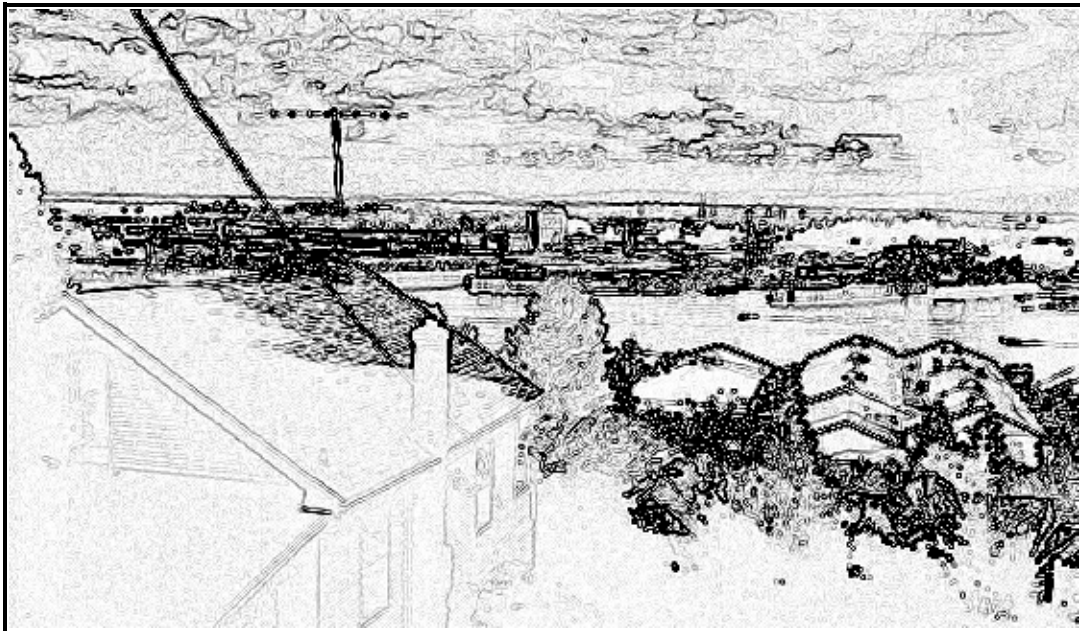


LINNTON
NEIGHBORHOOD
PLAN



JUNE 5, 2000

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L I N N T O N
N E I G H B O R H O O D
P L A N

Prepared By
the
Land Use Committee
of the
Linnton Neighborhood Association

P.O. Box 83895
Portland, Oregon, 97283-0895

June 5, 2000

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Table of Contents

Section	Page
<i>Participants and Citations</i>	1
<i>Neighborhood Map</i>	5
Introduction	
<i>Linnton Location and Physical Form</i>	9
<i>Neighborhood History</i>	10
<i>Neighborhood Demographic Profile</i>	12
<i>Past Planning Efforts in Linnton</i>	18
<i>Community Participation</i>	20
<i>Purpose of the Plan</i>	22
<i>Plan Organization</i>	24
<i>Neighborhood Planning Principles</i>	25
<i>Linnton Community Vision</i>	26
Plan Policies, Objectives, and Action Charts	
<i>Policy I Land Use</i>	35
<i>Plan District Guidelines</i>	36
<i>Neighborhood Zoning Maps, Current and Proposed</i>	
<i>Southern Harborton and Northern Linnton</i>	45
<i>Historic Town of Linnton</i>	46
<i>Waldemere</i>	47
<i>Glen Harbor</i>	48
<i>NW Germantown</i>	49
<i>Whitwood Court</i>	50
<i>Fairmont</i>	51
<i>Willbridge, North of Saltzman</i>	52
<i>Willbridge, South of Saltzman</i>	53
<i>Southern Industrial Area</i>	54
<i>Plan District</i>	55
<i>Northern Industrial Area and St. Birgitta Church</i>	56

<i>Policy II Transportation and Neighborhood Streets</i>	<i>57</i>
<i>Policy III Public Safety</i>	<i>65</i>
<i>Policy IV Housing</i>	<i>69</i>
<i>Policy V Retail and Commercial</i>	<i>73</i>
<i>Policy VI Industry</i>	<i>75</i>
<i>Policy VII Parks and Neighborhood Beautification</i>	<i>77</i>
<i>Policy VIII Neighborhood and Historic Preservation</i>	<i>83</i>
<i>Policy IX Community Institutions and Services</i>	<i>87</i>
<i>Policy X Environment</i>	<i>89</i>
<i>Policy XI Public Infrastructure</i>	<i>95</i>

Appendix

Current Neighborhood Zoning Maps

<i>Harborton and Northern Linnton</i>	<i>101</i>
<i>Historic Town of Linnton</i>	<i>102</i>
<i>Waldemere.....</i>	<i>103</i>
<i>Glen Harbor.....</i>	<i>104</i>
<i>NW Germantown.....</i>	<i>105</i>
<i>Whitwood Court.....</i>	<i>106</i>
<i>Fairmont.....</i>	<i>107</i>
<i>Willbridge, North of Saltzman.....</i>	<i>108</i>
<i>Willbridge, South of Saltzman.....</i>	<i>109</i>
<i>Southern Industrial Area.....</i>	<i>110</i>
<i>Plan District.....</i>	<i>111</i>
<i>Northern Industrial Area and St. Birgitta Church.....</i>	<i>112</i>

Land Use Zoning Codes

<i>Base Zones and Overlay Zones.....</i>	<i>113</i>
<i>Descriptions of Use Categories.....</i>	<i>114</i>
<i>Residential Use Categories.....</i>	<i>116</i>
<i>Commercial Use Categories.....</i>	<i>118</i>
<i>Industrial Use Categories.....</i>	<i>122</i>
<i>Institutional Use Categories.....</i>	<i>124</i>
<i>Other Use Categories.....</i>	<i>128</i>
<i>Open Space Primary Uses.....</i>	<i>131</i>
<i>Single-Dwelling Primary Uses</i>	<i>132</i>

<i>Housing Types Allowed in The Single-Dwelling Zones</i>	133
<i>Development Standards in Single-Dwelling Zones</i>	134
<i>Multi-Dwelling Zone Primary Uses</i>	135
<i>Housing Types Allowed in The Multi-Dwelling Zones</i>	136
<i>Development Standards in the Multi-Dwelling Zones</i>	137
<i>Commercial Zone Primary Uses</i>	139
<i>Commercial Zone Development Standards</i>	140
<i>Employment and Industrial Zone Primary Uses</i>	141
<i>Employment and Industrial Zone Development Standards</i>	142
Miscellaneous Other Information	
<i>General Plan District Guidelines</i>	143
<i>Design Review Guidelines</i>	145
<i>Implementers of Plan Actions</i>	149
<i>Parkland Acquisition Fund</i>	150
<i>Street Grades</i>	153
<i>Demographic Trends</i>	154
<i>Neighborhood Survey Results</i>	155
<i>Portland-Astoria Transportation Corridor Study</i>	
<i>Technical Advisory/Citizen Advisory Team</i>	159
<i>Work on the Plan Yet to be Completed</i>	161
<i>Speeds on US Highway 30 in Linnton</i>	163
<i>Where we Go From Here</i>	165
<i>Work on the Plan Yet to be Completed</i>	
<i>Adoption</i>	
<i>Adoptions</i>	166

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Participants and Citations

This Plan was developed over the period of 1993 - 2000. During that time, the composition of the Neighborhood Association and the Land Use Committee changed. The planning period spans a length of time involving three Neighborhood Association Presidents. The Land Use Committee has had three Chairmen. The people identified below are those who participated in some manner during this time period.

A. Linnton Land Use Committee

Doug Adams <i>Waldemere Resident</i>	John Ostrowski <i>ARCO</i>	Marco Ulmer <i>GATX</i>
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Dennis Cassidy <i>Cassidy's Marina</i>	Beverly Schatz <i>Glen Harbor Resident</i>	Pat Wagner <i>Newberry Resident</i>
John Elliott <i>Willbridge Resident</i>	Cheri Sprando <i>Fred's Marina</i>	Darise Weller <i>Germantown Road Resident</i>
Vivica Wright Elliott <i>Willbridge Resident</i>	Jim Stahly <i>Linnton Plywood and Linnton Resident</i>	Dennis White <i>Mobil</i>
John Illias <i>Whitwood Court Resident</i>	Seth Tane <i>Chairman 1995-1996 Newberry Resident and Business Owner</i>	Tom Wilson <i>Chairman 1996-Present Waldemere Resident</i>
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Garet Martin <i>Willbridge Resident</i>	Tom Tucker <i>Whitwood Court Resident</i>	

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----------------------------------	-------------------------------	-----------------------------------

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1997 - Present

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Vivica Wright Elliott
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Jim Stahley
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Pat Wagner
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Richard DiVincinzo <i>Former Linnton Resident</i>	Ron Metcalf <i>Santa Fe Pipeline</i>	Agnes Zach <i>Whitwood Court Resident</i>
Rodger Evenson <i>Glen Harbor Resident</i>	Kevin O'Connell <i>Glen Harbor Resident</i>	
Kerrigan Gray <i>Glen Harbor Resident</i>	Joe Rettke <i>Willbridge Property Owner</i>	

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(List provided by Colleen Greer Acres, Portland Bureau of Planning, Chair)

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Jo Ann Bowman, Multnomah County
Jane Bratton, Portland Police Bureau
Brian Campbell, Port of Portland
Jim Crawford, Portland Fire Bureau
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Don Gardner, Portland Office of Transportation, Engineering
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Lorna Stickel, Portland Water Bureau
David Sweet, Portland Bureau of Buildings
Cameron Tyler, Representative, Multnomah County Commissioner Dan Saltzman
Monique Wahba, Portland Office of Transportation
Mary Weber, Metro

K. Supporters

The committee is very grateful to the following sponsors for their support during the Development of this Plan:

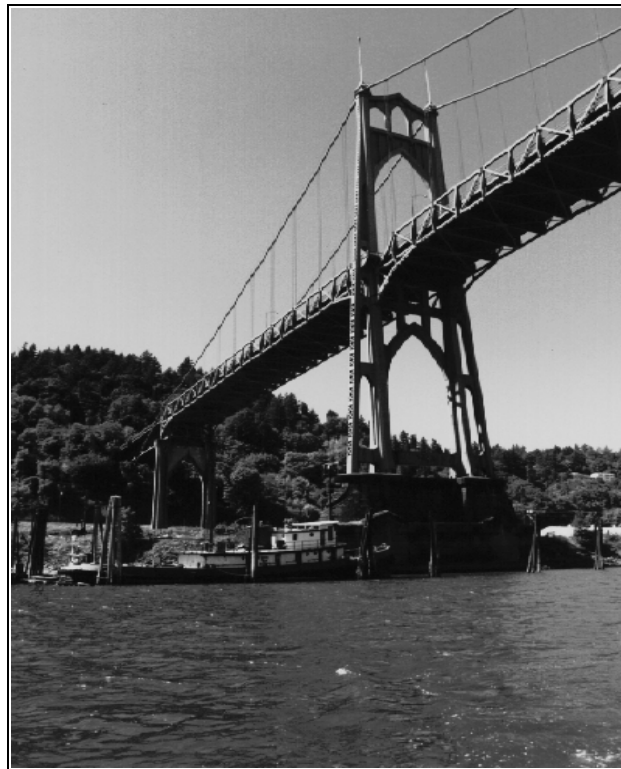
- Fred's Marina, for use of the facilities for meetings
- GATX, for use of the facilities for meetings
- Mobil, for use of the facilities for meetings over a long period of time
- ARCO, for use of the facilities for meetings
- Linnton Community Center, for use of the facilities for meetings
- Metro Enhancement Grant Committee for grants to provide support funds
- Portland Bureau of Planning, for staff support for 1995-1997
- City of Portland, for funding of the Linnton traffic study as a part of the Portland – Astoria corridor study
- Oregon Department of Transportation, for including the Linnton neighborhood in the Portland – Astoria corridor study

Neighborhood Map:



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Introduction



June 5, 2000

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I. Linnton's Location and Physical Form

The Linnton Neighborhood is located on the northern edge of Portland, on the West side of the Willamette River. Linnton is officially recognized by the City of Portland as a neighborhood and is an active participant in the Neighbors West/Northwest coalition of neighborhoods.

The developed part of the neighborhood is long, five and a quarter miles, and narrow, roughly a mile wide. The neighborhood is physically constrained by the Tualatin Hills and Forest Park on the West and the Willamette River on the East. The Northern boundary is the Sauvie island Bridge.

Linnton is a community of small sub areas, six residential, three commercial, and one long industrial area located between State Highway 30 and the Willamette River.. Five of the six residential areas occupy physically constrained locations on the east slop of the Tualatin Hills. These residential areas are constrained by State Highway 30 on the East, Forest Park in the West, and steep, wooded draws with creeks on their North and South sides. The exception to this situation is the Willbridge area. The main residential area of Willbridge is located at the base of the Tualatin Hills in a small slopping area that is severely constrained by the Hills and the Highway.

The commercial areas are located at Willbridge, Linnton, and along the West shore of the Willamette River at the northern edge of the neighborhood. The Willbridge and Linnton commercial areas have been severely impacted by the widening of Highway 30 and have, over the years lost many businesses and much of their vitality. The river front commercial uses are located along Marina Way, east of Highway 30, and are all small boat marinas.

II. Neighborhood History

Initiated by Senator Lewis Linn of Missouri, the 1843 Oregon Bill provided a donation and grant to western settlers. By 1844 Morton McGarver and Peter Burnett arrived in Oregon, looking to find a site for a town that would be the head of ship navigation on the Willamette River. Because of its close proximity to the river and its natural timber lands, a site just north of Portland was chosen and named Linnton after Senator Linn. Burnett wrote in a letter, "I have no doubt that this will be the great commercial town of the territory." The two men opened a wagon road across the hill to the Tualatin Valley (now Springville Road), giving Linnton an early lead in development as it enabled farmers to ship their goods.

Linnton served as a stopover spot for settlers coming from the east, and on the southern end of town a tent city was formed. Growth was quite slow in Linnton, while during the same time Portland had done much dredging and dock construction which would help to make it, not Linnton, the "great commercial town." In the 1890s a horse cannery was opened, which brought horses to Linnton from Eastern Oregon and exported the product to England. In the early 1900s several large lumber mills located in Linnton, including the Clark Wilson mill. Many of these mills constructed homes in the area for their employees, who were largely of foreign origin. Between 1900 and 1910 Linnton's population rose from 384 to 1,165. By 1908 there were two steam driven saw mills, several railroad companies using extensive railroad facilities, and docks housing ships from all over the world. John Marinelli, a barber in town, described those times in Linnton: "The town was wild. There were seven saloons in it, men from the mills would come in and end up fighting. You know we had our own jail, police, and curfew. "

On September 12, 1910 Linnton was incorporated as a city, with two newspapers of its own. By 1912 the City of Linnton had annexed almost 4000 acres of what would be known some thirty years later as Forest Park. Local residents soon favored annexation to Portland, and voted to do so in a town election. On July 8, 1915 Linnton was annexed into Portland. Because of its

distance from Portland, Linnton was likened to Siberia, and has, especially after World War I, been called "Portland's forgotten stepchild."

The Prohibition period in the 1920s was not felt in Linnton. In the words of a long-time resident, "There was nothing but bootlegging' from here to St. Helens ... People had to try and keep from selling it to each other." By 1921 three plywood mills alone employed one thousand men, and it was during this period that Linnton had its largest population ever.

The Depression of the 1930s hit Linnton hard and jobs were quite scarce. It has been estimated by residents from that time that at least half of the town was deeply in debt. Linnton never really recovered from this; not helping the situation were the fires which destroyed two of the major lumber mills between 1945 and 1950, never to be rebuilt. On top of all this in the 1950s the railroad freight business declined due to the competition (and low rates) of the trucking business.

The 1960s were not any kinder to Linnton. As part of a project by the Oregon Highway Department to improve the route from Portland to Astoria in the early 1960s, St. Helens Road was widened from two to four lanes. This had a devastating effect on Linnton, as the buildings on the west side of the highway were demolished. Virtually half of Linnton's business district was removed as a result. A possible urban renewal project in Linnton was studied by the Portland Development Commission, but a 1963 report declared the project economically unfeasible, and the project was dropped. 1971 brought the closure of Linnton's public school and its railroad depot, which hosted 17 passenger trains daily.

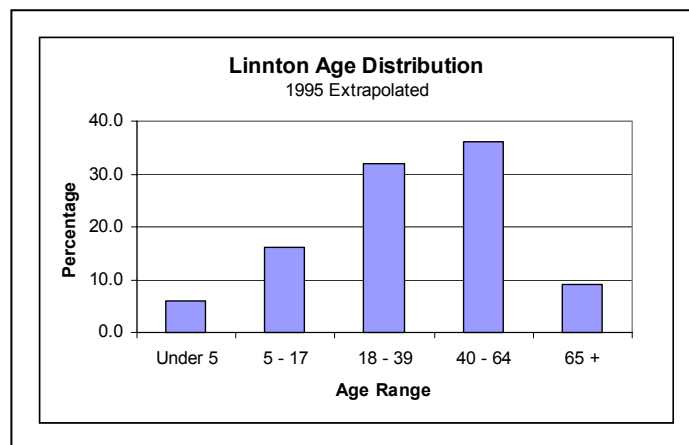
III. Neighborhood Demographic Profile

The Linnton Neighborhood is a area which has undergone drastic change in the 1980's. This former mill town and blue collar area has become a residential neighborhood for Portland's artists, professionals, and managers. Average household income has jumped from \$15,789 in 1980 to \$37,305 in 1990. In the same time period, the blue collar/crafts component of the workforce has dropped from 49.3% in 1980 to 27.2% in 1990. Correspondingly, the white collar / professional / managerial section of Linnton's workforce has risen from 40% in 1980 to 65.6% in 1990.

In this profile of Linnton only the most extreme findings are presented. More complete graphs and analysis are presented in the appendix of this plan.

Age Categories

During the past 40 years the proportion of people between the ages of 25 and 44 has grown considerably in the Linnton Community. In 1960 there were 1168 people in Linnton, 23% of whom were between the ages of 25 and 44. In 1970, of 1163 people in Linnton, 20.7% of them were between the ages of 25 and 44. In 1980, of 905 people in Linnton, 33% of them were between the ages of 25 and 44. By 1990, of 851 people in Linnton, 41.5% of them were between the ages of 25 and 44.

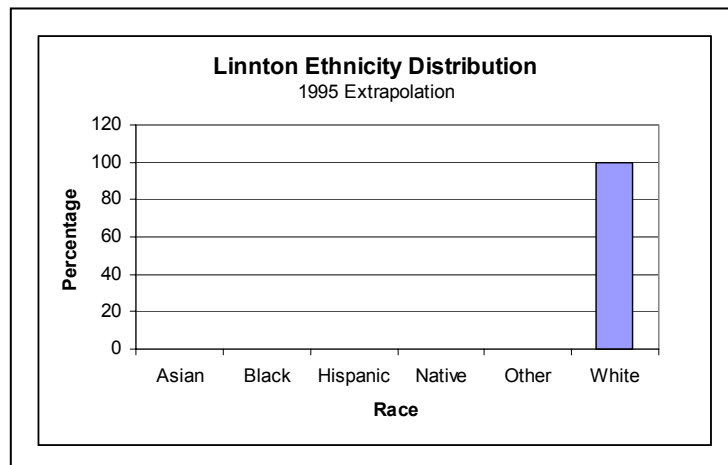


The proportion of young people in Linnton has decreased considerably during the past 40 years. In 1960 an estimated 41.9% of the residents in Linnton were under the age of 20. In 1970 an estimated 34.8% of the residents were under the age of 20. In 1980 an estimated 23.6% of the residents were under the age of 20. In 1990 the proportion had increased slightly, with 24.6% of the residents under the age of 20.

The proportion of people over the age of 55 remained relatively stable during the past 40 years. In 1960 an estimated 17.8% of the population was aged 55 years or more. In 1990 an estimated 20.6% of the population was aged 55 years or more. Median age in Linnton was 33.5 years in 1980 and 37.6 years in 1990.

Ethnicity

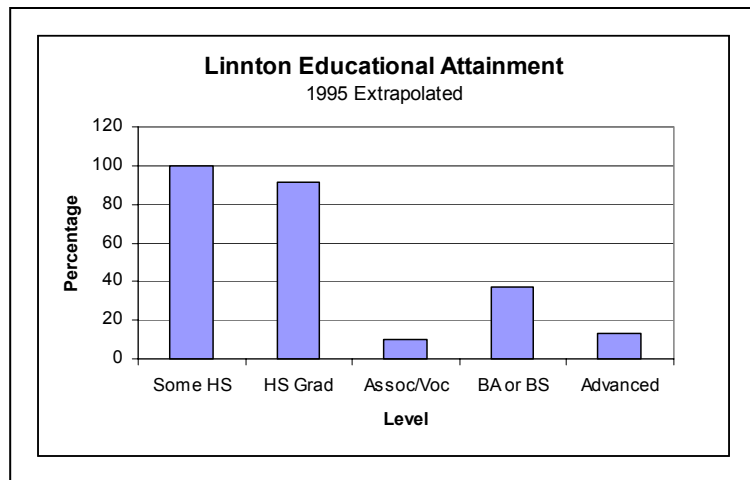
The Linnton Neighborhood, like Portland and Oregon, has been a predominantly white area for a long time. This has begun to change, though non-white ethnic populations remain very small. In 1960 only 6 people (.6% of the population of 1168) claimed non-white ethnicity in Linnton. In 1990 there were 54 people (4.6% of the population of 851) claiming non-white ethnicity were between the ages of 25 and 44.



Education

During the past 40 years there has been a considerable increase in the education levels of residents living in both Linnton and the Portland area. In 1960 in Linnton the largest education category was adults who had some high school education, but no diploma (32.9% of 624 adults aged 25 years or more). By 1990 the proportion of adults in Linnton who had attended high school but not received a degree was 10.2% of 616 adults aged 25 years or more. Portland's largest education category in 1960 was adults who had not even attended high school. This proportion was 29.7% of adults in 1960 and had decreased to 5% of adults by 1990.

Linnton's smallest education category in 1960 was adults aged 25 years or more who had at least a bachelor's degree (3.4% of adults). By 1990 this proportion had grown to 33.1% of adults, the largest category for Linnton in 1990. In the Portland area in 1960 an estimated 9.3% of adults had at least a bachelor's degree, and by 1990 an estimated 23.6% of adults had at least a bachelor's degree.



Occupation

Professional specialists and managers have become the predominant occupation group in Linnton in the last 15 years. The amount of residents employed as professional specialists soared from 10.6% of Linnton's 479 workers in 1980 to 33.3% of Linnton's 498 workers in 1990. Precision production, craft, and repair workers accounted for 26.3% of Linnton's labor

force in 1980, though by 1990 the proportion had dropped to 9.2% of the labor force. Machine operators, assemblers, and inspectors accounted for 11.5% of the labor force in 1980, though by 1990 the proportion had dropped to 2% of the labor force.

Journey to Work

Linnton's journey to work patterns mirror more closely those of suburban rather than inner-city neighborhoods. By 1990 Linnton even surpassed the metro area with 87.6% of its 474 commuters using a private vehicle to get to work. In the Portland metropolitan area 86.1% of the region's commuters used a private vehicle. In 1960 an estimated 68.5% of Linnton's 422 commuters used a private vehicle to get to work (this includes driving alone as well as carpooling). This was a slightly lower proportion than that of the Portland metropolitan area, in which 72.9% of commuters used a private vehicle to get to work. In 1970 an estimated 81.9% of Linnton's 387 commuters used a private vehicle while 83.4% of the Portland area's commuters used a private vehicle. In 1980 an estimated 82.9% of Linnton's 463 commuters used a private vehicle while 83.3% of the Portland area's commuters did.

There has also been a decline in the proportion of people using public transportation. An estimated 12.1% of Linnton's commuters and 10% of metro area commuters used public transportation in 1960. In 1970 an estimated 5.4% of Linnton's commuters and 5.8% of metro area commuters used public transportation. In 1980 an estimated 9.5% of Linnton's commuters and 8.4% of Portland area commuters used public transportation. In 1990 an estimated 4.4% of Linnton's commuters and 5.4% of metro area commuters used public transportation.

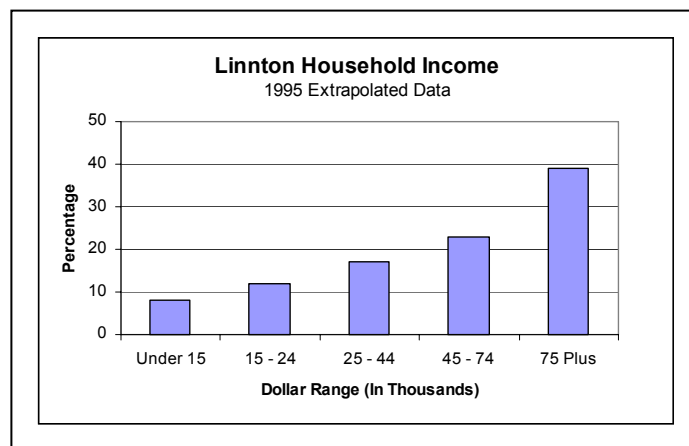
Households

During the past 40 years the size of households in Linnton has decreased. In 1960 there were 3.2 people per household, in 1970 there were 2.9 people per household, in 1980 there were 2.4, and in 1990 there were again 2.4 people per household. The size of families remained largely unchanged in 1980 and 1990, with 2.92 and 2.88 people per family, respectively. In 1990 there were

355 heads of household in Linnton, and 65.4% of them were family heads of household.

Household and Family Income

Rising average household and family incomes reflects Linnton's changing residential labor force. In 1980 the largest income category for households was between \$5,000 and \$9,999, with 25.8% of Linnton's 400 households. By 1990 this category had decreased to 6.7% of 373 households. In 1980 only 2.8% of Linnton's households reported earnings at \$50,000 or more. By 1990 this had become the largest category, with 36.7% of households claiming earnings of \$50,000 or more. Linnton's 1980 median household income was \$15,789 while the metro area's median was \$18,423. By 1990 Linnton had surpassed the metro area with a median household income of \$37,305 while the metro area's median was \$31,455.



The income of Linnton families has also risen considerably, and in the past 15 years has surpassed the average income of metro area families. In 1960 Linnton's median income of families was \$5,582, with 48.4% of its 279 families earning between \$5,000 and \$9,999. The Portland metropolitan area's median family income in 1960 was \$6,340. In 1970 Linnton's median family income was \$9,576, still lower than the metro area median of \$10,463. In 1980 Linnton's median was \$22,019 and the metro area's median was \$22,044. By 1990 Linnton's median family income had risen to \$47,857 while the metro area's median had risen to only \$36,768. An

estimated 47.4% of Linnton's 230 families earned more than \$50,000 in 1990. Portland metropolitan area families earning more than \$50,000 accounted for 30.3% of total families in 1990

Housing Units

Linnton has consistently had a much higher ratio of single unit housing than the Portland metro area. In 1970 an estimated 88.2% of Linnton's 391 housing units were single unit. In the Portland metro area 77.2% of housing units were single unit. In 1980 an estimated 90.4% of Linnton's housing units were single unit while the metro area's proportion of single unit homes had decreased to 69.9%. In 1990 an estimated 89.1% of Linnton's housing units were single unit and the metro area's proportion of single unit homes had decreased further to 66.9% of total housing units.

Housing Occupancy

Over the past 40 years Linnton has increased its ratio of owner-occupied housing to the point where it exceeds the metro area ratio. In 1960 Linnton's owner-occupancy ratio was 57.3% of 398 housing units, lower than the metro area's ratio of 65% of its housing units. By 1970 Linnton's owner-occupancy ratio had reached 71% of its 417 housing units, exceeding the metro area's ratio of 62.1%. In 1980 Linnton's owner-occupancy ratio was 67.7% of 399 housing units while the metro area's owner-occupancy ratio continued to decrease to 59.5% of its housing units. In 1990 Linnton's owner-occupancy ratio was 71.6% of its 384 housing units. The 1990 owner-occupancy ratio in the Portland metropolitan area was 58.2% of its housing units.

Housing Value of Owner-Occupied Units

Reported housing values in Linnton have risen considerably during the 1980's, though values have also risen in the metro area. In 1980 the largest group of owner-occupied homes in Linnton (26.5% of 234 specified units*) reported values of \$40,000 to \$59,999. This was also the largest reported category for the Portland metropolitan area, with 30.9% of its housing units. In 1990 this was again the largest category for Linnton, with 25.1% of its 251 specified owner-occupied homes. The largest metro area category had risen to between \$60,000 and \$79,999 with 27.8% of its housing units.

Median housing value in Linnton in 1980 was \$52,800 while the metro area's median was \$62,300. By 1990 Linnton's median value of owner-occupied units had increased to \$68,600 while the Portland area's median had increased to \$72,500. However, since 1990 housing values have continued to rise in Linnton as Northwest Portland housing values have risen dramatically. The average value of new homes being built in Linnton in 1995 is over \$250,000.

**The Census reports housing values of owner-occupied units and gross rent (rent plus utilities) of renter-occupied units by specified units only. Specified units include all housing units on no more than 10 acres of property and without a business or medical office on the property.*

Gross Rent of Renter-Occupied Units

With a decreasing supply of renter-occupied housing units in Linnton rental prices have risen dramatically. Some of this change in rent is reflected in the metro area, though it is more extreme in Linnton. In 1960 nearly all of Linnton's renter-occupied housing units (90.1% of 121 units) reported gross rents of \$100 or less. An estimated 78.6% of Portland metropolitan area rental units reported gross rents of \$100 or less. By 1990 the vast majority of Linnton's renter-occupied housing units (79.7% of 59 units) reported gross rents of \$400 or more. In 1980 Linnton reported a median gross rent of \$309, compared with the metro area median of \$271. By 1990 Linnton's reported median gross rent had grown to \$497 while the metro area's median had risen to \$438.

Home Heating Fuel

The Linnton Neighborhood had a different pattern of fuel consumption for home heating in 1990. As Linnton is in many ways a unique community, so its use of heating fuel is also unique and suitable to the area. Wood is popular in the Linnton Neighborhood. In 1990 wood was used by 12% of its 373 households, while the Portland average was only 2.7%. Solar and other nonpolluting fuels accounted for less than one percent of Portland's consumption, while in the Linnton Neighborhood they were used by nearly 5% of households.

IV. Past Planning Efforts in Linnton

1987 Portland State University Plan: In 1987 a graduate planning class undertook a land use plan for the Linnton Neighborhood. There was good work done but the plan was never adopted.

The Committee produced a draft policy plan in November of 1995.

A draft zoning plan was completed in December 1996.

Following a review of the draft Plan, a series of Community Meetings were held.

In addition, the city Bureau of Planning held a workshop among various agencies and to which the neighborhood was not only not invited to participate, it was told it specifically was not welcome. That workshop produced recommendations for at least 58 major content changes in the Neighborhood Plan.

In early May 1997, after dealing with some carry-over zoning issues from the Community Meetings, the Committee completed a review of the proposed changes to Policy 6, the policy on Industry.

From early May through October 1997, the Committee dealt with carry-over zoning issues from the Community Meetings; completed a review of the proposed changes to Policy 6, the policy on Industry; and, developed guidelines for establishment of a Plan District in the area along the Willamette River between the ARCO and GATX oil terminals. In April 1998, the Committee completed review of the 37 proposed changes to the Policy on Transportation.

A community meeting was held on April 20 to present the results of the traffic circulation study and the revision to the Policy on Transportation.

During the 2-year period of April 1998 through April 2000, the Committee completed review of the 257 proposed changes to Policies, developed a

zoning proposal for Willbridge and refined other proposed zoning, completed an update to the Land Use Policy and guidelines for the proposed Plan District.

Since April 1996, the Committee has met almost 100 times, conducted 7 open houses and spent over 1,600 hours discussing the ideas presented in this proposal.

V. Community Participation

Specific work started on the Linnton Neighborhood Plan in the Fall of 1993. During this time there have been monthly meetings of the Land Use Committee, special meetings with interest groups within the neighborhood, and three well attended public meetings.

The Committee produced a draft policy plan in November of 1995.

A draft zoning plan was completed in December 1996.

The following meetings have all been publicly announced and have all been open to anyone who wished to attend.

- **Regular meetings of the Linnton Land Use Committee** - The Land Use Committee has held over 130 working meetings, 98 since April of 1996, to produce the Linnton Neighborhood Plan. Each meeting was announced through the Neighbors West/Northwest Newsletter, the Neighborhood News Line (503-360-9019), and mailings to those people and organizations who have stated an interest in the process of neighborhood plan development. A mail/fax/e-mail list of 47 people have received meeting minutes and agendas since 1997, the period of time the Land Use Committee was conducting another review of the Plan.
- **Special meetings** - During the process of plan development the Land Use Committee and representatives of the Land Use Committee have met with special interest groups and representatives of organizations and governmental bureaus. Linnton industrial managers, commercial owners and managers, city, state, and regional governments have all provided their input for the neighborhood plan. Meetings with Willbridge area people were held January 14th and 28th to solidify the proposed zoning for Willbridge.
- **Community wide workshops** - In January and February of 1995 the Land Use Committee hosted two public meetings to gather input on the draft plan and concepts for sub-area redevelopment. Both meetings were well attended. In February 1997, three additional public meetings were hosted by the Land

Use Committee to present the current thinking on Policies and neighborhood zoning. These meetings were also well attended.

A community meeting was held on April 20 to present the results of the traffic circulation study and the revision to the Policy on Transportation.

Additional public meetings are being held May 5th (Friday) and May 13th (Saturday) to present the final version of the Plan and answer questions.

A special meeting of the Linnton Neighborhood Association is planned for June 5th for adoption of the Plan by the Neighborhood Association.

VI. Purpose of the Plan

This plan is the product of the Linnton Neighborhood's effort to meet the challenges that growth are bringing to their neighborhood. The Portland metropolitan region is forecasted to grow by three quarters of a million people in the next forty years. All parts of the region will be impacted by this growth.

This Plan will provide the vision and the basis for residents of the neighborhood to offer constructive, consistent direction to the City and those people who would seek to develop in the Linnton Neighborhood.

Specifically the Plan will provide:

- A focus for community decision making and priority setting,
- A central theme for the organizing of neighborhood programs and efforts,
- A statement of neighborhood objectives for businesses and industry interested in locating in the Linnton Neighborhood,
- A tool for the City to provide to applicants who wish to develop in the Neighborhood, and
- A framework for the City to use in approving projects and expenditures in the Linnton Neighborhood.

This Plan is based on the current city code at the time of adoption of the Plan by the Neighborhood Association. Should the code change, the Plan would change correspondingly to compensate for the code change to achieve the currently desired end result.

Action Charts are approved by the Portland City Council by resolution. They are a starting place. Actions with an identified implementer are adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementer for an action is an expression of interest and support with the understanding that circumstances will affect the ability of implementers to take action. Agencies may be either public or private organizations and specific responsibilities may shift between agencies over time. The agencies listed are those with the current organizational responsibility in the area indicated.

VII. Plan Organization

The body of Linnton's Neighborhood Plan is organized into subject sections that reflect the priorities of the Linnton community. Each section is broken into goals, policies, objectives, and action charts.

Policies are statements of long term guiding principles that will be used by the community in assessing how proposals will achieve specific identified goals.

Objectives are specific short term measurable benchmarks that are implementing actions for specific policies.

Action Charts are lists of specific actions, that may be modified over time in reaction to changes in neighborhood priorities and resources. These action charts include the specific measurable project, time frame for accomplishment, and who the responsible/implementing parties are.

City Action following the adoption by the Linnton Neighborhood Association Board will include Portland Planning Bureau review and development of a staff report, review, comment, and referral to the City Council by the Portland Planning Commission. The Council, if they choose, will adopt the vision statement, goals, policies, and objectives by ordinance, and the action charts by resolution. Public hearings will occur at each step in the process.

VIII. Neighborhood Planning Principles

The Linnton neighborhood recognizes that growth and change are parts of the life of a dynamic community. This plan is a statement of how the neighborhood wants to locate and schedule growth, protect those elements of the community which are valued, and participate in the changes occurring in the Portland Metropolitan Region.

The following are guiding principles of this plan.

1. Linnton is a mixed use community that incorporates and welcomes residential, commercial, and industrial uses.
2. The right of existing industrial uses to conduct business in a responsible, environmentally sensitive, and efficient manner is acknowledged and respected.
3. The existing residential area's unique hillside character is to be preserved.
4. Growth and redevelopment should take place in those areas that can accommodate a higher intensity of use in a cost efficient and environmentally sensitive manner.
5. The neighborhood will seek to develop a non-auto oriented residential and commercial culture.
6. The Linnton Plan will provide opportunity for urban levels of development and redevelopment at appropriate sites.
7. The Plan recognizes that if any development occurs, more services and infrastructure will have to be provided.
8. Measures will be adopted and pursued to meet the goals of the State Transportation Planning for a decrease in vehicle miles traveled (VMT).

IX. Linnton Community Vision

Linnton - A Look Back From The Year 2017

The Linnton neighborhood is an area dominated by nature's beauty. The river flows along the eastern front of the neighborhood and the hillsides provide opportunities for a panoramic view of the river, the St. Johns bridge cathedral architecture and the Cascade Range.

Linnton is an older style neighborhood characterized by a predominance of single family residences on the west side of US Highway 30 with frequent vacant lots and a mix of opportunities for business and employment (heavy industry, light industry and commercial) on the east side of the highway, transformed from the smoke-belching mills of the early 1900s to the pollution-free industry of the early 2000s. Some diversity of housing has developed in areas where it can be focused away from the highway in order to buffer the highway's negative effects. This has occurred in parts of Willbridge, the old Rivergate Rock quarry area and off Hardy Road near Germantown Road.

Linnton is a diverse neighborhood embracing ethnic and economic diversity. Its primarily semi-rural pattern of single-family residences, still the mixture of architectural styles and sizes which have been characteristic of the neighborhood for decades, provide for the needs of a wide variety of people including professionals, craftsmen, skilled labor, business owners/managers, artists, retirees and, families with children.

Linnton is no longer held hostage by the thunderous highway which provides a transportation corridor between downtown Portland and cities northwest. Crossing the highway between residences, shops and businesses is now safe enough that adults no longer fear they are risking their safety. In fact, parents allow their children to travel back and forth across the highway without a high level of concern. All of this has been achieved through identification of the area as neighborhood, development of identified crossing areas, pedestrian overcrossings, enhanced signaling, lowering the traffic speed limit and, effective speed limit enforcement.

On the west side of us Highway 30, pedestrian/bicycle bridges now span the ravines between the various residential "hills" to allow passage between the various residential areas without having to walk or ride along the highway. To enhance this connectivity, dedicated pedestrian and bicycle lanes have been identified to allow people and bicycles to move north and south through the neighborhood more safely. The stairways have all been constructed in the dedicated rights of way allowing people to move east and west through the residential areas more directly and without having to compete with vehicles for use of the narrow streets. The narrow and winding streets in some of the

residential hillsides have one-way grid traffic patterns which significantly reduces vehicle contention for the narrow and winding roadways. Those roadways also have vehicle turn-arounds at the far ends of the dead end streets to allow vehicles, including fire trucks, to be able to turn around, rather than forcing them to back out. Adequate storm water runoff management provisions exist to control the runoff during periods of heavy rain. Transit shelters have returned to locations where the neighborhoods access St. Helens Road and safe highway crossings have appeared, allowing northbound transit riders to reasonably cross the street as needed to get to their homes.

On the east side of US Highway 30, a bicycle/pedestrian trail has been constructed that allows bicycles and pedestrians to traverse the neighborhood between Kittridge Avenue and Sauvie Island safely, away from the dangers of the traffic on the highway. A wayside rest area for bicyclists and hikers enhances the trail, providing restroom and eating facilities.

The Willamette River, passing along Linnton's eastern border provides scenic beauty, an avenue for water activities and, a gentle cooling influence for hot summer days. Parks and Greenway Trails along the river in the central Town of Linnton core area and near the St. Johns bridge with such amenities as docks, recreation areas and picnicking facilities, help people to connect with the river, a dominant part of the neighborhood's geography and, to relax in its scenic beauty.

The Tualatin Mountains with Forest Park, backdrop to the community, provide lush forest vegetation, habitat for animals and, a source for exploration and admiration of nature's creations. The park has several places where comfortable walking trails meet the neighborhood, allowing enjoyment of the hillsides by persons of all abilities and, include a special access area for those with physical handicaps.

Historic "Town of Linnton:"

The centerpiece of the Linnton neighborhood is the part of the business area of the former "Town of Linnton" that remained after the widening of the highway in 1964 and, the designated "Plan District" stretching down to the waterfront. This area has regained its village ambiance and is now included in the "40-mile Loop" tour of the city and is a treasured stop for bicyclists and hikers. Small shops abound in the business district, meeting many of the needs of the neighborhood residents as well as providing service for those traveling through. The business area has wide, strolling sidewalks with baskets of blooming flowers hanging from "gaslight" style lamp fixtures and "Historical Linnton" signs above the street signs. Attractive landscaping flourishes all through the business area including within the spacious center divider of St. Helens Road, providing bursts of nature's color all year long. Shoppers no longer have to contend with speeding trucks and cars on the highway, ignoring safety devices, threatening the

safety of anyone brave enough to venture out and, stirring whirlwinds as they pass, scattering dirt and dust on shops and shoppers alike.

An attractive place for shopping and as a place to become immersed in the community, the “village” includes a Community Center; a community policing office, a cheerful place where people know the staff by name and can sit down over a cup of coffee and not only discuss their public safety concerns but, participate in developing solutions; and, a fire station where the staff knows the residents, the neighborhood and its unique fire safety needs. The Community Center has truly become the center of community activity in Linnton. It is a significantly expanded facility from past decades, providing resources for all ages and needs to help people feel better about themselves and their neighbors. It contains a repository of information for and about the community and has available the neighborhood’s connection to services from government agencies. The Community Center is an agency truly driven only by the needs and desires of the neighborhood. Adjacent to the village shops is a lush green park area connected with the Willamette Greenway, a place where neighbors can come together and be a community, offering such attractions as a park with ball courts, playing fields, skateboarding ramps, picnic areas, a boat and fishing dock and, benches to sit and read on a pleasant summer afternoon or, to just sit and enjoy the river - enough to attract active neighbors down off the narrow winding streets of the hillsides and into the safer, protected flat lands.

With the improved traffic pattern eliminating left turns onto St., Helens Road and the additional traffic signals at Mobil, NW 112th and GATX, people no longer fear having to navigate onto southbound St. Helens Road, since traffic moves along NW Front Avenue to allow all turns onto and off of the highway to be made at signals.

Each weekday, commuter trains frequent the transit terminal on the northern edge of the Linnton business district, whisking commuters directly into downtown Portland in the morning and returning them just as quickly in the evening. As commuters depart from the trains, agents from the local shops meet them with items needed for home, having been ordered before leaving the office or ordered by cell phone in transit. The transit terminal is also frequented by busses, providing short trip extensions throughout the neighborhood, cross-town connections and off-peak trips into downtown. Along the bus routes away from the transit terminal, travelers can wait for the bus inside shelters which keep away the wind and rain.

Southern Harborton and St. Birgitta Church

The Southern Harborton and St. Birgitta Church area are north of the Linnton business district. Harborton, west of Highway 30, has residences above the highway with access via a street on the far side of the houses from the highway. Across the access street lies Forest Park and an access trail allowing residents to enjoy the park without the need to travel away from home.

East of the highway, between the highway and the train tracks, lies a flourishing St. Birgitta Church, doubled in size from the small church of the 90s and providing a place of worship and education for the growing populace. The church has teamed with Tri-Met to provide weekday parking for those catching the bus or train or, carpooling into Portland.

Between the church and the older shops in the core Linnton “village” area, a number of small industrial business are thriving, providing steady employment and a variety of services for area residents and commuters.

Between the train tracks and the river, water-oriented heavy industry continues to thrive as it has done for years. Further development has added and diversified Linnton’s employment base.

Waldemere and Glen Harbor

Waldemere and Glen Harbor are located on the hillside west of St. Helens Road. The Waldemere area is accessible only through NW Hoge from US Highway 30. The Glen Harbor area is accessible through NW Harbor Blvd. from US Highway 30 and from NW Germantown Road. Trails have been developed in the park to allow walking to the core Linnton area.

In Glen Harbor, the extremely sharp corners of the narrow streets have been opened to eliminate the hazard. A big change since the 90s is that protected pedestrian paths have emerged to allow pedestrians to move around and through the neighborhood, particularly to and from transit stops, without having to compete with vehicles for the roadway.

St. Johns Bridge

The scenic beauty of the St. Johns bridge is much more accessible. Thanks to an aggressive and proactive program of renovation and maintenance, the bridge remains as attractive as the day it was first opened. It is now on the National Register of Historic Landmarks. Architectural accent lighting has been added to illuminate the bridge at night from points along the river, allowing enjoyment of the structure at night. As motorists travel along US Highway 30 through the Linnton neighborhood, the bridge (including much of its lower structure) is readily visible. Frequent public scenic rests along the highway allow people a place to stop, get out of their vehicles or off their bicycles and enjoy the beauty of

the bridge and the mountains. The lands between the bridge approaches and the highway have become open spaces and have been landscaped with low vegetation which allows full view of the bridge and the surrounding mountains. Sidewalks and lighting along the approach ramps provide a safe route for pedestrians crossing the bridge as well as a safe path from the neighborhood down to the river's edge. Under the bridge and extending several hundred feet toward Linnton, a park provides a place enjoy the bridge, water and waterfront industrial activity. The height of structures in the vicinity of the bridge has been restricted to allow unobstructed view from US Highway 30 of the unique artistic architecture, from the water level to the tips of the towers.

Whitwood Court

Whitwood Court is located on the hillside west of US Highway 30 and above the west end of the St. Johns Bridge approach. A sturdy covered transit shelter stands where the neighborhood empties out onto Bridge Road. Safe crossings exist for northbound riders to reasonably traverse the street.

Fairmont

The Fairmont area is located on the west side of US Highway 30 just south of the southern approach to the St. Johns Bridge. It is an area which formerly included the site of a rock quarry and later an auto impound lot and had been heavily dominated by the volume and speed of the traffic on St. Helens Road. It has transformed into a safe residential area, fulfilling some of the neighborhood's need for higher density housing. Access is provided at the traffic signal on US Highway 30 to help ensure safe transition into and out of the neighborhood. With its development oriented within and away from the highway and with limited access to US Highway 30, it is fairly buffered from the negative aspects of the traffic. The area has developed with open spaces, small parks with places for children to play in protected areas away from traffic, streets of the nature that children can ride their bicycles without fear of being run over and, a community recreation area where residents can come together in community. Residents can follow trails into Forest Park which run almost from their front door. For travel away from the area, there is enhanced bus access (turnouts, shelters, safe highway crossing - a pedestrian over-crossing, allowing safe passage to the bus shelter on the northbound side of US Highway 30). A number of the residents work across the highway at Wacker-Siltronic and are able to walk to work.

Willbridge

The Willbridge area is at the southern end of the neighborhood and west of US Highway 30. It stretches from the vicinity of the railroad bridge down to NW Kittridge Avenue. Willbridge has transformed into an active area. It is a mixture of small business activity and residences, having long ago improved the public infrastructure and adopted a land zoning pattern more compatible with the needs of the community and the nature of the available land. A few small commercial businesses thrive in the area to allow local needs to be met without the need to travel significant distances. The inner area is buffered from the negative aspects of the traffic and railroad. A peaceful coexistence exists between the businesses and those living nearby. Residents have easy access to trails into Forest Park.

Pedestrians have safe access to and from commuter train and bus transit for travel to and from destinations both to the south and to the north. Safe shelters exist to allow waiting for trains and busses away from the elements. Vehicles also have safe access both entering and leaving the neighborhood and its businesses.

Industrial Areas

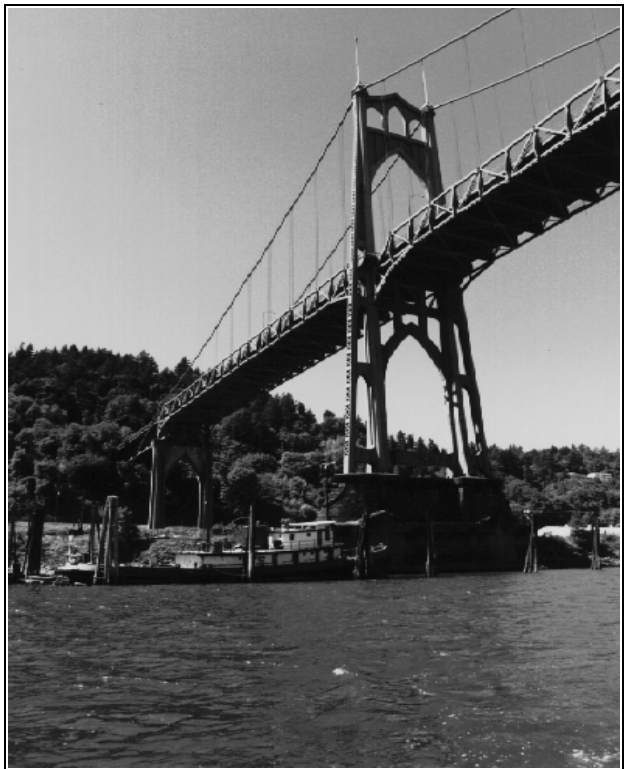
The heavier industrial areas of the community lie east of the railroad in the northern end of the neighborhood and in the southern end of the neighborhood, separated by the “Linnton Village” Plan District. The business activity here is heavily supported by the community which in turn is supported by the industries. The businesses thrive in this environment in which residents, businesses and industry have developed ways to exist together in the community harmoniously. It now has a variety of types of employment in both heavy and light industrial fields. Many people are able to walk to work from their nearby homes. Water related businesses dot the river’s edge. A parks reaches to the water near the St. Johns Bridge.

Access to and from US Highway 30 flows easily. Convenient transport service is provided over both rail and river.

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Planning

Policies
Objectives
Action Charts



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Policy I

Land Use

Encourage compatible development that reinforces Linnton's identity as an historical neighborhood that values it's present character, diversity of uses and protecting of the existing community structure, a place where people live, work and recreate.

Objectives:

1. Limit development in the hill area west of Highway 30 to those areas presently served by a full range of urban services (water, sewer, power, storm water runoff and streets).
2. Maintain the single detached dwelling residential area zoning in the hill area west of Highway 30 with the exception of the Fairmont area (Current impound lot area).
3. Encourage redevelopment activity east of Highway 30 in Linnton and west of Highway 30 in Willbridge.
4. Develop area specific objective design guidelines for buffer areas between residential, industrial, and commercial land uses.
5. Encourage the expansion of neighborhood-oriented services and retail businesses in the core business areas.
6. Encourage a diversified river front, i.e.. industrial, open space, recreational, potential residential, and scenic views.
7. Support the expansion of local employment with diverse compatible commercial and industrial opportunities.
8. Concentrate commercial and residential development at identified town center locations.
9. Encourage the development of mixed-use projects in commercial areas.
10. Remove existing Comprehensive Plan Designations.
11. Create a Linnton Plan District between 112th Avenue and GATX property to the north, the ARCO property to the south, the Willamette River to the east and the railroad right-of-way to the west. The Plan District Guidelines are:

LINNTON PLAN DISTRICT GUIDELINES

General

Creation of the Linnton Plan District establishes a zone designation in the identified area that allows property owners three options:

- *To continue the current zone and use indefinitely or,*
- *To continue the current zone and use until a time in the future that the property owner requests a zone change to the designated zone through the normal zone change process and fees, or*
- *To elect to change the current zone at the time the Plan is adopted by City Council, allowing continuation but not enlargement of the current use.*

Purpose

The Linnton Plan District creates the Linnton Village Area, a mixed-use area including industry, housing, commercial and recreational uses. The original village area was demolished with the widening of US Highway 30. Recreation of the Linnton Village area along US Highway 30 is very difficult because of the loss of land to the highway and, because of the speed and volume of the highway traffic.

The Linnton Plan District creates an opportunity for light industrial, commercial and residential uses to provide services and opportunities for the Linnton community.

The Linnton Plan District creates access and recreational opportunities for the public in Linnton as well as a place for the community to gather and celebrate as a community.

Design of the Linnton Plan District protects abutting industrial users from negative consequences on their activities of nearby mixed-use development.

Area

The area of the Linnton Plan District is bounded on the north by the southern property boundary for the GATX Linnton Oil Terminal and NW 112th Avenue; bounded on the south by the northern boundary of the ARCO Linnton Oil Terminal, a common boundary with the Linnton Plywood Association property; bounded on the west by the ODOT Railroad Right-of-way; and, bounded on the east by the Willamette River.

Plan District Use Regulations

Prohibited Uses

The following use categories are prohibited in the Linnton Plan District:

- A. Group Living,
- B. Quick Vehicle Servicing,
- C. Vehicle Repair, excluding boat repair which is allowed,
- D. Commercial Parking,
- E. Major Event Entertainment,
- F. Railroad Yards,
- G. Waste-Related,
- H. Detention Facilities greater than 1,000 square feet,
- I. Mining,
- J. Radio Frequency Transmission Facilities, and
- K. Utility Corridors.

Prohibited Uses in the Buffer Areas

A 400-foot buffer will be created on the upstream and downstream sides of the property to provide a transition between heavy industrial, residential, commercial and mixed use. Within these buffer areas, the following use categories are prohibited:

- A. Retail Sales and Service,
- B. Office,
- C. Commercial Outdoor Recreation,
- D. Wholesale Sales greater than 3,000 square feet,
- E. Industrial Service greater than 3,000 square feet,
- F. Community Service,
- G. Parks,
- H. Schools,
- I. Colleges,
- J. Medical Centers,
- K. Religious Institutions,
- L. Daycare, and
- M. Aviation and Service Passenger Terminals.

Plan District Development Standards

Greenway Trail Setback

The first 25 feet back from the edge of the river bank and the first 20 feet south of the northern 400-foot buffer zone is set aside for a Greenway Trail.

Building Height

Building heights may not exceed 25 feet (55 feet maximum elevation) in the 400 foot buffer areas at the north and south ends of the property; 30

feet (60 feet maximum elevation) in the first 100 feet back from the Greenway and, 45 feet (75 feet maximum elevation) for the balance.

General Development Guidelines

Development must meet the special environmental concerns of the west hills.

The development will be consistent with the dominant traditional and historic architectural style and predominant colors of the residential neighborhood on the hillsides.

Central Area Use, North of NW 107th Avenue

The objective is to allow economic development of property without adversely effecting neighbors and to provide public access to the riverbank. The method is to develop the property into four uses:

- 400 ft. single story industrial buffer area next to the GATX property with a view corridor and with a 25 foot height restriction (same as the 400 ft buffer along the ARCO property).
- River bank access from the turnaround through the park and via the Greenway path between the mixed use building and the industrial area.
- One large contiguous building to be used for mixed use, office, condo, retirement home, etc. on center approximately 400-450 ft. Featuring parking underneath and a full hip roof design, the same as the central area the south side of 107th.
- 450 ft next to 107th be developed into park with access to beach and water line.

Central Area Use, South of NW 107th Avenue

The objective is to allow economic development of property without adversely effecting neighbors. . The method is to develop the remaining property into three uses:

- 400 ft. single story industrial buffer area next to the ARCO property with a view corridor and with a 25 foot height restriction (same as the 400 ft buffer along the GATX property).
- Either rehabilitate or, build new, a building in the same location, shape and size as the existing wooden mill building to allow use by small businesses up to 30,000 square feet at ground level and a wide range of residential (cost and size) in the upper levels.

- In the area between the current mill building and the southern buffer area, align new residential/mixed use buildings in 100 ft widths and 100 ft view corridors placed at right angle to the railroad right of way. The maximum elevation in the view corridor to be 10 ft to allow for underground parking. Each residential/mixed use building roof will have a maximum pitch of 4/12 with 3 full hip systems on each building and each 45 ft high sector of each building to be stepped in minimum 6-0 ft each floor for decks. Recommend underground parking.

Infrastructure

NW Front avenue between NW 107th Avenue and NW 112th Avenue will be increased to a uniform width along its entire length to facilitate traffic.

Sidewalks will be a minimum of 6 feet wide.

Access to US Highway 30 at 107th and 112th will need to be improved and signaled.

Safer access is needed for the bus and for access to the Plan district area from the residences on the west side of US Highway 30.

Railroad crossing gates are needed at crossing points.

The normal city infrastructure of street lights, sidewalks, curbs, paved streets, moderate height street trees (less than 15 feet) and state-of-the-art underground utilities are needed.

The infrastructure would need to be implemented prior to occupancy.

Exterior Display and Storage

Exterior display and storage, except of boats, is not allowed.

Drive-Through Facilities

Drive-through facilities are prohibited in the Linnton Plan District.

Signs

- Freestanding signs are limited to 1/2 square foot of sign face area per lineal foot of street frontage. Building signs are limited to 1/2 square foot of sign face area per lineal foot of building wall. Maximum sign face area is 100 square feet.
- The maximum height of a freestanding sign is 15 feet.
- Signs with rotating or moving parts are prohibited.
- Flashing signs are not allowed within 400 feet of a residential zone.

Plan District Administration

A pre-application conference with representatives of the neighborhood or public meeting with the neighborhood will be held as a pre-condition of any development of guidelines change application or request.

The approval process for development in the Plan District will be what is presently a Type II process with the stipulation that the Neighborhood Association be given an adequate period of time to facilitate a public meeting for the purpose of educating the community about the proposal and receiving public input.

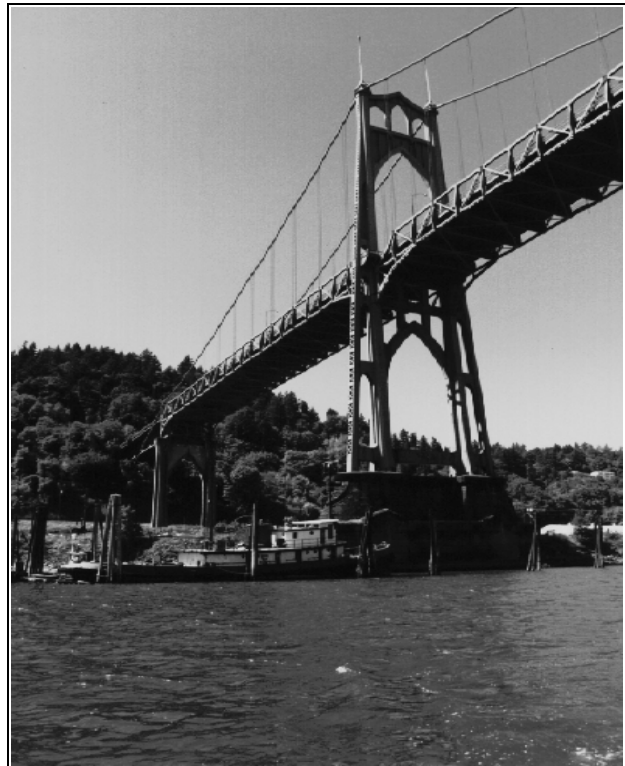
The approval process for amendments to the Plan District guidelines will be what is presently a Type III process with the stipulation that a Type II process could be used with the approval of the Neighborhood Association.

**Goal I Action Chart:
Land Use**

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 – 20 years	
1	Prepare an area development plan for the Linnton Town Center area, which includes a mixture of residential, commercial, industrial, and public land uses at urban density.					
2	Continue joint activities with the commercial and industrial communities.					
3	Establish a “River Front” design district for the Linnton area.					
4	Support the continued existence of a Land Use Committee in the Linnton Neighborhood.					
5	Encourage those planning new development in the neighborhood to meet with the Neighborhood Association to identify and resolve potential issues.					
6	Request the city to inform the Neighborhood Association of all new building permits within the neighborhood					
7	Support the extension of NW Hardy Avenue to reach all of the way along the joint property lines between properties facing NW St. Helens Road and lots facing NW Germantown Road.					
8	Develop guidelines for a neighborhood pre-development notification/review process.					

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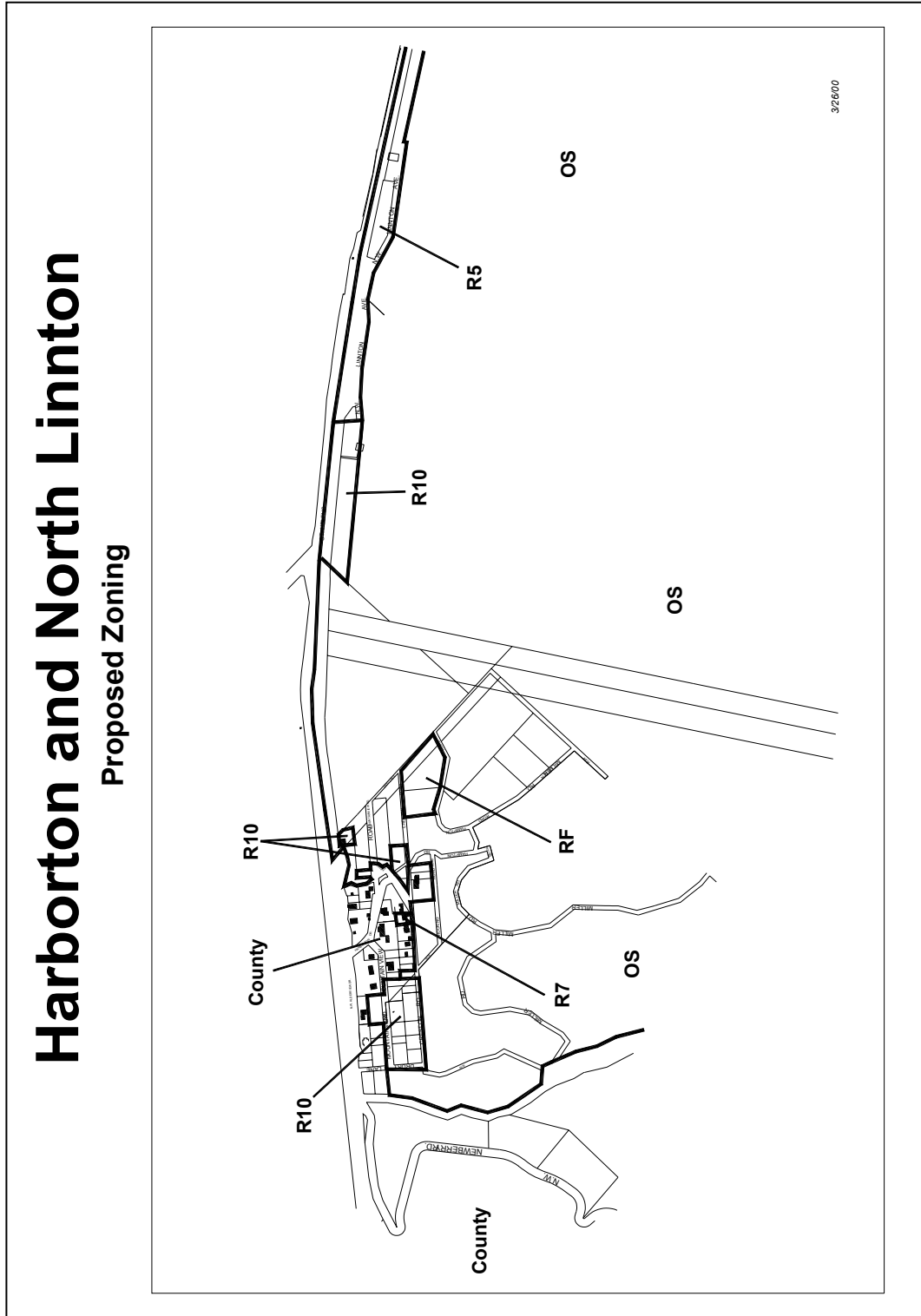
Proposed Neighborhood Zoning



June 5, 2000

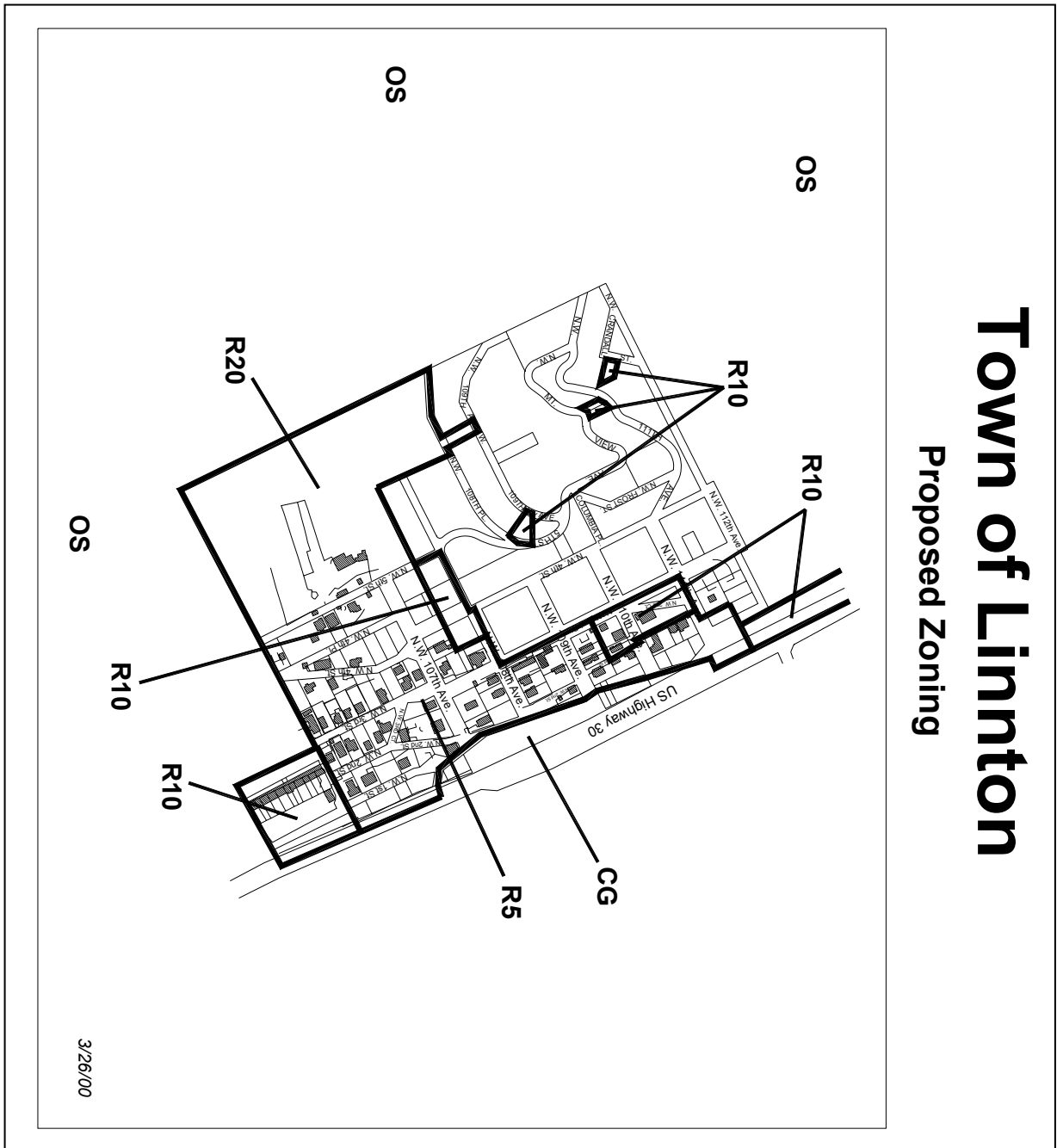
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Harborton and North Linnton



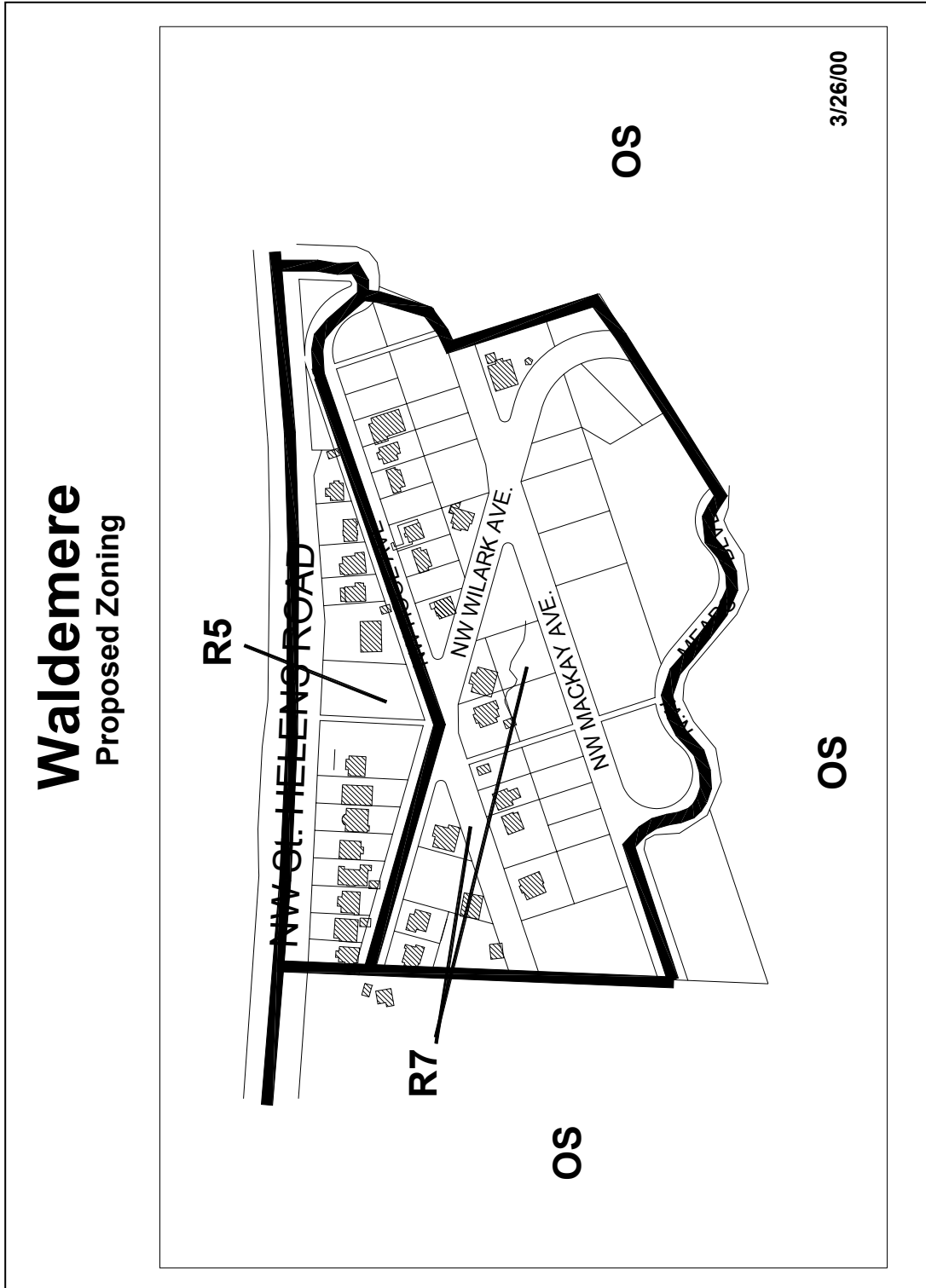
Current Zoning shown on Page 101

Historic Town of Linnton



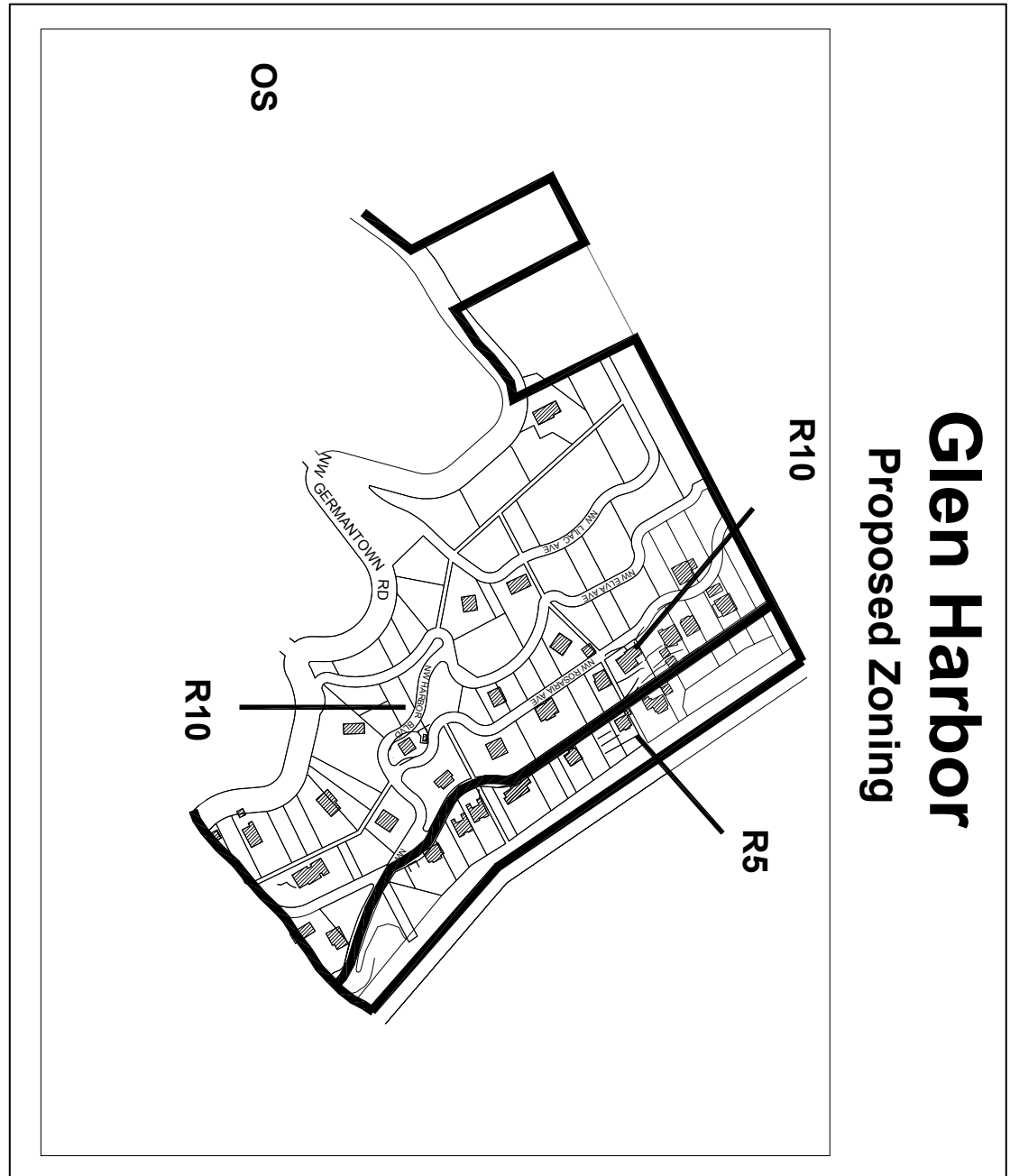
Current Zoning shown on Page 102

Waldemere



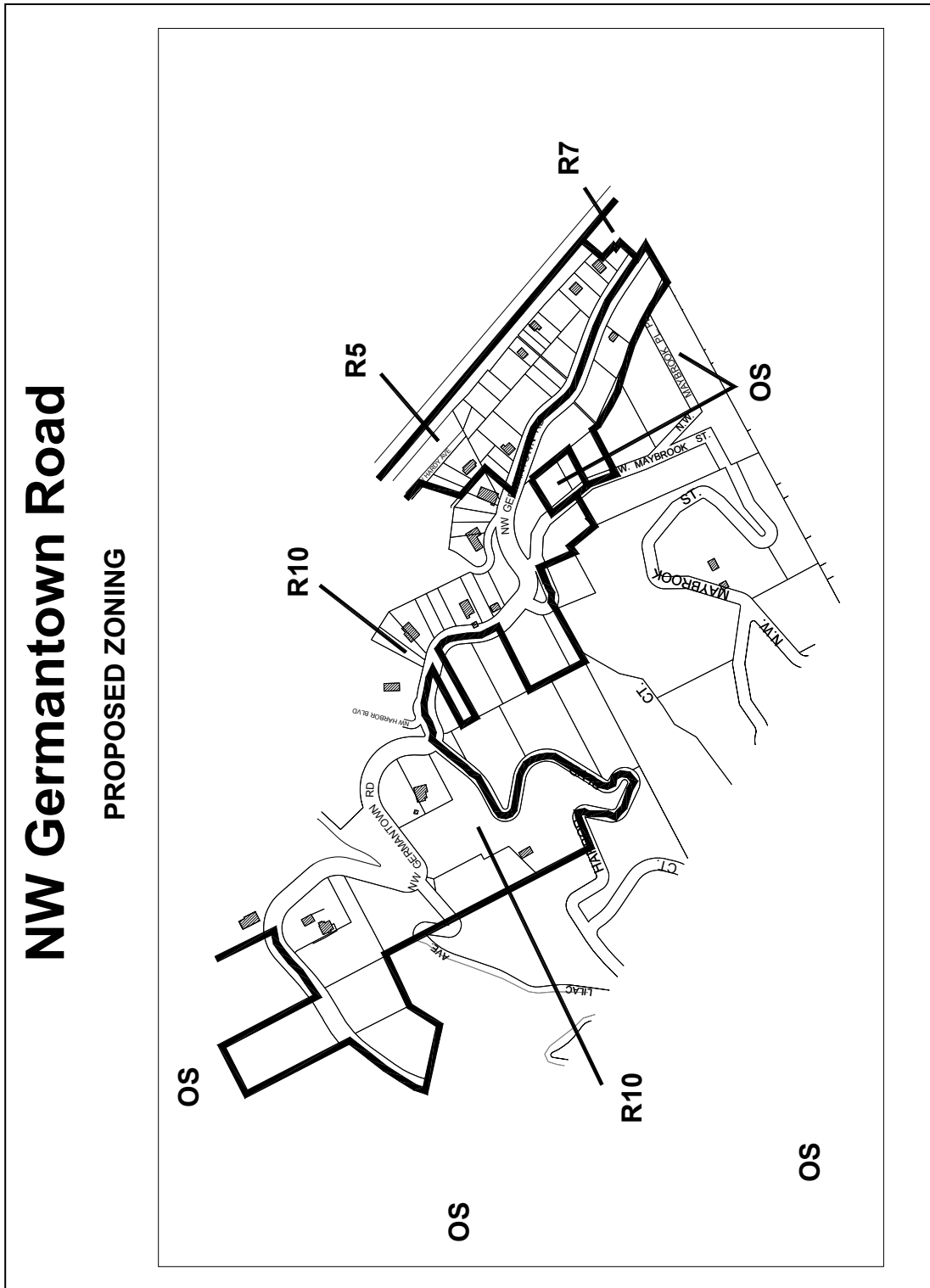
Current Zoning shown on Page 103

Glen Harbor



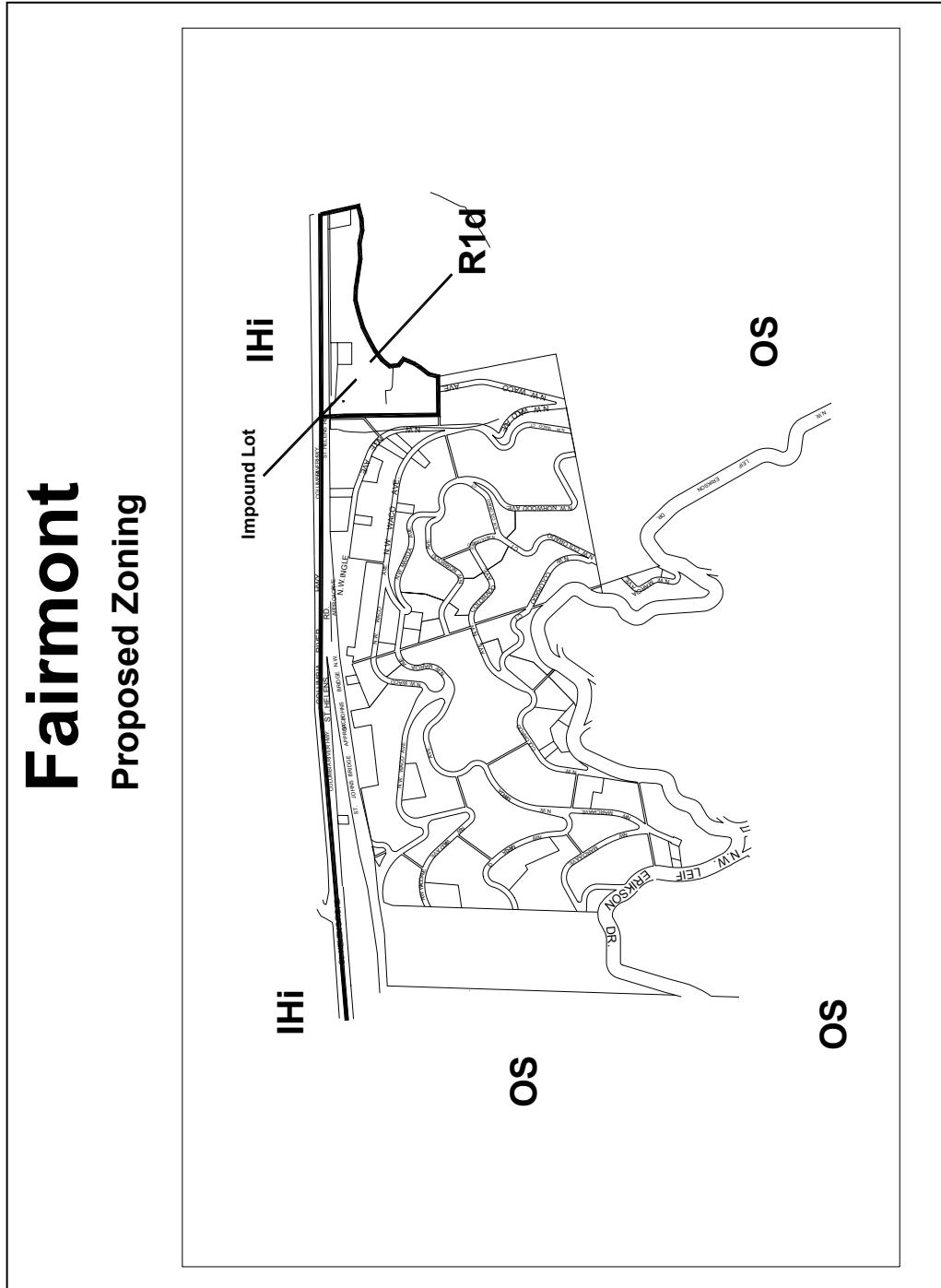
Current Zoning shown on Page 104

NW Germantown Road



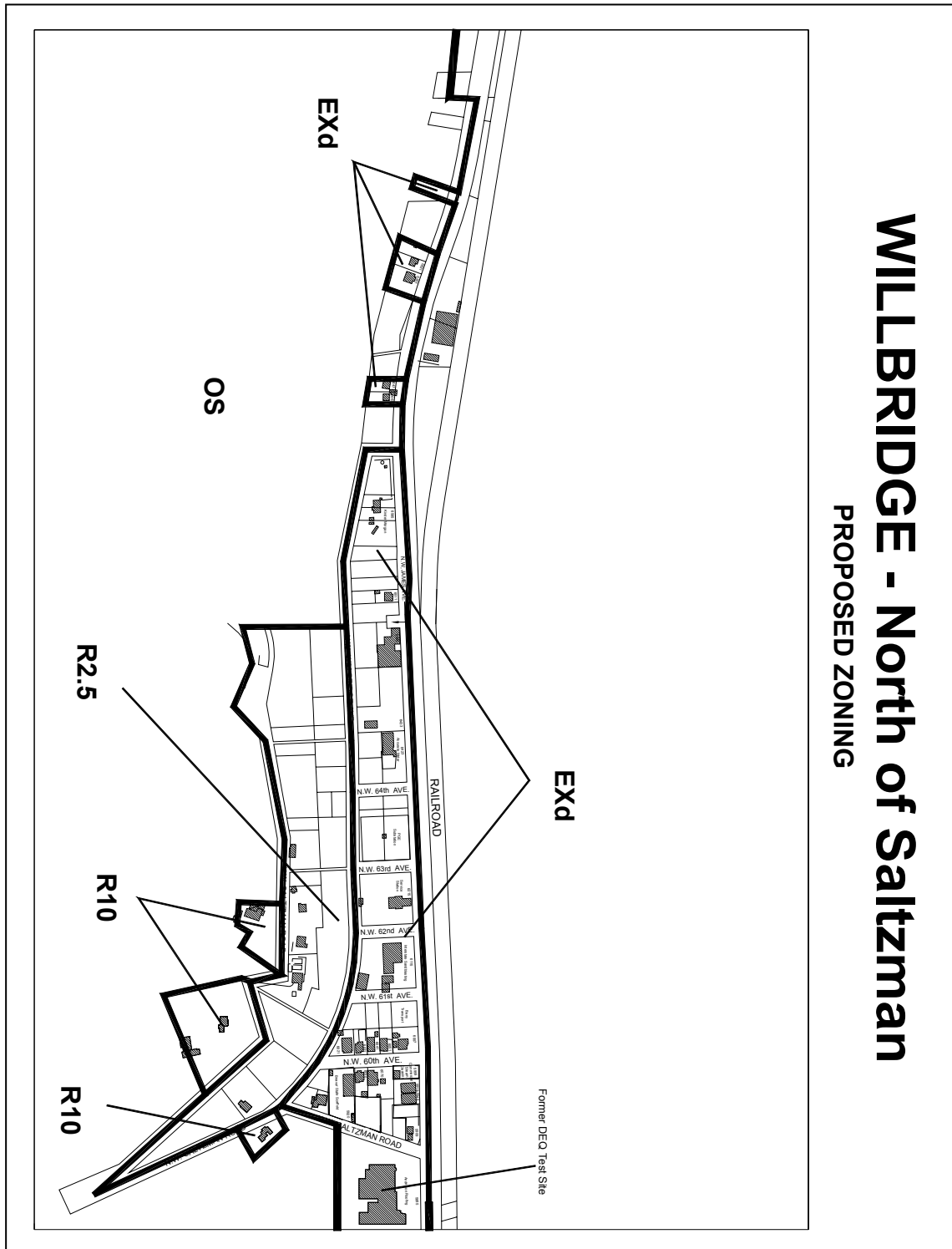
Current Zoning shown on Page 105

Fairmont



Current Zoning shown on Page 107

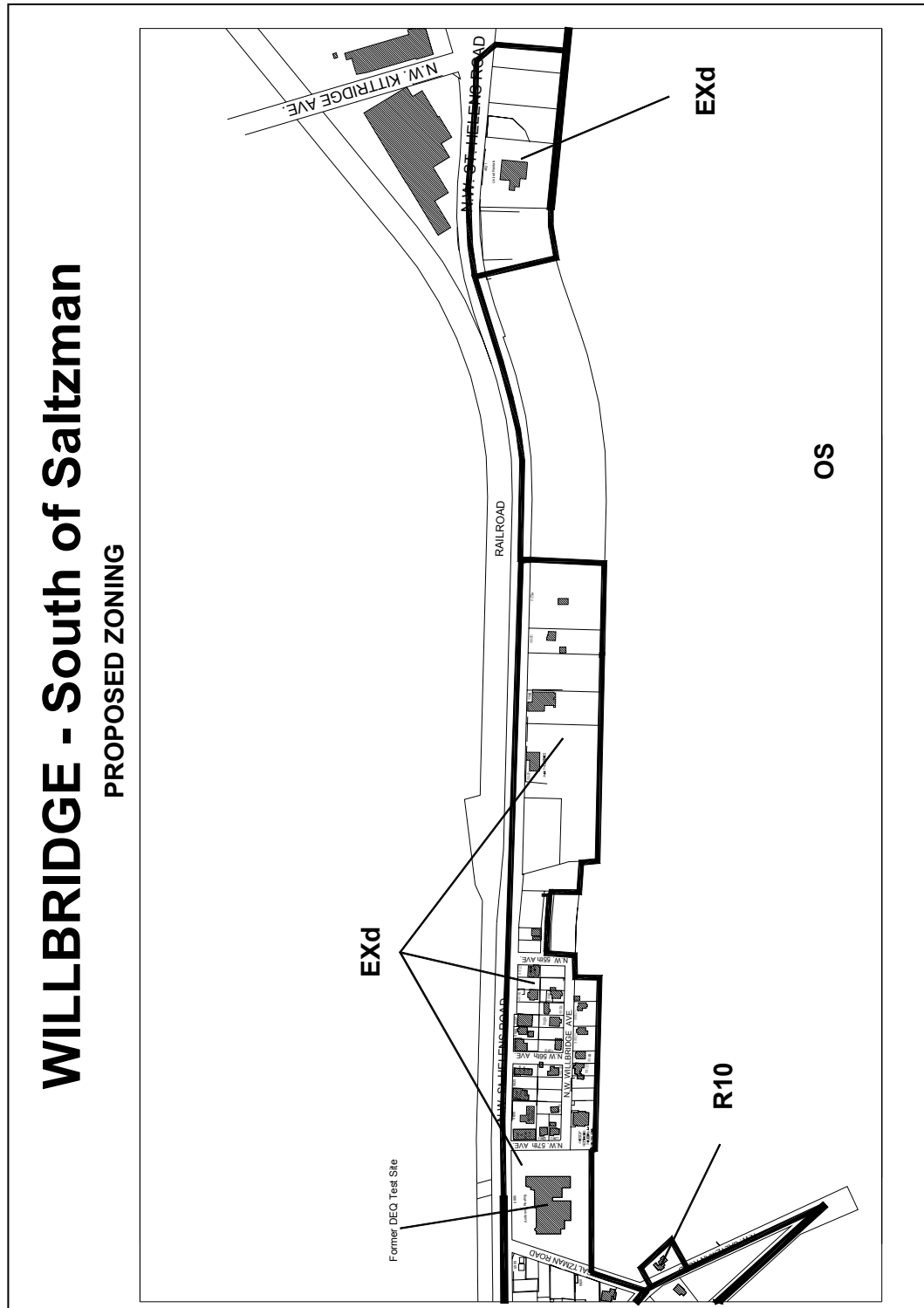
Willbridge, North of Saltzman



WILLBRIDGE - North of Saltzman
PROPOSED ZONING

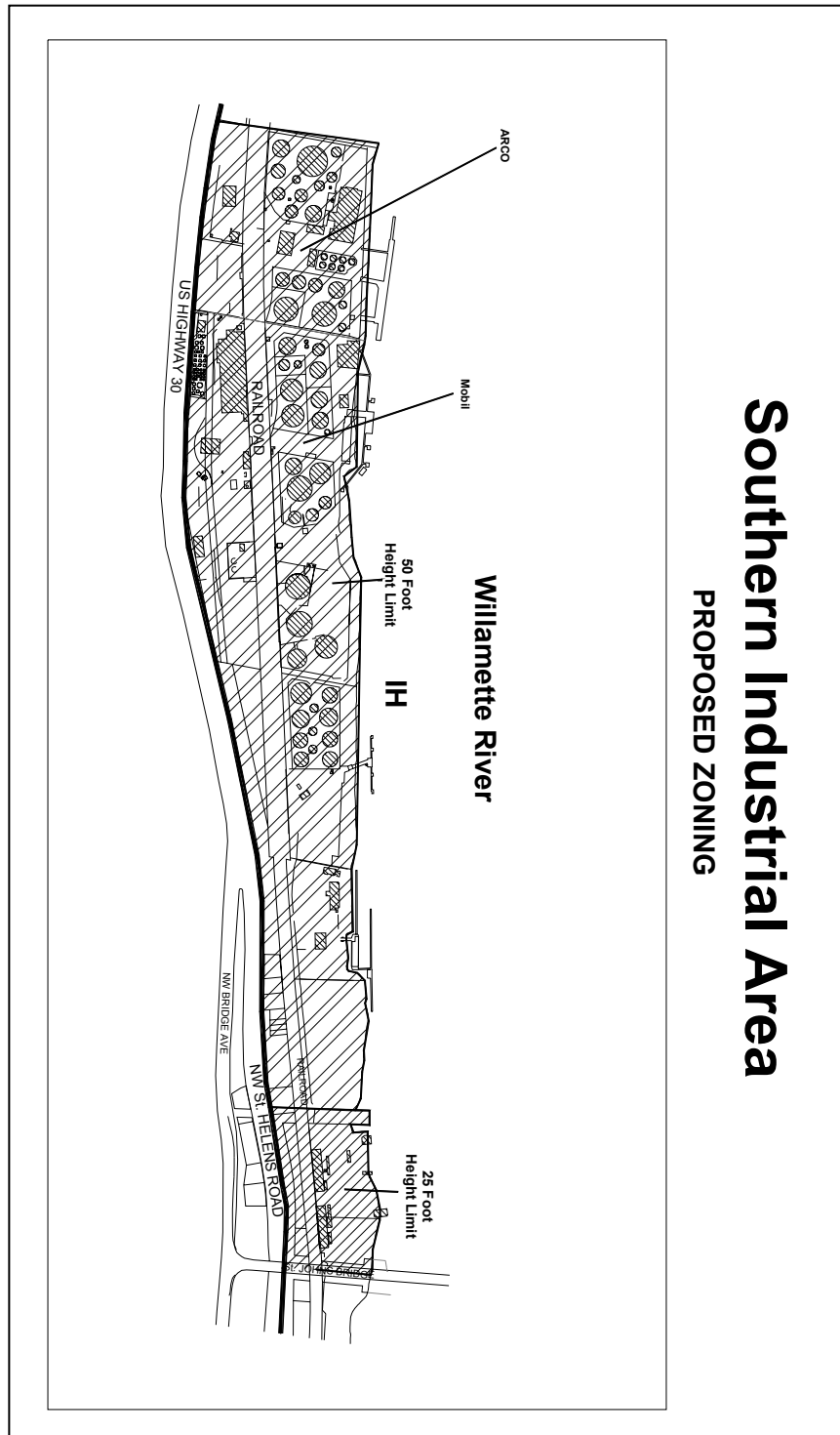
Current Zoning shown on Page 108

Willbridge, South of Saltzman



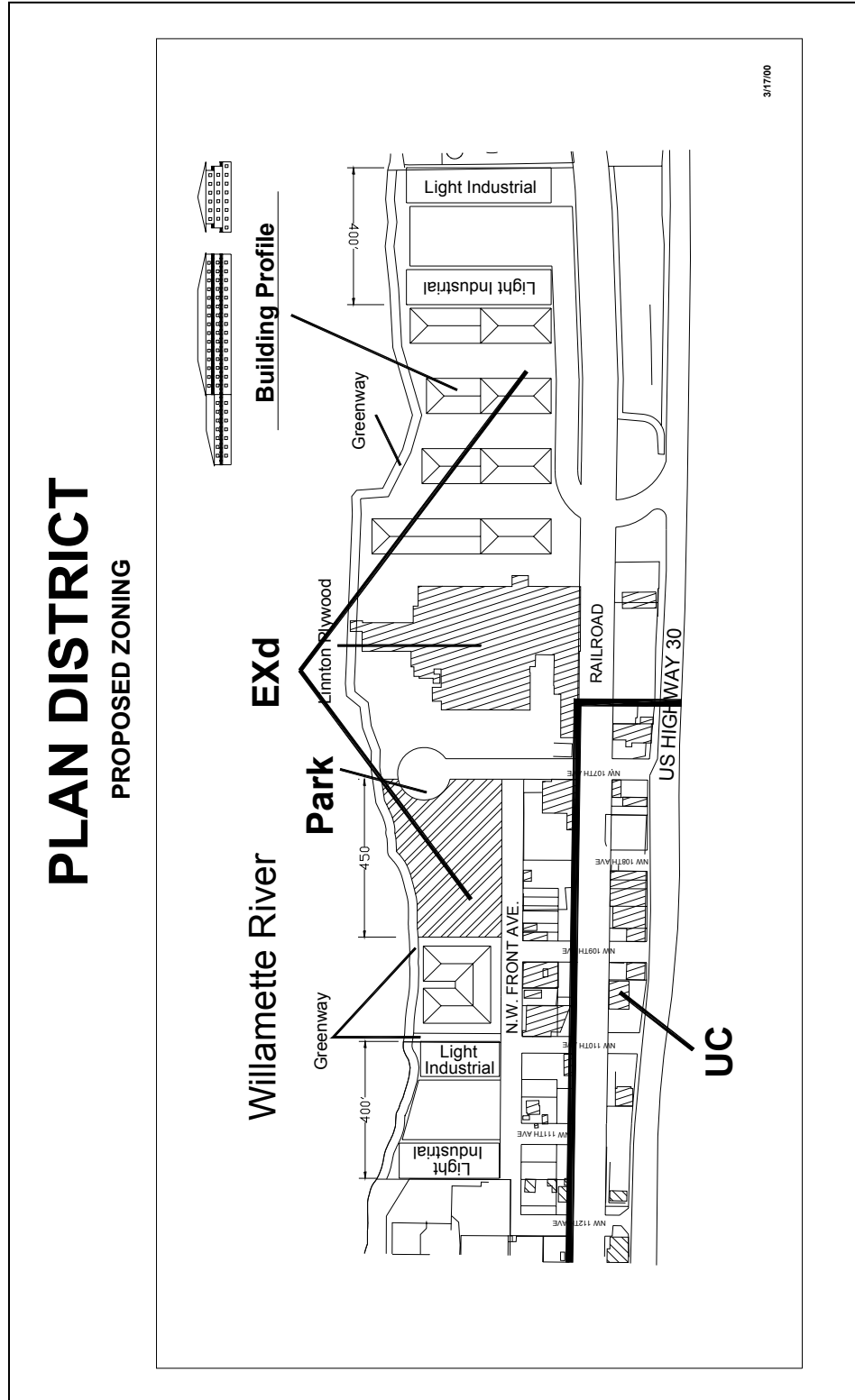
Current Zoning shown on Page 109

Southern Industrial Area



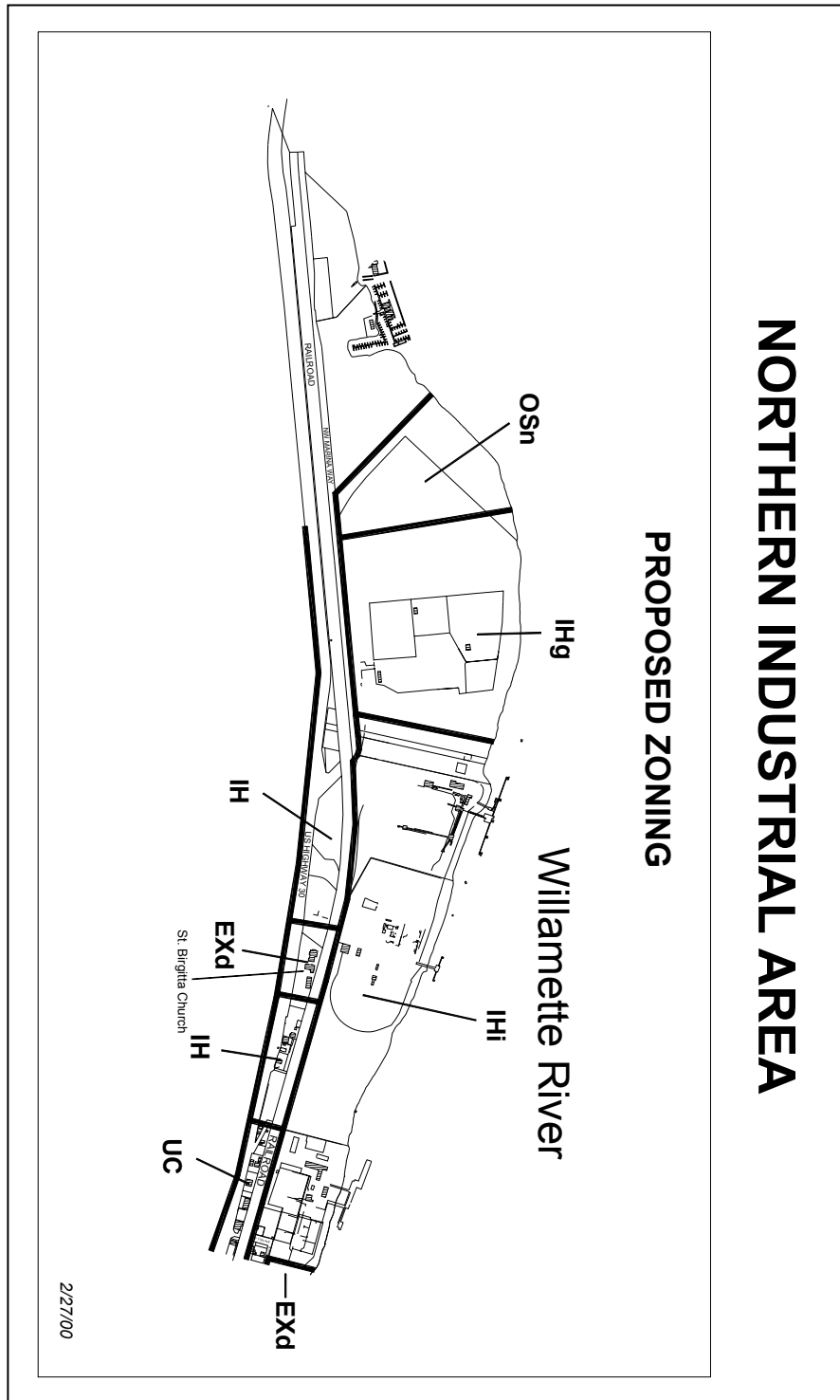
Current Zoning Show on Page 110

Plan District



Current Zoning Show on Page 111.

Northern Industrial Area and St. Birgitta Church



Current Zoning Show on Page 112

Policy II Transportation and Neighborhood Streets

To support the development of a transportation environment and system which provides residents and businesses with rapid, safe, and efficient movement within the neighborhood and connections to the metropolitan area and beyond via rail, road, trail and water. Assure that people have safe, convenient alternatives to the automobile for moving, to, from, within, and through, the neighborhood and thus, decrease the dependence of Linnton residents on private automobiles.

The Linnton neighborhood strongly believes US Highway 30 to be unsafe through the neighborhood in four major categories: (1) It is not safe to cross the street because the traffic typically is going too fast to reasonably stop in the distance in which pedestrians become visible; drivers don't expect pedestrians and are not watching for them; traffic does not stop sometimes even when pedestrians are seen; pedestrians need to watch for vehicles exiting the highway into businesses driving across sidewalks; where there are lights, drivers are not prepared for the lights going red, as needed for pedestrian crossing; there are only pedestrian signals or crosswalks at NW Bridge Avenue and NW 107th; and, signal times are too short for some of the older residents to get across the street before the light changes. (2) It is not safe to enter and exit the businesses because the traffic speed does not allow enough time to transition; the visibility of approaching traffic is poor (sight distance isn't great enough); and, the on-highway parking blocks visibility. (3) It is not safe to use sidewalks because the traffic speed is too fast, if either people or vehicles accidentally get out of place there is no time to correct; the shoulders are too narrow to provide a safety buffer zone; traffic feels pushed to pull across walkways into off-street parking; and, pedestrians need to watch for vehicles wanting to exit the highway. (4) It is not safe to use the bicycle lanes because the lanes are too narrow; the lanes are dirty all year around; and, the vehicle speed is too fast for being so close.

The Linnton neighborhood is best characterized as being a difficult place for people to travel especially when walking or bicycling. The residential streets are narrow, normally only paved about 12 feet wide and winding. Going from one place to another usually requires travel down to and along US Highway 30, sometimes for considerable distance. Getting safely from one side of US Highway 30 to the other on foot is dangerous. People who travel to the neighborhood by public transit or bicycle find themselves some distance from places to rest or available restrooms.

Most people who have lived in the Linnton neighborhood for any length of time know someone who was in an accident or almost in an accident while trying to go from one place in the neighborhood to another. In addition, we know of locations where emergency access is difficult.

Objectives:

1. Support improved Tri Met service with an expanded schedule including an 'express' service directly between Linnton and downtown during peak commute hours.
2. Support the development and redevelopment of rail freight and passenger service.
3. Seek improvement of bike facilities along US Highway 30 to comply with ODOT construction standards and Portland's Bike Program's recommendations with regular maintenance to keep the bike lanes and sidewalks free of debris and hazards, removing the debris whenever possible.
4. Participate in Oregon Department of Transportation US Highway 30 Portland to Astoria Corridor Study and support the recommendations which are consistent with the Linnton Neighborhood Plan.
5. Support research and planning for non-traditional forms of public transportation including water taxi which includes a stop at Linnton.
6. Encourage decreasing the dependence on private automobiles for access to the greater metropolitan area. including the development of a park-and-ride along US Highway 30 at the northern edge of the neighborhood to encourage commuting by transit.
7. Support implementation of the following changes to improve pedestrian safety along the highway:
 - A. Reduce the maximum speed on highway 30 to 40 mph beginning at Kitteridge bridge and ending at the northern city limits.
 - B. Install simple vandal proof bus shelters at each bus stop which are painted for day and night visibility.
 - C. Have full time traffic speed enforcement each weekday during the times listed. The enforcement can be provided by the police or contracted to an outside service.
 - D. Install flashing signs warning of trucks before each petroleum facility and a similar device before St. Birgitta Church.
 - E. Install flashing pedestrian crossing signs at 107th Avenue and mark all pedestrian crossings.
8. Seek creative solutions for lowering the average actual traffic speed through the neighborhood such as:

- Marked crosswalks,
 - Effective enforcement,
 - Additional traffic signals,
 - Raised median areas for pedestrian refuge,
 - Special transportation area classifications by ODOT,
 - Creation of safety corridors or zones,
 - Visual queues to make drivers want to drive more slowly and,
 - Making the street look more “neighborhood like.”
9. Seek improved pedestrian crossings at all major residential, commercial, and industrial points along US Highway 30.
 10. Consider placing signals at intersections where industrial, commercial and residential traffic enters and exits US Highway 30.
 11. Support the development of an overlay to the street classification and appropriate policies and subsequent amendment to the Transportation element of the Comprehensive Plan that recognize the conditions of the street which do not meet current minimum conditions (i.e.: unimprovable, substandard width, limited access, substandard grade, substandard curbing, aged condition, dead end, etc.).
 12. Support the development of an interconnected bike network on paved roads and designated off-street paths.
 13. Support adequate street lighting in the neighborhood and periodic pruning of nearby branches.
 14. Provide convenient and safe pedestrian, bicycle, transit and auto access and circulation to and within the commercial areas in Linnton and Willbridge.
 15. Consider the efficient movement of industrial and commercial materials and goods to and from business sites during development reviews.
 16. Support the development of an Industrial Management Plan and improve access and egress points along US Highway 30.
 17. Develop and maintain footpaths, sidewalks, footbridges and stairways throughout the neighborhood where appropriate.
 18. Support public and private development of areas for the public to rest which include available restrooms and bike racks.

19. Encourage the City of Portland to aggressively pursue Policy 6.11 of the Comprehensive Plan within the Linnton and Willbridge areas.

Comprehensive Plan Section 6.11:

“6.11 Pedestrian Transportation

Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

Objectives:

- A. Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves Pedestrian Districts, neighborhood shopping, schools, and parks.*
- B. Support walking to transit by giving priority to the completion of the pedestrian network that serves transit centers, stations, and stops; by providing adequate crossing opportunities at transit stops; and by planning and designing pedestrian improvements that allow adequate space for transit stop facilities.*
- C. Improve the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that new public and private development meets a pedestrian quality standard and by developing special design districts for Pedestrian Districts and Main Streets.*
- D. Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations; by making physical improvements, such as traffic calming, signal improvements, and crossing changes to adopted statutes and codes that would enhance pedestrian safety.*
- E. Encourage walking by developing educational programs for both motorists and walkers and by supporting and participating in encouragement events for walkers.*
- F. Explore a range of funding options for pedestrian improvements to supplement reliance on general transportation revenues.”*

*City of Portland Comprehensive Plan Goals
and Policies
Revised October 1996*

20. Participate in Linnton Neighborhood Bicycle, Pedestrian and Vehicle Circulation Plan study and support the recommendations which are consistent with the Linnton Neighborhood Plan.
21. Support improvement in access needed by emergency vehicles.
22. Support the creation of a community service facility to include a neighborhood community policing office, fire protection center and, access to city services and computer networks.

NOTE: This Policy was reviewed in conjunction with development of the US Highway 30 Through Linnton Neighborhood Bicycle, Pedestrian, and Vehicle Circulation Plan, an element of the Portland-Astoria (US Highway 30) Corridor Plan. The study was conducted by the Oregon Department of Transportation, Region 1, David Evans and Associates, Cogan Owens Cogan in conjunction with the City of Portland Bureau of Planning, City of Portland Office of Transportation and the Linnton Neighborhood Association. The study timeframe was November 1997 to March 1998.

**Policy II Action Chart:
Transportation and Neighborhood Streets**

#	Actions	Timeframe				Implementers
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
2-1	Maintain visibility of the need for improved service with Tri-Met.					LNA
2-2	Work with private and public entities to include bicycle facilities in their site development plans.					LNA
2-3	Verify the Maintenance Plan for US Highway 30, believed to be twice a year sweeping.					LNA
2-4	Work with ODOT maintenance people to develop and implement a maintenance program which will provide adequate cleanliness in the bicycle lanes and on the sidewalks.					LNA
2-5	Evaluate the situation and develop a recommendation for interconnected bike network on paved roads and designated off-street paths.					LNA
2-6	Review the recommendations in the traffic flow study being done by ODOT and PDOT.					LNA
2-7	Add these items to the LNA checklist for use during development.					LNA
2-8	Develop an Industrial Management Plan for the industrial areas in the Linnton neighborhood, including Willbridge					PDOT & LNA
2-9	Develop a plan for areas for the public to rest with associated bike racks throughout the neighborhood where appropriate.					BoP, LNA, Bike Groups
2-10	Develop a plan for the neighborhood in support of the Comprehensive Plan Policy 6.11.					PDOT & LNA
2-11	Request an assessment from the Fire Marshall's office of the accesses in the neighborhood for emergency vehicles.					LNA
2-12	Participate in corridor planning for US Highway 30 through Linnton.					ODOT, PDOT & LNA

#	Actions	Timeframe				Implementers
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
2-13	Develop an amendment to the Transportation element of the Comprehensive Plan which provides an overlay to the street classification and appropriate policies and which recognize the conditions of streets which do not meet current minimum conditions (i.e.: unimprovable, substandard width, limited access, substandard grade, substandard curbing, aged condition, dead end, etc.).					PDOT & LNA
2-14	Identify local pedestrian and bicycle connections.					LNA
2-15	Contact PDOT to address gaps in neighborhood street lighting					PDOT & LNA
2-16	Design and carry out a bicycle, pedestrian and transit facilities and traffic circulation study for the Linnton sub-area as a part of the US Highway 30, Portland to Astoria Corridor Plan.	X				ODOT, PDOT & LNA
2-17	Design and carry out a bicycle, pedestrian and transit facilities and traffic circulation study for the Willbridge sub-area as a part of the US Highway 30, Portland to Astoria Corridor Plan.	X				ODOT, PDOT, BP & LNA
2-18	Work with charge agencies on the Portland to Astoria Corridor Plan.			X		ODOT, PDOT & LNA
2-19	Work with ODOT on future Portland to Astoria branch line studies for uses of the railroad right-of-way in Linnton.			X		ODOT & LNA
2-20	Work with ODOT on future transit Feasibility Studies of transit options between Portland and Columbia City.				X	ODOT & LNA
2-21	Support efforts to have a pedestrian overcrossing in the “Village Center” area, between NW 107th and NW 112th Avenues.					LNA

#	Actions	Timeframe				Implementers
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
2-22	Support efforts to have the “Village Center” area designated a Special Transportation Area (STA) as defined in the Oregon Highway Plan in the US 30 Corridor Plan, the City of Portland Transportation System Plan and the METRO Regional Transportation Plan.					ODOT, METRO, PDOT, & LNA
2-23	Support efforts to implement a traffic signal at NW 112th and US Highway 30.					LNA
2-24	Support the alignment of NW Saltzman Road with NW Balboa Avenue.					LNA
2-25	Support increased and consistent enforcement of the posted speed limits in the Linnton Neighborhood.					LNA

***Goal III
Public Safety***

To provide the safest environment possible for the Linnton community, raising the community knowledge and commitment to public safety as well as planning for emergency response..

Objectives:

1. Improve neighborhood understanding of public safety issues.
2. Seek to increase police patrol frequency and problem area awareness throughout the Linnton Neighborhood.
3. Seek a decrease in fire service response time to urban average.
4. Develop a positive working relationship with police and fire bureau.
5. Assist police in identifying and closing down criminal activity sites.
6. Develop and maintain programs and facilities to reduce the incidence of burglaries and vandalism.
7. Support the development and maintenance of facilities that will ensure adequate fire protection, recognizing both the growth in population and that the St. Johns bridge may be closed during times of need.
8. Participate in hazardous material planning with the Portland Fire Bureau.
9. Develop a community awareness of risk and procedures for evacuation or protection in case of natural or man made disaster.
10. Develop a plan for neighborhood participation in forest fire protection and response in concert with Portland Parks and Portland's Fire Bureau.
11. Participate in emergency response simulations and develop neighborhood familiarity with emergency response procedures.
12. Encourage coordination among marine spill consortium participants, US Coast Guard, terminals, state police, Multnomah County River Patrol, Portland Fire Bureau, and Police to handle river related incidents in the safest manner possible.
13. Support proactive technical safety improvements at neighborhood industrial terminals.

14. Encourage participation in the City of Portland Office of Neighborhood Association (ONA) Neighborhood Emergency Training (NET) program.

**Goal III Action Chart:
Public Safety**

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
3-1	Develop a neighborhood network for two way communication on neighborhood issues and problems between residents, businesses and governmental agencies.					
3-2	Establish an ongoing dialog with bordering neighborhoods about mutual public safety issues.					
3-3	Report to neighbors on the actual state of criminal activity, critical safety violations and toxic spills effecting the Neighborhood.					
3-4	Update emergency services address mapping to reflect topographical realities and actual locations of critical facilities.					
3-5	Seek to increase the number of fire hydrants and develop a plan to place them higher on the hillsides.					
3-6	Continue the Forest Park bike and foot patrol.					
3-7	Seek the development of a Forest Park debris removal program to lower fire danger .					
3-8	Request the fire department to consider the establishment of fire station facilities in the Linnton community.					
3-9	Request that the fire department meet with the Linnton community to discuss community fire safety issues.					

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***Policy IV
Housing***

To provide new housing opportunities within the Linnton Neighborhood through development of a combination of medium and high density housing and mixed use development with residential and commercial at town center locations east of US Highway 30 (river side), and to preserve the existing housing stock.

Objectives:

1. Apply low density single-dwelling residential designations and zones on environmentally sensitive and fragile hillsides west of St. Helens Road which have limited access to urban public infrastructure and public services.
2. Apply the “d” design overlay to vacant and redevelopment areas upzoned to Medium Density Multi-Dwelling Comprehensive Plan designation and R1, 1 unit per 1,000 square feet of site area where substantial new multi-dwelling development can be constructed.
3. Support site layout and residential development which preserves and enhances Linnton’s environmentally sensitive and fragile hillsides and forest ecosystems, for example: plantings, flatwork and retaining walls.
4. Preserve existing housing stock.
5. Support owner occupancy of existing housing on the hillside.
6. Support a mix of occupancy types within the areas that this Plan calls for rezoning to a higher density.
7. Support housing construction and remodeling to be consistent with the dominant traditional and historic architectural style of the neighborhood.
8. Encourage the development of programs and resources needed to assist property owners with building rehabilitation and weatherization.
9. Support the application of mixed-use and mixed density designations and zones in the Linnton Plan District, in areas located between US Highway 30 and the Willamette River and 400 feet or more from the southern boundary of the GATX property and the northern boundary of the ARCO property.
10. Encourage a mix of housing options attractive to a variety of income levels.

11. Support urban infill only in areas provided with a full range of urban public infrastructure and services.
12. Seek funds which can be used to improve neighborhood public facilities and amenities.

**Policy IV Action Chart:
Housing**

#	Actions	Timeframe				Implementers
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
4-1	Maintain the LNA representation on the ODOT US Highway 30 corridor Transportation Circulation and Access Study to coordinate transportation improvements and housing density proposals and intra-neighborhood mobility and safety.		X			ODOT, PDOT, BoP, LNA
4-2	Follow-through with the proposal for the Linnton Parkland Access Fund.		X			BP&R, Multnomah County, LNA
4-3	Include the housing component for the Linnton Waterfront Plan District.	X				LNA, LPA, GATX, ARCO
4-4	Work with developers and non-profit housing corporations to encourage construction of a mix of housing options attractive to a variety of income levels.	X				BoP, BHCD, PDC, LNA
4-5	Environmental and topographical features and lack of urban services constrain construction of higher density housing. Encourage lower-density single-family housing designations and zoning classifications as approved by the Linnton Neighborhood Association.	X				LNA
4-6	Pursue designation of the Linnton neighborhoods as historic districts.					BoB, BoP, LNA

#	Actions	Timeframe				Implementers
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
4-7	Request official notifications to the Neighborhood Association of all permit applications within the neighborhood, areas of mutual interest with other neighborhoods and, in areas adjacent to the neighborhood.					LNA

***Policy V
Retail and Commercial***

Have a neighborhood with a range of goods and services to allow the community to be self-sufficient through . support of commercial and mixed-use developments that are compatible with Linnton's size, scale and character.

Objectives:

1. Encourage the siting and expansion of commercial activities which take advantage of the neighborhood's unique natural amenities and location as the northwest gateway to the Portland metropolitan area.
2. Promote low impact signage and advertising.
3. Support development proposals which address the mitigation of off-site negative impacts of development upon neighborhood and nearby activities and operations.
4. Oppose retail development that does not contribute to a positive image for the neighborhood.
5. Support the expansion of the Linnton Village commercial center.
6. Support the creation of the Linnton Plan District and subsequent development.
7. Encourage the siting of commercial activities that are oriented toward or related to the Willamette River.
8. Plan for commercial services for US Highway 30 travelers.
9. Strive to minimize conflict between commercial, residential and industrial uses.
10. Support the siting and expansion of commercial businesses, mixed-uses, light industrial activities and housing within the Linnton Village Square and other potential development areas. Encourage businesses which will serve existing and future households and businesses.

**Policy V Action Chart:
Retail and Commercial**

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
5-1	Encourage the siting of consumer activities and businesses to support neighborhood needs and oriented toward or related to the waterfront in the Linnton Plan District.					LNA
5-2	Strengthen communication links among Linnton's commercial activities, industrial operations and residential households.		X			LNA
5-3	Seek parkland for the development of a public riverfront park in the Linnton Plan District.					LNA, BP&R
5-4	Apply for Central Employment designation to properties east of the BNSF railroad in Linnton.	X				LNA, BoP
5-5	Create the Linnton Plan District.	X				LNA, BoP
5-6	Apply the g overlay zone to the Linnton Plan District waterfront.	X				LNA, BoP

***Policy VI
Industry***

Support safe, efficient, and environmentally sound industrial activities and areas in Linnton. Develop strong working ties among Linnton industrial, commercial residential and environmental partners.

Objectives:

1. Strengthen community ties and neighborhood ties with local industry.
2. Recognize the importance of Linnton's multi-modal designated industrial sanctuary land inventory which includes rail, highway and deep channel river access. Preserve this sanctuary for continued industrial activities.
3. Support land use proposals which allow industrial owners and operations to adapt to significant long-term industrial market trends and shifts where the changes are compatible with surrounding land use activities and planned future development in the Linnton Neighborhood.
4. Support proactive industrial plans to upgrade facilities and operations to meet seismic standards and increase both on and off-site public safety.
5. Promote the development, expansion and diversification of Linnton's employment base and in a manner that encourages use of public transportation.
6. Use design standards, buffers, development standards and other measures to address off-site industrial impact mitigation of industrial location and operations.
7. Recognize the unique needs of industrial areas such as access, delivery of large trucks and maintenance when assessing and planning for tree planting.
8. Encourage the creation and growth of full-time permanent living wage jobs by Linnton's employment base.

**Policy VI Action Chart:
Industry**

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 -20 years	
6-1	Encourage representation and active participation by Linnton industry, commerce, residents and environmental interests in the neighborhood association to address areas of mutual concern and take advantage of community development opportunities.		X			LNA
6-2	Provide new opportunities for industries and related activities which do not need to locate within Linnton’s industrial sanctuary.	X				LNA
6-3	Encourage further diversification of Linnton’s industrial activity and employment base by supporting expansion of existing and attraction of new activities.		X			LNA
6-4	Work with Linnton industries and the community to identify opportunities for tree planting in industrial areas.		X			URD, LNA, ARCO
6-5	Apply Central Employment designation and Linnton Plan District to properties located east of the railroad tracks and west of the Willamette River, between NW 112 th and the GATX southern property line and, the northern property line of ARCO.	X				LNA, BoP, LPA, GATX, ARCO.
6-6	Establish the Linnton Plan District to guide future development on properties located east of the railroad tracks and west of the Willamette River, between NW 112 th and the GATX southern property line and, the northern property line of ARCO.	X				LNA, BoP, LPA, GATX, ARCO.

***Policy VII
Parks, Neighborhood Beautification and Identity***

To make Linnton a community where city living blends with the natural world. Reestablish Linnton's connection to the Willamette River. Preserve and enhance Forest Park and Linnton's connection to the Park. Develop opportunities for public outdoor recreation and community interaction. Encourage activities which foster a sense of identity and community among those living and working in the Linnton Neighborhood.

Objectives:

1. Provide recreational use opportunities such as riverfront parks, hiking trails, etc., along the Willamette River in Linnton.
2. Support development of appropriate buffers between river front recreational public use and existing industry.
3. Develop public access to the Willamette River through Greenway Trail establishment and development.
4. Support the development of a trails network, where possible, between Linnton's neighborhoods including a safe means of passage across US Highway 30. These neighborhood trails should be inter-connected with the regional trails network being developed through METRO.
5. Support a river oriented trail that would be developed as right-of-way became available.
6. Support the opportunities for passive and active walking, bicycling and water-related recreational activities in Linnton.
7. Support connecting the Peninsula Trail to the Willamette River Greenway, 40 mile loop and Forest Park.
8. Evaluate opportunities for land acquisition at the Forest Park interface with the neighborhood.
9. Seek the abandonment of all platted roads within the Forest Park boundaries that are not needed for recreation or fire control.
10. Promote Linnton's image as Portland's northwest gateway on the Willamette River as a community where residential, industrial, commercial use exist cooperatively.

11. Use community design to link Linnton's hillside communities and promote celebrations and activities which strengthen Linnton's identity as a neighborhood.
12. Establish regional and local activities that draw positive attention to Linnton.
13. Preserve, improve and enhance Linnton's scenic resources and view corridors and protect neighborhood aesthetic values as expressed in the Vision and in other parts of the Plan.
14. Encourage landscaping of public areas throughout the Linnton neighborhood.
15. Preserve and improve the visual access from Highway 30 of the St. Johns Bridge, from base to peaks and from shore to shore.
16. Use the City of Portland's Forest Park Natural Resources Management Plan to establish priorities for activities relative to Forest Park.
17. Support the acquisition of Forest Park in-holdings and adjacent undeveloped property, including islands, peninsulas and adjacent unattached properties, for inclusion into the park in cooperation with the Bureau of Parks and Recreation.
18. Encourage the zoning of all of Forest Park as Open Space unless there are compelling reasons otherwise.

**Policy VII Action Chart:
Parks and Neighborhood Beautification**

#	Actions	Timeframe				Implementers
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
7-1	Plan park space and play areas that serve the neighborhood.			X		LNA, BP&R
7-2	Acquire parkland and develop waterfront parks within the Linnton Plan District and on the northern side of the base of the St. Johns Bridge in the vicinity of the defunct ferry slip and Riverside Industrial Park.			X		LNA, BP&R
7-3	Study the feasibility of the acquisition and development of parkland on the northern side of the base of the St. Johns Bridge in the vicinity of the defunct ferry slip and Riverside Industrial Park.			X		LNA, BP&R
7-4	Create a trust fund for the acquisition and development of riverfront parkland in Linnton.			X		LNA, BP&R BoP, Multnomah County
7-5	Identify shore fishing access points to the Willamette River within the neighborhood boundaries.			X		
7-6	Develop historical markers in the Linnton neighborhood.			X		
7-7	Identify physical and visual access points to the Willamette River throughout the neighborhood.					
7-8	Identify opportunities to create public access to the Willamette River from the Linnton community.			X		LNA
7-9	Preserve scenic views of the St. Johns bridge by supporting the public acquisition of east facing hillside properties located between US Highway 30 and the west end bridge approaches (NW Bridge Avenue) of the St. Johns Bridge.			X		LNA, BoP

#	Actions	Timeframe				Implementers
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
7-10	Consider the establishment of a scenic corridor on US Highway 30 to preserve the view of the entire St. Johns Bridge from midway between the top of the cement support bases for the metal bridge and the bottom of the horizontal roadway support structure, between that point and the top of the tower spires. Establish the view corridor along US Highway 30 between NW 105th Avenue and the bridge and, from NW Bridge Avenue.			X		LNA
7-11	Support the creation of a community park, pier, and beach on the Willamette River within the Linnton town site.					
7-12	Sponsor neighborhood activities and create opportunities that encourage neighbors to gather and participate in community events.					
7-13	Extend the Peninsula Trail crossing across the St. Johns Bridge. Connect the Peninsula Trail crossing to the Willamette River Greenway and then to the 40 mile loop which crosses the St. Johns Bridge and still needs to connect to Forest Park.			X		BP&R
7-14	Promote the development of the Greenway trails in Linnton when considering proposals for new development.			X		LNA, BoP, BP&R
7-15	Create and develop a Willamette Greenway Loop Trail with entrances at the intersection of US Highway 30 with NW 107 th and NW 112 th Avenues.	X				LNA, BoP, BP&R
7-16	Support maintenance of existing bike trails and development and maintenance of walking trails within Forest Park			X		LNA, BP&R
7-17	Encourage community interaction through Forest Park fire prevention and response programs.					
7-18	Support the preservation and improvement of view corridors and aesthetic values					

#	Actions	Timeframe				Implementers
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
7-19	Create gateways at the entrances to the Linnton neighborhood and Linnton Village Center through the installation of public art and directional.		X			LNA, BP&R, LPA
7-20	Strengthen Linnton's image as a neighborhood and village center through the community design including the building of plazas, installation of public art and kiosks and planting of street trees.		X			LNA
7-21	Create a publicly accessible meeting space where information about Linnton's past, present and future activities can be shared among Linnton households, businesses, institutions and visitors.			X		LNA
7-22	Identify areas and locations in need of additional street trees and obtain funding or seek donations of trees.			X		LNA
7-23	Provide information on how trees can be preserved while maintaining scenic views through the use of qualified arborists to work with the neighborhood association, households and businesses.		X			URD
7-24	Pursue acquisition of street sign tabs for the neighborhood.					LNA
7-25	Create an inventory of the undeveloped private land along the Forest Park interface.					LNA
7-26	Develop an inventory of the undeveloped platted roads within the Forest Park boundaries that are not needed for recreation or fire control.					LNA
7-27	Create an inventory of the undeveloped private land within Forest Park and adjacent undeveloped property, including islands, peninsulas and adjacent unattached properties.					
7-28	Create an inventory of Forest Park lands which are not zoned Open Space.					

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***Policy VIII
Neighborhood Historic Preservation***

To provide the Linnton Neighborhood with a clear identity and provide a link with community roots and a tie to regional history. Preserve, restore and enhance Linnton's historic structures and resources and distinctive physical and natural features. Use these elements to enhance Linnton's identity and strengthen linkages between Linnton's future and its historic past.

Objectives:

1. Identify, and actively seek the preservation of significant historic structures and features in Linnton.
2. To mark and designate historic or local interest residences in the Linnton Area.
3. To establish and create a "downtown" historic Linnton.
4. Support the maintenance and preservation of the St. Johns Bridge as a significant historical feature and viewpoint in the Linnton neighborhood.
5. Build neighborhood identity by researching and preserving the neighborhood's history.
6. Develop a strong working relationship with City of Portland bureaus and other appropriate agencies who are responsible for encouraging the preservation and maintenance of Portland's historic resources.
7. Support the adaptive reuse of significant historic buildings as a viable economic alternative to demolition.

**Policy VIII Action Chart:
Neighborhood Historic Preservation**

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
8-1	Research historically significant industrial facilities within and adjacent to the neighborhood for potential preservation or re-use.					
8-2	Update the 1984 Portland Historic Resources Inventory for the Linnton Neighborhood.			X		LNA
8-3	Encourage and support property owners of eligible historic properties and features to seek listing on the National Register of Historic Places.		X			LNA
8-4	Encourage and support property owners to seek listing of historic properties and features as Portland Conservation Landmarks if not eligible for national landmark designation.		X			LNA
8-5	Share information of federal, state and city incentives available to owners of nationally designated historic properties and Portland conservation landmarks designated as national landmarks.			X		LNA, BoP
8-6	Establish historic markers, signs and kiosks in the neighborhood to inform the public and community about Linnton's history and the role in northwest development.			X		LNA
8-7	Review the St. Johns Bridge historic designation documentation. Evaluate whether the bridge's supportive steel pillars and cement footings (above water level) require additional recognition and protection as significant historic structures and view points.			X		LNA

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
8-8	Work with adjacent neighborhood and business associations to preserve and protect Linnton’s significant historic features and viewpoints such as the St. Johns Bridge and natural resources such as the Willamette River waterfront and Forest Park.		X			LNA, W/NW
8-9	Seek resources to initiate a research project documenting Linnton’s roles and contributions to Northwest history and development.				X	LNA
8-10	Work with property owners and developers to identify and promote economically viable alternative uses for historic structures in threat of demolition.			X		LNA
8-11	Join with neighborhood and business associations and historic interests to identify and carry out projects which enhance, maintain and preserve the St. Johns Bridge.		X			LNA
8-12	Mark all homes of early town merchants or other well-known residents.					
8-13	Place sign at the entrance of each residential area with its original platted name.					
8-14	Mark all houses built by Clark and Wilson with a plaque.					
8-15	Encourage new structures to be built in architectural styles that are compatible with existing structures.					
8-16	Mark and date an historic plaque on each building between Linnton Feed and Seed and the Plywood Mill office.					
8-17	Request that any new structure in the “Historic District” match the existing buildings in style, composition, texture and building materials.					
8-18	Any new street lights to be consistent with Linnton’s era as a mill town.					

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
8-19	Invite the Historic Landmark Commission to have one of their meetings in Linnton.					
8-20	Identify the City of Portland bureaus and other appropriate agencies who are responsible for encouraging the preservation and maintenance of Portland's historic resources.					

***Policy IX
Community Institutions and Services***

Strengthen the Linnton Neighborhood's sense of identity and community. Create opportunities for community celebrations and gatherings. Expand neighborhood cultural, social, educational and recreational resources.

Objectives:

1. Develop closer ties between the neighborhood and centers for community activities such as the Linnton Community Center and St. Birgitta Church. Support the expansion of programs serving the needs of Linnton's households, youth and elderly.
2. Create indoor and outdoor active and passive recreational and cultural opportunities for Linnton households, workers, business owners and visitors.
3. Support the provision of social services and programs to all parts of the neighborhood as needed including programs not currently provided.
4. Support children's summer and after-school programs in the neighborhood.
5. Develop and maintain a responsive communications system for the neighborhood possibly including such elements as Internet connection, neighborhood voice mail, and print media newsletter to disseminate and receive neighborhood news and concerns.

***Policy IX Action Chart:
Community Institutions and Services***

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
9-1	Identify social service deficiencies to appropriate agencies to meet the neighborhood's needs.		X			LNA
9-2	Develop resources to support the expansion of neighborhood communications networks including the Linnton phone line, newspaper newsletter and electronic communications.		X			LNA, NW/NW
9-3	Initiate discussions with neighborhood institutions such as the Linnton Community Center and St. Birgitta Church, to identify and strengthen linkages between these centers and the neighborhood.	X				LNA
9-4	Establish focal points and meeting rooms for neighborhood association sponsored activities as needed.	X			X	LNA
9-5	Support opportunities for neighborhood activities including weekday, after-school, evening weekend and summer programs for all ages.	X			X	LNA

***Policy X
Environment***

Preserve Linnton's Natural resources, amenities and views. Protect against negative impacts on the environment from urban development and activities and mitigate those which cannot be protected.

Objectives:

1. Seek to minimize negative impact of development on the environment.
2. Encourage new development to integrate stormwater management into the development's landscaping.
3. Encourage the maintenance and enforcement of environmental and development standards in Linnton which regulate air, water, land and noise pollution.
4. Encourage minimizing light, noise and air pollution.
5. Preserve views from Linnton and prevent their obstruction when possible.
6. Support the recovery and maintenance of stream, watershed, and wetland quality.
7. Support the creation and use of incentives to increase and improve on-site stormwater management designs and natural drainage ways which protect water quality from Forest Park to the Willamette River.
8. Encourage conservation of resources and minimization of reuse.
9. Seek to minimize negative environmental impacts of water craft and associated support services on the Willamette River and shoreline, associated streams and other Linnton natural resources.
10. Coordinate neighborhood activities with surrounding neighborhoods and communities to preserve and enhance shared natural resources and amenities such as Forest Park, Miller Creek, Saltzman Creek, Springville Creek, Doane Creek and the Willamette River.
11. Recognize the importance of Linnton's urban forest and its contributions to the environment and aesthetic quality of Linnton and encourage its conservation.

12. Promote education on use of proper urban forestry practices – tree planting, tree care and tree preservation.
13. Work individually and with surrounding neighborhoods and communities to preserve and improve the quality of the airshed both locally and in surrounding areas.

Goal X Action Chart:

Environment

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
10-1	Develop a list of sensitive environmental areas within the neighborhood and, a list of the appropriate agency/agencies to deal with any problems.			X		LNA
10-2	Inventory street trees, riparian areas and other sites where trees and vegetation can be planted to enhance watershed health.			X		LNA, BES, FOT
10-3	Support the acquisition of land that maintains or enhances the water quality of the watershed.			X		BES, BP&R, METRO, LNA
10-4	Establish neighborhood-focused urban forest enhancement projects.			X		BES, BP&R, Forestry, LNA
10-5	Establish native plant salvage, propagation and distribution projects tied to Naturescaping for Clean Rivers or other native plant education programs.				X	BES, SWCS, LNA
10-6	Encourage households and businesses to compost yard debris for use as landscape mulch and soil builder.			X		BES, LNA
10-7	Encourage the participation of households, businesses and construction industries in recycling.			X		BES, LNA
10-8	Identify and carry out stream and waterway enhancement and restoration projects.			X		BES, BP&R, LNA
10-9	Implement pollution source reduction education and compliance programs targeted to increase the water quality of the watershed.			X		BES, WS Councils

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
10-10	Create incentives for property owners to retrofit their sites with water quality and quality controls.			X		BES
10-11	Encourage the development of neighborhood stormwater management plans, specifically addressing the neighborhood's unique topography and climatology and resulting water problems. Adhere as much as possible to the city's standards for new development and to keep stormwater runoff from negatively impacting neighbors.			X		BES, BOM, LNA
10-12	Create watershed stewardship programs.			X		BES, BOM, LNA
10-13	Establish watershed monitoring programs.			X		BES, SWCS
10-14	Support education and development programs that reduce visual, air, noise, light and water pollution in Portland.					
10-15	Arrange for education to Promote proper urban forestry practices – tree planting, tree care and tree preservation.			X		LNA
10-16	Encourage shielding and directional management of lighting.					
10-17	Encourage use of design elements which reduce noise pollution such as pavement surfaces, motor selections and quiet alarm systems.					
10-18	Encourage the city to require that view blocking assessment be done for development or major remodeling.					

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5 years	6 - 20 years	
10-19	Encourage regular maintenance of the vegetation on public lands to preserve views of the river and mountains from Linnton.					
10-20	Encourage speed, noise and wake controls for river traffic.					

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Policy XI

Public Infrastructure

Support new development and infill in the Linnton Neighborhood in areas provided with or planned for a full range of supportive levels of urban services including water, sanitary waste disposal, stormwater runoff controls and disposal, transportation system structure and capacity and, police and fire protection.

Objectives:

1. Achieve cost efficient provision of public infrastructure in Linnton through the combination of public and private facility and service upgrades and improvement projects.
2. Seek to have urban standard water pressure levels throughout the Linnton neighborhood through water system upgrades and on-site measures.
3. Maintain and improve existing water storage, pumping and distribution needed to meet needs for existing and future service, water quality needs and adequate water main sizes to ensure sufficient fire protection.
4. Sewer and storm drainage systems should be developed and maintained at urban levels.
5. Require city sewer hook-ups for new construction within Linnton, with the cost being a part of the development.
6. Encourage the migration of utility service underground.
7. Seek communications services for the Linnton neighborhood which are at least equal to the same level of service as the rest of the city.
8. Seek a storm water runoff infrastructure capable of adequately dispersing the higher levels of rainfall and water runoff through the neighborhood.
9. Encourage upgrading of the residential street grading, storm water runoff management and traction improvement where needed.
10. Recognizing the inadequate turning radii in the industrial area needed to facilitate the necessary truck traffic, seek adequate turning space on streets in the commercial and industrial areas.
11. Provide a means of creating regular breaks in the traffic flow on US Highway 30 to allow opportunities for vehicles desirous of pulling onto

the highway. {a suggestion is to regularly cycle all lights in the neighborhood.]

12. Seek improved infrastructure maintenance in Linnton (ie: pothole patching, guard rail painting, street sign maintenance, stairway maintenance, etc.)
13. Seek construction of all stairways on existing dedicated stairway rights-of-way.

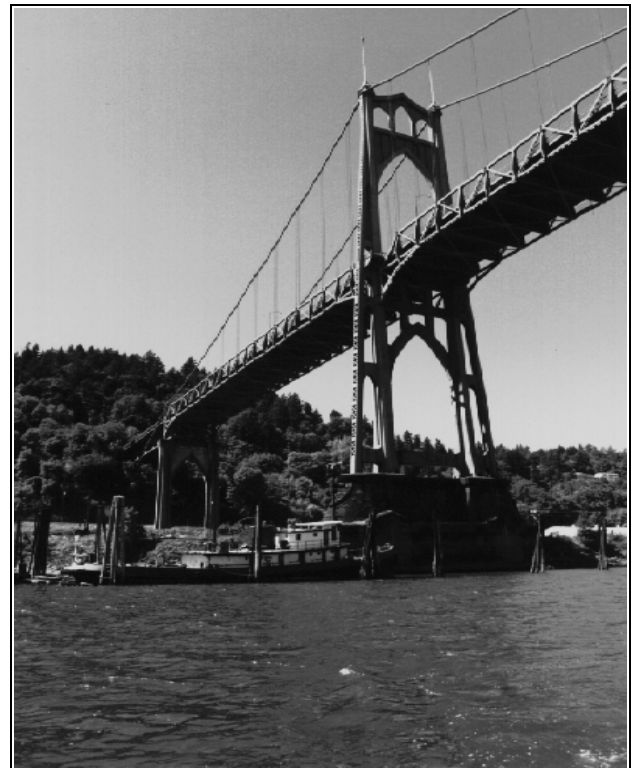
Goal XI Action Chart:

Public Infrastructure

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5years	6 - 20 years	
11-1	Review sewer installation priorities given recent septic tank failures and likely future development in the Linnton neighborhood.			X		BES
11-2	Identify known or potential facility maintenance, replacement and upgrade needs and corresponding site locations in Comprehensive Plan updates and Capital Improvement Plan Programs.		X			BW
11-3	Complete long-term water system upgrades in the Willbridge Area (e.g.: tank replacement, main upgrade, pump station improvements) to ensure adequate fire flow.			X		BW, PVT
11-4	Complete water tank replacement off Leif Erickson Road in the Whitwood Court area. Coordinate with Forest Park Neighborhood Association and Bureau of Parks and Recreation.			X		BW
11-5	Complete Water Tank replacement for the Linnton Village area. Coordinate with Forest Park Neighborhood Association and Bureau of Parks and Recreation.			X		BW
11-6	Work with public service providers to identify public service deficient areas and advocate for the provision of a full range of services to support existing and future planned development.		X			LNA
11-7	Identify areas with chronic stormwater runoff problems and advocate with BES for resolution.					

#	Actions	Timeframe				Implementors
		Adopt With Plan	On-Going	Next 5years	6 - 20 years	
11-8	Request PDOT review the design of industrial area streets, street corners, and turning lanes in view of current and future vehicle design and traffic flow needs.					
11-9	Request PDOT implement a system to allow vehicles from the hillsides to safely enter the highway during commute hours.					

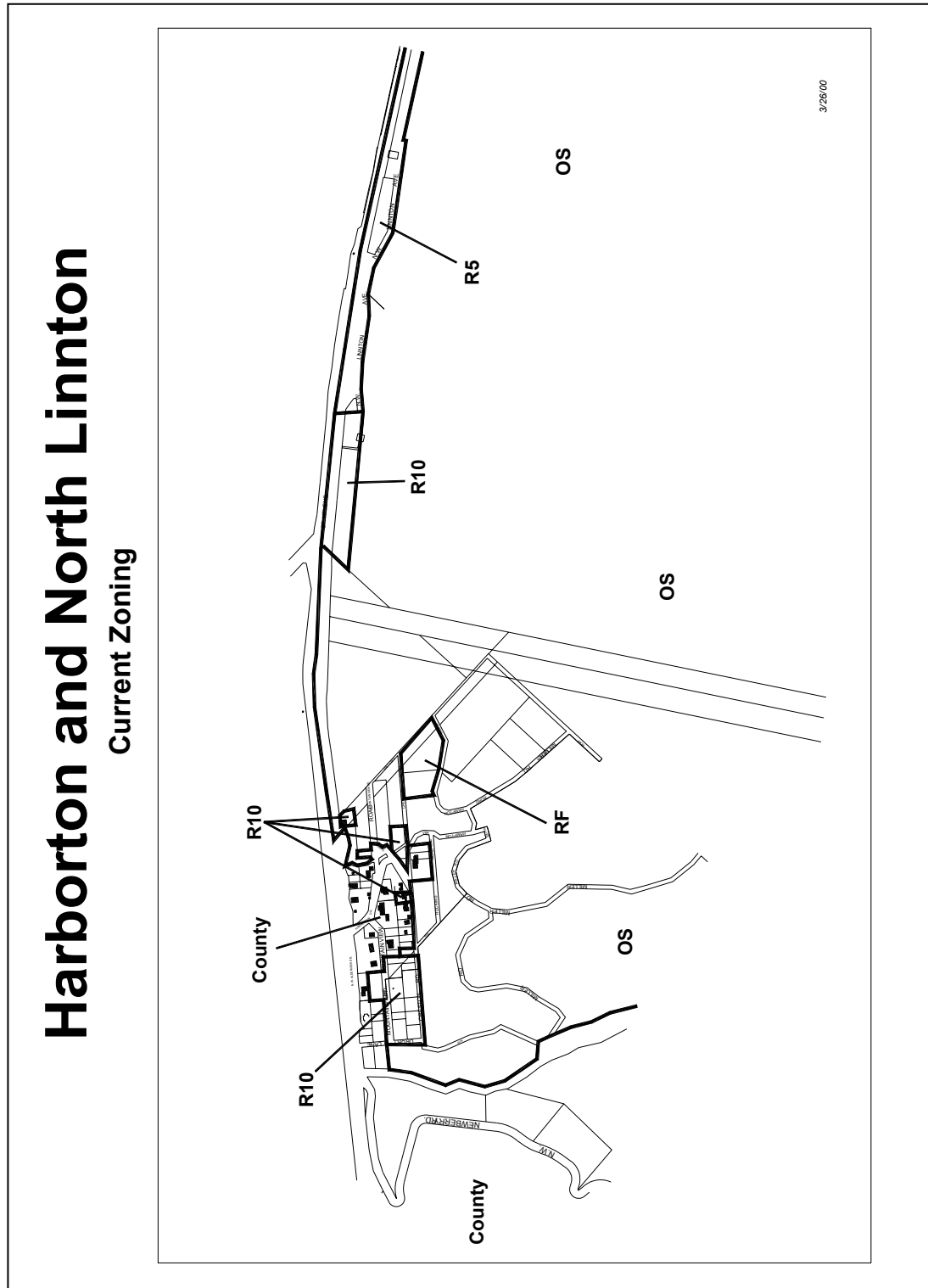
Appendix



June 5, 2000

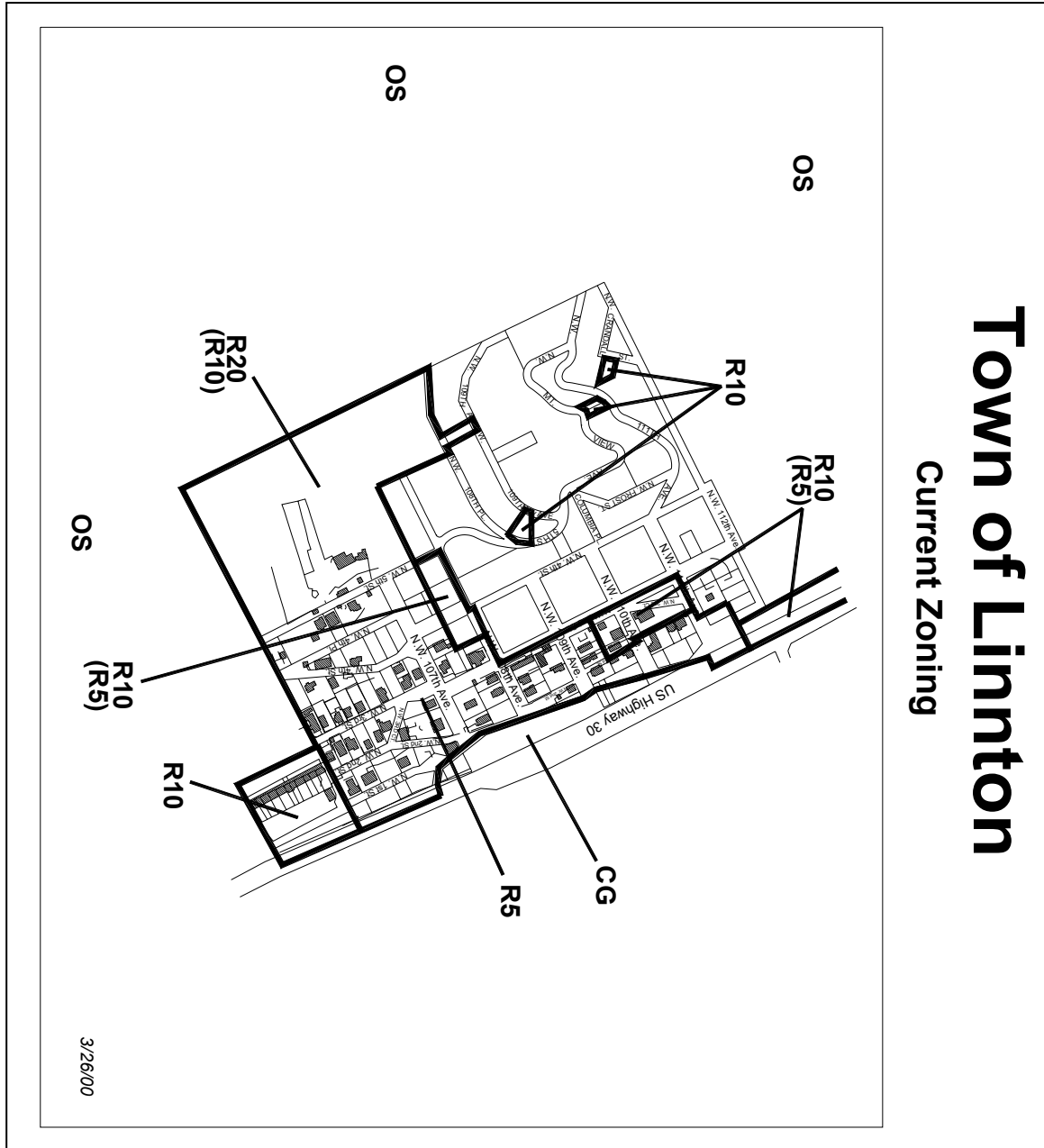
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Southern Harborton and Northern Linnton



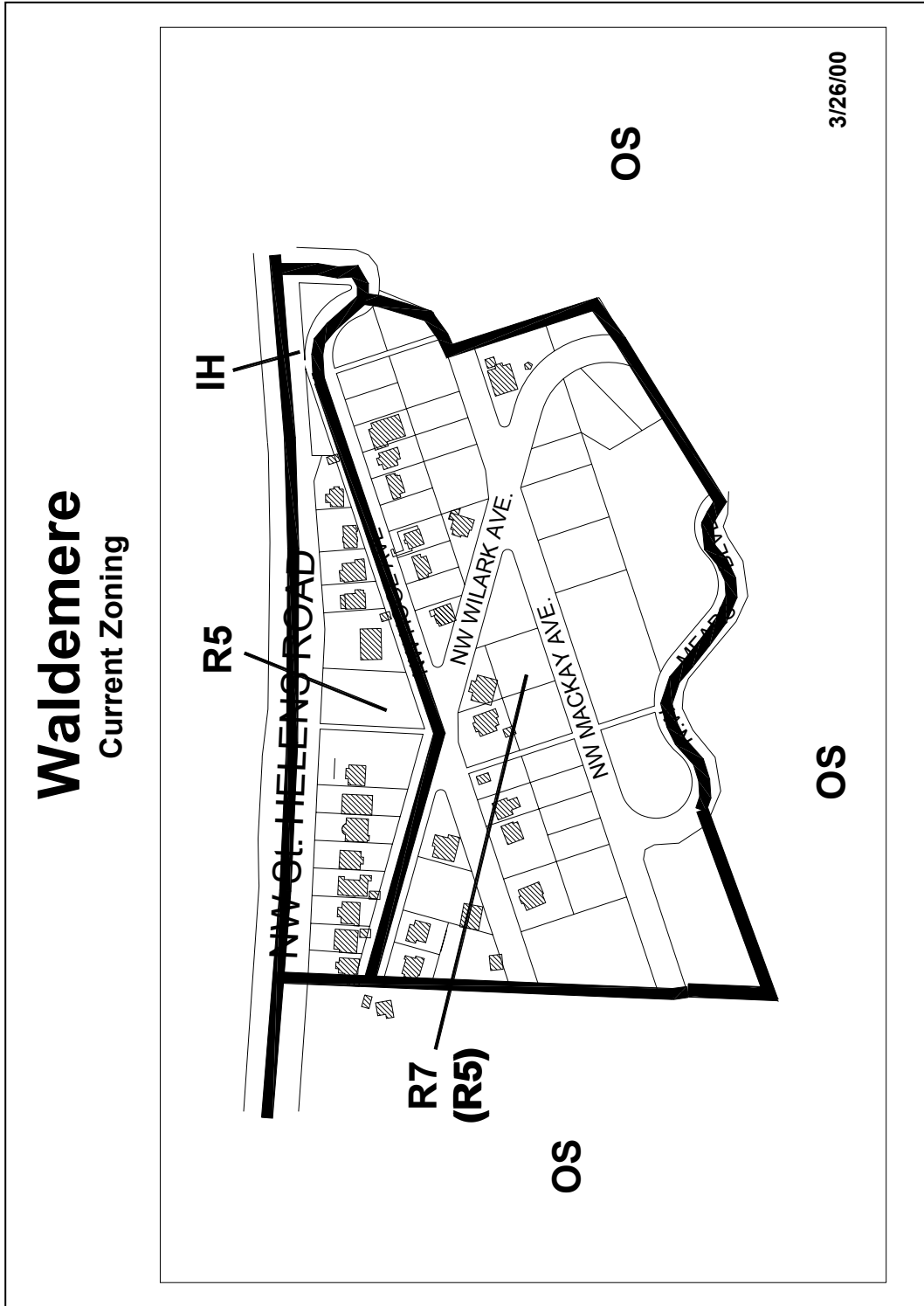
Proposed Zoning shown on Page 45

Historic Town of Linnton



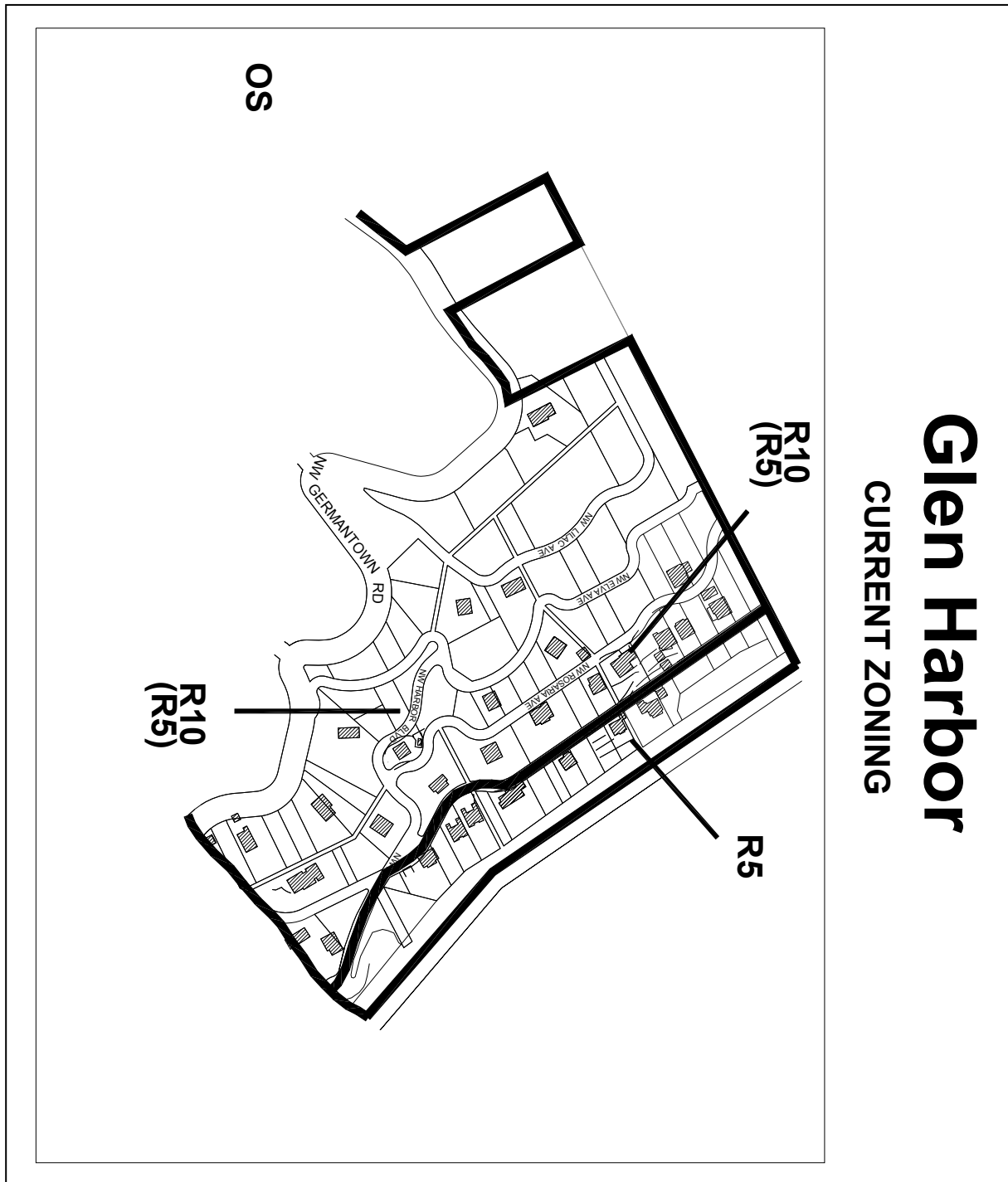
Proposed Zoning shown on Page 46

Waldemere



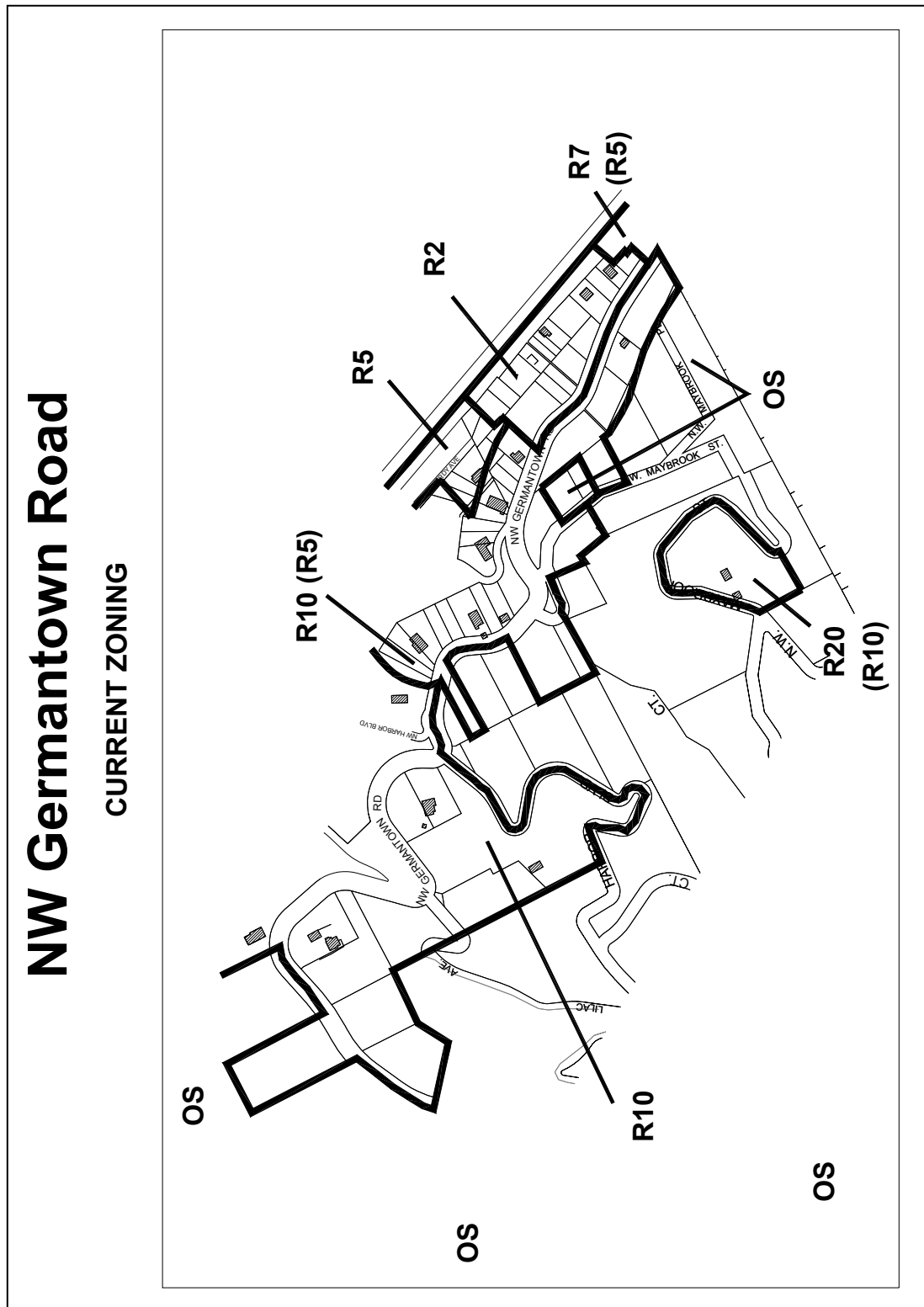
Proposed Zoning shown on Page 47

Glen Harbor



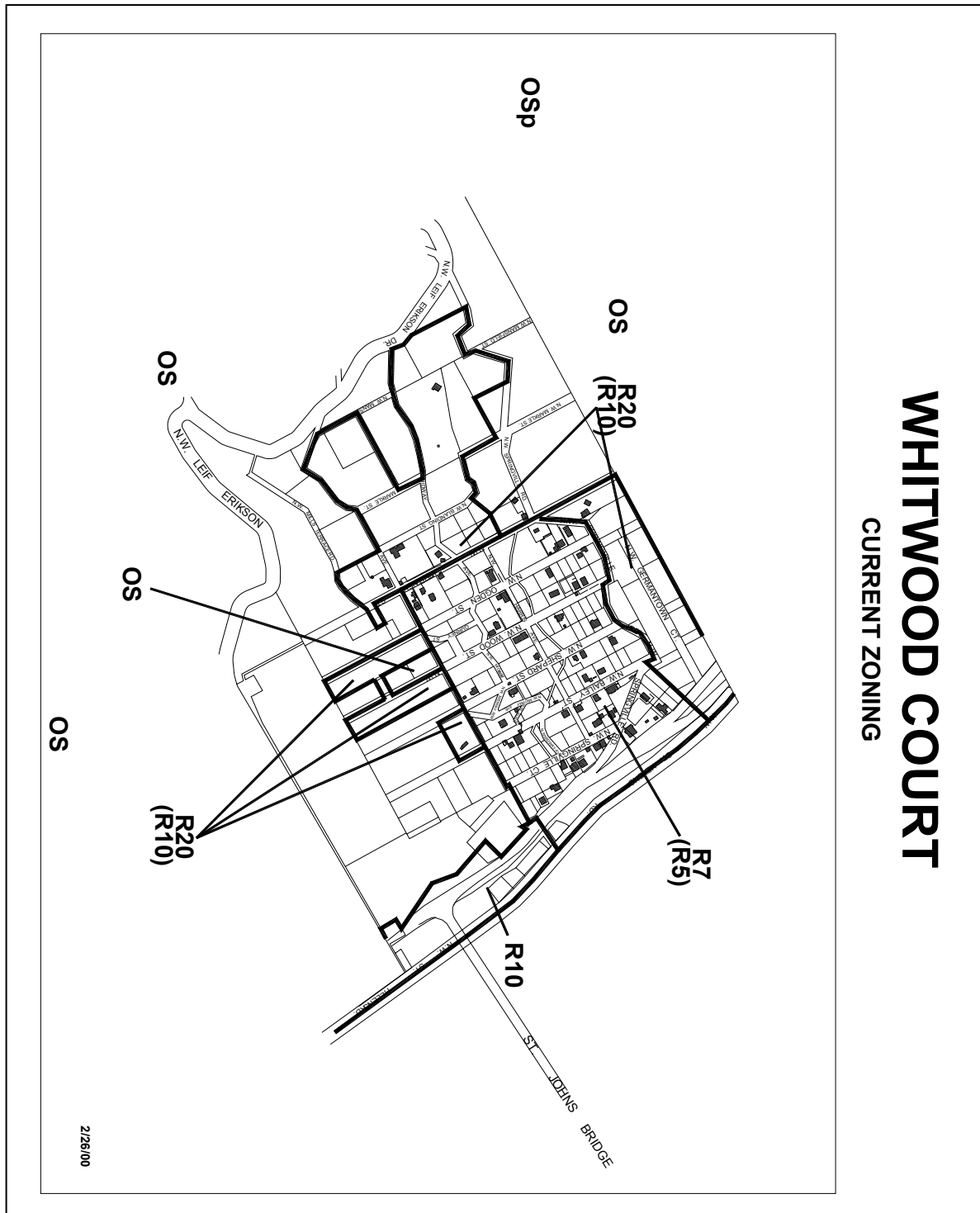
Proposed Zoning shown on Page 48

NW Germantown Road



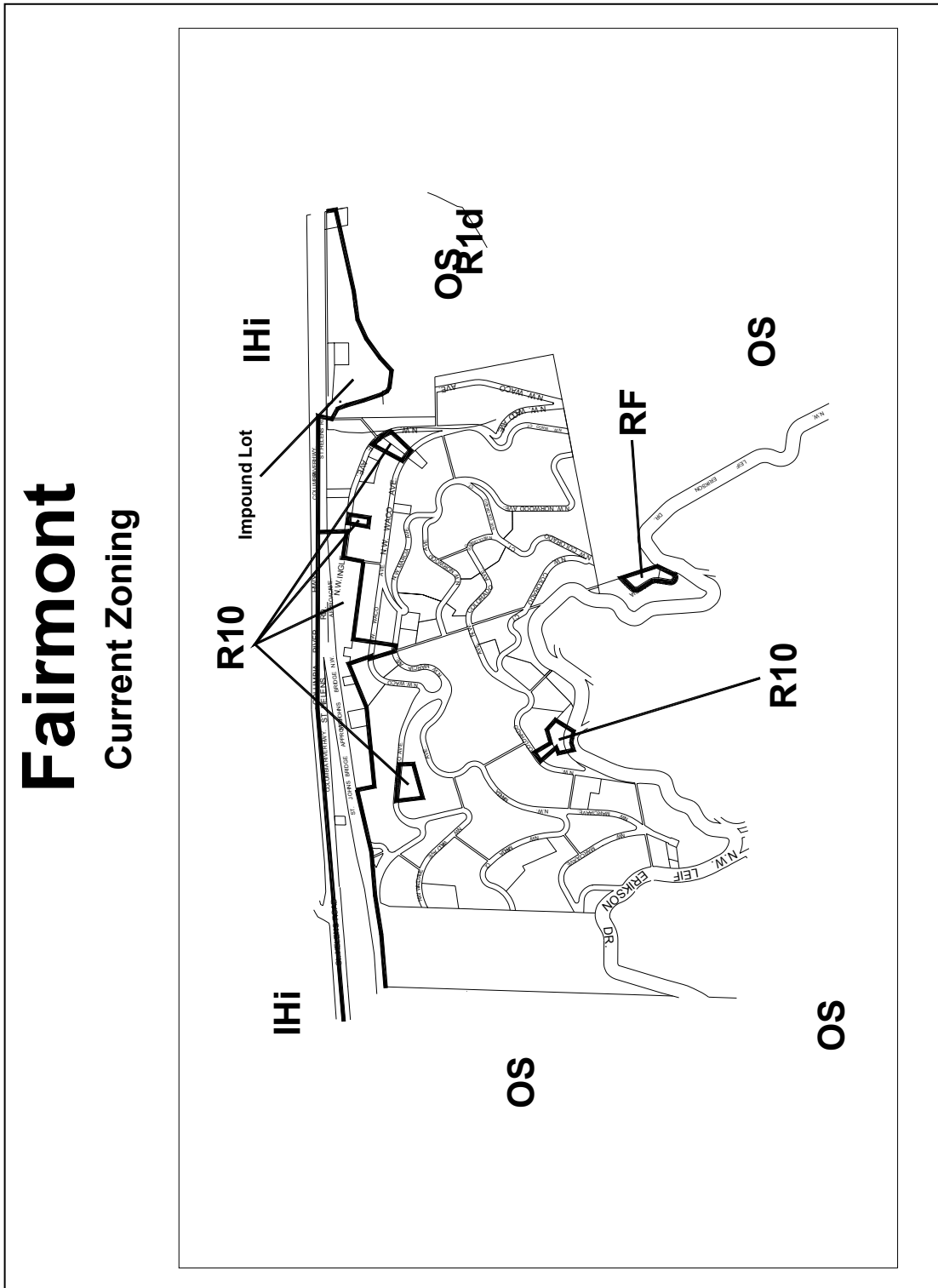
Proposed Zoning shown on Page 49

Whitwood Court



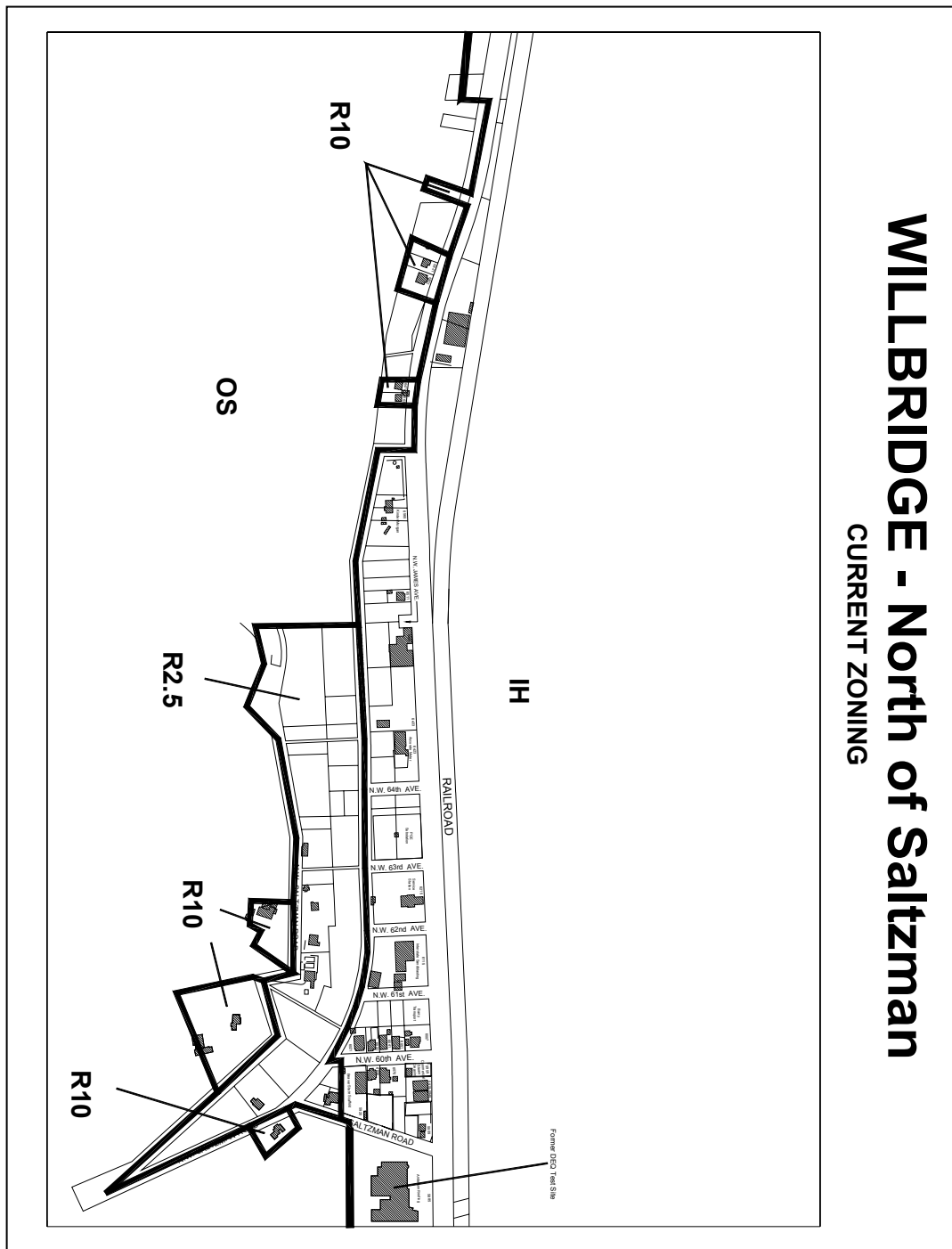
Proposed Zoning shown on Page 50

Fairmont



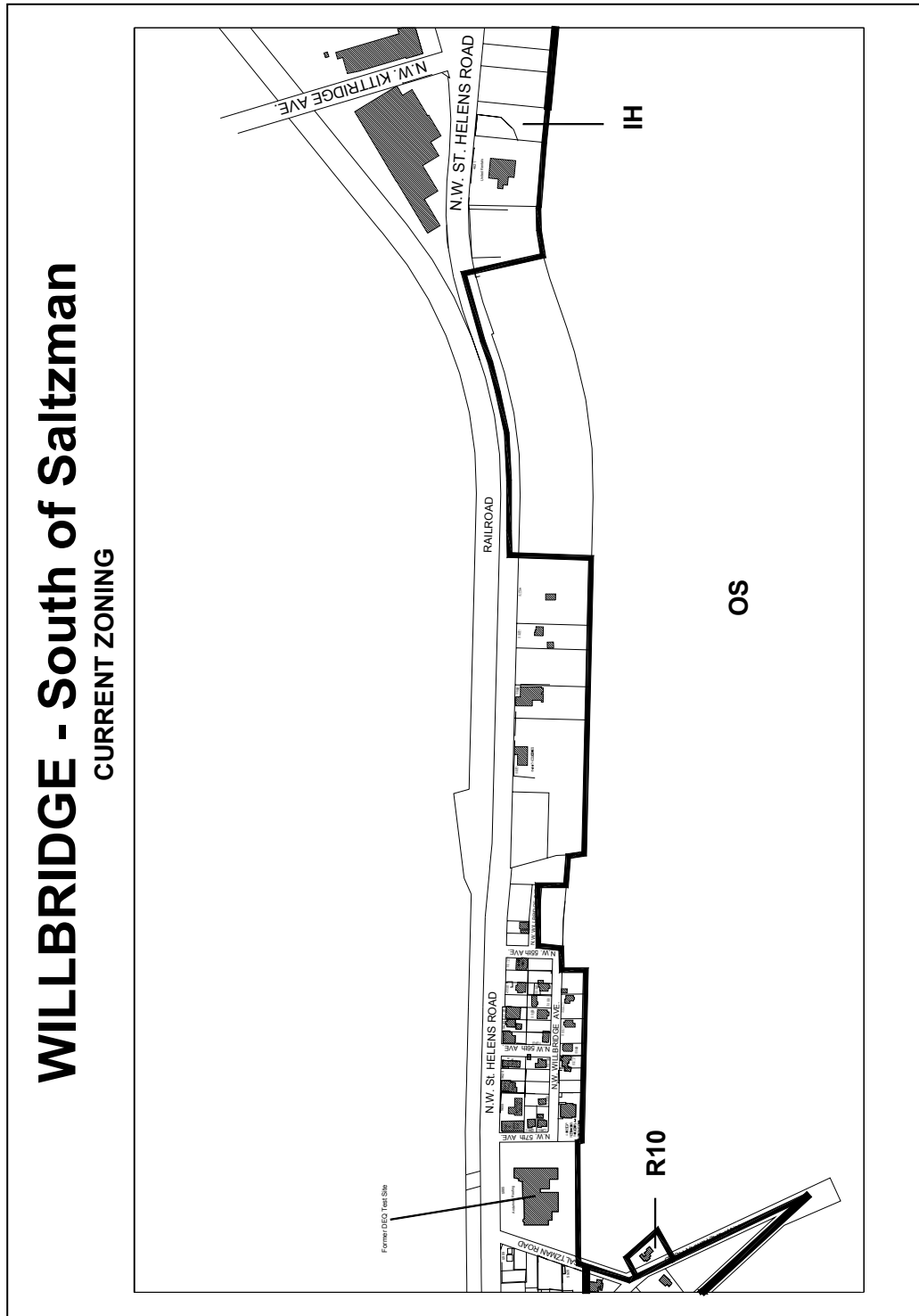
Proposed Zoning shown on Page 51

Willbridge, North of Saltzman



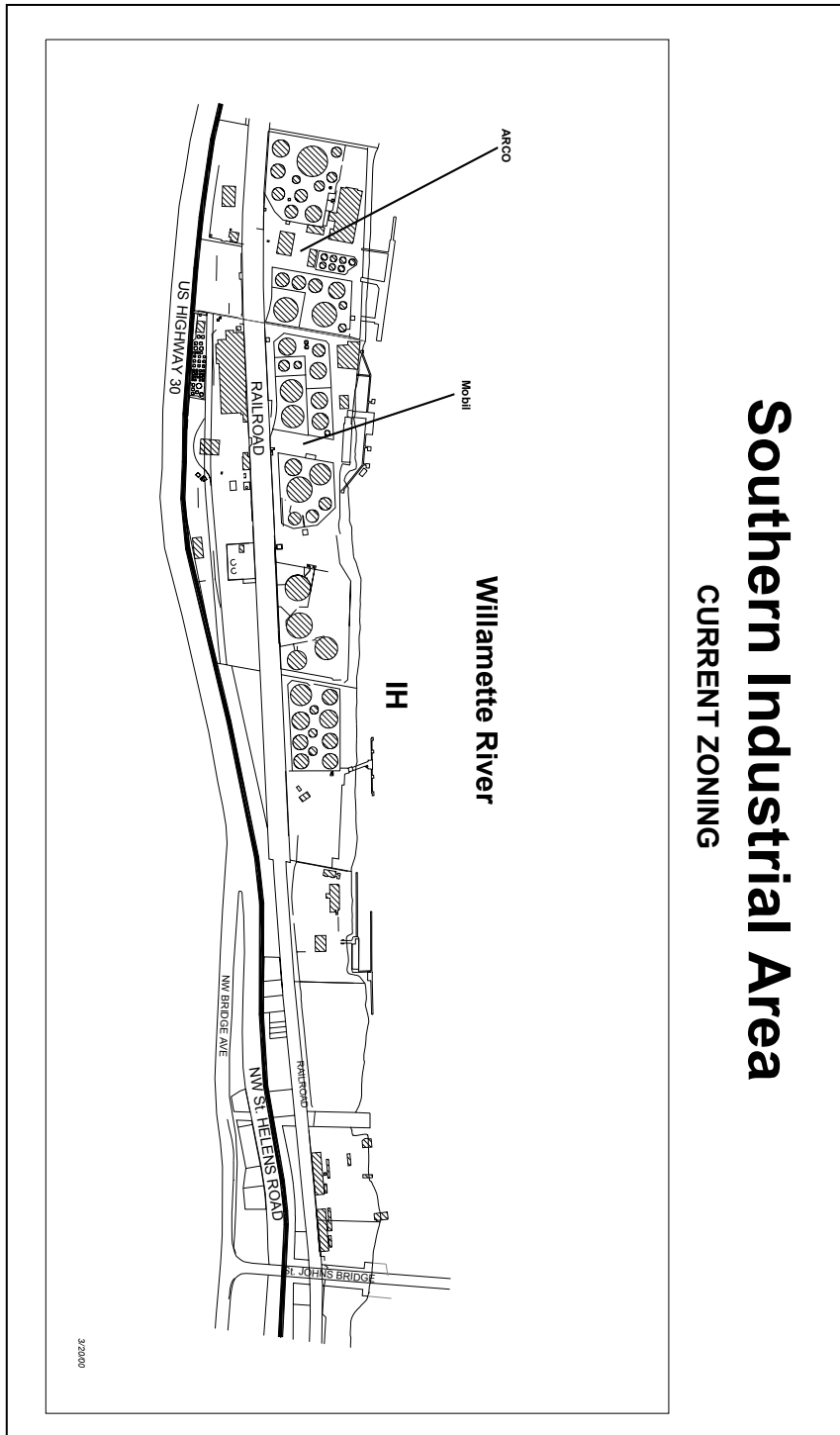
Proposed zoning on Page 52

Willbridge, South of Saltzman



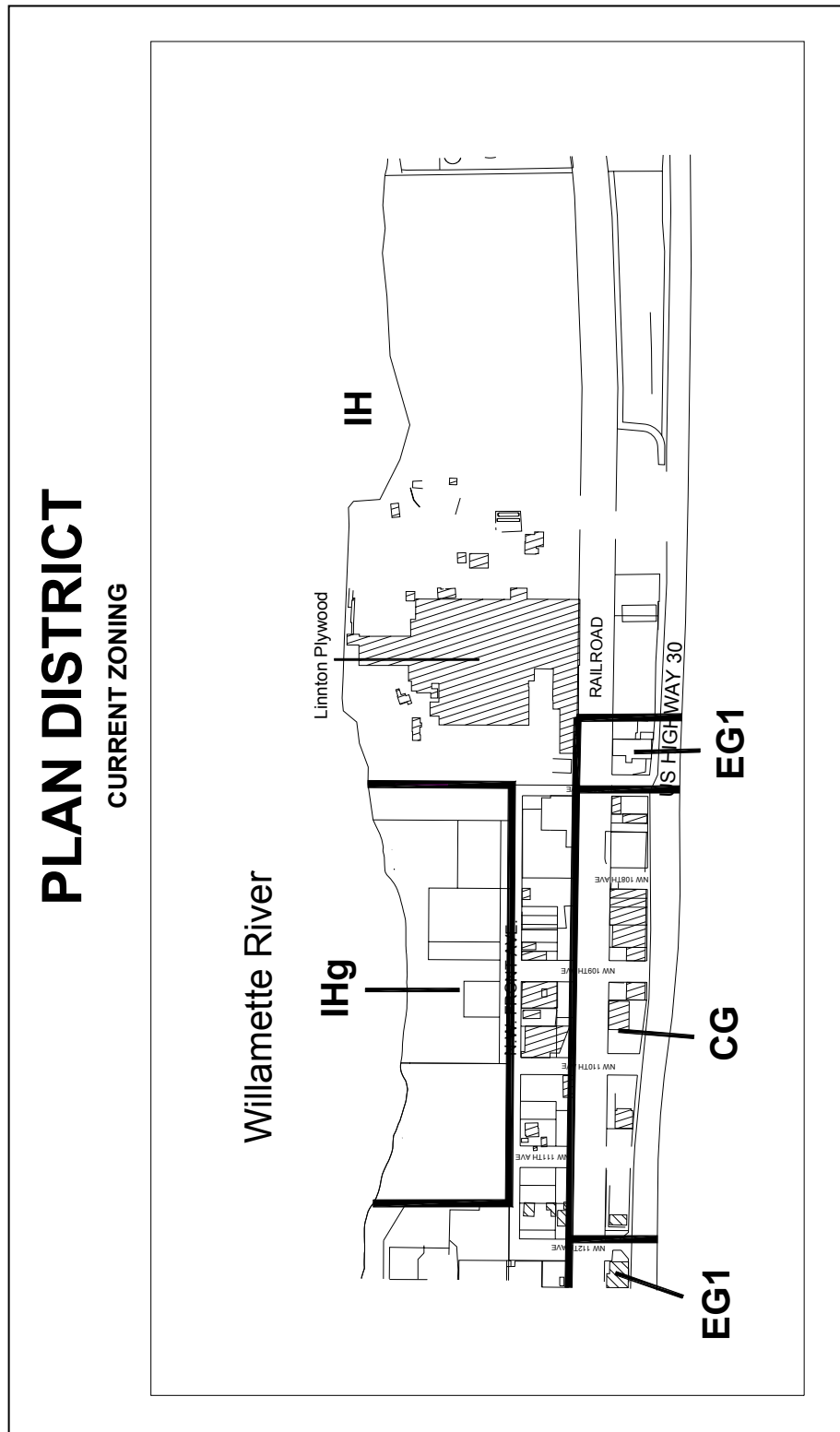
Proposed Zoning on Page 53

Southern Industrial Area



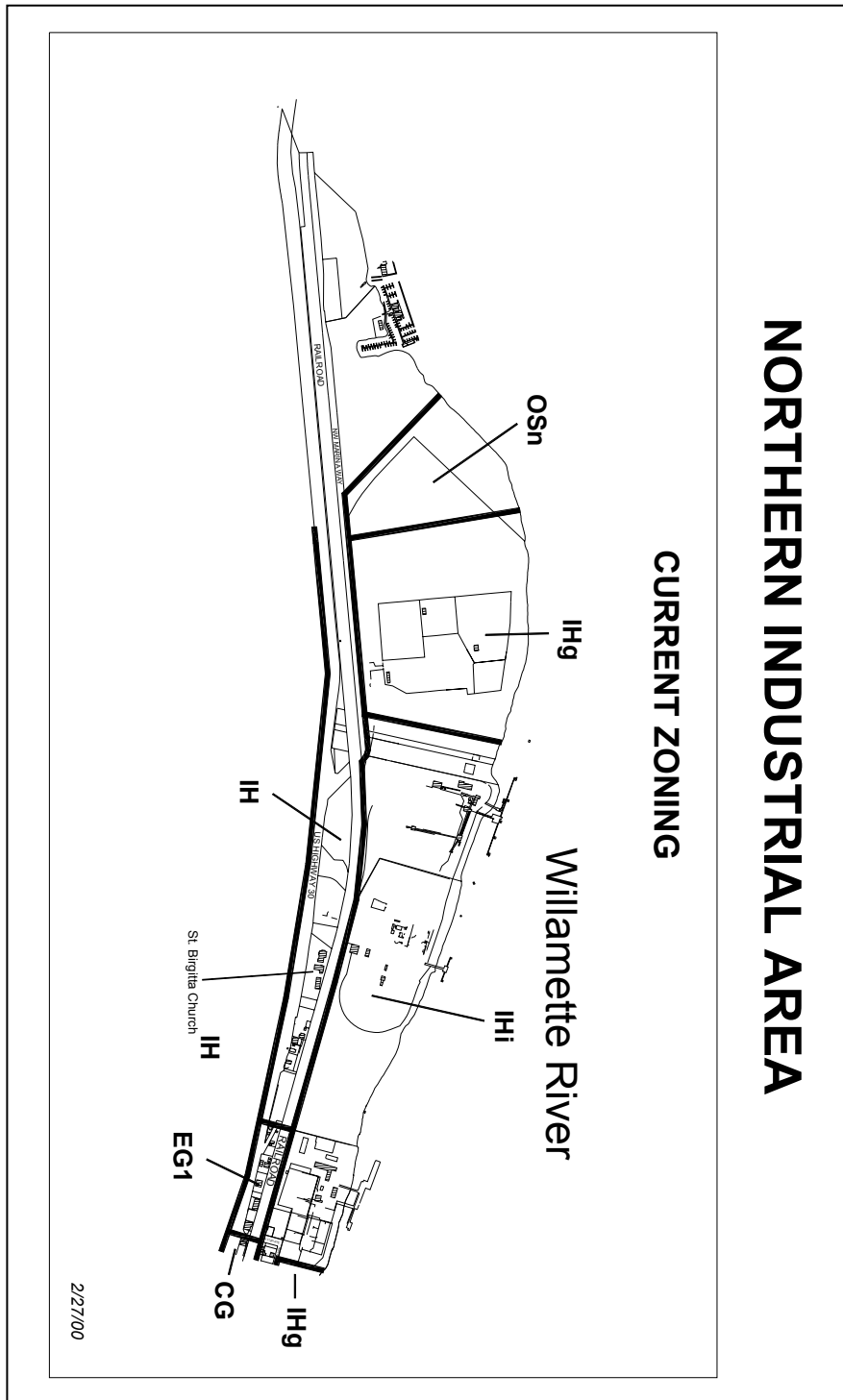
Proposed Zoning shown on Page 54

Plan District



Proposed Zoning Show on Page 55.

Northern Industrial Area St. Birgitta Church



Proposed Zoning shown on Page 56

Land Use Zoning Codes:

Zone Names and Symbols

Base Zones and Overlay Zones

<u>Full Name</u>	<u>Symbol</u>	<u>Full Name</u>	<u>Symbol</u>
Open Space	OS	<u>Employment Zones</u>	
		General Employment 1	EG1
<u>Single-dwelling Zones</u>		General Employment 2	EG2
Residential Farming	RF	Central Employment	EX
Residential 20,000	R20		
Residential 10,000	R10	<u>Industrial Zones</u>	
Residential 7,000	R7	General Industrial 1	IG1
Residential 5,000	R5	General Industrial 2	IG2
Residential 2,500	R2.5	Heavy Industrial	IH
		<u>Overlay Zones</u>	
<u>Multi-Dwelling Zones</u>		Aircraft Landing Zone	h
Residential 3,000	R3	Alternative Design Density Zone	a
Residential 2,000	R2	Buffer Zone	b
Residential 1,000	R1	Design Zone	d
High Density Residential	RH	Environmental Zones:	
Central Residential	RX	Environmental Concern	c
Institutional Residential	IR	Environmental Protection	p
		Future Urban Zone	f
<u>Commercial Zones</u>		Greenway Zones:	
Neighborhood Commercial 1	CN1	River Natural	n
Neighborhood Commercial 2	CN2	River Recreational	r
Office Commercial 1	CO1	River General	g
Office Commercial 2	CO2	River Industrial	i
Mixed Commercial/Residential	CM	Interim Resource Protection Zone	sec
Storefront Commercial	CS	Light Rail Transit Station Zone	t
General Commercial	CG	Portland International	
Central Commercial	CX	Airport Noise Impact Zone	x
		Scenic Resource Zone	s
		Subarea	4

Descriptions of the Use Categories

Descriptions of the Use Categories

Introduction to the Use Categories
Purpose
Category Titles
Classification of Uses
Residential Use Categories
Group Living
Household Living
Commercial Use Categories
Commercial Outdoor Recreation
Commercial Parking
Quick Vehicle Servicing
Major Event Entertainment
Office
Retail Sales And Service
Self-Service Storage
Vehicle Repair
Industrial Use Categories
Industrial Service
Manufacturing and Production
Railroad Yards
Warehouse And Freight Movement
Waste-Related
Wholesale Sales
Institutional Use Categories
Basic Utilities
Colleges
Community Service
Daycare
Medical Centers
Parks And Open Areas
Religious Institutions
Schools
Other Use Categories
Agriculture
Aviation And Surface Passenger Terminals
Detention Facilities
Mining
Radio And Frequency Transmission Facilities
Rail Lines And Utility Corridors

Introduction to the Use Categories

Purpose

This Chapter classifies land uses and activities into use categories on the basis of common functional, product, or physical characteristics. Characteristics include the type and amount of activity, the type of customers or residents, how goods or services are sold or delivered, and certain site factors. The use categories provide a systematic basis for assignment of present and future uses to zones. The decision to allow or prohibit the use categories in the various zones is based on the goals and policies of the Comprehensive Plan.

Category Titles

The names of the use categories start with capital letters throughout this Title.

Classification of Uses

A. Considerations.

1. Uses are assigned to the category whose description most closely describes the nature of the primary use. The "Characteristics" subsection of each use category describes the characteristics of each use category. Developments may have more than one primary use. Developments may also have one or more accessory uses. Developments with more than one primary use are addressed in Subsection B. below. Accessory uses are addressed in Subsection C. below.
2. The following items are considered to determine what use category the use is in, and whether the activities constitute primary uses or accessory uses:
 - The description of the activity(ies) in relationship to the characteristics of each use category;
 - The relative amount of site or floor space and equipment devoted to the activity;
 - Relative amounts of sales from each activity;
 - The customer type for each activity;
 - The relative number of employees in each activity;
 - Hours of operation;
 - Building and site arrangement;
 - Vehicles used with the activity;
 - The relative number of vehicle trips generated by the activity;
 - Signs;
 - How the use advertises itself; and
 - Whether the activity would be likely to be found independent of the other activities on the site.

B. Developments with multiple primary uses. When all the primary uses of a development fall within one use category, then the development is assigned to that use category. For example, a development that contains a retail bakery and a cafe

would be classified in the Retail Sales And Service category because all the primary uses are in that category. When the primary uses of a development fall within different use categories, each primary use is classified in the applicable category and is subject to the regulations for that category.

C. Accessory uses. Accessory uses are allowed by right in conjunction with the use unless stated otherwise in the regulations. Also, unless otherwise stated, they are subject to the same regulations as the primary use. Common accessory uses are listed as examples with the categories.

D. Use of examples. The "Examples" subsection of each use category provides a list of examples of uses that are included in the use category. The names of uses on the lists are generic. They are based on the common meaning of the terms and not on what a specific use may call itself. For example, a use whose business name is "Wholesale Liquidation" but that sells mostly to consumers, would be included in the Retail Sales And Service category rather than the Wholesale Sales category. This is because the actual activity on the site matches the description of the Retail Sales And Service category.

Residential Use Categories

Group Living

(Amended by Ord. No. 165681, effective 7/15/92.)

- A. **Characteristics.** Group Living is characterized by the residential occupancy of a structure by a group of people who do not meet the definition of Household Living. The size of the group will be larger than the average size of a household. Tenancy is arranged on a month-to-month basis, or for a longer period. Uses where tenancy may be arranged for a shorter period are not considered residential. They are considered to be a form of transient lodging (see the Retail Sales And Service and Community Service categories). Generally, Group Living structures have a common eating area for residents. The residents may or may not receive any combination of care, training, or treatment, as long as they also reside at the site. Group Living may include the State definition of residential facility (see Chapter 33.910, Definitions).
- B. **Accessory Uses.** Accessory uses commonly found are recreational facilities, parking of autos for the occupants and staff, and parking of vehicles for the facility.
- C. **Examples.** Examples include dormitories; communes; fraternities and sororities; monasteries and convents; nursing and convalescent homes; some group homes for the physically disabled, mentally retarded, or emotionally disturbed; some residential programs for drug and alcohol treatment; and alternative or post incarceration facilities.
- D. **Exceptions.**
 1. Lodging where tenancy may be arranged for periods less than one month is considered a hotel or motel use and is classified in the Retail Sales And Service category. However, in certain situations, lodging where tenancy may be arranged for periods less than one month may

- be classified as a Community Service use such as short term housing or mass shelters.
2. Lodging where the residents meet the definition of Household, and where tenancy is arranged on a month-to-month basis, or for a longer period is classified as Household Living.
 3. Facilities for people who are under judicial detainment and are under the supervision of sworn officers are included in the Detention Facilities category.

Household Living

- B. Characteristics.** Household Living is characterized by the residential occupancy of a dwelling unit by a household. Tenancy is arranged on a month-to-month basis, or for a longer period. Uses where tenancy may be arranged for a shorter period are not considered residential. They are considered to be a form of transient lodging (see the Retail Sales And Service and Community Service categories). Apartment complexes that have accessory services such as food service, dining rooms, and housekeeping are included as Household Living. Single Room Occupancy housing (SROs), that do not have totally self contained dwelling units are also included if at least two thirds of the units are rented on a monthly basis. SROs may have a common food preparation area, but meals are prepared individually by the residents. In addition, residential homes as defined by the State of Oregon are included in the Household Living category (see Chapter 33.910, Definitions).
- C. Accessory Uses.** Accessory uses commonly found are recreational activities, raising of pets, hobbies, and parking of the occupants' vehicles. Home occupations, accessory dwelling units, and bed and breakfast facilities are accessory uses that are subject to additional regulations.
- D. Examples.** Uses include living in houses, duplexes, apartments, condominiums, retirement center apartments, manufactured housing, houseboats, and other structures with self-contained dwelling units. Examples also include living in SROs if the provisions are met regarding length of stay and separate meal preparation.
- E. Exceptions.**
1. Lodging in a dwelling unit or SRO where less than two thirds of the units are rented on a monthly basis is considered a hotel or motel use and is classified in the Retail Sales And Service category.
 2. SROs that contain programs which include common dining are classified as Group Living.
 3. Guest houses that contain kitchen facilities are prohibited as accessory to Household Living uses.
 4. In certain situations, lodging where tenancy may be arranged for periods less than one month may be classified as a Community Service use, such as short term housing or mass shelter.

Commercial Use Categories

Commercial Outdoor Recreation

- A. **Characteristics.** Commercial Outdoor Recreation uses are large, generally commercial uses that provide continuous recreation or entertainment oriented activities. They generally take place outdoors. They may take place in a number of structures which are arranged together in an outdoor setting.
- B. **Accessory Uses.** Accessory uses may include concessions, restaurants, parking, caretaker's quarters, and maintenance facilities.
- C. **Examples.** Examples include amusement parks, theme parks, golf driving ranges, miniature golf facilities, zoos, and marinas.
- D. **Exceptions.**
 - 1. Golf courses are classified as Parks And Open Space.
 - 2. Uses which draw large numbers of people to periodic events, rather than on a continuous basis, are classified as Major Event Entertainment.

Commercial Parking

- A. **Characteristics.** Commercial Parking facilities provide parking that is not accessory to a specific use. A fee may or may not be charged. A facility that provides both accessory parking for a specific use and regular fee parking for people not connected to the use is also classified as a Commercial Parking facility.
- B. **Accessory Uses.** In a parking structure only, accessory uses may include gasoline sales, car washing, and vehicle repair activities if these uses provide service to autos parked in the garage, and not towards general traffic.
- C. **Examples.** Examples include short- and long-term fee parking facilities, commercial district shared parking lots, commercial shuttle parking, and mixed parking lots (partially for a specific use, partly for rent to others).
- D. **Exceptions.**
 - 1. Parking facilities that are accessory to a use, but which charge the public to park for occasional events nearby, are not considered Commercial Parking facilities.
 - 2. Parking facilities that are accessory to a primary use are not considered Commercial Parking uses, even if the operator leases the facility to the primary use or charges a fee to the individuals who park in the facility. See Accessory Parking Facilities in Chapter 33.910, Definitions.
 - 3. Public transit park-and-ride facilities are classified as Basic Utilities.

Quick Vehicle Servicing

- A. **Characteristics.** Quick Vehicle Servicing uses provide direct services for motor vehicles where the driver generally waits in the car before and while the service is performed. The development will include a drive-through facility, the area where the service is performed (see 33.910, Definitions.) Full-serve and mini-serve gas stations are always classified as a primary use

(Quick Vehicle Servicing), rather than an accessory use, even when they are in conjunction with other uses.

- B. **Accessory Uses.** Accessory uses may include auto repair and tire sales.
- C. **Examples.** Examples include full-serve and mini-serve gas stations, unattended card key stations, car washes, quick lubrication services, and Department of Environmental Quality vehicle emission test sites.
- D. **Exceptions.**
 - 1. Truck stops are classified as Industrial Service.
 - 2. Refueling facilities for the vehicles that belong to a specific use (fleet vehicles) which are on the site where the vehicles are kept, are accessory to the use.

Major Event Entertainment

- A. **Characteristics.** Major Event Entertainment uses are characterized by activities and structures that draw large numbers of people to specific events or shows. Activities are generally of a spectator nature.
- B. **Accessory Uses.** Accessory uses may include restaurants, bars, concessions, parking, and maintenance facilities.
- C. **Examples.** Examples include stadiums, sports arenas, coliseums, race tracks (auto, horse, dog, etc.), auditoriums, exhibition and meeting areas, and fairgrounds.
- D. **Exceptions.**
 - 1. Exhibition and meeting areas with less than 20,000 square feet of total event area are classified as Retail Sales And Service.
 - 2. Banquet halls that are part of hotels or restaurants are accessory to those uses, which are included in the Retail Sales And Service category.
 - 3. Theaters, including drive-in theaters, are classified as Retail Sales And Service.

Office

- A. **Characteristics.** Office uses are characterized by activities conducted in an office setting and generally focusing on business, government, professional, medical, or financial services.
- B. **Accessory uses.** Accessory uses may include cafeterias, health facilities, parking, or other amenities primarily for the use of employees in the firm or building.
- C. **Examples.** Examples include professional services such as lawyers, accountants, engineers, or architects; financial businesses such as lenders, brokerage houses, bank headquarters, or real estate agents; data processing; sales offices; government offices and public utility offices; TV and radio studios; medical and dental clinics, medical and dental labs; and blood-collection facilities.
- D. **Exceptions.**
 - 1. Offices that are part of and are located with a firm in another category are considered accessory to the firm's primary activity. Headquarters

offices, when in conjunction with or adjacent to a primary use in another category, are considered part of the other category.

2. Contractors and others who perform services off-site are included in the Office category if equipment and materials are not stored on the site and fabrication, services, or similar work is not carried on at the site.

Retail Sales And Service

- A. **Characteristics.** Retail Sales and Service firms are involved in the sale, lease or rent of new or used products to the general public. They may also provide personal services or entertainment, or provide product repair or services for consumer and business goods.
- B. **Accessory uses.** Accessory uses may include offices, storage of goods, manufacture or repackaging of goods for on-site sale, and parking.
- C. **Examples.** Examples include uses from the four subgroups listed below:
 1. Sales-oriented: Stores selling, leasing, or renting consumer, home, and business goods including art, art supplies, bicycles, clothing, dry goods, electronic equipment, fabric, furniture, garden supplies, gifts, groceries, hardware, home improvements, household products, jewelry, pets, pet food, pharmaceuticals, plants, printed material, stationary, and videos; food sales, and sales or leasing of consumer vehicles including passenger vehicles, motorcycles, light and medium trucks, and other recreational vehicles.
 2. Personal service-oriented: Branch banks; urgency medical care; laundromats; photographic studios; photocopy and blueprint services; hair, tanning, and personal care services; business, martial arts, and other trade schools; dance or music classes; taxidermists; mortuaries; veterinarians; and animal grooming.
 3. Entertainment-oriented: Restaurants, cafes, delicatessens, taverns, and bars; indoor or outdoor continuous entertainment activities such as bowling alleys, ice rinks, and game arcades; pool halls; indoor firing ranges; theaters, health clubs, gyms, membership clubs, and lodges; hotels, motels, recreational vehicle parks, and other temporary lodging with an average length of stay of less than 30 days.
 4. Repair-oriented: Repair of TVs, bicycles, clocks, watches, shoes, guns, appliances and office equipment; photo or laundry drop off; quick printing; recycling drop-off; tailor; locksmith; and upholsterer.
- D. **Exceptions.**
 1. Lumber yards and other building material sales that sell primarily to contractors and do not have a retail orientation are classified as Wholesale Sales.
 2. Sales of landscape materials, including bark chips and compost, is classified as Industrial Service.
 3. Repair and service of consumer motor vehicles, motorcycles, and light and medium trucks is classified as Vehicle Repair. Repair and service

of industrial vehicles and equipment, and heavy trucks is classified as Industrial Service.

4. Sales, rental, or leasing of heavy trucks and equipment is classified as Wholesale Sales.
5. Hotels, restaurants, and other services which are part of a truck stop are considered accessory to the truck stop which is classified as Industrial Service.
6. In certain situations, hotels and motels may be classified as a Community Service use, such as short term housing or mass shelter. See Community Services.

Self-Service Storage

- A. **Characteristics.** Self-Service Storage uses provide separate storage areas for individual or business uses. The storage areas are designed to allow private access by the tenant for storing or removing personal property.
- B. **Accessory uses.** Accessory uses may include living quarters for a resident manager or security and leasing offices. Use of the storage areas for sales, service and repair operations, or manufacturing is not considered accessory to the Self-Service Storage use. The rental of trucks or equipment is also not considered accessory to a Self-Service Storage use.
- C. **Examples.** Examples include single story and multistory facilities that provide individual storage areas for rent. These uses are also called miniwarehouses.
- D. **Exceptions.** A transfer and storage business where there are no individual storage areas or where employees are the primary movers of the goods to be stored or transferred is in the Warehouse And Freight Movement category.

Vehicle Repair

- A. **Characteristics.** Firms servicing passenger vehicles, light and medium trucks and other consumer motor vehicles such as motorcycles, boats and recreational vehicles. Generally, the customer does not wait at the site while the service or repair is being performed.
- B. **Accessory Uses.** Accessory uses may include offices, sales of parts, and vehicle storage.
- C. **Examples.** Examples include vehicle repair, transmission or muffler shop, auto body shop, alignment shop, auto upholstery shop, auto detailing, and tire sales and mounting.
- D. **Exceptions.** Repair and service of industrial vehicles and equipment, and of heavy trucks; towing and vehicle storage; and vehicle wrecking and salvage are classified as Industrial Service.

Industrial Use Categories

Industrial Service

- A. **Characteristics.** Industrial Service firms are engaged in the repair or servicing of industrial, business or consumer machinery, equipment, products or by-products. Firms that service consumer goods do so by mainly providing centralized services for separate retail outlets. Contractors and building maintenance services and similar uses perform services off-site. Few customers, especially the general public, come to the site.
- B. **Accessory activities.** Accessory activities may include offices, parking, storage, rail spur or lead lines, and docks.
- C. **Examples.** Examples include welding shops; machine shops; tool repair; electric motor repair; repair of scientific or professional instruments; sales, repair, storage, salvage or wrecking of heavy machinery, metal, and building materials; towing and vehicle storage; auto and truck salvage and wrecking; heavy truck servicing and repair; tire retreading or recapping; truck stops; building, heating, plumbing or electrical contractors; printing, publishing and lithography; exterminators; recycling operations; janitorial and building maintenance services; fuel oil distributors; solid fuel yards; research and development laboratories; drydocks and the repair or dismantling of ships and barges; laundry, dry-cleaning, and carpet cleaning plants; and photofinishing laboratories.
- D. **Exceptions.**
 - 1. Contractors and others who perform services off-site are included in the Office category, if major equipment and materials are not stored at the site, and fabrication, or similar work is not carried on at the site.
 - 2. Hotels, restaurants, and other services which are part of a truck stop are considered accessory to the truck stop.

Manufacturing And Production

- A. **Characteristics.** Manufacturing And Production firms are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, man-made, raw, secondary, or partially completed materials may be used. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for firms or consumers. Goods are generally not displayed or sold on site, but if so, they are a subordinate part of sales. Relatively few customers come to the manufacturing site.
- B. **Accessory activities.** Accessory activities may include offices, cafeterias, parking, employee recreational facilities, warehouses, storage yards, rail spur or lead lines, docks, repair facilities, truck fleets, and caretaker's quarters. Living quarters, except for caretakers, are subject to the regulations for residential uses in the zone.

- C. **Examples.** Examples include processing of food and related products; catering establishments; breweries, distilleries, and wineries; slaughter houses, and meat packing; feed lots and animal dipping; weaving or production of textiles or apparel; lumber mills, pulp and paper mills, and other wood products manufacturing; woodworking, including cabinet makers; production of chemical, rubber, leather, clay, bone, plastic, stone, or glass materials or products; movie production facilities; ship and barge building; concrete batching and asphalt mixing; production or fabrication of metals or metal products including enameling and galvanizing; manufacture or assembly of machinery, equipment, instruments, including musical instruments, vehicles, appliances, precision items, and other electrical items; production of artwork and toys; sign making; production of prefabricated structures, including mobile homes; and the production of energy.
- D. **Exceptions.**
 - 1. Manufacturing of goods to be sold primarily on-site and to the general public are classified as Retail Sales And Service.
 - 2. Manufacture and production of goods from composting organic material is classified as Waste-Related uses.

Railroad Yards

- A. **Characteristics.** Railroad yards are areas that contain multiple railroad tracks used for rail car switching, assembling of trains, and transshipment of goods from other transportation modes to or from trains.
- B. **Accessory Uses.** Accessory uses include offices, employee facilities, storage areas, and rail car maintenance and repair facilities.

Warehouse And Freight Movement

- A. **Characteristics.** Warehouse And Freight Movement firms are involved in the storage, or movement of goods for themselves or other firms. Goods are generally delivered to other firms or the final consumer, except for some will-call pickups. There is little on-site sales activity with the customer present.
- B. **Accessory uses.** Accessory uses may include offices, truck fleet parking and maintenance areas, rail spur or lead lines, docks, and repackaging of goods.
- C. **Examples.** Examples include separate warehouses used by retail stores such as furniture and appliance stores; household moving and general freight storage; cold storage plants, including frozen food lockers; storage of weapons and ammunition; major wholesale distribution centers; truck, marine, or air freight terminals; bus barns and light rail barns; parcel services; major post offices; grain terminals; and the stockpiling of sand, gravel, or other aggregate materials;.
- D. **Exceptions.**
 - 1. Uses that involve the transfer or storage of solid or liquid wastes are classified as Waste-Related uses.
 - 2. Mini-warehouses are classified as Self-Service Storage uses.

Waste-Related

- A. **Characteristics.** Waste-Related uses are characterized by uses that receive solid or liquid wastes from others for disposal on the site or for transfer to another location, uses which collect sanitary wastes, or uses that manufacture or produce goods or energy from the composting of organic material. Waste-Related uses also includes uses which receive hazardous wastes from others and which are subject to the regulations of OAR 340.100-110, Hazardous Waste Management.
- B. **Accessory Uses.** Accessory uses may include recycling of materials, offices, and repackaging and transshipment of by-products.
- C. **Examples.** Examples include sanitary landfills, limited use landfills, waste composting, energy recovery plants, sewer treatment plants, portable sanitary collection equipment storage and pumping, and hazardous-waste-collection sites.
- D. **Exceptions.** Disposal of dirt, concrete, asphalt, and similar non-decomposable materials is considered a fill. See Chapter 33.830, Excavations and Fills, for more information.

Wholesale Sales

- A. **Characteristics.** Wholesale Sales firms are involved in the sale, lease, or rent of products primarily intended for industrial, institutional, or commercial businesses. The uses emphasize on-site sales or order taking and often include display areas. Businesses may or may not be open to the general public, but sales to the general public are limited. Products may be picked up on site or delivered to the customer.
- B. **Accessory uses.** Accessory uses may include offices, product repair, warehouses, parking, minor fabrication services, and repackaging of goods.
- C. **Examples.** Examples include sale or rental of machinery, equipment, heavy trucks, building materials, special trade tools, welding supplies, machine parts, electrical supplies, janitorial supplies, restaurant equipment, and store fixtures; mail order houses; and wholesalers of food, clothing, auto parts, building hardware.
- D. **Exceptions.**
 - 1. Firms that engage primarily in sales to the general public or on a membership basis are classified as Retail Sales And Service.
 - 2. Firms that are primarily storing goods with little on-site business activity are classified as Warehouse And Freight Movement.

Institutional Use Categories

Basic Utilities

(Amended by Ord. No. 167186, effective 12/31/93.)

- A. **Characteristics.** Basic Utilities are infrastructure services which need to be located in or near the area where the service is provided. Basic Utility uses

generally do not have regular employees at the site. Services may be public or privately provided. All public safety facilities are Basic Utilities.

- B. **Accessory uses.** Accessory uses may include parking; control, monitoring, data or transmission equipment; and holding cells within a police station.
- C. **Examples.** Examples include water and sewer pump stations; electrical substations; water towers and reservoirs; stormwater retention and detention facilities; telephone exchanges; mass transit stops or turn arounds, light rail stations, transit centers, park-and-ride facilities for mass transit; and public safety facilities, including fire and police stations, and emergency communication broadcast facilities.
- D. **Exceptions.**
 - 1. Services where people are generally present, other than mass transit stops or turn arounds, light rail stations, transit centers, park-and-ride facilities for mass transit; and public safety facilities, are classified as Community Services or Offices.
 - 2. Utility offices where employees or customers are generally present are classified as Offices.
 - 3. Bus and light rail barns are classified as Warehouse And Freight Movement.
 - 4. Regional power lines and utility pipelines are classified as Rail Lines And Utility Corridors.

Colleges

- A. **Characteristics.** This category includes colleges and other institutions of higher learning which offer courses of general or specialized study leading to a degree. They are certified by the State Board of Higher Education or by a recognized accrediting agency. Colleges tend to be in campus-like settings or on multiple blocks.
- B. **Accessory Uses.** Accessory uses include offices, housing for students, food service, laboratories, health and sports facilities, theaters, meeting areas, parking, maintenance facilities, and support commercial.
- C. **Examples.** Examples include universities, liberal arts colleges, community colleges, nursing and medical schools not accessory to a hospital, and seminaries.
- D. **Exceptions.** Business and trade schools are classified as Retail Sales And Service.

Community Services

(Amended by Ord. No. 167186, effective 12/31/93.)

- A. **Characteristics.** Community Services are uses of a public, nonprofit, or charitable nature generally providing a local service to people of the community. Generally, they provide the service on the site or have employees at the site on a regular basis. The service is ongoing, not just for special events. Community centers or facilities that have membership provisions are open to the general public to join at any time, (for instance, any senior citizen could join a senior center). The use may provide mass shelter or short term

housing where tenancy may be arranged for periods of less than one month when operated by a public or non-profit agency. The use may also provide special counseling, education, or training of a public, nonprofit or charitable nature.

- B. **Accessory uses.** Accessory uses may include offices; meeting areas; food preparation areas; parking, health and therapy areas; daycare uses; and athletic facilities.
- C. **Examples.** Examples include libraries, museums, senior centers, community centers, publicly owned swimming pools, youth club facilities, hospices, police stations, fire stations, ambulance stations, drug and alcohol centers, social service facilities, mass shelters or short term housing when operated by a public or non-profit agency, vocational training for the physically or mentally disabled, crematoriums, columbariums, mausoleums, soup kitchens, and surplus food distribution centers.
- D. **Exceptions.**
 - 1. Private lodges, clubs, and private or commercial athletic or health clubs are classified as Retail Sales And Service. Commercial museums (such as a wax museum) are in Retail Sales And Service.
 - 2. Parks are in Parks And Open Areas.
 - 3. Uses where tenancy is arranged on a month-to-month basis, or for a longer period are residential, and are classified as Household or Group Living.
 - 4. Public safety facilities are classified as Basic Utilities.

Daycare

- A. **Characteristics.** Daycare use includes day or evening care of two or more children outside of the children's homes, for a fee. Daycare uses also include the daytime care of teenagers or adults who need assistance or supervision.
- B. **Accessory Uses.** Accessory uses include offices, play areas, and parking.
- C. **Examples.** Examples include preschools, nursery schools, latch key programs, and adult daycare programs.
- D. **Exceptions.** Daycare use does not include care given by the parents, guardians, or relatives of the children, or by babysitters. Daycare use also does not include care given by a "family daycare" provider as defined by ORS 657A.250 if the care is given to 12 or fewer children at any one time including the children of the provider. Family daycare is care regularly given in the family living quarters of the provider's home.

Medical Centers

- A. **Characteristics.** Medical Centers includes uses providing medical or surgical care to patients and offering overnight care. Medical centers tend to be on multiple blocks or in campus settings.
- B. **Accessory uses.** Accessory uses include out-patient clinics, offices, laboratories, teaching facilities, meeting areas, cafeterias, parking, maintenance facilities, and housing facilities for staff or trainees.

- C. **Examples.** Examples include hospitals and medical complexes that include hospitals.
- D. **Exceptions.**
 - 1. Uses that provide exclusive care and planned treatment or training for psychiatric, alcohol, or drug problems, where patients are residents of the program, are classified in the Group Living category.
 - 2. Medical clinics that provide care where patients are generally not kept overnight are classified as Office.
 - 3. Urgency medical care clinics are classified as Retail Sales And Service.

Parks And Open Areas

- A. **Characteristics.** Parks And Open Areas are uses of land focusing on natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Lands tend to have few structures.
- B. **Accessory uses.** Accessory uses may include club houses, maintenance facilities, concessions, caretaker's quarters, and parking.
- C. **Examples.** Examples include parks, golf courses, cemeteries, public squares, plazas, recreational trails, botanical gardens, boat launching areas, nature preserves, and land used for grazing that is not part of a farm or ranch.

Religious Institutions

- A. **Characteristics.** Religious Institutions are intended to primarily provide meeting areas for religious activities.
- B. **Accessory uses.** Accessory uses include Sunday school facilities, parking, caretaker's housing, one transitional housing unit, and group living facilities such as convents. A transitional housing unit is a housing unit for one household where the average length of stay is less than 60 days.
- C. **Examples.** Examples include churches, temples, synagogues, and mosques.

Schools

- A. **Characteristics.** This category includes public and private schools at the primary, elementary, middle, junior high, or high school level that provide state mandated basic education.
- B. **Accessory uses.** Accessory uses include play areas, cafeterias, recreational and sport facilities, auditoriums, and before- or after-school daycare.
- C. **Examples.** Examples include public and private daytime schools, boarding schools and military academies.
- D. **Exceptions.**
 - 1. Preschools are classified as Daycare uses.
 - 2. Business and trade schools are classified as Retail Sales and Service.

Other Use Categories

Agriculture

- A. **Characteristics.** Agriculture includes activities which raise, produce or keep plants or animals.
- B. **Accessory uses.** Accessory uses include dwellings for proprietors and employees of the use, and animal training.
- C. **Examples.** Examples include breeding or raising of fowl or other animals; dairy farms; stables; riding academies; kennels or other animal boarding places; farming, truck gardening, forestry, tree farming; and wholesale plant nurseries.
- D. **Exceptions.**
 - 1. Processing of animal or plant products, including milk, and feed lots, are classified as Manufacturing And Production.
 - 2. Livestock auctions are classified as Wholesale Sales.
 - 3. Plant nurseries which are oriented to retail sales are classified as Retail Sales And Service.

Aviation And Surface Passenger Terminals

- A. **Characteristics.** Aviation And Surface Passenger Terminals includes facilities for the landing and takeoff of flying vehicles, including loading and unloading areas. Aviation facilities may be improved or unimproved. Aviation facilities may be for commercial carriers or for shared use by private aircraft. Aviation And Surface Passenger Terminals also includes passenger terminals for aircraft, regional bus service, regional rail service, and regional marine transportation.
- B. **Accessory uses.** Accessory uses include freight handling areas, concessions, offices, parking, maintenance and fueling facilities, and aircraft sales areas.
- C. **Examples.** Examples include airports, bus passenger terminals for regional bus service, railroad passenger stations for regional rail service, passenger docks for regional marine travel such as ocean-going cruise ships, air strips, seaplane facilities, and helicopter landing facilities.
- D. **Exceptions.**
 - 1. Bus and rail passenger stations for subregional service such as mass transit stops and park-and-ride facilities are classified as Basis Utilities.
 - 2. Marine passenger docks for subregional marine travel such as Columbia River cruise ships, water taxis, or recreational boating; and other marine tie ups (such as the seawall between the Broadway bridge and the Hawthorne bridge) are not included in this category and are classified as accessory to their adjacent facilities. Marine passenger terminals that are accessory to marine freight terminals are classified as accessory facilities in the Warehouse And Freight Movement category.

3. Private helicopter landing facilities which are accessory to another use, are considered accessory uses. However, they are subject to all the regulations and approval criteria for helicopter landing facilities.

Detention Facilities

- A. **Characteristics.** Detention Facilities includes facilities for the judicially required detention or incarceration of people. Inmates and detainees are under 24 hour supervision by sworn officers, except when on an approved leave.
- B. **Accessory Uses.** Accessory uses include offices, recreational and health facilities, therapy facilities, maintenance facilities, and hobby and manufacturing activities.
- C. **Examples.** Examples include prisons, jails, probation centers, and juvenile detention homes.
- D. **Exceptions.** Programs that provide care and training or treatment for psychiatric, alcohol, or drug problems, where patients are residents of the program, but where patients are not supervised by sworn officers are classified as Group Living. Programs that provide transitional living experience for former offenders, such as halfway houses, where residents are not supervised by sworn officers, are also classified as Group Living.

Mining

- A. **Characteristics.** Mining includes mining or extraction of mineral or aggregate resources from the ground for off-site use.
- B. **Accessory uses.** Accessory uses include storage, sorting, stockpiling, or transfer off-site of the mined material
- C. **Examples.** Examples include quarrying or dredging for sand, gravel or other aggregate materials; mining; and oil, gas, or geothermal drilling.

Radio And Frequency Transmission Facilities

(Amended by Ord. No. 167186, effective 12/31/93.)

- A. **Characteristics.** Radio and Frequency Transmission Facilities includes all devices, equipment, machinery, structures or supporting elements necessary to produce nonionizing electromagnetic radiation within the range of frequencies from 100 KHz to 300 GHz and operating as a discrete unit to produce a signal or message. Towers may be self supporting, guyed, or mounted on poles or buildings.
- B. **Accessory Uses.** Accessory use may include transmitter facility buildings.
- C. **Examples.** Examples include broadcast towers, communication towers, and point to point microwave towers.
- D. **Exceptions.**
 - 1. Receive-only antenna are not included in this category.
 - 2. Radio and television studios are classified in the Office category.
 - 3. Radio and Frequency Transmission facilities that are public safety facilities are classified as Basic Utilities.

Rail Lines And Utility Corridors

- A. **Characteristics.** This category includes railroad tracks and lines for the movement of trains. The land may be owned or leased by the railroad. The category also includes public or private passageways, including easements, for the express purpose of transmitting or transporting electricity, gas, oil,

water, sewage, communication signals, or other similar services on a regional level.

B. **Examples.** Examples include rail trunk and feeder lines; regional electrical transmission lines; and regional gas and oil pipelines.

C. **Exceptions.**

1. Railroad lead and spur lines for delivery of rail cars to sites or for unloading of rail cars on specific sites are classified as accessory to the primary use of the site.
2. Rail lines and utility corridors that are located within motor vehicle rights-of-way are not included.
3. Light rail lines are not included.
4. Railroad yards are classified in the Railroad Yards category.

Open Space Primary Uses

Use Categories	OS Zone
Residential Categories	
Household Living	N
Group Living	N
Commercial Categories	
Retail Sales And Service	CU [1]
Office	N
Quick Vehicle Servicing	N
Vehicle Repair	N
Commercial Parking	N
Self-Service Storage	N
Commercial Outdoor Recreation	CU
Major Event Entertainment	N
Industrial Categories	
Manufacturing And Production	N
Warehouse And Freight Movement	N
Wholesale Sales	N
Industrial Service	N
Railroad Yards	N
Waste-Related	N
Institutional Categories	
Basic Utilities	CU
Community Service	CU [5]
Parks And Open Areas	L/CU [2]
Schools	CU [3]
Colleges	N
Medical Centers	N
Religious Institutions	N
Daycare	CU
Other Categories	
Agriculture	Y
Aviation And Surface Passenger Terminals	N
Detention Facilities	N
Mining	CU
Radio Frequency Transmission Facilities	L/CU [4]
Rail Lines And Utility Corridors	CU

Y = Yes, Allowed; L = Allowed, But Special Limitations;
 CU =Conditional Use Review Required
 N = No, Prohibited

Notes:

- * The use categories are described in Chapter 33.920.
- * Regulations that correspond to the bracketed numbers [] are stated in 33.100.100.B.
- * Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Single Dwelling Primary Uses

Use Categories	RF	R20	R10	R7	R5	R2.5
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	CU	CU	CU	CU	CU	CU
Commercial Categories						
Retail Sales And Service	N	N	N	N	N	N
Office	N	N	N	N	N	N
Quick Vehicle Servicing	N	N	N	N	N	N
Vehicle Repair	N	N	N	N	N	N
Commercial Parking	N	N	N	N	N	N
Self-Service Storage	N	N	N	N	N	N
Commercial Outdoor Recreation	N	N	N	N	N	N
Major Event Entertainment	N	N	N	N	N	N
Industrial Categories						
Manufacturing And Production	N	N	N	N	N	N
Warehouse And Freight Movement	N	N	N	N	N	N
Wholesale Sales	N	N	N	N	N	N
Industrial Service	N	N	N	N	N	N
Railroad Yards	N	N	N	N	N	N
Waste-Related	N	N	N	N	N	N
Institutional Categories						
Basic Utilities	CU	CU	CU	CU	CU	CU
Community Service	CU [1]	CU [1]	CU [1]	CU [1]	CU [1]	CU [1]
Parks And Open Areas	L/CU[2]	L/CU[2]	L/CU[2]	L/CU[2]	L/CU[2]	L/CU[2]
Schools	CU	CU	CU	CU	CU	CU
Colleges	CU	CU	CU	CU	CU	CU
Medical Centers	CU	CU	CU	CU	CU	CU
Religious Institutions	CU	CU	CU	CU	CU	CU
Daycare	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]
Other Categories						
Agriculture	Y	Y	CU	CU	N	N
Aviation And Surface Passenger Terminals	CU	N	N	N	N	N
Detention Facilities	N	N	N	N	N	N
Mining	CU	N	N	N	N	N
Radio Frequency Transmission	L/CU[4]	L/CU[4]	L/CU[4]	L/CU[4]	L/CU[4]	L/CU[4]
Railroad Lines And Utility Corridors	CU	CU	CU	CU	CU	CU

Y = Yes, Allowed; CU = Conditional; L = Allowed, But Special Limitations. Use Review Required
 N = No, Prohibited

Notes:

- * The use categories are described in Chapter 33.920.
- * Regulations that correspond to the bracketed numbers [] are stated in 33.110.100.B.
- * Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Housing Types Allowed In The Single-Dwelling Zones

Housing Type	RF	R20	R10	R7	R5	R2.5
House	Yes	Yes	Yes	Yes	Yes	Yes
Attached house (See 33.110.240.C&F)	No	Yes	Yes	Yes	Yes	Yes
Accessory dwelling unit (See 33.205)	Yes	Yes	Yes	Yes	Yes	Yes
Duplexes: On corners (See 33.110.240.F)	No	Yes	Yes	Yes	Yes	Yes
On transitional lots (See 33.110.240.I)	No	Yes	Yes	Yes	Yes	Yes
Other Situations (See 33.110.240.D)	No	No	No	No	No	Yes
Manufactured home (See Chapter 33.251)	Yes	Yes	Yes	Yes	Yes	Yes
Mobile home park	No	No	No	No	No	No
Houseboat (See Chapter 33.236)	Yes	Yes	Yes	Yes	Yes	Yes
Single Room Occupancy (SRO) units	No	No	No	No	No	No
Group structure	Only when in conjunction with an approved conditional use.					
Multi-dwelling structure	Only in Planned Unit Developments, See Chapter 33.269					

Yes = allowed; No = prohibited.

Development Standards In Single-Dwelling Zones

Standard	RF	R20	R10	R7	R5	R2.5	
						detached.....	attached
Maximum Density (See 33.110.205)	0.5 Units per acre [2]	2.2 Units per acre [2]	4.4 Units per acre [2]	6.2 Units per acre [2]	8.7 Units per acre [2]	8.7 Units per acre [2]	17.4 Units per acre [2]
Minimum Lot Size - Min. lot area - Min. lot width - Min. lot depth (See 33.110.210)	2 acres 100 ft. 150 ft.	20,000 sq. ft. 80 ft. 120 ft.	10,000 sq. ft. 70 ft. 100 ft.	7,000 sq. ft. 60 ft. 90 ft.	5,000 sq. ft. 50 ft. 80 ft.	5,000 sq. ft. 50 ft. 80 ft.	1,600 sq. ft. [3] 16 ft. 40 ft.
Maximum Height (See 33.110.215)	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.	35 ft.	35 ft.
Minimum Setbacks - Front building setback - Side building setback - Rear building setback - Garage entrance setback [5] (See 33.110.220)	20 ft. 10 ft. 10 ft. 18 ft.	20 ft. 10 ft. 10 ft. 18 ft.	20 ft. 10 ft. 10 ft. 18 ft.	15 ft. 5 ft. 5 ft. 18 ft.	10 ft. 5 ft. 5 ft. 18 ft.	10 ft. 5 ft. 5 ft. 18 ft.	10 ft. 5 ft. [4] 5 ft. 18 ft.
Maximum Building Coverage (See 33.110.225)	10% of site area	25% of site area	30% of site area	35% of site area	45% of site area	45% of site area	50% of site area [7]
Required Outdoor Area - Minimum area - Minimum dimension [7] (See 33.110.235)	none none	none none	none none	none none	250 sq. ft. 12 ft. x 12 ft.	250 sq. ft. 12 ft. x 12 ft.	200 sq. ft. 10 ft. x 10 ft.

Notes:

- [1] These standards may be superceded by the regulations of an overlay zone or plan district.
- [2] Does not include area devoted to streets.
- [3] Lots smaller than 5,000 sq. ft. may be allowed. See 33.110.210
- [4] Average lot size for attached unit development must be at least 2,500 sq.ft. per lot.
- [5] The side setbacks for lots in front of flag lots may be reduced to 3 feet. See 33.110.220.D.2
- [6] Applies only to the perimeter of the attached unit development. See 33.110.240 C. for more information.
- [7] The walls of the garage structure are subject to 33.110.250.E and the applicable front, side, or rear building setbacks.
- [8] Applies to the entire attached housing project. The maximum building coverage for an individual lot is 60%.
- [9] The shape of the outdoor area must be such that a square of the stated dimension will fit entirely in the outdoor area.

Multi-Dwelling Zone Primary Uses

(Amended by Ord. No. 167186, effective 12/31/93.)

Use Categories	R3	R2	R1	RH	RX	IR
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	Y [1]
Commercial Categories						
Retail Sales And Service	N	N	N	CU[2]	L/CU[3]	L[10]
Office	N	N	N	CU[2]	L/CU[3]	L[10]
Quick Vehicle Servicing	N	N	N	N	N	N
Vehicle Repair	N	N	N	N	N	N
Commercial Parking	N	N	N	N	CU[4]	N
Self-Service Storage	N	N	N	N	N	N
Commercial Outdoor Recreation	N	N	N	N	N	N
Major Event Entertainment	N	N	N	N	N	CU
Industrial Categories						
Manufacturing And Production	N	N	N	N	N	CU
Warehouse And Freight Movement	N	N	N	N	N	N
Wholesale Sales	N	N	N	N	N	N
Industrial Service	N	N	N	N	N	CU
Railroad Yards	N	N	N	N	N	N
Waste-Related	N	N	N	N	N	N
Institutional Categories						
Basic Utilities	CU	CU	CU	CU	L/CU[13]	CU
Community Service	CU[6]	CU[6]	CU[6]	L/CU[6]	L/CU[5,6]	CU[6]
Parks And Open Areas	L/CU[7]	L/CU[7]	L/CU[7]	Y	Y	Y
Schools	CU	CU	CU	CU	L/CU[5]	L/CU[11]]
Colleges	CU	CU	CU	CU	CU	L/CU[11]]
Medical Centers	CU	CU	CU	CU	CU	L/CU[11]]
Religious Institutions	CU	CU	CU	CU	CU	CU
Daycare	L/CU[8]	L/CU[8]	L/CU[8]	L/CU[8]	Y	L[12]
Other Categories						
Agriculture	N	N	N	N	N	N
Aviation And Surface Passenger Terminals	N	N	N	N	N	N
Detention Facilities	N	N	N	N	N	N
Mining	N	N	N	N	N	N
Radio Frequency Transmission Facilities	L/CU[9]	L/CU[9]	L/CU[9]	L/CU[9]	L/CU[9]	L/CU[9]
Railroad Lines And Utility Corridors	CU	CU	CU	CU	CU	CU

Y = Yes, Allowed; CU = Conditional; L = Allowed, But Special Limitations, Use Review Required
 N = No, Prohibited

Notes:

- * The use categories are described in Chapter 33.920.
- * Regulations that correspond to the bracketed numbers [] are stated in 33.110.100.B.
- * Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Housing Types Allowed In The Multi-Dwelling Zones

Housing Type	R3	R2	R1	RH	RX	IR
House	Yes	Yes	Yes	Yes	Yes	Yes
Attached House (See 33.120.270C.)	Yes	Yes	Yes	Yes	Yes	Yes
Accessory dwelling unit (See 33.205)	Yes	Yes	Yes	Yes	Yes	Yes
Duplex	Yes	Yes	Yes	Yes	Yes	Yes
Multi-Dwelling Structure	Yes[1]	Yes	Yes	Yes	Yes	Yes
Multi-Dwelling Development	Yes	Yes	Yes	Yes	Yes	Yes
Manufactured Home (See Chapter 33.251)	Yes	Yes	Yes	Yes	Yes	Yes
Mobile Home Park (See Chapter 33.251)	Yes	Yes	No	No	No	No
Houseboat (See Chapter 33.236)	Yes	Yes	Yes	Yes	Yes	Yes
Single Room Occupancy (SRO) units	no	No	Yes	Yes	Yes	Yes
Group Structures	Only when in conjunction with an approved conditional use. See also Chapter 33.239.					

Yes = allowed

No = prohibited

Notes:

[1] Multi-dwelling development is limited to no more than eight units per building.

Development Standards in Multi-Dwelling Zones

(Amended by Ord. No.165376, effective 5/29/92. Amended by Ord. No169699, effective 2/7/96.)

Standard	R3	R2	R1	RH	RX	IR
Maximum Density (See 33.120.205)	1 unit per 3,000 sq. ft. of site area [2,3]	1 unit per 2,000 sq. ft. of site area [2,3]	1 unit per 1,000 sq. ft. of site area [2,3]	FAR of 2 to 1 [3,4]	FAR of 4 to 1	FAR of 2 to 1 [3,4,12]
Minimum Density (See 33.120.205)	none	none	1 unit per 2,000 sq. ft. of site area [5]	1 unit per 1,000 sq. ft. of site area [5]	1 unit per 500 sq. ft. of site area [5]	none
Minimum Lot Size - Min. lot area - Min. lot width - Min. lot depth (See 33.120.210)	4,000 sq. ft. 40 ft 80 ft	4,000 sq. ft. 40 ft 80 ft	10,000 sq. ft. 70 ft 100 ft	10,000 sq. ft. 70 ft 100 ft	none none none	10,000 sq. ft.
Maximum Height (See 33.120.215)	35 ft.	40 ft.	25/45 ft.[6]	25/65 ft.[4,13]	100 ft.	75 ft.[4]
Minimum Setbacks - Front building setback -street building setback - Side and rear building setback. -Garage entrance setback [8] (See 33.120.220)	10 ft. ---[14] 5-14 ft. [7] 18 ft.	10 ft. ---[14] 5-14 ft. [7] 18 ft.	3 ft. ---[14] 5-14 ft. [7] 5/18 ft.[9]	0 ft. 0 ft.[14] 5-14 ft. [7] 5/18 ft.[9]	0 ft. 0 ft.[14] 0 ft. 5/18 ft.[9]	1 ft for every 2 ft. of bldg. height, but in no case less than 10 ft.
Maximum Setbacks (See 33.120.220) Transit street or Pedestrian District	25 ft.[15]	25 ft.[15]	25 ft.[15]	25 ft.[15]	25 ft.[15]	25 ft.[15]
Max. Building Coverage (See 33.120.225)	45% of site area	50% of site area	60% of site area	85% of site area	100% of site area	70% of site area
Max. Building Length (See 33.120.230)	none	100 ft. [10]	100 ft. [10]	none	none	none
Min. Landscaped Area (See 33.120.235)	35% of site area	30% of site area	20% of site area	15% of site area	none	20% of site area
Required Outdoor Area Individual areas: - Minimum area -Minimum dimension [11] Combined areas:	48 sq. ft. 6 ft. x 6 ft. 500 sq. ft. 15 ft. x 15 ft.	48 sq. ft. 6 ft. x 6 ft. 500 sq. ft. 15 ft. x 15 ft.	48 sq. ft. 6 ft. x 6 ft. 500 sq. ft. 15 ft. x 15 ft.	none none none none	none none none none	none none none none

Standard	R3	R2	R1	RH	RX	IR
-Minimum area - Minimum dimension [11] (See 33.120.240)						

Notes:

- [1] These standards may be superseded by the regulations of an overlay zone or plan district.
- [2] The density may be increased if allowed by the amenity bonus regulations in 33.120.265.
- [3] The density may be increased if allowed by the regulations in Chapter 33.229, Elderly and Disabled High Density Housing.
- [4] The maximum FAR is 4 to 1, in the areas, shown on Maps 120-2 through 120-28. In the areas where the FAR is 4 to 1, the maximum height is 75 feet, except, on sites within 1,000 ft. of a light rail station or stop, where the maximum height is 100 ft.
- [5] The minimum density standards do not apply to conversions of existing residential structures.
- [6] The 25 foot height limit applies only to the portion of a structure within 10 feet of a front property line.
- [7] See Table 120-4.
- [8] The walls of the garage structure are subject to 33.110.280.E and the applicable front, side, or rear building setbacks. This setback also applies to structured parking that does not allow exiting in a forward motion.
- [9] The garage entrance must be either 5 feet or closer to the street property line, or 18 feet or farther from the street property line. If the garage entrance is located within 5 feet of the front property line, it may not be closer to the property line than the front facade of the residential portion of the building.
- [10] The 100 ft. limit applies only to buildings located within 30 feet of a street property line.
- [11] The shape of the outdoor area must be such that a square of the stated dimension will fit entirely in the outdoor area.
- [12] In the IR zone, residential development within 150 feet of another residential zone has the same maximum density permitted in that zone. Where two or more residential zones are within 150 feet of a site, the maximum residential density is that of the lower density residential zone.
- [13] The 25 foot height limit applies only to sites where the FAR is 2:1. On those sites, the 25 foot height limit applies only to the portion of a structure within 10 feet of a front property line.
- [14] Where no street building setback is indicated, the front, side, and rear setbacks apply. Where a street building setback is indicated, it supersedes front, side, or rear setbacks if the front, side, or rear lot line is also a street lot line.
- [15] Setbacks from Transit streets and streets in Pedestrian Districts are measured from the curb. See 33.120.220

Commercial Zone Primary Uses

(Amended by Ord. No. 167186, effective 12/31/93. Amended by Ord. No. 169535, effective 1/8/96.)

Use Categories	CN1	CN2	C01	CO2	CM	CS	CG	CX
Residential Categories								
Household Living	Y	Y	Y	Y	Y	Y	Y	Y
Group Living	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]
Commercial Categories								
Retail Sales And Service	L[2]	Y	N	L[3]	L[4]	Y	Y	Y
Office	L[2]	Y	Y	Y	L[4]	Y	Y	Y
Quick Vehicle Servicing	N	Y	N	N	N	N	Y	Y
Vehicle Repair	N	N	N	N	N	Y	Y	L[5]
Commercial Parking	N	N	N	N	N	L [11]	L [11]	CU [11]
Self-Service Storage	N	N	N	N	N	N	L[6]	L[6]
Commercial Outdoor Recreation	N	N	N	N	Y	Y	Y	Y
Major Event Entertainment	N	N	N	N	N	CU	CU	Y
Industrial Categories								
Manufacturing And Production	L[2]	L[2]	N	N	L[4,5]	L[5]	L[5,7]	L[5]
Warehouse And Freight Movement	N	N	N	N	N	N	CU [5,7]	N
Wholesale Sales	N	N	N	N	L [4,5]	L [5]	L [5,7]	L[5]
Industrial Service	N	N	N	N	N	CU[5]	CU [5,7]	CU[5]
Railroad Yards	N	N	N	N	N	N	N	N
Waste-Related	N	N	N	N	N	N	N	N
Institutional Categories								
Basic Utilities	Y/CU [10]	Y/CU [10]	Y/CU [10]	Y/CU [10]	Y/CU [10]	Y/CU [10]	Y/CU [10]	Y/CU [10]
Community Service	L/CU [8]	L/CU [8]	L/CU [8]	L/CU [8]	L/CU [8]	L/CU [8]	L/CU [8]	L/CU [8]
Parks And Open Areas	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]	Y	Y
Schools	Y	Y	Y	Y	Y	Y	Y	Y
Colleges	Y	Y	Y	Y	Y	Y	Y	Y
Medical Centers	Y	Y	Y	Y	Y	Y	Y	Y
Religious Institutions	Y	Y	Y	Y	Y	Y	Y	Y
Daycare	Y	Y	Y	Y	Y	Y	Y	Y
Other Categories								
Agriculture	N	N	N	N	N	CU	CU	CU
Aviation And Surface Passenger Terminals	N	N	N	N	N	N	CU	CU
Detention Facilities	N	N	N	N	N	N	CU	CU
Mining	N	N	N	N	N	N	N	N
Radio Frequency Transmission Facilities	L/CU [9]	L/CU [9]	L/CU [9]	L/CU [9]	L/CU [9]	L/CU [9]	L/CU [9]	L/CU [9]
Railroad Lines And Utility Corridors	CU	CU	CU	CU	CU	CU	CU	CU

Y = Yes, Allowed; CU = Conditional; L = Allowed, But Special Limitations, Use Review Required
 N = No, Prohibited

Notes:

- * The use categories are described in Chapter 33.920.
- * Regulations that correspond to the bracketed numbers [] are stated in 33.130.100.B.
- * Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Commercial Zone Development Standards [1]

Standard	CN1	CN2	CO1	CO2	CM	CS	CG	CX
Maximum FAR 4 to 1 [2] (see 33.130.205)	.75 to 1	.75 to 1	.75 to 1	2 to 1	1 to 1 [3]	3 to 1	3 to 1	4 to 1
Maximum ft. Height (see 33.130.210)	30 ft.	30 ft.	30 ft.	45 ft.	45 ft.	45 ft.	45 ft.	75 ft.
Min. Building Stbks (see 33.130.215) Street Lot Line[8]	0[8]	10 ft. [8]	10 ft. [8]	10 ft. [8]	0	0	5 ft. [8]	0 [8]
Lot Line Abutting an OS, RX, C, E, or I Zone Lot	0	0	0	0	0	0	0	0
Lot Line Abutting other R Zoned Lot	0 to 14 ft. [4]	0 to 14 ft. [4]	0 to 14 ft. [4]	0 to 14 ft. [4]	0 to 14 ft. [4]	0 to 14 ft. [4]	0 to 14 ft. [4]	0 to 14 ft. [4]
Max. Building Stbks (see 33.130.215) Street Lot Line [8]	None [8]	None [8]	None [8]	None [8]	10 ft. [5]	10 ft. [5]	None [8]	None [8]
Building Coverage (see 33.130.220)	Max of 85% of site area	Max of 65% of site area	Max of 50% of site area	Max of 65% of site area	Min of 50% of site area	Min of 50% of site area	Max of 85% of site area	No Limit
Min Landscaped Area (See 33.130.225)	15% of site area	15% of site area	15% of site area	15% of site area	None	None	15% of site area	None
Landscaping Abutting an R Zoned Lot [6] (see 33.130.215.B.)	5 ft. @ L3	5 ft. @ L3	5 ft. @ L3	5 ft. @ L3	5 ft. @ L3	5 ft. @ L3	5 ft. @ L3	5 ft. @ L3
Ground Floor Windows Stds. Apply (see 33.130.230)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Requirements (See 33.130.240)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Required Parking [7]	None, Amount Limited	Yes	Yes	Yes	None Required	None Required	Yes	None Requi red

Notes:

[1] Plan district or overlay zone regulations may supercede these standards.

[2] The FAR limits apply to nonresidential development. Additional floor area is allowed for residential development. See 33.130.250 and 33.130.253.

[3] For alterations over 250 square feet and new development every new square foot of nonresidential development must be matched by at least one square foot of residential development. An equal amount of residential development is required. See 33.130.250 and 33.130.253.

[4] See Table 130-4.

[5] At least 50 percent of the length of the ground level wall of buildings must be within 10 feet of the street lot line. This standard applies to walls facing a street lot line. If the site has three or more block frontages, this standard only applies to two frontages.

[6] Does not apply to lot lines that abut a lot in the RX zone. Landscaping is not required where buildings abut a lot line.

[7] This part of the table is for general information purposes only; see Chapter 33.266, Parking and Loading, for the specific standards.

[8] Setbacks from Transit Streets or streets in Pedestrian Districts are stated in Table 130-5.

Employment and Industrial Zone Primary Uses

(Amended by Ord. No. 166920, effective 10/1/93. Amended by Ord. No. 167186, effective 12/31/93.)

Use Categories	EG1	EG2	EX	IG1	IG2	IH
Residential Categories						
Household Living	CU	CU	Y	CU	CU	CU
Group Living	CU	CU	L/CU [1]	N	N	N
Commercial Categories						
Retail Sales And Service	L/CU [2]	L/CU [2]	Y	L/CU [3]	L/CU [4]	L/CU [5]
Office	L [2]	L [2]	Y	L/CU [3]	L/CU [4]	L/CU [5]
Quick Vehicle Servicing	Y	Y	Y	Y	Y	Y
Vehicle Repair	Y	Y	Y	Y	Y	Y
Commercial Parking	L [14]	L [14]	CU [14]	CU [14]	CU [14]	CU [14]
Self-Service Storage	Y	Y	L [6]	Y	Y	Y
Commercial Outdoor Recreation	Y	Y	Y	CU	CU	CU
Major Event Entertainment	CU	CU	CU	CU	CU	CU
Industrial Categories						
Manufacturing And Production	Y	Y	Y	Y	Y	Y
Warehouse And Freight Movement	Y	Y	Y	Y	Y	Y
Wholesale Sales	Y	Y	Y	Y	Y	Y
Industrial Service	Y	Y	Y	Y	Y	Y
Railroad Yards	N	N	N	Y	Y	Y
Waste-Related	N	N	N	L/CU [7]	L/CU [7]	L/CU [7]
Institutional Categories						
Basic Utilities	Y/CU [11]	Y/CU [11]	Y/CU [11]	Y/CU [12]	Y/CU [12]	Y/CU [12]
Community Service	L [8]	L [8]	L [9]	L/CU [10]	L/CU [10]	L/CU [10]
Parks And Open Areas	Y	Y	Y	Y	Y	Y
Schools	Y	Y	Y	N	N	N
Colleges	Y	Y	Y	N	N	N
Medical Centers	Y	Y	Y	N	N	N
Religious Institutions	Y	Y	Y	N	N	N
Daycare	Y	Y	Y	L/CU [10]	L/CU [10]	L/CU [10]
Other Categories						
Agriculture	Y	Y	Y	Y	Y	Y
Aviation And Surface Passenger Terminals	CU	CU	CU	CU	CU	CU
Detention Facilities	CU	CU	CU	CU	CU	CU
Mining	N	N	N	CU	CU	CU
Radio Frequency Transmission Facilities	L/CU[13]	L/CU[13]	CU	L/CU[13]	L/CU[13]	L/CU[13]
Railroad Lines And Utility Corridors	Y	Y	Y	Y	Y	Y

Y = Yes, Allowed

CU = Conditional

L = Allowed, But Special Limitations. Use Review Required

N = No, Prohibited

Notes:

* The use categories are described in Chapter 33.920.

* Regulations that correspond to the bracketed numbers [] are stated in 33.140.100.B.

* Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Employment and Industrial Zone Development Standards [1]

(Amended by Ord. No. 170704, effective 1/1/97.)

Standard	EG1	EG2	EX	IG1	IG2	IH
Maximum FAR (see 33.140.205)	3 to 1	3 to 1	3 to 1	no limit	no limit	no limit
Maximum Height (see 33.140.210)	45 ft.	no limit	65 ft.	no limit	no limit	no limit
Min. Building Setbacks (see 33.140.215) -Street lot line[4]	5 ft. [4]	25 ft.	0 [4]	0	25 ft.	5 ft.
- Lot line abutting an OS, C, E, or I zoned lot	0	0	0	0	0	0
- Lot line abutting an R zoned lot	0 to 14 ft. [2]	15 ft.	0 to 14 ft. [2]	0 to 14 ft. [2]	15 ft.	15 ft.
Maximum Building Coverage (see 33.140.220)	85% of site area	85% of site area	100% of site area	100% of site area	85% of site area	100% of site area
Min. Landscaped Area (see 140.225)	15% of site area	15% of site area	None	None	15% of site area	None
Ground Floor Window Standards apply (see 33.140.230)	No	No	Yes	No	No	No
Pedestrian Standards Apply (see 33.140.240)	Yes	Yes	Yes	No	No	No
Min. Landscaping Abutting an R zoned lot (see 33.140.215.B.)	5 ft. @ L3 [3]	10 ft. @ L3	5 ft. @ L3 [3]	5 ft. @ L3 [3]	10 ft. @ L3	10 ft. @ L3

Notes:

[1] Plan district regulations may supersede these standards.

[2] See Table 140-5.

[3] For building setbacks of 5 feet or less, landscaping is required for the entire depth of the setback. However, no landscaping is required when buildings abut a lot line.

[4] In the EG1 and EX zones, minimum and maximum setbacks from Transit Streets or streets in Pedestrian Districts are stated in Table 140-6.

General Plan District Guidelines

Purpose

Plan districts address concerns unique to an area when other zoning mechanisms cannot achieve the desired results. An area may be unique based on natural, economic or historic attributes; be subject to problems from rapid or severe transitions of land use; or contain public facilities which require specific land use regulations for their efficient operation. Plan districts provide a means to modify zoning regulations for specific areas defined in special plans or studies. Each plan district has its own nontransferable set of regulations. This contrasts with base zone and overlay zone provisions which are intended to be applicable in large areas or in more than one area. However, plan districts are not intended for small areas or individual properties.

Establishment and Removal of Plan Districts

A plan district may be established or removed as the result of an area planning study, reviewed through the legislative procedure.

Scope of Plan Districts

Plan district regulations are applied in conjunction with a base zone. The plan district provisions may modify any portion of the regulations of the base zone, overlay zone, or other regulations of this Title. The provisions may apply additional requirements or allow exceptions to general regulations.

Relationship to Other Regulations

When there is a conflict between the plan district regulations and base zone, overlay zone, or other regulations of this Title, the plan district regulations control. The specific regulations of the base zone, overlay zones, or other regulations of this Title apply unless the plan district provides other regulations for the same specific topic.

Adoption Criteria

A plan district may be established if all the following adoption criteria are met:

- A.** The area proposed for the plan district has special characteristics or problems of a natural, economic, historic, public facility, or transitional land use or development nature which are not common to other areas of the City;
- B.** Existing base and overlay zone provisions are inadequate to achieve a desired public benefit or to address an identified problem in the area;
- C.** The proposed plan district and regulations are the result of a legislative study or plan documenting the special characteristics or problems of the area and how a plan district will best address relevant issues; and
- D.** The regulations of the plan district are in conformance with the Comprehensive Plan and continue to meet the general purpose and intent of the base zone and any overlay zones applied in the district, and do not prohibit uses or development allowed by the base zone without clear justification.

Review

Plan districts and their regulations will be reviewed periodically to determine whether they are still needed, should be continued or amended. Plan districts and their regulations will be reviewed as part of the process for the update of the Comprehensive Plan. All plan districts located wholly or partially within each Community and Neighborhood Plan Study Area will be reviewed.

Plan District Maps

The boundaries of each plan district established are shown on maps located at the end of each chapter. In addition, plan district boundaries are identified on the Official Zoning Maps.

Design Review Guidelines

DESIGN REVIEW

(Amended by Ord. No. 167054, effective 10/25/93. Amended by Ord. No. 171589, effective 11/1/97. Amended by Ord. No. 171849, effective 4/1/98.)

Purpose

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

Map Symbol

The Design zone is shown on the Official Zoning Maps with a letter "d" map symbol.

Applying the Design Overlay Zone

The Design overlay zone is applied to areas where design and neighborhood character are of special concern. Application of the Design overlay zone must be accompanied by adoption of design guidelines, or by specifying which guidelines will be used. Many applications of the Design overlay zone shown on the Official Zoning Maps are referred to as design districts. A design district may be divided into subdistricts. Subdistricts are created when an area within a design district has unique characteristics that require special consideration and additional design guidelines. The location and name of each design district and subdistrict is shown on maps 420-1 through 420-4 at the end of this chapter. Other applications of the Design overlay zone shown on the Official Zoning Maps are not specific design districts. Some are adopted as part of a community planning project, and some are applied automatically when zoning is changed to CX, EX, RX, or IR.

Where These Regulations Apply

The regulations of this chapter apply to all Design overlay zones. Design Review may also be a requirement of a plan district, other overlay zone, or as a condition of approval of a quasi-judicial decision.

When Design Review is Required

Unless exempted by Section 33.420.045, Exempt From Design Review, Design Review is required for the following:

- A. New development;
- B. Exterior alterations to existing development;
- C. Nonstandard improvements in the public right-of-way such as street lights, street furniture, planters, public art, sidewalk and street paving materials, and landscaping, which have received prior approval of the City Engineer. Improvements that meet the City Engineer's standards are exempt from Design Review;

- D. Items identified in the Citywide Policy on Encroachments in the Public Right-of-Way or Title 17, Public Improvements, as requiring design review;
- E. Removal of trees in the South Auditorium plan district;
- F. Exterior signs larger than 32 square feet, except in the South Auditorium plan district, where all signs are subject to design review;
- G. Where City Council requires design review of a proposal because it is considered to have major design significance to the City. In these instances, the City Council will provide design guidelines by which the proposal will be reviewed, and specify the review procedure;
- H. Proposals using one of the provisions of the a, Alternative Design Density Overlay Zone, specified in Sections 33.405.040 through .080; and
- I. Proposals in the Albina Community Plan District using the provisions of Section 33.505.220, Parking Requirement Reduction, or Section 33.505.230, Attached Residential Infill on Vacant Lots in R5-Zoned Areas.

Exempt From Design Review

(Amended by Ord. No. 169987, effective 7/1/96.)

The following items are exempt from Design Review:

- A. If the site is a Historic or Conservation Landmark, or in a Historic or Conservation District, it is instead subject to the regulations for Historic Design Review as set out in Chapter 33.445, Historic Resource Protection Overlay Zone.
- B. Repair, maintenance, and replacement with comparable materials or the same color of paint;
- C. Within the Terwilliger Design District, development that will not be visible from Terwilliger Boulevard;
- D. Copy changes on all signs;
- E. Alterations to residential structures in RF through R1 zones, where the alterations are valued at \$10,000 or less;
- F. Skylights;
- G. Development associated with Rail Lines And Utility Corridors uses;
- H. Exterior activities and development for Agriculture uses;
- I. Modifications to a structure to meet the Americans With Disabilities Act's requirements in C, E, and I zones;
- J. Development associated with Parks and Open Areas uses that do not require a conditional use review;
- K. Proposals where a building permit is not required;
- L. In the IR zone, development in conformance with an approved Conditional Use Master Plan;
- M. Parking lot landscaping that meets the development standards of this Title;
- N. Rooftop mechanical equipment that is added to the roof of an existing building at least 45 feet tall and set back 4 feet for every 1 foot of height, measured from the edges of the roof or top of parapet; and
- O. Cellular antennas that are added to the facade of an existing penthouse that contains mechanical equipment provided the antenna and any accessory equipment are no higher than the top of the penthouse and painted to match.

- P. Within the Sellwood-Moreland Design District, including exterior alterations to existing development and construction of detached accessory structures.

Design Guidelines specific to a design district have been adopted for the areas shown on maps 420-1 through 420-3 at the end of this chapter. All other areas within the Design Overlay Zone use the Community Design Guidelines.

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 33.295, 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 33.420.060, When Community Design Standards May Not Be Used, below, proposals that meet all of the requirements of this section may use the Community Design Standards as an alternative to Design Review.

Maximum Limits for Use of the Community Design Standards

Zones	Maximum Limit-New Dwelling Units or Floor Area
Single Dwelling Zones	5 dwelling units
R2 & R3 Zones	10 dwelling units
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.
	Maximum Limit-Exterior Alterations
All except IR	*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. [1]
IR Zone	See institution's Impact Mitigation Plan.

Notes: [1] 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.

When Community Design Standards May Not Be Used

The Community Design Standards may not be used as an alternative to Design Review as follows:

- A. For institutional uses in residential zones, unless specifically allowed by an approved Impact Mitigation Plan or Conditional Use Master Plan;
- B. For alterations to sites where there is a nonconforming use;
- C. For mixed-use or non-residential development in the RF through R1 zones;
and
- D. If the proposal uses Section 33.405.050, Bonus Density for Design Review.

Implementers of Plan Actions

The Action Charts for the various Policies use abbreviations for the implementers of action items. An action with an identified implementer is an expression of interest or anticipated interest. There is an understanding that some actions may ultimately need to be adjusted and others replaced with more feasible proposals due to changing community priorities, resources and technologies.

BES	Portland Bureau of Environmental Services
BR&R	Portland Bureau of Fire and Rescue
BHCD	Portland Bureau of Housing and Development
BOP	Portland Bureau of Planning
BOM	Bureau of Maintenance
BP	Portland Bureau of Police
BP&R	Portland Bureau of Parks and Recreation
BTA	Bicycle Transportation Alliance
BW	Bureau of Water
FOT	Friends of Trees
LNA	Linnton Neighborhood Association
MC	Multnomah County
ODOT	Oregon Department of Transportation
ONI	Portland Office of Neighborhood Involvement
PDC	Portland Development Commission
PDOT	Portland Office of Transportation
PVT	Private Funds
SWCS	Soil and Water Conservation Service
TM	Tri-Met
UFD	Urban Forestry Division, Portland Bureau of Parks and Recreation
W/NW	Neighbors West/Northwest

Parkland Acquisition Fund

ORDINANCE No.

~~*Transfer one real estate parcel back to Multnomah County (Ordinance)*~~

The City of Portland ordains:

Section 1. The Council finds:

1. On August 9, 1995, Council passed Ordinance, No. 169144, requesting and agreeing to accept 17 real estate parcels from Multnomah County which the County had acquired in tax-foreclosure. The parcels were acquired for park and recreation purposes. On October 20, 1995, Multnomah County deeded the parcels to the City.

2. One of the parcels, which is 4,850 SF in size and legally described as Lot 8, Block 4, Harborton Addition, was desired by the City for assembly with other parcels for addition to the inventory of Forest Park, but that assembly has not occurred and is not likely to occur. On its own, the parcel has no use for park and recreation purposes, and the County has agreed to re-assume ownership of the land. Portland Parks and Recreation records will be corrected to reflect the change in ownership.

3. A deed reconveying the parcel has been prepared, and it has been reviewed and approved by the City Attorney. The County's Tax Title Office expects that the parcel will be offered for sale through the County's regular public auction process in the near future. The Linnton Neighborhood Association supports the transfer, because the County has indicated its willingness to dedicate its profits from its sale of this parcel as seed money to set up a dedicated fund for acquisition of new park land in the Linnton area.

4. The Director of Portland Parks and Recreation recommends that the City reconvey the parcel legally described as Lot 8, Block 4, Harborton Addition, back to Multnomah County.

NOW, THEREFORE, the Council directs:

a. that the Commissioner of Public Utilities execute the attached deed and reconvey property legally described as Lot 4, Block 8, Harborton Addition, in Multnomah County back to ownership of Multnomah County.

b. that the Auditor convey the executed deed, together with a copy of this Ordinance, to the Multnomah County Records Section for recording in the County's deed records.

Section 2. The Council declares that an emergency exists because this Ordinance is necessary to initiate the transfer of ownership of a parcel of land acquired from Multnomah County by the City of Portland back to Multnomah County, and in order to correct the appropriate deed records, this ordinance shall be in force and effect from and after its passage by Council.

Passed by the Council,

BARBARA CLARK
Auditor of the City of Portland
By
Deputy

Commissioner Jim Francesconi
Susan Hathaway-Marzer
June 6, 1997

PORTLAND PARKS AND RECREATION



1120 SW FIFTH AVE, SUITE 1302, PORTLAND, OREGON 97204-1933
TELEPHONE (503) 823-2223

FACSIMILE (503) 823-5297



JIM FRANCESCONI, COMMISSIONER

CHARLES JORDAN, DIRECTOR

June 3, 1997

TO: Colleen Acres
FROM: Jim Sjulín
RE: Lot 8, Block 4, Harborton

RECEIVED
PLANNING BUREAU
1997 JUN -6 A 11:24

I have reviewed the ownership and development pattern in the vicinity of the lot described above and have concluded that Parks and Recreation should return the lot to Multnomah County. Upon completion of this transfer, the County will then either sell the lot via auction or negotiated sale. To enable the lot to be available for use compatible with adjacent non-park uses, Parks asks that the zoning be changed from OS to R-10.

By way of background, Parks obtained the lot from the County in 1995 through the tax foreclosure process with the intention of adding the lot to Forest Park. Since that time I have learned that other vacant lots that enclose the above lot on three sides will not be available for addition to Forest Park. From a resource management standpoint, this substantially reduces the value of the property as an addition to Forest Park.

Changing the zoning from OS to R-10 will facilitate the sale of the lot, the proceeds of which will be dedicated to acquisition of other parkland for Linnton.

To mitigate concerns that may arise from the conversion of open space to other uses, the County is willing to transfer proceeds from the sale of the lot to the City provided that the money is accepted as seed money for a fund established for and dedicated to acquisition of parkland in the Linnton Neighborhood. Parks and Recreation has offered to establish and manage such a dedicated fund which shall be known as the Linnton Neighborhood Land Acquisition Trust Fund.

Attached is a letter from Tom Wilson, Chair of the Linnton Neighborhood Association Land Use Committee, which supports the above actions.

If you have any questions please feel free to contact me at 823-5122.

c: Susan Hathaway-Marxer

• DEDICATED TO ENRICHING THE LIVES OF CITIZENS AND ENHANCING PORTLAND'S NATURAL BEAUTY •

Linnton Land Use Committee

A Committee of the Linnton Neighborhood Association

Mailing Address: 9965 N.W. Wilark Ave.
Portland, OR 97231-1054

June 4, 1997

Mr. Jim Sjulín
City of Portland
Parks and Recreation
1120 SW 5th, 13th Floor
Portland, Oregon 97204

Dear Mr. Sjulín,

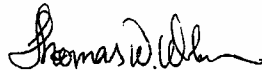
The Linnton Neighborhood through the Linnton Land Use Committee is pleased to be a part of the establishment of a target fund for park land acquisition in the Linnton neighborhood. The sale of appropriate land with the proceeds dedicated to this fund is very commendable and is something the neighborhood has desired for some time.

The Linnton Land Use Committee approves and supports the transfer of Lot 4, Block 8 of the Harborton Addition from the city to the county for its eventual sale, with the proceeds from the sale coming back to the city either as a grant or through inter-governmental transfer, as funds for a Linnton park land acquisition fund.

The Linnton Neighborhood through the Linnton Land Use Committee supports the change in zoning of that property from the present Open Space to R10.

If you have any questions, I can be reached during the day at (503) 671-5376.


For the Committee,



Tom Wilson
Chairman

cc: Colleen Acres, Ph.D., AICP, Senior Planner

Street Grades



CITY OF
PORTLAND, OREGON

BUREAU OF FIRE, RESCUE & EMERGENCY SERVICES

Charlie Hales, Commissioner of Public Safety
Robert R. Wall, Chief
55 S.W. Ash Street
Portland, Oregon 97204-359
(503) 823-373
FAX (503) 823-371

*Bureau of Transportation Engineering
and
Bureau of Fire, Rescue, and Emergency Services
joint policy on*

STREET GRADES

August 21, 1995


Background: Both the Bureau of Transportation and the Bureau of Fire, Rescue, and Emergency Services have an interest in street grades. Separate policies have been developed reflecting the differing interest of each Bureau. The result is that street grades of up to 22% for local service streets have been allowed by the Bureau of Transportation while the Fire Bureau desired a limit on the maximum allowable grade of 15%. In the interest of coordinating public policy this joint policy is established to specify a single maximum grade.

Scope: This policy applies to public and private streets and fire access roads except public streets platted before the acceptance of this policy by both Bureaus. When improving streets previously platted, reasonable efforts should be made to comply with this policy. When compliance is not practical, a design that minimizes the final grade is acceptable.

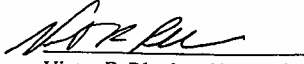
Policy: Grades for newly-platted Local Service Streets, whether public or private, and for Fire Access Roads shall not exceed 18%. Where designs limiting the grade to 18% are impractical, maximum grades up to 22% will be approved when the Fire Chief finds conditions offered by the developer will reduce risks associated with potential delayed response.

Implementation: The two Bureaus will consult with each other on all newly-platted public street design proposals exceeding 18%. The Fire Bureau will utilize The Fire Code Board of Appeals process established in City Regulations, Title 31 to review and approve or reject proposals which exceed 18%. The City Engineer will evaluate engineering criteria to determine the need for grades exceeding 18%.

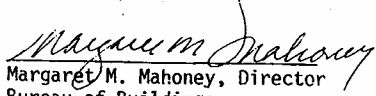
Approved by:



Robert Wall, Fire Chief



Victor F. Rhodes, City Engineer



Margaret M. Mahoney, Director
Bureau of Buildings

Demographic Trends

More recent demographic trend data has become available. This data is from the Bureau of Planning (CACI) and is 3 years old. Data from the 2000 census will not be available for a couple of years.

Income

Income	1980	1990 Estimated	1996 Estimated	2000 Projected
Median	N/A	38304	45,716	46,997
Average	N/A	70,750	70,097	70,262
Per Capita	N/A	31,754	30,153	30,253

Income Ranges

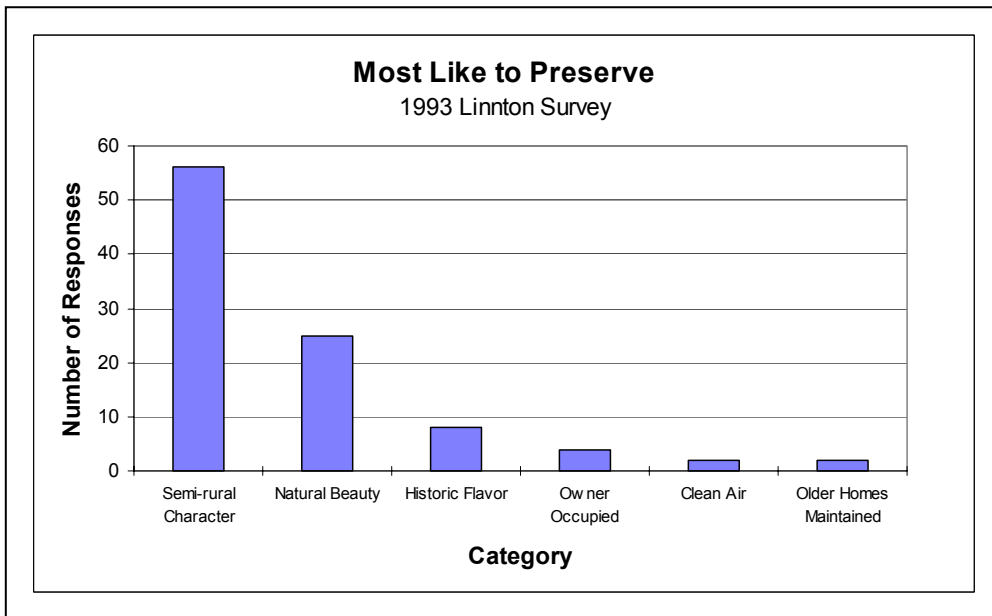
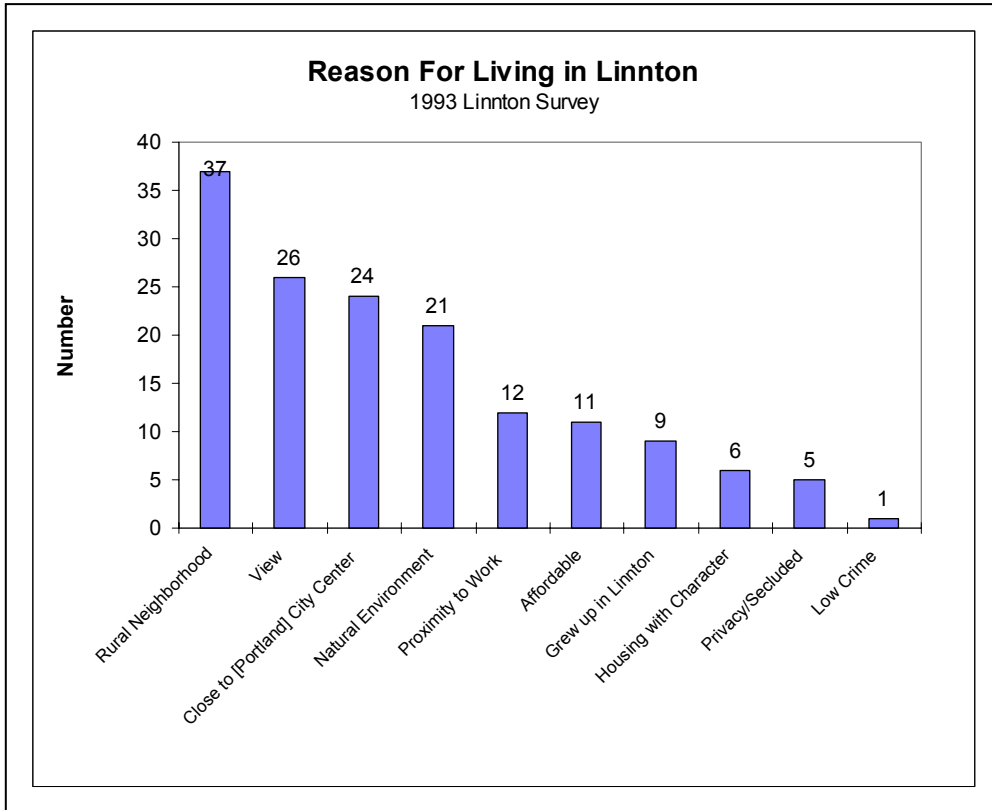
Income Range	1990 Estimate		1996 Estimate		2001 Projected	
	Number	Percent	Number	Percent	Number	Percent
< 15K	41	10.9	26	6.8	28	7.0
15-15K	51	13.5	39	10.1	40	10.0
25-35K	58	15.4	58	15.1	56	14.0
35-45K	61	16.2	49	12.7	47	11.8
45-50K	22	5.8	43	11.1	45	11.3
50-60K	46	12.2	30	7.8	37	9.3
60-75K	45	11.9	48	12.5	49	12.3
75-100K	40	10.6	49	12.7	51	12.8
100-125K	1	.3	31	8.1	33	8.3
125-150K	1	.3	5	1.3	7	1.8
>150K	11	2.9	7	1.8	7	1.8
Total	377	100	385	100	400	100

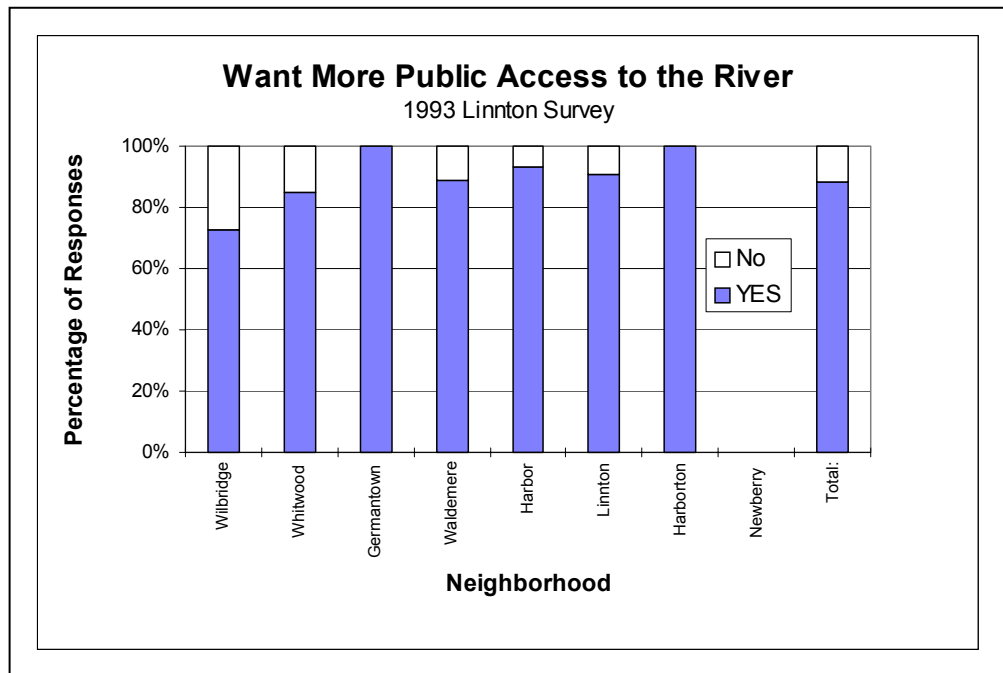
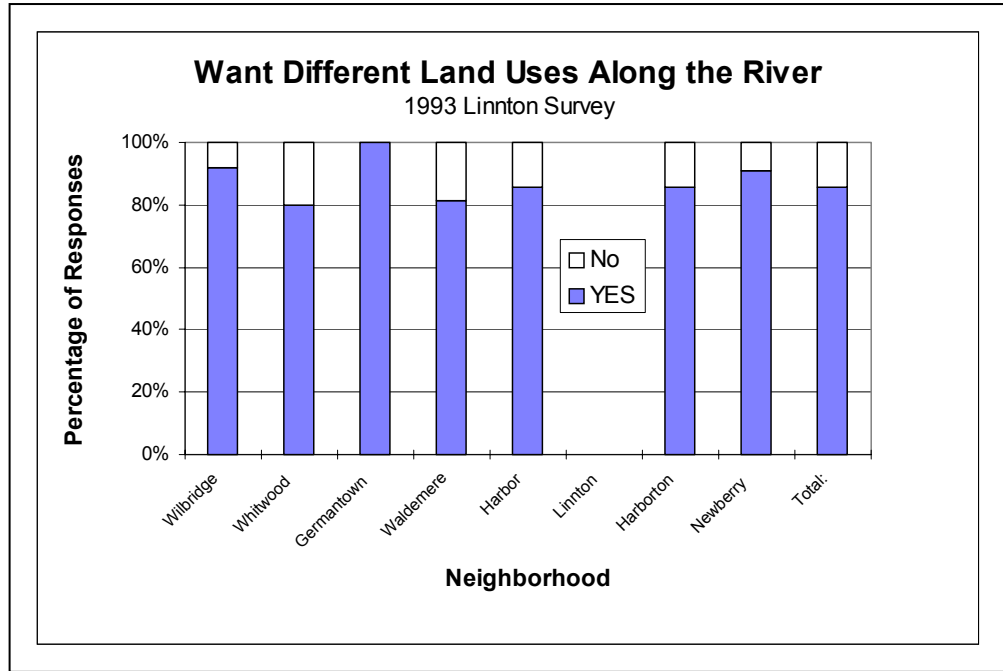
Population

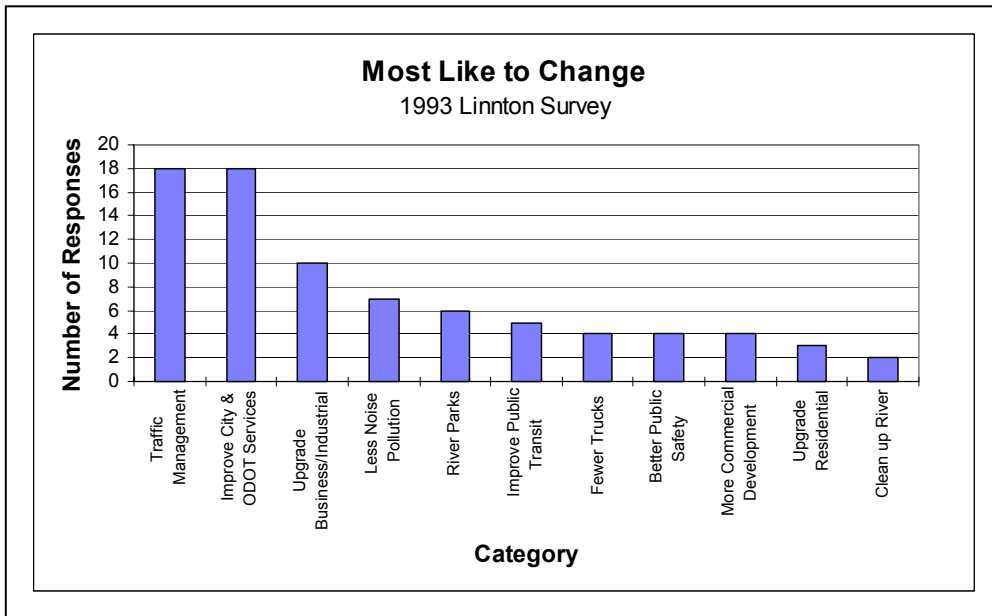
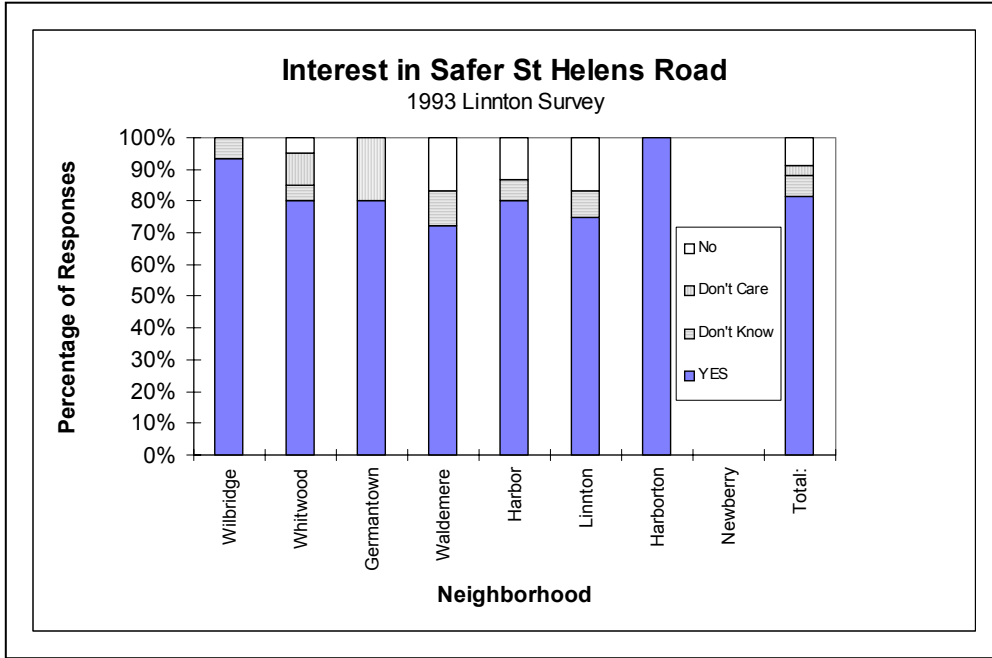
Population	1980	1990 Estimated	1996 Estimated	2000 Projected
Total	827	860	895	929
Households	N/A	367	383	397
Average Household Size	N/A	2.34	2.34	2.34

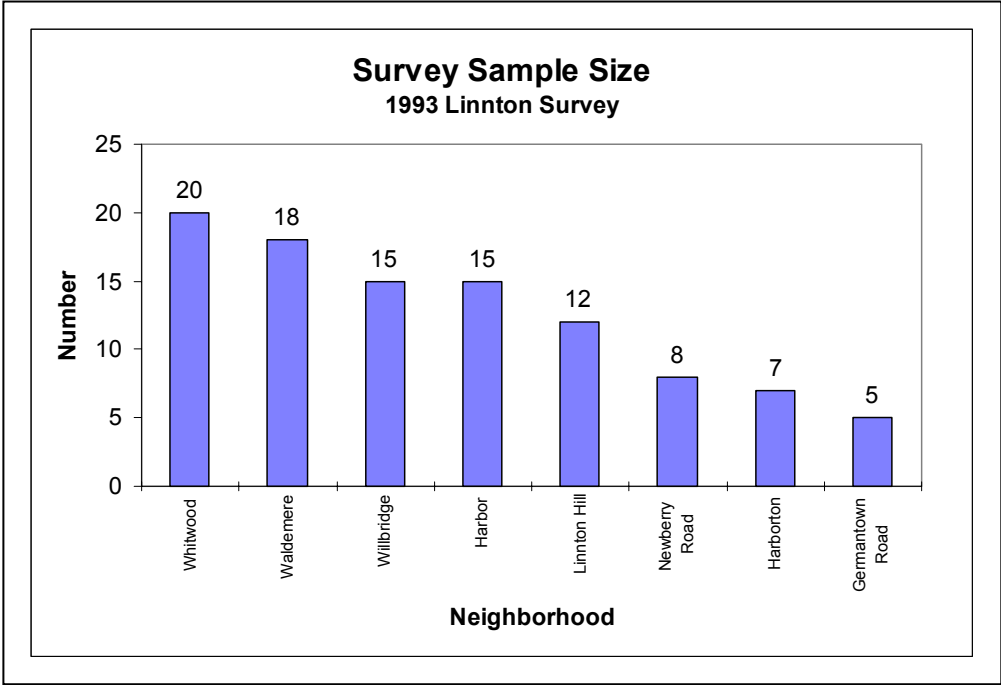
Neighborhood Survey Results

A survey of the neighborhood was conducted in 1993 to give the Land Use Committee information about the interests and desires of the neighborhood.









Portland-Astoria Transportation Corridor Study

**LINNTON BICYCLE, PEDESTRIAN
AND VEHICULAR CIRCULATION PLAN TAC/CAC LIST**

Jim Staley	Linnton Neighborhood 10549 NW St. Helens Rd. Portland, OR 97231	286-8776
Tom Wilson	LNA Land Use Chair 9965 NW Wilark Portland, OR 97231	286-9866
John Elliott	5525 NW St. Helens Rd. Portland, OR 97210	243-6119
Paul Bingman	5575 NW Willbridge Portland, OR 97210	222-3846
Kitsy Brown-Mahoney	Best Western Heritage Inn 4319 NW Yeon Portland, OR 97210	497-9044
Marco Ullmer	GATX P.O. Box 83329 Portland, OR 97210	220-1254
David Allred	1819 NW Everett, Rm. 205 Portland, OR 97209	223-3331
Joe Kent	7538 N. Syracuse Portland, OR 97203	286-4303
Young Park	Tri-Met 4012 SE 17th Ave. Portland, OR 97202	239-6722
Jane Bratten	Police Bureau 119/Plan & Support	823-0292
Mark Stevens	Police Bureau N. Precinct Bldg. 100	823-2120
Barbara Edwardson	Metro 600 NE Grand Portland, OR 97232	797-1545
Dan Miller	BES Bldg. 106/Rm. 400	823-7093
Bob Weaver	Fire Bureau Bldg. 139/Rm. 302	823-3695
Jim Sjulín	Parks & Recreation Bldg. 106/Rm. 1302	823-5122
Mary Rose Navarro	Parks & Recreation Bldg. 370	823-4443

Roberta Jortner	Water Bureau Bldg. 106/Rm. 600	823-7493
Marian Hull	Metro 600 NE Grand Portland, OR 97232	797-1869
Carol Ford	Multnomah County 106/1515	248-3956
Dan Saltzman	Multnomah County 106/Rm. 1500	248-5220
Brett Kesterson	BTE Bldg. 106/Rm. 841	823-7163
Mike Coleman	BTM Bldg. 106/Rm. 730	823-6838
<u>Linnton TAC/CAC Project Team</u>		
Gabe Pmueadpr	Office of Transportation Bldg. 106/Rm. 702	823-7794
Michael Ray	ODOT 123 NE Flanders Portland, OR 97209	731-8283
Fred Eberlee	ODOT 123 NE Flanders Portland, OR 97209	731-8284
Jim Owens	Cogan Owens Cogan 10 NW 10th Portland, OR 97209	225-0192
Manish Babla	David Evans & Associates 2828 SW Corbett Portland, OR 97205	499-0222
Colleen Acres	BOP Bldg. 106/Rm. 1002	823-7748
Jim Owens	Cogan Owens Cogan 10 NW 10th Portland, OR 97209	225-0192
Manish Babla	David Evans & Associates 2828 SW Corbett Portland, OR 97205	499-0222

RESOLUTION

35837

Support the Oregon Department of Transportation's US 26 (Portland-Cannon Beach Junction) and US 30 (Portland-Astoria) Corridor Plans. (Resolution)

WHEREAS, THE STATE OF OREGON, acting by and through its Oregon Transportation Commission (OTC), has prepared and submitted to the City of Portland, the US 30 (Portland-Astoria) and US 26 (Portland-Cannon Beach Junction) Corridor Plans for a resolution of support; and

WHEREAS, the Council of the City of Portland previously adopted Resolution 35661 on December 10th, 1997 endorsing the Interim Corridor Strategies for US 30 (Portland-Astoria) and US 26 (Portland-Cannon Beach Junction) Corridor Plans.

WHEREAS, the Corridor Plans establish management direction for the operation, preservation and enhancement of the transportation modes and facilities within the corridors; and

WHEREAS, the Corridor Plans incorporate the corridor-specific strategies and recommendations found in the 1991 U.S. 30 Multi-modal Study, 6-Year State Transportation Improvement Program (STIP) and obligations established by the Intermodal Transportation Efficiency Act (ISTEA); and

WHEREAS, the Corridor Plans define strategies and objectives that will guide the development of local and regional transportation system plans and refinement plans for specific areas and issues within the corridors; and

WHEREAS, the Corridor Plans have been developed collaboratively with representatives of the cities and counties within the corridors, regional, federal and state agencies; and in consultation with key stakeholders and the public in the corridors; and

WHEREAS, U.S. 30 and U.S. 26 are important parts of the state's transportation system and are identified as highways of statewide importance providing a critical link between Astoria and Portland, including the Linnton neighborhood and the Portland metropolitan area to the Oregon coast respectively; and

WHEREAS, the US 30 Corridor Plan has included improvements identified in the Linnton Neighborhood Transportation Plan that promote safe pedestrian access and transportation-efficient land use patterns; and

35837

WHEREAS, the U.S. 26 multi-modal Corridor Plan defines programs and priorities for management, maintenance and improvement of U.S. 26, the Westside Light Rail, transit services, and other elements of the transportation network within the corridor;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Portland hereby supports these Corridor Plans, urges their adoption by the OTC, and directs city staff to develop a Transportation System Plan that implements and refines the Corridor Plans, and be it further

RESOLVED that the ODOT work with the City of Portland Office of Transportation and the Linnton neighborhood to implement the bicycle, pedestrian, transit and vehicular circulation improvements identified in the Linnton Neighborhood Transportation Plan, and as referenced in Exhibits A and B and attached hereto.

Adopted by the Council, OCT 27 1999
Commissioner Charlie Hales
Gabe Onyeador
October 18, 1999

Barbara Clark
Auditor of the City of Portland
by *Burt Olson*
Deputy

Speeds on US Highway 30 in Linnton

February 11, 1998

Tom Wilson
9965 NW Wilark Avenue
Portland OR 97231



DEPARTMENT OF
TRANSPORTATION

Region 1

FILE CODE:
TRA

Subject: Speed zoning on US 30 / NW St. Helens Road in Linnton

This letter is in regard to your desire for a review of the feasibility of a lower posted speed on US 30 / NW St. Helens Road in the 5-lane (including center turn lane) section of highway in the vicinity of Linnton. You have expressed a desire to see the existing 45 MPH speed zoning reduced.

Probably the most predominant, recurring question concerns *desired speeds* (be they desired by local residents, city or county departmental personnel, police, or elected officials) versus *the actual, existing speeds found in the normal flow of traffic* through a given section of roadway.

The actual, measured speed of traffic through a specific section of road is expressed in engineering terms such as the *85% speed* (at which 85% of sample vehicles are traveling at or below), a standard engineering benchmark used in determining various speed zones that don't fall under statutory guidelines. Another important factor is *pace limits*, which is the 10 MPH range containing the largest number of sample vehicles (and % of total sample within that pace). These components relating to actual vehicle speeds are extremely important in determining a reasonable speed recommendation for a given section of road. The operative word here is *reasonable*.

If a measured 85% speed is more than 10 MPH above the requested (or desired) speed in a section of State highway within municipal city limits, State law normally *precludes granting the requested speed* in the absence of extraordinary mitigating circumstances. In other words, ODOT will normally *not* approve a posted speed that would be *more than 10 MPH below the measured 85% speed* on highway sections such as this. Approval of designated speeds *within* the 10 MPH range is subject to engineering judgment based on a number of factors including vehicle speeds, roadside culture, roadway characteristics and accident rate.

We do recognize the desire to lower traffic speeds through a given area. However, attempting to establish posted speeds below that which a majority of motorists travel at is normally not the solution to the perceived problem and may actually create a new, different set of problems due to a wider disparity of travel speeds. It also encourages a greater level of noncompliance and disrespect for all speed zones.



123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

50 (11-94)

For sections of State highway that are within city limits, a city must first *request* an investigation be performed on a section of highway. Cities usually will *not* request a speed zone investigation when they know that traffic is already traveling appreciably *above* the current posted speed (as is the case in Linnton).

In this region, a *preliminary investigation* generally involves an initial analysis of vehicle speeds (spot speed check) through the section in question, often with a check of recent accident rate history. If the 85% speed is found to be *more than 5 MPH above* the current posted speed, then nothing further can realistically be done at the present time with regard to *posted* speed. Appreciable *future* changes in roadway characteristics, roadside culture, etc. could possibly necessitate reevaluation *at that time*.

A preliminary survey involving a spot speed check in the section in question has been conducted. This check was taken on February 8 of this year at the signalized intersection of NW 107th Avenue at milepoint 8.30 (this signal includes pedestrian actuation for the crosswalk located here.) The check revealed an 85% speed of 53 MPH with 76% of sample vehicles *exceeding* the current posted speed. Pace limits came in at 45-54 MPH with 72% of sample vehicles within that pace. Given the speed patterns revealed by this latest survey, State law regarding speed zone implementation in incorporated areas of State highway would generally preclude establishing a 40 MPH zone in a section with 85% speeds of 53 MPH.

Additionally, accident rates (number of accidents per million vehicle miles) were checked in that portion of St. Helens Road / US 30 between the St. Johns Bridge and Portland west city limits in the vicinity of Linnton (a distance of 3.25 miles) for the years 1992 through 1996 (the latest full years available.) Beginning with 1992, these rates were (respectively) 0.63, 0.63, 0.55, 0.59, and 0.80 in 1996. This is compared with an overall State rate for this type of highway (primary urban non-freeway) of 3.63 in 1996. In other words, the accident rates have been low for this section of highway.

Thank you for taking the time to speak for your community by expressing these concerns regarding traffic safety issues. I have included with this correspondence several copies of a flyer published by the ODOT Traffic Management Section in Salem that further explain the processes involved in speed zoning throughout the State.


Murray N. Stone
Traffic Investigations Specialist

mns

Enclosures

cc: Bill Ciz, Traffic Unit Manager for ODOT Region 1
Fred Eberle, Sr. Planner for ODOT Region 1
KC Humphrey, Transp. Safety Advocate for ODOT Region 1
Kathy Conrad, ODOT Region 1 Community Affairs
Larry Christianson, ODOT Traffic Safety Section
Doug Thompson, Bureau of Traffic Management, City of Portland

Where We Go From Here

It has been the desire of the Land Use Committee to have the Plan in a form at the Neighborhood Level that would allow it to be a stand-alone document (not needing reference to other documents in order to understand its content). To create the proposed changes in zoning, the Linnton Neighborhood Plan will need to be adopted in some form by the Portland City Council. To be approved by Council, it will most likely be transformed into a document which does not restate items contained in other documents already approved by Council. It is suggested that a grant be obtained to fund any transformation of the Plan by a party other than the Bureau of Planning to ensure the plan submitted to Council reflects the agenda of the neighborhood instead of the agenda of the Planning Bureau.

Meanwhile, the document provides a resource for the neighborhood to assess future actions and to set priorities.

Adoptions

Adopted by the Linnton Land Use Committee, April 13, 2000.

Adopted by the Linnton Neighborhood Association, June 5, 2000