. City policies have contributed to its serving as a stable boundary for the Industrial Sanctuary. New development has been oriented to employment and commercial uses that have limited negative impacts on nearby residences and industrial operations. The north side of NW Vaughn Street is characterized primarily by uses that are compatible or synergistic with industrial businesses. Development on both sides of NW Vaughn Street has contributed to an attractive, unified streetscape.

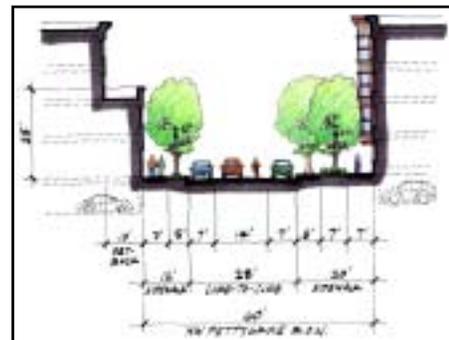


Greenstreets

These are routes for pedestrians and/or bicyclists that provide safe and memorable connections through the community and to nearby areas and attractions. A key role of the greenstreets is to strengthen connections between area parks and destinations, and to the Willamette River. While most of the Northwest District is located within City-designated pedestrian districts that are intended to have a strong pedestrian-orientation, the greenstreets have been a special focus of improvements to create identifiable, pedestrian-oriented corridors that provide passage through the neighborhood on streets with relatively low automobile traffic volumes. Greenstreets serve as quieter alternatives to the area’s busy main streets.

Greenstreets include improvements such as special paving materials, street trees, public art, street furniture, special street lighting, street crossing signalization, sidewalk widening and traffic calming strategies, where appropriate, to promote their safety and attractiveness to pedestrians and cyclists.

Alternative approaches. The emphasis of some greenstreets may be on pedestrian amenities, while others may be on bicycle system improvements. For example, a concentration on bicycle facility improvements may be most appropriate on NW Thurman Street (outside the main street area), which will serve as a key connection between Forest Park (particularly Leif Erikson Drive) and the Willamette River Greenway, two popular recreational destinations separated by a distance too great for most pedestrians. In contrast, pedestrian improvements are more appropriate on NW Pettygrove Street, which runs through the heart of the Transition Subarea and will serve to link neighborhood parks.



Idea for NW Pettygrove Street*

*Note that this drawing is conceptual only and does not reflect existing Office of Transportation standards.

Gateways

These are high-visibility entrance points between distinct areas that serve as key passages and connections between these areas. Together with the greenstreets, improvements to gateways are intended to enhance linkages with surrounding areas and destinations. For example, passages under the I-405 freeway are identified for improvement as gateways to overcome the barrier created by the freeway and enhance connections between the Northwest and Pearl Districts and to the Willamette River.

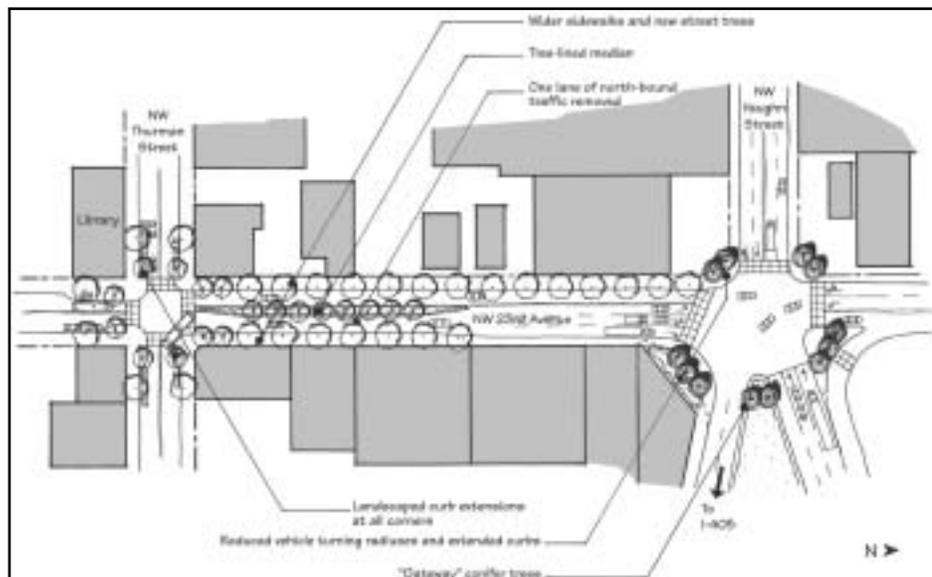
 **Major Gateways** are high profile entrances to larger districts or the Central City.

 **Neighborhood Gateways** are entrances to neighborhoods or other subareas within the plan area.

Alternative approaches. Improvements to enhance the experience of passage at gateways may be through public and/or private development, and will vary according to site and context. Possible gateway improvements include landscaping, public art, gateway structures, architectural treatments (such as special treatment of building corners), distinctive sidewalk improvements, special lighting, and signs. Examples of gateway improvements identified by community members as especially appropriate at particular locations follow.

Gateway at NW 23rd Avenue and NW Vaughn Street. This gateway serves as a major entrance into the Northwest District for motorists. Currently, narrow sidewalks and windowless building facades at the gateway provide no signal to motorists that they are entering a pedestrian-oriented neighborhood. The sense of passage into the neighborhood can be enhanced at this gateway by improving NW 23rd Avenue, from NW Thurman to NW Vaughn Streets, as a clearly pedestrian-oriented street, with wider sidewalks, narrower traffic lanes, street trees, and storefront windows.

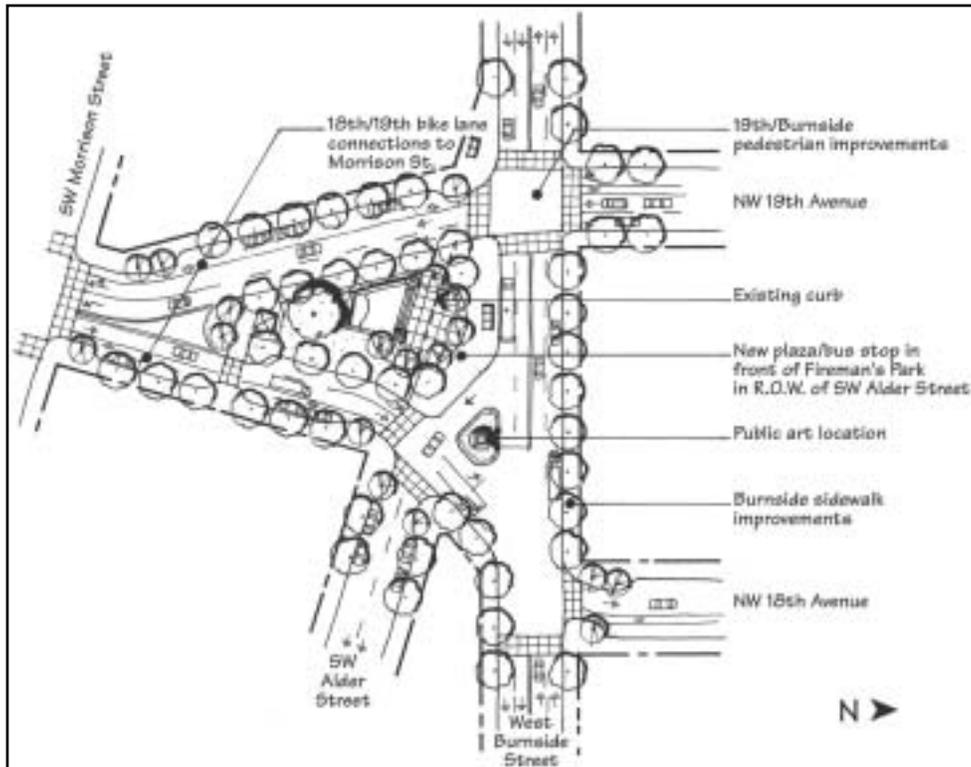
Other ideas for improving the intersection of NW 23rd Avenue and NW Vaughn Street as a gateway include: planting large fir trees, taller buildings at the streetcorners, public art, and a pedestrian bridge or archway.



Idea for gateway at NW 23rd Avenue and NW Vaughn/Thurman*

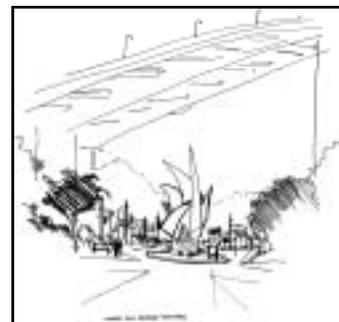
*Note that this drawing is conceptual only and does not reflect existing Office of Transportation standards.

Gateway at NW 18th/19th Avenues and West Burnside Street. This gateway serves as a key link between the Northwest District and the PGE Park Light Rail Station and PGE Park. Gateway improvements should include a focus on enhancing pedestrian and bicycle connections across Burnside Street, with sidewalk extensions, distinctive crosswalk treatments, and enhancements to Fireman’s Park.



Idea for gateway at NW 18th/19th Avenues and West Burnside Street*

Freeway passages under I-405. Currently, passage under the freeway is an unpleasant experience that creates a barrier between the Northwest and Pearl Districts. Ideas for gateway enhancements include improved lighting and pedestrian facilities, public art, and active recreation uses.



Idea for gateway under I-405

*Note that this drawing is conceptual only and does not reflect existing Office of Transportation standards.



Neighborhood Focal Points (numbers 6, 7 and 8 on diagram)

Neighborhood focal points are highly visible locations, where pedestrian pathways converge, that can serve as neighborhood meeting places or have a clear identity as landmark locations. They are good locations for public art, small parks or plazas, and other public amenities, such as drinking fountains or information kiosks, that enhance the pedestrian environment. An example of a focal point amenity is the “Benson Bubbler” at the intersection of NW 21st Avenue and NW Glisan Street.



Alternative approaches. Ideas for additional focal point improvements include the incorporation of a small plaza as part of future redevelopment of a site at NW 23rd Avenue and NW Glisan Street, and benches outside the public library at the NW 23rd Avenue and NW Thurman Street focal point.



Attractions (numbers 1-5 and 9-13, and letters A-F, on diagram)

These include places that are **Major Attractions** that draw people from throughout the city and beyond (such as Forest Park and Good Samaritan Hospital) as well as **Minor Attractions** that attract patrons primarily from nearby neighborhoods (such as Wallace Park and the Northwest Portland Branch Library). The attractions identified on the Urban Design Concept diagram include both existing and proposed facilities. New facilities, such as the potential neighborhood park in the Transition Subarea, will need to be selected based on detailed studies of facility needs and siting opportunities and are contingent on available funding.



Existing Park / Open Space

Sites shown as existing open space are publicly owned parks, or have been committed by their owner to publicly accessible open space use. Existing parks within the Northwest District include Couch Park and Wallace Park. Nearby existing parks, whose connections to the Northwest District should be enhanced, include Forest Park and Washington Park.

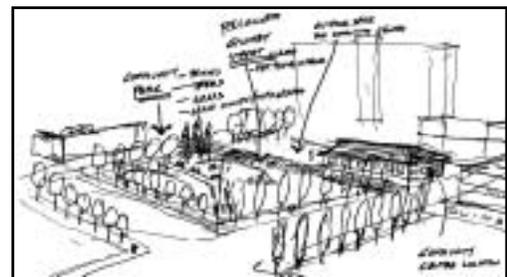


Proposed Park / Open Space

These are locations where development of additional park and recreational facilities is needed and/or desired. This designation will not prevent development of identified sites for those uses permitted by the site’s zoning and *Comprehensive Plan* designation, but is intended to highlight areas identified by the community as particularly appropriate for future park development. Four proposed facilities are identified in the Urban Design Concept for the Northwest District.*

Community center (*letter B on the diagram*). This will serve as a key community asset in conjunction with an adjacent neighborhood park (see below), and could include active recreation facilities, such as a swimming pool and sports courts.

Neighborhood park in the Transition Subarea (*letter C on the diagram*). This park will serve as a focus for residential development in the Transition Subarea and play a much-needed role in meeting the recreational needs of the area’s growing population. Greenstreets will link this park with other parks in the Northwest District and nearby areas.



Idea for neighborhood park

“Viewpoint” park at NW Westover Road and NW 24th Avenue (*letter A on the diagram*). This allows a viewpoint and a portion of undeveloped hillside, located near bustling NW 23rd Avenue, to be preserved and enhanced as a key public amenity.

Active public use site(s) under the I-405 freeway and Fremont Bridge approach ramps (*letter D on the diagram*). Ideas for making better public use of areas under the elevated freeway include an open air market, sculpture park, and recreation facilities (such as a skate park, rock-climbing wall, or sports courts).

* The Urban Design Concept also shows potential parks and open space (letter E and F) located within the River District that are outside the *Northwest District Plan* study boundaries.



Industrial-Character Streets

These are historically industrial streets whose characteristic loading dock platforms and canopies are preserved. When practical, these streets feature curbless pedestrian facilities and traffic-calming design. For NW 15th Avenue, this designation only applies to the east side of the street (its west side will include the more standard configuration of sidewalks and curbs).



NW Upshur Street



Light Rail / Streetcar Lines

Depicts the existing light rail and streetcar alignments.

The MAX (Metropolitan Area Express) light rail system provides central Portland with high-capacity transit connections east to Gresham and the Portland International Airport and west to Hillsboro. The light rail system serves the Northwest District via its alignment through the nearby Goose Hollow neighborhood, south of West Burnside Street.

The Portland Streetcar provides the Northwest District with high-quality transit connections to the Pearl District, Downtown Portland and Portland State University. The existing streetcar alignment in the study area is located on NW Lovejoy and NW Northrup Streets, and a small portion of NW 23rd Avenue. Possible future extensions of the line within Northwest Portland could serve the Thurman-Vaughn and/or the Transition subareas.



Light Rail Station

The Northwest District is served by the PGE Park Light Rail Station. Pedestrian connections across Burnside Street to this light rail station are a key link between the Northwest District and the regional light rail system.



Alphabet Historic District

This nationally and locally recognized historic district includes a concentration of historically and architecturally significant structures. Within this historic district, new development and exterior remodeling of structures are subject to additional design scrutiny aimed at ensuring that the development will be compatible with and enhance the district’s character.



Elevated Freeway

These are portions of the I-405 freeway and Fremont Bridge approach ramps located above grade. The elevated freeway has served as a barrier between the Northwest and Pearl Districts, generating negative visual, noise, and air quality impacts. Taller buildings are located near the elevated freeway to buffer impacts to the surrounding neighborhoods.



Deck Over Freeway

These decks provide both public open space and development opportunities above the I-405 freeway. They may include buildings, parking, or other facilities. They may also provide sites for public attractions.

Desired Characteristics and Traditions

Commentary

This plan proposes to extend the Design Overlay Zone to all properties in the Northwest Plan District, except those in the Alphabet Historic District (where the Historic Resource Protection Overlay Zone already applies) and properties retaining General Industrial zoning (see map and discussion in Chapter F of this plan). The *Community Design Guidelines* serve as approval criteria for design review in the plan district (eligible projects in the plan district, outside the Alphabet Historic District, would also have the option of instead meeting the non-discretionary, regulations-based Community Design Standards).

Guideline P1, “Plan Area Character,” reads:

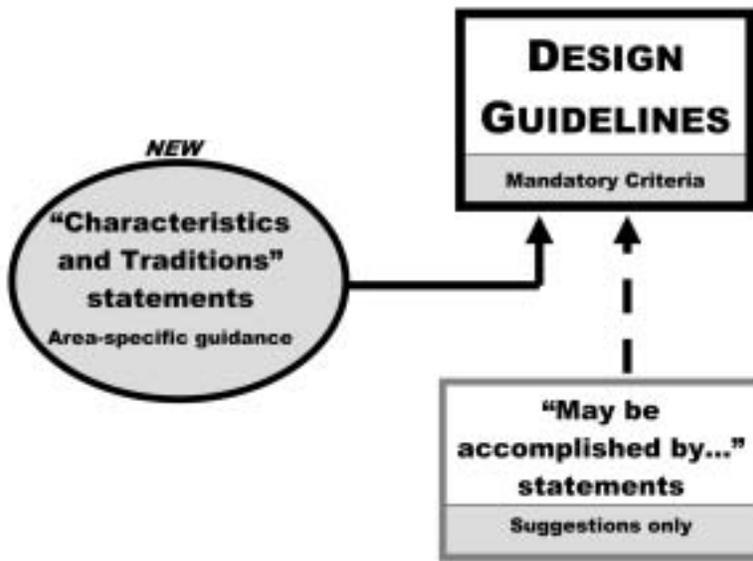
Enhance the sense of place and identity by incorporating site and building design features that respond to the area’s desired characteristics and traditions.

The “Desired Characteristics and Traditions” statements of this section provide guidance on how this guideline should be considered in the Northwest District. This section also serves to clarify and provide context to references this plan makes to the Northwest District’s architectural character and urban fabric. For the purposes of this section, the Northwest District may be divided into seven “urban character areas,” each of which is distinguished by its own characteristic mix of architecture and development patterns¹. A description of the predominant architectural and urban patterns for each urban character area is followed by a “Desired Characteristics and Traditions” statement that highlights what architectural features and development patterns the community would especially like to have preserved and continued in new development.

The “Desired Characteristics and Traditions” statements will be used by design review staff and review bodies when determining whether or not a proposal meets the intent of Guideline P1. They may also be used to inform references the *Zoning Code* makes to “desired character” (included in criteria for adjustment requests, for example). Previously adopted area and neighborhood plans lack clear and explicit references to community-desired characteristics and traditions, making interpretation of Guideline P1 problematic (often, nearby existing development is used to identify community character, but existing development does not always correspond to what the community envisions as its *desired* character). This section is intended to fill this gap. Note that the Desired Characteristics and Traditions statements have been intentionally crafted to avoid the format of succinct statements that characterize design guideline language, in order to better differentiate them from actual design guidelines. These statements will be included as an appendix to the *Community Design Guidelines* document.

The diagram below illustrates the role of the Desired Characteristics and Traditions statements in relation to design guidelines, emphasizing their role in providing area-specific guidance for the *Community Design Guidelines*, and clarifying the non-binding role of the latter’s “may be accomplished by” statements, described in the next section of this chapter.

¹ Note that the urban character areas do not correspond geographically to policy subareas in Chapter E.



The Desired Characteristics and Traditions statements must be interpreted in the context of the “Architecture” and “Urban Pattern” statements that precede them. As the descriptions in this chapter are not exhaustive, developers should also consult with community members for more information on the Northwest District’s architectural traditions and desired characteristics.

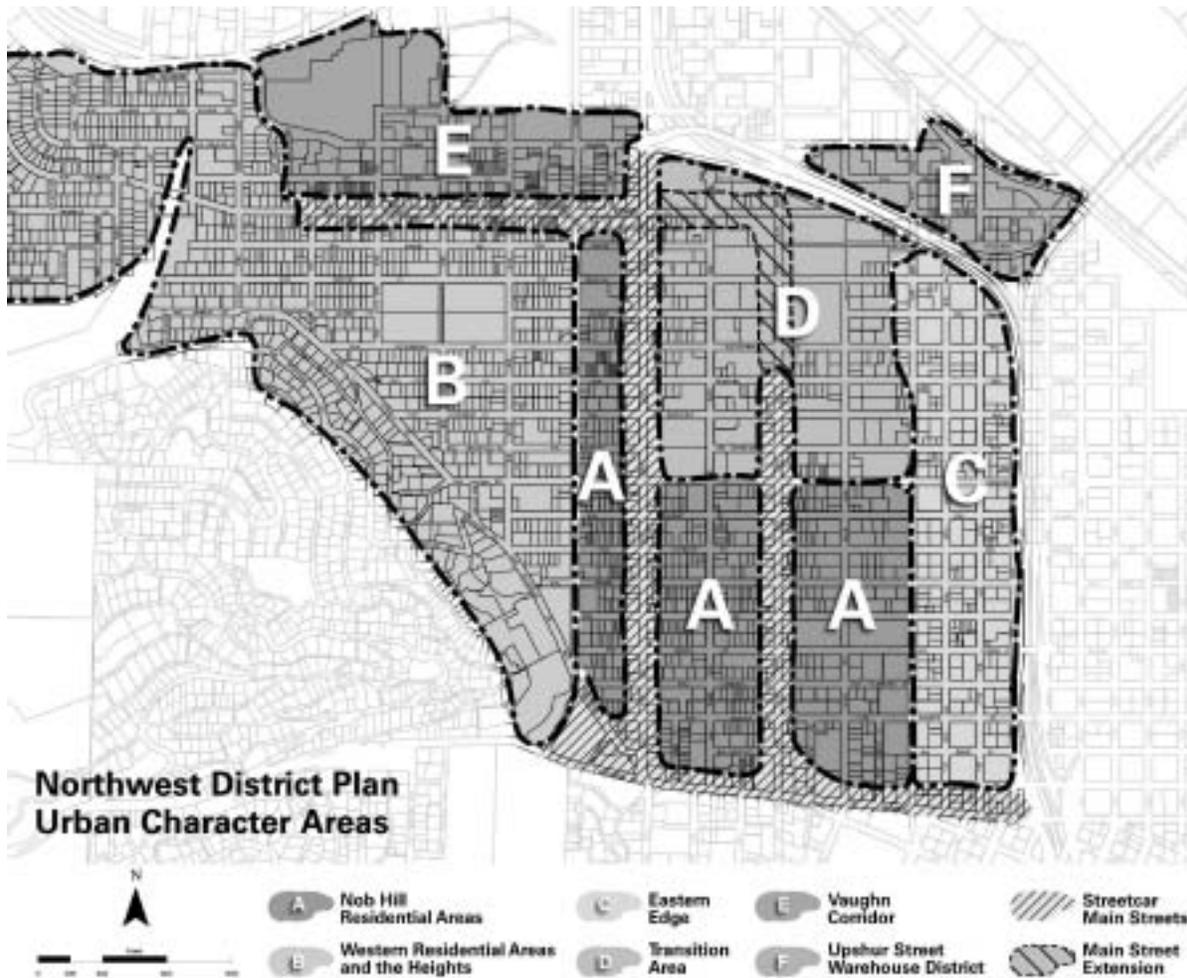
Northwest District Desired Characteristics and Traditions

Background

The built environment of the Northwest District is the result of successive waves of development, each of which brought differing building types and architectural styles. As a result of these waves of development, the Northwest District is one of the most architecturally diverse areas in Portland. Much of the district was developed prior to and during the streetcar era, before automobile ownership became widespread, resulting in a built environment very much oriented to the pedestrian.

While the architectural diversity of the Northwest District makes it difficult to accurately and concisely describe the character of its component parts, certain predominant architectural characteristics and development patterns allow division of the district into the general urban character areas described below and shown on Map 4. The urban character area boundaries shown on Map 4 are not intended to be precise, as the neighborhood’s built environment is usually not distinguished by clear breaks between the character of each area. For sites located at area edges, Desired Characteristics and Traditions statements from adjoining areas should be consulted, taking into account specific aspects of the site and its context. *Note that these urban character areas do not correspond to the subarea boundaries of the “Policies, Objectives and Implementation Actions” chapter of this plan.*

Map 4: Urban Character Areas



Urban Character Area A

Nob Hill Residential Areas

The Nob Hill residential areas, sometimes known as “the Flats,” include much of the historic residential core of the Northwest District, a large portion of which is now designated the Alphabet Historic District. These areas are characterized by a diverse mix of detached residences and apartment buildings, along with several prominent religious institutions.

Architecture

Detached houses include a wide-range of architectural styles popular in the late-nineteenth and early-twentieth centuries, including the Italianate, Queen Anne, Classical and Colonial Revival, and Craftsman styles. While exhibiting varied architectural styles, houses typically feature pitched roofs, one-and-a-half to two-and-a-half stories, orientation to the street, wood lap siding, generous fenestration featuring double-hung or casement windows, and raised front porches or stoops. The Nob Hill area is also distinguished by having the largest concentration of early twentieth century apartment buildings in Portland. Mostly dating from the time of the 1905 Lewis and Clark Exposition through the 1920s, apartment buildings in this area include examples in the Colonial Revival, Jacobethan, Streetcar Era, Craftsman, and Mediterranean styles. Larger apartment buildings are typically in block, split-block, or courtyard building forms, and range from two- to five-stories in height, usually with flat roofs and cornices or ornamented parapets. Of these, the most common building forms are the two-and-a-half story block-form “brickers” and the larger three to five story split-block buildings, which feature deep entrance courts that serve to break up building mass and provide light. Also common is small two- to six-unit apartment buildings (“plexes”), typically designed to mirror the form and architectural style of detached houses of the same era. Common building materials used in apartment buildings include exterior cladding of brick, stucco, or wood lap siding; with wooden double-hung or divided-light steel sash the predominant window types.



Urban Pattern

While architecturally diverse, the Nob Hill residential areas include certain recurring elements that provide the area with a distinctive urban character. This area exhibits a fine-grain built environment that reflects its history of incremental development. Detached houses are closely spaced on 50-foot wide, or narrower, lots. Apartment buildings typically repeat this scale and rhythm of development, with front facades, building wings, and courtyards usually no wider than 50-60 feet (an exception to this is along north-south avenues, where the sides of apartment buildings extend up to 100 feet in length). Nob Hill residences most typically face onto streets that run perpendicular to the neighborhood’s commercial main streets. Frequently, larger apartment buildings are located at the ends of blocks, with detached houses and small apartment buildings located in mid-block areas. In contrast to the hard edge of the storefront-lined main streets, the residential side streets are characterized by a softer, greener edge provided by large street trees and landscaping and plantings in shallow front setbacks and courtyards. While some



apartment buildings on these streets include no setbacks or courtyards, they rarely dominate any block frontage.

Desired Characteristics and Traditions

Most parts of the Nob Hill Residential Areas are located within the Alhabet Historic District, whose historically and architecturally significant structures should be preserved. Throughout the Nob Hill Residential Areas, new development should utilize design elements that distinguish the residential side streets from the more intensely hard-scaped main streets, with street frontages divided into distinct components that continue the established fine-grain urban pattern. Development should also acknowledge the scale, proportions, and street orientation of existing Pre-World War II structures and continue the areas’ diverse range of building typologies.

Urban Character Area

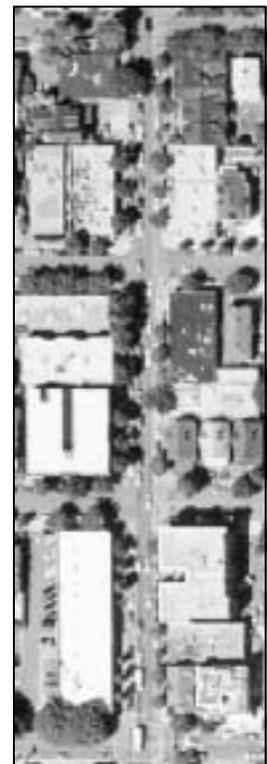
Streetcar Main Streets

The main streets of NW 21st and NW 23rd Avenues, and West Burnside and NW Thurman Streets, located along the original streetcar routes through the area, have historically served as the primary focus for commercial activity in the Northwest District. This status is reflected in the architecture and development pattern along these streets.



Architecture

Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split-block, and courtyard apartment buildings; as well as some early twentieth-century wood-frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses. NW Thurman Street includes a predominance of residential structures not typical of the other main streets, including Victorian workers cottages in the Queen Anne style (these are remnants, together with similar houses along nearby streets, of the working-class Slabtown neighborhood) and modern rowhouses with architecture derivative of traditional styles.



Urban Pattern

Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences. These patterns are occasionally interrupted by residential structures and by post-war commercial buildings with front setback parking and other automobile-oriented features (with drive-through facilities especially

common along West Burnside Street). NW Thurman Street is characterized by a less continuous storefront commercial frontage than is the case along the other area main streets. Along NW Thurman Street, storefront commercial buildings tend to be clustered at intersections, with mid-block areas occupied by small lot houses, usually with shallow setbacks, and modern rowhouses with front garages and driveways.

Desired Characteristics and Traditions

The Streetcar Era structures that define the character of the main streets, portions of which are located within the Alphabet Historic District, should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings and upper-story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

Urban Character Area B

Western Residential Areas and the Heights

The western residential areas, including Nob Hill Terrace, the Wallace Park area, and Willamette Heights, are characterized by their location at the foot of the West Hills and by the predominance of detached houses, which contrasts with the much greater mix of uses and building types found elsewhere in the Northwest District.

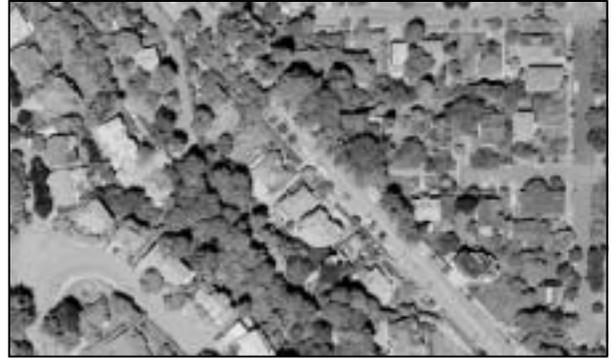


Architecture

Detached houses in the western residential areas primarily date from the early twentieth century, and include many grand houses designed by Portland's finest architects, with more modest housing located primarily north of Wallace Park. Common architectural styles include Classical and Colonial Revival, Arts and Crafts, Craftsman, and Tudor. Scattered apartment buildings and newer rowhouses are located primarily to the east near NW 23rd Avenue. Typical building elements include pitched roofs, one-and-a-half to two-and-a-half stories, orientation to the street, generous fenestration, and front porches or stoops. Off-street vehicle parking, when provided, is clearly a subsidiary design element and rarely incorporated into the front facades of pre-World War II residences. Typically, vehicle parking is in the form of small detached garages at the rear of properties, set into front yard embankments, or occasionally in the form of basement conversions.

Urban Pattern

The western residential areas are characterized by a fine-grain pattern of detached houses, and occasionally small apartment buildings, on relatively small landscaped lots. Below the steeper hillsides, streets follow a 200-foot by 460-foot grid pattern. Individual lots on these blocks tend to be 50-feet wide, with larger lots and grand houses sometimes located on corner sites. On the hillside “Heights,” streets generally follow a curvilinear pattern that follows hillside contours and are flanked by larger lots and houses than are common in lower portions of the area. The Heights’ curvilinear streets and larger lots, which frequently feature large fir trees, serve to visually and functionally acknowledge their presence as part of the West Hills. Throughout the western residential areas, front and sideyard setbacks tend to be larger than elsewhere in the Northwest District, providing opportunities for ample landscaping and plantings. This provides the western residential areas with a greener, more distinctly residential character than the more intensely developed mixed-use areas to the east.



Desired Characteristics and Traditions

These areas’ rich architectural heritage of late nineteenth- and early twentieth-century houses should be preserved. New development should continue the existing pattern and scale of development and incorporate landscaping that contributes to these areas’ distinctly residential character. In hillside areas, site design and landscaping should acknowledge the natural features and vegetation of the West Hills.

Urban Character Area C

The Eastern Edge

The Eastern Edge is perhaps the most architecturally varied portion of the Northwest District. This diversity is a product of its location in an area that during the first part of the twentieth century had become the transitional boundary between the residential and industrial portions of Northwest Portland and that had previously served as the boundary between the area’s upper- and working-class neighborhoods. The Eastern Edge includes examples of the residential structures that made up the area’s late nineteenth-century middle- and working-class neighborhoods, as well as many early to mid twentieth-century light industrial buildings. It also includes religious institutions, such as St. Patrick’s Church and several Lutheran churches that had served the area’s once large population of Scandinavian immigrants.



Architecture

Among the diverse assortment of residential structures in the Eastern Edge are clusters of middle-class Victorian houses, primarily in the Italianate and Queen Anne styles; Portland’s only nineteenth-century brick rowhouses; occasional small wood-frame apartment buildings; and

several block and split-block apartment buildings. The northern portion of the Eastern Edge, notably along NW 19th Avenue, includes scattered Victorian cottages, primarily in the Queen Anne style, that are remnants of the working-class Slabtown neighborhood. Industrial buildings, primarily dating from the early- through mid- twentieth century, are another significant component of the Eastern Edge's architecture. Light industrial buildings are located throughout the area, with larger concentrations near the I-405 freeway and toward the north. Most industrial buildings are of concrete construction, or occasionally brick, and feature flat roofs and one to two stories, with older examples having multi-pane steel sash windows.

Urban Pattern

The Eastern Edge shares the pattern of fine-grain, partial block development that is characteristic of much of the Northwest District. Detached and attached houses are located on narrow lots with shallow, landscaped setbacks. Apartment buildings occupy no more than 100 feet of street frontage, with most front facades divided into building volumes no wider than 50 feet. Industrial structures, too, are of relatively small scale, partially due to this area's pattern of 200-foot by 200-foot blocks (an extension of downtown Portland's historic block structure). Industrial structures here are frequently only a quarter-block in size, with half-block buildings more common in northern portions of the area. Most industrial buildings contribute to an urban streetscape, with buildings close to sidewalks, although this pattern is interrupted more frequently in northern portions of the area, where vehicle parking sometimes occupies setback areas. A dominant element of the built environment in the Eastern Edge is the presence of the I-405 freeway along its eastern boundary. South of NW Johnson Street, the freeway is located within a large, below-grade cut. North of this street, the freeway is raised above grade, looming as much as 95 feet above street level.



Desired Characteristics and Traditions

New development should contribute to the architectural diversity of the Eastern Edge and continue its established pattern of partial block building massing, with parking areas screened behind buildings. Along the Portland Streetcar alignment on NW Lovejoy and NW Northrup streets, development should contribute to the creation of an identifiable corridor, with architectural characteristics and development patterns similar to those of district main streets. Development along raised portions of the I-405 freeway is encouraged to be designed to screen the rest of the neighborhood from the freeway and to locate building activity areas in ways that relate to and enhance linkages under the freeway. The historic resources of the Eastern Edge, part of which is located in the Alphabet Historic District, should be preserved. The scattered remnants of the historically working-class Slabtown neighborhood, located in northern portions of the area, are a particularly vulnerable component of the area's built environment that should also be preserved.

Urban Character Area D

The Transition Area

For the purposes of this discussion, the Transition Area includes the predominantly industrial northern portions of the Northwest District as well as the Legacy Good Samaritan Hospital and Medical Center area (“Good Samaritan Hospital” area). Both the industrial and Good Samaritan Hospital portions of the Transition Area are characterized by a scale of development that differs considerably from the fine-grain, partial-block development pattern that characterizes much of the Northwest District.

Architecture

While pockets of the Transition Area include pre-World War II buildings typical of the Nob Hill neighborhood to the south, such as a mix of small apartment buildings and detached houses, much of the area is characterized by large-scale institutional and industrial buildings built since World War II. Toward the southwest, the multi-block Good Samaritan Hospital complex is characterized by a mix of modern multi-story institutional buildings and parking structures, mostly clad in brick. Primary entrances and windowed lobbies are oriented toward the center of the complex, at NW 22nd Avenue and NW Marshall Street, with few ground-floor windows facing onto the NW 23rd Avenue main street. Further north, architecture in the Transition Area is characterized by tilt-concrete industrial buildings, often with few windows, and by a cluster of modern mid-rise office buildings.



Urban Pattern

While portions of the Transition Area include the partial-block development pattern typical of the rest of the Northwest District, it also includes development patterns that differ considerably. Both the Good Samaritan Hospital complex and the industrial areas include buildings with street-facing facades that are 200-feet wide, or larger, in contrast to other areas where building frontages are typically 100-feet wide or smaller. A key departure from the usual Northwest District development pattern is the existence in the Transition Area of large “superblocks,” including blocks that are 460-feet by 460-feet and others that are 980-feet in length. Also, the Transition Area, particularly in its industrial areas, includes large vehicle parking areas, sometimes a full block in size.



Desired Characteristics and Traditions

New development should contribute to integrating the Transition Area into the fabric of the Northwest District by more closely follow the development patterns of the rest of the neighborhood, such as a partial-block scale of development, street frontages lined with buildings rather than parking lots, and extension along NW 21st Avenue of the main street pattern of buildings with ground-floor windows built close to sidewalks. The facades and rooflines of larger buildings should be divided into distinct components that reflect the Northwest District’s

established development pattern of 50 to 100 foot-wide increments. Larger structures that provide a sense of urban enclosure should be concentrated along main streets and the streetcar corridor, with a finer grain of façade articulation and roofline variation along east-west side streets. The historic 200-foot by 460-foot street grid pattern, as identified in the Northwest District Master Street Plan, is to be reestablished within the Transition Area. Future institutional development along NW 23rd Avenue should be designed to help reestablish the main street pattern of entrances and ground-floor windows. A key opportunity in the Transition Area is the new Portland Streetcar alignment on NW Lovejoy and NW Northrup streets. Along the streetcar alignment, new development should contribute to the creation of a pedestrian- and transit-oriented streetscape, similar to that of the main streets, with a continuous, but architecturally varied, frontage of mid-rise buildings with ground-floor windows and entrances oriented to the public realm. Retail development along NW 21st and NW Thurman (west of NW 21st) in the Transition Area should be designed to acknowledge the fine-grain mix and pattern of uses that characterizes the Northwest District’s established main streets, such as by dividing main street frontages into spaces suitable for small tenants or by including upper-story residences or offices.

Urban Character Area E

Vaughn Corridor

The Vaughn Corridor, like the Eastern Edge, is an “edge” area characterized by a great variety of architecture and development patterns. NW Vaughn Street is a busy traffic arterial that serves both the Northwest District’s mixed use areas and the Guild’s Lake industrial area. It also serves as the interface between the industrial operations of the industrial area and the residential and mixed-use neighborhood to the south. The corridor’s architectural diversity reflects the historically dynamic, changing relationship between industrial and residential uses in the area.



Architecture

The side streets immediately south of NW Vaughn Street include clusters of modest wood-frame houses from the late-nineteenth and early-twentieth centuries, often in the Queen Anne style, that are remnants of the working-class Slabtown neighborhood. The area south of Vaughn also includes small early twentieth-century apartment buildings; modern rowhouses (including some designed as “live-work” units); scattered small-scale industrial buildings from the early- to mid- twentieth century (mostly of concrete construction); and also some modern wood-frame apartment complexes. A similar architectural diversity characterizes buildings that front onto the south side of NW Vaughn Street itself, though with a greater proportion of non-residential buildings. The south side of Vaughn includes concrete industrial buildings (often with few or no windows); a modern four-story hotel; occasional Victorian-era workers cottages; small early-twentieth century apartment buildings; the historic Hotel Fairmount (the sole building remaining on site from the 1905 Lewis and Clark Exposition) with its expansive first-floor verandah; and a few early-twentieth century storefront-commercial buildings. Along the north side of NW Vaughn Street, the architecture ranges from windowless concrete industrial buildings to the rustic board-and-batten of the former L’Auberge

restaurant. Other buildings along the north side of Vaughn include a modern four-story hotel, mid twentieth-century office buildings, corrugated metal industrial buildings, and a small cluster of storefront commercial buildings. The west end of Vaughn is anchored by Montgomery Park, a nine-story converted warehouse of reinforced concrete construction with steel-sash windows, that is the largest building in the Northwest District.

Urban Pattern

The block structure of the Vaughn Corridor primarily follows the 200-foot by 460-foot pattern found elsewhere in the Northwest District. Exceptions to this include blocks south of Vaughn Street whose longer dimensions run north-south, rather than the usual east-west orientation, and superblocks to the north of Vaughn. Development to the south of Vaughn generally follows the partial-block development pattern common in the rest of the Northwest District. Large buildings, with greater than 100 feet of street frontage, are more common on the north side of Vaughn Street. Setback patterns also differ between the north and south sides of Vaughn. Along the south side of Vaughn, most buildings are located up against sidewalks, with some residential buildings set behind small landscaped setbacks. The north side of Vaughn exhibits a less consistent setback pattern. Many sites include buildings built close to sidewalks, but others include surface parking lots, storage lots, or landscaped areas along street frontages.



Desired Characteristics and Traditions

Future development along NW Vaughn Street should contribute to a more urban and pedestrian-oriented streetscape, with buildings located close to and oriented to the Vaughn Street frontage. While a more unified street orientation along NW Vaughn Street is desired, new buildings should contribute to the architectural diversity of the area. The Vaughn Corridor’s stock of late-nineteenth and early-twentieth century structures, including remnants of the Slabtown neighborhood, are an important component of the area’s desired character that should be preserved.

Urban Character Area F

Upshur Street Warehouse District

A unique area within the Northwest District is the warehouse district clustered along the former rail spur on NW Upshur Street, between NW 17th and NW 20th avenues, and along NW Thurman Street, between NW 15th and NW 19th avenues. This area, somewhat isolated from the rest of the Northwest District by the Fremont Bridge approach ramps, includes a well-preserved assortment of early twentieth-century industrial buildings.



Architecture and Urban Pattern

The industrial buildings in this area, mostly dating from the early- to mid-twentieth century, are of utilitarian design with little architectural ornamentation. They are generally of masonry construction, with flat roofs and minimal cornice details. Buildings along the NW Upshur Street rail spur are characterized by loading docks and canopies and are frequently of brick construction. Buildings along Thurman Street are generally more modern than those along NW Upshur Street, and often feature multi-pane steel sash windows. The relatively small scale of the industrial buildings, together with their ample fenestration, brickwork and covered loading platforms, provide this area with a finely-textured and human-scaled streetscape.

**Desired Characteristics and Traditions**

The historic industrial character of this area is an integral part of its identity that should be preserved and that new development should acknowledge. A key element of this industrial character is the curbless industrial configuration of the NW Upshur Street right-of-way and the identity-giving loading platforms and canopies, which should be continued.

Community Design Guidelines Amendments

Commentary

This section includes amendments to the *Community Design Guidelines* document that highlight architectural and urban design characteristics of the Northwest District that are of value to the community and that should be taken into consideration when developing new buildings in the area. No changes are proposed to any actual guidelines. Rather, the amendments primarily consist of examples of how existing Guideline P1 (“Plan Area Character”) may be accomplished in the Northwest District. These “may be accomplished by” statements serve as suggestions only, and do not constitute binding criteria. The *Community Design Guidelines* serve as approval criteria for design review within the Northwest Plan District (they do not apply to portions of the Northwest District within the Central City, except where within the Alphabet Historic District). Additional guidelines (the “Historic Alphabet District Community Design Guidelines Addendum”) also apply to development within the Alphabet Historic District.

Except when noted, amendments to the “Portland Personality Guidelines” section of the *Community Design Guidelines* document are shown below as underlined text, with deletions marked with ~~strikethroughs~~. The background statement would be amended to acknowledge the *Northwest District Plan*’s proposal to extend the Design Overlay Zone throughout most of the Northwest Plan District. The background statement would also be amended to clarify that new development should not mimic particular architectural “styles” (e.g., Queen Anne, Colonial Revival, Craftsman, etc.) of existing buildings, but should reflect characteristic architectural features (entrance treatments, fenestration patterns, cornices, etc.). The amendments also include reference to the “Northwest District Desired Characteristics and Traditions” section, which provides a greater level of detail and will be used by design review staff and review bodies to determine whether or not a proposal meets the intent of Guideline P1. The “Applicability Chart for Projects Located within the Historic Alphabet District” is amended to indicate that Guideline P1, Plan Area Character is applicable within the Alphabet Historic District.

PORTLAND PERSONALITY GUIDELINES

PLAN AREA CHARACTER

Background

Plan Areas outside of the Central City which have areas within the design overlay include the Albina, Outer Southeast, and Southwest Community Plan areas, the Hollywood and Sandy Plan Area, and the Northwest District Plan Area. Each of these areas has distinct historic, cultural, and geographic characteristics that should be taken into consideration when developing in the area. New development blends into established areas by reflecting the architectural styles features and site design of the surrounding buildings and responding to views, topography, and nearby amenities such as parks, schools, and community centers.

Guideline P1:

Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

[See Northwest District Desired Characteristics and Traditions \(Appendix J\) for application of Guideline P1 within the Northwest Plan District.](#)

(All of the following text and graphics is new. For readability, text is not underlined.)

This guideline may be accomplished in the Northwest District by:



1920s apartment buildings on one of the most intensively developed blocks in the Nob Hill area



Modern apartment building with vertically-divided façade

- A. Continuing the area’s established pattern of partial-block building massing. Street frontages of large projects should be divided into building volumes or distinct wall planes that are no wider than 50 to 100 feet, through means such as: separate structures, courtyards, setback variations, or vertical projections or recessed areas.



Grocery store with upper-story residential units



Supermarket with small tenant spaces

- B. Integrating large retail into the district’s fine-grain mix and pattern of uses by including spaces suitable for small tenants on project street frontages or by incorporating a mix of uses, such as upper-floor residences.

Pedestrian connection providing access and an open space amenity through an existing superblock



- C.** Maintaining and reestablishing the area’s historic street grid. Where superblocks exist, locate public and/or private rights-of-way, connections, and open space in a manner that reflects the historic block pattern.

Clinic entrance on NW 23rd Avenue



- D.** Orienting the primary entrances, lobbies, and activity areas of multi-block developments and campuses to the surrounding neighborhood, instead of to interior streets.



Two buildings, built a century apart, sharing design features characteristic of Northwest District main streets, including: large storefront windows, awnings, upper floors with windows, and a similar scale of development.

- E.** Along main streets and the streetcar alignment, incorporating design elements that contribute to a vibrant and pedestrian-oriented streetscape. Development along these streets should include elements such as: large storefront windows, awnings, outdoor space for dining and other activities, and building frontage and setbacks seamlessly integrated with the public realm.

Residential street at the edge of the Transition Subarea

- F.** Along streets where residential uses predominate, utilizing design elements that acknowledge established characteristics that serve to distinguish residential streets from the more intensely hard-scaped main streets and streetcar alignment. Design elements that characterize the residential side streets include: landscaped setbacks; courtyards; front windows placed to preserve residential privacy; and façade articulation created by elements such as porches and other entrance treatments, bay windows, balconies, and vertically-divided building volumes.



- G.** Respecting the historic industrial character of the Upshur Street Warehouse District (centered around NW Upshur and NW Thurman Streets, between NW 15th and NW 20th Avenues). This area is characterized by early twentieth-century masonry warehouse buildings, often featuring loading docks and canopies, and whose boxy massing is relieved by generous fenestration.



- H.** Preserving or adaptively reusing structures that are remnants of the historically working class Slabtown neighborhood, located in northern portions of the Northwest District.



Applicability Chart for Projects Located within the Historic Alphabet District

DESIGN GUIDELINES	PROJECT TYPE	Mixed Use, Commercial, Industrial, Institutional	Multi-Dwelling	New Single and Attached Dwelling	Residential Exterior Alterations; Single and Attached	Open Space	Signs and Awnings	Storefront Remodel
PORTLAND PERSONALITY								
Community Plan Area Character		❖	❖	❖	❖	❖	❖	❖
Historic and Conservation Districts [*]		❖	❖	❖	❖	❖	❖	❖
Gateways		❖	❖			❖		
PEDESTRIAN EMPHASIS								
The Pedestrian Network		❖	❖			❖	❖	❖
Stopping Places		❖	❖					
The Sidewalk - Level of Building		❖	❖					❖
Corner that Build Active Intersections		❖	❖					❖
Light, Wind, Rain		❖	❖					❖
PROJECT DESIGN								
Outdoor Areas		❖	❖	❖				
Main Entrances		❖	❖	❖				❖
Landscape Features		❖	❖	❖		❖		
Parking Areas and Garages		❖	❖	❖				
Crime Prevention		❖	❖	❖		❖		
Architectural Integrity		❖	❖	❖	❖		❖	❖
Blending into the Neighborhood		❖	❖	❖	❖		❖	❖
Interest, Quality and Composition		❖	❖	❖	❖		❖	❖

^{*} Including the Historic Alphabet District Interim design guidelines

D. Comprehensive Plan Policy

Portland's *Comprehensive Plan* is the city's broadest and most inclusive policy document. Adopted in 1980 and amended most recently in 1999, it outlines the community's values and goals and sets courses of action for achieving them. The *Comprehensive Plan's* vision statement, goals, policies, objectives, and map provide guidelines for the future development and redevelopment of the city.

The recommended *Comprehensive Plan* Policy 3.10 summarizes the intent and importance of the *Northwest District Plan* and will make it a part of the *Comprehensive Plan*. This will ensure that the policies and objectives of the NWDP will be carefully weighed during future consideration of changes to the *Comprehensive Plan* map in the Northwest District.

3.10 Northwest District Plan

Promote the livability, historic character, and economic vitality of a diverse, mixed-use, urban neighborhood by including the *Northwest District Plan* as part of this *Comprehensive Plan*.



E. Policies, Objectives, and Implementation Actions

Introduction

The *Northwest District Plan* policies, objectives, and actions are intended to help achieve the vision and urban design concept. They are based on the 1999 NWDA board-adopted *Northwest District Neighborhood Plan* revised to reflect input from community workshops, neighborhood walks, advisory committee meetings and public comments on earlier drafts of the plan.

When adopted by City Council, the policies and objectives will become part of Portland's *Comprehensive Plan* and will have the binding force of law. They provide guidance for decision makers and future public and private investments in the Northwest District, support the plan's implementing measures (such as the new land use regulations adopted with the plan), and must be carefully weighed when quasi-judicial *Comprehensive Plan* map amendments are considered.

The implementation actions are designed to realize the vision, urban design concept and policies of the plan. The action charts are adopted by resolution and are advisory. While they are more than a "wish list," they are dependant on funding, shifting priorities and other things beyond the control of the plan.

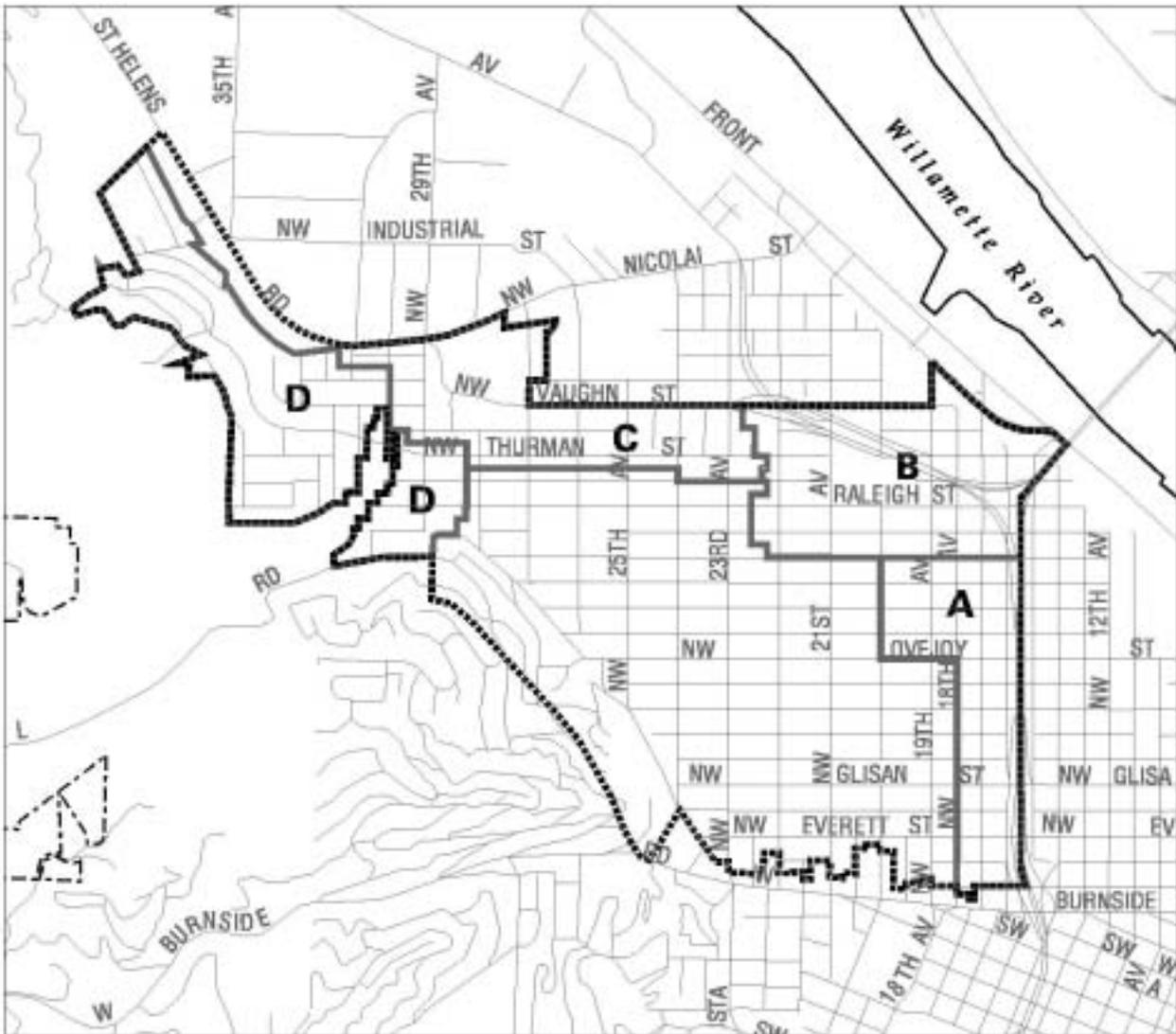
The policies, objectives, and actions are organized by topic such as housing and land use. A brief description precedes each policy. The plan also contains four geographic policy sections covering the Transition, the Eastern Edge, Thurman-Vaughn, and the Willamette Heights subareas. The topical policies and objectives apply within the entire *Northwest District Plan* area, while the subarea policies and objectives apply only within the boundary of the subarea, as shown on Map 5. Map 6 shows the location of main streets and the streetcar corridor, which are key features referenced within the policies.

When looking at this chapter it is important to keep in mind that no policy area should be considered in isolation. For instance, the role of the district's rich architectural heritage in defining the desired character of the area is articulated in the Historic Preservation, Urban Design, and Land Use policies.

Relationship to Land Use Reviews

The *Comprehensive Plan* and district plans serve several purposes. Each plan articulates desired character and urban form over time. They may also be used in certain land use reviews when they require a proposal to be consistent with a plan. Each plan contains a set of elements that should be considered and balanced, some requirements that must be met, and some that are guidelines but not required. Each goal and policy of the *Comprehensive Plan* is designated as mandatory, balancing, or aspirational. All of the goals and policies of the *Northwest District Plan* are balancing, as are the goals and policies of all neighborhood plans. This means that all of them must be considered in relation to each other and must be weighed with the balancing policies of the *Comprehensive Plan*. They must all be considered, but do not have to be individually met.

Map 5: Northwest District Plan Area and Subarea Boundaries



Northwest District Plan Subareas



Scale
0' 725' 1450' 2175'



City of Portland
Bureau of Planning
Geographic
Information System
April 11, 2003

LEGEND

- Northwest District Plan
- A** Eastern Edge Subarea
- B** Transition Subarea
- C** Thurman-Vaughn Subarea
- D** Willamette Heights Subarea
- City Boundary

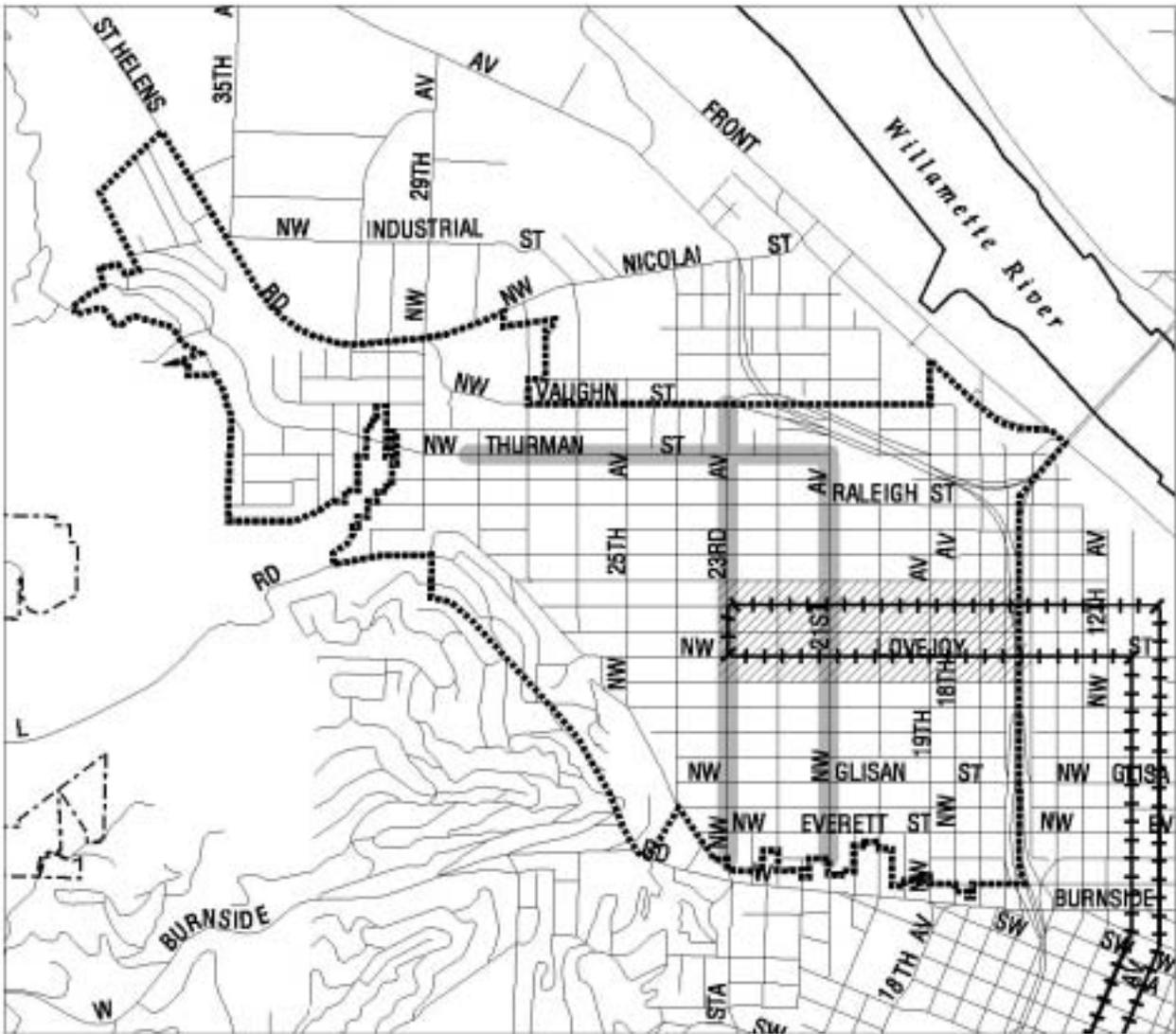
INFORMATION SOURCES:

Street Centerlines:
U.S. Census Bureau TIGER data, registered to latitude under contract to Harris, updated by Means through Jan., 1993.

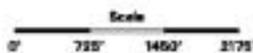
All data compiled from various materials of different scales.
For more detail, please refer to the various materials of City of Portland, Bureau of Planning.

The information on this map was derived from digital data bases on the City of Portland, Bureau of Planning GIS. Care was taken to be accurate to the map scale it is provided "as is". The City of Portland cannot accept any responsibility for errors, omissions, or positional accuracy, and therefore, there are no warranties, which accompany this product. However, verification of any errors will be appreciated.

Map 6: Main Streets and Streetcar Corridor



Main Streets and Streetcar Corridor



City of Portland
Bureau of Planning
Geographic
Information System
April 11, 2003

LEGEND

- Northwest District Plan
- Main Streets *
- Streetcar Corridor
- Streetcar Alignment
- City Boundary

INFORMATION SOURCES:

Street Centerlines:
U.S. Census Bureau, TIGER data, registered to center
under contract to Metron. Updated by Metro through
Jan., 1998.

* Note: Terminology corresponds to Metro's 2002
Growth Concept "Main Street" designation.

All data correlated from source materials at different scales.
For more detail, please refer to the source materials at
City of Portland, Bureau of Planning.

The information on this map was derived from digital data
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However, notification of any errors will be appreciated.

Policy 1: Land Use

Discussion

The Land Use Policy sets the framework for changes to *Comprehensive Plan* and zoning map designations and the creation of special zoning provisions such as plan district development standards. This policy demonstrates the broad themes of the plan—the desire for a human-scaled neighborhood, an urban mix of uses, and distinct subareas.

The Northwest District has:

- a population large enough to support a wide diversity of retail and services;
- a diversity of housing options, including a variety of old and new housing types;
- public and private schools;
- parks and open spaces;
- a broad array of religious institutions, medical facilities, and other services and amenities;
- an established transportation network that is well used by pedestrians, transit users, and bicyclists; and
- an active citizenry that takes a great interest in the quality and character of new development.

The Land Use policy intends to enhance these attributes by increasing the supply of housing and jobs in certain locations and encouraging mixed-use projects. The primary main streets of NW 21st and NW 23rd Avenues will be the location of urban scale commercial, residential, and mixed-use development. NW 21st Avenue north of NW Pettygrove Street in the Transition Subarea is anticipated to develop with more residential and employment uses. NW Thurman Street is a more residential local main street with nodes of retail uses. Amendments to the *Central City Plan* extend the West Burnside main street west of NW 21st Avenue to include the Uptown Shopping Center.

Portland Streetcar service through the Northwest District provides an attractive transit connection to the Central City and a great opportunity for creating a new mixed-use corridor. The community envisions future development patterns along the streetcar corridor to be similar to patterns on the main streets. The plan applies zoning code standards for new development along main streets and the Portland streetcar line designed to promote an urban, mixed-use, pedestrian-friendly character. Important elements of this strategy are to limit the size of new retail uses and concentrate them along main streets and the streetcar alignment. And to discourage auto-dependent retail uses which are not in character with the established neighborhood.

Land Use Policy

Participate in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. Enhance the district's sense of place as a distinct yet diverse community, with an active mix of housing and businesses.

Land Use Objectives

- A. Support land use strategies and developments that increase the amount of housing in the district.
- B. Support land use strategies and developments that enhance employment opportunities in the district.
- C. Concentrate a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line.
- D. Reinforce main streets and the Portland Streetcar line as the focus for retail activity in the district.
- E. Limit large-scale auto-dependent retail throughout the district.
- F. Support small-scale developments that are oriented to pedestrian use.
- G. Promote development that includes useable public outdoor spaces such as plazas, play areas, gardens, and pocket parks.
- H. Promote neighborhood and citizen participation early in the land use review and development process.
- I. Encourage uses along edges of the district that serve the needs of the district and adjacent neighborhoods.

Action Chart: Land Use

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
LU1	Consider developing a program with tax incentives for developers who dedicate land for a public open space.			✓		PPR, BOP, PDC
LU2	Encourage the City to create a program that requires developers of new housing or commercial projects to either include public open space within their project or make a contribution to a new park land acquisition fund.			✓		NWDA
LU3	Undertake a study of potential future uses for the area under the I-405 freeway and Fremont Bridge approach ramps, with a goal of making more efficient and community-supportive use of these areas. Consider options such as an open air market, sculpture park, and an area for active recreation use.			✓		ODOT, PDC, PDOT
PROGRAMS						
LU4	Encourage institutional and commercial developments to include mixed-use components, such as housing and neighborhood-serving commercial services.		✓			NWDA
LU5	Encourage the development of buildings that contain both commercial and residential uses in zones that allow a mixture of uses.		✓			NWDA
LU6	Support the relocation of nonconforming uses to more appropriate locations.		✓			NWDA, PDC
LU7	Encourage developers to contact NWDA early in their development projects.		✓			Private, NWDA, BDS, BOP
LU8	Seek greater neighborhood participation in the City’s pre-application conference for land use reviews.		✓			ONI
LU9	Increase neighborhood and citizen participation in the land use and development processes. Ensure timely notification about proposed development projects.		✓			BDS, BOP, NWDA, PDC, NHBA, ONI, Private
LU10	Work with adjacent neighborhoods to develop uses that support the needs of both neighborhoods.		✓			NWDA
REGULATIONS						
LU11	Adopt changes to <i>Comprehensive Plan</i> map designations for selected sites to encourage an urban level of residential, commercial and mixed-use development in the Northwest District.	✓				BOP

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
LU12	Rezone selected sites throughout the plan area that are currently split-zoned to either match the zone of the rest of the property or to match the most appropriate adjacent zone.	✓				BOP
LU13	Ensure open space in perpetuity by giving properties owned by Portland Parks and Recreation the <i>Comprehensive Plan</i> and zoning designation of Open Space, OS.	✓				BOP
LU14	Adopt changes to the <i>Comprehensive Plan</i> designations for residential properties in environmentally sensitive areas to match existing zoning.	✓				BOP
LU15	Adopt changes to <i>Comprehensive Plan</i> map designations for properties along the north and south sides of West Burnside Street to encourage an urban level of commercial and mixed-use development.	✓				BOP
LU16	Expand the Northwest Plan District to include the main streets, all areas east of NW 23 rd Avenue to the I-405 freeway, and CM-zoned properties. Implement with standards that address residential, retail, and mixed uses and development.	✓				BOP
LU17	Amend the Northwest Master Plan requirements and approval criteria with the development standards and design review procedures established for the entire Northwest Plan District.	✓				BOP
LU18	Expand Policy 15, Goose Hollow, of the <i>Central City Plan</i> (CCP) by 1) including objectives that encourage the retention of existing housing and improve pedestrian and bicycle connections across West Burnside Street; 2) revising action GH26 to amend the CCP boundary to include properties along the north and south sides of West Burnside Street between NW 21 st and NW 24 th Avenues rezoned to Central Commercial, CXd; and 3) adding two new actions relating to pedestrian areas, active use areas, and special building lines along West Burnside Street.	✓				BOP
LU19	Expand regulations of the Central City Plan District to include properties along the north side of West Burnside Street between NW 21 st and NW 24 th Avenues rezoned to Central Commercial, CXd, as well as properties along the south side of West Burnside Street currently zoned CX.	✓				BOP

Policy 2: Institutions

Discussion

The Institutions Policy addresses all institutions in the district. Northwest institutions range from very small to quite large. Most are organized as nonprofit organizations or public entities that provide educational, medical, social, cultural, and religious services to people both within and outside of the district. They can also be a major source of employment, as in the case of Legacy Good Samaritan Hospital and Medical Center (LGSHMC), which is centrally located along two main streets and the Portland Streetcar line. They can also generate negative impacts such as additional automobile traffic.

This policy seeks the establishment or continuation of services, programs, and activities that support Northwest's diverse population of residents and employees. It also sees cooperative relationships between institutions, neighborhoods, and other organizations that prove beneficial to each and may include good neighbor agreements.



Institutions Policy

Support institutional planning, programming, and development that provides educational, cultural, medical, religious, and social services and amenities in the Northwest District. Build a climate of cooperation between the community and district institutions to ensure both the success of the institution and the livability of the neighborhood.

Institutions Objectives

- A. Encourage the development of and adherence to good neighbor agreements between institutions and neighborhood associations.
- B. Accommodate the establishment, retention, and growth of institutions that serve district residents and employees.
- C. Maintain and augment facilities and programs that provide educational, recreational, and cultural resources and opportunities.
- D. Maintain and augment facilities offering social and institutional services for community members.
- E. Encourage institutional development to be guided either by a Conditional Use Master Plan or an Impact Mitigation Plan that mitigates impacts of development.
- F. Encourage Legacy Good Samaritan Hospital and Medical Center (LGSHMC) to focus future expansion in underutilized and underdeveloped areas within its approved campus boundary.
- G. Promote institutional development that has an urban character, harmonizes with the district's design context, and preserves the district's street grid.
- H. Encourage institutions along main streets and the Portland Streetcar line to orient active uses to these street frontages.
- I. Encourage institutions to locate parking within structures.
- J. Utilize the resources of institutions to encourage partnerships among nonprofit, private housing developers, and social service providers.
- K. Expand opportunities for institutions and community organizations to work together on programs beneficial to those who use their services.

Action Chart: Institutions

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
IN1	Develop and adopt an updated master plan for Legacy Good Samaritan Hospital and Medical Center (LGSHMC).			✓		LGSHMC, BDS
IN2	Encourage LGSHMC to retrofit the existing parking structures along the Portland Streetcar line with ground-level active uses.				✓	NWDA
IN3	Improve the swimming pool at the Metropolitan Learning Center if economically feasible.			✓		PPS, PPR
IN4	Establish a full-service community center in the district.				✓	PPR, NWDA
PROGRAMS						
IN5	Maintain and update the agreement between NWDA and Legacy Good Samaritan Hospital and Medical Center that defines the limits of institutional growth.		✓			NWDA, LGSHMC
IN6	As part of the next update of LGSHMC’s master plan, continue to monitor and report on employee usage of on-street parking and reduction in automobile use in traveling to and from work.		✓			LGSHMC, NWDA
IN7	Support institutional developments that are consistent with the policies and objectives of this plan.		✓			NWDA
IN8	Create and support open communication between institutions and local organizations in the district during the master planning processes and development of institutional projects and programs.		✓			NWDA, PPS, LGSHMC, Institutions
IN9	Conduct outreach activities in the community that promote institutional employment opportunities for local residents.		✓			LGSHMC, PPS, Institutions
IN10	Continue to encourage Legacy Good Samaritan Hospital and Medical Center to promote the use of public transit, walking, and bicycling by its employees, patients, and visitors.		✓			NWDA, TM, NHBA
IN11	Continue shared parking use of the medical center's parking structures. Monitor multiple users sharing the medical centers off-street parking at times when the hospital is under-utilizing its parking.		✓			LGSHMC, NWDA
IN12	Support and work with organizations to address social issues, such as homelessness, mental illness, and substance abuse.		✓			NWDA, MC, NHBA, Institutions

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
IN13	Work actively with the neighborhood's schools to enhance educational programs for students of all ages.		✓			NWDA, PPS, Private schools
IN14	Support the 24-hour use of district schools as community resources.			✓		NWDA, PPS, MC, Private schools, PPR
IN15	Continue to support the branch library in the district.		✓			NWDA, MC



Policy 3: Transportation

Discussion

The Northwest District is well connected to the city and the region by a network of highways, arterials, and local streets. The District is also exceptionally pedestrian-oriented with excellent transit service including the streetcar and an attractive network of pedestrian and bicycle routes. According to PDOT, nearly 30 percent of all trips in the core area of the NW District are made by transit, walking and bicycling.

Finding balance among the transportation and parking issues is seen by many as essential to continuing the success of this exemplary livable and dense urban neighborhood. These issues include:

- Retaining and enhancing the district's pedestrian orientation and transit use,
- Preserving and extending the established street grid,
- Mitigating the negative impacts of automobile traffic,
- Encouraging transportation modes other than the automobile, and
- Optimizing the supply of on-street parking.

The Transportation Policy for the Northwest District seeks improvement for all modes of transportation but gives priority to alternatives to the automobile. The goal is to improve conditions for walking, bicycling and transit use, while making necessary accommodations for automobile traffic. The plan seeks to keep the District's main streets as successful pedestrian-oriented retail environments, while providing for improved connectivity within and through the district. Other recommendations seek to minimize traffic impacts in residential areas. The plan proposes a new Master Street Plan for the Northwest District that will increase street connectivity and ensure continuation of the District's fine mesh of pedestrian and bikeways.



Transportation Policy

Provide a full range of transportation options for moving people and goods thereby supporting neighborhood livability and commerce and reducing reliance on the automobile.

Objectives

- A. Increase the availability of, and incentives to use alternatives to the automobile.
- B. Maintain, reinforce, and re-establish the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
- C. Provide safe and convenient access to public transit.
- D. Improve the frequency of service and route coverage of public transportation services.
- E. Promote increased use of public transit by residents, employees and visitors.
- F. Maintain, improve, and expand pedestrian and bicycle connections within the district and to other parts of the city and minimize conflicts between motorized and non-motorized transportation.
- G. Enhance main streets and the Portland Streetcar line as key pedestrian places.
- H. Support bicycle use in the district by providing convenient facilities, such as parking and other support services.
- I. Preserve the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications.
- J. Avoid street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, except where such improvements establish or re-establish streets to provide connectivity.
- K. Discourage through-commuter and truck traffic in residential zones.
- L. Use a variety of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures and closed-end streets.

Action Chart: Transportation

#	Action	Time				Implementers
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
T1	Plan, design and implement the transportation projects identified in the <i>Transportation System Plan (TSP)</i> for Northwest Portland and adjacent areas. (See <i>Appendix E.</i>)		✓			PDOT, ODOT, Metro
T2	Create a Northwest Transportation and Parking Management Association (TMA).	✓				NHBA, NWDA, Businesses, PDOT
Transit Projects						
T3	Develop a comprehensive transit service plan that integrates bus, streetcar and light rail services and links area neighborhoods with each other and the region.			✓		TM, PDOT, NWDA, NINA, Adjacent neighborhoods
T4	Explore the possibility of extending Fareless Square into the district.			✓		NW-TPMA, NWDA, TM, PDOT
T5	Seek to reduce transit headways to 5-8 minutes to make public transportation the preferred means in the district.		✓			NWDA, TM
T6	Increase the frequency of Portland Streetcar service.			✓		Private, TM, PSI, PDOT
T7	Explore options for extending the Portland Streetcar. Areas to consider include the Transition and Thurman-Vaughn Subareas.				✓	PDOT, Private, TM, PSI, NWDA, NHBA
T8	Work to improve the transit shelter at the terminus of the streetcar at NW 23 rd Avenue. Improve the sense of “arrival” through such means as landscaping and artwork.			✓		NWDA, PDOT, RACC, NHBA, TM, Private
T9	Place current bus and streetcar schedules at every transit stop.			✓		TM
Pedestrian and Bicycle Projects						
T10	Improve pedestrian crossings along main streets and near neighborhood attractions using measures such as curb extensions, improved markings and signage, and signalized intersections.			✓		PDOT
T11	Improve the pedestrian environment along NW 23 rd Avenue between NW Thurman and NW Vaughn Streets through means such as wider sidewalks, street trees, and curb extensions.		✓			PDOT, Private
T12	Improve pedestrian crossings and amenities along NW Vaughn Street.				✓	PDOT

#	Action	Time				Implementers
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
T13	Create safe and attractive passageways under the I-405 freeway through such means as public art, lighting, and improved pedestrian and bicycle facilities.				✓	PDOT, ODOT, RACC
T14	Maintain stairway connections between streets.		✓			PDOT
T15	Build a connecting stairway that links NW Thurman to NW Aspen at NW Gordon Streets.				✓	PDOT
T16	Provide improved pedestrian connectivity on the NW 29 th Avenue right-of-way between NW Thurman and NW Upshur Streets.			✓		PDOT
T17	Monitor traffic volumes on NW Overton to evaluate the need for new or improved bicycle facilities with the connection of the street to Naito Parkway.			✓		PDOT
T18	As a part of site development, evaluate the need for short-term bicycle parking in the right-of-way and require it as a part of development.			✓		PDOT
T19	Examine the possibility of creating safe and attractive bicycle pathways that are separated from traffic lanes by grade changes or special paving materials.				✓	BTA, PDOT, NWDA
Street Projects						
T20	Prepare a master street plan for the Northwest District.	✓				BOP, PDOT
T21	Consider uncoupling NW Everett and Glisan streets.				✓	PDOT
T22	Evaluate and implement improvements for the NW 23 rd /Vaughn/I-405 intersection to reduce congestion and provide a better transition into the district.				✓	PDOT, ODOT
T23	Develop a network of pedestrian and bicycle-oriented “Greenstreets”, as identified in the Urban Design Concept, with elements such as special sidewalk furniture, public art, signage, street lighting, landscaping and crossing improvements.				✓	PDOT, NWDA, PPR
T24	Identify locations and develop a NW Greenstreets proposal for active consideration in the <i>Transportation System Plan</i> update			✓		NWDA
PROGRAMS						
Transit Programs						
T25	Encourage businesses and institutions to provide TriMet passes to their employees.		✓			PDOT, TM, NWDA, NHBA, Private

#	Action	Time				Implementers
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
Pedestrian and Bicycle Programs						
T26	Reduce impediments to pedestrian movement on sidewalks by: <ul style="list-style-type: none"> Working with businesses to ensure that tables, chairs, and other items do not block sidewalks. Enforcing regulations that prohibit storage of private property such as refuse and recycling containers in the public right-of-way. 		✓			NWDA, NHBA, PDOT
T27	Use education and outreach tools to alert drivers of pedestrian activity in the neighborhood.		✓			PDOT
T28	Encourage businesses and institutions to provide bicycle parking and other end-of-trip facilities for their employees and customers.		✓			NW-TPMA, NWDA
T29	Place bicycle parking at locations that will not block sidewalks or building entrances.		✓			PDOT, Private
Street Programs						
T30	Create and maintain pedestrian, bicycle and/or automobile connections and reinforce the historic street grid by implementing the Northwest District Master Street Plan.		✓			PDOT, OPDR, Private
Traffic Control Programs						
T31	Identify and implement traffic control measures at locations that enhance the safety of school children.		✓			PDOT
T32	Work with the neighborhood to make traffic control modifications that enhance the safety of children and other pedestrians in the vicinity of parks and high-activity areas.		✓			PDOT, PPS, NWDA
T33	Encourage PDOT to experiment freely and broadly with measures designed to reduce the volume and speed of traffic on local streets near commercial development until desired reductions are achieved.		✓			NWDA, FB
T34	Support vigorous enforcement of traffic laws related to vehicle speed and pedestrian right of way in intersections.		✓			NWDA, PB, NHBA
T35	Promote car-sharing and similar efforts that reduce the need for increased auto ownership in the district.		✓			NW-TPMA, NWDA, PDOT
T36	Encourage consolidation of trips by service providers such as garbage haulers.		✓			NWDA, NHBA



Policy 4: Parking

Discussion

The mix of commercial activity and high residential density in the Northwest District creates a situation where parking demand far exceeds supply. This is especially true in the core area between W. Burnside, NW Pettygrove, I-405 and NW 25th, where many land uses were developed with little or no on-site parking. The question of how to address parking issues has preoccupied and polarized NW resident and business organizations for over a decade.

One view sees managing parking and related traffic as essential to preserving neighborhood character and livability. This point of view has been heightened as the community faced the prospect of overflow parking from PGE Park events and commuters using the streetcar to access downtown. Another view sees regulating short-term on-street parking as a threat to the competitive position and viability of the community's small and independent retail businesses, which also affects neighborhood livability. This point of view has been heightened as other urban retail areas have emerged with large supplies of off-street parking, such as the nearby Pearl District.

Independent of the Northwest District Plan, the Portland Office of Transportation has been working, since 1999, with Northwest residents and businesses on a Northwest On-Street Parking Plan to address these issues. It has become clear that the best chance to address the parking supply issue would come from a combined land use, parking and transportation management approach that combines elements of the two plans as follows:

1. Manage the Supply of On-street Parking

- Better manage the on-street parking supply shared by residents, businesses and visitors through creation of a “pay-to-park” district.
- Tailor time limits (such as 2-hour or 4-hour parking) to encourage turnover, keep a supply of parking available and discourage commuter and PGE Park event parking where appropriate.
- Create a permit program that exempts residents and a certain number of employees from the “pay-to-park” limits and provides incentive for residents and employees to use a means of transportation other than driving.
- Keep part of the revenues generated by the pay-to-park in the Northwest District to be used for local transportation demand management programs and parking improvements.
- Consider restricting some block faces to on-street parking by residents or permit-holders only.

Establishing a pay-to-park system creates a flexible tool to manage the use of the limited on-street parking supply. Time limits can be tailored to balance the competing parking needs such as using turnover to keep spaces available for shoppers. The combination of better management of

on-street parking and the availability of funds for improvements in the District could be a powerful means of addressing the chronic parking issues in the Northwest District.

2. Establish a Transportation Management Association

The establishment of a Northwest District Transportation and Parking Management Association (NW-TPMA) is a key component to implement parking and transportation system strategies as well as maintaining and enhancing the area's livability and economic vitality. The NW-TPMA would have permanent staff and a board made up of diverse stakeholders from within the community. Its roles and functions would include:

- On-going management of parking and permit programs, including the licensing and monitoring of shared parking in the Northwest Plan District area;
- Oversee, with the City, the use of the community's share of on-street parking revenues;
- Create and implement programs to encourage residents, employees and visitors to use transportation modes other than driving, e.g., transit passes, with the goal of increasing the percentage of non-automobile travel use in the community;
- Support for the creation of a limited number of additional off-street parking spaces;
- Identify and develop pedestrian, streetscape and other transportation-related livability improvements in the neighborhood;
- Monitor, evaluate, and modify NW-TPMA programs and activities; and
- Recommend to the City, TriMet and Metro, other transportation system improvements that are important for continued implementation and improvement of the parking plan.

3. Increase the Supply of Off-Street Parking

The complement to optimizing use of the on-street parking supply is to marginally increase the supply of off-street parking in the high-density residential areas adjacent to the busy commercial main streets, NW 21st and NW 23rd Avenues. The narrowness and small size of the parcels along these streets provides few, if any, sites appropriately zoned and configured for commercial parking structures.

The proposed approach would allow for the development of new off-street parking in a very controlled way, through a limited number of small parking structures that would be allowed on specifically identified sites. (See Zoning Code Amendments to Sections 33.562.130, Map 562-3, and 33.815.308).

The proposed Zoning Code changes provide for two types of off-street commercial parking – 1. Small decks allowed as permitted uses, and 2. Larger structures potentially allowed as a conditional use. Both types would be subject to design review. The five “permitted use” sites

identified would be limited to 75 or 160 spaces depending on the site. The “conditional use” sites allow for larger parking structures on the permitted sites and three additional locations. The total number of permitted or conditional use spaces would be capped. The cap was set to provide assurance that the increase in parking is large enough to make a difference for continuing economic vitality while not significantly affecting the District’s overall traffic capacity and livability.

All sites eligible for commercial parking consideration under this proposal must meet the base zone and Northwest plan district development standards. The specifics of this approach includes the following:

- **General applicability:** The commercial parking proposal only applies to specifically mapped locations south of NW Lovejoy Street. These provisions apply only to sites where a portion of the site is zoned CS and abuts NW 21st or 23rd Avenues. A concerted effort has been made to minimize the likelihood of demolition of historic contributing or landmark structures.
- **Allowed parking locations:** Five identified sites may build commercial parking as allowed uses based on certain requirements and a maximum number of parking spaces. Design review is required for all sites to ensure a quality structure that fits in with the character of and minimizes impacts in the neighborhood.
- **Conditional use reviewed locations:** Three sites have been identified as possible locations for larger parking structures subject to Conditional Use review and design review. Applicants associated with the five “allowed” sites, as described above, may also apply for conditional use approval if they desire to exceed the allowable number of commercial parking spaces. The following specific transportation criterion will be applied in the conditional use review of a commercial parking project:

The transportation system must be capable of supporting the proposed use in addition to the existing uses in the area. Evaluation findings must demonstrate that

- Signalized intersections near the site will operate at an acceptable level of service;
 - The proposed use does not create a significant adverse impact on on-street parking;
 - The location of parking structure vehicular access minimizes the impact of traffic circulation on local service streets; and
 - The design for the proposed use provides safe operation of motor vehicle access and does not significantly degrade the safety of other modes.
- **Cap the total amount of parking:** The total number of commercial off-street parking spaces developed under Zoning Code Section 33.562.130 is capped at 800 spaces. Up to 450 spaces may be developed on the five “permitted use” sites. Up to 450 parking spaces may be approved under the conditional use review provision. This applies to the three mapped Type C “conditional use” sites and through the condition use review on the five Type A and B sites, if the total number of spaces requested for these sites exceeds the number of spaces allowed by its designated type. Once the overall 800 space cap is reached from some

combination of allowed and conditional use projects, no new commercial parking structures may be permitted under this Zoning Code regulation.

- Require Historic Design and Community Design Guideline review: for mapped sites (historic design review is only required for sites located within the Alphabet Historic District) to ensure a quality structure and one that fits in with the character of and minimizes impacts to the neighborhood.
- Base zone and Northwest plan district development regulations apply: Unless noted under the commercial parking regulation for the Northwest plan district, base zone and other Northwest plan district development regulations apply. For most of the sites on Map 562-3 which are split zoned between Commercial Storefront (CS) and Medium Density Multi-Dwelling Residential (R1) or High Density Multi-Dwelling Residential (RH) zones, the primary zone for these sites is CS, and the CS development standards will apply. Overall, the maximum building height for commercial parking structures based on the number of allowed parking spaces will be below that of the base zone.

4. Make Efficient Use of Existing Off-street Parking

There is such a limited amount of parking in the Northwest District that fully utilizing the existing supply can make a big difference. One way to do this is to allow shared-use of existing off-street lots spaces. Specifically, the Northwest District Plan proposes allowing accessory parking spaces in residential areas to be leased to area residents, employers and valet parking services (see Zoning Code Amendments Section 33.562.290 Use of Accessory Parking for Commercial Parking). This program would be administered and monitored by the NW-TPMA, and illegal shared parking operations, which would be zoning violations, would be enforced by the City Bureau of Development Services.

Since these existing lots tend to be in residential areas, it is important to avoid the potential nuisance that could result if the lots were operated like a general commercial parking lot. There are two means to prevent these potential nuisances. First, since use of the spaces would be by lease only, the lease with the NW-TPMA could contain provisions that allow cancellation if the use becomes a nuisance.

Second, use of an accessory parking lot for shared use parking in the NW Plan District would require a license that would include at a minimum the following information: the number of parking spaces to be used for shared parking, the purpose of the operation such as additional parking for residents, the hours of shared parking use and other conditions of approval, and a statement from the site owner(s) agreeing to manage the shared parking so that parking for the primary use is maintained. The NW-TPMA would also monitor the effectiveness of these facilities to ensure they do not become a nuisance and are utilized for the expressed purpose. The NW-TPMA would have the power to revoke a license that has created a nuisance and inform the City of such.

5. Protect Neighborhood Character and Promote Better Design

- Poorly designed off-street parking can be very detrimental to neighborhood appearance and character. The problem could be avoided by some basic development and design strategies, which are proposed in the Zoning Code Amendments chapter, or are applied in the Alphabet Historic District Design Guidelines or Community Design Guidelines such as the following:
- Establish development standards, conditional use approval criteria and design review for structured parking;
- Require surface and ground-level structured parking to locate behind active-use building areas along main streets and the streetcar line;
- Limit the number of sites and amount of parking spaces for new commercial parking structures;
- Encourage below-grade and structured parking with FAR bonus provisions in the more transitioning urban areas of the district;
- Design buildings to match architectural details and proportions of surrounding buildings and adjacent landmarks for structured parking in the Alphabet Historic District; and
- Design site and building features that reflect the area's character and neighborhood traditions, and integrating parking garages in an attractive manner that complement its surroundings per Community Design Guideline D.4.

Parking Policy

Provide and manage parking to serve the community while protecting and enhancing the livability and urban character of the district.

Parking Objectives

- A. Reduce the demand for automobile parking.
- B. Provide for efficient use of on- and off-street parking through such means as “shared use” of parking facilities and minimizing the number and size of curb cuts.
- C. Accommodate a limited amount of additional structured off-street commercial parking while preserving the overall pedestrian-friendly character of the district, and mitigating for negative impacts.
- D. Minimize the impacts of off-street parking along main streets and the Portland Streetcar line.
- E. Discourage parking in the district by PGE Park patrons and Central City commuters.
- F. Encourage turnover of on-street visitor parking.
- G. Focus short-term patron parking along NW 21st and 23rd Avenues.
- H. Encourage new off-street parking to locate within structures.
- I. Limit the size of new surface parking lots.

Action Chart: Parking

#	Action	Time				Implementers
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
TP1	Develop a parking management strategy that includes <ul style="list-style-type: none"> • On-street parking regulation, • Transportation demand management programs, • Limited increase in off-street parking supply and • Street and sidewalk project investments to improve community livability and safety, and • Creation of a Transportation and Parking Management Association to oversee ongoing management of the NW transportation and parking program. 	✓				PDOT, NHBA, NWDA, BOP
PROGRAMS						
TP2	Establish an on-street management program that utilizes pay-to-park regulations and a permit program for residents and employers. Earmark part of the revenue generated by the pay-to-park program for expenditure on transportation demand and parking improvements in the NW District.	✓	✓			PDOT, NHBA, NWDA, BOP
TP3	Authorize creation of a Northwest Transportation and Parking Management Association (NW-TPMA). Undertake activities to establish board and organization.	✓	✓			PDOT, NHBA, NWDA, BOP
TP4	Preserve on-street parking spaces and reduce auto-pedestrian conflicts by eliminating unneeded curb cuts, minimizing the width of curb cuts, and consolidating driveways as properties redevelop.		✓			PDOT, BDS BOP,
TP5	Review whether existing on-street parking limitations and signage are still appropriate for adjacent land uses.		✓			NHBA, Private
TP6	Continue enforcing parking regulations through frequent patrols.		✓			PDOT, PB
TP7	Consider citywide application of the urban fence provision for parking areas after careful consideration of stormwater management and parking lot landscaping issues.			✓		BDS, BES, BOP

#	Action	Time				Implementers
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
REGULATIONS						
TP8	Allow a limited amount of structured commercial parking on specific residentially zoned properties adjacent to CS-zoned properties along NW 23 rd and NW 21 st Avenues.	✓				BOP
TP9	Allow “shared use” of existing accessory parking facilities by district residents, employees and valet-services.	✓				BOP, NW-TPMA
TP10	Eliminate minimum parking requirements in the Northwest Plan District.	✓				BOP
TP11	Limit new surface parking lots to 20,000 square feet per site.	✓				BOP
TP12	Encourage accessory parking to locate in a structure by exempting 50% of above grade parking from the maximum FAR calculation and by providing an underground parking bonus in the most urban part of the plan district.	✓				BOP
TP13	Require new commercial parking structures associated with a residential zone, as identified on a zoning map, to locate in a structure	✓				BOP

Policy 5: Housing

Discussion

The Northwest District has a diverse housing stock serving a wide range of ages, households, and incomes. In recent decades, the Northwest District has become more popular as a quality inner-city neighborhood. The attractiveness of the Northwest District has contributed to rising housing costs. The cost of owner-occupied housing has risen faster than the city average. In many cases, new single-family homes sell for well over \$200 per square foot. Historically, rental housing has been more affordable than in the city as a whole. However, cost of rental housing in Northwest Portland is approaching the city median price. As property values rise, existing affordable apartments may be at risk for upgrades and conversion to market-rate owner-occupied housing.

The long-term protection of affordable rental and owner-occupied housing for a diverse population that includes adults without children, families, and people with special needs is a key goal of the *Northwest District Plan* Housing Policy. The Housing Policy seeks to retain the diverse housing stock and mix of types and tenures. It also supports housing for a population diverse in income, age and household size. Objectives and implementation actions call for retaining and increasing the supply of affordable rental and owner-occupied housing, as well as increasing the supply of housing for a full range of incomes and household types. Maintenance and rehabilitation of existing housing is preferred to clearance and redevelopment. Housing is encouraged as part of new mixed-use developments in commercial and employment areas. Key activities are: inventorying the conditions of the existing stock of multi-dwelling developments, providing development bonuses for market rate and affordable housing in certain portions of the district, expanding the Transit Oriented Development Tax Abatement Program to a portion of the Northwest Plan District, and lobbying the State legislature for laws that maintain and enable more affordable housing.



Housing Policy

Retain the district’s existing housing stock and mix of types and tenures. Promote new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.

Housing Objectives

- A. Increase the number of housing units in the district, including rental and ownership opportunities for current and future district residents.
- B. Increase the supply of housing that is affordable, accessible to a full range of incomes, and provides for special needs housing.
- C. Retain the existing supply of rental housing units affordable to the district’s low- and very low- income households.
- D. Encourage housing developments that accommodate a variety of living situations and support the district’s diverse population.
- E. Encourage the development of mixed-use projects that include housing in all commercial and most employment zones.
- F. Encourage the renovation and rehabilitation of existing housing as a preferred alternative to clearance and redevelopment.
- G. Encourage upkeep of residential properties.
- H. Encourage an increase of ownership opportunities through new development rather than conversion of existing rental housing stock.
- I. Increase the supply of housing attractive to families with children.

Action Chart: Housing

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
H1	Identify areas suitable for new and infill housing development.			✓		NWDA
H2	Create new and preserve existing affordable housing units for low- and moderate-income people as well as those with special needs.		✓			Nonprofits, NWDA, Private
H3	Conduct an inventory of existing multi-dwelling residential developments.			✓		PSU
H4	Lobby the State Legislature to allow the imposition of inclusionary zoning provisions. When allowed, create an inclusionary zoning provision that ensures new housing developments include units affordable to households with incomes at or below 60 percent of median. Require at least 15 percent of the housing units in a multi-dwelling project to be affordable.			✓		NWDA
H5	Explore resource development opportunities, such as the City Lights Program, for the development of moderate-income rental housing in the district.			✓		PDC
PROGRAMS						
H6	Work with City officials to codify the local condominium conversion ordinance.		✓			NWDA, CAT
H7	Work with state legislators to change state laws to control excessive rent increases.		✓			NWDA, CAT
H8	Support the City’s ‘no net housing loss’ rule or a replacement that achieves the same goal.		✓			NWDA, BOP
H9	Support City actions that will accommodate growth and reduce the need for the expansion of the Urban Growth Boundary (UGB).		✓			NWDA
H10	Form partnerships among nonprofit, private housing developers, institutions, and social service providers to identify and develop special needs housing options that complement current services.		✓			Nonprofits, institutions, private, NWDA, CRSP
PROGRAMS						
H11	Encourage the replacement of low income, very low income, and special needs housing units with similar units on a one per one basis.		✓			NWDA, BOP
H12	Actively support not-for-profit and other organizations that develop housing in the district for low- to moderate-income people.		✓			NWDA, BHCD
H13	Encourage managers of rental properties to accept households with housing vouchers that subsidize their rents.		✓			NWDA, Friendly House, HAP

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
H14	Support the development of new housing in the district that meets the needs of employees, especially those who work for large employers like Legacy Good Samaritan Hospital and Medical Center and CNF.		✓			Private, NWDA
H15	Encourage the inclusion of housing and live/work spaces in the development of mixed use projects.		✓			NWDA, BDS
H16	Encourage developers of multi-dwelling housing projects to include useable outdoor space for residents, especially space designed for families and children.		✓			NWDA, BDS
H17	Support those infill housing projects that are consistent with the character and scale of adjacent buildings.		✓			NWDA
H18	Explore resources and opportunities to create a loan program that provides no or low-interest loans to renovate existing housing developments.			✓		PDC, BHCD, Friendly House
H19	Support efforts to provide public financial assistance, such as real property tax credits, to offset the cost of earthquake retrofits of existing multi-dwelling housing structures.		✓			NWDA, MC, PDC
REGULATIONS						
H20	Encourage residential development between NW Thurman and NW Kearney Streets and between NW 23 rd and NW 19 th Avenues by establishing a residential bonus area. Allow additional bonus height for projects that include a percentage of affordable housing units.	✓				BOP
H21	Apply the transit-oriented development (TOD) property tax abatement within the Northwest Plan District. Encourage developers of affordable housing to take advantage of this tax abatement.	✓				BOP, PDC

Policy 6: Business and Economic Development

Discussion

The Northwest District supports a healthy business climate and a broad range of successful businesses and employers. The district's many small businesses provide convenience and specialty goods, services and entertainment to residents, employees, and visitors. The vital, pedestrian-oriented main streets are activated by a diversity of shops, restaurants and services that together constitute one of the principle reasons people are drawn to live in the district. There are also a few larger retail businesses, such as Fred Meyer and Parr Lumber, that serve both the district and adjacent neighborhoods. Important regional employers are also located in the district such as CNF, Inc. and Legacy Health Systems. Together, the district's businesses provide numerous employment opportunities, allowing the potential for people to work and live in the same neighborhood.

The Business and Economic Development policy reinforces the current business and economic development climate and seeks ways to enhance business success, while also meeting the needs of the local population. New retail and employment opportunities are emerging along the Portland Streetcar line and in the Transition Subarea. Goals for the entire district include supporting living-wage jobs for existing and new employees, encouraging the creation of live/work units, and building upon the unique identity and economic strengths of the district's main streets.

Implementation measures support utilization of economic development tools to enhance the main street business environment, create new living wage jobs, promote local-serving businesses, and assist industrial businesses when choosing to expand or relocate out of the Transition Subarea to a move to a nearby industrial location.

This policy formally recognizes the desire to allow a certain amount of space in new developments for businesses that provide goods and services to meet local needs. For example, there are specific requirements for commercial uses to primarily serve local residents as part of the transit-oriented tax abatement program. The policy is also strategic regarding the location of new retail by identifying the main streets and the Portland Streetcar line as the prime focus for retail and service uses. Elsewhere, while retail uses are allowed, tighter retail limits are recommended, so as to concentrate such uses along key corridors.

Business and Economic Development Policy

Foster a healthy and prosperous business community that serves the needs of the district. Retain and expand the diverse mix of businesses and jobs.

Business and Economic Development Objectives

- A. Promote the formation of new, and the growth of established, businesses.
- B. Encourage commercial development that is oriented to pedestrians.
- C. Support the establishment and growth of retail businesses that provide goods and services needed by district residents and employees while responding to the regional nature of the Northwest retail and service market.
- D. Support businesses that provide living wage jobs and assist the city in attaining its economic and employment goals.
- E. Encourage new commercial development and job creation opportunities to locate along main streets, the Portland Streetcar line, and close to the I-405 freeway.
- F. Encourage live/work spaces and home occupations.
- G. Encourage businesses with large facilities to locate uses that meet the needs of employees, visitors, and adjacent neighbors at its edges.
- H. Recognize the important role that large employers play in providing employment opportunities to residents of both the district and the greater Portland region.
- I. Build on the unique identity and economic strength provided by the district's main streets.

Action Chart: Business and Economic Development

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
ED1	Investigate the formation of economic improvement districts and other mechanisms to provide funding for enhanced public safety, litter and nuisance abatement, and other services similar to those provided in downtown Portland by the Association for Portland Progress.			✓		NHBA, NWDA, PDC
ED2	Update TriMet’s walking guides.			✓		NHBA, NWDA, TM
PROGRAMS						
ED3	Encourage the construction of incubator space to foster emerging businesses that meet the needs of the community and provide living wages.		✓			IWCDC, NWDA
ED4	Support the success of small businesses and encourage their involvement in district concerns.		✓			NHBA, NWDA
ED5	Actively seek businesses that address local needs, offer a variety of goods and services for shoppers with diverse incomes, and provide employment opportunities for local residents.		✓			NWDA, IWCDC
ED6	Provide incentives, technical assistance and other measures, whenever possible, to retain existing firms and jobs in the district.		✓			PDC
ED7	Encourage industrial firms needing to expand beyond their current site or choosing to move elsewhere to relocate to one of the city’s industrial districts.		✓			PDC
ED8	Encourage businesses to light their ground floor windows during evening hours.		✓			NHBA, NWDA
REGULATIONS						
ED9	Reinforce main streets, the Portland streetcar line, and the development bonus target area as the focus for retail and service uses by: <ul style="list-style-type: none"> • Allowing retail sales and service uses up to 20,000 square feet in the EX zone, and • Limiting retail sales and service uses in the EX zone to 3,000 square feet in between main streets and east of NW 21st. 	✓				BOP
ED10	Apply the transit-oriented development property tax abatement for developments that include space for businesses that primarily provide goods and services to the neighborhood’s residents as part of the larger project.	✓				BOP, PDC



Policy 7: Urban Design

Discussion

The focus of the Urban Design Policy is to maintain the district's vibrant, architecturally diverse, and mixed-use character as new development occurs. The policy recognizes that one of the district's defining urban characteristics is its pedestrian orientation and human scale. It also recognizes that distinct parts of the Northwest District should be treated differently.

The Transition Subarea, addressed in a separate policy, contains some very large underutilized parcels where a significant amount of new development is possible. While it is likely that this area will develop a distinct character of its own, it is important to the community that it be integrated into the established urban fabric of the Northwest District. Other parts of the Northwest District, such as the Nob Hill and Willamette Heights residential areas, are far less likely to see large amounts of new development, but what development does occur more directly impacts the existing character of the neighborhood and surrounding properties.

This policy builds and elaborates upon the Urban Design Concept, which will be adopted as part of this plan. Implementation strategies include improvements to the pedestrian environment and in the design of development that fronts the public realm. In addition, it encourages high-quality design by applying the Design (d) overlay zone to much of the Northwest Plan District (see "Comprehensive Plan Map and Zoning Map Amendments" chapter). To preserve the distinct character of each part of the district, the policy calls for amendments to the *Community Design Guidelines* to highlight aspects of the built environment that should be taken into consideration when undertaking development in the plan district area.



Urban Design Policy

Respect the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character.

Urban Design Objectives

- A. Integrate new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area.
- B. Promote a high level of design quality in mixed-use areas, including main streets, the Portland Streetcar line, and other areas where more intensive development is anticipated.
- C. Preserve and enhance the distinct character of different parts of the Northwest District.
- D. Foster a continuous frontage of buildings and active uses along main streets and the Portland Streetcar line.
- E. Maintain and enhance identified gateways to acknowledge their roles as major access points to and from the district.
- F. Encourage new development on main streets and the Portland Streetcar line to include additions to the public realm, such as additional sidewalk width, a public square, or other open space.
- G. Encourage building designs that consider solar access impacts on streets and other public spaces.
- H. Foster the creation of public gathering places in areas with a concentration of activities and at neighborhood focal points.
- I. Discourage the creation of new vehicle areas between the fronts of residential buildings and streets.

Action Chart: Urban Design

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
UD1	Develop Urban Design Plans for each distinct part or subarea of the Northwest District.			✓		NWDA
UD2	Add and maintain features at gateway locations as shown on the Urban Design Concept map to accentuate their role as entrances to the Northwest District.		✓			NWDA, NHBA, Private
UD3	Place one of Portland’s ornamental drinking fountains on a corner at the intersection of NW 23 rd Avenue and NW Lovejoy Street.			✓		City, NWDA
UD4	Locate attractions and amenities at focal points as identified in the Urban Design Concept map.			✓		NWDA, NHBA, Private
UD5	Place overhead utility wires underground, in conjunction with planned street improvements, in key areas, such as along main streets.				✓	Utility Providers, Private, PDOT
UD6	Implement the Urban Design Concept for the Northwest District.		✓			NWDA, BDS, PDOT, PPR
PROGRAMS						
UD7	Work with the Bureau of Development Services Code Compliance staff to enforce regulations in Chapter 33.266 pertaining to new vehicle areas between the fronts of existing buildings and streets, including those with two street faces.		✓			NWDA, BDS
UD8	Monitor and report to the City on the effectiveness of the <i>NWDP</i> design review provisions in achieving their intent.			✓		NWDA, BOP
UD9	Encourage new development that contributes to the continuous frontage of buildings and active uses along main streets and the Portland Streetcar line by applying the following standards: <ul style="list-style-type: none"> Require ground-level parking areas to locate behind an active use, with the exception of sites that are 10,000 square feet or less. Restrict parking access and curb cuts. Require a minimum floor area ratio (FAR) of 1.5:1. 	✓				BOP
REGULATIONS						
UD10	Develop an Urban Design Concept for the Northwest District.	✓				BOP

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
UD11	Extend the application of the “d”, Design Overlay, Zone, to all properties in the Northwest Plan District, with the exception of those properties designated General Industrial, IG1.	✓				BOP
UD12	Amend the <i>Community Design Guidelines</i> and adopt “Desired Characteristics and Traditions” statements to identify key aspects of the district’s desired urban character to be considered in design review within the Northwest Plan District.	✓				BOP



Policy 8: Historic Preservation

Discussion

One of the defining features of the Northwest District is its rich historic and architectural heritage. As an early Portland settlement area, historic resources can be found throughout the district from Willamette Heights to the remnants of the historic Slabtown neighborhood. They include residences, both grand and modest, commercial buildings, and the Thurman Street Bridge. The district's historic character is enhanced by the care that has been taken to retain and extend its heritage of street trees. The neighborhood has been active in promoting incentives for historic preservation offered by the City, State, and Federal governments, including the creation of the Alphet Historic District, which was listed in the National Register of Historic Places in November 16, 2000.

The Historic Preservation Policy calls for protecting and preserving the district's historic resources and recognizes their importance in defining the character of the area. Actions listed under the Historic Preservation Policy call for consideration of additional historic districts in the area. There are also actions calling for educating the public about the wealth of historic resources in the district and to encourage owners of historic resources to designate them as landmarks. Adopting permanent design guidelines for the Alphet Historic District is also identified as a community priority.

It is important to recognize that in a district historic resources are more valuable when viewed as ensembles or style patterns rather than isolated elements. These patterns can include building spacing, setbacks, streetscape elements, and architectural styles. Thus the critical interplay between the Historic Preservation Policy and other plan policies such as Urban Design and Land Use is seen.



Historic Preservation Policy

Identify, preserve, and protect historic resources and support development that enhances the historic qualities of the district.

Historic Preservation Objectives

- A. Promote restorations and renovations of residential and commercial structures that maintain the historic style, quality, and character of the original building.
- B. Encourage adaptive reuse of historic resources that maintain their historic character.
- C. Promote awareness of the district's history and historic resources, which may include individual structures or groups of buildings, streetscapes, stairways, trees, gardens, parks, bridges, and natural areas.
- D. Encourage individual and multiple property listings in the National Register, including the development of additional historic districts outside of the Alphabet Historic District.

Action Chart: Historic Preservation

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
HP1	Place plaques on historic landmarks or at locations where visitors may easily read the plaque and see the landmark.		✓			NWDA, Private
HP2	Develop a walking tour of historic properties.			✓		NWDA
HP3	Establish more and rehabilitate existing podium signs that share the district’s history and unique qualities with its current residents and visitors.		✓			NWDA, Private
HP4	Nominate properties surrounding and including Chapman School and Wallace Park to the National Register of Historic Places.			✓		NWDA, PPR, PPS
HP5	Nominate properties in the Nob Hill Terrace subdivision to the National Register of Historic Places.				✓	NWDA
HP6	Identify, through signage or other visible means, the original locations of buried streams in the district.			✓		BES, NWDA
HP7	Develop a program to alert pedestrians to the historic basis of the street names in the Northwest District.			✓		NWDA
HP8	Develop a Multiple Property Submission to the National Register of Historic Places for the historic “Slabtown” neighborhood.			✓		NWDA
HP9	Place historic district tops on street signs denoting the Alphabet Historic District.			✓		PDOT, Private, NWDA
PROGRAMS						
HP10	If older structures or any of their elements must be removed, deconstruct and salvage them instead of demolishing them.		✓			Private OSD
HP11	Actively participate in the City’s Heritage Tree Program.		✓			NWDA
HP12	Encourage those who own historic properties to nominate their property for designation as a landmark.		✓			NWDA
HP13	Provide information on incentives available to properties designated as landmarks.		✓			BOP
HP 14	Provide technical assistance to owners of historic resources for preservation and rehabilitation		✓			BMF, HPLO
HP 15	Provide educational resources related to Northwest Portland’s heritage.		✓			OHS
REGULATIONS						
HP16	Develop and adopt design guidelines for the Alphabet Historic District.				✓	BOP, NWDA



Policy 9: Public Safety

Discussion

The Public Safety Policy focuses on ways to foster personal security and build a sense of community. To address these issues, the policy contains several objectives that address community policing, police visibility, and security at district parks. Actions to remove graffiti quickly, partner with adjacent neighborhoods, and retain the community policing contact center are some of the implementation measures.

Two objectives address the built environment and public safety. One of them relates to “Crime Prevention Through Environmental Design” or CPTED techniques. The philosophy behind CPTED is that if the configuration of the street and built environment is designed using these principles, then safety and crime prevention will be an inherent component of the urban fabric. These design principles include bringing more light and visibility to streets, allowing constant “eyes on the street,” using appropriate landscaping materials and considering the location of both public and private parking spaces. The NWDA and the City can work with developers to see CPTED measures are implemented with new development and redevelopment projects.



Public Safety Policy

Increase public safety by promoting measures that foster personal security and build a sense of community.

Public Safety Objectives

- A. Encourage site and building designs that incorporate “Crime Prevention Through Environmental Design” principles. These include designs that:
 - bring more light and visibility to streets,
 - create opportunities for those within buildings to observe activities taking place on the streets and in public open spaces, and
 - avoid attractions to properties where potential harmful objects exist
- B. Encourage projects that support active and passive spaces that focus toward the street.
- C. Encourage and expand participation in community policing.
- D. Increase police visibility in the district.
- E. Improve security at parks in the district.
- F. Forge partnerships with adjacent neighborhoods to address common public safety issues and allocation of resources.

Action Chart: Public Safety

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
PS1	Identify projects that support street activities and determine ways to ensure their continuity over time.			✓		NWDA
PS2	Create resident crime prevention programs that are developed and coordinated with community policing.			✓		NWDA, PB
PS3	Advocate for expanding the drug and prostitution free zones to include the Northwest District.			✓		NWDA
PROGRAMS						
PS4	Improve public street lighting.		✓			PDOT
PS5	Work with property owners to install lighting that will promote safety both on and off the site.		✓			PDOT, NHBA, NWDA, Private
PS6	Work with developers to create building designs and developments that apply crime prevention design techniques, contribute to a safer pedestrian environment, and provide “eyes on the street.”		✓			NWDA, BDS
PS7	Encourage district-wide porch lighting.		✓			NWDA
PS8	Educate citizens about public and personal safety, including life, safety, and emergency preparedness issues.		✓			FB, PB
PS9	Maintain the community policing contact center.		✓			PB, NWDA
PS10	Seek an active, visible uniformed police presence along the commercial streets. Enhance police use of foot, bike, and horse patrol, particularly during afternoon hours.		✓			NWDA, PB
PS11	Implement a graffiti removal program.		✓			NHBA, NWDA, Businesses, Private
PS12	Support the creation of a West Side Community Court to reduce the load on the court system and improve enforcement of property and drug crimes.		✓			NWDA
PS13	Train community volunteers to assist the police by taking fingerprints at the scene of property crimes.		✓			PB, NWDA
PS14	Improve security in the neighborhood’s parks through 24 hour patrols and better lighting. Consider private security contracts, enhanced police presence, and citizen patrols.		✓			NWDA, PPR, PB
PS15	Encourage voluntary registration of bicycles.		✓			NWDA, PB, Businesses



Corner of NW Thurman Street and NW 23rd Avenue, March 1967.
Oregon Historical Society photograph

Policy 10: Quality of Life

Discussion

The Quality of Life Policy addresses special and unique elements that have led Northwest District residents and businesses to choose to live and work in the community. It is the linkages and interactions between the natural, built, and social environment that enhances the quality of life enjoyed by community members. These qualities include many intangibles. A sense of community includes neighbors helping each other, people devoting time to solving community problems, and taking time to get to know each other. The policy provides opportunities for community interaction through both active and passive recreation and the promotion of community based activities.

In terms of the natural and recreational elements, the retention of existing parks and open spaces and acquisition of new ones, especially in areas of anticipated population growth and development is of primary concern to district residents. Forest Park is a major natural and recreational resource that exists in Northwest Portland along with a number of other active and passive recreation facilities. Objectives and actions in this policy seek to enhance and protect existing resources and create new resources for the future. The Transition Subarea Policy also identifies the need and desire for additional park and community facilities based on existing and future population growth in the area.

Citizen involvement in matters that relate to the natural, built, and social realms expand cooperation and camaraderie, and result in an improved quality of life and a strengthened sense of community. Objectives and actions in this policy encourage and reinforce this concept.



Quality of Life Policy

Strengthen the sense of community and ensure that cultural, educational and recreational resources continue to be a vital part of public life.

Quality of Life Objectives

- A. Enhance and protect Forest Park as a natural resource area providing recreation activities.
- B. Maintain, enhance, and expand current parks, open spaces, and recreational facilities.
- C. Create new parks, plazas, and community facilities in areas where significant growth is anticipated, taking advantage of opportunities for new open space development when they arise.
- D. Improve public access to nearby parks, natural areas, and the Willamette River.
- E. Foster events and activities that create positive interactions among community members.
- F. Encourage residents and businesses to participate in planning efforts for major entertainment and recreation facilities, such as PGE Park, in and near the district.

Action Chart: Quality of Life

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
QL1	Work with Metro and Portland Parks and Recreation to acquire and develop the triangle shaped property bounded by NW Westover Street, NW 24 th Avenue and NW Irving Street as a public park.				✓	NWDA, Metro, PPR
QL2	Encourage Portland Parks and Recreation to create fenced off-leash areas for dogs in Couch and Wallace parks.			✓		NWDA
QL3	Complete the wheelchair accessible trail in Lower Macleay Park and improve the entrance to the park.			✓		PPR
QL4	Identify and develop new trailheads in appropriate locations to connect to the Forest Park trail system, including a new access to Forest Park from St. Helens Road.				✓	PPR, FOFP
QL5	Create one or more community gardens.			✓		NWDA, PPR
QL6	Develop one or more urban plazas near NW 21 st and NW 23 rd Avenues.			✓		NWDA, PPR, NHBA, Private
QL7	Consider amending the <i>Scenic Resources Protection Plan</i> to include the panorama of wooded slopes on the west side of the plan area as seen from the east. Include the slope above and below Willamette Heights and NW Westover Street.			✓		BOP
QL8	Create banners that can be used for seasonal events, to alert drivers to increased pedestrian activity, or for other special occasions.			✓		NWDA, NHBA
QL9	Establish a code compliance committee to identify and report violations of regulations intended to protect the neighborhood's livability.			✓		NWDA
QL10	Examine the possibility of periodically closing portions of NW 23 rd Avenue to automobile through-traffic to provide additional pedestrian space and opportunities for occasional street markets.			✓		NWDA, NHBA, FB
QL11	Work with Portland Parks and Recreation to find ways to retain and expand the number of waste receptacles in parks.			✓		NWDA
PROGRAMS						
QL12	Develop pocket parks at neighborhood focal points, such as near the public library at NW 23 rd Avenue and NW Thurman Street and at NW 23 rd Avenue and NW Glisan Street.		✓			PPR, Private

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
QL13	Promote the use of Wallace and Couch Parks for diverse activities, such as for: <ul style="list-style-type: none"> • community events and gatherings, • organized evening activities, and • the summer concert program. 		✓			NWDA
QL14	Keep the public restrooms in Couch and Wallace Parks open year-round.		✓			PPR
QL15	Retain and enhance existing access locations leading to Forest Park.		✓			PPR, FOFP
QL16	Cooperate with adjacent neighborhoods to address shared concerns, such as the mitigation of impacts from PGE Park.		✓			NWDA
QL17	Ensure that district residents and businesses participate in plans to mitigate negative impacts from improvements to major entertainment facilities such as PGE Park.		✓			NWDA, NHBA, Businesses
QL18	Work with BDS's Housing and Nuisance Officer to improve enforcement of the City's nuisance abatement and other ordinances that affect the district's quality of life.		✓			NWDA, BDS



Policy 11: Environment Policy

Discussion

The Northwest District is part of a larger Willamette watershed ecosystem situated in Portland's West Hills. Small streams and open spaces, including Forest Park, provide ecological benefits for maintaining water quality and providing critical wildlife habitat areas. Most development in the district is in the lowland areas consisting of Willamette River flood deposits. The Willamette Heights area is characterized by steeper slopes with less dense development. Impacts from development and human activities locally, citywide, and regionwide, have had negative effects on natural resources, especially the Willamette River.

Most of Northwest Portland surface runoff flows directly into the Willamette River through four sewer outfalls during combined sewer overflow events (CSO). The City is implementing a comprehensive CSO program to capture combined sewage, including stormwater runoff, into large conduits that will be constructed along both sides of the Willamette River. The new system will convey almost all of the combined stormwater and sewerage to the Columbia Boulevard Treatment Plant in North Portland. The City has also initiated a watershed planning process for the Willamette River basin to identify other water quality improvement strategies. The Northwest District and the overall plan area are within the geographic boundary for both the CSO and Willamette Watershed planning projects. It is important that new development and redevelopment projects and other activities in the district not degrade, but help improve sewerage and stormwater conditions.

The Environment Policy section identifies how infrastructure facilities, new development and redevelopment, individual and community projects and activities can positively result in protecting and enhancing local and regional serving natural resources. Objectives and implementing actions encourage landscaping and other sustainable construction solutions in development of infrastructure facilities and services and other development projects. Additionally, cooperative programs and activities to reduce litter and solid waste generation, improve air quality, and promote the planting of more trees and native species is included, as is improving natural connections between area parks, open spaces and the Willamette River.

Environment Policy

Protect and enhance the environmental and natural resources of the district.

Environment Objectives

- A. Develop and operate public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
- B. Promote measures that protect and encourage landscaping with native species as a vital part of the urban landscape.
- C. Promote the use of innovative measures that improve air and water quality and energy efficiency.
- D. Improve environmental connections between existing and future parks, open spaces, and the Willamette River.
- E. Encourage recycling and the reduction of solid waste generation and litter in the district.



Action Chart: Environment

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
E1	Identify multi-objective “green solutions” where stormwater separation, treatment, and storage are integrated into other landscape needs. Identify funding strategies and coordinate with other public and private entities whenever possible.		✓			BES
E2	Conduct a Northwest Neighborhood Basin Characterization Study to determine the capacity and condition of the sanitary and stormwater system for existing and anticipated developments, and establish a timeframe for retrofitting.			✓		BES
E3	Identify opportunities for retrofitting existing facilities and for innovative demonstration stormwater projects, especially on large commercial and institutional sites, with resource-conserving techniques, to reduce the need for additional infrastructure capacity.			✓		BES, OSD, Public, Private
E4	Upon completion of a Willamette Watershed Plan by BES, revisit the NWDP policies and objectives to ensure their compatibility and effectiveness with recommendations outlined in the Watershed Plan.				✓	BES, BOP
E5	Establish an annual tree-planting program including the planting and maintaining of site-appropriate street trees.			✓		NWDA, NHBA, FOT, PPR, BES, Private
E6	Connect existing and future parks, open spaces and the Willamette River through the use of main and green streets that blend and transition the vegetation and natural features of the different places.			✓	✓	BES, Public, Private
E7	Explore the possibility of creating stormwater detention facilities under the I-405 freeway.				✓	BES
E8	Implement stormwater mitigation measures to avoid the construction of new storm sewers.		✓			BES

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROGRAMS						
E9	Implement incentive programs for the use of green building, eco-roof, and other low-impact techniques in public and private development and redevelopment projects. Where appropriate, include design elements such as on-site stormwater management, landscaping with native vegetation and porous pavements.		✓			BES, OSD, Public, Private
E10	Support natural area restoration efforts, including, but not limited to, revegetation, day-lighting “buried” stream channels, restoring wildlife habitat and wetlands, and restoring Lower Macleay Stream.		✓			BES, PPR
E11	Educate businesses and residents about the need to eliminate chemical herbicides, pesticides, and fertilizers in order to maintain and enhance natural systems.		✓			BES, Metro
E12	Minimize the use of chemicals for park maintenance.		✓			PPR
E13	Increase stewardship of natural areas through outreach and education.		✓			BES, PPR
E14	Educate residents and property owners about the Urban Forestry Program and encourage property owners to preserve existing trees and plant a variety of trees, where possible.		✓			PPR, NWDA, BES
E15	Work cooperatively to resolve and mitigate air quality pollution concerns through business assistance and other programs.		✓			DEQ, NWDA, Private
E16	Work with the appropriate agencies to ensure compliance with environmental laws and regulations.		✓			NWDA, BES
E17	Remove invasive plant species, including ivy and other aggressive vines, from trees throughout the district, including those in parks.		✓			NWDA, NHBA, PPR, Private, BES
E18	Develop and implement a litter prevention program that includes regular litter patrols and periodic district-wide clean-ups.		✓			NWDA, NHBA, Businesses
E19	Encourage businesses to increase the amount of recycling occurring as part of business operations, and for businesses selling food or drinks on a “to-go” basis, to provide litter patrols in their impact areas.		✓			NWDA, NHBA, BES, Businesses

Policy 12: Business and Residential Interaction

Discussion

The Business and Residential Interaction Policy recognizes that in mixed-use neighborhoods impacts from commercial and industrial activity can negatively impact nearby residences. Objectives and actions call for increased communication, cooperative agreements and creative problem solving among residents and businesses.

One of the exciting elements of living in the Northwest District is the vibrant nature of NW 21st and NW 23rd Avenues. Destination-oriented commercial uses create an enjoyable, dynamic, and cosmopolitan environment. Likewise, industrial uses are an important part of the economy and provide employment opportunities within walking distance of the residential areas. Despite these positive features, both at times compromise the livability for local residents with added traffic, noise, litter, and pollution. This policy provides a framework for actions to alleviate these concerns.

Many people have indicated a desire to encourage formal recognition of good neighbor agreements with enforceable provisions. Today, the City's involvement in good neighbor plans or agreements is limited to those between neighborhood associations and convenience stores as referenced in the zoning code. The expansion of enforceable good neighbor plans and agreements is a citywide issue that needs to be discussed in a larger citywide process.

The Business and Residential Interaction Policy endorses the promotion of formal and informal agreements between businesses and the neighborhood. With so many different land uses in close proximity to each other, it is inevitable that conflicts will arise. In addition, the policy encourages consistent enforcement of noise and other nuisance laws.

Business and Residential Interaction Policy

Foster cooperation between business and residential interests in the district, enhancing ways residential, commercial, and industrial uses can benefit from their interaction and mitigate negative impacts.

Business and Residential Interaction Objectives

- A. Promote communication among residents, businesses, industries, neighborhood organizations, and the City.
- B. Promote the development of, and adherence to, formal and informal good neighbor agreements that mitigate nuisance-related impacts.
- C. Increase understanding and awareness of creative, community-based approaches to solving problems or conflicts between residents and nonresidential activities.



Action Chart: Business and Residential Interaction

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
BR1	Encourage the City to expand the applicable criteria for good neighbor agreements to situations other than convenience stores.			✓		NWDA, ONI
BR2	Using the PGE Park Good Neighbor Agreement as a model, work with the City to expand the use of these agreements to cover other attractions that impact the neighborhood.			✓		NWDA
BR3	Seek ways to reduce late-night and very early morning noise associated with commercial garbage and recycling pick-up.			✓		BDS, Businesses
BR4	Consider instituting a deposit on or paying for the return of disposable food containers.			✓		NWDA, NHBA, Businesses, OSD
PROGRAMS						
BR5	Identify, develop, and promote informal good neighbor agreements that mitigate nuisance-related impacts.		✓			NWDA, NHBA, Businesses, POEM
BR6	Work jointly with businesses entering into informal good neighbor agreements with NWDA to ensure on-going responsiveness and accountability.		✓			NWDA, ONI
BR7	Encourage multi-dwelling residential and business property owners to provide litter collection on and around their sites.		✓			NWDA, MFHC, NHBA
BR8	Provide regular, consistent enforcement of noise and other nuisance laws.		✓			BDS, PB, NWDA
BR9	Advocate for enforcement of regulations pertaining to good neighbor plans between convenience stores and NWDA.		✓			NWDA, ONI
BR10	Use education and outreach to businesses and community members to increase understanding and awareness of regulations, programs, and problem-solving options aimed at preventing or limiting conflicts between residents and nonresidential activities.		✓			ONI, NWDA, NHBA



Policy 13: Transition Subarea

Discussion

The Transition Subarea (shown as “B” on Map 5) is home to a variety of commercial, industrial, creative industries, and transportation-related businesses, including the operations headquarters of CNF, Inc., a major regional employer. Other uses include small housing enclaves, and several historically significant structures, such as St. Patrick’s Church. However, the area is becoming more obsolete for heavier industrial uses because of relatively small parcel sizes, street configurations and the ongoing transition of the nearby Pearl District from industrial uses to a vibrant mixed-use neighborhood. Large portions of the subarea are underutilized.

In approving the *Guild’s Lake Industrial Sanctuary Plan*, City Council and area neighborhoods acknowledged the changing nature of land uses south of NW Vaughn Street and directed that planning for a transition to new uses be a part of the *Northwest District Plan*. The 1999 *NWD Neighborhood Plan* and community participation in this project have illuminated the desire to integrate the Transition Subarea into the fabric of the neighborhood as an area of mixed-uses.

There seems to be great interest on the part of property owners and developers to build more housing in the subarea. There has been interest from developers of commercial space as well. Transitioning this subarea to allow a greater mix of uses creates an opportunity to address the region’s growing demand for housing and jobs. There is also a desire to see expansion of creative industries like Vinton Studios, and live-work units for people pursuing creative and other employment endeavors. Other attributes of this area are the proximity to the Central City and freeway access. And, although it is separated from areas to the east and north by freeway facilities, sidewalks exist along most streets and transit service is found on NW 23rd and 21st Avenues, and nearby on NW Lovejoy and Kearney Streets and NW Front Avenue.



The Transition Subarea Policy encourages a mix of land uses including new housing, the retention and creation of employment opportunities and maintaining compatible light industrial uses. This plan accomplishes this goal in part, by adopting changes to the *Comprehensive Plan* map from its current General Industrial designation to a mixed-use Central Employment designation. The policy, objectives and implementing actions promote a number of concepts such as transportation system connectivity, including multi-modal circulation and safety and linkages to the Willamette River. They also seek the retention or nearby relocation of industrial uses, the creation of plazas, open space, park and community facilities, the encouragement of new housing and in particular affordable housing, and the recognition of the unique historical attributes of the NW Upshur industrial area and St. Patrick’s Church. Also of importance is the gradual transition of compatible land uses near the Guild’s Lake Industrial Sanctuary north of NW Vaughn Street.

Transition Subarea Policy

Integrate the subarea into the pedestrian-oriented, architecturally diverse urban fabric to the south and west. Encourage a mix of housing, commercial, institutional, open space, and light industrial uses.

Transition Subarea Objectives

- A. Encourage the mixing of land uses, both on individual sites and throughout the subarea.
- B. Promote the subarea as a prime location for increasing the supply of affordable housing.
- C. Encourage the retention of existing jobs and the creation of new jobs in the subarea.
- D. Protect existing industrial firms in the subarea from being forced to relocate out of the area.
- E. Reestablish key transportation system connections through the subarea.
- F. Implement multi-modal transportation improvements that address circulation and safety needs.
- G. Improve connections through the subarea and to the Willamette River.
- H. Support additional transit services and facilities to meet the growing needs of the subarea.
- I. Create plazas, parks, community facilities, and open spaces to meet the needs of the subarea's residents and employees.
- J. Preserve the historic industrial character of NW Upshur Street north of the freeway.
- K. Protect the Guild's Lake Industrial Sanctuary by locating activities and uses that are compatible with industry at the northern edge of the subarea.
- L. Reinforce the role of St. Patrick's Church as a district landmark.

Action Chart: Transition Subarea

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
TS1	Expand the Northwest Pedestrian District to include the Transition Subarea.			✓		PDOT
TS2	Reestablish Thurman Street as a multimodal through-street connection from NW 23 rd Avenue to NW Naito Parkway.				✓	PDOT
TS3	Prepare a strategy to protect existing industrial firms as the subarea transitions out of its current industrial character.			✓		NWDA, NHBA, Industries
TS4	Locate, acquire, and build a neighborhood park or other public open space in the subarea.				✓	Private, PPR, NWDA
TS5	Locate, acquire, and build a community center in the subarea.				✓	Private, PPR, NWDA, Nonprofits
TS6	As the subarea redevelops, evaluate the need for a new school.				✓	PPS
TS7	Encourage the City to prepare standards for NW Upshur Street between NW 17 th and NW 20 th Avenues that would preserve the street’s characteristic loading docks and canopies.				✓	NWDA, Private
PROGRAMS						
TS8	Create or reestablish multimodal connections through oversized blocks as shown on the Northwest District Master Street Plan.		✓			PDOT, Property owners
TS9	Analyze the capacity of the infrastructure to accommodate proposed new development projects.		✓			Private
TS 10	Encourage compatible light-industrial uses to remain in the Transition Subarea.		✓			NWDA, NHBA
TS11	Encourage companies that provide living-wage jobs to locate in the subarea. Consider public/private partnerships as a means of encouragement.		✓			PDC, NWDA
REGULATIONS						
TS12	Adopt changes to <i>Comprehensive Plan</i> map designations to encourage a mix of uses as the subarea transitions out of its current industrial character.	✓				BOP
TS13	Allow greater building heights for new housing development including affordable housing within the subarea	✓				BOP
TS14	Restrict residential development for EX-zoned properties north of the I-405 freeway to 20 percent of the total floor area	✓				BOP



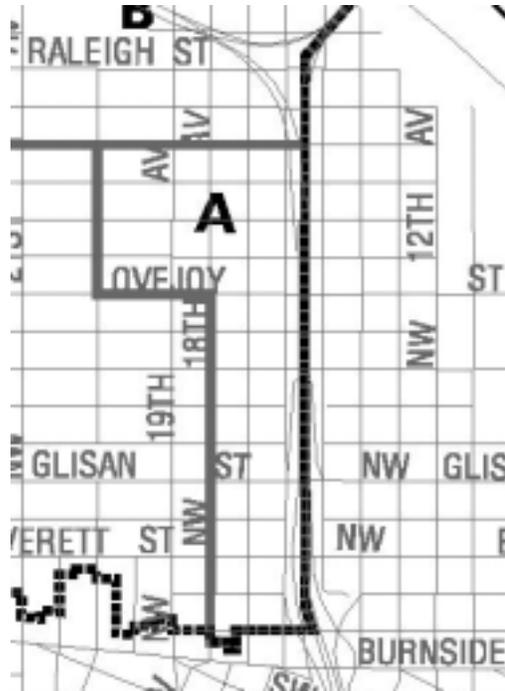
Policy 14: Eastern Edge Subarea

Discussion

When the 1978 *Northwest District Policy Plan* was adopted the Eastern Edge was seen as a transition area between the expanding industrial uses on the east side of the I-405 Freeway and the established residential areas of the Northwest District neighborhood. The emergence since 1978 of the River District as a mixed-use community planned for over 5,000 new housing units and significantly taller buildings changes the role of this eastern edge of the neighborhood. Pressure for clearance of historic residential buildings for industry has been replaced by pressure to displace industrial firms.

The Eastern Edge Subarea, shown as “A” on Map 5, is one of the most dynamic, multiple-use areas within Northwest Portland. It contains light industrial, multiple dwelling residential, single detached dwellings, service commercial uses, entertainment activities, and offices to international corporations. It works in part because of the scale of development is similar. Industrial and business uses are limited by block structure. Access to the regional transportation system is to the east, avoiding heavy impacts on the residential community to the west. The area provides the local community with housing, services, community uses, and jobs. Residents who move to this subarea know that they are sharing spaces with other uses and are generally not prone to take offense at reasonable impacts from their neighboring non-residential uses.

The policy, objectives, and implementing actions seek to retain and encourage a mix of employment, light industrial, commercial and residential uses as an urban scale transition between the more intensely developed Central City and core area of the Northwest District. Other elements encourage businesses to locate along NW 18th and 19th Avenues, support the retention and growth of living wage jobs, protect industrial uses or assist with their relocation to a nearby industrial area, and promote new housing while discouraging the conversion of existing housing to other uses. Multimodal transportation system connectivity between the Eastern Edge and Central City is also desired as is the registering of historic properties on the National Register of Historic Places.



Eastern Edge Subarea Policy

Foster the development of the Eastern Edge as a transition between the more urban Central City and the Northwest District.

Eastern Edge Objectives

- A. Support the established mixed-use urban character of this subarea.
- B. Encourage the location of businesses that serve local needs along NW 18th and NW 19th Avenues.
- C. Foster the establishment and growth of firms that provide living-wage jobs in this subarea.
- D. Protect existing housing from conversion to other uses.
- E. Protect existing industrial firms in the subarea from being forced to relocate out of the area.
- F. Increase multi-modal connectivity between the Central City and the Eastern Edge.



Action Chart: Eastern Edge Subarea

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
EE1	Improve pedestrian and bicycle access across I-405 on West Burnside, NW Couch, NW Everett, and NW Glisan Streets from NW 14 th to NW 16 th Avenues.			✓		PDOT, ODOT
EE2	Participate in the planning process to cap the I-405 freeway.				✓	NWDA, PDNA
PROGRAMS						
EE3	Encourage companies that provide living-wage jobs to locate in the subarea. Consider public/private partnerships as a means of encouragement.		✓			PDC, NWDA
EE4	Encourage compatible light-industrial uses to remain in the Eastern Edge as well as businesses that service local needs along NW 18 th and 19 th Avenues.		✓			NWDA, NHBA
EE5	Encourage owners of historic properties to place their property on the National Register of Historic Places.			✓		NWDA
REGULATIONS						
EE6	Adopt changes to the <i>Comprehensive Plan</i> map for selected properties with residential uses from Central Employment (EX) to High Density Residential (RH).	✓				BOP
EE7	Allow greater building heights for new development along a portion of the Eastern Edge north of NW Kearney Street.	✓				BOP



Policy 15: Thurman-Vaughn Subarea

Discussion

The Thurman-Vaughn Subarea Policy intends to retain the established pattern of residential and commercial development, while acknowledging the subarea's proximity to the Industrial Sanctuary. NW Thurman Street east of NW 28th Avenue is a designated main street and neighborhood commercial and residential corridor. Many needed neighborhood services are found here, including a grocery store and Friendly House community center. In addition, the new Northwest branch of the Multnomah County Library at NW Thurman and NW 23rd Avenue attracts people to the subarea. The policy seeks to enhance the pedestrian environment of the main street and overall subarea, through pedestrian safety and transit service improvements.

The subarea contains a mix of older and newer housing, including a number of live-work units. The older units include clusters of modest housing built before World War 1 that are remnants of the working class "Slabtown"



neighborhood. Some of the newer units are built as rowhouses. This policy proposes changes to *Comprehensive Plan* map designations for a number of properties along NW Thurman Street to encourage residential uses outside of both the commercial nodes and properties and on the south side of NW Vaughn Street as well as live/work units.

NW Vaughn Street has been a dividing corridor between the mixed-use neighborhood to the south and the industrial area to the north. NW Vaughn Street carries traffic from the I-405 freeway to destinations to the north and west, including Montgomery Park, a major office development. This plan recognizes the difference between the north and south sides of NW Vaughn Street and the potential conflicts that can occur between residential and industrial uses. This policy proposes changes to the *Comprehensive Plan* map designations to encourage a continuous frontage of commercial buildings along the south side of NW Vaughn Street. This is accomplished through the redesignation of a few properties from High Density Residential to Urban Commercial. It is also consistent with provisions contained in the recently adopted *Guild's Lake Industrial Sanctuary Plan*. New development along the south side of NW Vaughn Street will be encouraged (and/or required as part of development approval) to provide design elements that unify the streetscape and establish a more attractive corridor.

As part of the Northwest District planning process, a Vaughn Corridor Focus Group was established to consider the transitional nature of a limited area on the north side of NW Vaughn Street. The "Guild's Lake Industrial Sanctuary Plan Amendments" chapter of this report includes a proposal for land use, policy and regulatory amendments for a five-block area on the north side of NW Vaughn Street.

Thurman-Vaughn Subarea Policy

Enhance this mixed-use subarea by emphasizing housing along NW Upshur and NW Thurman Streets and commercial uses on the south side of NW Vaughn Street and in nodes at intersections along NW Thurman Street.

Thurman-Vaughn Subarea Objectives

- A. Enhance NW Thurman Street as a neighborhood-oriented main street that is primarily residential, with commercial uses clustered at intersections.
- B. Emphasize residential and live/work opportunities on NW Upshur Street.
- C. Encourage development on the south side of NW Vaughn Street that includes a continuous frontage of commercial buildings, unifies the streetscape, and supports both the mixed-use area to the south and the industrial sanctuary to the north.



Action Chart: Thurman-Vaughn Subarea

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
TV1	Encourage PDOT to improve NW Vaughn and NW Thurman Streets and NW 26 th Avenue as pedestrian ways.			✓		NWDA
TV2	Work with TriMet to develop bus refuges and shelters.			✓		NWDA
TV3	Where possible, widen sidewalks along NW Vaughn Street.		✓			PDOT, Private
TV4	Consider methods to reduce speeding and calm traffic on NW Thurman Street.			✓		PDOT, NWDA, FB
TV5	Improve the intersection of NW 23 rd Avenue and NW Vaughn Street to create a sense of a gateway.				✓	NWDA, NINA, ODOT, PDOT
PROGRAMS						
TV6	Work with property owners and bordering neighborhood associations along NW Vaughn Street to encourage new development that contributes to an attractive, unified streetscape.		✓			NWDA, NINA, Private
TV7	Encourage industrial firms to locate their accessory office and other accessory buildings along the north side of NW Vaughn Street.		✓			NWDA, NINA, Private
REGULATIONS						
TV8	Adopt changes to <i>Comprehensive Plan</i> map designations to encourage residential uses along NW Upshur and portions of NW Thurman Streets and commercial uses along the south side of NW Vaughn Street and at intersections along NW Thurman Street.	✓				BOP



Policy 16: Willamette Heights Subarea

Discussion

Willamette Heights, shown as “D” on Map 5, is a single dwelling residential area located on the hilly western side of the Northwest District. It is characterized by its large collection of stately and historic homes and its proximity to Macleay and Forest Parks. The area is separated from the rest of the neighborhood by the deep ravine that houses Balch Creek and now acts as the entrance to Macleay Park. Access routes are limited and nearly all traffic entering and leaving Willamette Heights uses NW Thurman Street and crosses the Thurman Street Bridge.



The policy, objectives and implementing actions acknowledge the subarea’s character and infrastructure limitations in a number of ways. Nominations of residences and other structures to the National Register of Historic Places are encouraged. Improving pedestrian connections from Willamette Heights to Forest Park and acquiring additional open space to expand Forest Park is also desired. Another important issue addressed in this policy is the mitigation of negative impacts associated with parking near and for Forest Park. Finally, improving emergency routes and access in this constrained transportation system area is identified as is maintaining and promoting additional transit service to the subarea.



The plan proposes to redesignate on the *Comprehensive Plan* map an area in Willamette Heights currently designated Residential 5,000 (R5) to Residential 10,000 (R10). This would make these properties consistent with their existing R10 zoning in environmentally sensitive areas adjacent to Forest Park and supports careful consideration of infill development in the subarea.

Willamette Heights Subarea Policy

Maintain and protect the residential character and environmental resources of the Willamette Heights Subarea.

Willamette Heights Subarea Objectives

- A. Support infill development that can be accommodated by the subarea's constrained transportation access routes and that mitigates for potential impact on environmentally sensitive areas.
- B. Preserve the subarea's stock of historically significant housing.
- C. Ensure that emergency response vehicles have fast and clear routes into and out of Willamette Heights.
- D. Encourage the historic designation of the subarea's historic resources, including the Thurman Street Bridge.
- E. Maintain or improve public transit service to Willamette Heights.
- F. Protect and enhance Forest Park as a regionally significant natural and recreational resource while reducing negative impacts on livability that may be associated with park usage.



Action Chart: Willamette Heights

#	Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
WH1	Reconfigure parking at the entrance of Forest Park to reduce negative impacts on nearby homes.			✓		PDOT, Parks
WH2	Consider nominating properties in Willamette Heights, including the Thurman Street Bridge, in the National Register of Historic Places.				✓	NWDA
WH3	Improve pedestrian connections through Willamette Heights to Forest Park.			✓		PDOT, FOFP
WH4	Structurally improve and preserve the NW Thurman Street Bridge as a safe access route to Willamette Heights, even at times of severe natural disaster.				✓	PDOT
WH5	Consider the creation of another access into Forest Park that links to Leif Erickson and the Wildwood Trail.			✓		PPR, FOFP
PROGRAMS						
WH6	Improve access to emergency services to Willamette Heights and Hillside to ensure continued accessibility in times of severe natural disaster.		✓			PB, FB, PDOT
WH7	Work with NINA to reduce pollution and noise impacting this subarea.		✓			NWDA, NINA
WH8	Provide transit facilities and pedestrian facilities to enhance access to transit.		✓			TM
WH9	Seek to acquire or otherwise preserve significant undeveloped natural areas, including those adjacent to the Willamette Heights Subarea, as additions to Forest Park.		✓			BES, PPR, Metro, FOFP
REGULATIONS						
WH10	Amend the <i>Comprehensive Plan</i> map to redesignate certain residential properties near the natural resource Forest Park, to Residential 10,000 (R10), matching current zoning.	✓				BOP

List of Action Implementors

Adjacent	Neighborhoods that border NWDA: Goose Hollow Foothills League, Hillside, Northwest Industrial, and the Pearl District
BDS	Bureau of Development Services (formerly known as Office of Planning & Development Review)*
BES	Bureau of Environmental Services*
BMF	Bosco-Milligan Foundation
BOP	Bureau of Planning*
BTA	Bicycle Transportation Alliance
Businesses	Refers to all businesses within the plan
CAT	Community Alliance of Tenants
CRSP	Community Residential Siting Program
DEQ	Oregon Department of Environmental Quality
FB	Bureau of Fire, Rescue, and Emergency Services*
FOFB	Friends of Forest Park
FOT	Friends of Trees
HPLO	Historic Preservation League of Oregon
Industries	Refers to all industries within the plan
Institutions	Institutions that provide educational, cultural, medical, and social services
IWCDC	Inner West Community Development Corporation
LGSHMC	Legacy Good Samaritan Hospital and Medical Center
Metro	Regional government for the Portland metropolitan region
MC	Multnomah County
MFHC	Multi-Family Housing Council
NHBA	Nob Hill Business Association
NINA	Northwest Industrial Neighborhood Association
Nonprofits	Refers to nonprofit organizations and institutions
NWDA	Northwest District Association
NWNW	Neighbors West Northwest
NW-TPMA	Northwest Transportation and Parking Management Association
ODOT	Oregon Department of Transportation
OHS	Oregon Historical Society
ONI	Office of Neighborhood Involvement*
OSD	Office of Sustainable Development*
PB	Portland Police Bureau*
PDC	Portland Development Commission*
PDOT	Portland Office of Transportation*
PDNA	Pearl District Neighborhood Association
PGE	PGE Park stadium management
POEM	Portland Office of Emergency Management
PPR	Portland Parks and Recreation*
PPS	Portland Public Schools
Private	Refers to all private property owners
Private schools	Refers to all private schools within the plan area
PSI	Portland Streetcar, Inc.
SHPO	State Historic Preservation Office
TM	TriMet: Tri-County Metropolitan Transportation District of Oregon
Utilities	Refers to utility providers serving the plan area
WB	Water Bureau*

* Indicates City of Portland agency or committee under jurisdiction of Portland City Council

F. Comprehensive Plan Map and Zoning Map Amendments

Recommended changes to the *Comprehensive Plan* map and zoning map for the Northwest District are shown on Map 8 at the end of this chapter. Shaded areas highlight where changes in the *Comprehensive Plan* map or base zoning designations are recommended. For comparison, the existing zoning is shown on Map 9 on the reverse side of the recommended map. Map 7 shows where the Design (“d”) Overlay Zone is recommended. Brief summaries of the major draft changes, organized by general geographic area, are included below.

Context and Intent

Zoning and Comprehensive plan map patterns play an important current and long-term role, respectively, in determining the urban form and character of the city. They provide a concrete framework for future development and represent the long-term land use plan for a given area. The *Northwest District Plan* map proposals constitute an important means for achieving the community’s overall land use and development goals. Note that the recommended Northwest plan district regulations provide district-specific regulatory guidance that works in concert with the zoning map.

Some of the recommended map changes originated with the 1999 Northwest District Neighborhood Association board-adopted *Neighborhood Plan*. Other proposals resulted from public outreach activities such as neighborhood walks, workshops and community meetings. Others resulted from Bureau of Planning staff field work and analysis; for instance, proposals to remove “split zoning” (where more than one zone applies to a site) on certain parcels. And still other input was received from individual property owners. Overall, the recommended plan and zoning maps are intended to help implement the plan’s Urban Design Concept and land use policy.

In cases where the recommended zoning is not consistent with the recommended *Comprehensive Plan* map designations, it is generally because a slower transition of uses is desired and there is concern about the ability of public infrastructure to support the intensity of uses allowed under the plan designation. Over time, it is expected that the zoning will come into conformance with the *Comprehensive Plan* map, as infrastructure is extended and/or improved.

Summary of Comprehensive Plan and Zoning Map Proposals

The table below summarizes the recommended *Comprehensive Plan* map and zoning map amendments by land area and number of lots affected. Approximately 130 acres or about 16 percent of the study area is recommended for *Comprehensive Plan* map and/or zoning designation change, a large proportion of which is in the Transition Subarea. More than four acres of land is recommended for changes from a nonresidential to a residential *Comprehensive Plan* designation. More than six acres of residentially designated land is recommended for changes to nonresidential designations, of which over half is owned by the City of Portland and is recommended for Open Space designation. The remaining acreage is commercially designated, but allows commercial development.

Summary of Recommended Plan and Zone Changes

<i>Existing Zone</i>	<i>Recommended Zone</i>	<i>Existing Comp Plan</i>	<i>Recommended Comp Plan</i>	<i>Acres Affected</i>	<i>Taxlots Affected</i>
CG	CX	CG	CX	8.50	7
CM	CS	UC	UC	0.35	3
CN1	CM	NC	UC	4.51	45
CN1	CS	NC	UC	4.45	29
CN1	R1	NC	R1	0.38	1
CN1	RH	NC	RH	0.21	3
CS	CM	UC	UC	1.27	23
CS	CX	UC	CX	0.24	1
CS	EX	UC	EX	2.58	2
CS	RH	UC	RH	0.69	6
EX	RH	EX	RH	2.97	12
IG1	CS	IS	UC	0.97	5
IG1	EX	IS	EX	33.09	58
IG1	IG1	IS	EX	42.30	64
IG1	IG1	IS	ME	12.24	22
IG1	RH	IS	RH	0.29	2
IH	EX	IS	EX	0.01	1
IH	IH	IS	ME	4.61	2
OS	OS	R5	OS	1.16	1
R1	RH	R1	RH	1.59	3
R10	OS	R5	OS	1.75	3
R2	OS	R2	OS	0.43	1
RF	OS	RF	OS	0.26	3
RF	R5	RF	R5	0.23	2
RF	R7	RF	R7	1.85	5
RH	CS	RH	UC	2.09	6
RH	CX	RH	CX	1.09	5
RH	R1	RH	R1	0.38	1
Total				130.49	316

Transition Subarea

The Transition Subarea is generally north of NW Pettygrove Street, south of NW Vaughn Street, east of NW 23rd Avenue and west of Interstate-405. This area is expected to experience the most change over the next 20 years, with a shift away from industrial use patterns. The community has expressed a number of long-term goals for this area, including the desire to see a mix of uses and the extension of the pedestrian-oriented urban fabric to the south and east. The desire to retain compatible industrial and employment-generating land uses while also creating new opportunities for residential development has also been expressed.

To implement this, the Central Employment (EX) *Comprehensive Plan* map designation is recommended for a large portion of the Transition Subarea currently designated General Industrial 1 (IG1). Much of the area north of NW Thurman Street and the I-405/US 30 freeway structure will retain the IG1 zone, while areas to the south will be rezoned to EX. Where the IG1 zoning is being retained, it is due to the desire to see a slower transition away from an industrial emphasis and overall transportation system constraints in the area. In considering future proposals for zone changes in conformance with the Central Employment (EX) *Comprehensive Plan* map designation, decision makers will take into consideration the adequacy of public services, including the transportation system, on the subject site.

Three taxlots and portions of two others on the south side of NW Thurman and NW Savier Streets between NW 22nd and NW 23rd Avenues are recommended for the Urban Commercial designation and corresponding Commercial Storefront (CS) zone. The CS zone allows for a mix of housing and commercial uses. These properties are adjacent to CS-zoned properties along the NW 23rd Avenue main street area. The two partial taxlots are currently split-zoned IG1/CS.

The High Density Multi-Dwelling designation and the corresponding RH zone is applied to six contiguous parcels located on NW Quimby and NW Pettygrove Streets between NW 22nd and NW 23rd Avenues. These parcels have existing residential uses, are in close proximity to the NW 23rd Avenue main street and/or abut RH-zoned land to the south.

Thurman-Vaughn Subarea

The community has envisioned NW Thurman Street as a quieter, more neighborhood-oriented main street, in contrast to the more intensively commercial NW 21st and 23rd Avenues. To implement this, a nodal land use and zoning pattern is recommended, with commercial uses concentrated at street intersections and housing and mixed uses in between. To achieve this end, the Urban Commercial designation and corresponding Commercial Storefront (CS) zone is applied at intersections between NW 24th and NW 28th Avenues. In between these intersections, the Urban Commercial designation and corresponding Mixed Commercial/Residential (CM) zone is applied. The CM zone promotes development that combines commercial and housing uses on the same site. At least half of new development is required to be residential on sites in the CM zone.

In order to promote neighborhood commercial uses along the NW Vaughn Street corridor and reduce the potential for land use conflicts with the adjacent Guild's Lake Industrial Sanctuary, the Urban Commercial designation and CS zone is recommended for properties currently zoned for high density residential development on the south side of NW Vaughn Street between NW

26th and 27th Avenues. These designations are also applied to a few properties between NW Vaughn and Thurman Streets between NW 23rd Place and NW 24th Avenue, adjacent to properties currently zoned CS.

Several properties in the Thurman-Vaughn Subarea currently have more than one designation and zone applied on different portions of the property (split zoning). This creates confusion and can unnecessarily inhibit good development. To correct this, sites with split zoning have been rezoned to one designation, generally to the designation that already covers the majority of the property. Properties on the south side of NW Upshur Street between NW 25th and 26th Avenues split with the Urban Commercial and Mixed Commercial/Residential (CM) designations, are recommended for CM in their entirety. Properties on the south side of NW Upshur Street between NW 26th and 27th Avenues are recommended for RH zoning in their entirety. Another split-zoned property at the northeast corner of NW Thurman Street and NW 28th Avenue is recommended for Urban Commercial designation and CS zoning in its entirety.

EX to RH sites

A goal of the *Northwest District Plan* is to preserve and promote housing in the area. There are nine taxlots and a portion of another where the High Density Multi-Dwelling designation and matching RH zone are applied to sites currently designated and zoned Central Employment (EX). These properties are located in four small clusters in the Eastern Edge, south of NW Marshal Street. All are surrounded by, or are adjacent to, RH zoned properties and most are currently in residential use or are being used as surface parking.

Burnside/Central City

The Burnside corridor in the study area is a Metro-designated Main Street that serves as a neighborhood border and a key connection to the Central City and areas to the west. An urban scale of development along the north side of West Burnside Street within the study area is promoted by expanding the Central Commercial designation and parallel Central Commercial (CX) zone to properties adjacent to CX zoning along or within close proximity to this street. The largest site is the Uptown Shopping Center, including the portion on the south side of West Burnside Street. The adjacent Thiele Square site is also recommended for CX zoning.

More information on proposals affecting the portion of the study area within the Central City can be found in the “Central City Plan Amendments” chapter of this report.

Western Edge Residential

A small cluster of single-family dwellings located west of NW 30th Avenue and north of NW Cornell Street are currently designated as Rural Farm and Forest (RF). This plan proposes the Medium Density Single Dwelling designation and corresponding Single Dwelling Residential 7,000 (R7) zone to four parcels, and the High Density Single Dwelling designation and the matching Single Dwelling Residential 5,000 (R5) zone on one parcel. These new designations match adjacent zoning patterns and the existing development on the subject parcels.

City Owned Open Space

The City of Portland owns a few parcels of land adjacent to or near Forest Park that are currently in residential designations. The Open Space designation and OS zone is recommended for these Portland Park and Recreation managed properties, to provide additional open space opportunities in the Northwest area.

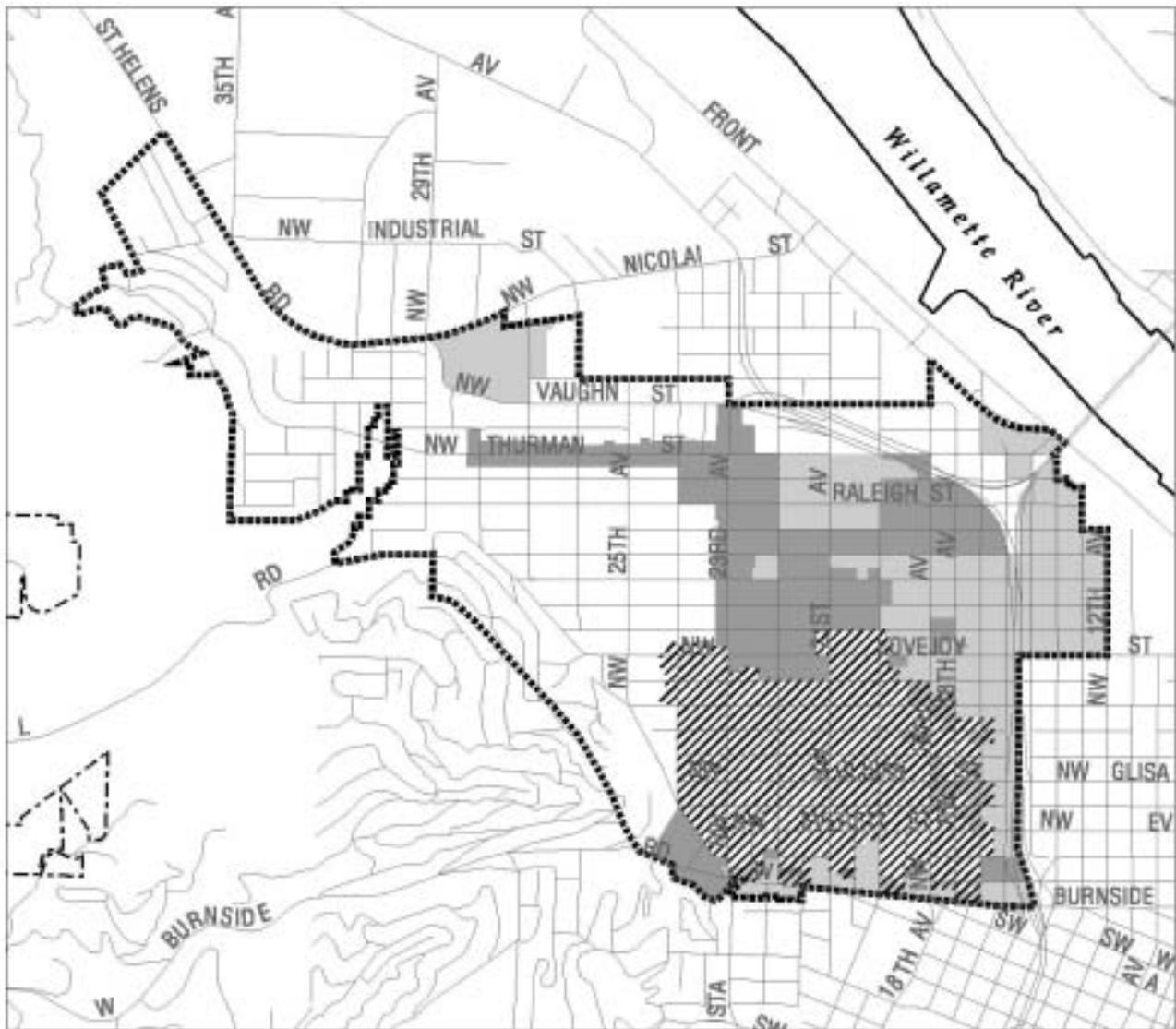
Guild's Lake Industrial Sanctuary

An area along the north side of NW Vaughn Street between Montgomery Park and NW 23rd Avenue is recommended for redesignation to Mixed Employment (ME) on the *Comprehensive Plan* map, retaining the existing IG1 or IH zoning. More information on this proposal is contained in the "Guild's Lake Industrial Sanctuary Plan Amendments" chapter of this report.

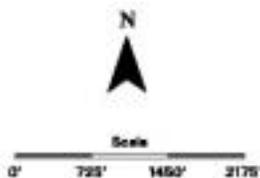
Design Overlay Zone

The Design "d" Overlay zone is recommended for most properties within the recommended Northwest plan district that do not currently have the "d" overlay and are not subject to Historic Design Review. An exception is where industrial base zoning is retained. This overlay zone is applied where design and neighborhood character are of special concern in parts of the city that are mixed-use in character or designation and that have the potential for urban-scale development. The Design overlay is automatically applied in conjunction with certain base zones, including CX and EX. Major new development and redevelopment on sites covered by the overlay zone will generally be required to go through a discretionary design review procedure or, in certain cases, use the objective Community Design Standards. Where design review is used in the Northwest plan district, the new "Desired Characteristics and Traditions" statements contained in Chapter C of this plan will be used in conjunction with the *Community Design Guidelines*.

Map 7: Design Overlay and Historic Design Review Areas



Design Overlay and Historic Design Review Areas



City of Portland
Bureau of Planning
Geographic
Information System
April 11, 2003

LEGEND

- Northwest Study Area
- Existing Design Overlay
- Recommended Design Overlay
- Existing Historic Design Review
- City Boundary

INFORMATION SOURCES:

Street Centerlines:
U.S. Census Bureau TIGER files, registered to center
under contract to Metra. Updated by Metra through
JUL, 1998.

Zoning:
Digitized from bureau zoning maps by Roy E. Weston,
Inc. for Portland Planning Bureau. Registered to
Metra. Updated by Planning through Jan, 2000.

All data compiled from source materials at different scales.
For more detail, please refer to the source materials or
City of Portland, Bureau of Planning.

The information on the map was derived from digital data
bases on the City of Portland, Bureau of Planning GIS. Care
was taken in the creation of this map but it is provided "as
is". The City of Portland cannot accept any responsibility
for errors, omissions, or positional accuracy, and therefore,
there are no warranties which accompany this product.
However, notification of any errors will be appreciated.

G. Zoning Code Amendments

The City's *Zoning Code* is an important tool for implementing the policies and objectives of this plan. The *Northwest District Plan* proposes several changes in Title 33, Planning and Zoning, including:

Chapter 33.562, Northwest Plan District
Chapter 33.815, Conditional Uses
Chapter 33.825, Design Review
Chapter 33.120, Multi-Dwelling Zones
Chapter 33.910, Definitions

This report also proposes changes to two other chapters in the *Zoning Code*: 33.531, Guild's Lake Industrial Sanctuary Plan District and 33.510, Central City Plan District. These proposals are described in chapters I and J of this report.

The following conventions are used in this chapter:

- Odd-numbered pages show *Zoning Code* language with recommended changes.
- New code language is underlined.
- Code language to be removed is shown in ~~striketrough~~.
- Even-numbered pages contain staff commentary on the recommended changes, **presented in Comic Sans typeface**. This commentary is descriptive and indicates the intent of the proposals and will not be adopted into the *Zoning Code*.

CHAPTER 33.562

NORTHWEST PLAN DISTRICT

The changes on this page include adding the titles of the new sections and maps of the plan district, as well as renaming and renumbering of existing sections.

CHAPTER 33.562
NORTHWEST PLAN DISTRICT
(Added by: Ord. No. 175877, effective 9/21/01.)

Sections:

General

- 33.562.010 Purpose
- 33.562.020 Where ~~the~~ These Regulations Apply

Use Regulations

- 33.562.100 Residential Use Limitation
- ~~33.562.100~~ 33.562.110 Retail Sales And Service Uses in the EX Zone
- 33.562.120 Retail Sales And Service and Office Uses in the RH Zone
- 33.562.130 Commercial Parking in Multi-Dwelling Zones

Development Standards

- 33.562.200 Purpose
- 33.562.210 Maximum Height
- 33.562.220 Floor Area Ratios
- 33.562.230 Bonus Options
- ~~33.562.230~~ 33.562.240 Standards on Main Streets and the Streetcar Alignment Setbacks
- ~~33.562.240~~ 33.562.250 Drive-Through Facilities Prohibited Development
- ~~33.562.220~~ 33.562.260 Mechanical Equipment in the EX zone
- ~~33.562.240~~ Streetcar Alignment Main Entrances
- ~~33.562.250~~ Required Windows Above the Ground Floor
- ~~33.562.260~~ Ground Floor Active Uses
- 33.562.270 Minimum Active Floor Area
- 33.562.280 ~~Required Design Review~~ Parking
- 33.562.290 Use of Accessory Parking for Commercial Parking
- ~~33.562.300 Northwest Master Plan~~

Map 562-1 Northwest Plan District

Map 562-2 ~~Active-Limited~~ Use Areas

Map 562-3 ~~Limited Use Areas~~ Commercial Parking in in Multi-Dwelling Zones

Map 562-4 Maximum Heights

Map 562-5 Floor Area Ratios

Map 562-6 Bonus Areas

Map 562-7 Areas with Special Development Standards

33.562.010 Purpose

Amendments to the plan district purpose statement acknowledge the broadened focus and additional plan district provisions recommended as part of the *Northwest District Plan*. The new language includes reference to reinforcing the role of main streets, addressing the area's parking shortage, and minimizing conflicts with the Guild's Lake Industrial Sanctuary.

33.562.020 Where These Regulations Apply

As shown on Map 562-1, the boundaries of the Northwest plan district would be expanded to include the NW 21st, NW 23rd, and NW Thurman main street corridors and the Northwest District's higher density residential and mixed-use areas east of NW 23rd Avenue. Along with the Transition Subarea, these areas are the focus of the new plan district regulations because of the potential there for future development and because of the many issues related to the close proximity of high-density residential areas and popular commercial corridors. Lower density residential areas west of NW 23rd Avenue are excluded from the plan district, as are portions of the Northwest District located in the Central City and Guild's Lake Industrial Sanctuary plan districts.

33.562.100 Residential Use Limitation

This regulation limits residential uses on sites zoned EX in the northeastern corner of the plan district in order to prevent development that is predominantly residential, which can result in conflicts with nearby industrial activity. Much of the area where this regulation would apply (see Map 562-2) is recommended for a *Comprehensive Plan* map designation change to EX, but would remain zoned IG1. The residential use limitation would only apply to sites once rezoned to EX. Sites in this area that remain zoned IG1, which disallows residential uses, would receive no allowance for residential uses.

Through this regulation, residential uses would be allowed as a small component of mixed-use buildings to provide the opportunity for the eclectic mix of uses the community desires for this early twentieth-century warehouse district (desired arrangements include, for example, residences for building caretakers or residences and studios for artists). Limiting residential uses to 20 percent of a building would provide housing opportunities for those who desire to live in the midst of a vibrant and sometimes noisy working neighborhood and who will be fully aware that they will be living in a primarily nonresidential building. It would prevent purely residential development, however, that may bring expectations of a quiet, residential environment.

General

33.562.010 Purpose

~~The Northwest plan district provides for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter:~~
The Northwest plan district implements the Northwest District Plan, providing

- Promote housing and mixed-use development;
- Address the area's parking scarcity while ~~Discourage~~ discouraging auto-oriented developments;
- Enhance the pedestrian experience; ~~and~~
- Encourage a mixed-use environment, ~~and~~ with transit supportive levels of development and a concentration of commercial uses, ~~in the area near~~ along main streets and the streetcar alignment; ~~and~~
- Minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

33.562.020 Where These Regulations Apply

The regulations of this chapter apply in the Northwest plan district. The boundaries of the plan district are shown on Map 562-1 at the end of this chapter, and on the Official Zoning Maps.

Use Regulations

33.562.100 Residential Use Limitation

- A. Purpose.** Residential uses are limited in an area adjacent to the Guild's Lake Industrial Sanctuary plan district in order to minimize conflicts with industrial activities. This limitation minimizes the potential for residential traffic and differing environmental expectations that can result in conflicts with industrial operations, while providing opportunities for those who may desire residence in a primarily nonresidential building in a historically industrial area.
- B. Limitation.** On sites zoned EX in the area shown on Map 562-2, up to 20 percent of the net building area may be in Residential uses. More than 20 percent is prohibited.

33.562.110 Retail Sales and Service Uses in the EX Zone

The Retail Sales And Service limitations of this section would be amended to help implement the community's desire to limit large-scale auto-dependant retail uses and their impacts in the district. They are also intended to help concentrate retail and service uses along main streets and the streetcar alignment. According to Multnomah County records, approximately 98 percent of retail and service uses in the plan district are 20,000 square feet or smaller (85 percent are 10,000 square feet or smaller), with most such uses located along main streets. The small size of parcels in established commercial areas (primarily zoned CS) has contributed to the small scale of retail and service uses, a condition that does not characterize the large parcels common in the Transition Subarea.

The existing plan district regulations limit Retail Sales And Service uses to 10,000 square feet in most of the existing EX zone within the Transition Subarea. In some areas, retail and service uses exceeding the 10,000 square foot limit are currently prohibited, while other areas limit such uses to 10,000 square feet, but provide the possibility of retail and service uses up to 60,000 square feet as part of a Northwest Master Plan approval. There are currently no retail size limitations in EX areas outside the existing plan district.

In the current proposal, a 3,000 square foot retail limit would be applied to EX-zoned parts of the Transition Subarea that are more than 200 feet from main streets and north of NW Pettygrove Street (see Map 562-2). Retail and service uses would be allowed up to 20,000 square feet per use in other EX-zoned areas within the plan district, including the main streets and the streetcar alignment areas. Overall, these limitations are intended to prevent large retail development that is out of scale with the established built environment of the Northwest District, to minimize traffic impacts associated with such development, and to foster a concentration of retail and service uses along the main streets and streetcar line.

Note that the 3,000 square foot limitation would primarily apply to areas that were only recently, or will be, rezoned to EX from IG1, where Retail Sales And Service uses are currently limited to 3,000 square feet.

33.562.100110 Retail Sales And Service Uses in the EX Zone

A. Purpose. These regulations limits on the size of Retail Sales And Service uses to promote neighborhood-serving commercial development, and help reduce traffic congestion associated with large-scale retailers, and to concentrate such uses along main streets and the streetcar alignment.

B. Where these regulations apply. These regulations apply in the EX zone.

B.C. Limitations.

1. Except as specified in Paragraphs C.2 and C.3, Retail Sales And Service uses are allowed up to 20,000 square feet of net building area for each use.

2. On sites shown on Map 562-2, Retail Sales And Service uses are allowed up to 3,000 square feet of net building area for each use.

3. On sites where only a portion of the site is shown on Map 562-2, Retail Sales and Service uses are allowed up to 3,000 square feet of net building area for each use on the portion shown on Map 562-2, and up to 20,000 square feet of net building area for each use on the remainder of the site.

~~1. In Subdistrict A, on sites in the EX zone within the area shown on Map 562-3, Retail Sales And Service uses are allowed up to 10,000 square feet of floor area for each use. Retail Sales And Service uses larger than 10,000 square feet of floor area for each use are prohibited.~~

~~2. In Subdistrict B, on sites in the EX zone, Retail Sales And Service uses are allowed up to 10,000 square feet of floor area for each use. Retail Sales And Service uses larger than 10,000 square feet may be allowed if approved as part of a Northwest Master Plan. Retail Sales And Service uses larger than 60,000 square feet of floor area for each use are prohibited.~~

33.562.120 Retail Sales And Service and Office Uses in the RH Zone

This provision would implement the community's desire to encourage mixed-use development along the streetcar alignment, while preserving the residential emphasis of areas zoned RH. This provision would apply only to sites with frontage on the streetcar alignment. Limiting commercial uses to areas within 100 feet of the streetcar alignment would prevent commercial uses from being developed on residential side streets. These provisions would allow, by right, retail/service and office uses as a limited portion (20 percent) of a building's net floor area. The 20 percent limit would ensure that areas zoned RH will remain primarily residential, but would facilitate the development of ground floor commercial space along busy street frontages that may not be very suitable for residential units.

33.562.120 Retail Sales And Service and Office Uses in the RH Zone

A. Purpose. Certain commercial uses are allowed as limited uses in the RH zone to encourage mixed-use development along the streetcar alignment, while preserving the residential emphasis of areas zoned RH.

B. Regulations. Retail Sales And Service and Office uses are allowed in the RH zone as follows.

1. The uses must be located on the portion of the site within 100 feet of a streetcar alignment; and
2. The uses are limited to 20 percent of the net building area on the site.

33.562.130 Commercial Parking in Multi-Dwelling Zones

There currently is a shortage of parking spaces to serve the Northwest District businesses, residents, and other visitors. This regulation does not try to provide adequate parking for the District but helps to concentrate a marginal increase in parking near NW 23rd and NW 21st Avenue main streets. Because most of the Commercial Storefront (CS) zoned lots along these main streets are confined in size, this provision allows for a portion of adjacent multi-dwelling zoned property to be included in a commercial parking project. However, there are a small number of sites eligible for this provision. They are designated on Map 562-3.

All commercial parking projects under this regulation must meet other plan district and base zone regulations unless otherwise noted. Commercial parking must be structured (decks on top of a structure meet this requirement), meet appropriate building setbacks, and be approved through a design review process (including historic design review if in the Historic Alphabet District). Also, the development of an allowed commercial parking use, as mapped in this provision, is limited by the number of parking spaces allowed. It should be noted that split zoned sites that involve a multi-dwelling zone and a Commercial Storefront (CS) zone, will be treated as one site under the development regulations for the CS zone.

In terms of the building's design, design guidelines applied through the required design review process will ensure that these structures will be designed matching architectural details and proportions of surrounding buildings (and landmarks if in the Alphabet Historic District). Site and building features will also reflect the area's character and traditions and be integrated in an attractive manner that complements the area.

There are three designated commercial parking types in this regulation.

1. Type A - Three mapped sites allow up to 75 commercial parking spaces including existing accessory parking spaces, behind an active main street use.
2. Type B - Two mapped sites allow a commercial parking structure of up to 160 spaces, behind an active use if located along a main street.
3. Type C - Those mapped sites that are labeled Type C or any of the other sites designated on the map that exceed the number of parking spaces allowed for Type A or B sites, must go through a conditional use review for transportation impacts in order to gain project approval.

It is important to note that there is a cap of 800 commercial parking spaces that could be built under this provision. This includes existing accessory plus new commercial parking spaces. There is also a maximum number of spaces that could be built under the allowed and conditional use sections, when in combination must not exceed the cap: no more than 450 allowed and 450 conditional use approved parking spaces could be constructed.

33.562.130 Commercial Parking in Multi-Dwelling Zones

- A. Purpose.** These regulations allow a limited amount of Commercial Parking in Multi-Dwelling zones to address the scarcity of off-street parking in an area where busy commercial main streets are adjacent to high-density residential areas.
- B. Where these regulations apply.** The regulations of this Section apply to Type A, B and C parking sites shown on Map 562-3. Where a site is shown as a Type A or Type B parking site, Commercial Parking is an allowed use when all of the standards of Subsection D are met. Commercial Parking may be requested on Type A and B parking sites through the conditional use review as specified in Subsection E if Subsection D.3 is not met. Where the site is shown as a Type C parking site, Commercial Parking requires a conditional use review as specified in Subsection E.
- C. Maximum number of commercial parking spaces allowed under the provisions of this Section.** The following maximums include any existing accessory parking on the site. Adjustments to this subsection are prohibited.
1. The maximum number of parking spaces that can be allowed on Type A, B and C parking sites combined is 800;
 2. The maximum number of parking spaces that can be allowed by right on Type A and B sites combined is 450; and
 3. The maximum number of parking spaces that can be approved through a conditional use review on Type A, B and C parking sites combined is 450.
- D. Allowed use.** Commercial parking that meets the following standards is allowed on Type A and B parking sites. The entire Type A or B parking site must meet the following standards including any portion of the site that is in a Commercial zone. Adjustments to this Subsection are prohibited. However adjustments to the parking space maximums of Paragraph 3, below, may be requested through the conditional use review specified in Subsection E.
1. The site must be a Type A or B parking site shown on Map 562-3;
 2. All of the parking must be structured parking;
 3. Maximum number of parking spaces allowed.
 - a. Type A parking sites. A maximum of 75 parking spaces, including existing accessory parking, are allowed on each Type A parking site; and
 - b. Type B parking sites. A maximum of 160 parking spaces, including existing accessory parking, are allowed on each Type B parking site.
 4. Minimum density requirements do not apply.

33.562.130 Commercial Parking in Multi-Dwelling Zones (continued)

E. Conditional Use. Commercial Parking may be requested as a conditional use if all of the following standards are met. The entire site must meet the standards including any portion of the site that is in a Commercial zone. Adjustments to this Subsection are prohibited.

1. The site must be a Type A, B or C parking site shown on Map 562-3;
2. All of the parking must be structured parking;
3. Maximum height allowed on sites that are completely within the RH zone.
 - a. Generally. On sites that are completely within the RH zone, the maximum height allowed is 45 feet.
 - b. Exception. If at least 50% of the floor area of the structure containing the commercial parking is in residential use, then the maximum height standard of the RH zone applies.
4. Minimum density requirements do not apply; and
5. Motor vehicle access. Motor vehicle access from a main street or streetcar alignment is allowed if all of the other potential motor vehicle access streets are classified as Local Service Traffic Streets.

F. Split zoned sites. When the zoning of a Type A, B or C parking site is split between a Multi-Dwelling Zone and the CS zone, the base zone development standards of the CS zone apply to the whole site.

33.562.210 Maximum Height

The focus of the plan district's maximum building heights is on areas zoned (or to be zoned) EX in the Transition Subarea. No additional building height limitations are recommended for residential and commercial zones in the plan district. The maximum building heights shown on Map 562-4 would accomplish several goals of the *Northwest District Plan*, as summarized below.

- North of the raised freeway (on sites that in the future are rezoned from IG1 to EX) maximum height would be kept low to limit impacts on the Guild's Lake Industrial Sanctuary. A maximum building height of 45 feet would limit the potential for larger developments that can generate vehicle traffic that may interfere with truck movement and other industrial operations.
- In the Transition Subarea core, building height would be kept low (45 feet) for nonresidential development to: (1) limit potential for projects large enough to overburden the limited capacity of the area's transportation system; and (2), in conjunction with height bonuses for residential projects, to encourage residential development, while accommodating new and existing commercial and industrial uses.
- Taller building height (75 feet, compared to the EX base zone allowance of 65 feet) would be allowed close to raised portions of the I-405 freeway to allow taller buildings that can serve to screen the rest of the neighborhood from the freeway. Additional building height along the freeway would be allowed through bonuses (to be discussed below). No additional building height, beyond the EX base zone height limit of 65 feet, is provided in northern portions of the Transition Subarea south of Highway 30 because of transportation system limitations in this area, especially the overburdened intersection and freeway access ramp at NW Vaughn Street and NW 23rd Avenue.

33.562.220 Floor Area Ratios

B. Minimum floor area ratio. This regulation would apply to Commercial and Employment zones along main streets and the streetcar alignment in order to bring about an urban- and transit-scaled level of development along these key transit and pedestrian-oriented corridors. The minimum FAR of 1.5 to 1 would require new development to include at least two stories.

C. Maximum floor area ratios. A floor area ratio (FAR) of 4 to 1, which is greater than the EX base zone FAR of 3 to 1, would be provided for sites zoned EX in an area within three blocks of raised portions of the I-405 freeway. This additional FAR would allow larger buildings that can serve to screen the freeway. No additional FAR is provided, however, along the raised freeway in northern portions of the Transition Subarea because, as indicated above, of transportation system limitations in this area.

Parking FAR. Throughout the plan district, half the floor area used for structured parking would not be counted toward maximum floor area ratios. This is intended to encourage the development of structured parking, instead of surface parking. Currently, all structured parking area counts against FAR limitations, which serves as a disincentive compared to surface parking, which is not counted against FAR limitations. Exempting half of the floor area used for parking from maximum FAR calculations would also help defray the extra development costs of structured parking.

Development Standards**33.562.200 Purpose**

These development standards foster a transit-supportive, mixed-use urban character with a high quality pedestrian environment, and an emphasis on good building design.

33.562.210 Maximum Height

The maximum building heights allowed are shown on Map 562-4. Height greater than those shown on Map 562-4 are allowed under Section 33.562.230, Bonus Options.

33.562.220 Floor Area Ratios

A. Purpose. The regulations of this section encourage a transit-supportive level of development along main streets and the streetcar alignment, prevent buildings that are out of scale with the surrounding neighborhood, encourage vehicle parking to be within buildings, and allow larger buildings as screening along raised freeways.

B. Minimum floor area ratio.

1. Where this regulation applies. The regulation of this subsection applies:
 - a. In the CM and CS zones; and
 - b. In the EX zone, on the portion of a site within 200 feet of a main street or streetcar alignment. Main streets and the streetcar alignment are shown on Map 562-7.
2. Regulation. The minimum required floor area ratio is 1.5 to 1.

C. Maximum floor area ratios.

1. Maximum floor area ratios are shown on Map 562-5. Additional floor area is allowed as specified in Section 33.562.230, Bonus Options.
2. Half the floor area used for accessory parking is not counted toward maximum floor area ratios.

33.562.230 Bonus Options

As shown on Map 562-6, the plan district bonus options would apply primarily to the Transition Subarea, an area zoned (or to be zoned) EX. They do not apply to established residential and commercial areas, in order to avoid additional incentives to demolish and redevelop the older structures that define the established character of those areas, including the Alphabet Historic District. Together, the various bonus options encourage development that will contribute to the desired development pattern for the Transition Subarea, as outlined in the Northwest Urban Design Concept and other sections of the *Northwest District Plan*, including:

- Residential development in the core of the Transition Subarea, while accommodating new and existing commercial and light industrial uses;
- Taller buildings along raised portions of the I-405 freeway; and
- Underground parking, as a preferred alternative to surface parking lots and above-ground parking structures.

B. General Regulations.

The use of more than one bonus would be allowed, as the bonuses are designed to work in concert. Map 562-6 divides the applicability of bonuses into three bonus areas, each allowing differing combinations of bonus options. Bonus options in Bonus Area "A," the core of the Transition Subarea, are limited to residential bonuses in order to encourage an emphasis on residential development. Bonus Area "C" allows the widest range of bonus options in order to facilitate the development of taller buildings, with either residential or commercial uses, along the I-405 freeway. Bonus Area "B" is a transitional area, where fewer incentives for tall buildings are offered in order to encourage building height there to "step down" toward the lower building heights of the rest of the Northwest District.

The amount of additional FAR possible through the bonus options is limited to 3 to 1. This limits the potential for massive and bulky buildings that would be out of scale with the desired character of the Northwest District.

C. Floor area ratio bonus options for small site residential proposals. These options would serve in conjunction with the residential height bonuses of subsections D and E, below, to encourage residential development on sites zoned EX in the Transition Subarea where residential development is desired. Without allowances for additional FAR on the small sites that are common in portions of the Transition Subarea, the residential height bonuses of subsections D and E are not realistically attainable and would not serve their intended purpose of encouraging residential development. For example, on a 20,000 square foot site, the usual FAR of 3:1 effectively limits residential development to four stories (approximately 45 feet), given economically realistic floor plate dimensions. An allowance for an additional FAR of 1 to 1 for such a site would make the residential height bonuses more realistically attainable.

D. Height bonus for residential development. This bonus would encourage residential development in the core of the Transition Subarea by providing additional height for development that is at least 50 percent residential. The bonus maximum building height of 75 feet is similar to the height limits (mostly 75 feet) that apply in adjacent RH-zoned areas.

33.562.230 Bonus Options

A. Purpose. Bonus options encourage certain uses and types of development that are desired within portions of the Northwest plan district and that implement the Northwest District Plan. The various bonus options encourage residential development, including housing affordable to a range of households; provide incentives for underground parking; and allow taller buildings to screen raised portions of the I-405 freeway.

B. General Regulations

1. More than one bonus allowed. More than one bonus option may be used.
2. Maximum bonus floor area allowed. The maximum bonus floor area increase that may be earned through the bonus options of this section is 3 to 1.

C. Floor area ratio bonus options for small site residential proposals. In bonus areas A, B and C shown on Map 562-6, residential developments on small sites receive floor area bonuses. To qualify for this bonus, the site must be 20,000 square feet or less and at least 50 percent of the gross building area must be in residential uses. Areas shared by residential and nonresidential uses are included in nonresidential floor area.

The amount of the bonus varies with the size of the site, as follows:

1. Where the site is 10,000 square feet or less, the floor area ratio is increased by 2;
2. Where the site is larger than 10,000 square feet and up to 20,000 square feet, the floor area ratio is increased by 1.

D. Height bonus for residential development. In Bonus Area A shown on Map 562-6, where at least 50 percent of the gross building area is in residential uses, the building may be up to 75 feet in height. Areas shared by residential and nonresidential uses are included in nonresidential floor area.

33.562.230 Bonus Options (continued)

E. Height and floor area ratio bonuses for affordable housing. This bonus provision would help implement policy objectives to provide housing that is affordable to a wide range of incomes. These development bonuses serve to promote private-sector and nonprofit affordable housing development in an area where high land costs and high market-rate housing prices make affordable housing development especially difficult. Also, as the plan district is not in an urban renewal district, strategies and funding administered by the Portland Development Commission in nearby Central City urban renewal districts, such as the River District, are not available. The *Northwest District Plan* would also make the entire plan district eligible for the Title 3 "Property Tax Exemption for New Transit Supportive Residential or Mixed Use Development" (the "TOD Tax Exemption"), which would serve to complement the development bonuses provided by this subsection.

This bonus subsection would allow a maximum building height of 120 feet and an additional FAR of 1 to 1 for development that includes an affordable housing component. Three options are given for the percentage and affordability of housing units that must be included for proposals to qualify for these bonuses. Smaller percentages are required for housing units affordable to the lowest income groups (earning 30 percent or less of median family income), while larger percentages are required for housing units affordable to households at the low end of moderate family income (earning up to 80 percent of area median family income). The smaller percentages required for housing units affordable to the lowest income groups compensates for the smaller per-unit income these units would generate, in order to provide an incentive for private-sector developers to include such units as part of housing developments.

The 120 foot height allowance, while significantly higher than the 75 foot maximum height allowed in adjacent RH zones, is necessary for private-sector and private/nonprofit development with an affordable housing component to be economically feasible in the Transition Subarea. The accompanying bonus FAR of 1 to 1 is needed for the bonus height to be realistically attainable. Even with the additional FAR, however, the bonus height will likely only be feasible on larger sites. Staff, therefore, expects that this bonus provision will provide the opportunity for only the occasional project to take advantage of the bonus height, and that few buildings in the core of the Transition Subarea (Bonus Area "A") will exceed a height of 75 feet.

F. Height and floor area bonuses for underground parking. This bonus provision promotes the construction of underground parking. In the Northwest District, underground parking is preferable to both above-grade parking structures and surface parking lots because, unlike the latter arrangements, underground parking has little visual impact and preserves above ground building space for active uses. This provision would allow both bonus building height (to 120 feet) and additional floor area for projects in which 50 percent of parking is located underground. These development bonuses will help offset the high cost of constructing underground parking, which is significantly more expensive to construct than surface and above-grade structured parking. This bonus option would apply only to areas along raised portions of the I-405 freeway as a means of facilitating the development of taller buildings along the freeway and to maintain residential development as the focus of bonuses in other portions of the Transition Subarea.

E. Height and floor area ratio bonuses for affordable housing. In bonus areas A, B, and C shown on Map 562-6, development that includes affordable housing may be up to 120 feet in height and receive an additional floor area ratio of 1 to 1 if the following requirements are met:

1. At least 50 percent of the gross building area must be in residential uses. Areas shared by residential and nonresidential uses are included in nonresidential floor area;
2. Residential portions of proposals using this bonus must include one of the following:
 - a. At least 10 percent of units must be affordable to those earning no more than 30 percent of the area median family income;
 - b. At least 20 percent of units must be affordable to those earning no more than 60 percent of the area median family income; or
 - c. At least 40 percent of units must be affordable to those earning no more than 80 percent of the area median family income;
3. The applicant must submit with the development application a letter from the Portland Development Commission (PDC) certifying that the development will include affordable housing that meets the standards of one of the options of Paragraph E.2, above;
4. The property owner must execute a covenant with the City that complies with the requirements of 33.700.060. This covenant must ensure that:
 - a. Rental units used for this bonus will remain affordable to households meeting the income restrictions of Paragraph E.2, above, for at least 60 years after an occupancy permit is issued; and
 - b. Units for sale used for this bonus will be initially sold at a price that is affordable to households meeting the income restrictions of Paragraph E.2, above; and
5. Residential portions of mixed-use developments using this bonus must be completed and receive an occupancy permit in advance of or at the same time as an occupancy permit for any nonresidential portion of the development.

F. Height and floor area bonuses for underground parking. In Bonus Area C shown on Map 562-6, development that includes underground parking receives floor area and height bonuses. Where at least 50 percent of the accessory parking for a building is entirely underground, the building may be up to 120 feet in height and receives three additional square feet of floor area for each square foot of parking area where the finished ceiling height is underground.

33.562.230 Setbacks and Main Entrances on a Streetcar Alignment

This section currently requires that the streetcar alignment be treated as a transit street for the purposes of determining applicable setback and main entrance standards. This section would be deleted, as the *Transportation System Plan (TSP)*, adopted by City Council in October 2002, designates the streetcar alignment as a Transit Street, making this section redundant.

33.562.250 Required Windows Above the Ground Floor

This regulation is being moved to a new section, Standards on Main Streets and the Streetcar Alignment (33.562.240 - see below), which bundles together several regulations that would apply to the streetcar alignment and main streets.

33.562.230 ~~Setbacks and Main Entrances on a Streetcar Alignment~~

- A. ~~Purpose.~~** ~~The setback requirements along streetcar alignments are designed to create an environment that is inviting to pedestrians and transit users. Locating the main entrance to a building along a streetcar alignment provides convenient pedestrian access between the building and public sidewalks and transit facilities, and so promotes walking and the use of transit.~~
- B. ~~Standard.~~** ~~Sites with frontage along a streetcar alignment are subject to the Setback standards and Transit Street Main Entrance standards of the base zone. For purposes of this regulation, the streetcar alignment is considered a transit street.~~

33.562.250 ~~Required Windows Above the Ground Floor~~

- A. ~~Purpose.~~** ~~Windows on building facades above the ground floor ensure opportunities for active uses, contribute to the skyline, and add interest to the built environment in the area near the streetcar alignment.~~
- B. ~~Where these regulations apply.~~** ~~The regulation of this section applies to the portion of a site within 200 feet of a streetcar alignment. See Map 562-2.~~
- C. ~~Required windows above the ground floor.~~** ~~Windows must cover at least 15 percent of the area of street-facing facades above the ground level wall areas. This requirement is in addition to any required ground floor windows. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade.~~

33.562.240 Standards on Main Streets and the Streetcar Alignment

This new section combines two existing sections that currently apply only to the streetcar alignment ("Required Windows Above the Ground Floor" and "Ground Floor Active Uses"), adds two additional regulations regarding parking location and access, and expands their applicability to include the main street corridors of NW 21st and NW 23rd Avenues and NW Thurman Street. The development standards developed previously (as part of the Northwest Transition Zoning Project) for the streetcar alignment are also appropriate for main streets, as both types of streets are intended to be pedestrian-oriented streets with a concentration of active uses. Also note that Electronic Equipment Facilities (also known as "telco hotels"), which the streetcar alignment standards were initially intended to prevent, are also an allowed use in the CS zone, the predominant zone along area main streets.

Together, the regulations of this section would serve to reinforce the continuity of the pedestrian-oriented environment and active uses along main streets and the streetcar alignment. They would also minimize the visual impact of parking facilities and reduce the potential for pedestrian-vehicle conflicts on these key streets. Along NW 21st Avenue, these regulations would ensure that the main street pattern of development is extended northward into the EX zone within the Transition Subarea.

C. Required windows above the ground floor. This is an existing regulation (section 33.562.250) that currently applies only to the streetcar alignment. It would now apply also to plan district main streets, where there are currently no upper-floor window requirements for nonresidential development. Requiring upper-floor windows provides for a more visually interesting streetscape and promotes spaces that are useable for residential, office, and other active uses.

33.562.240 Standards on Main Streets and the Streetcar Alignment

- A. Purpose.** These regulations reinforce the continuity of the pedestrian-oriented environment, limit the visual impact of parking facilities, and foster development with transit-supportive levels of activity along main streets and the streetcar alignment. The standards also help to maintain a healthy urban district with architectural elements and active ground-floor uses that provide visual interest and interrelate with the pedestrian environment.
- B. Where these regulations apply.** These regulations apply to sites with frontage on any of the main streets or the streetcar alignment shown on Map 562-7.
- C. Required windows above the ground floor.** On the portion of a site within 200 feet of a main street or the streetcar alignment, windows must cover at least 15 percent of the area of the street-facing facade above the ground floor wall area. This requirement is in addition to any required ground floor windows. Ground floor wall areas include all exterior wall areas up to 9 feet above grade.

33.562.240 Standards on Main Streets and the Streetcar Alignment (continued)

D. Ground floor active use standard. This is an existing regulation that currently applies only to the streetcar alignment. It would now also apply to plan district main streets, which include sites zoned EX that would otherwise allow inactive uses, such as warehouses, parking, and "telco" facilities. Requiring ground floor spaces to be designed to accommodate active uses supports the goal of fostering main streets and the streetcar alignment as the focus for a concentration of active uses.

The purpose statement and applicability subsections of the current Ground Floor Active Uses section would be deleted, as this regulation is being combined with other regulations into the new Standards on Main Streets and the Streetcar Alignment section. Some of the existing purpose statement text is included in the new section's purpose statement. Other text is being amended or deleted to more accurately reflect the intent of this regulation. Note that the new paragraph "3" is a clarification of the existing paragraph "4" (shown as deleted). The window and door requirements of the new paragraph "3" are similar to ground floor window requirements that apply in commercial and employment zones. Windows used to meet this regulation would also count toward meeting any other ground floor window requirements.

33.562.260 Ground Floor Active Uses

~~**A. Purpose.** The ground floor active use standards are intended to reinforce the continuity of pedestrian active ground level building uses and to foster development with transit supportive levels of activity. The standards are also to help maintain a healthy urban district through the interrelationship of ground floor building occupancy and street level accessible public uses and activities. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office.~~

~~**B. Where these regulations apply.** These regulations apply to new development and major remodeling projects on the portion of a site within 100 feet of a streetcar alignment, where any of the floor area is in non-residential uses.~~

~~**C.D. Ground floor active use standard.** Buildings In order to accommodate active uses, such as residential, retail, or office, the ground floor of buildings must be designed and constructed as follows. ~~to accommodate uses such as those listed in subsection A. above. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to active uses. This standard must be met along at least 50 percent of the ground floor of walls which that front onto a sidewalk, plaza, or other public open space main street or streetcar alignment.~~~~

Areas designed to accommodate active uses must meet the following standards:

1. The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
2. The area must be at least 25 feet deep, measured from the ~~street frontage wall~~ street-facing facade;
3. ~~The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standards of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and~~
4. ~~The street frontage wall must include windows and doors, or be structurally designed so doors and windows can be added when the space is converted to ground floor active uses.~~
3. At least 25 percent of the area of the street-facing facade of the portion of the building designed to meet the requirements of this subsection must be windows and doors; and
4. Parking is not allowed in the areas designed to meet the standards of this subsection.

33.562.240 Standards on Main Streets and the Streetcar Alignment (continued)

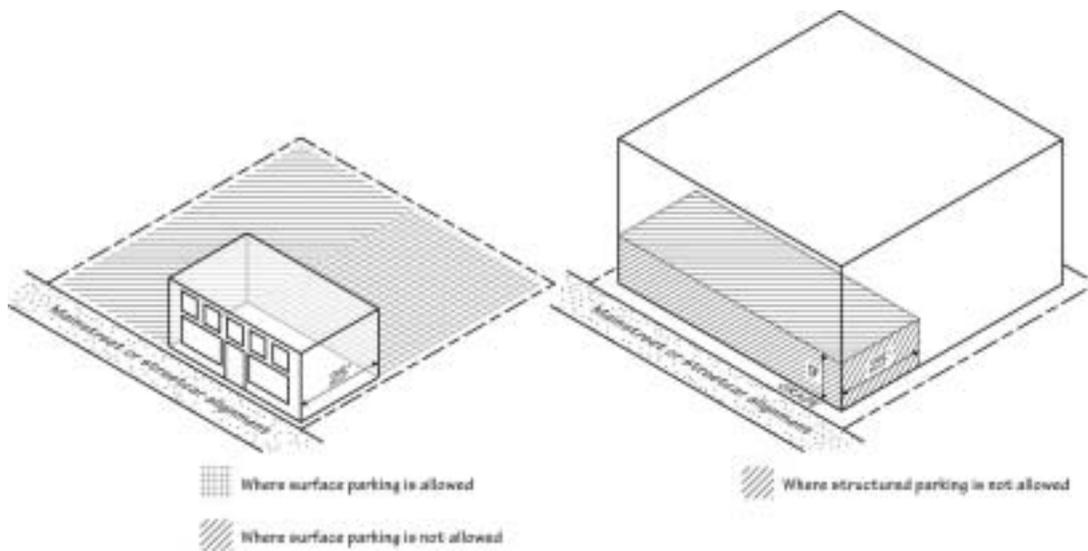
E. Location of parking. The current regulation only restricts parking from occupying the 50 percent of ground floor building frontage that is required to be designed for ground floor active uses. It does not place restrictions on the location of surface parking areas. As amended, this regulation would prevent ground level parking, both surface and structured, except when located behind a building designed for ground floor active uses. This helps implement the community's desire for a continuous frontage of buildings and active uses along main streets and the streetcar alignment. Current regulations applicable to these streets (mostly CS and EX) prevent surface parking areas between buildings and transit streets, but allow surface parking lots along transit street frontages in other situations, such as alongside a building or (in the EX zone) as a surface parking lot without an associated structure. The amended regulation would prevent the latter scenarios, and would instead require parking areas to be located behind buildings with active uses. An exception to this regulation is provided for small sites no larger than 10,000 square feet, due to the difficulty of restricting parking to the rear of small sites (this exemption does not exempt development from meeting the parking location restrictions of Chapter 266 [Parking and Loading], which prohibits vehicle areas from being located between buildings and streets). Also note that this regulation does not prevent vehicle access driveways, when allowed by Subsection F, below, from being located between parking areas and main street or streetcar alignment frontages.

F. Motor vehicle access. This new regulation would help minimize pedestrian-vehicle conflicts on sidewalks along main streets and the streetcar alignment by preventing motor vehicle access along these street frontages. An exception is provided for sites with no other street frontage. The regulation also allows motor vehicle access to be taken from main streets and the streetcar alignment when determined by the City to be more appropriate as part of a conditional use approval for Commercial Parking projects (under Section 33.562.130). This allowance would occur when the alternative access is to a Local Traffic Service Street, and the traffic impact of the Commercial Parking use is detrimental to the functioning of the Local Traffic Service Street.

D.E. Parking restrictionLocation of parking. To encourage a transit-supportive, pedestrian-oriented environment ~~adjacent to a street~~ with a continuous frontage of buildings and active uses along main streets and the streetcar alignment, parking is allowed only as follows. Sites of 10,000 square feet or less in area are exempt from this subsection. ~~that is safe, active with uses, and comfortable for residents, visitors, and others,~~ parking is not allowed in areas that are required to meet the ground floor active use standard of subsection C., above.

1. Surface parking is allowed only when separated from main street and streetcar alignment frontages by buildings that meet the ground floor active use standard of Subsection D, above. See Figure 562-1.
2. Structured parking is allowed only if:
 - a. The finished ceiling is entirely underground;
 - b. The lowest floor of the parking area is 9 feet or more above grade; or
 - c. The parking area is at least 25 feet from the street-facing facade on main street and streetcar alignment frontages. See Figure 562-1.

Figure 562-1
Location of Parking



F. Motor vehicle access. Motor vehicle access to a vehicle area or structure is not allowed from a main street or streetcar alignment except in the following situations:

1. When the site has no other street frontage; and
2. When the site is an approved conditional use and meets the standard in 33.562.130.E.5.

33.562.250 Drive-Through Facilities Prohibited

This section includes amendments that clarify its prohibition of drive-through facilities. Note that, while the recently adopted *Transportation System Plan* prohibits drive-through facilities in the EX zone (they are also prohibited in the CM and CS zones), this section is needed to prevent drive-through facilities in the limited situations when commercial uses would be allowed in residential zones (such as recommended Section 33.562.120).

33.562.210250 Drive-Through Facilities Prohibited Development

- A. Purpose.** ~~This regulation restricts auto-oriented development~~Drive-through facilities are prohibited in order to foster transit-supportive, pedestrian-friendly uses, and to help reduce and prevent traffic congestion ~~in the area~~ near the streetcar alignment.
- B. Drive-through facilities.** Drive-through facilities are prohibited on the portion of a site within 200 feet of a streetcar alignment, shown on Map 562-~~27~~. This prohibition includes curb cuts and driveways used to approach and leave the drive-through facility, stacking areas for waiting vehicles, and the facility itself, such as a drive-up window or gas pump island.

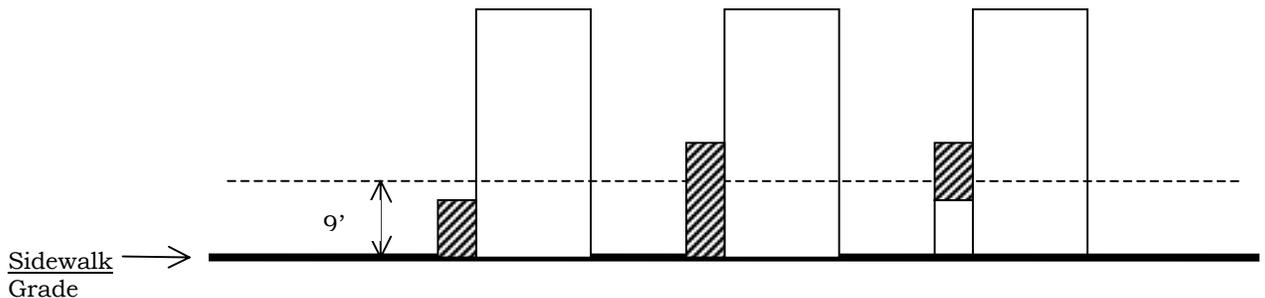
33.562.260 Mechanical Equipment in the EX Zone

Text is being added to Subsection *C* of this section, along with a new graphic (Figure 562-1), to clarify its intent. Also, Subsection *D* would be deleted. Subsection *D* is unnecessary as it does not serve as a regulation, but only refers to noise control regulations found elsewhere in the *Portland City Code*.

33.562.220260 Mechanical Equipment in the EX Zone

- A. Purpose.** These regulations reduce the negative visual and noise impacts of mechanical equipment in areas that allow a mix of residential, commercial, and industrial uses to protect the residential livability, economic vitality, and appearance of these areas. They also minimize the impact of ground-level mechanical equipment along streets and other public areas.
- B. Where these regulations apply.** The regulations of this section apply to all sites in the EX Zone.
- C. Screening and enclosure.**
 1. If any portion of mechanical equipment is within nine feet of the grade of the adjacent sidewalk, it must be screened or enclosed as follows. See Figure 562-2:
 - a. If the area occupied by the mechanical equipment is less than 500 square feet, the equipment must be completely screened from the sidewalk by walls, fences, or ~~plants~~landscaping;
 - b. If the area occupied by the mechanical equipment is less than 3 percent of the site area, but it is not larger than 1,000 square feet, the equipment must be completely screened from the sidewalk by walls, fences, or ~~plants~~landscaping; or
 - c. All other mechanical equipment must be within a building that is completely enclosed on all sides;
 2. If mechanical equipment is more than nine feet above the grade of the adjacent sidewalk, the equipment must be completely screened from the sidewalk by walls, fences, or ~~plants~~landscaping.
- ~~**D. Noise.** The Portland Noise Control Office regulates noise. Noise control regulations can be found in other Titles of the Portland City Code.~~

**Figure 562-2
Mechanical Equipment Within 9 Feet of Sidewalk Grade**



 **Mechanical Equipment**

33.562.270 Minimum Active Floor Area

This is an existing regulation that would remain applicable only to the streetcar corridor. The only changes to this section would be text amendments in the purpose statement clarifying its intent.

Unlike other existing plan district regulations specific to the streetcar alignment, this regulation would not be extended to plan district main streets. One reason for this is that the CS zone that predominates along main streets primarily allows only active uses, such as commercial and residential uses (in contrast, the EX zone, through which the streetcar passes, normally allows uses such as warehouses). Another reason this regulation is not being applied to the main streets is the need to allow future development of commercial parking structures in the thin band of CS zoning along the main streets to address the area's acute shortage of off-street parking (even though lot size limitations restrict this potential). The ground floor active use requirement and parking location restrictions of section 33.562.260 will nevertheless ensure an active, pedestrian-oriented street level along the main streets.

33.562.270 Minimum Active Floor Area

- A. Purpose.** Requiring a transit-supportive level of activity and intensity ~~This requirement ensures that development within one block of a near the streetcar alignment is supportive of City goals for decreasing~~helps to decrease reliance on automobile travel and ~~increasing~~increases opportunities for housing and employment, by requiring a transit-supportive level of activity and intensity.
- B. Where this regulation applies.** Sites subject to minimum active floor area standards are shown on Map 562-72 ~~at the end of this chapter.~~
- C. Standard.** On the portion of a site within 200 feet of a streetcar alignment, at least 50 percent of floor area in each building must be in one or more of the active uses listed below, where allowed by the base zone. Parking areas, both accessory and commercial, are not included in active floor area. Areas shared among the active uses listed below are included in active floor area. Areas shared by a use not listed below are not included in active floor area. ~~Only those balconies that serve only residential uses and are at least 48 square feet in area and at least 6 feet long and 6 feet wide are included in active floor area.~~The active uses are:
1. Household or Group Living;
 2. Retail Sales And Service;
 3. Office;
 4. Manufacturing And Production;
 5. Industrial Service;
 6. Community Service;
 7. Schools;
 8. Colleges;
 9. Medical Centers;
 10. Religious Institutions; and
 11. Daycare.

33.562.280 Parking

Together, the provisions of this new section would help implement *Northwest District Plan* objectives for a pedestrian-oriented urban environment, minimizing the visual impact of parking areas, promoting the use of alternative transportation modes, and providing additional opportunities for housing and commercial development.

B. Minimum parking. This provision would eliminate requirements for minimum numbers of parking spaces in all zones within the plan district. This acknowledges the Northwest District's distinction of having some of the best transit service in the city (with Portland Streetcar service, several bus lines with frequent service, and access nearby to the regional light rail system), its location within walking and bicycling distance of the Central City, and its relatively low rates of car ownership. Allowing new development not to include parking would facilitate more efficient use of urban land and encourage development that is less oriented to automobiles and more oriented to transit and other transportation alternatives. It would also reduce development costs, especially for housing oriented to low-income households, which tend to have relatively low rates of car ownership.

Currently, there are no parking minimums in the commercial zones within the plan district (CN1, CM, and CS), for commercial projects in the EX zone, and for small residential projects in the EX and RH zones. The recently adopted TSP eliminates minimum parking requirements for sites in all zones that are within 500 feet of transit streets with frequent transit service. This applies to most, but not all, of the plan district. The recommended plan district provision would provide the advantage of uniform applicability throughout the plan district, without the gaps left by the citywide TSP regulation.

C. Maximum surface parking area. This provision would prevent the development of large surface parking lots in the plan district. Such parking is counter to the desired character of the Northwest District, where the goal is for a distinctly urban environment with streets lined by buildings, active uses, and public spaces. The limitation of 20,000 square feet would prevent surface parking lots from occupying more than half of a 200 by 200 foot block (typical east of NW 19th Avenue) or less than a quarter of the area of a 200 by 460 foot block (typical west of NW 19th Avenue).

33.562.280 Parking

- A. Purpose.** These regulations foster development that contributes to the desired pedestrian- and transit-oriented character of the plan district, promote alternatives to the automobile, and encourage efficient use of urban land.

- B. Minimum parking.** There are no minimum parking requirements.

- C. Maximum surface parking area.** No more than 20,000 square feet of surface parking is allowed on a site.

33.562.290 Use of Accessory Parking for Commercial Parking

This regulation would allow accessory parking to be used as commercial parking in the Northwest Plan District as licensed and monitored by a local Transportation Management Association (TMA). Commonly referred to as "shared parking," this arrangement would encourage more efficient use of existing parking facilities by allowing their use by residents, area employees, and through valet parking, when such parking facilities are typically underutilized. Currently, shared parking is prohibited on these sites, as the *Zoning Code* classifies all off-street parking used in ways that are not accessory to a primary use as "Commercial Parking," which is prohibited in most residential zones and requires a conditional use approval in the Central Employment (EX) zone. Residents are not allowed to park in a nearby institution's parking lot (which is zoned residential), even when such parking is underused, because such a parking arrangement is considered to be Commercial Parking.

Currently, the above mentioned example can be permitted by a special code waiver that must be periodically renewed by City Council. This is costly and time consuming for all involved. Today there are two code waivers for shared parking in the plan district: at the Legacy Good Samaritan Hospital and Medical Center and at the Flanders Medical Center. These arrangements allow parking by residents, employees, valet parking, and parking by customers of specified businesses. Residents have been the primary users of the shared parking. Those administering the shared parking programs have received no complaints. The new code provision (33.562.290) will obviate the need for the costly and time-consuming code waivers.

The proposed regulation would minimize potential impacts on nearby residents by restricting Commercial Parking use to residents, employees of area businesses, and to valet parking. Parking by customers and other short-term visitors would not be allowed, in order to minimize traffic impacts and other potential nuisances. Also, the local TMA, made up of key NW stakeholders, would determine the appropriateness of a property owner's request for shared parking resources under this provision.

The TMA would consider location, parking utilization, target service population and other related factors including consistency the goals and objectives of the *Northwest District Plan*. Then if the TMA agrees to a shared parking proposal it will forward a letter with the applicant to the City stating the specifics of an allowed shared parking use of a site. The City would then record the information as part of the site's building information. The TMA would be responsible for monitoring approved shared parking sites and will have the power to revoke a permit if such a use becomes a neighborhood nuisance. The City, through zoning enforcement, will enforce the regulations when there are illegal shared parking operations.

The TMA may not want to allow use of accessory parking as commercial parking on surface parking lots that are considered prime redevelopment sites such that there becomes a disincentive for redevelopment. The TMA would also monitor the use of licensed parking sites and revoke licenses if there are local negative livability impacts.

33.562.290 Use of Accessory Parking for Commercial Parking

- A. Purpose.** This section encourages efficient use of existing accessory parking by allowing greater flexibility for use during times when accessory parking is typically underutilized. This section includes limitations to minimize negative impacts on nearby residents.
- B. Regulations.**
1. Accessory parking may be operated as Commercial Parking when licensed and monitored by a local transportation management association.
 2. When accessory parking is operated as Commercial Parking, parking is limited to monthly arrangements for:
 - a. Parking by residents of the Northwest plan district;
 - b. Parking by employees of businesses in the Northwest plan district; or
 - c. Valet parking for businesses or institutions in the Northwest plan district.
 3. The applicant must submit a letter to the Director of the Bureau of Development Services from the transportation management association that includes the following information:
 - a. Identification of the site;
 - b. A statement that the transportation management association has approved the site for participation in the Accessory Parking Used As Commercial Parking Program;
 - c. The number of spaces that have been approved by the transportation management association for use under the program;
 - d. The type of use that will be served by the parking that has been approved under the program;
 - e. The hours of the day that the accessory parking will be used as commercial parking;
 - f. Any conditions imposed by the transportation management association; and
 - g. A statement that the owner or owners of the site have agreed to manage the parking approved under the program so that adequate parking for the primary use on the site is maintained.

33.562.280 Required Design Review

This section would be deleted because there are no design review provisions specific to the Northwest plan district. The regulations of Chapter 33.420 (Design Overlay Zone), including the option to use the Community Design Standards, apply to areas in the plan district within the Design Overlay Zone, which will include all properties in the plan district outside the Alphabet Historic District. Design review proposals that are land use reviews will be processed through a Type II review procedure, as will be indicated in the amendments to Chapter 33.825.

33.562.280 ~~Required Design Review~~

- A. ~~Purpose.~~** ~~These regulations ensure attractive, quality design and a pedestrian-friendly character in the areas planned for urban-scale development in the plan district.~~
- B. ~~Where these regulations apply.~~** ~~The regulations of this section apply to sites zoned EX.~~
- C. ~~When design review is required.~~** ~~Design review is required for new development and exterior alterations.~~
- D. ~~When Community Design Standards may be used.~~** ~~The Community Design Standards provide an alternative process to design review for some proposals. For some proposals, the applicant may choose to go through the design review process set out in Chapter 33.825, Design Review, or to meet the objective standards of Chapter 33.218, Community Design Standards. Proposals that do not meet the Community Design Standards—or where the applicant prefers more flexibility—must go through the design review process.~~

~~Unless excluded by Subsection E., below, proposals that are within the limits of Table 562-1 may use the Community Design Standards as an alternative to design review.~~

- E. ~~When Community Design Standards may not be used.~~** ~~The Community Design Standards may not be used as an alternative to design review as follows:~~
- ~~1. For institutional uses in residential zones, unless specifically allowed by an approved Impact Mitigation Plan or Conditional Use Master Plan;~~
 - ~~2. For alterations to sites where there is a nonconforming use, unless the nonconforming use is a residential use; and~~
 - ~~3. For historic resources, unless allowed by Chapter 33.445, Historic Resource Protection Overlay Zone.~~

33.562.280 Required Design Review (continued)

This section to be deleted (see above).

Table 562-1 Maximum Limits for Use of the Community Design Standards [1]	
Zones	Maximum Limit—New Floor Area
R1, RH, RX, C & E Zones	20,000 sq. ft. of floor area
I Zones	40,000 sq. ft. of floor area
IR Zone	See institution's Impact Mitigation Plan.
Zones	Maximum Limit—Exterior Alterations [2]
All except IR	<ul style="list-style-type: none"> •Alterations to the street facing facade that affect less than 50 percent of the area of the facade, regardless of the square footage of the area affected; and •Alterations to the street facing facade that affect less than 1,500 sq. ft. of the facade, regardless of the percentage of the facade affected.
IR Zone	See institution's Impact Mitigation Plan.

Notes:

[1] There are no maximum limits for proposals where any of the floor area is in residential uses.

[2] Alterations to the street facing facade that affect 50 percent or more of the area of the facade and 1,500 sq. ft. or more of the facade must go through design review.

33.562.300 Northwest Master Plan

This section would be deleted, as it has been made redundant by more comprehensive provisions developed for the entire plan district as part of the *Northwest District Plan*. The Northwest Master Plan provisions were developed as part of the recent Northwest Transition Zoning Project (adopted in August 2001) as an interim strategy to accommodate CNF's desire to begin long-range planning for their properties and a zone change from IG1 to EXd. As alluded to in the purpose statement, the Northwest Master Plan section was intended to be modified or deleted after the *Northwest District Plan* project developed a more comprehensive policy and regulatory framework for the Transition Subarea. The new plan district provisions make the Northwest Master Plan requirements unnecessary.

The focus of the Northwest Master Plan was on provisions for transportation review, restoration of street connections, design review, and retail limitations. These elements are addressed by various components of the *Northwest District Plan*, including:

- The Northwest District Master Street Plan, which shows the preferred street system and additional street connections for the area. New Title 17 requirements, adopted as part of the TSP, require new development to adhere to adopted street plans.
- Plan district provisions that limit the scale of commercial development in much of the Transition Subarea to 45 feet (compared to the EX base zone limit of 65 feet) and that provide incentives for residential development would limit the potential for peak hour traffic impacts associated with large office uses.
- Retail limits would apply throughout the EX zone within the Transition Subarea.
- The Design Review Overlay would apply, and language to be used in design review has been developed that addresses the desired architectural character of the plan district (see Chapter IV of this plan, "Desired Characteristics and Traditions," and Chapter IX, "Community Design Guidelines Amendments").
- New development standards for main streets and limits on surface parking lots would ensure that future development of the area where the Northwest Master Plan now applies, which centers around NW 21st Avenue, will be integrated into the established main street development pattern of the neighborhood.
- Northern portions of the Transition Subarea, as well as a nearby area along the north side of NW Vaughn Street, would receive a *Comprehensive Plan* map designation of EX, but would remain zoned IG1. Zone changes for properties in these areas would require complete transportation analysis as part of quasi-judicial rezoning requests.
- The Transportation and Parking Policy section includes projects, programs, and activities that promote alternative modes of transportation and reduce reliance on (and impacts associated with) automobile use.

33.562.300 Northwest Master Plan

~~**A. Purpose.** The Northwest Master Plan allows flexibility in design and development of a site in a manner that evokes an urban development pattern, and does not overwhelm public services.~~

~~—The provisions of this section accommodate the needs of property owners to begin long range planning for their property in advance of adoption of the Northwest Area Plan. The Northwest Area Plan may modify or delete this section of the code. It is likely that there will be significant overlap in both timelines and issues addressed by the private and public planning efforts; the two efforts should inform and improve each other throughout their processes.~~

~~—A Northwest Master Plan will ensure:~~

- ~~● Pedestrian oriented, transit supportive development;~~
- ~~● Development that includes a variety of uses, but retains the EX zone focus on employment uses that need a central location;~~
- ~~● High quality design appropriate to an urban setting;~~
- ~~● Active uses on the ground floor of buildings along designated transit streets and pedestrian routes;~~
- ~~● A street pattern that provides for frequent, convenient pedestrian and vehicle connections and emulates levels of connectivity similar to the adjacent block pattern;~~
- ~~● Transportation and parking demand management strategies that decrease reliance on the automobile;~~
- ~~● Development that is integrated into the broader urban fabric;~~
- ~~● Transitions to adjacent areas with different uses and intensities through use, height, and massing of new development, considering historic resources, and the character of the area anticipated through the Northwest Area Plan process;~~
- ~~● Consideration of opportunities to provide a park, plaza, or other open space that can be used by those working and living in the neighborhood; and efficient use of land.~~

~~**B. Where these regulations apply.** The regulations of this section apply to sites in the EX zone in Subdistrict B of the Northwest plan district. The boundaries of the subdistrict are shown on Map 562-1 at the end of this chapter.~~

33.562.300 Northwest Master Plan (continued)

To be deleted (*see above*).

~~C. When a Northwest Master Plan is required.~~

- ~~1. Required. A Northwest Master Plan is required for sites in the EX zone in Subdistrict B of the Northwest plan district where the applicant proposes:
 - ~~a. An expansion of the amount of floor area or exterior improvements on the site; or~~
 - ~~b. A change from one use category to another.~~~~
- ~~2. Voluntary. An applicant may voluntarily submit a Northwest Master Plan for any site in Subdistrict B of the Northwest plan district, regardless of zoning.~~
- ~~3. Exempt. The following are allowed without a Northwest Master Plan:
 - ~~a. Normal maintenance and repair;~~
 - ~~b. Changing up to 5,000 square feet of floor area from an accessory to a primary use, where no change of occupancy is required. An example would be changing an employees only restaurant to a public restaurant; and~~
 - ~~c. Development where all of the floor area and exterior improvement area is in residential use.~~~~

~~D. Components of a Northwest Master Plan.~~ The applicant must submit a Northwest Master Plan with all of the following components:

- ~~1. Boundaries. The boundaries of the area to be included in the Northwest Master Plan. The area must include all contiguous lots within the EX Zone that are owned by the same person, partnership, association, or corporation. This also includes lots that are in common ownership but are separated by a shared right of way.~~
- ~~2. Overall scheme. An overall scheme, including both written and graphic elements, that describes and ties together existing, proposed, and possible development and uses, height and massing of development, phasing of development, review procedures for each development or phase, and what standards, guidelines, and approval criteria will be used to evaluate each development or phase.~~
- ~~3. Uses and activities. A description of present uses, affiliated uses, proposed uses, interim uses, and possible future uses. The description must include information as to the general amount and type of all uses such as office, warehousing, retail, residential, and parking; number of employees, and number of dwelling units.~~
- ~~4. Site plan. A site plan, showing the location, size, and dimensions of existing and proposed structures, the pedestrian, bicycle, and vehicle circulation system, rights of way proposed for dedication or vacation, vehicle and bicycle parking areas, open areas, infrastructure improvements, landscaping, and any proposed temporary uses during construction and phasing of development.~~

33.562.300 Northwest Master Plan (continued)

To be deleted (see above).

~~5. Development and design standards and criteria. The Northwest Master Plan must set out how specific development and use proposals will be reviewed, and the standards, guidelines, and approval criteria used to evaluate each proposal. The Northwest Master Plan may include standards that are in addition to or instead of standards in other sections of the Zoning Code. The Northwest Master Plan must address such things as height limits, setbacks, FAR limits, landscaping requirements, parking requirements, entrances, sign programs, view corridors and facade treatments.~~

~~— Because the Northwest Master Plan is used in the EX zone, design review is required. The Northwest Master Plan must describe how design review will be implemented in the plan area. Generally, the Community Design Guidelines and Community Design Standards will apply; however, the Northwest Master Plan may augment those standards and guidelines for the Northwest Master Plan Area.~~

~~6. Transportation. For each phase of Northwest Master Plan development the following must be addressed:~~

~~a. The location and amount of motor vehicle and bicycle parking;~~

~~b. Strategies to reduce the number of motor vehicle miles traveled by those regularly traveling to and from the Northwest Master Plan area, including:~~

~~(1) Measures to encourage those traveling to and from the Northwest Master Plan area to use alternatives to single-occupant auto trips (walking, bicycling and public transit);~~

~~(2) Car or van pool programs;~~

~~(3) Incentives to be offered to employees to use public transit for travel to and from the Northwest Master Plan area;~~

~~(4) Incentives to be offered to employees to travel on foot or by bicycle to and from the Northwest Master Plan area. This may include incentives for employees to live within walking distance of the area;~~

~~c. Planned improvements to the routes used by transit patrons between transit stops and buildings in the Northwest Master Plan area;~~

~~d. A street plan for the Northwest Master Plan area that provides multimodal street connections to match the surrounding street grid pattern where feasible;~~

~~e. A multi-modal transportation impact study. The study must follow the guidelines of the Portland Office of Transportation; and~~

~~f. Traffic impacts on the streets surrounding the Northwest Master Plan area, and mitigating measures to ensure that the surrounding streets will function consistent with their designations as found in the Comprehensive Plan Transportation Element.~~

33.562.300 Northwest Master Plan (continued)

To be deleted (see above).

~~7. Phasing of development. The Northwest Master Plan must include the proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development. In addition the plan should address any proposed temporary uses or locations of uses during construction periods.~~

~~8. Process. The Northwest Master Plan must include:~~

~~a. A proposed process and procedure for design review of development, including any development specifically called for in the Northwest Master Plan, if different than procedures for conventional design review; and~~

~~b. A proposed process and procedure for amendments to an adopted Northwest Master Plan, if different than in 33.562.300.F.~~

~~9. Written statement. A written statement, describing how all approval criteria for the Northwest Master Plan are met.~~

~~**E. Review Procedure.** A Northwest Master Plan is processed through a Type III procedure, reviewed by the Land Use Hearings Officer. The Design Commission also reviews Northwest Master Plans, and makes a recommendation to the Hearings Officer on the approval criteria in Paragraph G.2, below. The Hearings Officer may approve, deny, or apply conditions of approval to the Northwest Master Plan.~~

~~— Applicants are encouraged to work with surrounding property owners, residents, recognized organizations, and City bureaus during the formulation of a Northwest Master Plan.~~

~~**F. Amendments to a Northwest Master Plan**~~

~~1. Amendment required. An amendment to an approved Northwest Master Plan is required for the following changes, unless they are specifically addressed by the Northwest Master Plan:~~

~~a. A change in the use category of more than 1000 square feet of floor area or any exterior improvements;~~

~~b. Increases in floor area of a use or structure, or the overall floor area on the site;~~

~~c. Increases or decreases in the amount of parking;~~

~~d. Changes to the Northwest Master Plan boundary, or the text of the Northwest Master Plan; and~~

~~e. Any other development, operations, or activities which are not in conformance with the Northwest Master Plan.~~

33.562.300 Northwest Master Plan (continued)

To be deleted (*see above*).

~~2. Review procedures. Amendments to an approved Northwest Master Plan are reviewed through a Type III procedure.~~

~~3. Approval criteria. The approval criteria for an amendment to the Northwest Master Plan are the same as the approval criteria for the approval of a new Northwest Master Plan.~~

G. Approval criteria for a Northwest Master Plan. A request for approval or amendment of a Northwest Master Plan will be approved if the review body finds that the applicant has shown that the following approval criteria are met:

~~1. Overall. The proposed Northwest Master Plan, and development allowed by it, will be consistent with the purpose of the plan district, and the purpose of this section, as well as other applicable zoning code provisions.~~

~~2. Design.~~

~~a. The urban design elements of the proposed overall scheme and site plan provide a framework for development that will result in an area with an urban development pattern that will be attractive, safe, and pleasant for pedestrians, and is integrated with historic resources, and the character of the nearby area anticipated through the Northwest District Plan process. The urban design elements of the proposed overall scheme and site plan must meet the design guidelines that are in effect for the site at the time of application.~~

~~b. The proposed design guidelines, standards, and review procedures specified in the Northwest Master Plan must ensure that:~~

~~(1) An environment will be created which is attractive, safe, and pleasant for pedestrians, including consideration of such elements as the location and orientation of buildings and main entrances, the design and use of the ground floor of structures, and the location, design and landscaping of parking lots and structures;~~

~~(2) Scale and massing of the development addresses the broader context of the area, including historic resources, and the uses and development anticipated through the Northwest District Plan process, specifically at the edges of the Northwest Master Plan area; and~~

~~(3) The approach to implementing design review, including the guidelines and standards, will ensure that the quality of design and public process is as good or better than that achieved through conventional design review. The guidelines and standards proposed, including existing guidelines and standards, must be appropriate for the Northwest Master Plan area and the type of development anticipated by the purpose statement of this section.~~

33.562.300 Northwest Master Plan (continued)

To be deleted (see above).

- ~~3. Transportation.~~
- ~~a. The Northwest Master Plan must comply with the policies, street classifications, and street designations of the Transportation Element of the Portland Comprehensive Plan;~~
 - ~~b. The transportation system is capable of safely supporting the proposed uses in the plan district in addition to the existing and planned uses in the area. Evaluation factors include street capacity and level of service in the vicinity of the plan district, on street parking impacts, access requirements and needs, impacts on transit operations and access to transit, impacts on adjacent streets and on neighborhood livability, and safety for all modes of travel, particularly pedestrians and bicyclists; and~~
 - ~~c. The proposed street plan must provide multi-modal street connections to match the surrounding street grid pattern where feasible.~~
- ~~4. Retail Sales And Service uses. Where the Northwest Master Plan proposes Retail Sales And Service uses that are larger than 10,000 square feet per use, the following approval criteria must be met:~~
- ~~a. The proposed uses and development will primarily serve those who live and work in the immediate vicinity;~~
 - ~~b. The transportation system is capable of safely supporting the proposed uses and development;~~
 - ~~c. The proposed uses and development will not have significant adverse effects on the area;~~
 - ~~d. The scale and intensity of the proposed use and development is consistent with historic resources, and the character of the area anticipated as a result of the Northwest District Plan process; and~~
 - ~~e. A proposed Retail Sales And Service use or development of larger scale or intensity equally or better meets the purpose of this section.~~

33.562.300 Northwest Master Plan (continued)

To be deleted (see above).

~~**H. Duration of the Northwest Master Plan.** The Northwest Master Plan must include proposed uses and possible future uses that might be proposed for at least 3 years and up to 10 years. An approved Northwest Master Plan remains in effect for 10 years, unless the plan is amended or updated.~~

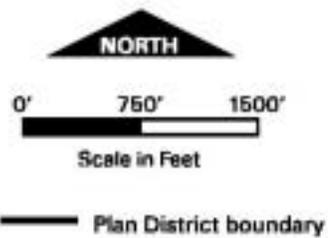
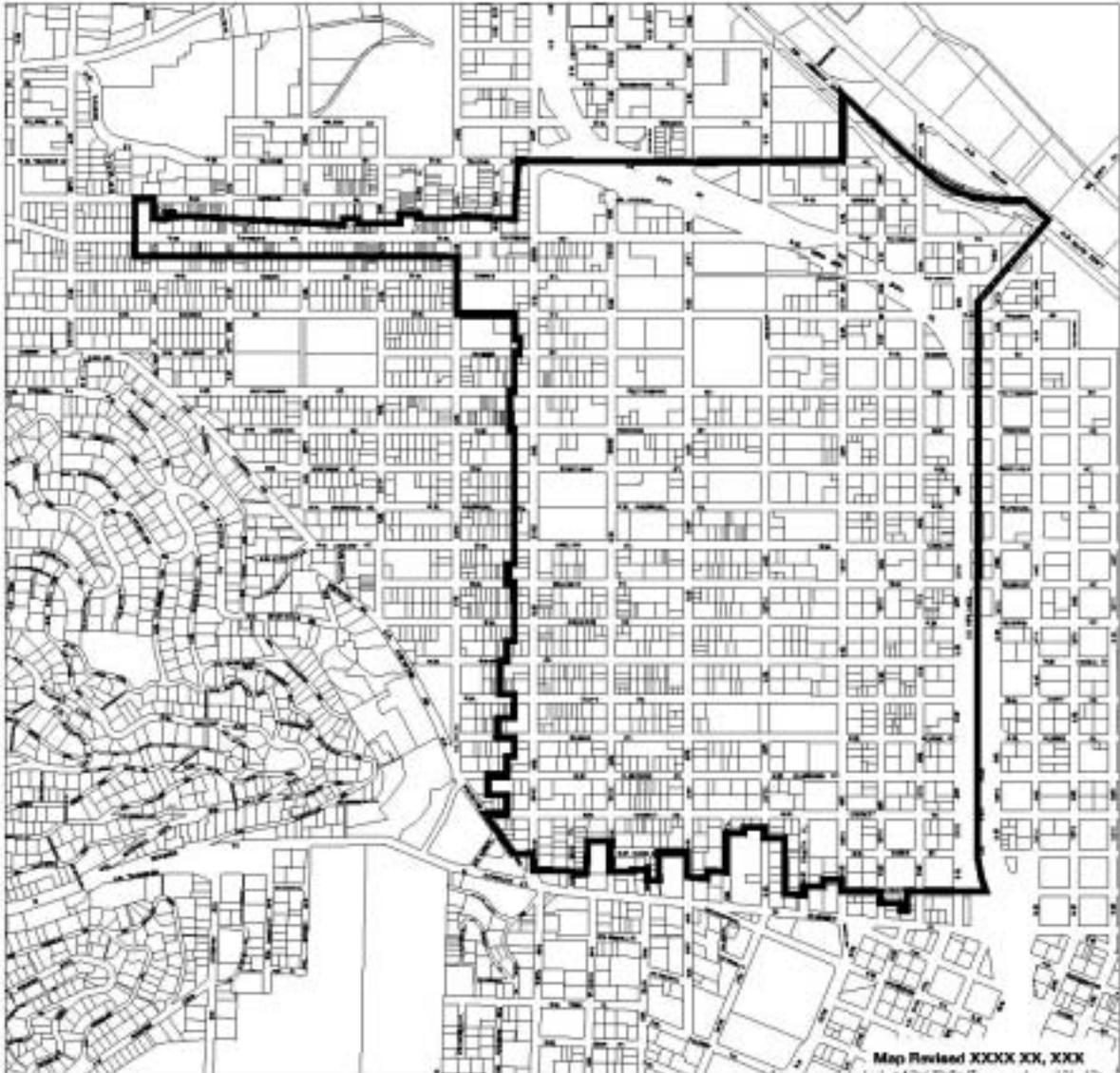
~~When the Northwest Master Plan is amended or updated, the application for amendment or revision must include a discussion of when the next update will be required.~~

~~**I. After approval of a Northwest Master Plan.** After a Northwest Master Plan has been approved, all development except maintenance and repair must comply with the provisions of the Northwest Master Plan as well as all other applicable provisions of this code, unless exempted by the plan. If the Northwest Master Plan does not specify that a standard, approval criterion, or procedure in the Northwest Master Plan supercedes a similar regulation in the Portland City Code, the regulation in the Portland City Code applies.~~

Map 562-1 Northwest Plan District

The Northwest plan district boundaries would be expanded to implement the *Northwest District Plan*, which has a broader geographic focus than the preceding Northwest Transition Zoning Project that originally created the plan district. The existing Northwest plan district consists primarily of the streetcar corridor within the Northwest District and the Transition Subarea (this total area extends from NW Kearney Street north to Highway 30, and from NW 23rd Avenue east to the I-405 freeway).

As shown on Map 562-1, the boundaries of the Northwest plan district would be expanded to include the NW 21st, NW 23rd, and NW Thurman main street corridors and the Northwest District's higher density residential and mixed-use areas east of NW 23rd Avenue. Along with the Transition Subarea, these areas are the focus of the new plan district regulations because of the potential there for future development and because of the many issues related to the close proximity of high-density residential areas and popular commercial corridors. Lower density residential areas west of NW 23rd Avenue are excluded from the plan district, as are portions of the Northwest District located in the Central City and Guild's Lake Industrial Sanctuary plan districts.



Map 562-1
Northwest Plan District

Bureau of Planning • City of Portland, Oregon

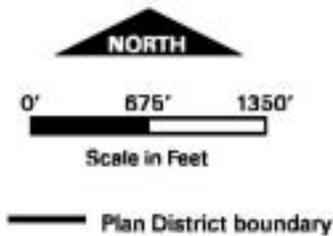
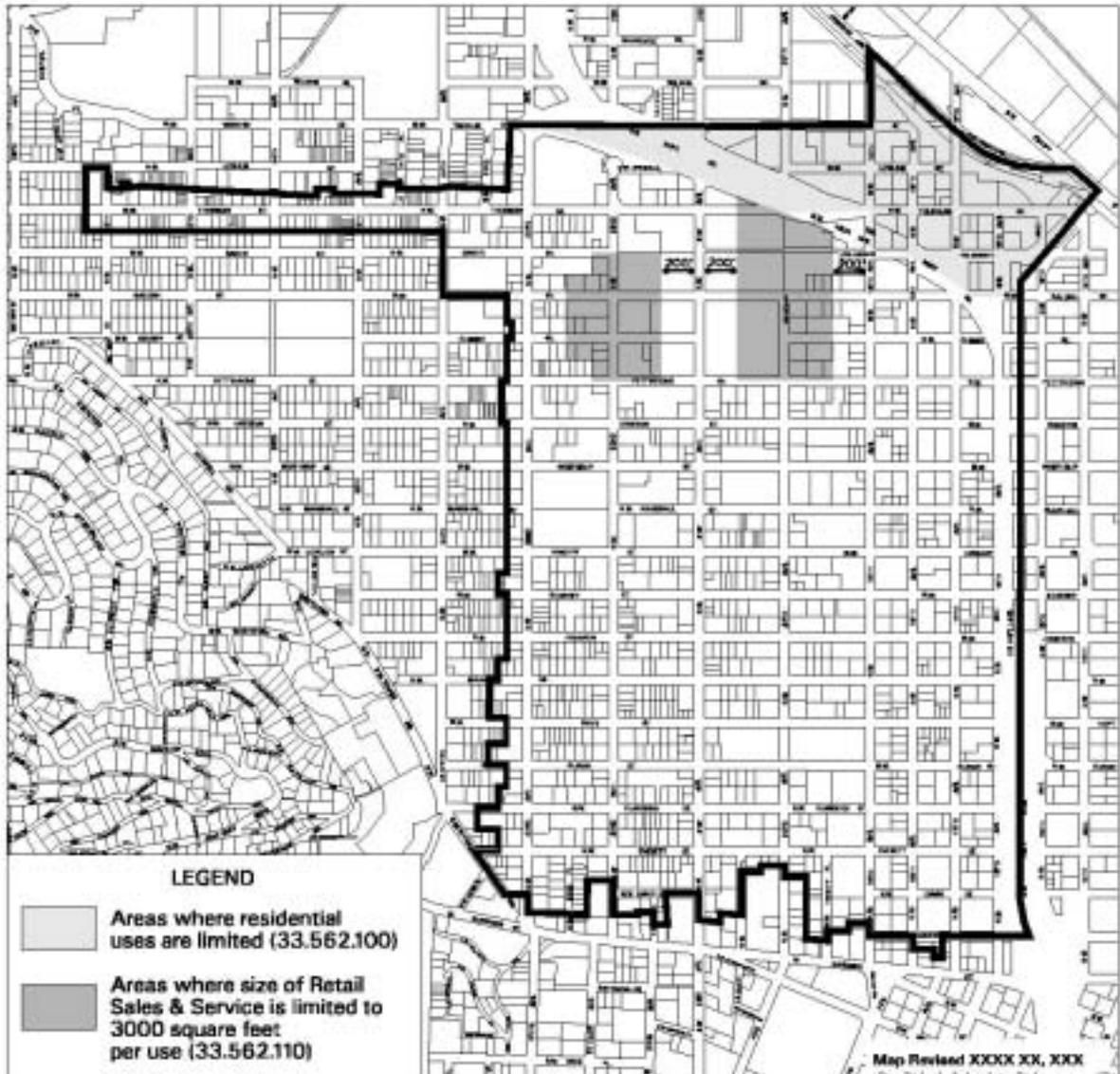
Map 562-2 Limited Use Areas

This map indicates areas where residential and retail/service uses would be limited on sites in the Central Employment (EX) zone (existing Map 562-3 Limited Use Areas shows a smaller area, between NW Kearney and NW Pettygrove Streets, east of NW 18th Avenue, where retail/service uses are limited).

As described in the commentary to Section 33.562.100 (Residential Use Limitation), residential uses would be limited on sites in the EX zone within the indicated area, located south of NW Vaughn Street, to minimize conflicts with the industrial uses of the adjacent Guild's Lake Industrial Sanctuary plan district. Much of this area is recommended for a *Comprehensive Plan* map designation change to EX, but would remain zoned IG1. The residential use limitation would apply to sites once they were rezoned to EX. Sites in this area that remain zoned IG1, which disallows residential uses, would receive no allowance for residential uses.

The mapped retail/service use limitation areas indicate where such uses are limited to 3,000 square feet per use on sites zoned EX, as described in the commentary to Section 33.562.110. The mapped limitation areas identify those areas within the EX zone (or to receive an EX *Comprehensive Plan* map designation) that are north of NW Pettygrove Street and more than 200 feet from main streets. The retail and service limitation that would apply in these areas is intended to limit large-scale retail uses and reinforce the role of main streets as the primary focus for retail and service uses in the plan district.

Note that, while not indicated on the map, a retail limitation of 20,000 square feet would apply to all other sites in the EX zone within the plan district not identified on this map (see Section 33.562.110).

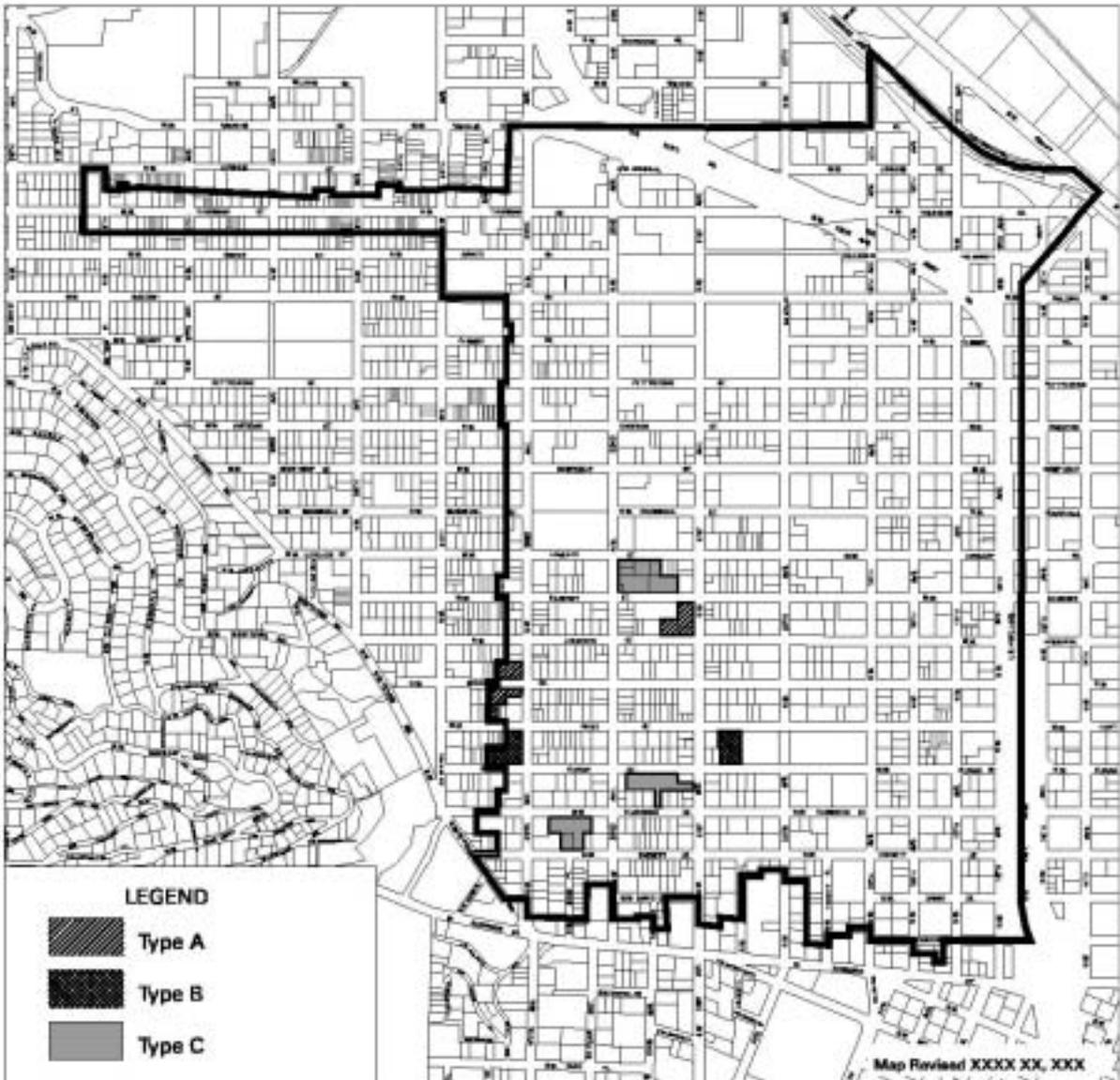


Map 562-2
Northwest Plan District
Limited Use Areas

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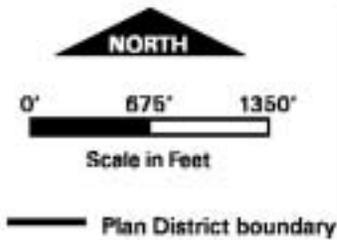
Map 562-3 Commercial Parking in Multi-Dwelling Zones

This map identifies the sites where structured commercial parking is allowed under Section 33.562.130. The map identifies sites as Types A, B, and C. See commentary for Section 33.562.130.



Map 562-3

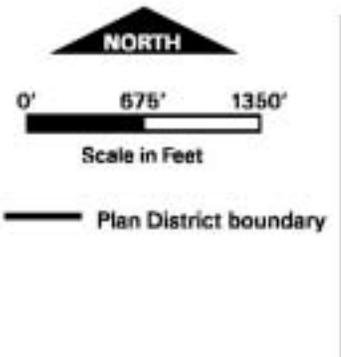
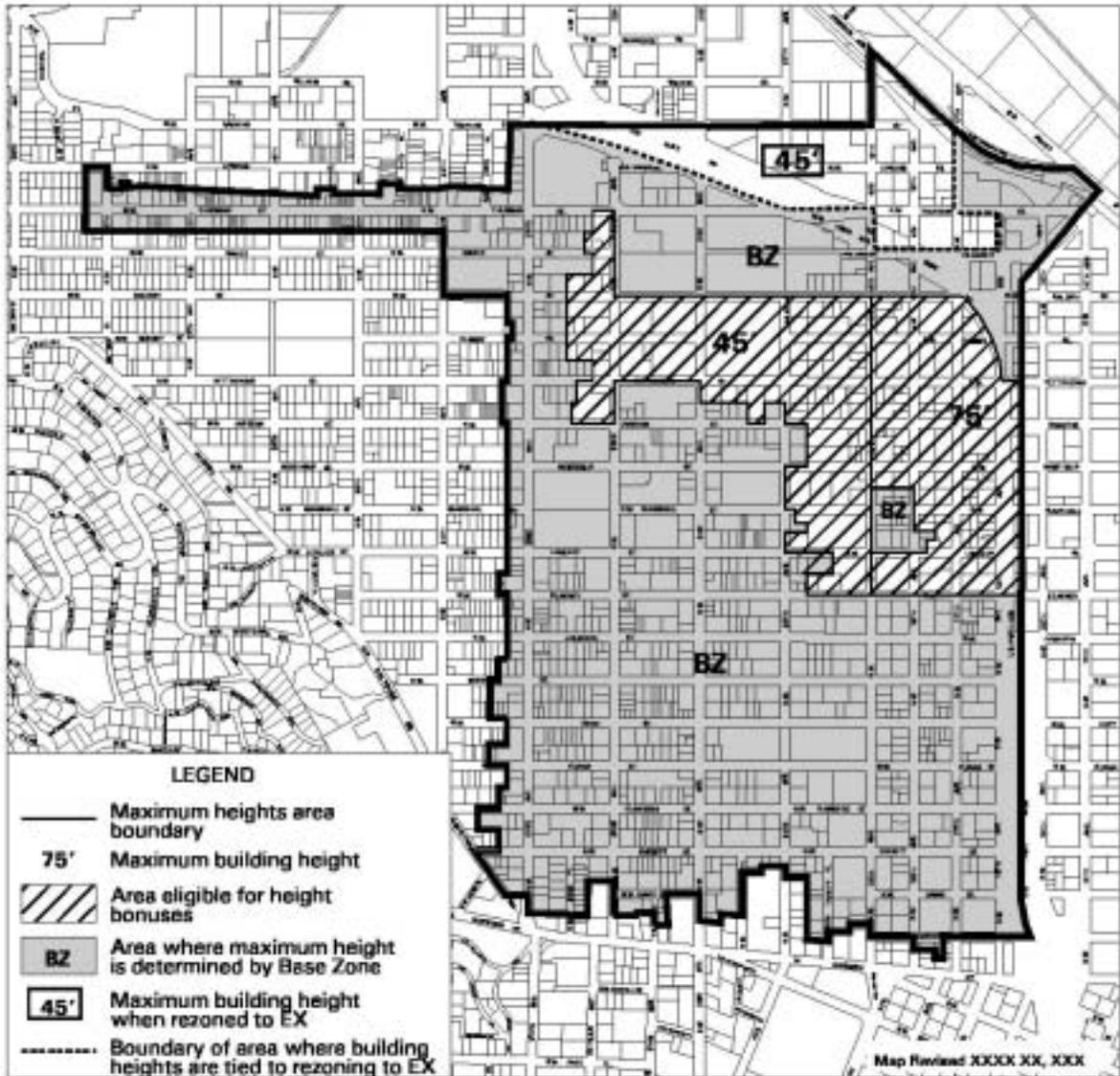
Northwest Plan District Commercial Parking in Multi-Dwelling Zones



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Map 562-4 Maximum Heights

This map shows the maximum building heights that would apply within the Northwest plan district. Maximum building heights specific to the plan district are only found in the EX zone. In all other zones, base zone maximum heights apply. The commentary on Subsection 33.562.210 (Maximum Height) describes the reasoning behind the varying building height standards. Note that 45-foot height limit shown in the area north of Highway 30 would only apply to sites once they are rezoned to EX (this area is currently zoned IG1, but is recommended for a *Comprehensive Plan* map change to EX). Sites zoned IG1 within this area remain subject to IG1 development standards. Also note that building heights greater than those shown on Map 562-4 would be possible through bonus provisions, as described in Section 33.562.230 (Bonus Options).

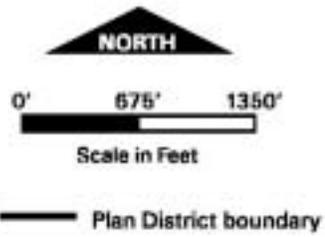
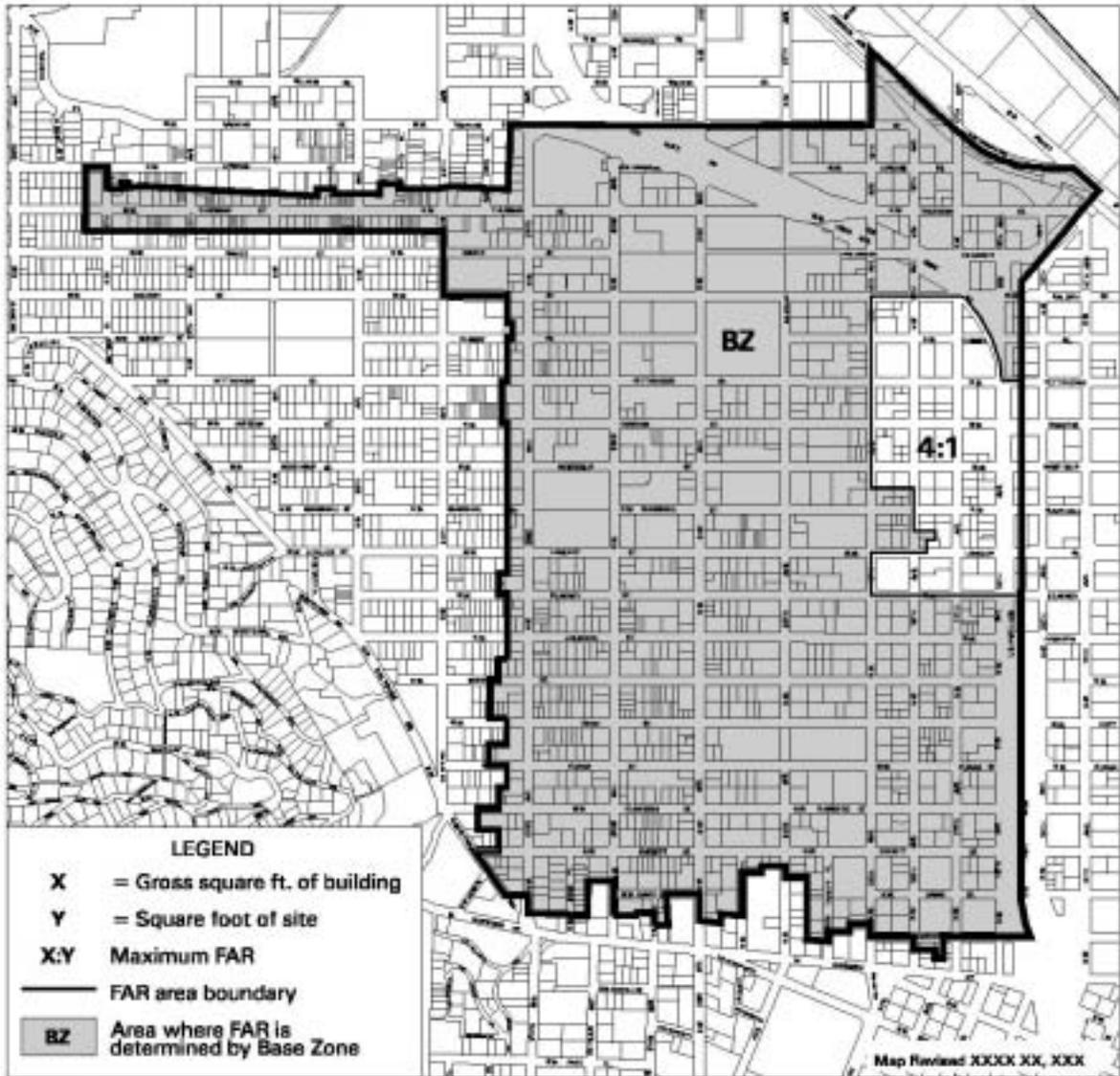


Map 562-4
Northwest Plan District
Maximum Heights

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Map 562-5 Floor Area Ratios

This map shows the floor area ratios (FAR) that would apply within the Northwest plan district. The only area where the FAR would depart from base zone FAR allowances is an area in the EX zone adjacent to raised portions of the I-405 freeway. As described in the commentary to Section 33.562.220 (Floor Area Ratios), greater FAR (4 to 1, versus the usual EX zone FAR allowance of 3 to 1) would be allowed in this area to encourage larger buildings that can serve to screen the freeway. Also note that additional floor area would be possible through bonus provisions, as described in Section 33.562.230 (Bonus Options).

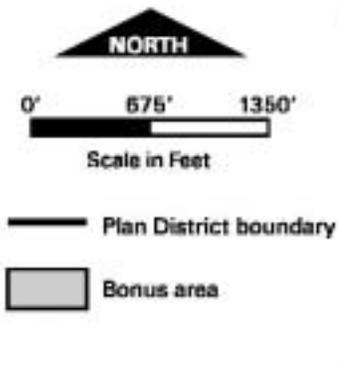
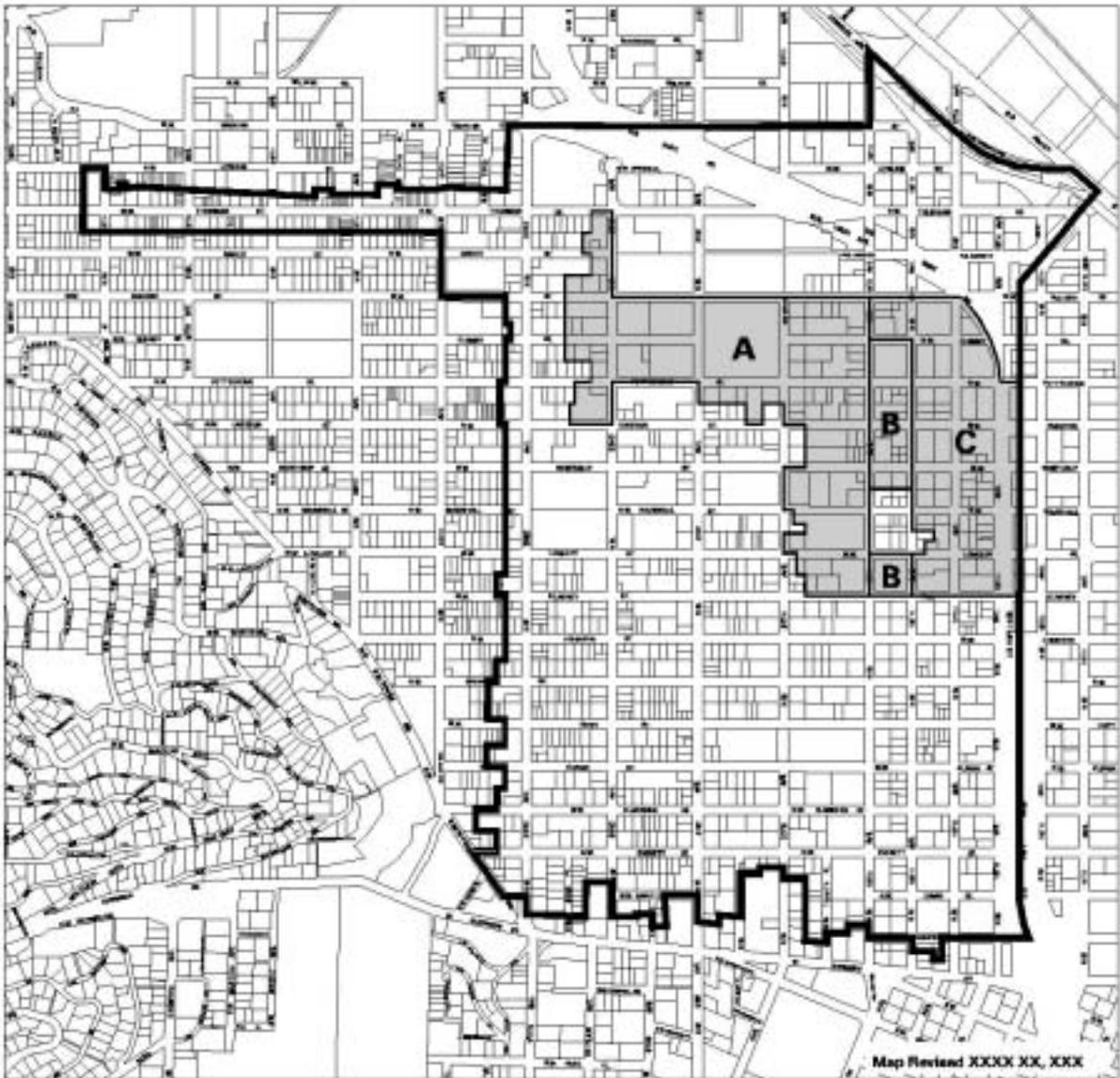


Map 562-5
Northwest Plan District
Floor Area Ratios

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Map 562-6 Bonus Areas

This map shows where the bonus options of Section 33.562.230 would apply. See this section and the accompanying commentary for a description of the bonus options that would apply to the various bonus areas, as well as for the rationale for them.



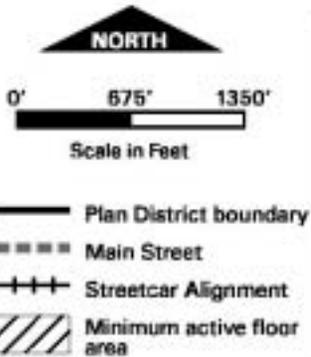
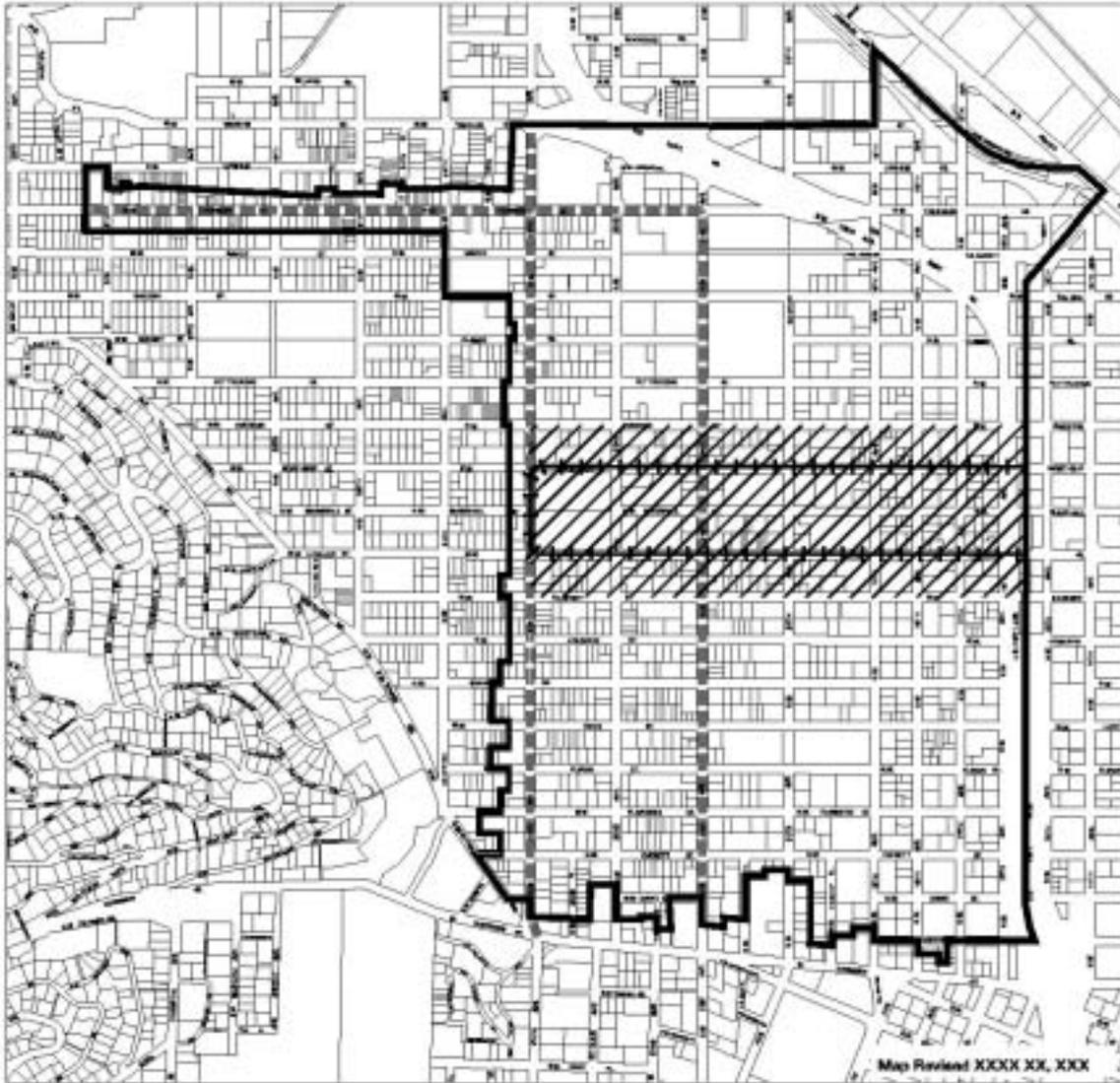
Map 562-6

Northwest Plan District Bonus Areas

Bureau of Planning • City of Portland, Oregon

Map 562-7 Areas with Special Development Standards

Existing Map 562-2 identifies the applicability of active use requirements along the streetcar alignment. This map, as shown here, would be amended to indicate the applicability of development standards specific to sites along main streets, as well as along the streetcar alignment, now that similar regulations are being applied to both types of corridors. A large proportion of the recommended plan district provisions are intended to enhance the role of the main streets and the streetcar alignment as the location of a concentrated mix of commercial and residential uses, as pedestrian- and transit-oriented corridors, and as the primary focus for retail activity in the district. Recommended plan district provisions specifically linked to these identified corridors include 33.562.110 (Retail Sales And Service Uses in the EX Zone), 33.562.120 (Retail Sales And Service and Office Uses in the RH Zone), 33.562.220 (Floor Area Ratios), 33.562.240 (Standards on Main Streets and the Streetcar Alignment), 33.562.250 (Drive-Through Facilities Prohibited), and 33.562.270 (Minimum Active Floor Area).



Map 562-7

Northwest Plan District Areas with Special Development Standards

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Conditional Uses**33.815.308 Commercial Parking in Multi-Dwelling Zones in the Northwest Plan District**

This section describes the conditional use approval criterion for Commercial Parking sites identified on Map 562-3 under Section 33.562.130. This specifically applies to Type C sites or Type A and B sites that exceed the allowed number of Commercial Parking spaces allowed under Section 33.562.130.D. The criterion evaluates specific transportation-related impacts of a proposed commercial parking project on nearby street levels of service, the on-street parking system, the location of parking structure access, and multimodal safety.

Proposed Section 33.562.130.E.5 permits motor vehicle access for Commercial Parking sites approved under the Conditional Use review to be from a main street or street car alignment when the other potential motor vehicle access is from streets classified as Local Service Traffic Streets.

Other non-transportation-related impacts would be addressed through the project's meeting Zoning Code development standards and design guidelines through the required design review process.

Amend Chapter 33.815 Conditional Uses

33.815.308 Commercial Parking in Multi-Dwelling Zones in the Northwest Plan District

This approval criterion provides for Commercial Parking that supports the diverse mix of uses and urban scale of development in the Northwest plan district. The criterion allows for a limited amount of Commercial Parking for community use in a high-density residential area in close proximity to commercial main streets, while ensuring that the transportation system is capable of supporting the proposed parking.

- A.** The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation findings must demonstrate that:
1. Signalized intersections within 600 feet of the site will operate at an acceptable level of service.
 2. The proposed use does not create a significant adverse impact on the availability of existing on-street parking along streets within one block of the site. Adverse impacts to on-street parking could include removal of a significant portion of the existing on-street parking in the area.
 3. The design of the site, and in particular the locations of vehicular ingress and egress, minimizes the impact of traffic circulation on local service streets.
 4. The design of the site provides for safe operation of motor vehicle access and does not significantly degrade the safety of pedestrians, or other modes, using the streets near the site.

Design Review**33.825.025 Review Procedures**

This amendment would serve to indicate that design review proposals in the Northwest plan district, outside the Alphabet Historic District, will be processed through a Type II review procedure. The Type II review procedure, which is administered by City staff, is the usual review procedure for design review proposals outside the Central City plan district. Projects within the Alphabet Historic District are not affected by this amendment and would require historic design review.

Amend Chapter 33.825 Design Review

33.825.025 Review Procedures

- A. Procedures for design review.** Procedures for design review vary with the type of proposal being reviewed and the design district in which the site is located. Design review in some design districts requires an additional procedural step, the "Neighborhood Contact Requirement," as set out in Section 33.730.045, Neighborhood Contact Requirement. Some proposals in the Central City plan district must provide a model of the approved proposal, as set out in Paragraph A.5, below.

[1. – no change]

2. Type II. The following proposals are processed through a Type II procedure:

[a. through n. – no change]

o. Proposals within the Sellwood-Moreland design district; ~~and~~

p. Proposals in the Marquam Hill design district; and

q. Proposals within the Northwest plan district that are outside the Alphabet Historic District.

[3. – 5. no change]

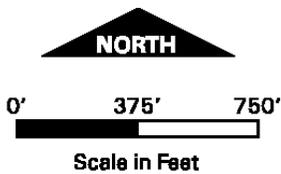
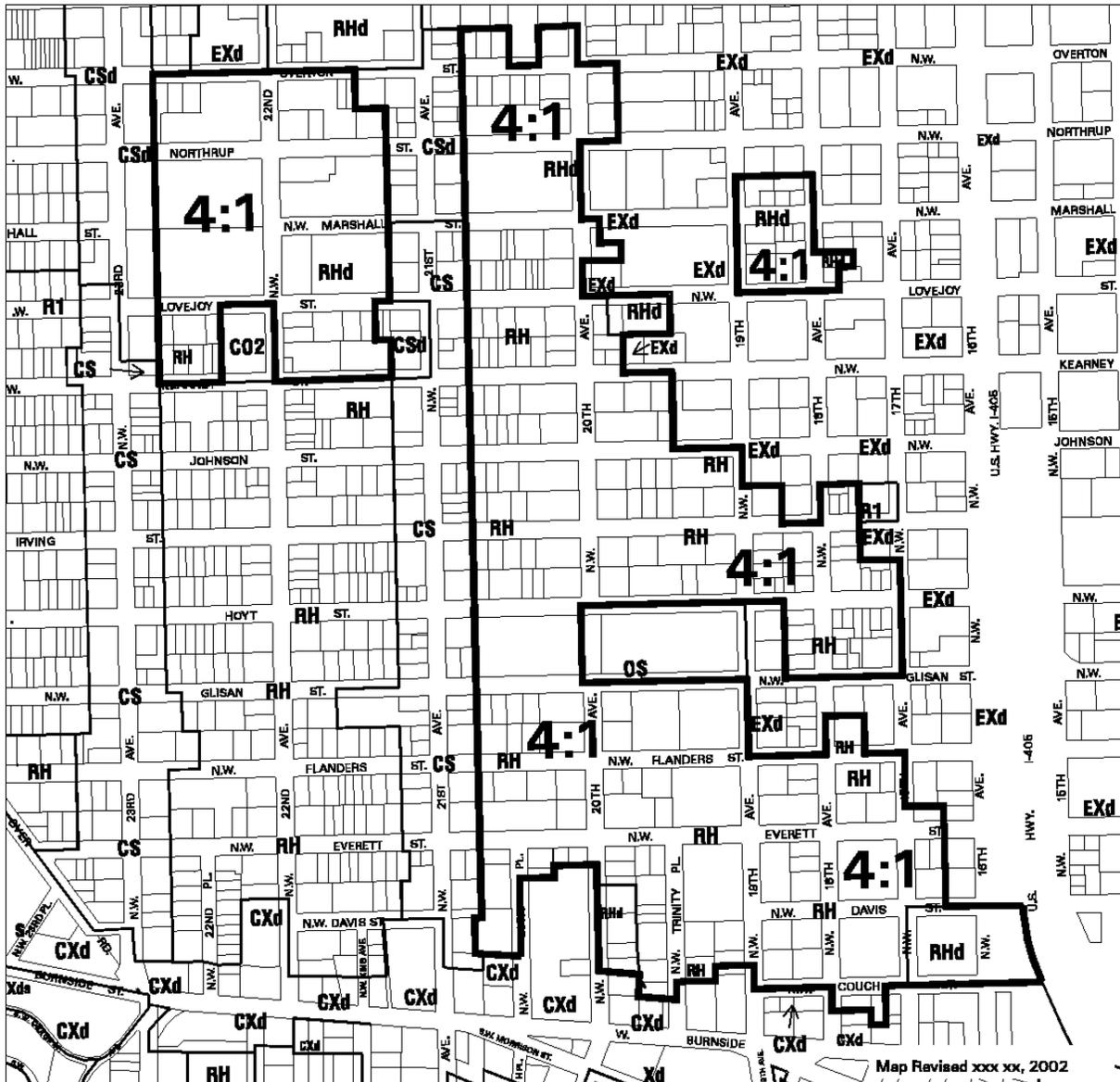
Maximum FAR in the RH Zone**Amend Map 120-6**

Map 120-6, of Chapter 33.120 (Multi-Dwelling Zones), would be amended to apply an FAR of 4 to 1 to areas zoned RH within one block of the streetcar alignment between NW 21st and NW 23rd avenues. The current FAR limit in this area is 2 to 1, while RH areas east of NW 21st Avenue have an FAR of 4 to 1. The increased FAR helps implement community goals for the streetcar alignment to be the focus of a concentration of residential and mixed-use development.

The amended map would also apply an FAR of 4 to 1 to properties east of NW 21st Avenue that are being rezoned from EX to RH as part of the *Northwest District Plan*. This FAR would match the FAR that currently applies to properties zoned RH east of NW 21st Avenue.

Note that the change to a maximum FAR of 4 to 1 brings with it an attendant increase in maximum allowed building height. Within the RH zone, sites with a maximum allowed FAR of 2 to 1 are limited to a maximum height of 65 feet, with the portion of a structure within 10 feet of front property lines limited to a height of 25 feet. Sites with a maximum allowed FAR of 4 to 1 are allowed a maximum building height of 75 feet, with no additional height limit within 10 feet of front property lines. The additional allowed building height would foster a more urban level of development and a stronger sense of urban space along the streetcar alignment.

Amend Map 120-6 Multi-Dwelling Zones



— Boundary of Existing/Potential RH-Zoned Area

Map 120-6

Maximum Floor Area Ratio (FAR) in RH Zones

Quarter Sections: 2927, 2928, 3027, 3028

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Chapter 33.910 Definitions

This would provide a definition for two new terms: "transportation management association" and "valet parking," because they are newly used terms proposed in Section 33.562.290 of the Northwest Plan District.

Amend Chapter 33.910 Definitions

Transportation Management Association. An organization devoted to managing transportation and/or parking within a local community. A main goal for a TMA is to reduce reliance on the automobile for work/non-work trips. A TMA typically provides information, programs and activities that encourage the use of carpooling, transit and other alternative modes of travel along with efficient use of parking resources.

Valet Parking. Parking arrangement in which drivers leave and reclaim their cars at a destination site, with the cars parked at an off-site location by employees associated with the destination site. The valet parking occurs at the off-site location where the cars are parked.

H. Northwest District Master Street Plan

The Northwest District Master Street Plan identifies the existing and future preferred street layout for the Northwest Study Area. It will provide guidance for areas where increased multimodal connectivity is desired. Implementation of desired connections would occur at the time that properties adjacent to desired connections redevelop, such as when building permits for redevelopment are sought.

Master Street Plans

A master street plan is required for local jurisdictions by Metro's *Regional Transportation Plan* (RTP). Master street plans have been completed for parts of Portland, but not for all of it. A master street plan has not been completed for northwest Portland. The Northwest District Master Street Plan shown on the following page will be adopted as part of the *Comprehensive Plan* and will be incorporated into the first update of the City's *Transportation System Plan* (TSP).

The purpose of master street plans is to maximize the efficiency of the transportation system through increased street connectivity and a finer grid of pedestrian and bikeways. A dense grid of streets helps spread local vehicle trips more evenly over the local street network and reduces congestion on the arterial system. Studies show that enhanced local street connectivity improves arterial system capacity by as much as 25 percent.

Studies also show that distance is one of the most important factors in mode choice. The lack of a dense grid of streets and pedestrian/bicycle connections results in out-of-direction travel that is particularly discouraging to potential pedestrians and bicyclists. The result is increased use of the automobile for trips to nearby destinations. Trips need to be relatively short to encourage travel on foot or by bicycle.

Good street connectivity improves emergency response times. Police, fire, and ambulance services can reach their destinations more quickly because there is less out-of-direction travel. Multiple access routes can reduce travel times and provide access options if one route is blocked. Additional local street connectivity can also reduce traffic volumes on other streets by spreading traffic out over a denser network. With more intersections, traffic also moves more slowly because side street traffic and stop signs discourage drivers from speeding.

Map 10: Northwest District Master Street Plan



Master Streets Plan
Northwest District

Scale
 0' 750' 1500' 2250'

March 26, 2003

LEGEND

- Proposed New Street
- Existing Ped/Bike Connection to be Maintained
- Proposed Ped/Bike Connection

I. Guild's Lake Industrial Sanctuary Plan Amendments

Context and Intent

NW Vaughn Street between NW 23rd and NW 27th Avenues is a unique area of interface between a successful industrial district and a mixed-use urban neighborhood. The proximity of industrial uses in the Guild's Lake Industrial Sanctuary to residential and mixed-use areas to the south have concerned citizens, businesses and policy makers for many years. Land use conflicts have the potential to negatively impact both areas. For instance, air and noise pollution from industrial uses can degrade livability in nearby residential areas, while increased automobile traffic from vibrant mixed-use areas can hinder industrial operations.



In November 2001, during the adoption process for the *Guild's Lake Industrial Sanctuary Plan*, City Council directed the Bureau of Planning staff to consider as part of the *Northwest District Plan* process,

proposals designed to create a smoother transition of land uses along the NW Vaughn Street corridor. A Vaughn Corridor Area Focus Group was formed to consider land use options for a limited area along the north side of NW Vaughn Street from NW 23rd to NW 27th Avenues. The amendments in this chapter are a result of further staff analysis and public input on this issue.

The *Northwest District Plan* proposes amendments to the *Guild's Lake Industrial Sanctuary Plan* that would provide for a limited employment, retail, and light industrial transitional area on the north side of NW Vaughn Street. The intent is to foster a better interface with the mixed-use commercial/residential neighborhood to the south and to promote a better streetscape along NW Vaughn Street. The proposal includes three components:

- 1) a new *Guild's Lake Industrial Sanctuary Plan* land use objective;
- 2) changes to the *Comprehensive Plan* map; and
- 3) amendments to the Guild's lake Industrial Sanctuary plan district.

New Land Use Objective

The recommended new land use objective below expresses the desire for a better transition between the Guild's Lake Industrial Sanctuary and neighboring nonindustrial lands. It provides the policy support for the recommended plan district amendments.

11. Create a limited transitional area along NW Vaughn Street between industrial land uses in the GLIS and nonindustrial land uses to the south.

Comprehensive Plan Amendment

The area corresponding to Subdistrict B on maps 33.531-1 and 33.531-2 is recommended for redesignation from Industrial Sanctuary to Mixed Employment (ME) on the *Comprehensive Plan* map. This designation is intended for areas where a wide variety of employment opportunities are encouraged in an industrial-type setting. The corresponding zones for the ME designation are General Employment 1 (EG1) and General Employment 2 (EG2). The proposal retains the General Industrial 1 (IG1) zoning in this transitional area due to transportation system constraints, such as the lack of public right-of-way along a section of NW Wilson Street, which would serve as an important local access street. In order to take advantage of the additional commercial and retail development potential provided for under the ME designation and plan district provisions described below, property would need to be rezoned to either EG1 or EG2 (the more appropriate zone for this area is EG1). In considering such future proposals for zone changes, decision-makers will take into consideration the adequacy of public services, including the transportation system, on the subject site.

Another strategy for reducing the potential for land use conflicts in this area calls for removing residential designations from properties along the south side of NW Vaughn Street (outside the Guild's Lake Industrial Sanctuary). Accordingly, the Urban Commercial designation and CS zone is recommended for an area that is currently zoned for high density residential development on the south side of NW Vaughn Street between NW 26th and 27th Avenues.

A final recommended *Comprehensive Plan* map and zoning map change would remove a split zone situation on a small parcel along the southwestern boundary of the Guild's Lake Industrial Sanctuary Plan District. The majority of this parcel is in the EX zone, outside the plan district. A very small portion of the parcel, approximately 500 square feet, is located in the IH zone within the Guild's Lake Industrial Sanctuary plan district. The 500 square foot portion is recommended to be designated and zoned EX, in accordance with the rest of the parcel, and would be removed from the plan district.

Recommended Changes to Guild's Lake Industrial Sanctuary Plan District Regulations

The recommended Guild's Lake Industrial Sanctuary plan district amendments establish a new Subdistrict B that allows the potential for greater office uses (up to a 1:1 floor area ratio) and retail uses (10,000 SF per site), under certain conditions. The property must first be rezoned to an employment designation to take advantage of these provisions. The rezoning process will provide for an analysis of the adequacy of public infrastructure and services, and may require certain improvements as part of development approval. For example, the rededication of NW Wilson Street between NW 24th and NW 25th Avenue, would likely be required as part of any rezoning adjacent to the desired new right-of-way. It would be implemented at the time development permits are sought for the property adjacent to the desired right-of-way.

In the recommended transitional area, EG base zone provisions would apply except as otherwise stated in the recommended plan district zoning code provisions for Subdistrict B. These provisions would:

- Prohibit Household and Group Living, Commercial Outdoor Recreation, Major Event Entertainment, and Quick Vehicle Servicing. Drive-through facilities are also prohibited.
- Limit Retail Sales and Service uses to 10,000 square feet per site.
- Allow transfer of Office use FAR from one site to another within the subdistrict.
- Permit up to 50% of above ground on-site structured parking to be excluded from FAR calculations.
- Allow a maximum building height of 65 feet.
- Permit 100% building coverage.
- Require ground floor windows in addition to the other EG1 base zone requirements.
- Disallow motor vehicle access to a vehicle area or structure from NW Vaughn Street, unless the site has no other street frontage.

The Subdistrict B development standards would also promote pedestrian-oriented building designs along NW Vaughn Street through transit street maximum setbacks and pedestrian connectivity standards. Other standards support this effort including ground floor windows, 100% building coverage, and disallowing vehicular access to sites along NW Vaughn Street.

The recommended changes to Chapter 33.531 of the City's *Zoning Code* described in the pages that follow use the conventions below:

- Odd-numbered pages show *Zoning Code* language with recommended changes.
- New code language is underlined.
- Code language to be removed is shown in ~~strikethrough~~.
- Even-numbered pages contain staff commentary on the recommended changes, **presented in Comic Sans typeface**. This commentary is descriptive and indicates the intent of the proposals and will not be adopted into the *Zoning Code*.

Chapter 33.531 Guild's Lake Industrial Sanctuary Plan District

The Guild's Lake Industrial Sanctuary Plan District would be amended as part of a strategy to encourage development along the north side of NW Vaughn Street that provides a transition between the industrial uses to the north and the mixed-use neighborhood to the south. The plan district amendments, including a new "Subdistrict B," would accompany a *Comprehensive Plan* map change from Industrial Sanctuary to Mixed Employment (which corresponds to EG1 and EG2 zoning). This would apply to a generally one-block deep area along the north side of NW Vaughn Street, between NW 23rd and NW 27th avenues (see Map 531-1). This *Comprehensive Plan* map change also involves an area west of NW 26th Avenue occupied by a historic factory complex (the National Register listed "American Can Company Complex"). While staff anticipates that future zone changes in Subdistrict B will be to EG1, given the subdistrict's grid block pattern and generally smaller lots, the recommended subdistrict amendments are also designed to accommodate the possibility of EG2 zoning.

33.531.010 Purpose

Language has been added to the purpose statement to allude to the new Subdistrict B provisions. Greater detail regarding the purpose of the new provisions is included in the new subdistrict section (33.531.140).

CHAPTER 33.531
GUILD'S LAKE INDUSTRIAL SANCTUARY PLAN DISTRICT

Sections:

General

33.531.010 Purpose

33.531.020 Where the Regulations Apply

Use Regulations

33.531.100 Purpose

33.531.110 Additional Use Limitations in the IH Zone

33.531.120 Additional Prohibited Uses

33.531.130 Additional Regulations in Subdistrict A

33.531.140 Additional Regulations in Subdistrict B

Map 531-1 Guild's Lake Industrial Sanctuary Plan District and Subdistricts

Map 531-2 Subdistrict B**33.531.010 Purpose**

The Guild's Lake Industrial Sanctuary plan district fosters the preservation and growth of this premier industrial area adjacent to Portland's central city. The plan district's large number of well-established industrial firms are dependent on the area's multimodal transportation system, including marine, rail, and trucking facilities, and on the ability of area streets to accommodate truck movements. Because of its proximity to inner-city neighborhoods with high concentrations of commercial and residential uses, the Guild's Lake Industrial Sanctuary is particularly vulnerable to impacts from, and redevelopment to, nonindustrial uses. The provisions of the plan district recognize that the displacement of industrial uses by inappropriate nonindustrial uses potentially threatens the integrity of this district and investments in public and private infrastructure. The provisions of this chapter protect the area from incompatible uses that threaten the district's integrity, stability and vitality and compromise its transportation system. This chapter also includes provisions to ensure a more pedestrian- and transit-oriented streetscape along NW Vaughn Street and an improved interface with the mixed-use neighborhood to the south.

33.531.020 Where the Regulations Apply

[no change]

33.531.100 Purpose (Use Regulations)

Additional language is included to explain the role of the Subdistrict B regulations in the larger context of the Guild's Lake Industrial Sanctuary plan district. The amended purpose statement clarifies that, while the purpose of the plan district is to preserve the Guild's Lake area for industrial activity, provisions are also included to address the close interface of industrial and mixed-use areas along NW Vaughn Street.

Use Regulations

33.531.100 Purpose

Nonindustrial uses in the plan district are limited because they interfere with industrial activities and generate traffic that can compromise the ability of the area's multimodal transportation system to serve industrial uses. These restrictions ensure that the plan district is preserved primarily for industrial uses, while allowing limited commercial uses that serve industrial firms and their employees. The restrictions are most extensive in the IH zone; in that zone the potential for conflicts between industrial and nonindustrial uses is greatest because of the nature of heavy industrial operations. Greater flexibility is provided for nonindustrial uses along portions of the plan district's southern boundary, together with additional development standards, to address the close interface of industrial operations and mixed-use areas along NW Vaughn Street.

33.531.140 Additional Regulations in Subdistrict B

The Subdistrict B provisions address longstanding community concerns about the interface between the industrial activities of the Guild's Lake area and the residential and mixed-use neighborhood south of NW Vaughn Street. Many residents south of NW Vaughn Street have been concerned about the impacts of heavy industrial operations north of NW Vaughn Street on neighborhood quality of life. The Northwest Industrial Neighborhood Association, on the other hand, has been concerned about additional non-industrial development in the Vaughn corridor and the impact such development might have on industrial activity, including increased traffic and complaints about industrial operations.

The plan district regulations recommended for Subdistrict B (a limited area on the north side of NW Vaughn Street) would enable additional amounts of office and retail/service uses when properties are rezoned to EG1 or EG2. This subdistrict can serve to transition uses between industrial and residential areas, while preventing large commercial uses that can negatively impact the area's transportation system. The amount of office uses that would be allowed for properties rezoned to an EG zone, is that amount allowed by the EG base zones (a 1:1 FAR, and a 2:1 for historic structures). The subdistrict provisions identify a specific amount of retail uses that can occur and there are provisions that ensure that future development will contribute to a more unified, pedestrian-oriented streetscape along NW Vaughn Street. **Note that the regulations of this section only apply to properties in the subdistrict once they are rezoned to EG zoning** (all properties are currently zoned IG1 or IH).

C. Retail Sales And Service Uses. The EG zones normally allow, by right, retail/service uses up to 60,000 square feet (or with an FAR of no more than 1 to 1, whichever is less). The recommended subdistrict limitation of 10,000 square feet ensures that large retail uses will not be introduced into the plan district that can negatively impact the transportation system and industrial operations. No limit is placed on the number of uses per site, as long as their combined square footage does not exceed 10,000 square feet.

D. Additional prohibited uses. These uses, except for Quick Vehicle Servicing, are currently prohibited on properties in Subdistrict B by plan district IG1 and IH regulations. They would continue to be prohibited in the new subdistrict in order to minimize the potential for adverse impacts on nearby industrial activity. Quick Vehicle Servicing is currently an allowed use on industrially-zoned properties in Subdistrict B, but would be prohibited because such uses generate high-levels of traffic that can compromise the functioning of NW Vaughn Street and interfere with nearby industrial operations.

33.531.140 Additional Regulations in Subdistrict B

- A. Purpose.** These regulations minimize conflicts between industrial operations in the Guild's Lake Industrial Sanctuary and the mixed-use neighborhood to the south. Uses are limited or prohibited that may conflict with nearby industrial and residential uses or that can overburden the area's transportation system. These regulations provide additional flexibility in the siting of the limited amount of Office uses allowed in the subdistrict, while preserving overall Office use limitations. The regulations also limit blank walls on the ground level of buildings to encourage a continuity of active uses along street frontages and to avoid a monotonous pedestrian environment. Parking access is limited along NW Vaughn Street to minimize impacts on the transportation system and to reduce conflicts with pedestrians.
- B. Where these regulations apply.** These regulations apply to sites in an EG zone within Subdistrict B, shown on Map 531-2.
- C. Retail Sales And Service uses.** Retail Sales And Service uses are allowed if the floor area plus the exterior display and storage area is not more than 10,000 square feet per site.
- D. Additional prohibited uses.** The following uses are prohibited:
1. Household Living;
 2. Group Living;
 3. Quick Vehicle Servicing;
 4. Commercial Outdoor Recreation; and
 5. Major Event Entertainment.

33.531.140 Additional Regulations in Subdistrict B (continued)

E. Development standards. These standards serve several purposes, as follows:

- 1. Maximum floor area ratios.** Throughout Subdistrict B, half the floor area used for structured parking would not be counted in calculating maximum floor area ratios. This is intended to encourage the development of structured parking, instead of surface parking. Currently, all structured parking areas count against FAR limitations, which serves as a disincentive compared to surface parking, which is not counted against FAR limitations. Exempting half of the floor area used for parking from maximum FAR calculations would also help defray the extra development costs of structured parking.
- 2. Maximum height.** The base zone maximum building height in the EG1 zone is 45 feet. There is no maximum building height under EG2. This proposal would allow a maximum building height no greater than 65 feet, regardless of the rezoned designation. This height would accommodate a wider range of light industrial operations and encourages an urban-scale of development along NW Vaughn Street. As no additional FAR is being provided beyond the usual EG base zone FAR of 3 to 1, it is unlikely that the additional height allowance will result in more than a few buildings 65 feet in height.
- 3. Building coverage.** The maximum building coverage allowed in the EG zones is 85 percent. The proposal would allow 100 percent building coverage (i.e. a building could cover all of a site's land area). The intent of the provision is to facilitate the creation of a more pedestrian- and transit-oriented streetscape and an urban scale of development along NW Vaughn Street by allowing buildings to directly abut the public right of way. The 100 percent building coverage standard matches that of the CS zone directly across NW Vaughn Street, helping to achieve a more unified street edge over time.
- 4. Minimum Landscaped Area.** The EG zones require at least 15 percent of a site area to be landscaped. The proposal requires no minimum landscaped area and works in conjunction with the 100 percent allowed building coverage standard described above. Together, these standards help to facilitate the creation of a more pedestrian- and transit-oriented streetscape and an urban scale of development along NW Vaughn Street by allowing buildings to directly abut the public right of way.
- 5. Transfer of floor area.** The EG zones limit the amount of office space to an FAR of 1 to 1 per site (except in historic landmarks, where the limit is 2 to 1). This limit would also apply in Subdistrict B in order to minimize impacts, such as traffic conflicts, on nearby industrial operations. However, this plan district provision would allow transfer of office use FAR from site to site within Subdistrict B. This would allow additional flexibility in the siting of the limited amount office space allowed in the subdistrict, while preserving the overall limit on office development.

E. Development standards.

1. Maximum floor area ratios. Half the floor area used for parking is not counted toward maximum floor area ratios.
2. Maximum height. The maximum building height is 65 feet.
3. Building coverage. The maximum building coverage is 100 percent.
4. Minimum landscaped area. There is no minimum landscaped area.
5. Transfer of floor area. The amount of floor area allowed to be in Office use on the portion of a site within Subdistrict B may be transferred to the portion of another site within Subdistrict B, if all of the following are met:
 - a. Development on the receiving site must meet all development standards except for the amount of floor area in office use, which is increased to allow the amount transferred;
 - b. Transfer of Office floor area may involve only one transferring site and one receiving site; and
 - c. The property owner(s) must execute a covenant with the City that is attached to and recorded with the deed of both the site transferring and the site receiving the floor area reflecting the respective increase and decrease of potential Office use floor area. The covenant must meet the requirements of 33.700.060.

6. Setbacks and Main Entrances. The minimum building setback standards for the EG1 and EG2 zones are five feet and 25 feet, respectively. The proposal requires no minimum setback, working together with the recommended 100 percent allowed building coverage and no minimum landscaped area standards to facilitate an urban, pedestrian-friendly streetscape. The proposal accommodates the possibility that properties in Subdistrict B may be rezoned to EG2, in which transit street setback and main entrance standards do not normally apply. The provision ensures that the maximum setback and main entrance standards normally applicable to the EG1 zone, which require new buildings and main entrances to be located close to and be oriented to transit streets (such as NW Vaughn Street), will also apply to properties zoned EG2. This will ensure that future development, in either the EG1 or EG2 zone, will contribute to an environment that is inviting to pedestrians and transit users.

7. Ground floor windows. Together with the transit street setbacks that would apply in the subdistrict, requiring ground floor windows would result in an improved streetscape along NW Vaughn Street. It would encourage development of a more unified street frontage more in keeping with the Storefront Commercial (CS) zoning that applies along the south side of NW Vaughn Street.

8. Drive-through facilities. Drive-through facilities would be prohibited because such facilities generate high-levels of traffic that can compromise the functioning of NW Vaughn Street and interfere with nearby industrial operations. Prohibiting drive-through facilities would also contribute to a safer pedestrian environment along NW Vaughn Street by minimizing the potential for pedestrian-vehicle conflicts.

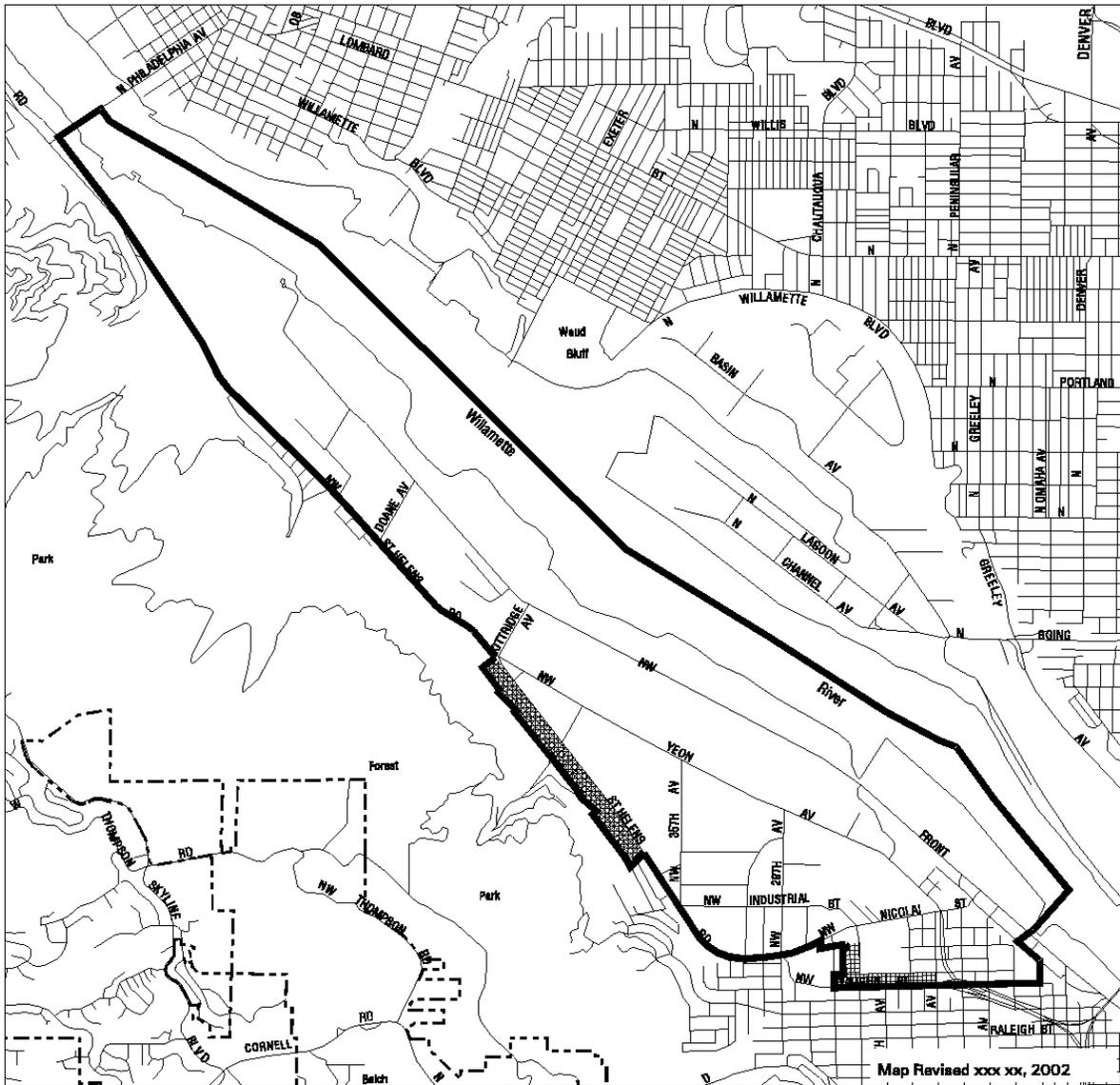
9. Motor vehicle access. Vehicle access would be limited along NW Vaughn Street to minimize traffic conflicts on this busy street and to contribute to a safer pedestrian environment.

6. Setbacks and main entrances. There is no minimum building setback. Sites are subject to the maximum setback standards and main entrance standards of the EG1 zone.
7. Ground floor windows. The ground floor of all street-facing façades that are 20 feet or closer to a transit street lot line must meet the ground floor windows standards of the EX zone.
8. Drive-through facilities. Drive-through facilities are prohibited.
9. Motor vehicle access. Motor vehicle access to a vehicle area or structure is not allowed from NW Vaughn Street unless the site has no other street frontage.

Map 531-1

This map shows the boundary of the *Guild's Lake Industrial Sanctuary Plan District* and its subdistricts. Subdistrict B is newly recommended for this map (see 33.531.140 Uses in Subdistrict B). See Map 531-2 for greater detail.

Subdistrict A already exists and applies environmental-related standards to an area adjacent to Forest Park.



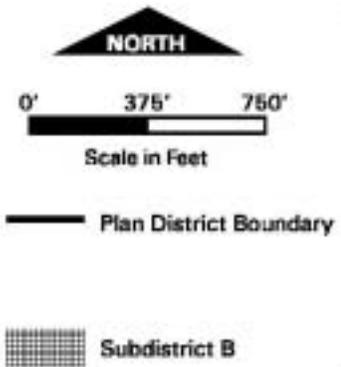
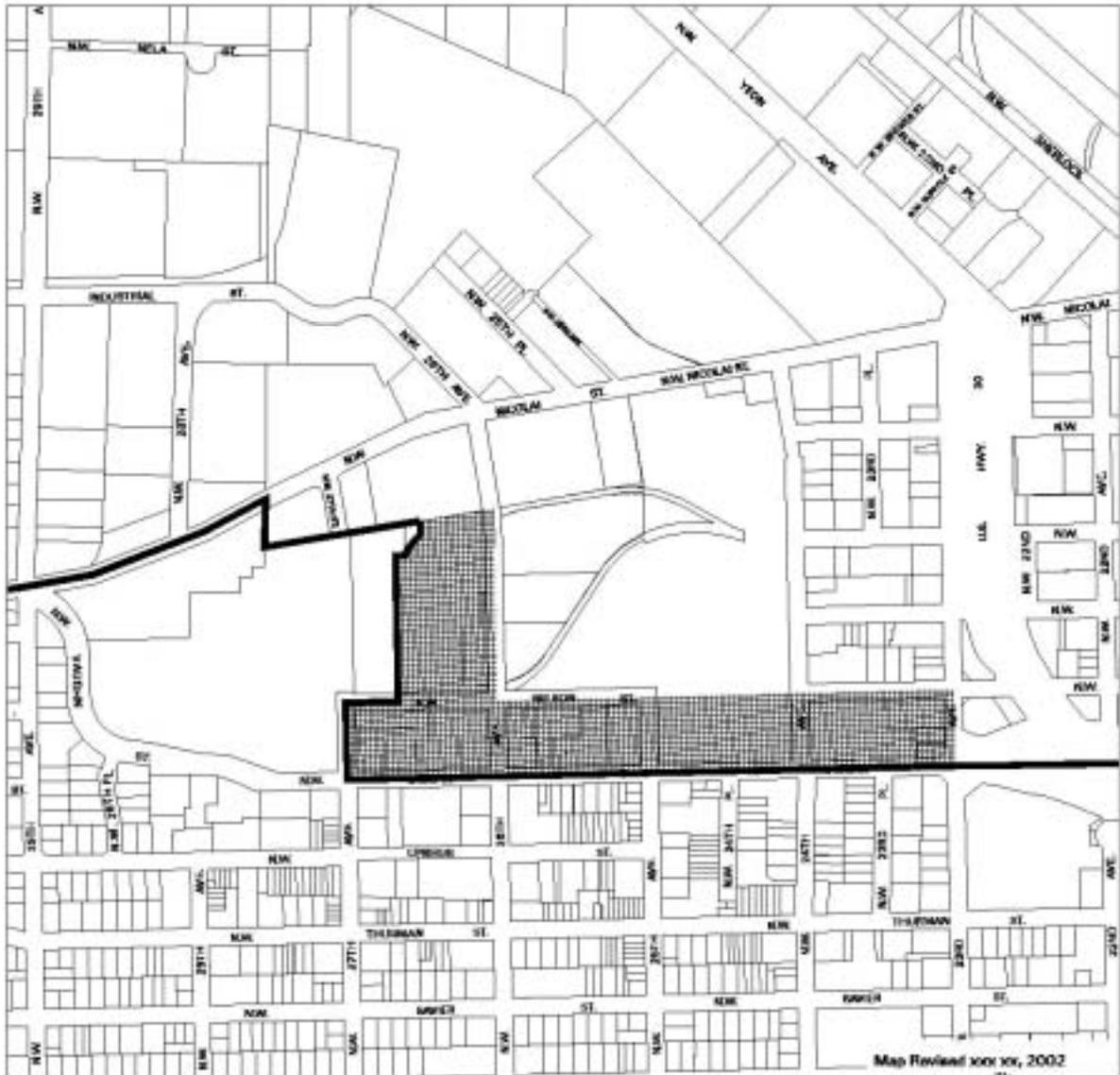
Map 531-1

Guild's Lake Industrial Sanctuary Plan District and Subdistricts

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Map 531-2

This map shows in greater detail the area within Subdistrict B. The scale of this map also clarifies the southern boundaries of the plan district. The only recommended change to the boundaries of the plan district involves resolution of a split zone site. This property is primarily zoned EX and is outside the plan district, but which includes a very small area, of approximately 500 square feet, that is in the IH zone within the plan district. The boundary change reflects removal of this 500 square foot area from the plan district.



Map 531-2

Subdistrict B

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J. Central City Plan Amendments

Burnside Street is a primary thoroughfare stretching from the West Hills, into downtown Portland, and to the city's eastside and beyond. Much of the Burnside corridor is a regionally designated main street. The segment of West Burnside Street located roughly between NW 21st Avenue and NE/SE 12th Avenues lies within the *Central City Plan* boundary. The Northwest District Association (NWDA) and Goose Hollow Foothills League (GHFL) neighborhoods contain portions of the Burnside corridor area, on the north and south sides respectively, from I-405 west to around NW 24th Avenue and Washington Park. The western portion of these neighborhood areas along Burnside Street are under consideration in this proposal.

The 1999 NWDA Board-adopted *Northwest District Neighborhood Plan (NWD Neighborhood Plan)* identifies the rezoning of General Commercial (CG) properties to Central Commercial (CX) along the north side of Burnside Street (between NW 23rd and NW 24th Avenues). In addition, the *NWD Neighborhood Plan* recommends extending the *Central City Plan* from NW 21st to NW 24th Avenues to include the property to be rezoned and existing CX zoned property located along this stretch of the street. The provisions of this chapter reflect such changes. Also included is the rezoning of CG zoned land to CX on the south side of Burnside Street (between NW 23rd Avenue and Washington Park) along with the extension of the *Central City Plan* on the south side from SW King Avenue to Washington Park. The GHFL Planning Committee has discussed and provided input on the south side of Burnside Street proposal.

Policy 15, Goose Hollow, of the *Central City Plan*, was adopted in August 1988. It was revised in 1996 as part of the adoption of the *Goose Hollow Station Community Plan*. The properties identified in this Plan are brought into the *Central City Plan*, would be subject to the Goose Hollow Policy in addition to zoning and design guideline provisions. Portions of the West Burnside corridor that currently in the *Central City Plan* are within the Goose Hollow Policy and plan district boundary. Suggested changes to Policy 15 are recommended to implement the 1999 *NWD Neighborhood Plan*'s Burnside Subarea Policy. This is accomplished by revising two objectives (further statements) and one action item, and by adding two action items.

This chapter describes recommended changes to the following Central City Plan elements:

- *Central City Plan* Policy 15, Goose Hollow
- Goose Hollow Action Chart
- Maps 33.510-1 through 33.510-12 of the Portland Zoning Code
- Map 420-1, Design Districts and subdistricts in the Central City and South Auditorium Districts
- Maps from *Central City Fundamental Design Guidelines* including: Central City Overlay, Zones, Central City Design Guidelines Location Map, Alphabet Historic District, and Kings Hill Historic District
- Goose Hollow District Design Overlay map from *Goose Hollow Design Guidelines*

In addition to the above, the *Northwest District Plan* proposes to amend Section 33.510.225 of the Central City Plan District (Chapter 33.510) to address an issue regarding the location of parking along the Portland Streetcar alignment in the River District. This issue arose during the Northwest planning process.

This section describes these recommended revisions, utilizing the following conventions:

- Odd-numbered pages show existing language with recommended changes.
- New language is underlined.
- Language to be removed is shown in ~~striketrough~~.
- Even-numbered pages contain staff commentary on the recommended changes, **presented in Comic Sans typeface**. This commentary is descriptive and indicates the intent of the proposal and will not be adopted.



West Burnside Street

Amendments to Central City Plan Policy 15: Goose Hollow

Recommended changes to the Goose Hollow Policy of the Central City Plan are found on the next page. These amendments to two “further statements” implement ideas found in the 1999 *NWD Neighborhood Plan*’s Burnside Subarea Policy, specifically the desire to retain existing housing and to improve pedestrian connections across West Burnside Street.

The following “further statements” under Policy 15: Goose Hollow, could be considered relevant to properties along West Burnside Street that are recommended for incorporation into the *Central City Plan*.

- A. Create opportunities for 1,000 new households within the District over the next 20 years. Housing created should provide for those who enjoy a central city location with a neighborhood feel, as well as encourage diversity by attracting families.
- C. Improve pedestrian and bicycle connections to light rail and throughout the neighborhood.
- D. Emphasize linear corridor boulevards on SW 18th Avenue, Burnside and Jefferson Streets to provide active retail, plazas and other urban amenities.
- F. Create a local streetscape that places importance on the continuity of pedestrian pathways, building lines, street corners, and other important physical design qualities.

**Central City Plan
Policy 15: Goose Hollow**

Protect and enhance the character of Goose Hollow by encouraging new housing, commercial, and mixed-use development, which retains or enhances a sense of community while improving the urban infrastructure to support a more pleasant and livable community.

FURTHER:

- A. Encourage the retention of existing housing and create opportunities for 1,000 new households within the District over the next 20 years. Housing created should provide for those who enjoy a central city location with a neighborhood feel, as well as encourage diversity by attracting families.
- B. Improve pedestrian and bicycle connections to light rail, across West Burnside Street, and throughout the neighborhood.

Goose Hollow Action Chart Amendments

Discussion

There are numerous action items and regulations relevant to properties along West Burnside Street and they would be applied to those properties being considered for incorporation into the *Central City Plan*. Two new action items are recommended (GH25 and GH42) and one is recommended for minor revision (GH26). Noteworthy action items are summarized below:

GH1 addresses design criteria for new development. The *Central City Fundamental Design Guidelines* and the *Goose Hollow District Design Guidelines* are the approval criteria that will be used when conducting design review.

GH13 addresses connections to light rail.

GH20 addresses a corridor study of West Burnside Street as a place that integrates pedestrians, cars, and bicycles in a quality environment. It also frames the identification of improvements for safe and convenient crossings at specific locations and design standards for future adjoining developments. Pedestrian connections across West Burnside Street is a major concern of the local community.

GH26 addresses expansion of the regulations of the *Central City Plan* to its amended boundary. The *Northwest District Plan* proposes to amend this action to include the newly rezoned Central Commercial properties on the north and south sides of West Burnside Street.

GH28 addresses the expansion of the residential bonus target area to some CX zoned areas inside the station planning area and the *Central City Plan* boundary. The *Northwest District Plan* does not propose extending the Bonus Options provisions to most of these properties with the exception of the Uptown Shopping Center property on the north side of West Burnside Street.

GH29 addresses the requirement for residential developments in certain locations. The *Northwest District Plan* does not propose extending the Required Residential Development standards to these properties.

GH38 and **G39** address the extension of required building line and special building setback standards to particular streets in the expanded *Central City Plan* area. The *Northwest District Plan* does not propose to extend the required building line and special building setback standards to the expanded *Central City Plan* boundary. Since the *Central City Plan* was adopted other setback provisions like the transit street setback has been adopted. A recommended **new action item GH42** calls for considering the application of new provisions as part of a *Central City Plan* update.

Another new action, **GH25**, addresses encouraging developer to use arcades to create wider pedestrian areas.

Goose Hollow Action Chart

GH25 Create wider pedestrian areas by including arcades along the frontage of new buildings along West Burnside Street. Time: Ongoing. Implementor: Private

GH26 Expand regulations of the Central City Plan by amending the CCP boundary to include:
a) area immediately north and south of West Burnside Street and zoned CX; b) area west of 20th Ave. between West Burnside and SW Jefferson Streets within the Goose Hollow station community study area but excluding RH zoned property in the Kings Hill Historic District; and c) area south of SW Jefferson and west of 18th Avenue within the station community study area.

GH42 As part of the next update to the *Central City Plan*, explore and apply as appropriate the following development standards along West Burnside Street: Active Use Areas and Required Building Lines. Time: Next 5 years. Implementor: BOP

Central City Plan District Amendments

33.510.225 Ground Floor Active Uses

A portion of the River District (extending between the I-405 freeway and NW 12th Avenue, north of NW Lovejoy Street) was within the area originally termed the "Northwest Transition Area" and is located within the study area of the *Northwest District Plan* project. The previous Northwest Transition Zoning Project rezoned this portion of the River District from General Industrial, IG1, to Central Employment, EXd, and amended the Central City Plan District to include development standards specific to the streetcar alignment, a portion of which is located in this area. As the Northwest Transition Zoning Project was undertaken within an accelerated time frame that afforded only limited analysis and public input, staff was directed to further examine the area as part of the *Northwest District Plan* project. The recommended amendment to this section represents a refinement to the River District streetcar alignment provisions developed as part of the Northwest Transition Zoning Project.

E – Parking restrictions near a streetcar alignment. This regulation would be amended to prevent parking areas from fronting onto the streetcar alignment within the River District. The amended regulation implements goals to ensure a transit-supportive and pedestrian-oriented pattern of development along the streetcar alignment in the River District.

The current regulation only restricts parking from occupying the 50 percent of ground floor building frontage that is required to be designed for ground floor active uses. It does not place restrictions on surface parking areas. For example, the current regulation does not prevent development of a full-block surface parking lot in the EX zone along the streetcar alignment. The amended regulation would prevent ground level parking, both surface and structured, on sites with frontage on the streetcar alignment, except when located behind building areas designed for ground floor active uses. Unlike the current regulation, which allows 50 percent of ground-floor building frontage to be used as parking, the new provision would prevent any ground-floor building frontage along the streetcar alignment to be occupied by parking areas. The new provision would also prevent surface parking areas from fronting onto the streetcar alignment. This helps implement the community's desire for a continuous frontage of buildings and active uses along the streetcar alignment.

Note that, within the Central City Plan District, the new provision would only apply to portions of the streetcar alignment within the River District subdistrict. The existing regulation (moved to subparagraph "b") would continue to apply to portions of the streetcar alignment within the West End subarea, as this subarea was not a focus of either the *Northwest District Plan* or the earlier Northwest Transition Zoning Project.

33.510.225 Ground Floor Active Uses

[A. – D. – no change]

E. Parking restrictions near a streetcar alignment.

1. Purpose. ~~These~~This provisions ~~is~~are intended to encourage a transit-supportive, pedestrian-oriented environment adjacent to a streetcar that is safe, active with uses, and comfortable for residents, visitors, and others.
2. Regulations. ~~In the River District subdistrict and in the West End subarea, on the portion of a site within 100 feet of a streetcar alignment (Map 510-12), parking is not allowed in the portions of a building that are required to meet the ground floor active use standard of subsection C., above.~~
 - a. In the River District subdistrict, on sites with frontage on a streetcar alignment (Map 510-12), parking is only allowed as follows. Sites of 10,000 square feet or less in area are exempt from this regulation.
 - (1) Surface parking is allowed only when separated from streetcar alignment frontages by building areas designed to meet the ground floor active use standard of Subsection C, above.
 - (2) Structured parking is allowed only if:
 - The finished ceiling is entirely underground;
 - The floor of the parking area is 9 feet or more above grade; or
 - The parking area is at least 25 feet from the street-facing facade on streetcar alignment frontages.
 - b. In the West End subarea, on the portion of a site within 100 feet of a streetcar alignment (Map 510-12), parking is not allowed in the portions of a building that are required to meet the ground floor active use standard of Subsection C., above.

Amend Maps 33.510-1 through 33.510-12 of the Portland Zoning Code.

This amendment to the Central City Plan District and Subdistrict maps would extend relevant provisions of the Central City Plan District to properties along the north and south sides of West Burnside Street, including those rezoned to Central Commercial (CX) as part of the *Northwest District Plan* process. All maps that identify the plan district boundary will be revised to reflect the addition of the following:

1. An area immediately north of West Burnside Street between NW 21st and approximately NW 24th Avenues; and
2. An area immediately south of West Burnside Street between NW 21st Avenue and Washington Park.

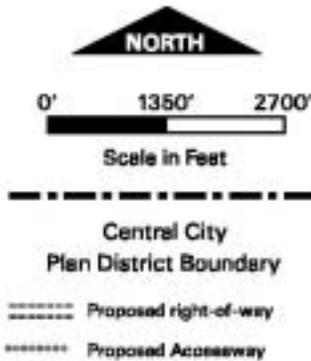
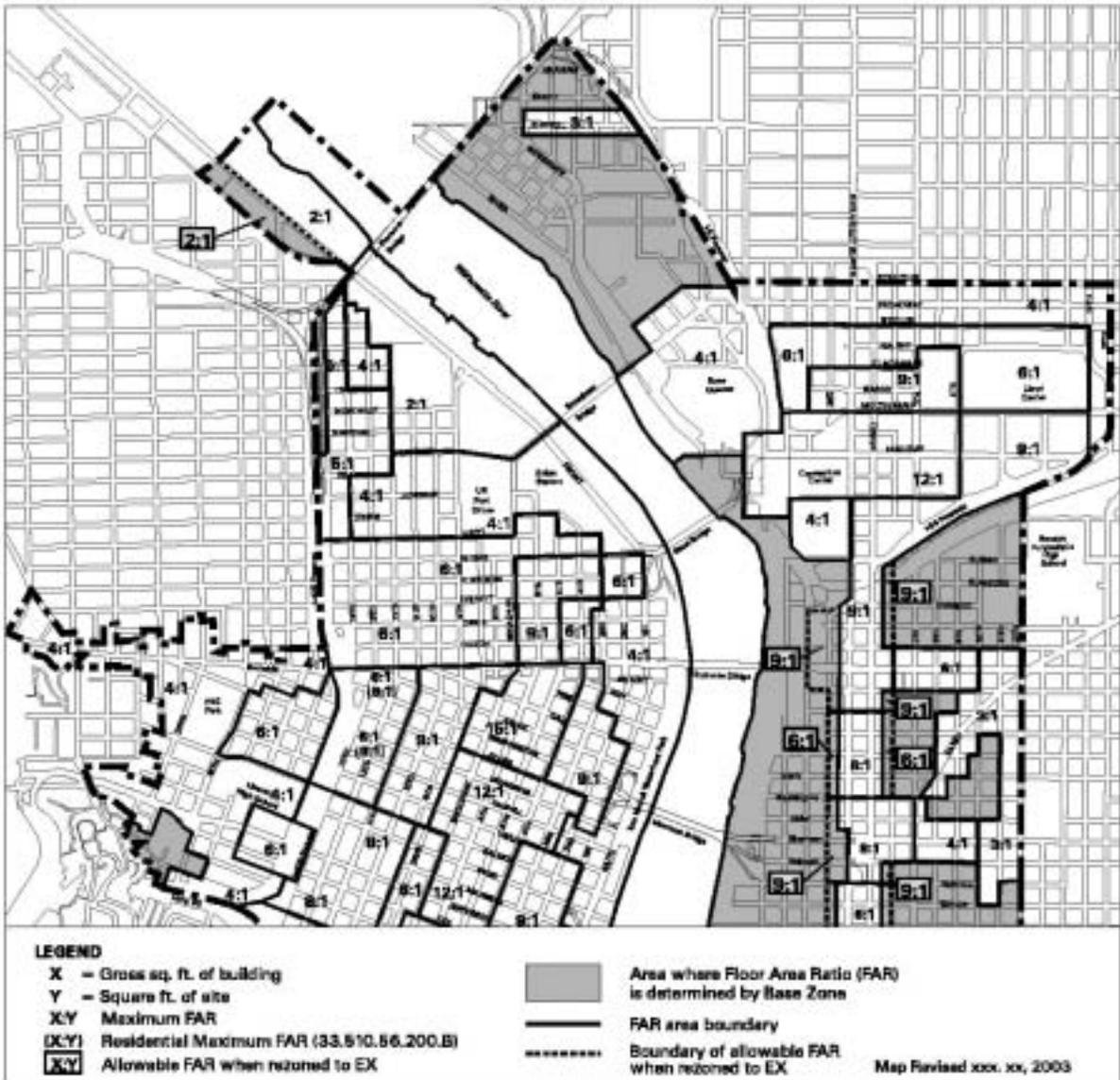
Map 33.510-1: Central City Plan District and Subdistricts

This map indicates the recommended revised boundary and indicates that the area that would become part of the *Goose Hollow Subdistrict*.



Amend Map 33.510-2: Maximum Floor Area

This map ensures that the maximum Floor Area Ratio (FAR) that would be allowed for these properties is the base zone FAR of 4:1.

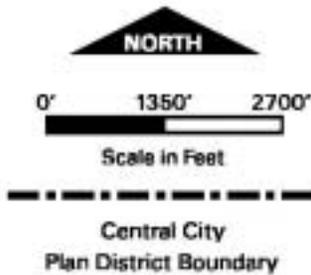
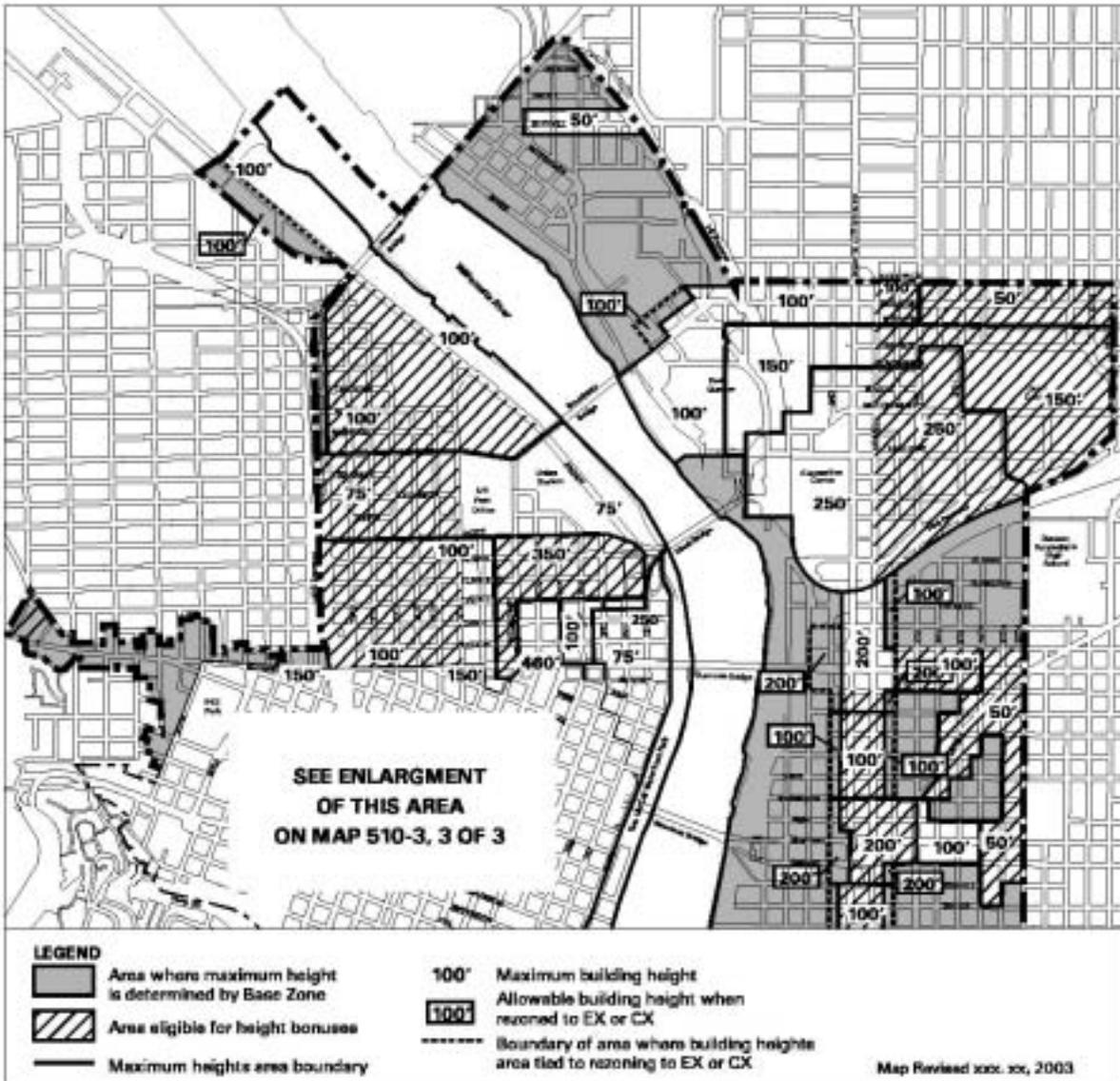


Map 510-2
Floor Area Ratios
 Map 1 of 2

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Amend Map 510-3: Maximum Heights

This map ties the maximum building height in the newly added area to the base zone maximum height (75 feet in the *CX* zone). The amended map also makes the portion of the Uptown Shopping Center site on the north side of West Burnside Street eligible for the height bonuses available in the Central City Plan District.

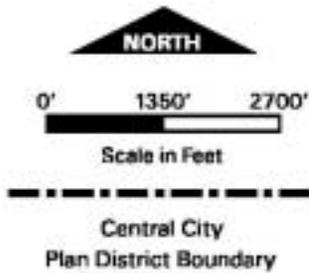
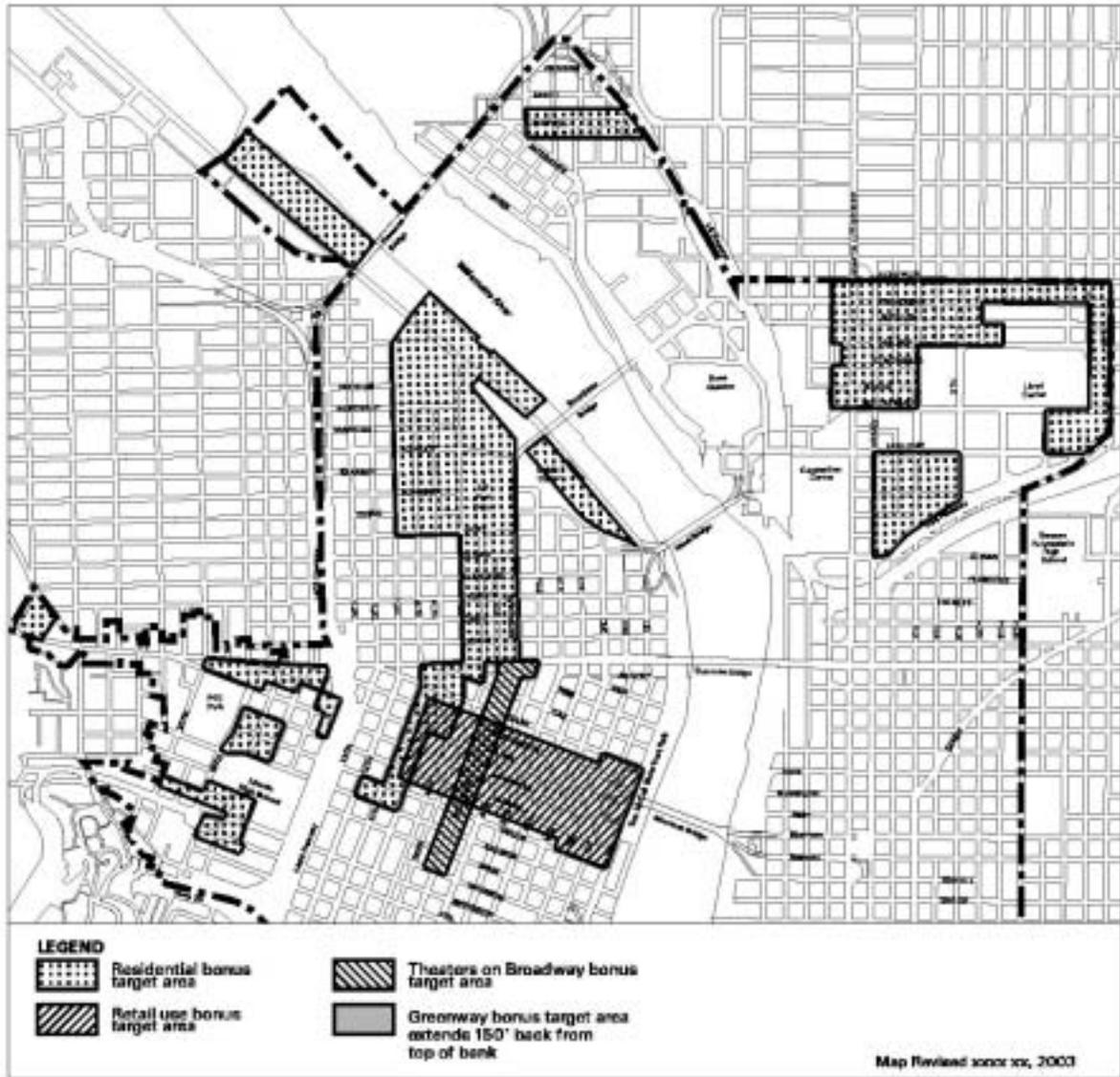


Map 510-3
Maximum Heights
 Map 1 of 3

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Amend Map 510-4: Bonus Options Target Areas

This map indicates the recommended revised boundary and applies the "residential bonus target area" to the portion of the Uptown Shopping Center site on the north side of West Burnside Street. This designation requires that the Central City Plan District residential bonus option must be used before any other bonus (see 33.510.210.B.5).

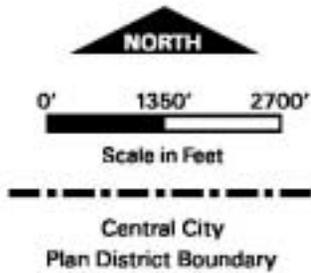
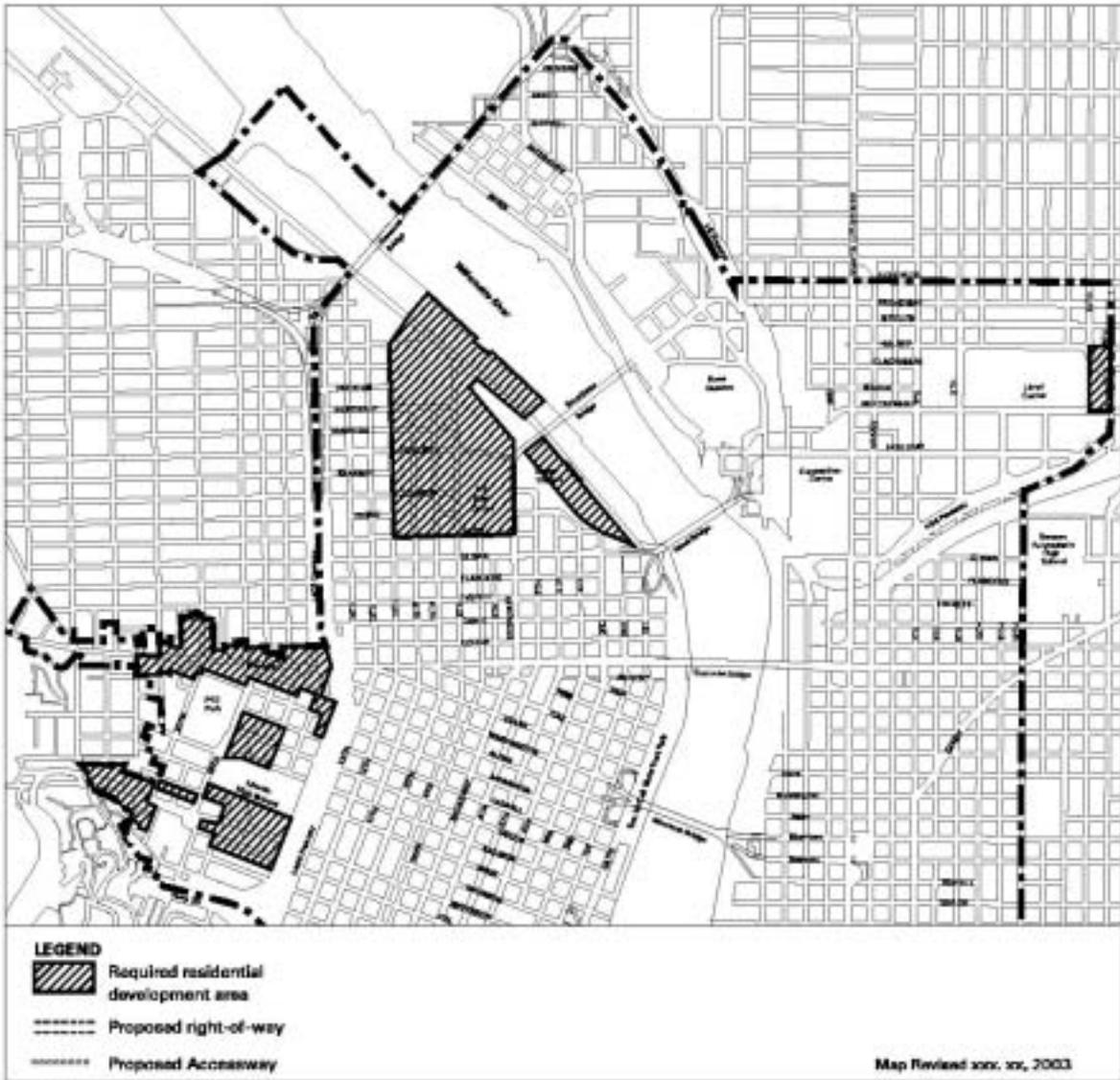


Map 510-4
Bonus Options Target Areas
Map 1 of 2

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Amend Map 510-5: Required Residential Development Area

This map indicates the recommended revised boundary only. The provisions of Chapter 33.510.230, *Required Residential Development Areas*, would not be extended to the properties being added to the *Central City Plan District*.

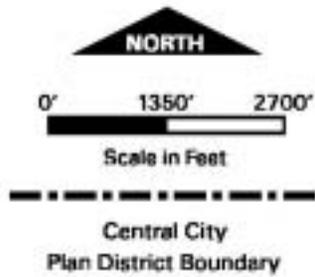
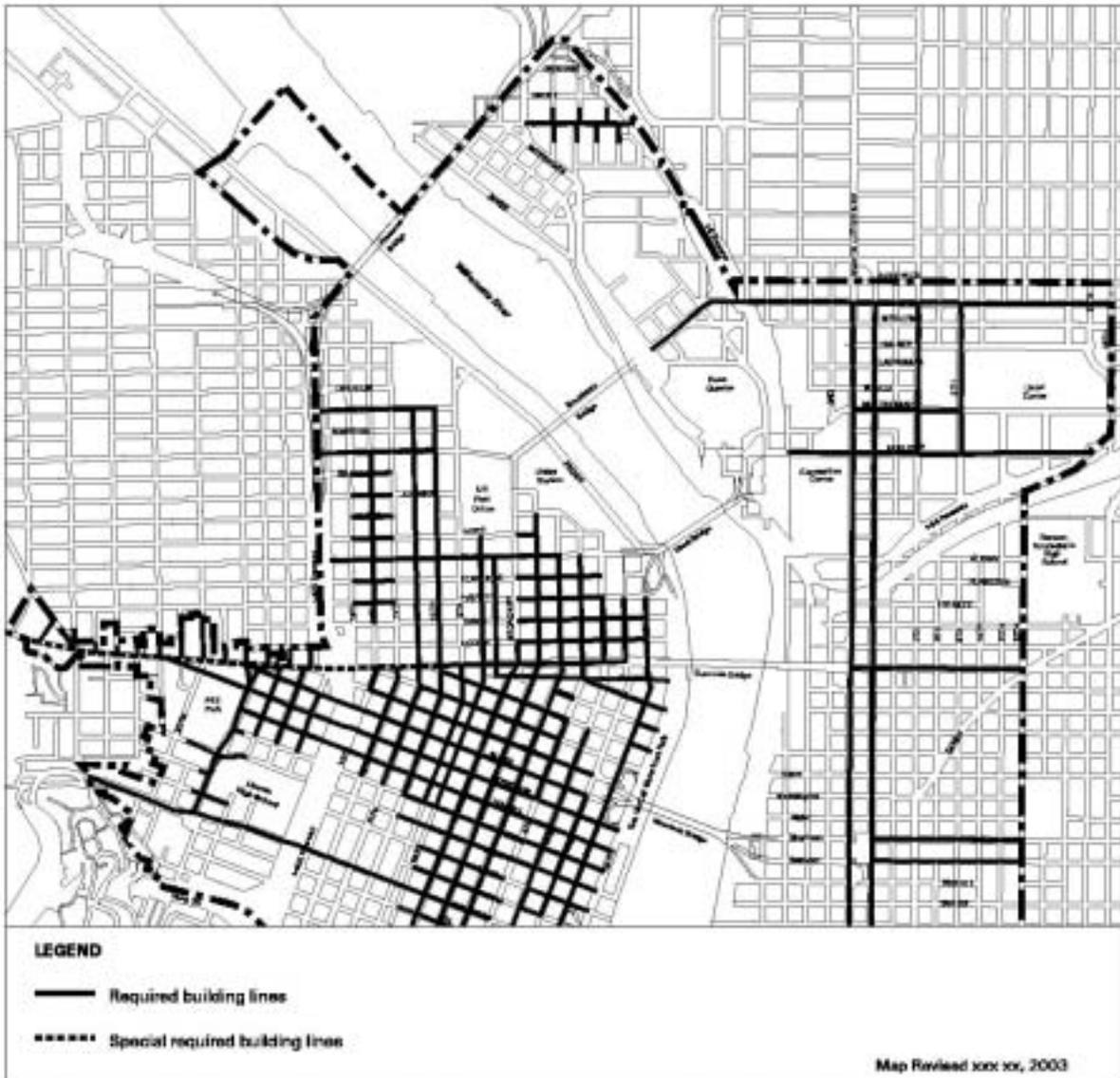


Map 510-5
Required Residential Development Areas
Map 1 of 2

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Amend Map 510-6: Required Building Lines

This map indicates the recommended revised boundary only. The provisions of Chapter 33.510.215, Required Building Lines, would not be extended to the properties being added to the Central City Plan District.

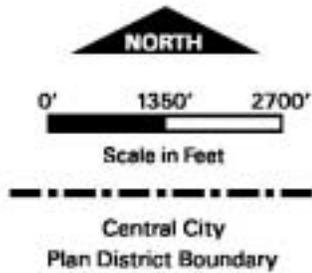
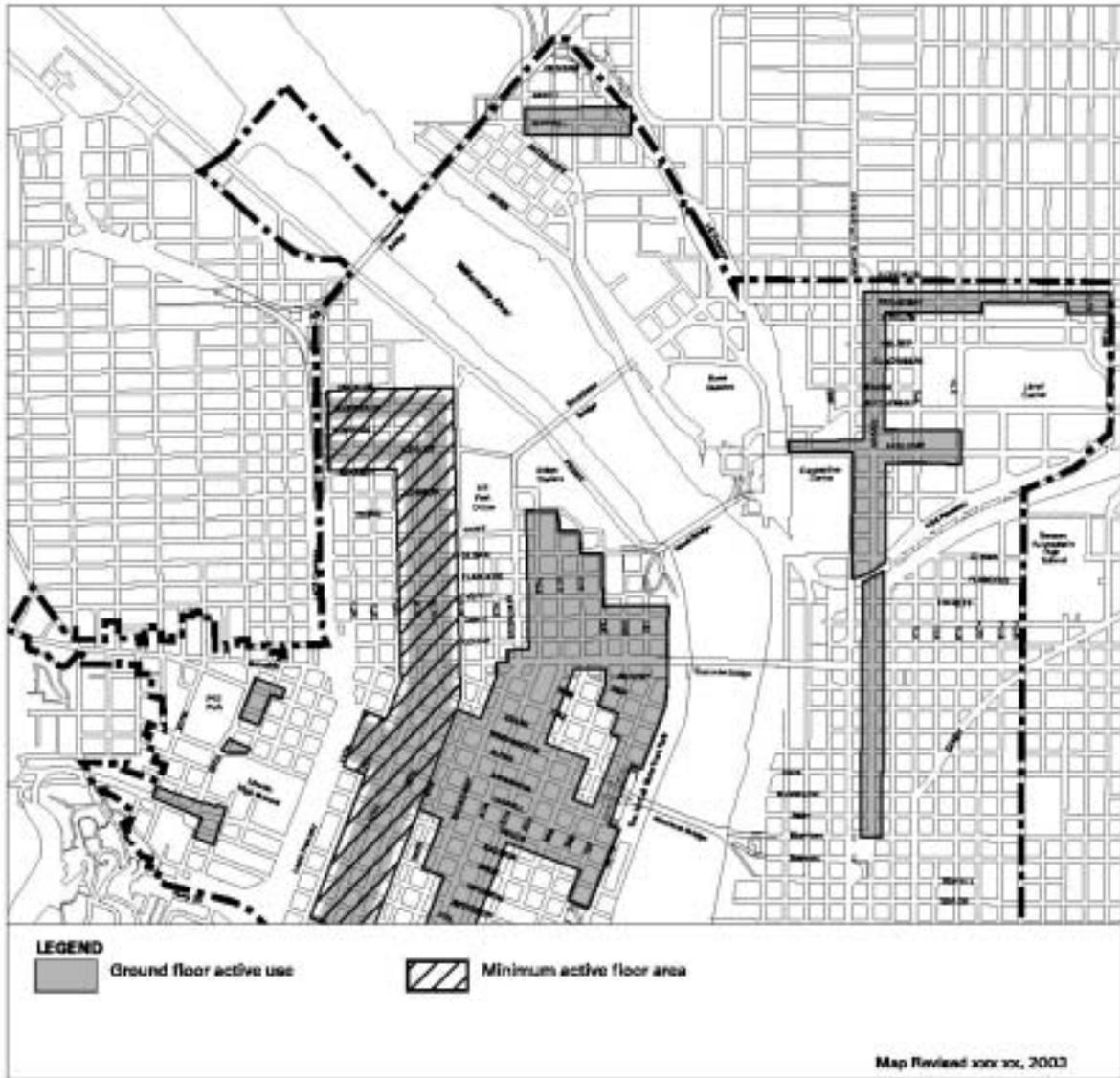


Map 510-6
Required Building Lines
Map 1 of 2

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Map 510-7: Active Use Areas

This map indicates the recommended revised boundary only. The provisions of Chapter 33.510.225, *Ground Floor Active Uses*, would not be extended to the properties being recommended for inclusion in the *Central City Plan*.

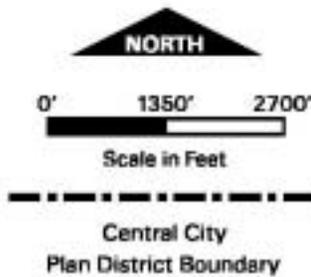
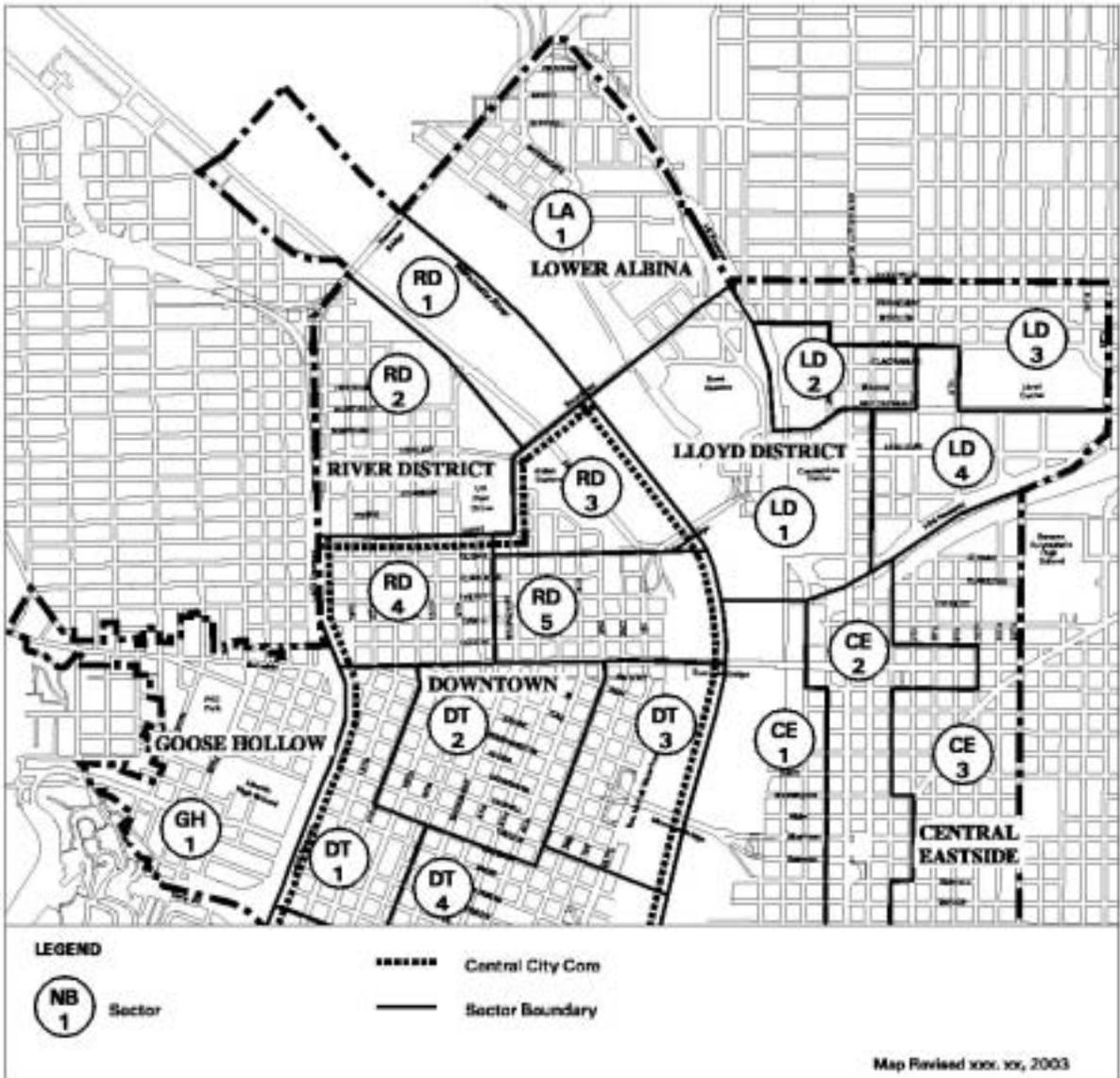


Map 510-7
Active Use Areas
Map 1 of 2

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Amend Map 510-8: Core and Parking Sectors

This map indicates that the additional properties to be included in the *Central City Plan* would be in the Goose Hollow Parking Sector, GH1. These properties would be subject to parking allowances and requirements of Chapter 33.510.265, Parking in the Goose Hollow Subdistrict, Lower Albina Subdistrict, Central Eastside Subdistrict, and River District Subdistricts 1 and 2. Like all parking in the Central City, parking is divided into Growth, Preservation, Visitor, Undedicated General, and Residential/Hotel parking. Provisions tend to be somewhat more liberal than parking restrictions in the Downtown Core and other parts of the Central City. There are no minimum parking requirements. Parking on surface lots up to 40,000 square feet are allowed; larger than that requires a Central City Parking Review. General requirements address such provisions as active uses, landscaping, and parking access.

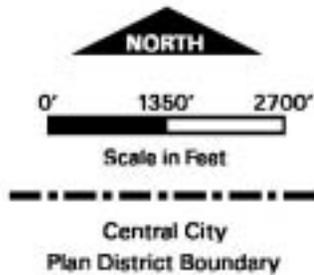
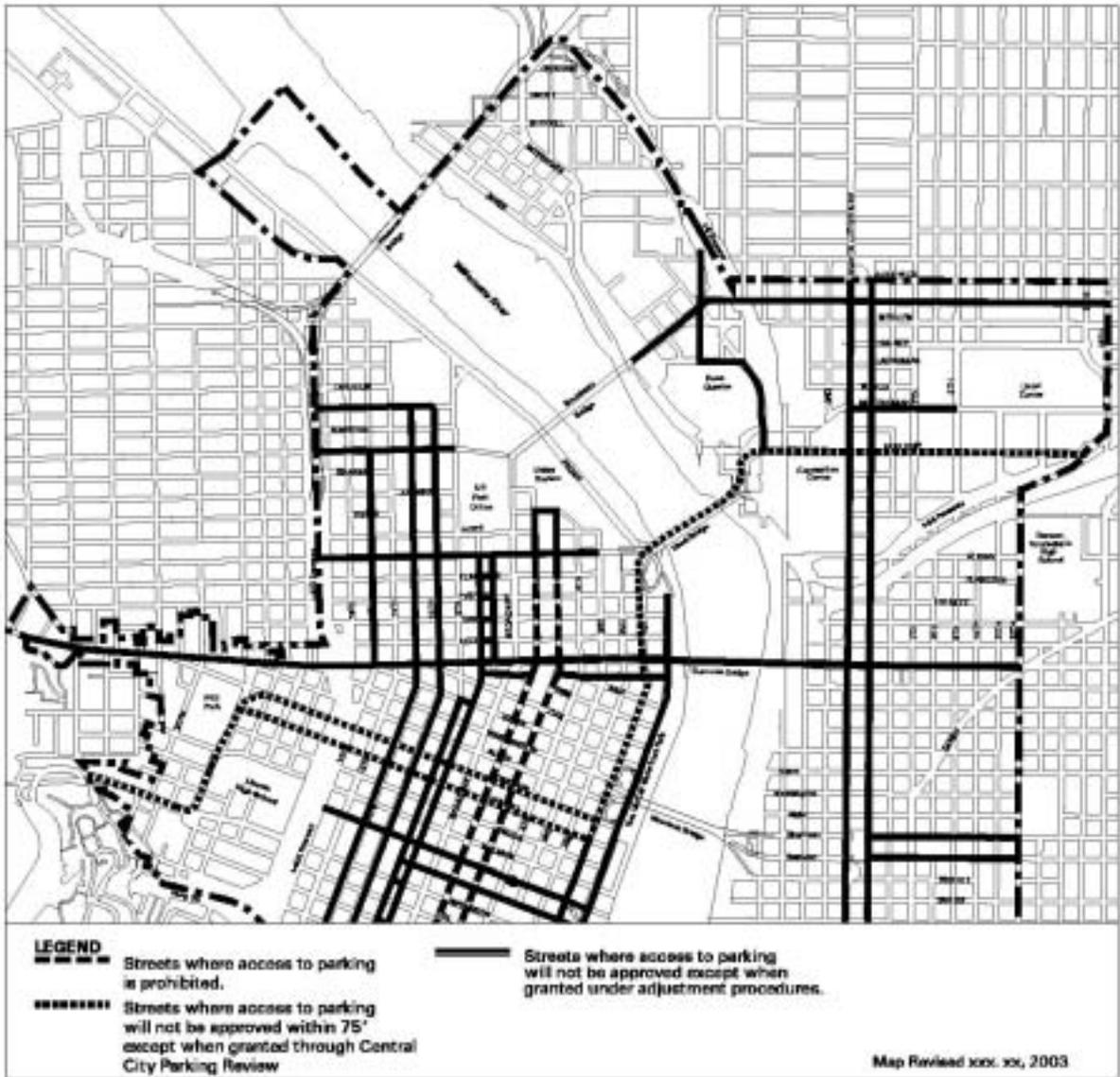


Map 510-8
Core and Parking Sectors
Map 1 of 2

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Amend Map 510-9: Parking Access Restricted Streets

This map indicates that parking restrictions would be extended along West Burnside Street per Section F. 6. b. of Chapter 33.510.265, Parking in the Goose Hollow Subdistrict, Lower Albina Subdistrict, Central Eastside Subdistrict, and River District Sectors 1 and 2. In addition, Section F. 6. b. states that "New motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9."



Map 510-9

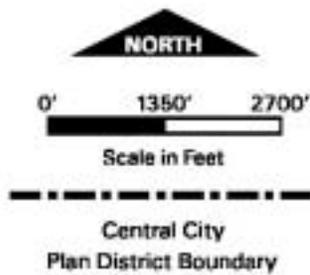
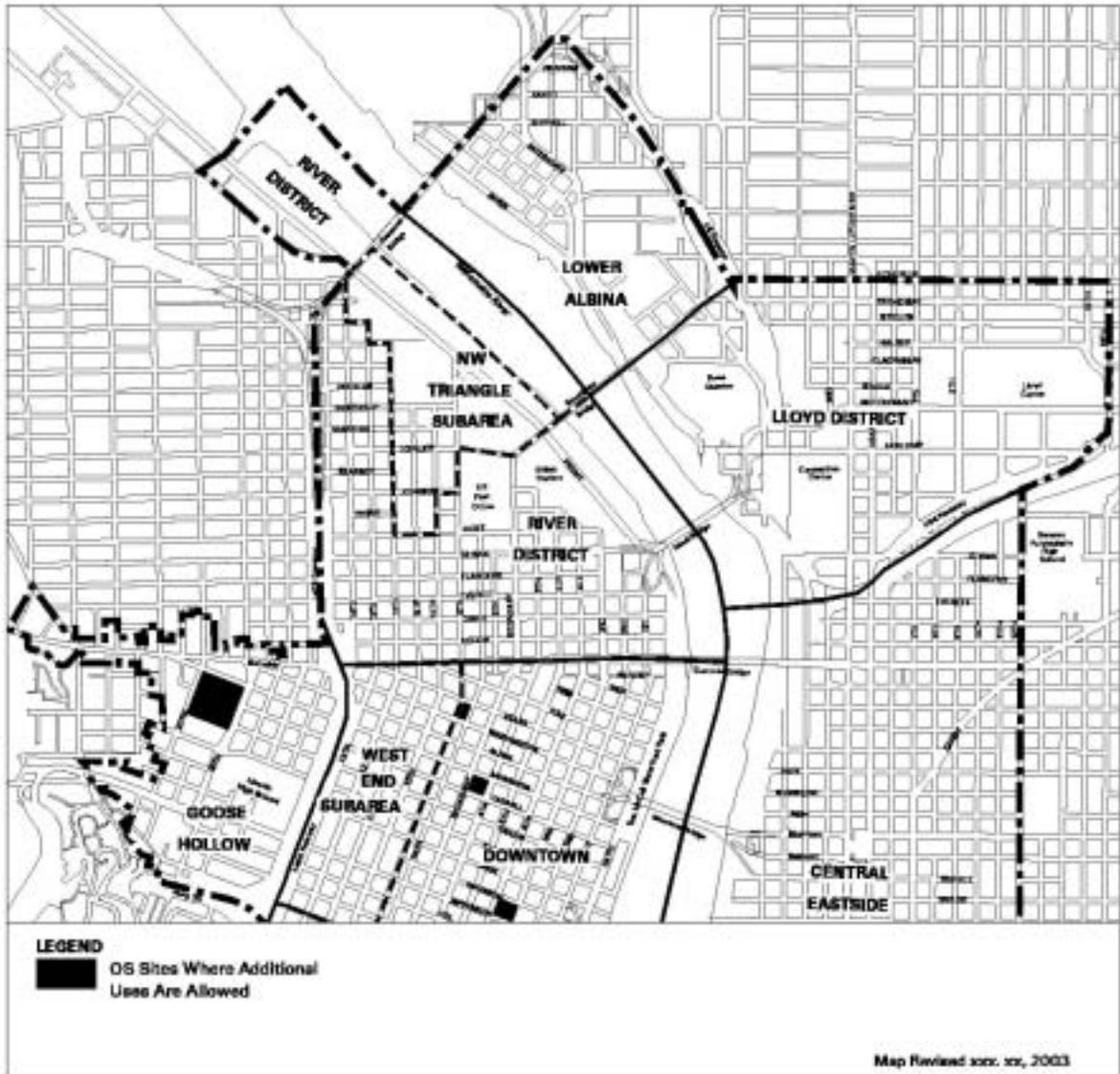
**Parking Access
Restricted Streets**

Map 1 of 2

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Map 510-10: Areas Where Additional Uses are Allowed in the OS Zone

This map indicates the recommended revised boundary only. The additional properties do not contain designated open space sites where additional uses are allowed.



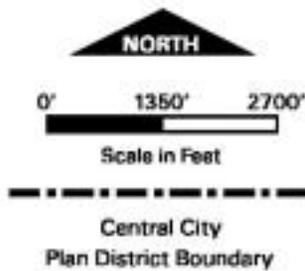
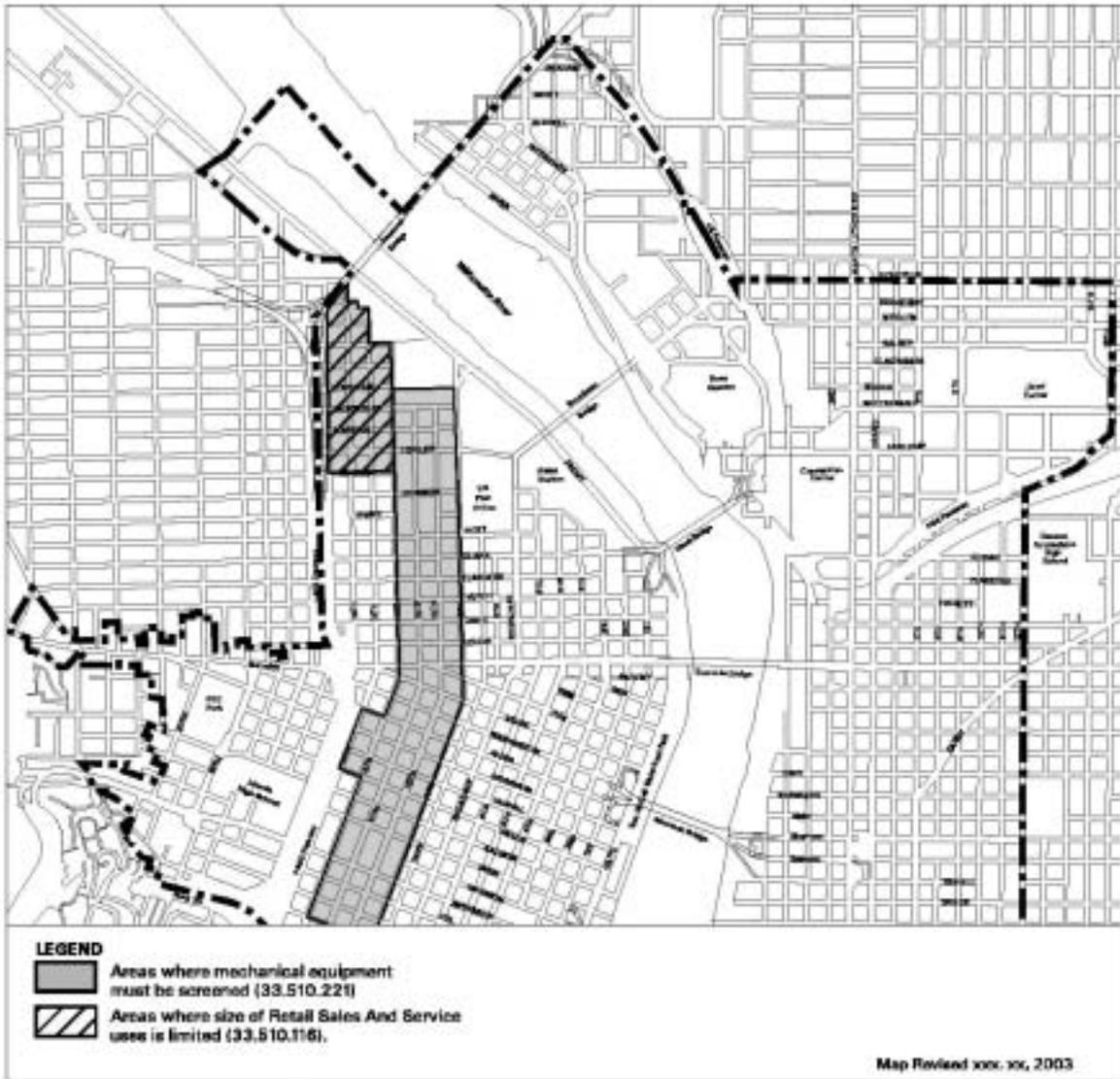
Map 510-10 Areas Where Additional Uses are Allowed in the OS Zone

Map 1 of 2

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Map 510-11: Special Areas

This map indicates the recommended revised boundary only. The additional properties contain no special areas.



Map 510-11 Special Areas

Map 1 of 2

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Map 510-12: Streetcar Alignment

This map indicates the recommended revised boundary only. The additional properties do not lie along the streetcar alignment.



Design Review

The Design (d) Overlay Zone would automatically be applied to all properties rezoned to Central Commercial, CX. The design review process for the Goose Hollow Subdistrict of the Central City Plan District is found in Chapter 33.825.025, A. 1. E. (3). Proposals with a value over \$1,000,000 in 1990 dollars will be subject to a Type III procedure. All other proposals would be subject to a Type II procedure.

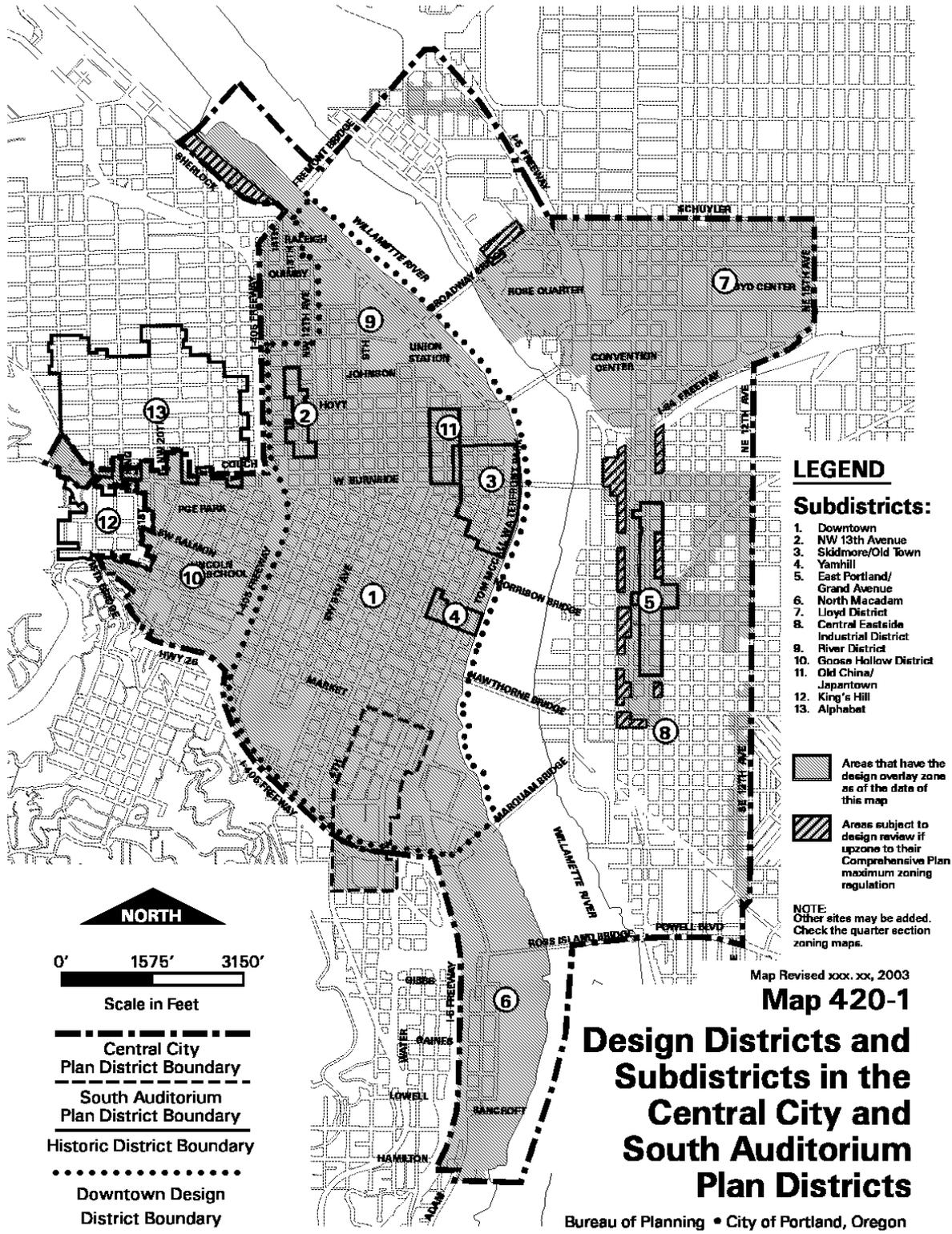
The *Central City Fundamental Design Guidelines* and the *Goose Hollow District Design Guidelines* are the approval criteria that would be used when conducting design review. Proposals would not be allowed to use the *Community Design Standards* in Title 33.

The amended maps on the following pages:

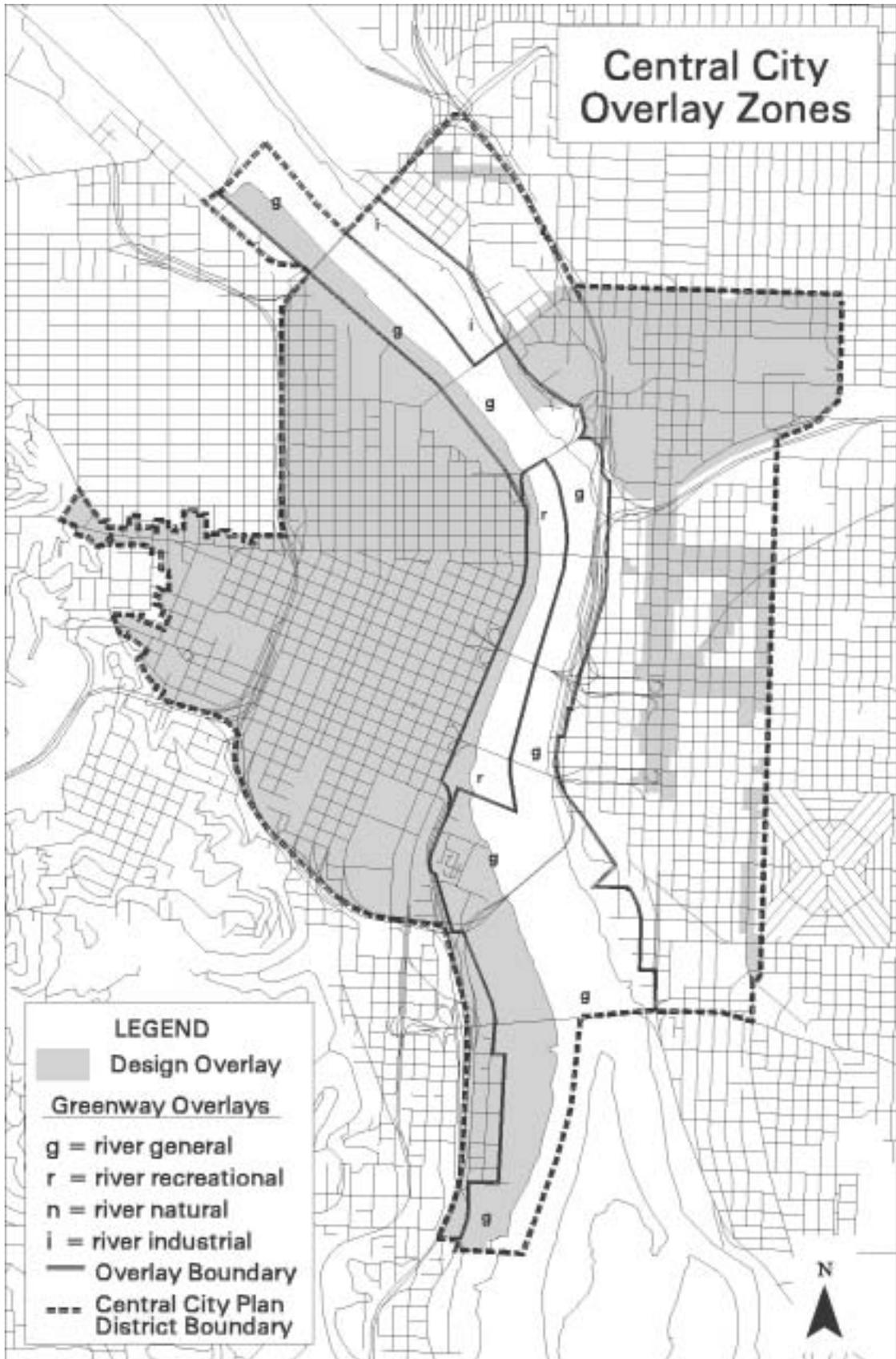
- a) Show the addition of the new *Central City Plan (CCP)* boundary as shown on Map 33.510.1;
- b) Expand the Design (d) Overlay zone map to include the properties in the expanded CCP boundary; and
- c) Extend the *Goose Hollow District Design Guidelines* to the expanded #10 Subdistrict.

The maps include the following:

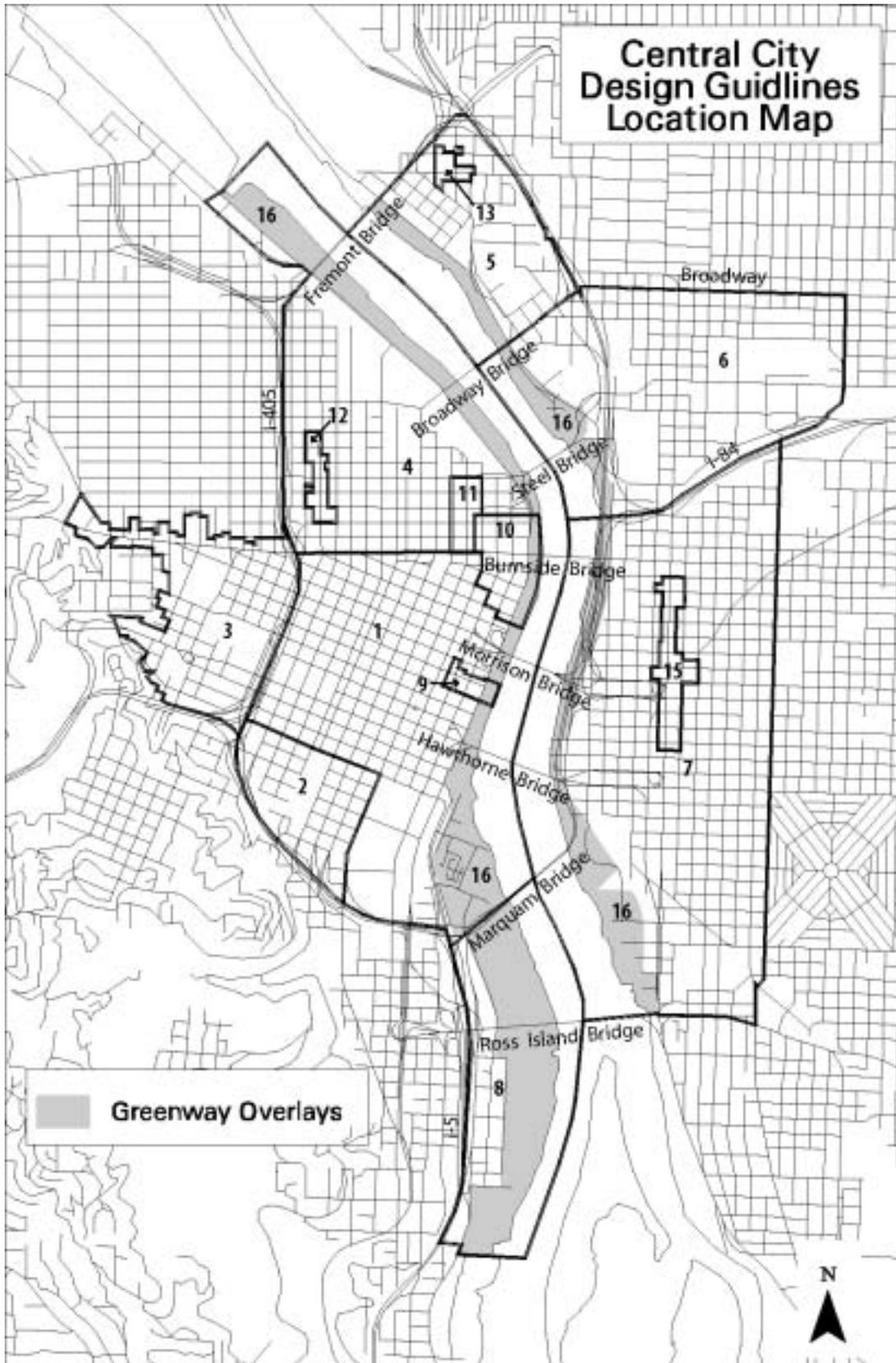
- **Map 33.420-1: Design Districts and Subdistricts in the Central City and South Auditorium Plan Districts** in Chapter 33.420 of the Zoning Code
- **Map 1, Central City Overlay Zones**, in the *Central City Fundamental Design Guidelines*
- **Map 2, Central City Design Guidelines Location Map**, in the *Central City Fundamental Design Guidelines*
- **Map 3, Alphabet Historic District**, in the *Central City Fundamental Design Guidelines*. This map also depicts the areas of the Alphabet Historic District that overlap with the Central City Plan District.
- **Map 4, King's Hill Historic District**, in the *Central City Fundamental Design Guidelines*. This map also depicts the areas of the King's Hill Historic District that overlap with the Central City Plan District.
- **Goose Hollow District Design Overlay Map** in the *Goose Hollow District Design Guidelines*



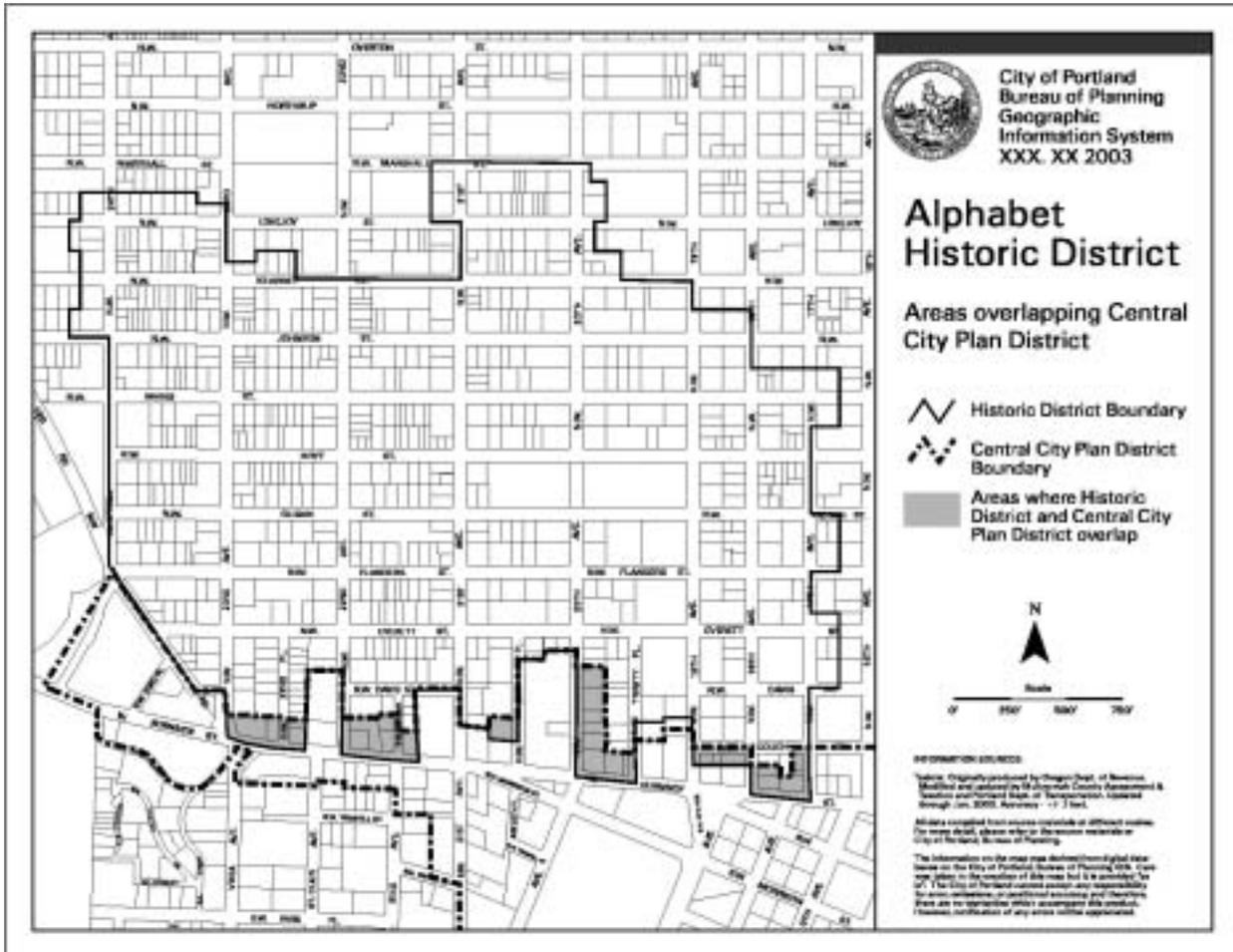
From *Central City Fundamental Design Guidelines*



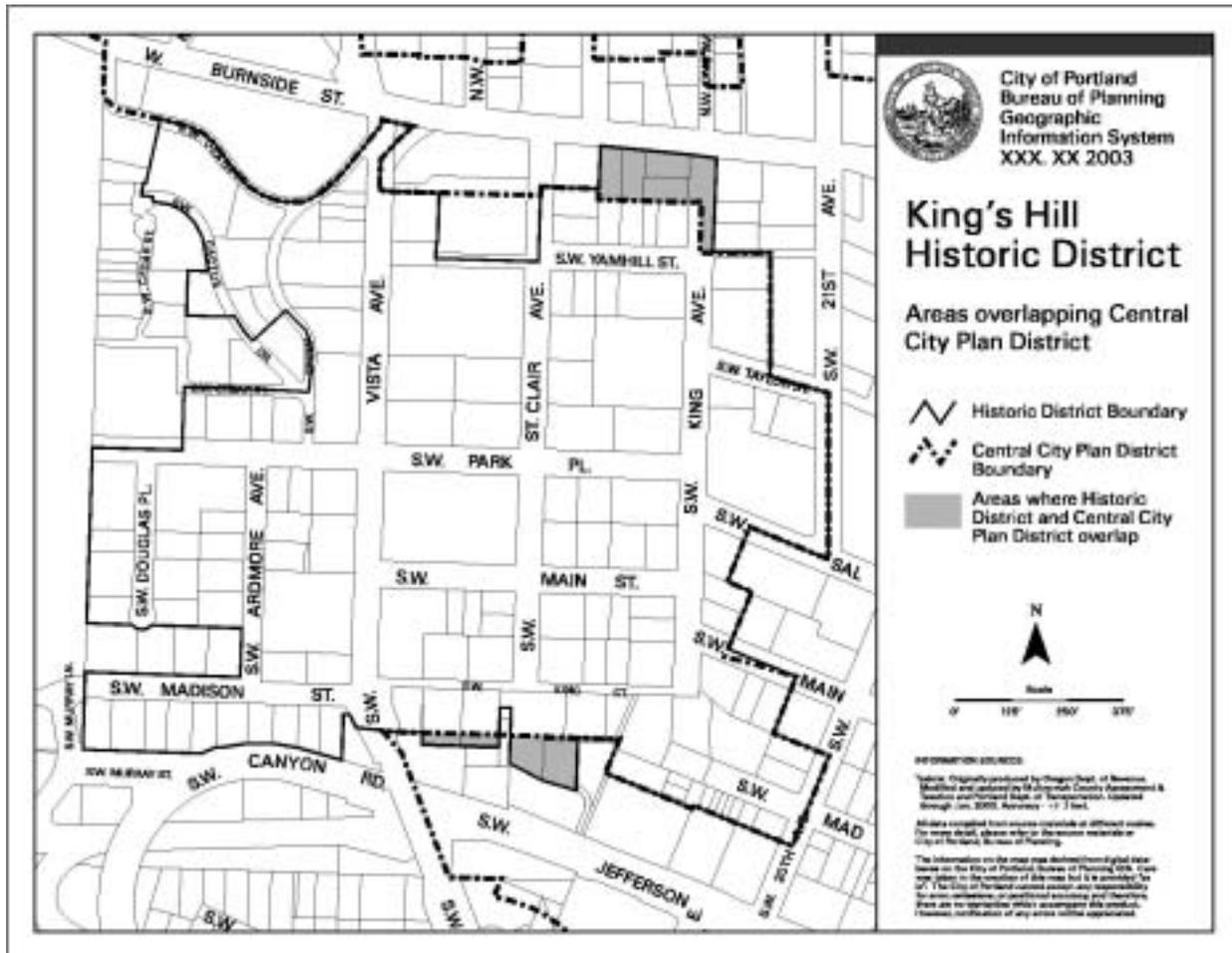
From *Central City Fundamental Design Guidelines*



From *Central City Fundamental Design Guidelines*



From *Central City Fundamental Design Guidelines*



From *Goose Hollow District Design Guidelines*

