

# 1

## RECOMMENDED INDUSTRIAL MAPPING AND ANNEXATION REZONING

### FOR THE COLUMBIA CORRIDOR



### INDUSTRIAL/ENVIRONMENTAL MAPPING PROJECT

Bureau of Planning  
City of Portland, Oregon  
January 1989



## **PORTLAND CITY COUNCIL**

J. E. Bud Clark, Mayor  
Earl Blumenauer, Commissioner  
Dick Bogle, Commissioner  
Bob Koch, Commissioner  
Michael Lindberg, Commissioner

## **PORTLAND PLANNING COMMISSION**

Lawretta Morris, President  
Joe Angel, Vice President  
Martha Andrews  
Dick Cooley  
Betsy Lindsay  
Sandra Lowe  
Beverly Moffatt  
Steven Pfeiffer  
Warren Rosenfeld

**RECOMMENDED INDUSTRIAL MAPPING  
AND ANNEXATION REZONING  
FOR THE  
COLUMBIA CORRIDOR**

**INDUSTRIAL/ENVIRONMENTAL  
MAPPING PROJECT**

**BUREAU OF PLANNING**

Earl Blumenauer, Commissioner-In-Charge  
Norman A. Abbott, AICP, Planning Director  
Michael Harrison, AICP, Chief Planner

**PROJECT STAFF**

Robert H. Glascock, AICP, City Planner II  
Duncan Brown, City Planner III  
Geoff Sauncy, Graphics Illustrator I  
Robert Reichers, Word Processing Operator I

January 1989



## TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	1
A. Overview of Columbia Corridor Documents	1
B. Document 1: Industrial Mapping and Annexation Rezoning	1
C. Formulation of Industrial Regulations	3
D. Application of New Zones to the Zoning Map	3
E. Relationship between Industrial and Environmental Regulations	4
F. Public Review Process	4
II. SUMMARY OF RECOMMENDATIONS	6
III. BACKGROUND / FACTS	6
A. General Information	7
B. Study Area Description	7
C. Existing City Comprehensive Plan Designations and Zones	10
D. Existing County Comprehensive Plan Designations and Zones	10
E. Proposed City Comprehensive Plan Designations and Zones	11
F. Service Considerations	11
IV. POLICY CONSIDERATIONS AND FINDINGS	12
A. Comparison of Existing City and County Industrial Zones and New City Industrial Zones	12
B. Comparison of Portland and Multnomah County Zones	15
C. Portland Comprehensive Plan Goals and Policies	18
D. Multnomah County Community Plans	27
E. Oregon Statewide Land Use Planning Goals and Policies	30
V. RECOMMENDATIONS BY SUBAREA	33
A. Rivergate - Terminal 4	33
B. West Columbia	40
C. Central Columbia	46
D. South Shore	54
E. Hayden / Tomahawk Islands	60
APPENDICES	
A. Industrial Zones (Chapter 33.455)	
B. B Buffer Zone (Chapter 33.58)	
C. General Activity Categories (Chapter 33.111)	

## LIST OF MAPS

Page  
8

MAP 1	Columbia Corridor Location Map / Subareas Map	8
MAP 2	Annexation Rezoning Areas and Overlapping Community Plan Areas	29
MAP 3	Rivergate - Terminal 4 -- Existing Zoning	36
MAP 4	Rivergate - Terminal 4 -- Street Classifications	37
MAP 5	Rivergate - Terminal 4 -- Proposed Zoning	38
MAP 6	Rivergate - Terminal 4 -- Rezoning Notes	39
MAP 7	West Columbia -- Existing Zoning	42
MAP 8	West Columbia -- Street Classifications	44
MAP 9	West Columbia -- Proposed Zoning	43
MAP 10	West Columbia -- Rezoning Notes	45
MAP 11	Central Columbia -- Existing Zoning	50
MAP 12	Central Columbia -- Street Classifications	51
MAP 13	Central Columbia-- Proposed Zoning	52
MAP 14	Central Columbia -- Rezoning Notes	53
MAP 15	Columbia South Shore --Adopted Zoning (April 1987)	56
MAP 16	Columbia South Shore --Streets Classifications	57
MAP 17	Columbia South Shore--Proposed Zoning	58
MAP 18	Columbia South Shore--Rezoning Notes	59
MAP 19	Hayden/Tomahawk Islands -- Existing Zoning	62
MAP 20	Hayden/Tomahawk Islands -- Street Classifications	63
MAP 21	Hayden/Tomahawk Islands -- Proposed Zoning	64

## LIST OF TABLES

		<u>Page</u>
TABLE 1	Industrial Zone Comparisons of Existing Zones	13
TABLE 2	Industrial Zone Comparisons of New Zones	14
TABLE 3	Portland / Multnomah County Plan Map Designation and Zone Conversion Chart (selected zones)	16





# **RECOMMENDED INDUSTRIAL MAPPING AND ANNEXATION REZONING FOR THE COLUMBIA CORRIDOR**

## **I. INTRODUCTION**

### **A. Overview of Columbia Corridor Documents**

This is the first of four documents produced on Columbia Corridor for the Industrial/Environmental Mapping Project. Collectively, the four documents contain recommendations of the Portland City Planning Commission for updating Comprehensive Plan Map designations and zones in the Columbia Corridor Study Area. The numbered sequence, title and purpose of the four documents follow:

1. Recommended Industrial Mapping and Annexation Rezoning for the Columbia Corridor, January 1989. This document contains the Planning Commission recommendations for converting old City industrial Comprehensive Plan Map designations and zones to new City industrial Plan designations and zones, and applying City Plan designations and zones to certain annexed properties.
2. Inventory and Analysis of Wetlands, Water Bodies, and Wildlife Habitat Areas, January 1989. This document provides the inventory, analysis, and proposal for protection of significant natural resources.
3. Recommended Mapping for the Columbia Corridor, January 1989. This document provides detailed existing and recommended zoning from Documents 1 and 2. The zoning designations appear on quarter section and full section Multnomah County Assessor's Maps.
4. Appendix to the Inventory and Analysis of Wetlands, Water Bodies, and Wildlife Habitat Areas, January 1989. This document contains information that may be of benefit to more clearly understand the purpose and process of the natural resources portion of the project.

The combined recommendations provide certainty to property owners and protection to significant natural resources. Copies of the other documents are available upon request to the Bureau of Planning at 796-7700.

### **B. Document 1: Industrial Mapping and Annexation Rezoning**

The industrial mapping element of this proposal carries out the first phase of the Zoning Code Rewrite Project. The Zoning Code Rewrite Project will

result in a complete overhaul of the City's zoning code. The first phase of this project created new industrial zoning regulations.

Within the Columbia Corridor Study Area, this document proposes the following actions:

1. Convert old City industrial Comprehensive Plan designations and zones to the new City industrial Plan designations and zones;
2. Replace nonresidential and noncommercial applications of the M3, Light Manufacturing, zone;
3. Apply the new industrial buffer overlay zone to locations where industrial and residential zones abut and there is inadequate separation; and
4. Apply City Plan designations and zoning to County-zoned properties annexed to the City before June 15, 1988.

Aside from the application of new City environmental overlay zones, this project will not alter the map pattern of overlay zones. Annexed properties will have some minor change in overlay zones due to differences between County and City map symbols. The recreational trail designation will be extended into annexed areas consistent with the 40 Mile Loop Plan and relevant community plans. These changes and additions do not represent a shift or change in policy.

The new industrial zoning provisions were adopted by the Portland City Council in July 1985. In early 1986, the new industrial Comprehensive Plan designations and zones were applied to six inner industrial areas. This first map application involved the industrial areas of Albina, Brooklyn, Central Eastside, Guild's Lake-Linnton, Northwest, and Swan Island-Mock's Landing. In April 1987, the Columbia South Shore subarea of Columbia Corridor received the new Plan Map designations and zones through the same legislative public review process.

The City of Portland has revised its industrial zones to foster economic development by providing more flexibility and certainty to new, relocating, and expanding industrial firms. At the same time, residential and commercial areas will be protected by ensuring that nearby industry is compatible.

The Zoning Code Rewrite Project will eliminate the M3 zone. Either industrial or commercial, or possibly residential, zoning will replace M3 zoning. Any M3 map applications in the study area retained through this project will be rezoned as part of the later commercial and residential zone mapping project, which will follow Council approval of the new zoning code.

This document is organized as follows: Chapter I provides a brief history of the industrial zoning regulations. Chapter II presents the staff recommendation. Chapters III and IV cover relevant background and policy considerations. Chapter V describes existing and recommended zoning for each of five subareas of the corridor to receive industrial zoning or annexation rezoning.

### **C. Formulation of Industrial Zoning Regulations**

Three major changes to industrial zoning regulations affect how they are applied in industrial areas outside the Central City. First, two new Comprehensive Plan Map designations and three new zones were created. Specifically, a new Industrial Sanctuary designation consolidated the previous Heavy Manufacturing and General Manufacturing designations. A new designation, Mixed Employment, was established to encourage a wide variety of employment opportunities. The new zones are Heavy Industrial (HI), General Industrial (GI), and General Employment (GE). The HI and GI zones are comparable to the old M1 and M2 zones, respectively. The GE zone permits industrial and commercial activities but limits new housing.

Second, the GI and GE zones each contain two sets of site development regulations for application to both older, developed areas and to new, less developed areas. The appropriate site development notation appears after the base zone notation on recommended zoning maps. For instance, GI-1 was tailored to already developed areas such as Albina and Central Eastside. GI-2 was tailored to less developed areas such as Columbia South Shore and Mock's Landing. Since most of Columbia Corridor has large parcels and is still developing, the GI-2 and GE-2 zones and standards are more appropriate.

A third change was to establish buffer regulations where industrial and residential activities abut one another and where natural or manmade features do not provide adequate separation of uses.

In conjunction with the Columbia South Shore rezoning effort, an amendment to the GE-2 zone placed a floor area Ratio (FAR) of 0.45 to 1 on commercial development. The amendment limits new building development to forty five square feet for each hundred square feet of site area. This amendment is intended to limit building intensity to levels that will not overload the transportation system and other public facilities and services. Other jurisdictions in the metro area have similar FAR limits in zones allowing commercial activities.

### **D. Application of the New Zones to the Zoning Map**

Five steps have been taken in preparing the recommended zoning maps. First, study area boundaries have been determined by including all M1 and M2 zoned properties as well as adjacent properties with established industrial activities. This project is not intended to significantly change the

amount of land zoned for industry. Commercial and residential areas will not be recommended for industrial expansion as a part of this project.

The second step has been to prepare brief profiles of each industrial study area. Each profile contains an analysis of the following items: physical layout of blocks, lots, structures and streets; placement of parking and loading, landscaping and signs; breakdown of industrial and nonindustrial activities; and existing planning and zoning regulations. The analysis includes both text and maps.

Third, the most comparable recommended Plan Map designation and zone has been evaluated for suitability to each property. In most cases, the existing planning and zoning patterns are retained. Where the pattern is recommended for change, properties are shaded on the recommended zoning maps. Rezoning notes explain the rationale for the change.

Fourth, the recreational trail designation on the Comprehensive Plan Map and Zoning Map is updated in accordance with the 40-Mile Loop Plan.

The final step in mapping is to apply relevant overlay zones. The Buffer (B) overlay is applied in five locations where industrial and residential zones abut and there is inadequate separation. The Site Review, Noise Impact, Aircraft Landing and Signboard Control overlay zones are applied to annexed properties. No changes are recommended for the Willamette Greenway overlay zones. In Document 2 of this project, the Environmental Conservation (EC) and Environmental Natural (EN) overlay zones are applied to sensitive natural and habitat areas, and will allow removal of the Water Features designation and the interim Significant Environmental Concern (SEC) overlay zone.

#### **E. Relationship Between Industrial and Environmental Regulations**

During the planning process to rezone the South Shore subarea, it became clear that industrial and environmental regulations work hand in hand. Development is encouraged to locate outside significant wetlands, water bodies and wildlife habitat areas. Public review of base industrial zones and the environmental overlay zones for the remainder of Columbia Corridor will take place concurrently to provide certainty to property owners and protection of significant environmental resources.

#### **F. Public Review Process**

In August 1986, the Bureau of Planning distributed a discussion draft of the industrial mapping element of this project. Reports were sent to affected industrial and business groups, neighborhood associations, interested persons, and governmental agencies. At the request of the Portland Development Commission and the Columbia Corridor Association, staff focused attention exclusively on the South Shore subarea.

A detailed South Shore rezoning proposal was taken through an extensive

public review process in winter 1986, and resulted in City Council adoption of industrial and interim environmental mapping in April 1987. In the following year, planning staff assisted other City bureaus in preparing measures to implement the Water Quality Protection Plan. This plan calls for prohibiting or restricting certain land uses found to pose a high risk of contaminating surface and groundwater resources underlying the South Shore. In June 1988, the Columbia South Shore Plan District was amended to provide water quality protections. Also in June 1988, new environmental regulations were adopted, making it possible to map new environmental overlay zones.

In August 1988, staff was directed to apply new industrial and environmental regulations concurrently throughout Columbia Corridor, and to rezone the annexed Hayden/Tomahawk Islands as part of this planning process.

Interested persons, development and business organizations, and relevant agencies were consulted prior to Planning Commission hearings of November and December 1988. In September 1988, approximately 400 interested persons were sent a letter announcing that a four-volume public review draft was available, and that comments received by October 12, 1988 would be considered for inclusion into the proposal to be reviewed by the Portland City Planning Commission. The purpose of the public review draft was to identify any additional issues that the Bureau of Planning should consider before completing its recommendations to the Planning Commission.

Official notices of the Planning Commission public hearing of November 15, 1988 were sent to affected property owners and persons who had requested public review documents. Each notice described the industrial/annexation rezoning/environmental components and identified comparable new base zones for industrial and annexed properties. The notice also contained a proposed zoning map for the relevant subarea, showing any noncomparable zoning.

Written testimony was accepted through November 22, 1988, and is published under separate cover. Planning staff provided a written analysis of requested amendments. On December 13, 1988, the Planning Commission took action on the industrial/annexation rezoning element. On December 20, 1988, the commission took action on the environmental overlay zone element.

This document represents the Planning Commission recommendations to the Portland City Council for final hearings and action. City Council hearings are scheduled in March 1989.

## II. SUMMARY OF RECOMMENDATIONS

That the City Council apply Comprehensive Plan Map designations and zones in the Columbia Corridor Study Area as shown in Document 3: Recommended Mapping for the Columbia Corridor, January 1989. The base zoning and annexation rezoning recommendation is summarized (by subarea) on Maps 5, 9, 13, 17 and 21 of this report.

### **III. BACKGROUND / FACTS**

This chapter describes the physical characteristics of the study area, a comparison of old City industrial zones and new City industrial zones, and a comparison of annexed County zones and City zones. This information was taken into account in formulating project recommendations.

#### **A. General Information**

The study was initiated by the Portland Bureau of Planning for review by the Planning Commission and action by City Council. The Columbia Corridor area includes properties represented by the Columbia Corridor Association, Cully Association of Neighbors, East Columbia Neighborhood Association, Parkrose Community Group, and Kelley Point Industrial Association. These groups and adjacent neighborhood and business groups will be notified throughout the planning process.

The annexations requiring rezoning within the Columbia Corridor area, as defined in this study, were completed between March 1985 and March 1987. The last two annexations occurred on Hayden/Tomahawk Islands. Any annexations that take place after June 15, 1988 will receive City zoning using the adopted Portland/Multnomah County Comprehensive Plan Map Designation and Zone Conversion Chart. The existing zoning maps of this report (Maps 3, 7, 11, 15 and 19) show annexed properties to be rezoned at this time and other properties that remain in Multnomah County. The remaining unincorporated county properties will be rezoned using the adopted conversion chart upon the effective date of annexation.

#### **B. Study Area Description**

The Columbia Corridor study area extends from the Willamette River to 185th Avenue, generally north of Columbia Boulevard and Sandy Boulevard (See Map 1). The annexed eastern end of Hayden/Tomahawk Islands is included as a subarea of the corridor. Adjacent industrial areas include St. Johns waterfront and the Gresham section of the greater Columbia Corridor. The St. Johns Waterfront Industrial Area will be discussed in a separate report.

For ease of analysis and discussion, the corridor is divided into five subareas. These subareas are Rivergate - Terminal 4, West Columbia, Central Columbia, South Shore, and Hayden/Tomahawk Islands (See Map 1). The Rivergate - Terminal 4 subarea includes two Port of Portland industrial parks and their vicinity at the confluence of the Willamette and Columbia Rivers. The West Columbia subarea stretches from North Portland Road to the Peninsula Slough. The Central Columbia subarea extends from the Peninsula Slough to NE 82nd Avenue. The South Shore subarea extends from NE 82nd Avenue to NE 185th Avenue. The Hayden/Tomahawk Islands subarea runs east from and includes Jantzen Beach Center. A discussion of each subarea is presented in Chapter V of this report.









The Columbia Corridor is the largest and most diverse industrial area in the City of Portland. Clusters of distribution, large equipment sales, industrial products and services, and transportation activities occur throughout the study area. Redevelopment opportunities exist throughout the corridor. Development of vacant industrial land generally requires some improvements, such as fill, extension of sewer and water services, or improved traffic circulation.

By acreage, open space and recreational activities are the major nonindustrial activities. Commercial activities are locating near regional transportation facilities, and include a regional shopping center on Hayden Island. Residential activities include a mixed density residential area on Hayden/Tomahawk Islands, a mobile home park complex at N. Vancouver Way near Gertz Road, and isolated pockets of single-family residences north of Columbia Boulevard.

The Delta Park complex and the East Columbia Neighborhood are excluded from the industrial mapping project since no industrial zoning or annexed county zoning exists in either area. These areas are, however, covered by the environmental mapping project.

In the last five years, the majority of unincorporated Multnomah County located in the study area has been annexed into the City of Portland. The 1400-acre South Shore annexation in December 1983 extended the eastern City limits to 185th Avenue. Six sections of the corridor remain outside City limits, including West Hayden Island, Oregon Steel Mill, parts of Smith and Bybee Lakes, and the County boat ramp.

The corridor excluding Hayden/Tomahawk Islands, covers approximately 14,000 acres. Industrial activities account for about 3500 acres. Older manufacturing plants are typically located along Columbia Boulevard west of Interstate 5. Industrial product sales and service facilities have located primarily in the central section. Distribution and transportation facilities have located close to Portland International Airport and Interstates 5 and 205. Water-related industries are situated along the Willamette River and on the Portland Harbor.

Nonindustrial activities are estimated to occupy the following areas: 400 acres of commercial, 300 acres of residential, and 5,400 acres of institutional. The institutional category consists primarily of the airport, active recreation activities (golf courses, golf driving ranges, and boat marinas) and passive open areas (parks, ball fields, recreational trails, cemeteries, and boat launching areas).

The remaining 4,400 acres are vacant industrial land and water features. Almost half of this acreage is assembled in parcels of 30 acres or larger. The greater Columbia Corridor (including Gresham) therefore has the largest inventory of large vacant industrial parcels among the region's industrial corridors. However, a majority of these parcels are currently constrained from immediate development due to service deficiencies or locations within the floodplain.

### **C. Existing City Comprehensive Plan Designations and Zones**

The following list shows existing Portland Comprehensive Plan designations and zones within the Columbia Corridor:

#### Base Zones

FF	Farm and Forest (1 unit / 2 acres of site area)
R20	Limited Single-Family (1 unit / 20,000 sq.ft. of site area)
R10	Low Density Single-Family (1 unit / 10,000 sq. ft. of site area)
R5	High Density Single-Family (1 unit / 5,000 sq. ft. of site area)
M3	Light Manufacturing
M2	General Manufacturing (Industrial Sanctuary Plan designation)
GI-2	General Industrial (Industrial Sanctuary Plan designation)
M1	Heavy Manufacturing (Industrial Sanctuary Plan designation)
HI	Heavy Industrial (Industrial Sanctuary Plan designation)

#### Overlay Zones

B	Buffer
L	Aircraft Landing
N	Noise Impact
S	Signboard Control

#### Other

OS	Open Space Comprehensive Plan Map Designation
★★★	Recreational Trail Designation

### **D. Existing County Comprehensive Plan Designations and Zones**

The following list shows existing Multnomah County Comprehensive Plan designations and zones on properties annexed prior to June 15, 1988 within the Columbia Corridor:

#### Base Zones

F-2	Agricultural (1 unit dependent upon location, services, soil type and use capability factors)
UF-20	Urban Future (1 unit / 20 acres)
UF-10	Urban Future (1 unit / 10 acres)
LR-40	Urban Low Density Residential (1 unit / 40,000 sq. ft. of site area)
LR-7	Urban Low Density Residential (1 unit / 7,000 sq. ft. of site area)
MR-4	Urban Medium Density Residential (1 unit / 4,000 sq. ft. of site area)
MR-3	Urban Medium-Density Residential (1 unit / 3,000 sq. ft. of site area)
HR-2	Urban High-Density Residential (1 unit / 2,000 sq. ft. of site area)
HR-1	Urban High-Density Residential (1 unit / 1,000 sq. ft. of site area)
NC	Neighborhood Commercial
GC	General Commercial
LM	Light Manufacturing
GM	General Manufacturing

### Overlay Zones

CS	Community Service
PD	Planned Development
FW	Flood Way
SEC	Significant Environmental Concern

### **E. Recommended City Comprehensive Plan Designations and Zones**

The following list shows recommended Portland Comprehensive Plan designations and zones within the Columbia Corridor:

### Base Zones

FF	Farm and Forest (1 unit / 2 acres of site area)
R20	Limited Single-Family (1 unit / 20,000 sq.ft. of site area)
R10	Low Density Single-Family (1 unit / 10,000 sq. ft. of site area)
R5	High Density Single-Family (1 unit / 5,000 sq. ft. of site area)
M3	Light Manufacturing
GI-2	General Industrial (Industrial Sanctuary Plan designation)
HI	Heavy Industrial (Industrial Sanctuary Plan designation)
GE-2	General Employment (Mixed Employment Plan designation)

### Overlay Zones

B	Buffer
L	Aircraft Landing
N	Noise Impact
S	Signboard Control

### Other

OS	Open Space Comprehensive Plan Map Designation
★★★	Recreational Trail Designation

Specific zoning code language for the new industrial zones is found in Appendix A of this report. Zoning code language for the B Buffer overlay zone is found in Appendix B.

### **F. Service Considerations**

This recommended application of new Comprehensive Plan designations and zones as well as application of City Plan designations and zones to annexed properties have been evaluated for possible public service deficiencies. In particular, comments on street, sanitary and stormwater and parks have been solicited.

The Bureaus of Environmental Services and Parks find no significant service deficiencies would be created by this proposal. The Portland Office of Transportation generally supports the recommendations. However, Transportation Planning expressed concern that the existing street system could not handle the commercial development potential of the recommended GE-2 zoning for annexed properties located between NE 82nd

and Colwood Golf Course. That office had supported the Planning Bureau proposal to apply comparable General Industrial zoning with the Mixed Employment Comprehensive Plan designation. The GI-2 (ME) zoning would have provided an orderly procedure for determining adequacy of services for the potential buildout of commercial activities allowed in the GE-2 zone.

Street classification maps for each subarea are found in Chapter V.

#### **IV. POLICY CONSIDERATIONS AND FINDINGS**

This chapter compares Portland and Multnomah County zones, describes general zoning patterns, discusses compliance of this proposal with the State-acknowledged City of Portland Comprehensive Plan and two Multnomah County Community Plans that relate to annexed areas of Columbia Corridor. The City Comprehensive Plan is the primary land use guide for the City of Portland. The community plans address specific circumstances, issues, and needs of each community.

##### **A. Comparison of Existing City and County Industrial Zones and New City Industrial Zones**

A comparison of permitted uses, conditional uses and prohibited uses for the primary existing zones is shown on Table 1. Generally, the M1, M2, GM and LM zones allow a broad range of industrial activities and require conditional use approval of office and retail activities. The M3 and M2\* zones allow some industrial, commercial and residential activities. The County GC and NC zones allow most commercial and residential activities. The F-2, LR-40, UF-20 and UF-10 zones allow only low density residential activities.

Regulations governing the new industrial zones are referenced in Chapter 33.455 of the zoning code. Chapter 33.455 are found in Appendix A of this report.

**TABLE 1 INDUSTRIAL ZONE COMPARISONS OF EXISTING ZONES**

<u>ZONE &amp; USE</u>	<u>APPROVAL TYPE</u>	<u>NOTES</u>
<u>M2 (Being Phased Out)</u>		
General Industrial	Y	No restrictions of height or FAR
Light Industrial	Y	
Vehicle Service	Y	
Commercial & Office	CU	
Retail	CU	
Residential		
<u>M2* (Being Phased Out)</u>		
General Industrial	Y	All uses: a. No limits on height or FAR b. Nonresidential uses must provide a landscaped buffer if adjacent to residential use or zoned area.
Light Industrial	Y	
Vehicle Service	Y	
Commercial & Office	Y	
Retail	Y	
Residential	Y	
<u>M3 (Being Phased Out)</u>		
General Industrial	N	All uses: a. Enclosed Within a Building b. Maximum Height is 45 ft c. Maximum FAR is 3:1
Light Industrial	Y	
Vehicle Services	Y	
Commercial & Office	Y	
Retail	Y	
Residential	Y	
<u>GM, LM (County Zones/Being Converted to City Zones)</u>		
General Industrial	Y	All uses: a. Design Review Required b. Maximum Height is 4 Stories or 50 Feet c. Review for Consistency with Community Plans
Light Industrial	Y	
Vehicle Service	Y	
Support Com./Headquarters	Y	
General Office	Y/CU	
Retail	Y/CU	

Y = Allowed Outright; N = Not Allowed; CU = Conditional Use

The three primary zones proposed for application in Columbia Corridor are the HI, Heavy Industrial, zone, the GI-2, General Industrial, zone and the GE-2, General Employment, zone. The HI and GI-2 zones allow a broad range of industrial activities and limited commercial activities. The GE-2 zone allows the same range of industrial activities and a broad range of commercial activities. All zones restrict the development of new residential uses. A comparison of reviews by use for the HI, GI-2 and GE-2 zones is found on Table 2.

**TABLE 2 INDUSTRIAL ZONE COMPARISONS OF NEW ZONES**

<u>ZONE &amp; USE</u>	<u>APPROVAL TYPE</u>	<u>NOTES</u>
<u>HI, GI-2 (New City Zones)<sup>1</sup></u>		
General Industrial	Y	No restrictions on height or FAR (all uses)
Light Industrial	Y	
Vehicle Service	Y	
Limited Commercial/ Office/Retail	Y	Up to 4 uses per site, each 3,000 sq. ft. or less
Other Commercial/ Office/Retail	CU	Over 4 uses per site or over 3,000 sq. ft. per use Limited commercial FAR buildout
<u>GE-2 (New City Zone)</u>		
General Industrial	Y	Transportation plan required for commercial/office/retail developments over 100,000 sq. ft.
Light Industrial	Y	
Vehicle Service	Y	
Commercial & Office Retail	Y Y	Office is limited to 0.45 to 1 FAR; other uses have no height or FAR

---

Y = Allowed Outright; N = Not Allowed; CU = Conditional Use

<sup>1</sup>The HI and GI Zones allow the full range of industrial uses including manufacturing, warehousing wholesaling, business and industrial parks, and small commercial uses. Industrial park provisions allow up to 35 percent of the floor area to be in office and commercial uses. Larger office/commercial development must go through a conditional use. Throughout the industrial code writing process, GI-2 was written for South Shore, Columbia Corridor generally, and other similar areas.



## **B. Comparison of Portland and Multnomah County Zones**

Portland is required to replace existing Multnomah County zoning with City zoning and Comprehensive Plan Map designations on properties following annexation. Until the zoning conversion process is completed, annexed properties continue to be subject to County land use plans and zoning regulations as administered by the City of Portland.

The Urban Planning Area Agreement, signed by the City and County in 1979, provides the framework for the orderly transition of annexed properties between the two jurisdictions. Land use planning continuity is accomplished by the replacement of existing County zoning with comparable or closest equivalent Portland zones. It is the intent of City Council to adhere to the concept of comparable zoning and to keep to the intent of the original agreement with the community groups.

The Urban Planning Area Agreement further states that, upon making findings based on the Comprehensive Plan goals and policies and the policies of the applicable Community Plan, the City may assign noncomparable zoning to annexed parcels. Assignment of noncomparable zoning may occur when errors have been found within the existing Multnomah County zoning designations or when circumstances have changed so significantly that a change is warranted. In most cases, changes in circumstances should be handled through the quasi-judicial rather than legislative processes so that the site specific issues such as access, increased intensity, need and adequacy of services can be addressed in the context of a prospective development proposal.

In June 1988, the City Council adopted the Portland / Multnomah County Plan Map Designation and Zone Conversion Chart. The conversion chart assigns Portland Comprehensive Plan designations and zones for application to all Multnomah County properties annexed to Portland after June 15, 1988. For these properties, the application will take effect upon the effective date of annexation to the City. Most zones will be converted automatically. The only exceptions are the transitional Urban Future (UF) zones. Parcels zoned County Urban Future will receive City designations and zones through quasi-judicial procedures initiated by the Director of the Bureau of Planning.

While the conversion chart process does not formally apply to this legislative rezoning process, it does identify the most comparable Plan designations and zones between County and City zones. This proposal uses the conversion chart to assign comparable City zoning to properties annexed before June 15, 1988.

The City / County conversion chart for zones relevant to the Columbia Corridor are found in Table 3 of this report.

**TABLE 3 PORTLAND/MULTNOMAH COUNTY PLAN MAP  
DESIGNATION AND ZONE CONVERSION CHART  
(Selected zones for Columbia Corridor)**

**BASE ZONE CONVERSION**

<u>Multnomah County Zone</u>	<u>Portland Zone and Comprehensive Plan Designation</u>
F-2, LR-40	FF, Farm and Forest
UF-20, UF-10	(no direct conversion/substantive rezoning)
LR-7	R7, Medium-Density Single Family Residential
MR-4	R3, Medium-Density Residential
HR-2	R2, Low Density Multi-Family Residential
HR-1	R1, Medium-Density Multi-Family Residential
GC, NC	C2, General Commercial
GM, LM	GI-2, General Industrial

**OVERLAY ZONE CONVERSION**

<u>Multnomah County</u>	<u>Portland</u>
Design Review	sr, Site Review
SEC, Significant Environmental Concern	ec, Environmental Concern, or en, Environmental Natural
NI, Noise Impact	n, Noise
PD, Planned Development	(not mapped; continues as approved PD)
CS, Community Service	if open space, then OS; otherwise corresponding Comprehensive Plan designation will be applied
FW, Floodway	(no conversion; enforced by Bureau of Buildings )

Annexed properties will receive the Site Review overlay zone to continue the county's administrative Design Review required for all industrial and commercial developments and most residential developments. The L and N overlay zones are applied in the vicinity of the airport to avoid conflicts between air traffic and land uses. The L zone limits the height of structures and objects of natural growth. The N zone is intended to ensure compatible land uses and mitigate the potential impact of airport noise within the area. New residential uses are restricted.

The Planned Development (PD) overlay zone has counterparts in the City zoning system with industrial parks and residential planned unit developments. The City industrial parks and residential planned unit developments are not shown on City zoning maps, but are assigned case numbers. The special uses allowed through the county Community Service (CS) overlay zone are defined in the City's General Activity Categories Chapter and assigned a review type for each new zone.

## **C. Portland Comprehensive Plan Goals and Policies**

The primary land use planning tool for the City of Portland is its state-acknowledged Comprehensive Plan. The Comprehensive Plan satisfies legal requirements that jurisdictions prepare plans which conform with statewide goals and guidelines. The purpose of the Plan is to provide a coordinated set of guidelines for decision making to guide the future growth and development of the City.

The Comprehensive Plan was adopted by City Council in 1980, and became effective on January 1, 1981. It consists of a set of land use and public facilities goals and policies and is accompanied by a Plan Map. The Plan Map applies the Plan Goals and Policies to specific locations. The Plan Map identifies the long-term maximum intensity of zoning to be permitted on a given parcel.

The City of Portland Comprehensive Plan consists of 11 goals. The proposal primarily addresses City Comprehensive Plan Goal 2, Urban Development, and Goal 5, Economic Development. The proposal affects five other goals to some extent. An analysis of each goal and set of relevant policies follows:

### **GOAL 1: METROPOLITAN COORDINATION**

**The Comprehensive Plan shall be coordinated with Federal and State law and support regional goals, objectives and plans adopted by the Columbia Region Association of Governments and its successor, the Metropolitan Service District, to promote a regional planning framework.**

#### **1.2 Urban Planning Area Boundary**

Comment: The annexation zoning conversion of Hayden/Tomahawk Islands and other annexed properties within the Columbia South Shore Study Area is consistent with the intent of the Multnomah/Portland Area Planning Agreement by assigning land use designations within the category of land use assigned by the County, except where legally sufficient reasons dictate otherwise and only after full public notification and hearings. In cases where noncomparable zoning or Comprehensive Plan designations are recommended, the reasons for such recommendations are explained in Chapter V of this report.

### **GOAL 2: URBAN DEVELOPMENT**

**Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.**

## 2.2 Urban Diversity

Comment: The recommendations for zoning conversion of Hayden/Tomahawk Islands will allow for diversity of living environments within the City boundary through retention of multi-family zoning and classification of houseboats approved through Multnomah County Planned Developments as approved conditional uses. The application of new industrial zones will maintain a broad range of employment opportunities and apply site development standards that will enhance the appearance of development.

## 2.3, Annexation 2.4, Urban Lands

Comment: The Columbia Corridor includes annexed areas and areas that are planned for annexation. This project proposes City zoning for areas annexed before June 15, 1988. Areas not yet annexed will receive City Plan designations and zones following annexation consistent with the Portland/Multnomah County Comprehensive Plan Map Designation and Zone Conversion Chart. This zoning conversion process will provide a smooth transition from county zoning regulations to City zoning regulations consistent with the intent of Policies 2.3 and 2.4.

## 2.6 Open Space

Comment: This policy calls for the preservation of parks, golf courses, trails, and cemeteries for recreation and visual relief from surrounding development. The policy also provides for the extension of the 40-Mile Loop. The study area includes Smith and Bybee Lakes, Delta Parks, golf courses, cemeteries and segments of the 40-Mile Loop. The Open Space Plan designation will be applied to Colwood Golf Course, two cemeteries, and sections of the Columbia River waterfront that are in public ownership (excluding Rivergate industrial area).

The Recreational Trail designation is applied to the Interstate 5 Bridge (See Map 21). The Interstate 5 Bridge is designated as a bicycle route in the Multnomah County Comprehensive Framework Plan. The recreational trail designation should also be considered for application on annexed Hayden/Tomahawk Islands as part of the reformatting of the Hayden Island Policy Plan. The Hayden Island Policy Plan was adopted by Multnomah County in 1979 and will be reformatted into a City neighborhood plan after West Hayden is annexed into the City.

## 2.11 Commercial Centers

Comment: The proposal reinforces the established commercial centers within the Columbia Corridor area by focusing commercial zoning at these locations. Established commercial centers within the study area include Jantzen Beach Center and Hayden Meadows. Nearby commercial centers include Parkrose Business District, St. Johns Business District and

Gateway.

#### 2.14 Industrial Sanctuaries

Comment: The proposal encourages the growth of industrial activities in the City by applying the new Industrial Sanctuary Plan Map designation and associated HI and GI Zones. These new industrial zones allow a broad range of industrial activities and limit nonindustrial activities.

#### 2.18 Utilization of Vacant Land

Comment: The zoning pattern recommended in the Columbia Corridor area take advantage of vacant land by allowing infill development in already developed areas and creating opportunities for isolated nonindustrial properties to transition to industrial use.

#### 2.20 Mixed Use

Comment: The proposal applies the GE-2 zone, General Employment, to areas that provide effective buffering between industrial and residential areas, have a high level of public facilities, and are suited for mixed use nodes or centers.

#### 2.21 Buffering

Comment: The Buffer zone is required where upzoning occurs adjacent or across from local residential streets. The Buffer zone will be imposed in five locations in the Columbia Corridor area where it is important to protect adjacent single or multi-family areas from industrial activities that either already exist or will be allowed to develop under the base zone regulations.

### GOAL 3: NEIGHBORHOODS

**Preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.**

#### 3.6 Neighborhood Plan

Comment: The Cully/Parkrose Community Plan was reformatted and adopted by City Council in 1986. The Hayden Island Policy Plan will be reformatted into a City neighborhood plan. This planning work will be coordinated with the expected annexation of West Hayden Island.

### GOAL 4: HOUSING

**Provide for a diversity in the type, density and location of housing within the City consistent with the adopted City Housing Policy in order to provide an**

**adequate supply of safe, sanitary housing at price and rent levels appropriate to the varied financial capabilities of City residents.**

Comment: The proposal retains the zoning pattern and densities for residential areas of Hayden/Tomahawk Islands and East Columbia neighborhood.

## **GOAL 5: ECONOMIC DEVELOPMENT**

**Increase the quantity and quality of job opportunities through the creation of an environment which promotes and supports business and industry and attracts new investment.**

### **General**

#### **5.2 Economic Environment**

Comment: This proposal retains the overall pattern of industrial and commercial zoning located close to adequate transportation services.

#### **5.6 Special Opportunities**

Comment: The Bureau of Planning coordinates with the Portland Development Commission and other City bureaus in the Columbia Corridor area. The Planning Bureau is an active participant on the Columbia South Shore City Bureau Committee, involving the committee in a planning process to apply new industrial zoning and water quality amendments for the South Shore subarea.

#### **5.12 Environment, Energy and Transportation**

Comment: The combined industrial / environmental mapping proposal for Columbia Corridor promotes business and industrial development consistent with a good environment and wise use of resources. The Public Facilities Master Plan Project is a related Planning Bureau project that identifies infrastructure construction improvements for service deficient sections of Columbia Corridor.

### **Commercial Areas**

#### **5.13 Area Character and Identity**

#### **5.14 Land Use**

#### **5.15 Transportation**

Comment: The recommendation for new Comprehensive Plan designations and zones west of NE 82nd Avenue promotes the concentration of commercial activities at three locations: Jantzen Beach Shopping Center, Hayden Meadows, and 80th and Columbia Boulevard. While the first two areas are situated along Interstate 5, each is assigned a zone that is tailored to its character and surroundings. Jantzen Beach Center retains general commercial zoning due to the proximity of residential development on the islands. Hayden Meadows receives the GE-2 zone since

industrial development and related truck traffic are in the vicinity. Regarding the third location, NE 82nd Avenue is designated in the Arterial Streets Classification Policy as a city entrance and major focal point.

East of NE 82nd Avenue, in the South Shore subarea, the adopted pattern of new industrial zoning provides additional commercial development opportunities in several locations east of NE 82nd Avenue. The extent and locations of mixed employment zoning was guided by a transportation capacity study.

### **Industrial Areas**

#### **5.17 Locational Opportunities for Industrial Firms**

Comment: This recommended mapping pattern provides ample and varied opportunities for the location of industrial activities in the Columbia Corridor. Non-industrial uses are limited on properties that are designated Industrial Sanctuary. Several isolated residential properties receive the Industrial Sanctuary Plan designation to give owners the option of converting to industrial development once services are found to be adequate for such development.

#### **5.18 Diversity and Identity in Industrial Areas**

Comment: The new industrial zones provide site development standards that are tailored to the varied characteristics of the City's industrial areas. The site development standards applied in the Columbia Corridor promote a more attractive appearance on developments which front major streets. The new industrial zones offer an industrial park option for increased flexibility within projects.

Within the Columbia Corridor, some lands near Interstate 5 are designated for commercial or mixed employment. A significant amount of land near Interstate 205 received mixed employment designation as part of the South Shore rezoning.

#### **5.19 Protection of Non-Industrial Lands**

Comment: The industrial buffer overlay is applied to five situations where residential zoned lands abut industrial zoned lands and are without natural boundaries and buffers. The new industrial zones contain off-site impact standards to ensure that industrial activities will not cause nuisance effects on lands zoned for residential uses. The HI, Heavy Industrial, zone is located at distances away from residential areas to ensure that larger users of hazardous materials locate away from residential areas.

#### **5.20 Columbia South Shore**

Comment: This policy and associated objectives were adopted as part of the South Shore rezoning project. The adopted zoning pattern for South Shore



responds to the multiple concerns of development, environment, and infrastructure capacity.

Even with planned improvements, the South Shore subarea is expected to have limited street and stormwater capacity. One reason for the emphasis on industrial zoning over a majority of South Shore properties is to distribute serviced development opportunities over a wide area. If additional commercial activities are allowed, the street system capacity be used up with a relatively small number of developments. Commercial developments typically generate more peak hour trips than are generated by industrial developments on the same size of site.

## GOAL 6: TRANSPORTATION

**Promote an efficient and balanced urban transportation system, consistent with the Arterial Streets Classification Policy, to encourage energy conservation, reduce air pollution, lessen the impact of vehicular traffic on residential neighborhoods, and improve access to major employment and commercial centers.**

### 6.3 Land Use/Streets Relationship

Comment: The recommended Plan Map and zoning pattern complies with the ASCP classifications, objectives and policies. The GE-2 zone is applied sparingly to alleviate concerns that the capacity of the transportation system will be exhausted. It is the intent of the rezoning proposal to distribute development opportunities in a way that retains efficient levels of service.

### 6.7 Marine and Aviation Facilities

Comment: The Port of Portland has participated in developing this proposal.

### 6.9 Alternative Urban Travel

Comment: The 40-Mile Loop recreational trail will be extended to annexed properties. The proposal applies the recreational trail designation to conform with the 40-Mile Loop Plan.

## GOAL 8: ENVIRONMENT

**Maintain and improve the quality of Portland's air, water and land resources and protect neighborhoods and business centers from detrimental noise pollution.**

- 8.5 Interagency Cooperation - Water Quality
- 8.7 Land Use and Capital Improvements Coordination
- 8.8 Groundwater Protection

Comment: This industrial mapping proposal does not directly address environmental resources. A concurrent project will apply new environmental regulations.

In April 1987, City Council adopted a Columbia South Shore Water Quality Protection Plan to protect the groundwater resources. In June 1988, City Council adopted specific land use and building regulations for the South Shore subarea to implement the Water Quality Protection Plan. The Bureau of Planning involved relevant City, federal, state and regional agencies in preparing the water quality amendments, and continues to work cooperatively with other City bureaus, particularly the Bureaus of Water, Environmental Services and Buildings in the implementation phase.

### 8.9 Open Space

Comment: This proposal extends the Open Space Plan designation to two cemeteries, a private golf course and publicly-owned sections of Columbia River shoreline opposite Portland International Airport.

- 8.10 Drainageways
- 8.14 Natural Resources
- 8.15 Wetlands/riparian/water bodies Protection
- 8.16 Uplands Protection
- 8.17 Wildlife
- 8.18 Natural Resources Management Plans

Comment: The concurrent Environmental Mapping Project for the Columbia Corridor will address these policies.

- 8.20 Noise Abatement Strategies
- 8.21 Portland International Airport Noise Impact Area

Comment: The Noise overlay zone will be applied to annexed properties that are situated within the appropriate noise contour lines.

## GOAL 9: CITIZEN INVOLVEMENT

**Improve the method for citizen involvement in the on-going land use decision-making process and provide opportunities for citizen participation**

**in the implementation, review and amendment of the adopted Comprehensive Plan.**

**9.1 Citizen Involvement Coordination**

Comment: Interested persons, development and business organizations, and relevant agencies were consulted prior to the Planning Commission hearings of November and December 1988 (see Public Review Process on Pages 4 and 5 of this report).

**GOAL 10: PLAN REVIEW AND ADMINISTRATION**

**Portland's Comprehensive Plan will undergo periodic review to assure that it remains an up-to-date and workable framework for land use development. The Plan will be implemented in accordance with State law and the Goals, Policies and Comprehensive Plan Map contained in the adopted Comprehensive Plan.**

- 10.2 Interim Plan Review and Amendment
- 10.3 Comprehensive Plan Map Amendments
- 10.6 Comprehensive Plan Map

Comment: This legislative mapping proposal follows the prescribed procedures and identified in these policies.

**GOAL 11: PUBLIC FACILITIES**

- A Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.**

- 11.2 Orderly Land Development
- 11.3 Orderly Service Extension
- 11.4 Capital Efficiency

Comment: This proposal calls for development only where urban public facilities and services exist or can be reasonably made available. Several transportation system improvements in the Columbia Corridor are planned in order to relieve a regional and City shortage of large, vacant industrial parcels available for development. Improvements are planned for the interchange at Interstate 5 and Marine Drive. NE Airport Way through the South Shore subarea will be widened and extended to connect with Interstate 84.

In most cases, the proposed zoning will be to the maximum potential zone allowed by the Comprehensive Plan. Several properties north of Columbia Boulevard in the Central subarea are proposed for Industrial Sanctuary Plan designations to allow efficient development and redevelopment within

presently developed areas.

- B Preserve the quality of Portland's land transportation system; protect the City's capital investment in public rights-of-way through continuing high quality maintenance and improvement programs; and carry out street improvements in accordance with identified needs, balancing limited resources among the needs of neighborhoods, commerce and industry.**

#### 11.15 Pedestrian Improvements

Comment: The Recreational Trail designation on the Comprehensive Plan Map and zoning maps is proposed for annexed properties covered by the 40 Mile Loop Plan.

- F Maximize the quality, safety and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland.**

Comment: This proposal retains Open Space Plan designation and Farm and Forest zoning for established open space areas such as Smith and Bybee Lakes, the Delta Park complex, golf courses and cemeteries. The Open Space designation is applied to annexed Colwood Golf Course and areas adjacent to Smith and Bybee Lakes and Delta Park. The Columbia River shoreline in public ownership receives the Open Space Plan designation and FF zoning to protect public access and scenic views of the river and mountains.

#### **D. Multnomah County Community Plans**

Two community plans cover parts of the study area: the Cully/Parkrose Community Plan and the Hayden Island Policy Plan (See Map 2). Both community plans were adopted by Multnomah County in the 1970's to address specific circumstances, issues and needs of each community. The City of Portland has reformatted and adopted the Cully/Parkrose Community Plan, and will consider updating and reformatting the Hayden Island Policy Plan after West Hayden Island is annexed into the City.

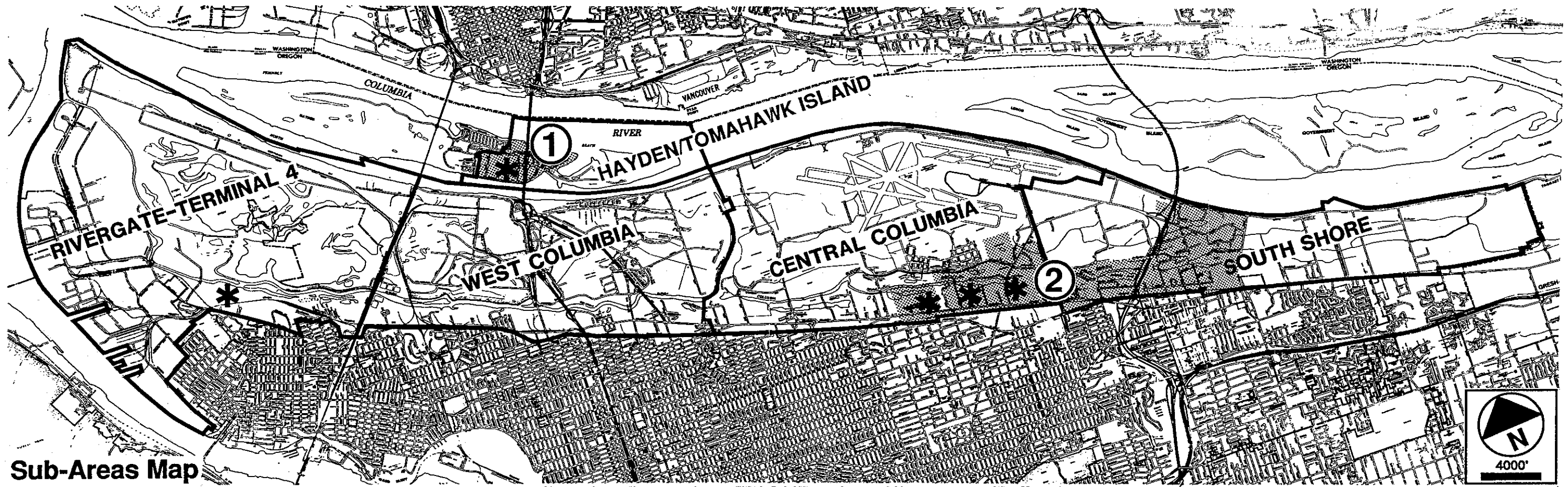
##### Cully/Parkrose Community Plan

The Cully/Parkrose Community Plan covers portions of the Columbia Corridor study area between NE 50th Avenue and 122nd Avenue. Most of this community plan area within the study area is designated General Industrial. Industrial developments are required to provide buffering and landscaping along the edge with residential areas. The Cully/Parkrose Community Plan overlap east of NE 82nd Avenue has been rezoned as part of the South Shore rezoning project. West of 82nd Avenue, Colwood Golf Course is designated Open Space/Recreation. The western frontage of 82nd Avenue is singled out for visual enhancement. Loading and outside storage areas are to be located on the west side of development to enhance views from 82nd Avenue.

##### Hayden Island Policy Plan



The Hayden Island Policy Plan is designed to apply the community identity elements and policies within a particular policy area. Design and development criteria and functional management tools are applied to site development plans to insure conformity to statewide land use planning goals and implementation of the urban design components of the plan. Five of eight policy areas outlined in this plan apply to the annexation rezoning area.

Developments in affected policy areas are to be evaluated for consistency with policy area guidelines. Policy Areas 1 and 4 address commercial areas that are landlocked, are dominated on one or more sides with commercial/office/residential uses, are near the I-5 interchange, and are highly visible from I-5. Policy Area 3 is also landlocked, dominated on one or more sides with residential/office/high density commercial uses, and located near I-5 with freeway exposure. Policy Area 1 is landlocked, dominated on one or more sides by residential and commercial/office uses, and has good access and visibility. Policy Area 8 covers the Oregon Slough shoreline on both sides of I-5, and includes houseboat residences, light commercial and industrial uses, and recreational focal points.



Sub-Areas Map

## COLUMBIA CORRIDOR

-  Community Plan Areas
-  Annexation Rezoning Areas
- ①** Hayden Island Policy Plan Area
- ②** Cully/Parkrose Community Plan Area

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

## Annexation Rezoning Areas and Overlapping Community Plan Areas





## **E. Oregon Statewide Land Use Planning Goals and Policies**

On May 1, 1981, the State Land Conservation and Development Commission (LCDC) acknowledged the Comprehensive Plan for the City of Portland, which had been adopted by City Council on October 16, 1980, and became effective January 1, 1981.

The proposed zoning and Comprehensive Plan Map designations have been evaluated against the City's Comprehensive Plan goals and policies. The City's goals and policies have been acknowledged to be consistent with the State's goals and policies.

### **State Goal 1: Citizen Involvement**

The planning process for this project meets the State Goal 1 by involving the Columbia Corridor Association, affected business groups, individual property owners, residents, and other interested parties throughout the study. Staff solicited comments on a Discussion Draft of the industrial mapping element and a Public Review Draft of the combined industrial/annexation rezoning/environmental elements, and met with groups and individuals upon request. Written and oral comments were considered and incorporated into this report. All affected property owners and interested persons were mailed notice of the Planning Commission's November 15, 1988 public hearing on the project.

### **State Goal 2: Land Use Planning**

The proposed Comprehensive Plan Map designations and zones are consistent with the applicable policies of the Comprehensive Plan and relevant community plans. Affected citizens and affected agencies were notified and participated in the formulation of the proposal.

### **State Goal 3: Agricultural Lands**

None of the land within the Columbia Corridor Study Area is designated for agricultural uses.

### **State Goal 4: Forest Lands**

None of the land within the Columbia Corridor Study Area is designated for forest lands.

### **State Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources**

Open spaces, including two cemeteries, an annexed golf course and publicly-owned sections of the Columbia River shoreline, are recommended to receive the City's Open Space designation to preserve them as open, recreational areas and/or to provide visual relief from surrounding development. Other open space and natural resources are being addressed by the environmental mapping proposal (Documents 2 and 4 of this project), the Scenic Resources Project, and other Periodic Review projects. The environmental mapping proposal is being considered concurrent with this industrial/annexation rezoning proposal.

State Goal 6: Air, Water and Land Resources Quality

The industrial mapping and annexation rezoning proposal does not directly address environmental resources. A concurrent project will apply new environmental regulations to significant natural resources on water and land. Groundwater resources underlying the Columbia South Shore subarea are protected by the Columbia South Shore Water Quality Protection Plan, adopted in April 1987. In April 1988, amendments to the Columbia South Shore Plan District were adopted to implement this water quality protection plan. The zoning amendments restrict certain land uses found to pose a high risk to groundwater resources.

This proposal addresses potential industrial/residential land use conflicts by applying the industrial buffer to industrial zones where they abut residential zoned properties and where the uses are not adequately separated. The industrial buffer restricts industrial access through residential areas and imposes setbacks for buildings, exterior activities and parking areas.

State Goal 7: Areas Subject to Natural Disasters and Hazards

This industrial mapping and annexation rezoning proposal does not directly address natural disasters and hazards. The concurrent environmental mapping project takes into account the value of flood control in protecting natural resources. The Bureau of Buildings enforces floodplain regulations through the building permit process.

State Goal 8: Recreational Needs

The Open Space designation is extended to an annexed golf course and the Columbia River waterfront to serve the recreational needs of the Portland metropolitan area.

State Goal 9: Economy of the State

This recommendation retains the overall pattern of industrial and commercial zoning located close to adequate transportation services. Areas to receive the HI, Heavy Industrial, zone and the GI-2, General Industrial, zone remain in the industrial sanctuary. The industrial sanctuary allows existing businesses to continue and expand without undue pressures, as well as providing vacant land that is conveniently located for new industrial uses. The recommendation continues the county zoning pattern of clustering commercial nodes at major intersections and along major arterials.

State Goal 10: Housing

Annexed properties with established residential uses and zoning are to receive the most comparable City residential zoning using the Multnomah County/City Zoning Conversion Chart. The zoning pattern of various residential densities in the Hayden/Tomahawk Islands subarea is retained.

State Goal 11: Public Facilities and Services

The zoning proposal is consistent with the capacity and timing of service

provision in the area. Several properties currently lacking sewer services in the Central Columbia subarea are to retain residential immediate zoning coupled with the Industrial Sanctuary Comprehensive Plan designation. This zoning pattern allows individual property owners to initiate the zone change once adequate services become available.

State Goal 12: Transportation

Commercial and mixed employment zones are located to take advantage of the existing and planned arterial streets and public transportation. Generally, the Portland Office of Transportation finds that the proposed zoning pattern is appropriate and consistent with the adopted Arterial Streets Classification Policy. The Transportation Planning section opposes the legislative application of GE-2 zoning at NE 80th and Columbia Boulevard. If, instead, the GI-2 (ME) zoning were adopted at this location, property owners could initiate the zone change and document service capacity for specific development plans.

State Goal 13: Energy Conservation

Commercial and mixed employment zones are located to take advantage of high capacity transportation corridors to achieve greater energy efficiency.

State Goal 14: Urbanization

The proposal provides opportunities for industrial, commercial and residential uses on vacant land that is within the Urban Growth Boundary and has services readily available.

State Goal 15: Willamette River Greenway

The Willamette River Greenway regulations were recently updated. The greenway overlay zones that apply to certain properties in the Rivergate - Terminal 4 subarea are not affected by the application of new industrial zones.

State Goal 16: Estuarine Resources

There are no estuarine resources within the Columbia Corridor Study Area.

State Goal 17: Coastal Shoreland

There are no coastal shoreline resources within the Columbia Corridor Study Area.

State Goal 18: Beaches and Dunes

There are no beaches or dunes within the Columbia Corridor Study Area.

State Goal 19: Ocean Resources

There are no ocean resources within the Columbia Corridor Study Area.

## V. RECOMMENDATIONS BY SUBAREA

### A. Rivergate - Terminal 4

#### General Information

The Rivergate - Terminal 4 subarea consists of Port of Portland and privately owned industrial properties as well as lake and slough properties. A majority of the industrial properties lie within the Port's Rivergate Industrial Park. Some industrial properties are not currently situated within City boundaries, but may be annexed in the future.

Rivergate Terminal 4 includes most of the area west of the Burlington Northern Railroad between the Columbia and Willamette Rivers. The southern edge of Terminal 4 abuts Cathedral Park and the St. Johns waterfront industrial area. The Columbia Slough bisects the Rivergate section on its way to the Willamette River. Kelley Point Park is situated in the northwest corner of the subarea at the confluence of the Willamette and Columbia Rivers.

The study area is dominated by Rivergate Industrial Park, Terminal 4, and Smith and Bybee Lakes. Rivergate covers some 3,000 acres, approximately one-fourth of which is developed with industrial activities. Terminal 4 and its vicinity covers close to 300 acres. Terminal 4 is completely developed. The vicinity of Smith and Bybee Lakes is a natural area covering about 500 acres.

The St. Johns landfill site, occupying 236 acres, is expected to be filled by 1992. In May 1987, City Council endorsed a conceptual end land use plan for the recovered landfill site. Plan Map designations and zones for the site will be reevaluated in the implementation phase of the end use plan.

A single-family residential subdivision has developed north of Columbia Boulevard between N. Midway and Macrum Avenues. The 22-block area is somewhat buffered from nearby industrial firms by changes in grade. Industrial traffic passes through the residential area using Macrum Avenue to get to several industries to the north. Other industrial-residential borders are clearly delineated by elevation changes or by Columbia Boulevard.

#### Existing Zoning

A majority of Rivergate - Terminal 4, including all of the industrial waterfront property, is zoned M1, Heavy Manufacturing (See Map 3). One parcel located north of Marine Drive received HI zoning through quasi-judicial case #7790-PA (Ordinance 160472). The section of Columbia Boulevard between Chimney Park and N. Portland Road is zoned M2, General Manufacturing, due to the proximity of residential activities. Chimney Park, once the City's incinerator and now the City's archives facility, is zoned M1 with an Open Space designation.

A four-acre section of M2 and M2\* zoning, General Manufacturing, is located directly east of Terminal 4. The M2\* zone is placed along N. Roberts Avenue, where a nursing home, several single family residences, and an elderly congregate housing facility are located.

The M3 zone, Light Manufacturing, is applied as a strip separating Continental Can Company from an adjacent residential area and applied south of Marine Drive between Smith and Bybee Lakes. Kelley Point Park, the Smith - Bybee Lakes area, and the sloughs are zoned FF, Farm and Forest, with an Open Space Plan Map designation, or zoned County F-2, Agricultural. The current landfill site is primarily zoned M1, although the 55-acre expansion area is zoned FF with an Open Space designation.

### Street Classifications

The streets, bicycle paths and pedestrian paths designated by the adopted Arterial Streets Classification Policy in the Rivergate - Terminal 4 subarea are found on Map 4 of this report.

### Proposed Zoning

The current pattern of industrial, mixed use, and open space/farm and forest zoning generally is retained (See Map 5). All zones are proposed to be the maximum potential for the proposed Plan Map designations. The HI zone, Heavy Industrial, directly replaces the M1 zone. The parcel already zoned HI retains conditions of approval for that case. The GI-2 zone, General Industrial, directly replaces the M2 zone. The "2" in GI-2 reflects the partially developed, larger lot and irregular block pattern of Columbia Corridor. Within Rivergate - Terminal 4, the M3 zone is replaced with the GI-2 zone (some with the industrial buffer) or the FF zone. Existing applications of the FF zone, Farm and Forest, and the Open Space designation are retained. No substantive changes to the zoning or Plan Map designation are proposed for the current landfill site at this time.

### Rezoning Notes

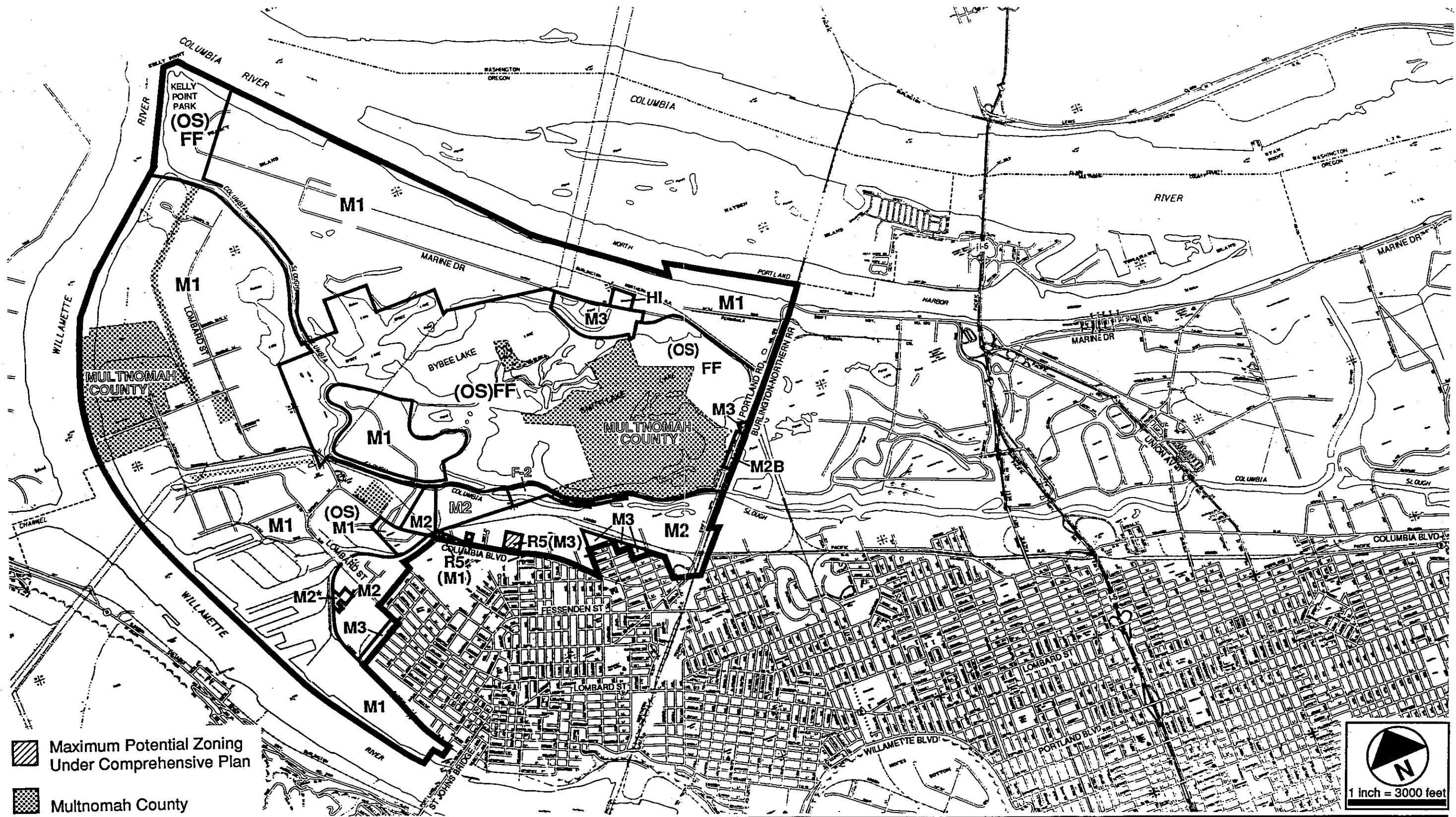
Five specific zone changes are proposed and shown on Map 6:

1. The strip of M3 zoning between Continental Can Company and N. Weyerhaeuser Avenue is replaced with GI-2 zoning and the B Buffer overlay. The Buffer overlay in conjunction with industrial zoning ensures physical compatibility with the adjacent residential area, while at the same time limiting access by commercial activities through the residential neighborhood.
2. A section of N. Roberts Avenue is currently zoned M2\* is proposed for GE-2 zoning. The M2\* zone was originally assigned to this site in 1983 in order to permit construction of an elderly and handicapped housing complex. Surrounding properties are zoned industrial and

partially developed with industrial uses. The GE-2 zone recognizes the housing complex as an approved conditional use. Further, this site is protected from nearby industrial activities by site development and off-site impact standards of the proposed GI-2 zone.

3. The Gatton and Ramsey Cemeteries, located near N. Burgard and N. Columbia Boulevard, receive the Open Space Plan designation. Comprehensive Plan Policy 8.9, Open Space, calls for protection of parks, cemeteries and golf courses through the Open Space Plan Map designation. Both cemeteries are listed in the Historic Resources Inventory and date back into the late 1800's.
4. Three properties on the north frontage of Columbia Boulevard are currently zoned R5 with either a General Manufacturing Plan designation or Light Manufacturing Plan designation. None of the properties have residential uses. The two properties with General Manufacturing designation are vacant. An electrical substation is situated on the property with Light Manufacturing designation. All properties are surrounded by industrial zoning. This action simplifies the zoning pattern without creating nonconforming uses.
5. The north and west edges of East St. Johns Subdivision currently are zoned M3 or M2, respectively and are proposed for GI-2 zoning with a B Buffer overlay. The buffer overlay is intended to protect the residential area from adjacent industrial activities. Within the M3 area, three developed residential properties are proposed for R5 zoning. New residential development is not suitable this close to railroad tracks. Commercial development that generates a lot of local traffic activity is not desirable either, since access is through a small residential subdivision. The M3 zone allows both residential and commercial uses that are not suitable to this railroad track frontage.
6. A blind slough/pond at the northern edge of Smith-Bybee Lakes currently is zoned M3 and is proposed for (OS) FF, Farm and Forest. The property functions as part of the Smith-Bybee Lakes and is identified in the Smith-Bybee Lakes Management Plan as a future recreational activity center. This zoning is consistent with the surrounding lakes natural area.
7. This property along N. Portland Road is now zoned M3 and is proposed for GI-2. This action simplifies the zoning pattern and recognizes that new residential development is not suitable here.

In general, these seven rezonings simplify the zoning pattern and protect open space and residential areas. No new nonconforming uses are expected after adoption of this proposal.



**COLUMBIA CORRIDOR:  
RIVERGATE - TERMINAL 4**

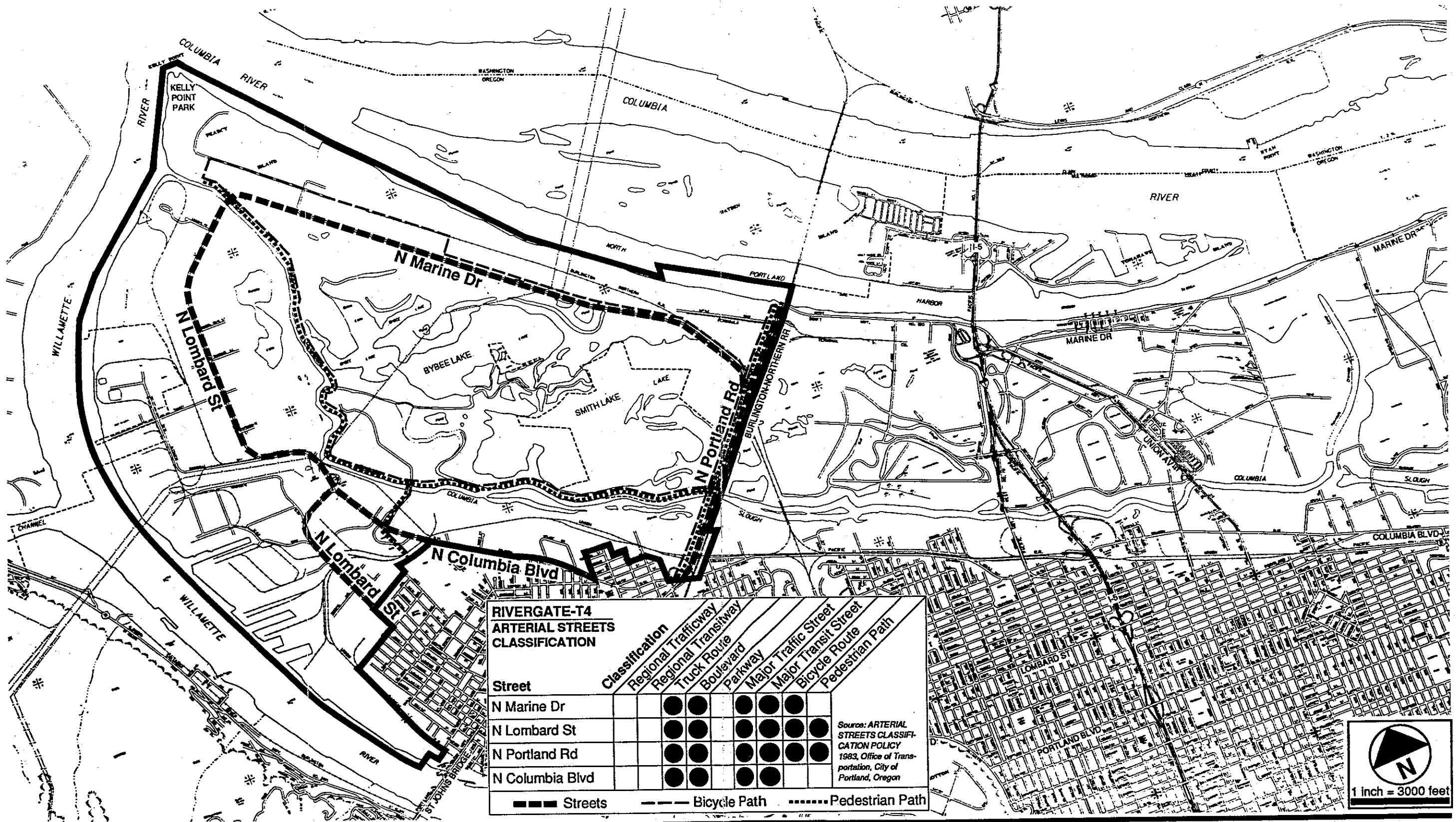
INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

**Existing Zoning**

Note: Overlay zones, including proposed Environmental overlay zones and adopted Willamette River Greenway overlay zones, are not shown. More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

**3**



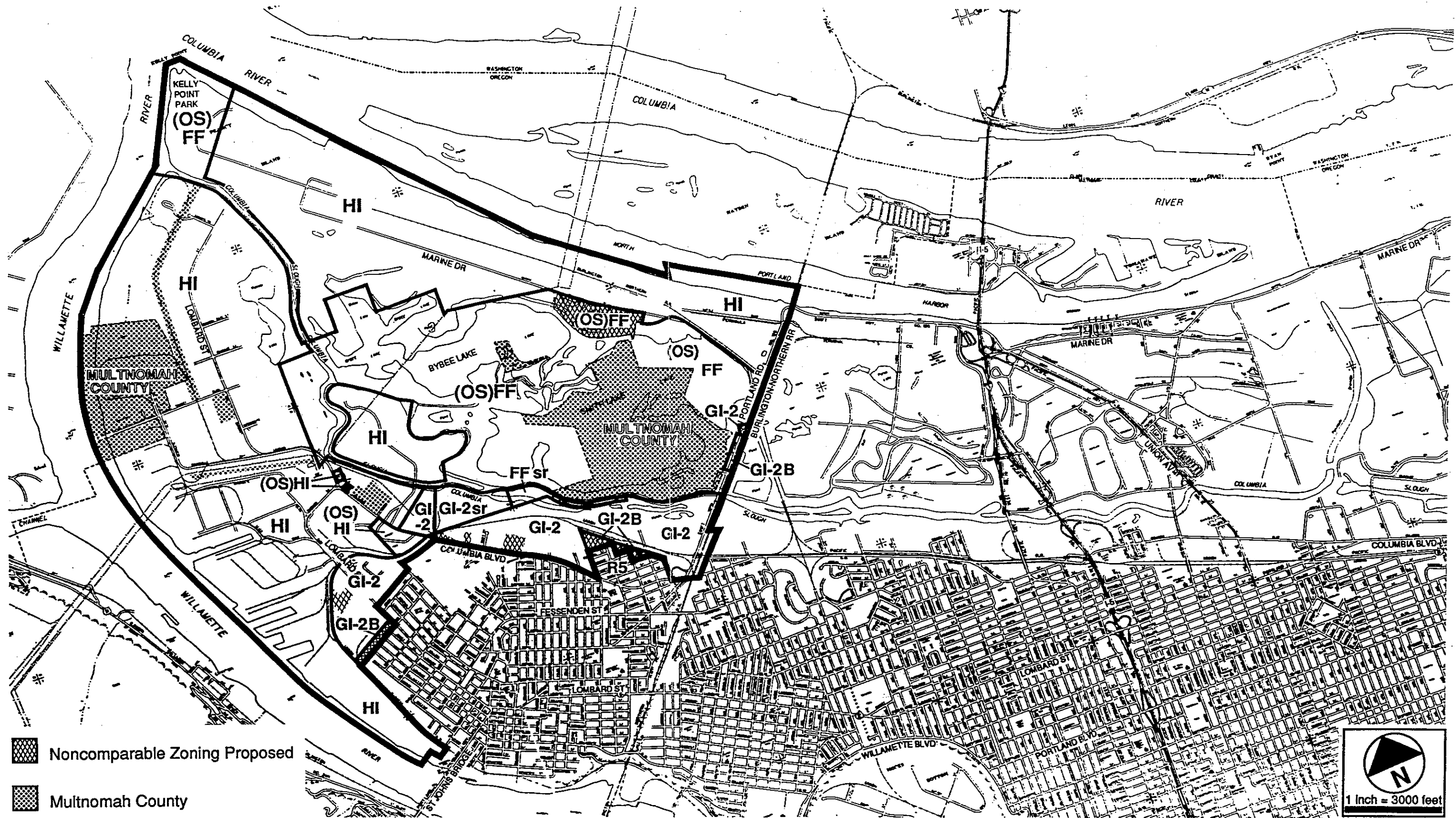


**COLUMBIA CORRIDOR:  
RIVERGATE - TERMINAL 4**

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT  
**Street Classifications**

**4**





# **COLUMBIA CORRIDOR: RIVERGATE - TERMINAL 4**

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

## **Proposed Zoning**

Note: Overlay zones, including proposed Environmental overlay zones and adopted Willamette River Greenway overlay zones, are not shown. More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

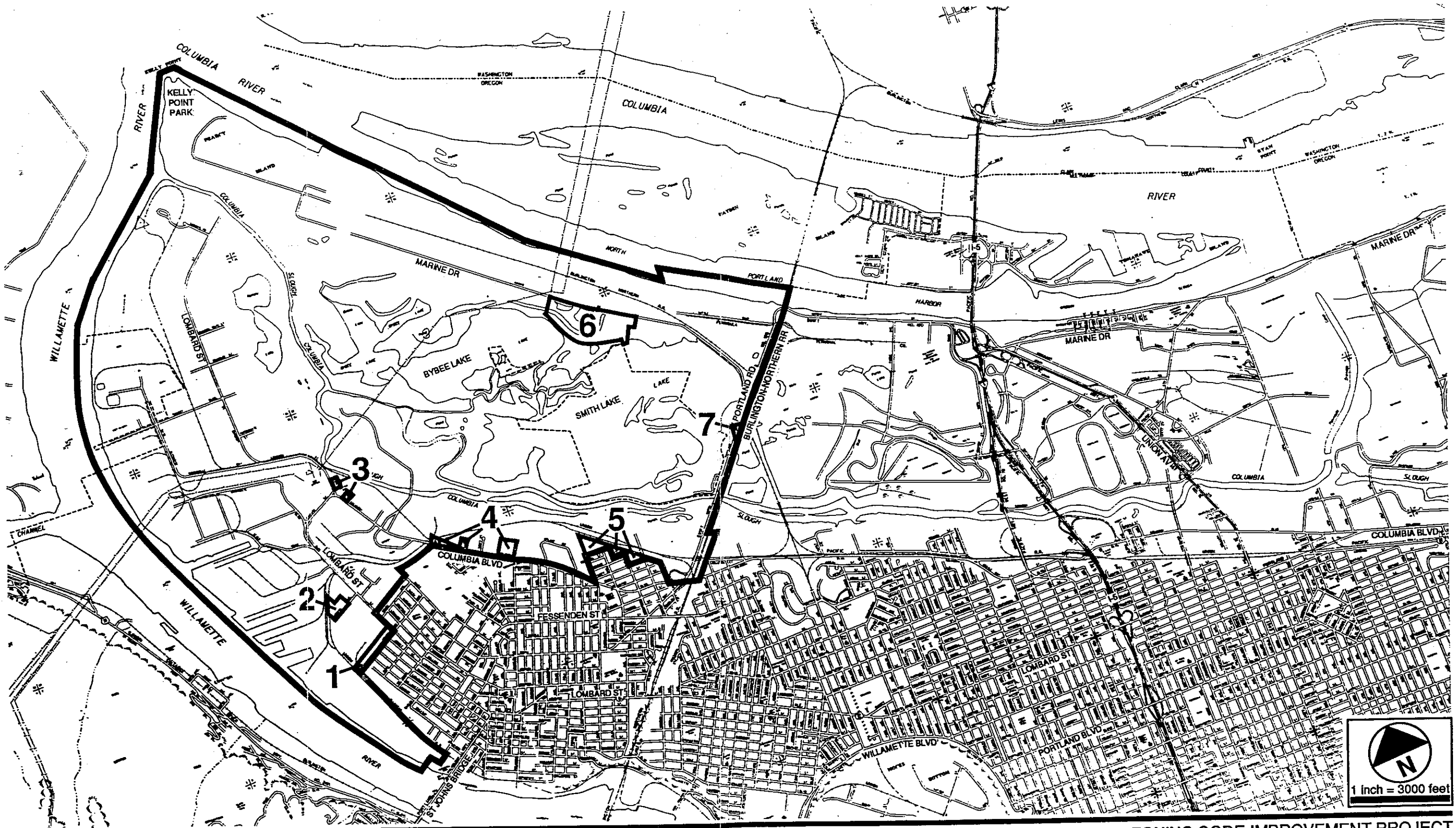
OCTOBER 1988

BUREAU OF PLANNING

38

CITY OF PORTLAND

**5**



## COLUMBIA CORRIDOR: RIVERGATE - TERMINAL 4

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

## Rezoning Notes

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

6

## **B. West Columbia**

### General Information

West Columbia covers some 1,900 acres, with approximately 680 acres of recreational open space north of Columbia Slough. The slough flows roughly parallel and approximately 500 feet north of Columbia Boulevard. The non-recreational portion of the subarea is about 70 percent developed to date. The Delta Park complex and the East Columbia Neighborhood area are excluded from this discussion since neither industrial zoning nor annexation rezoning occur here.

### Existing Zoning

Most of West Columbia is currently zoned M1, M2 or M3 (See Map 7). The section located between Columbia Boulevard and the Columbia Slough as well as the properties located between N. Portland Road and N. Force Avenue (excluding the stockyards) are zoned M1. Interior areas are zoned M2 due to the proximity of residential uses. The Expo Center, western Portland Meadows, N. Vancouver Way near Gertz Road, and N. Argyle Way are zoned M3.

The stockyards site received HI zoning, with 39 conditions, through quasi-judicial case #7809-PA. Condition 7 states as follows: "This zone change request shall not be effective unless and until the applicant receives approval from Metro to operate the Eastside Solid Waste Transfer Station and Recycling Center. The effective date of the zone change will be the date the action granting the approval became legally enforceable." Should Metro not select this site for eastside solid waste facility, the zoning remains M1, General Manufacturing, and will be considered for legislative rezoning with other industrial areas at a later date. The case has been appealed to the Oregon Land Use Board of Appeals.

Several properties near 13th Avenue and Gertz Road are zoned FF, Farm and Forest, with an M2 Plan Map designation. The potential M2 carries a B Buffer overlay zone along the northern lot line to protect abutting R20 zoned properties within the East Columbia neighborhood area.

### Street Classifications

The streets, bicycle paths and pedestrian paths designated by the adopted Arterial Streets Classification Policy in the West Columbia subarea are found on Map 8 of this report.

### Proposed Zoning

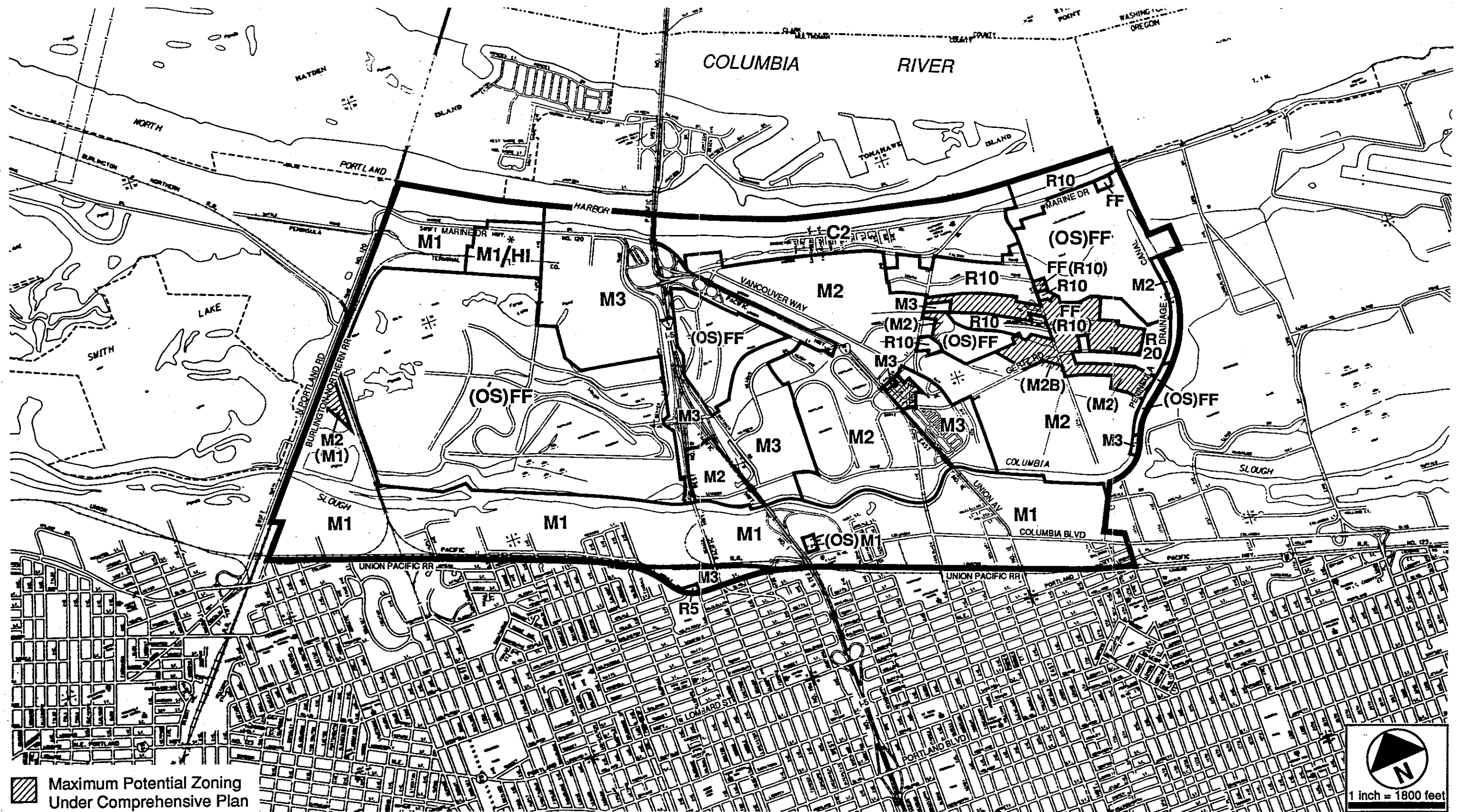
The overall pattern of heavy and general industrial zoning is retained (See Map 9). One property is rezoned to maximize potential zoning as established by the Comprehensive Plan. No legislative action is recommended to the stockyard site so as not to annul conditions of approval of the recent quasi-judicial action.

Three large applications of M3 are replaced with either the GI-2 or GE-2 zone, depending on whether commercial development is suitable and services are adequate. A B Buffer overlay is applied in two locations to protect adjacent residential areas. The base zoning pattern near 13th Avenue and Gertz Road is retained.

Rezoning Notes (See Map 10)

1. The northern, rear corner of the sewage treatment plant currently is zoned M2 with a Heavy Manufacturing designation. The proposal applies the HI, Heavy Industrial, zone to match the zoning on rest of the treatment plant and to simplify the zoning pattern.
2. The Exposition Center and vicinity of East Delta Park currently is zoned M3 and is proposed for GI-2, General Industrial. The section also includes several industrial activities and radio transmission towers. The Expo Center and radio transmission towers remain an approved conditional use. The GI-2 zone will allow redevelopment of these large parcels with a broad range of industrial activities. This zoning also serves to maintain operational capacity of the I-5 / Marine Drive interchange for the Rivergate Industrial District
3. The western portion of Portland Meadows, including I-5 frontage, is zoned M3 and is proposed for the GE-2 zone. It is nearly built out with commercial activities and has several key access points.
4. The embankment between Union Court and Union Avenue currently is zoned M3 and is proposed for (OS) FF. This zoning matches the zoning for adjacent West Delta Park, and simplifies the zoning pattern.
5. The section between N. Argyle Way and Columbia Boulevard (bisected by N. Denver Avenue) is primarily zoned M3 and is recommended for GI-2B zoning. Activities include older manufacturing plants along Columbia Boulevard and warehouse/distribution facilities along Argyle Way. Properties are more oriented to industrial Columbia Boulevard than to the commercial/residential area to the south. Some of the industrial activities have nonconforming exterior activities in the M3 zone, but are allowed in the GI-2 zone. The Buffer overlay is placed along northwesterly N. Argyle Way to protect adjacent residential properties.
6. The intersection of N. Union Avenue and Columbia Boulevard is zoned M1 and is proposed for GE-2 zoning. The area contains established vehicle service and personal service activities. These commercial activities are subject to conditional use review in the HI and GI-2 zones, but are permitted outright in the GE-2 zone. Commercial activities are appropriate at this intersection of two major city traffic streets.
7. The industrial buffer is proposed in conjunction with the GI-2 zone for the northern edge of industrial properties between NE 6th Drive and Peninsula Slough that abut residentially zoned properties. The industrial buffer limits access through residential streets and imposes setbacks for buildings, exterior activities and parking areas to protect the residential areas.





## COLUMBIA CORRIDOR: WEST COLUMBIA

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

## Existing Zoning

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

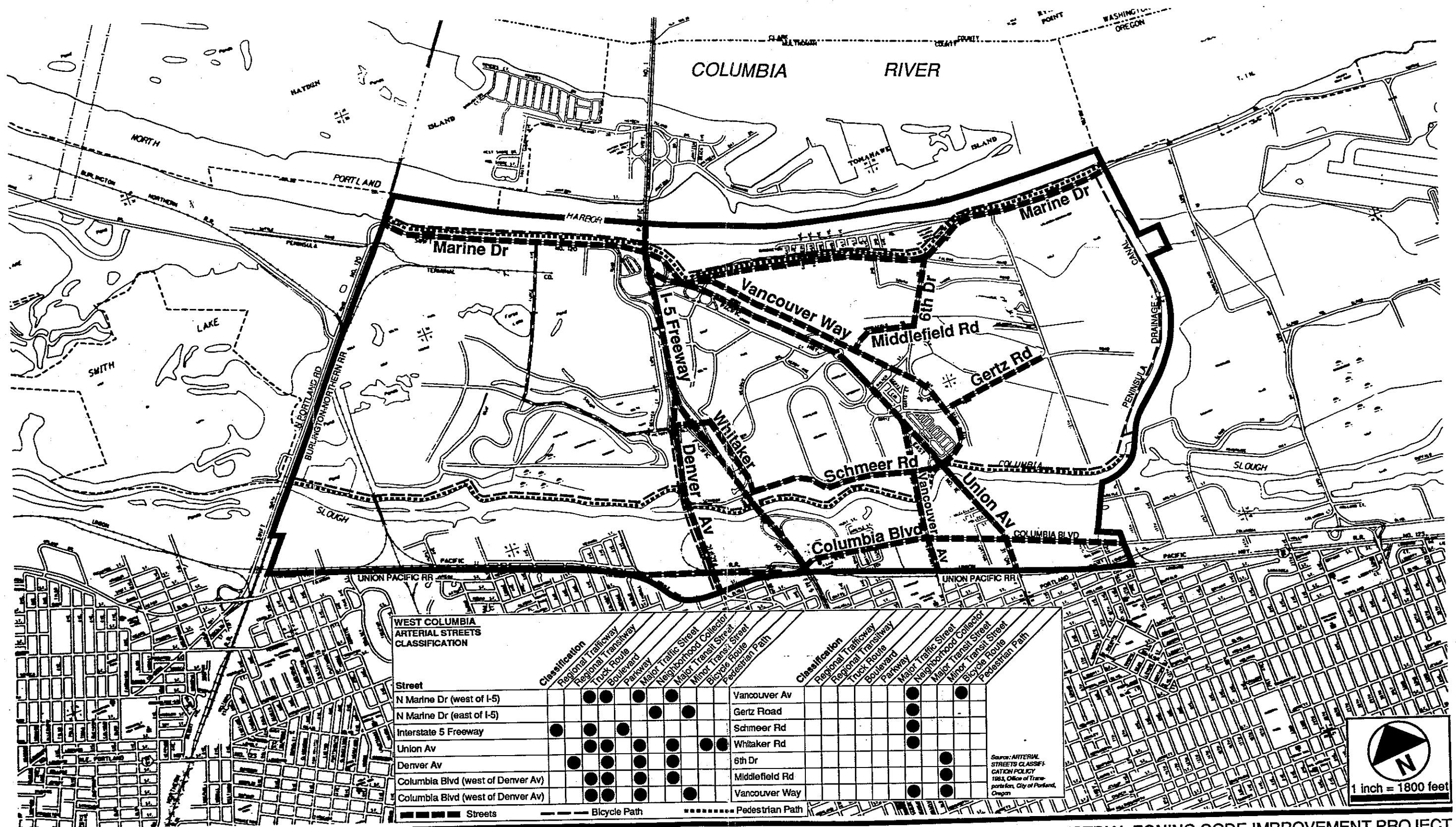
\* Zoning becomes HI, with conditions, if site is selected by METRO as Eastside Solid Waste Transfer Station and Recycling Center.

7

OCTOBER 1988

BUREAU OF PLANNING

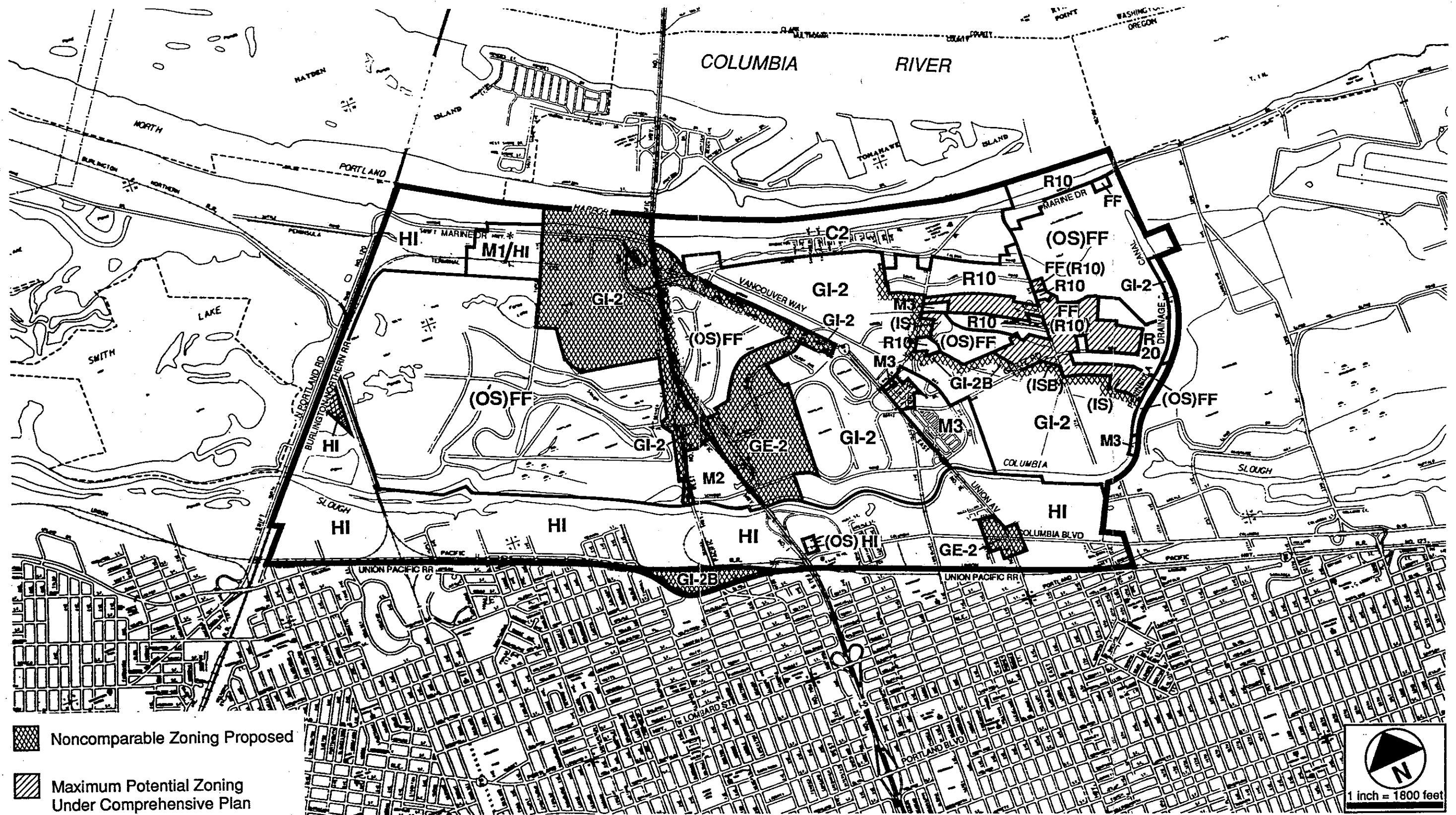
CITY OF PORTLAND



## COLUMBIA CORRIDOR: WEST COLUMBIA

## INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT Street Classifications

8



# **COLUMBIA CORRIDOR: WEST COLUMBIA**

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

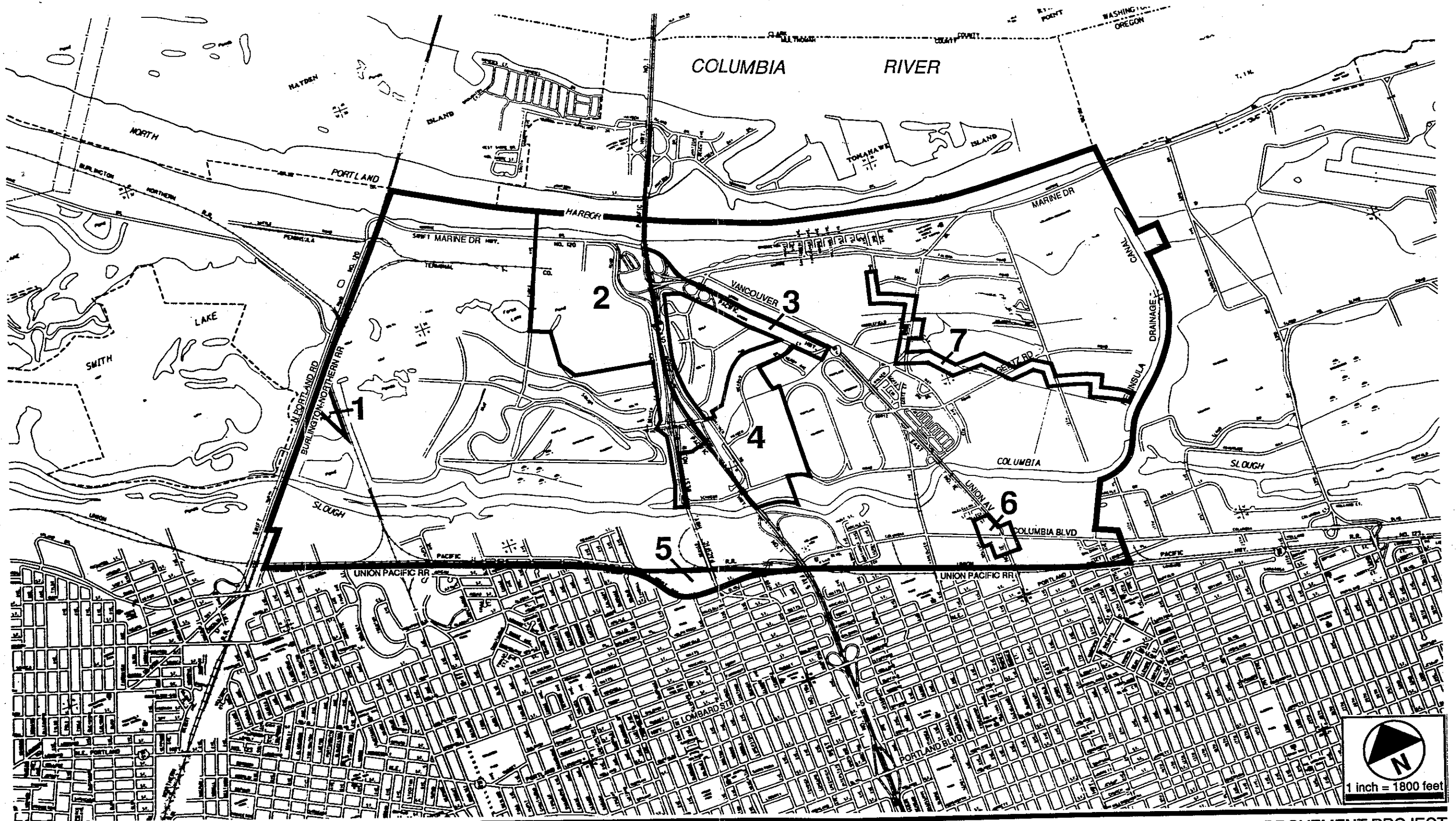
## **Proposed Zoning**

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

\* This proposal does not alter approval, with conditions, of zone change #7809-PA for the stockyard site.

**9**





## COLUMBIA CORRIDOR: WEST COLUMBIA

## INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT Rezoning Notes

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

# 10



## C. Central Columbia

### General Information

Central Columbia covers almost 7,000 acres. It extends from the Peninsula Slough to NE 82nd Avenue and from the Columbia River to NE Lombard Street. About 70 percent of the subarea is currently developed. Columbia and Peninsula Sloughs cut through the subarea, effectively restricting more complete utilization of the land. The Portland International Airport (PIA), accounting for approximately 3,200 acres, strongly influences development activities. The Port of Portland owns and operates the airport and its vicinity.

### Existing Zoning

A broad range of zones are present in the Central Columbia subarea (See Map 11). North of Columbia Slough, the airport and three smaller pockets are zoned M3. The airport vicinity also has an N Noise overlay zone, which restricts residential construction and some commercial and industrial construction, and an L overlay zone, which limits building heights. The M3 pockets are boat repair and service at 33rd and Marine Drives, the Heintz and Greentree East Industrial Parks, and an undeveloped section at the north end of 42nd Avenue. The properties at the end of 42nd Avenue are designated General Manufacturing.

Almost all City zoned land between the Columbia Slough and the Union Pacific Railroad tracks is designated and zoned M2, General Manufacturing. The M1, Heavy Manufacturing, zone does not extend easterly past NE 11th/13th Avenues, at the edge of the West Columbia subarea.

The Cully/Parkrose area currently has three Multnomah County Plan designations and three Multnomah County zones. The General Industrial Plan designation is the most common, and covers properties currently zoned GM, General Manufacturing, or LR-40, Low Density Single-Family Residential. The General Industrial Plan designation on properties zoned LR-40 reflects Multnomah County recognition of a long-term transition to industrial. The Open Space/Recreation designation covers Colwood Golf Course, and is zoned UF-20, Urban Future. The third county Plan designation is Significant Environmental Concern, which covers the Columbia Slough and related water bodies, and bisects all three zones.

Three pockets of City residential zoning with potential upzoning occur in the subarea. The zoning and Plan Map designations are as follows: R10 (M2), R20 (M2), and FF (M3). The zones in parentheses indicate that the City has determined that, subject to service capacities, the properties may transition to industrial development.

## Street Classifications

The streets, bicycle paths and pedestrian paths designated by the adopted Arterial Streets Classification Policy in the Central Columbia subarea are found on Map 12 of this report.

## Proposed Zoning

The bulk of the Central Columbia subarea is proposed for the GI-2 zone. The GI-2 zone generally replaces the comparable City M2 zone or County GM zone. In the case of the airport and NE Riverside Way, the M3 zoning is changed to GI-2 zoning (See Map 13). Two recreational areas and several properties zoned LR-40 receive the FF zone, Farm and Forest.

This zoning pattern generally reflects the existing M1/M2 pattern, and replaces City M3 zoning with GE-2 zoning in places not suitable for residential development and appropriate for mixed use development. In one case, GE-2 zoning replaces County GM zoning.

Few nonconforming activities exist or will be created by the proposal in Central Columbia. Some exterior activities, particularly along Columbia Boulevard, exceed limits of the proposed GI-2 zone, but will be grandfathered in. Future development will be subject to limited exterior activities. Commercial activities located between Colwood Golf Course and NE 82nd Avenue become allowed outright rather than required to satisfy prescribed conditions, as specified in the County GM zone.

Commercial activities at Union/Columbia will become conforming in the GE-2 zone. Commercial activities have located on all four corners of this intersection of two major city traffic streets.

An existing home trailer park near Vancouver Way and Gertz Road will continue as an approved conditional use in the M3 zone. Several houses exist on back roads in the Industrial Sanctuary and remain conforming with residential zoning. The potential upzoning to the GI-2 zone allows owners to convert to industrial development with a zone change test of service adequacy.

## Rezoning Notes (See Map 14).

1. Most of the Columbia River shoreline, including the Marine Drive right-of-way, is zoned M3 and is proposed for FF, Farm and Forest, zoning. Those properties in public ownership receive the Open Space Plan designation and FF zoning. Public access and open views to the Columbia River from Marine Drive should be maintained to the maximum extent possible. Several water-related uses, including a boat repair facility and a marina are situated near NE 33rd Drive and Marine Drive. The properties are currently zoned M2, General Manufacturing, and receive comparable GI-2 zoning. The County boat ramp and vicinity remains in unincorporated Multnomah

County, and is not affected by this proposal.

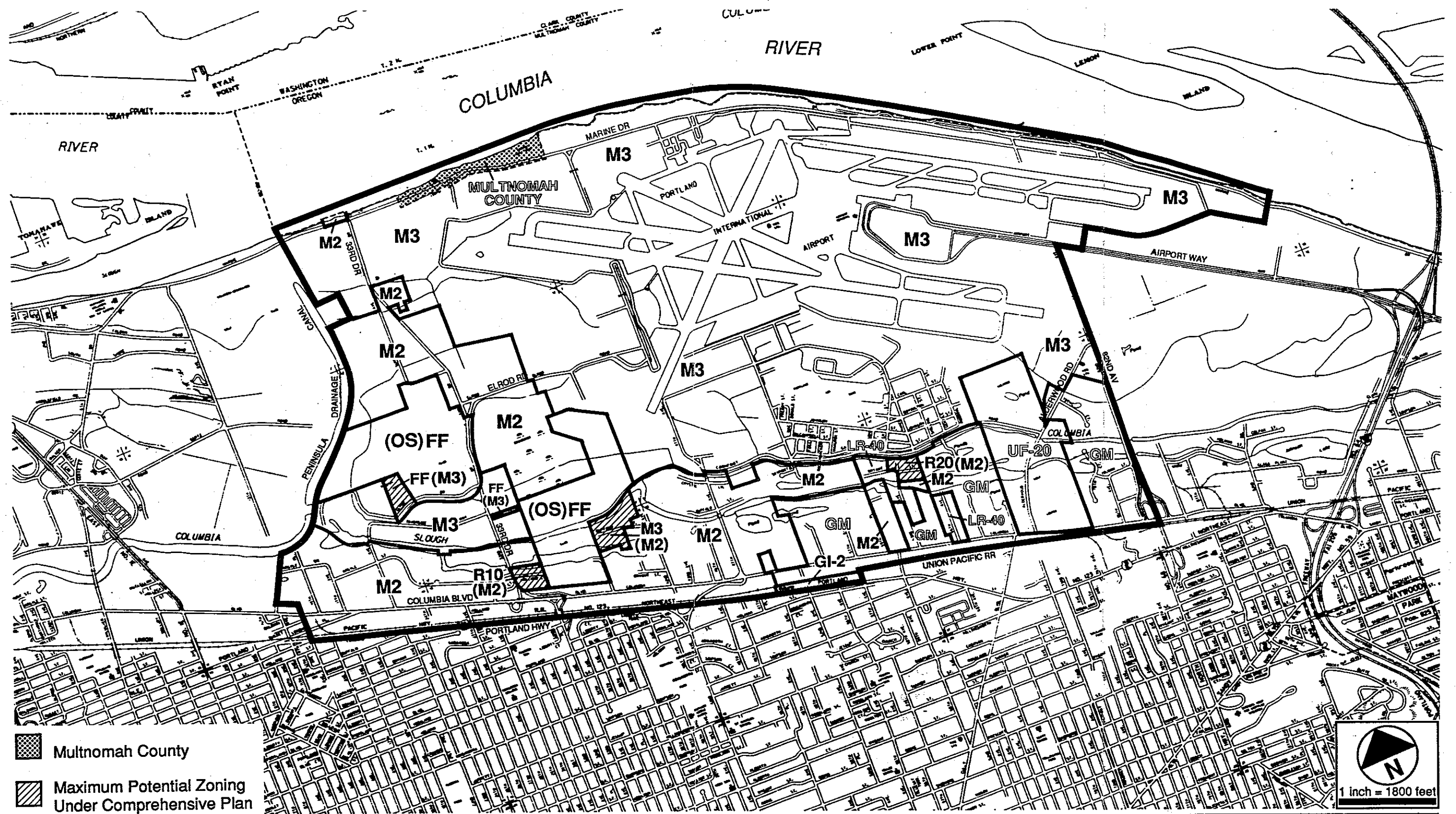
2. The Portland International Airport, generally located west of 82nd Avenue, is zoned M3 and is proposed for GI-2 zoning. The airport is classified as a fixed transportation activity, which requires unique and major capital facilities. Since fixed transportation activities may involve considerable and area wide impacts, case by case review is required. An update to the airport master plan was approved in 1986, and will expire in 1992. The GI-2 zone more fully represents the distributional character of the airport than does the M3 zone. The M3 zone was never intended to fit large, open facilities. M3 also allows outright residential development, which is not desirable close to airport-generated noise.
3. This section currently is zoned M3 and FF (M3) and is proposed for GI-2 and FF (IS) zoning, respectively. In other words, the base zone of M3 Zone is replaced with the GI-2 zone and the Light Manufacturing Plan Map designation is replaced with the Industrial Sanctuary designation. This area has developed with industrial uses beyond the scale of the M3 zone. Two industrial parks, Heintz and Greentree East, predominate and are not compatible with new residential development, which is permitted in the M3 zone.
4. A sixteen acre section located at the north end of NE 42nd Avenue currently is zoned M3 (M2) and is proposed for GI-2 zoning. The section consists of eight contiguous parcels that are vacant. Developed properties along NE 42nd Avenue are industrial. Broadmoor Golf Course is situated to the west and north. These large, vacant properties are suitable for industrial development. New residential development is not suitable due to airport noise.
5. Portions of NE 63rd and 66th Avenues and NE Bryant Street are zoned county LR-40, Urban Low-Density Residential, and are proposed for FF, Farm and Forest, zoning with the Industrial Sanctuary Plan Map designation. The Site Review overlay zone is applied to retain administrative review of landscaping and open space requirements.

The adopted county/city conversion chart calls for the City's FF zone to replace the Multnomah County LR-40 zone. The FF zone will keep existing residential activities as permitted uses. The Industrial Sanctuary Plan Map designation will allow owners the option of redeveloping to conform to the surrounding industrial area where services are available. This long-term transition is consistent with Multnomah County Plan designation of General Industrial, and will tend to reduce land use conflicts.

6. Colwood Golf Course currently is zoned county UF-20, Urban Future, and is proposed for (OS) FF. The golf course was annexed in December 1985. Private golf courses, cemeteries and public

recreational areas generally are zoned (OS) FF to provide visual relief from surrounding development.

7. This section is zoned county GM and is proposed for the GE-2 zone. This is the only noncomparable base zone conversion recommended for annexed properties in Columbia Corridor. The Planning Commission found that mixed employment zoning more fully reflects the established development pattern. Existing commercial developments include two completed phases of the Airport Business Center and lodging facilities.



## COLUMBIA CORRIDOR: CENTRAL COLUMBIA

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

# Existing Zoning

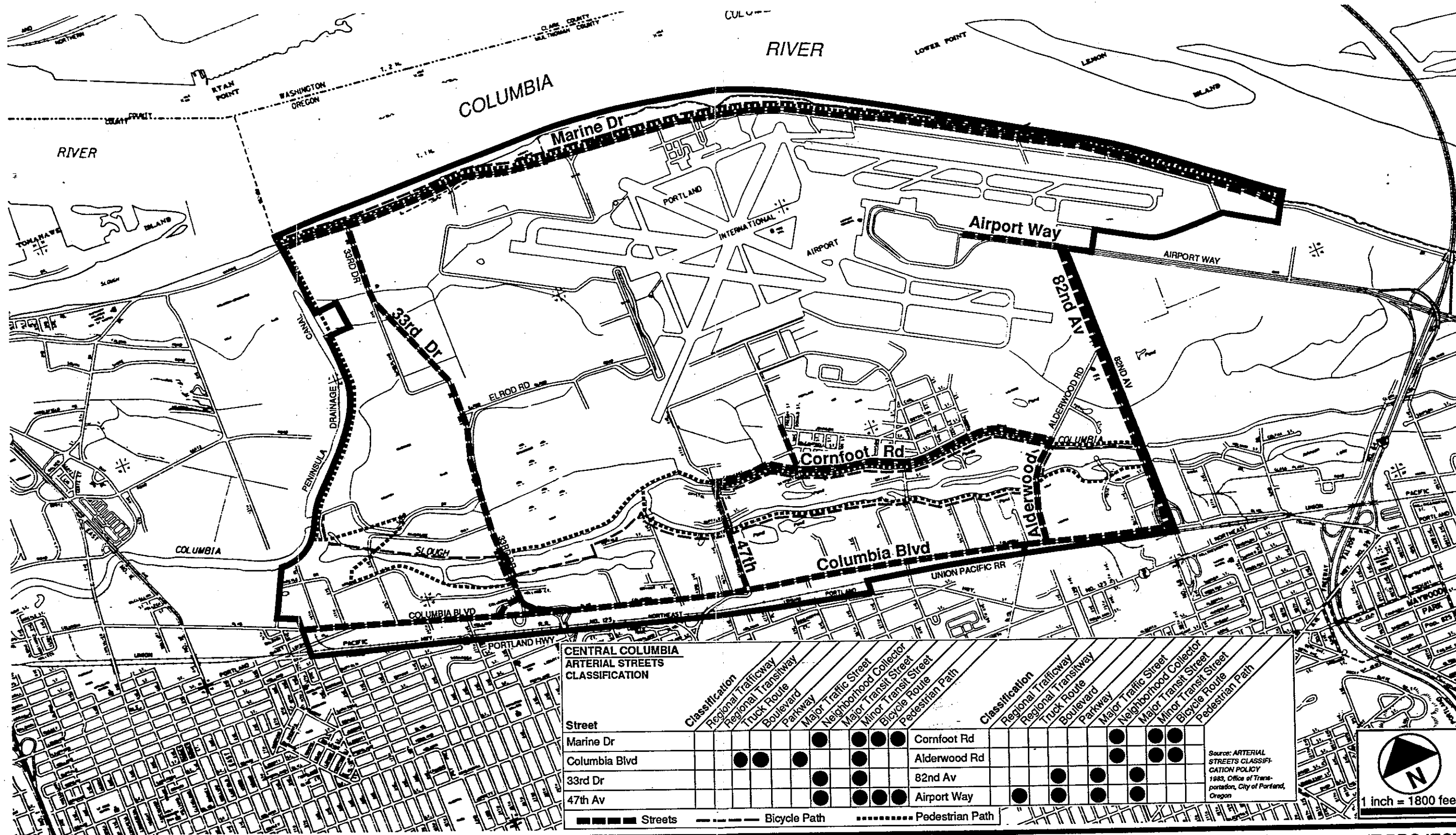
Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

# 11

OCTOBER 1988

BUREAU OF PLANNING

CITY OF PORTLAND

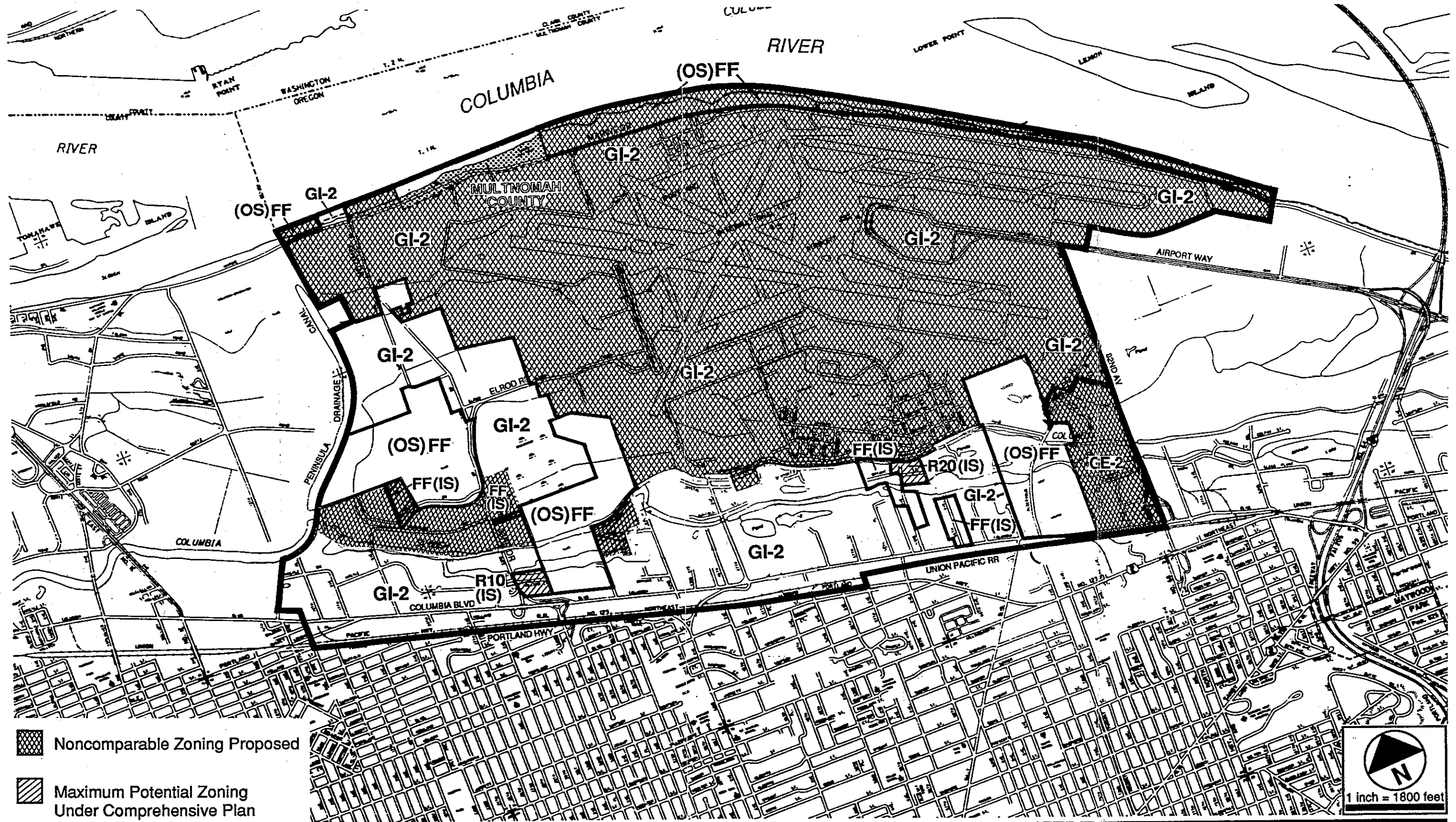


## COLUMBIA CORRIDOR: CENTRAL COLUMBIA

## INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT Street Classifications

# 12





## COLUMBIA CORRIDOR: CENTRAL COLUMBIA

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

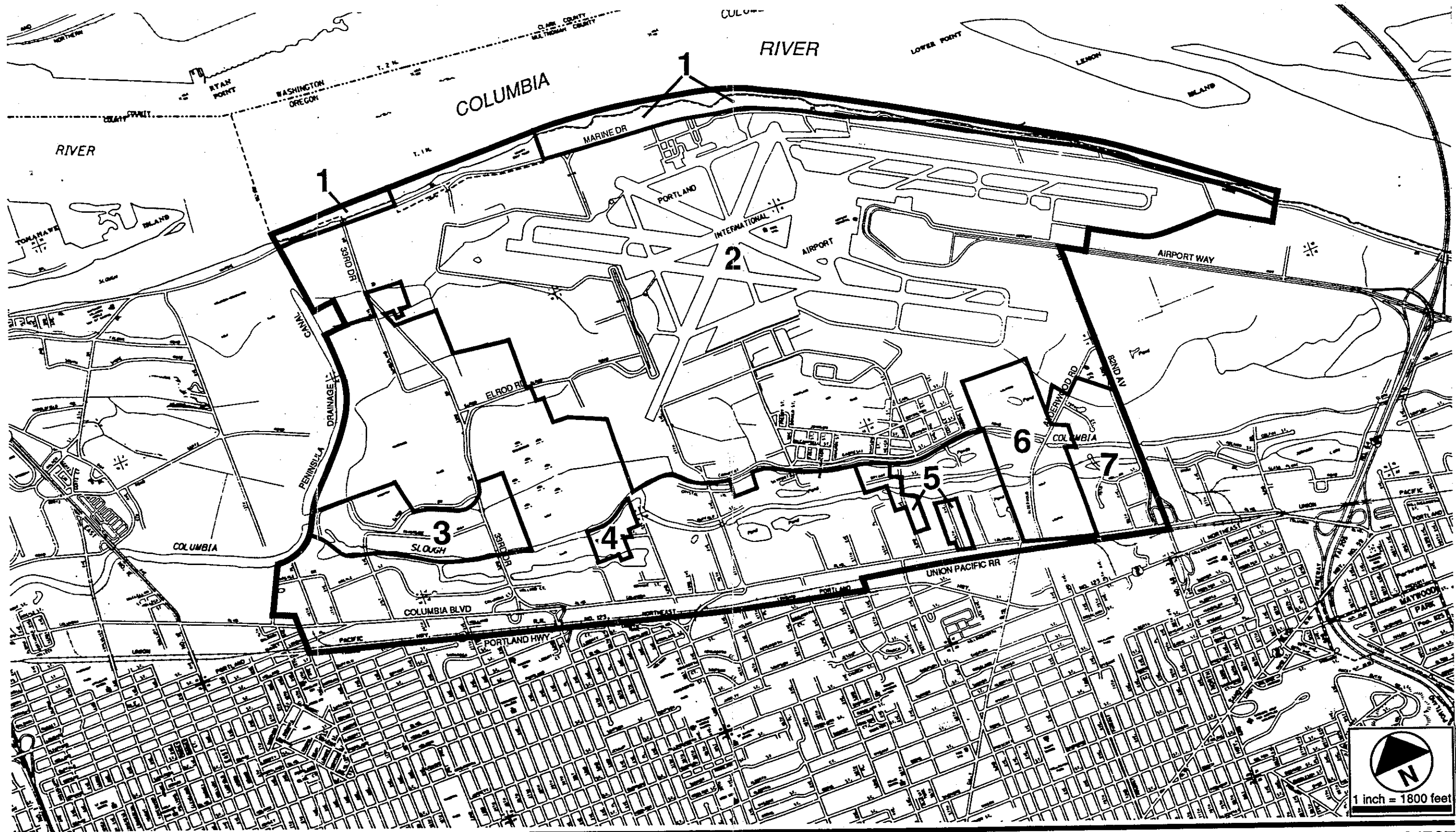
# Proposed Zoning

# 13

CITY OF PORTLAND

OCTOBER 1988

BUREAU OF PLANNING



## COLUMBIA CORRIDOR: CENTRAL COLUMBIA

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT  
**Rezoning Notes**

**14**



#### **D. Columbia South Shore**

The South Shore subarea covers about 2,800 acres located between NE 82nd and 185th Avenues, north of Sandy Boulevard. Its major geographic features are proximity to an international airport, access to two interstate freeways, a planned extension of an east-west arterial street, and a network of drainageways and wetlands. A majority of the subarea lies within the Columbia South Shore Urban Renewal Program area, which the Portland Development Commission is implementing.

##### **Existing Zoning**

The new industrial base zones and Comprehensive Plan designations for Columbia South Shore were applied in April 1987 following an extensive public review process (See Map 15). A special Columbia South Shore Plan District was created in order to tailor regulations to the unique development issues of South Shore. These issues are industrial business development potential, adequacy of the infrastructure, protection of water quality, excavations and fills, and recreational trail development.

A majority of South Shore is zoned GI-2, General Industrial. Along Airport Way, the GI-2 zone is modified by an Industrial Business Opportunity Subarea to allow several additional uses: research and development, data processing, flex space developments and similar uses. The GE-2, General Employment, zone is applied at the interchange of Interstate 205 and Airport Way. Between I-205 and NE 82nd Avenue, the GE-2 zone is applied to complement a planned loop access road by the Port of Portland. The GI-2 zone and Mixed Employment Plan Map designation is applied at the eastern end near the planned interchange of Airport Way and Interstate 84. This potential upzoning allows property owners to initiate a zone change to the GE-2 zone. Currently, public services on these properties are not adequate to serve the potential commercial development allowed by the GE-2 zone. Publicly-owned properties along the Columbia River shoreline are zoned FF, Farm and Forest, with the Open Space Plan Map designation. A special Plan District provision allows certain water-related commercial activities on properties zoned FF as a conditional use.

##### **Street Classifications**

The streets, bicycle paths and pedestrian paths designated by the adopted Arterial Streets Classification Policy in the South Shore subarea are found on Map 16 of this report.

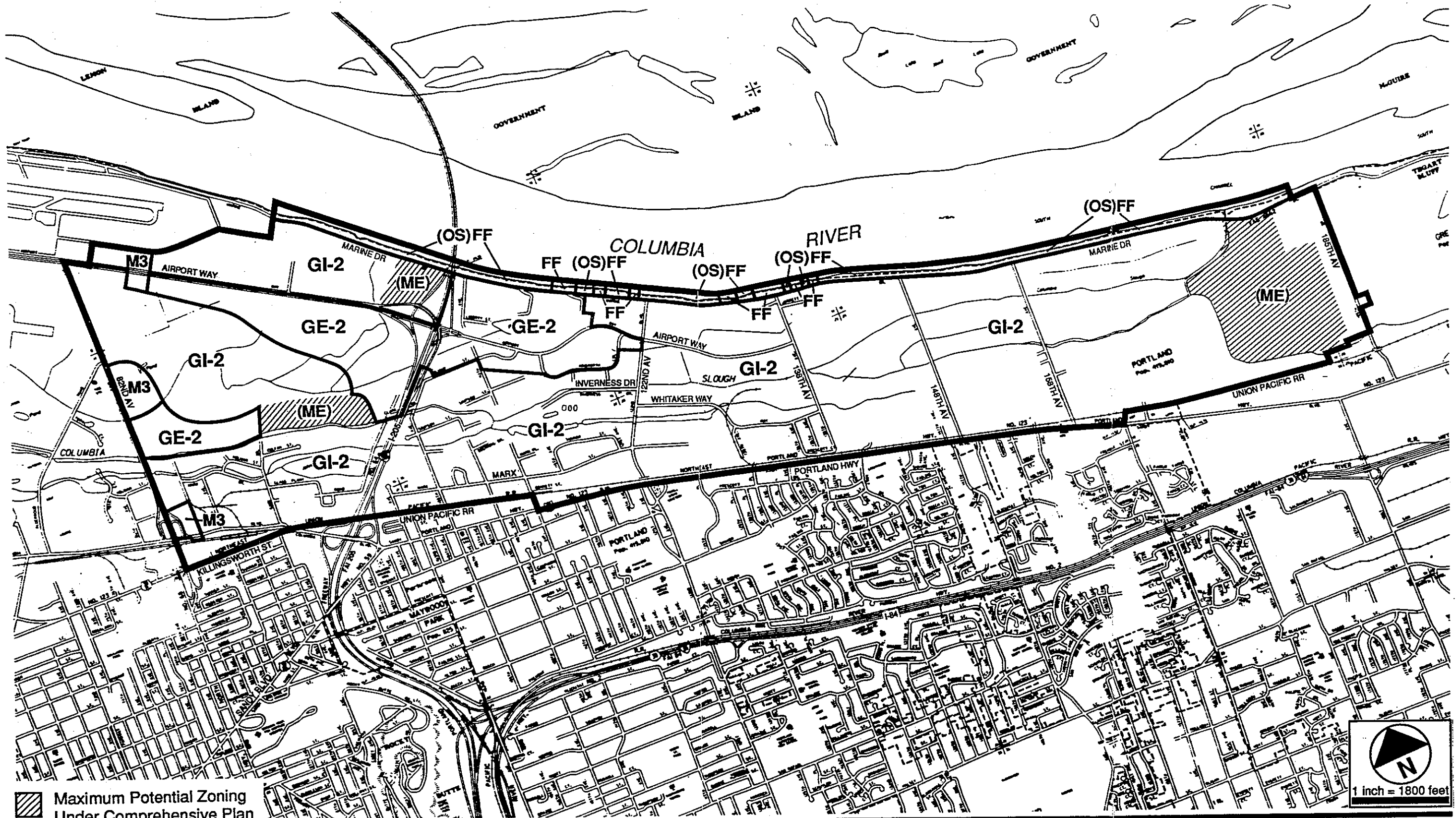
##### **Proposed Zoning**

The base zoning pattern in South Shore is substantially retained. The one proposed change is to replace the three remaining applications of the M3, Light Manufacturing, zone. (See Map 17). The M3 zone will be eliminated with the Zoning Code Rewrite Project. A concurrent document proposes the application of recently adopted environmental regulations to replace the

Water Features designation and interim Significant Environmental Concern (SEC) overlay zone.

Rezoning Notes

1. Three remaining applications of the M3 zone are proposed for the GE-2 zone. Existing uses remain permitted outright uses. Rezoning the M3 zoning at this time provides more certainty to property owners and avoids another legislative rezoning of South Shore.

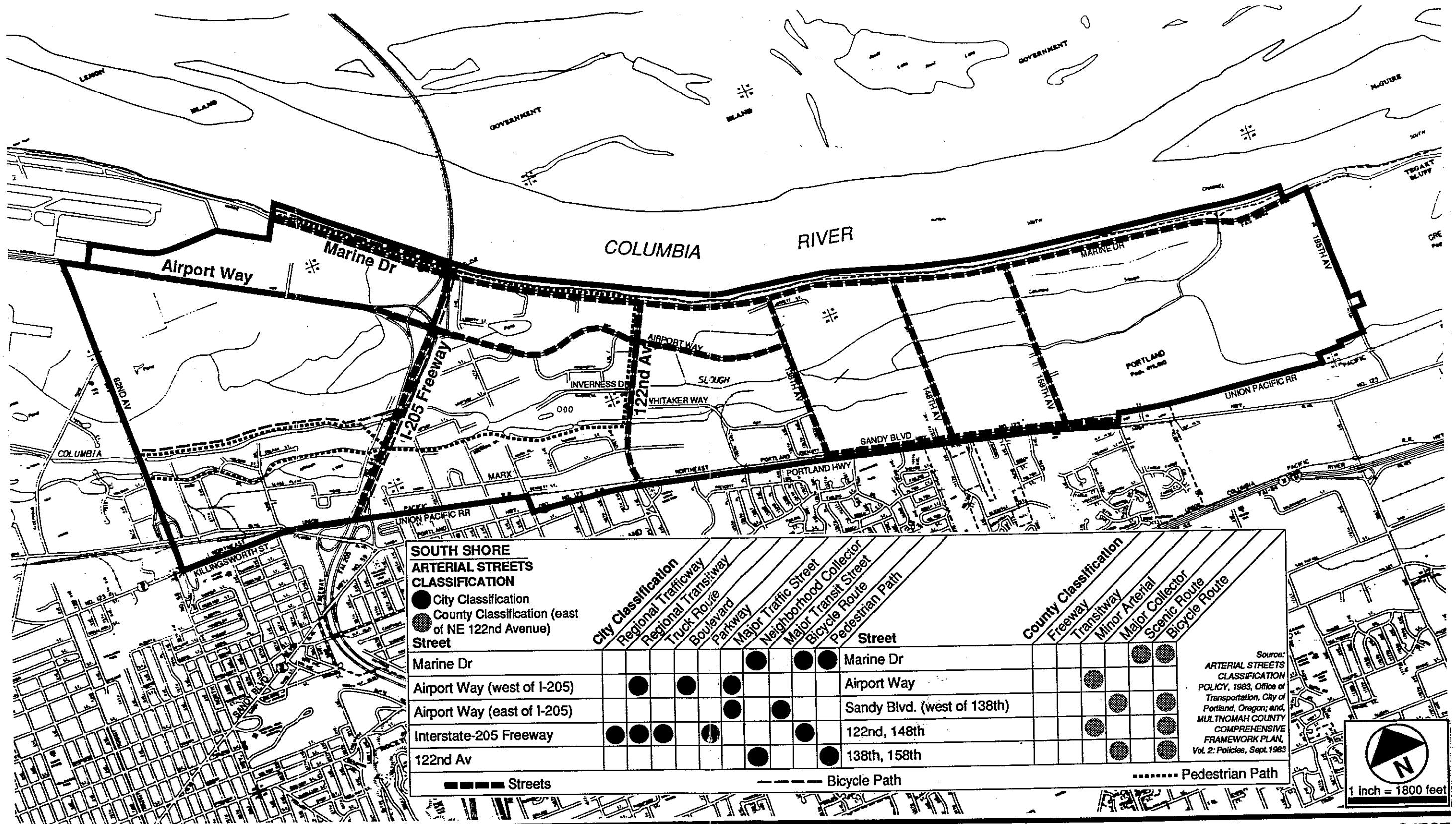


## COLUMBIA CORRIDOR: SOUTH SHORE

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT  
**Adopted Zoning (April 1987)**

**15**



# **COLUMBIA CORRIDOR: SOUTH SHORE**

# INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT **Street Classifications**

**16**

CITY OF PORTLAND



## COLUMBIA CORRIDOR: SOUTH SHORE

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

# Proposed Zoning

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

# 17

OCTOBER 1988

BUREAU OF PLANNING

58

CITY OF PORTLAND





## COLUMBIA CORRIDOR: SOUTH SHORE

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

OCTOBER 1988

BUREAU OF PLANNING

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT  
**Rezoning Notes**

**18**

CITY OF PORTLAND

## **E. Hayden/Tomahawk Islands**

### Existing Zoning

The diversity of Hayden/Tomahawk Islands is reflected in its commercial, residential, light industrial, and urban future zoning (See Map 19). General or neighborhood commercial zoning flanks Interstate 5 and occurs in two locations on Tomahawk Island. Residential zoning of varying densities occurs at the inlet to the joined islands. The Lotus Isle subdivision is zoned LR-7. The Hayden Bay Condominiums and Marina are zoned MR-4. Marina Riverhouse Condominiums are zoned HR-2. Columbia Pointe Condominiums are zoned HR-1. The bulk of Tomahawk Island, developed with marinas, boat repair facilities and other water-related industries, is zoned LM, Light Manufacturing. The far east tip of Tomahawk Island is zoned UF-10, Urban Future.

Within the LM zoning, two sand resource transfer operations have been active since 1980. A 24 acre sand resource site is located on the north side of Tomahawk Island, between Columbia River Yacht Club and Tomahawk Bay Moorage. It operates year round, transporting some 200,000 cubic yards of dredge sand. The smaller sand resource site is located directly west of Lotus Isle residential subdivision. This site is surrounded by residential developments and a small park. Approximately 10,000 cubic yards are dredged from Jantzen Beach Moorage through this site every other year.

In 1979, Multnomah County granted Planned Development approval (PD 9-79p) and Conditional Use approval (CU 19-79p) to the larger sand resource site. As a "mineral extraction" use, the site was required to reapply for conditional use approval every five years, and to submit an annual schedule of anticipated desposits to the sand resource area. The smaller sand resource site has apparently received no such approvals.

Multnomah County applied the Urban Future zone to areas that lack adequate public facilities and services to support urban development. The UF-20 zone is intended to be reclassified to an "urban immediate" zone once a current public need is demonstrated or a unique situation can be satisfied only with a given parcel.

### Street Classifications

The streets, bicycle paths and pedestrian paths designated by the adopted Arterial Streets Classification Policy in the Hayden/Tomahawk Islands subarea are found on Map 20 of this report.

### Proposed Zoning

Comparable City zoning is recommended throughout Hayden/Tomahawk Islands using the City/County conversion chart (See Map 21). GC and NC zoning receives C2, General Commercial, zoning. Residential zones

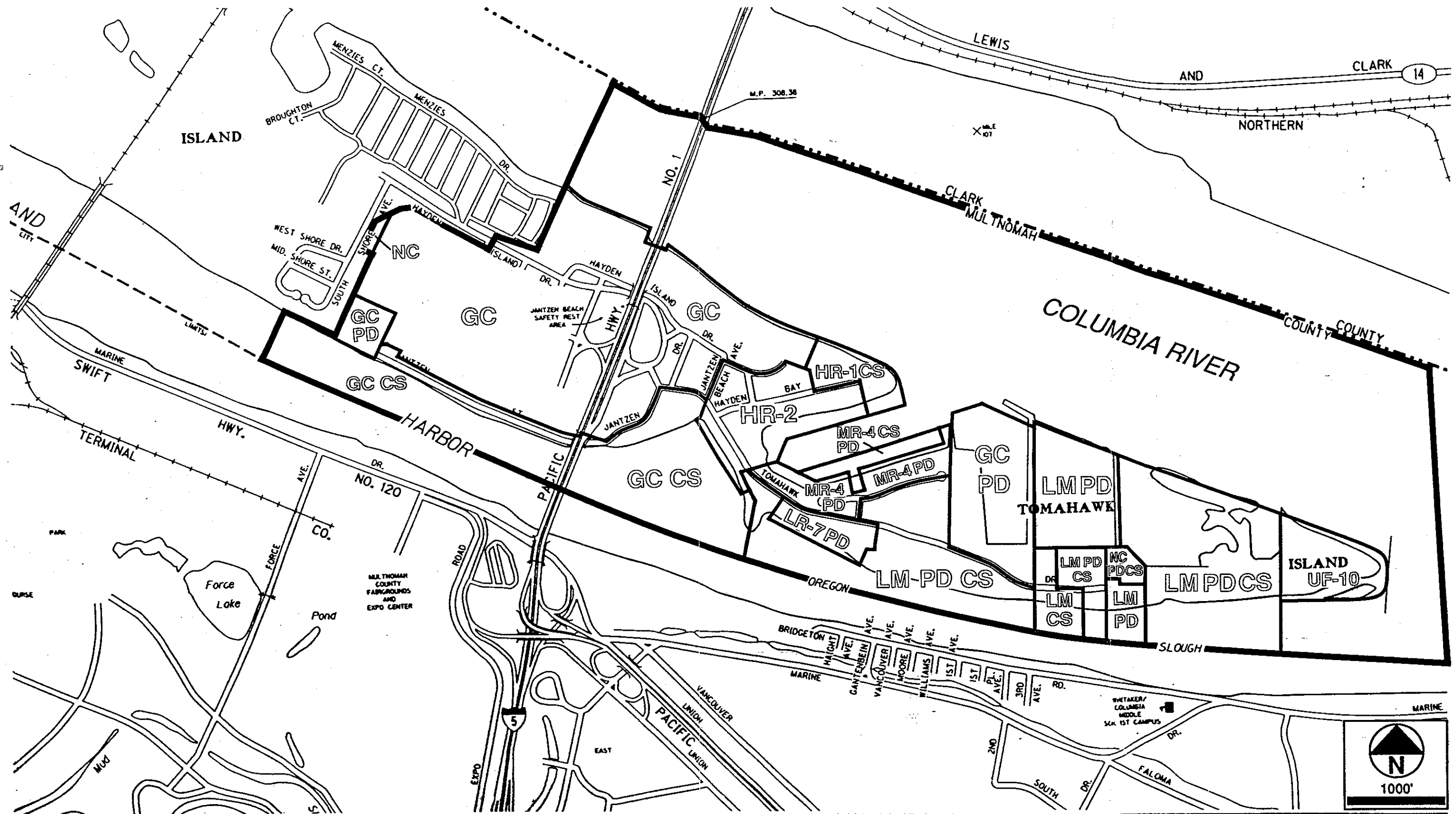
receive comparable density zones as follows: LR-7 to R7, MR-4 to R3, HR-2 to R2, and HR-1 to R1. The LM zone receives GI-2, General Industrial. The industrial buffer is applied along the perimeter of the GI-2 zoned area, where residential zoned properties abut.

The Planning Commission heard complaints from several Tomahawk Island residents about the truck traffic generated by the two sand resource operations. The commission was particularly concerned about the nuisance effects from the smaller sand operation due to the immediate proximity of residential developments. The commission extended the proposed industrial buffer along the perimeter of this site, and urged City Council to consider nonindustrial zoning for the site. The commission did not want to make the zoning more restrictive without first notifying the property owner. The owner of both properties, Hillman Properties, has been notified of this report and the City Council hearing.

The UF-10 zoning has no direct conversion. The FF, Farm and Forest, zone is recommended since no current public need or unique situation requiring development of this property has been demonstrated. The property provides visual relief from surrounding development, is highly visible from Marine Drive and watercraft, and lacks urban services.

Developments that have been approved through the county Planned Development and/or Community Service reviews will be considered approved conditional uses if those uses are not allowed outright in the new zoning.





## COLUMBIA CORRIDOR: HAYDEN/TOMAHAWK ISLAND

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

OCTOBER 1988

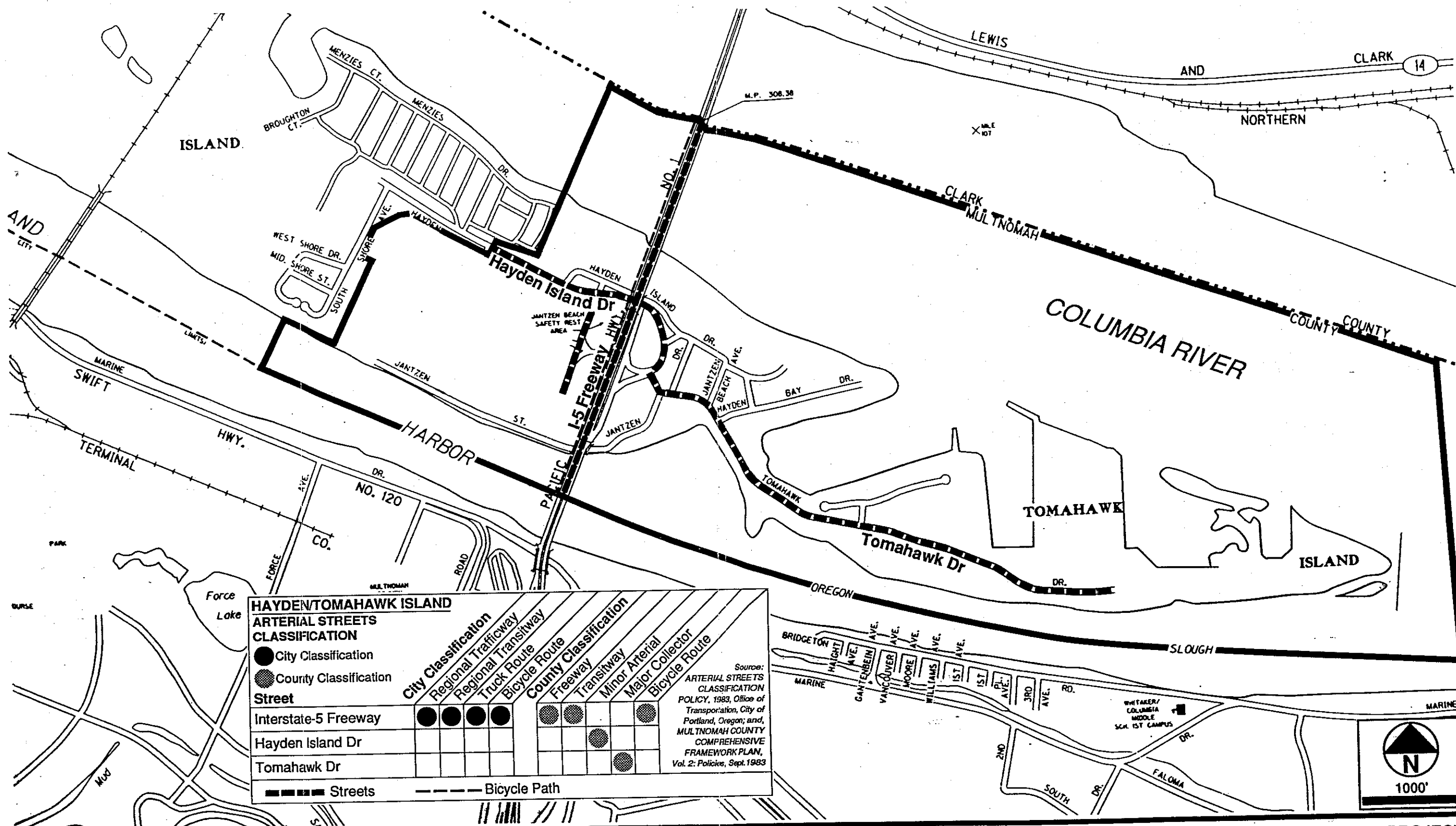
BUREAU OF PLANNING

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

Existing Zoning

19

CITY OF PORTLAND



# COLUMBIA CORRIDOR: HAYDEN/TOMAHAWK ISLAND

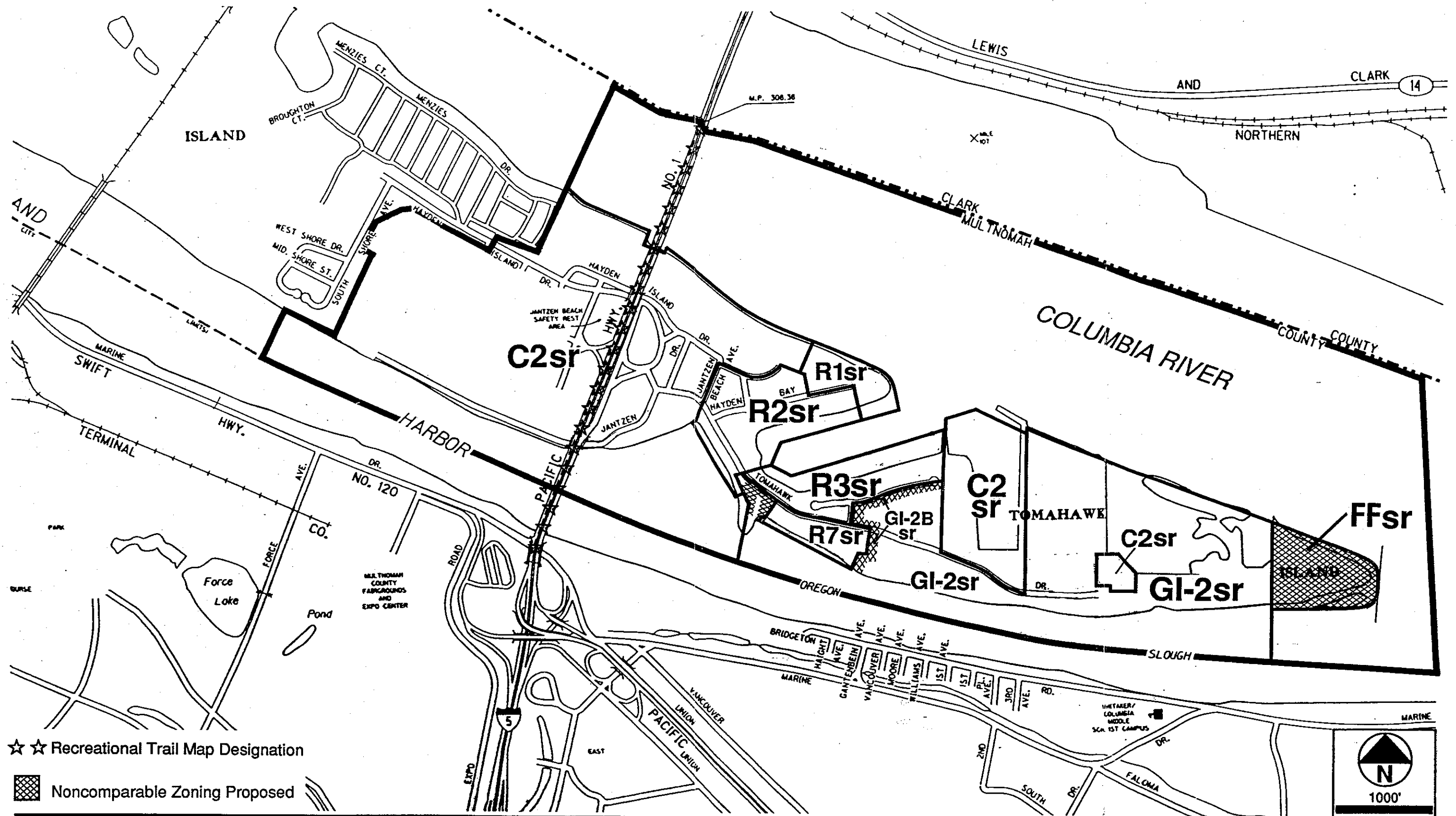
## INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT Street Classifications

20

CITY OF PORTLAND

OCTOBER 1988

BUREAU OF PLANNING



# **COLUMBIA CORRIDOR: HAYDEN/TOMAHAWK ISLAND**

Note: Overlay zones, including proposed Environmental overlay zones, are not shown.  
More detailed zoning maps are found in Proposed Mapping for the Columbia Corridor.

OCTOBER 1988

BUREAU OF PLANNING

INDUSTRIAL ZONING CODE IMPROVEMENT PROJECT

**Proposed Zoning**

**21**

CITY OF PORTLAND



**APPENDIX A**

**INDUSTRIAL ZONES**

**CHAPTER 33.455**



Chapter 33.455

INDUSTRIAL ZONES

(Added by Ord. No. 157663 passed  
July 31, effective Aug. 31, 1985.)

General

Sections:

- 33.455.010 Introduction.
- 33.455.020 Applicability.
- 33.455.030 List of Industrial Zones.
- 33.455.040 Purpose and Intent of the Specific Industrial Zones.
- 33.455.050 Approval Criteria for Exceptions and Modifications.
- 33.455.060 Fractions.

Activities Allowed

- 33.455.100 Purpose.
- 33.455.105 Allowable Activities.
- 33.445.110 Permitted Amounts of Certain Conditional Uses in the HI and GI Zones.
- 33.455.115 Nonconforming Uses and Existing Conditional Uses.
- 33.455.117 Maximum Floor Area in the GE-2 Zone.
- 33.445.120 Off-site Impacts on Lands Permitting Dwellings.
- 33.455.125 Use of Hazardous Materials.
- 33.455.130 On-site Waste Disposal.

Site Development Regulations

- 33.455.200 Purpose.
- 33.455.205 New Lot Sizes.
- 33.455.210 Buildings.
- 33.455.215 Exterior Development.
- 33.455.220 Parking.
- 33.455.225 Loading Areas.
- 33.455.230 Street Trees and Water Feature Landscaping.
- 33.455.235 Wastewater and Stormwater Disposal.
- 33.455.240 Excavations and Fills.
- 33.455.245 Signs.
- 33.455.250 Helistops.
- 33.455.255 Adjustments to the Site Development Regulations.

Industrial Park Developments

- 33.455.300 Purpose.
- 33.455.310 Definition of Industrial Park.
- 33.455.320 Permitted Zones and Minimum Site Sizes.
- 33.455.330 Allowable Activities.
- 33.455.340 Regulations Which May Be Modified.
- 33.455.350 Additional Requirements.
- 33.455.360 Public Services.
- 33.455.370 Approval Procedure and Requirements.
- 33.455.380 Existing Industrial Parks.

GENERAL

33.455.010 Introduction.

These industrial zones provide regulations and standards for the industrial areas in the City. The zones are distinguished from each other based on the allowable uses and the site development requirements. The regulations are designed to provide flexibility within a zone for industrial activities, address area character, protect the health, safety and welfare of the public, address environmental concerns, and implement the Comprehensive Plan.

33.455.020 Applicability.

The regulations of this Chapter apply to all land use activities and development within the areas where these zones are applied. Developments which have made a bona-fide building permit application prior to this date or which have a master plan approved by the City are subject to the regulations of the zone in effect at the time of the permit application or plan approval.

33.455.030 List of Industrial Zones. (Amended by 160606 July 1, 1988.)

This Chapter provides regulations for four zones. Their names and abbreviations are:

Heavy Industrial	HI
General Industrial	GI-1 and GI-2
General Employment	GE-1 and GE-2
Commercial Employment	CE

33.455.040 Purpose and Intent of the Specific Industrial Zones. (Amended by 160606 July 1, 1988.)

A. **Heavy Industrial, HI.** This zone is one of two zones implementing the Comprehensive Plan's industrial sanctuary map designation. The zone allows for areas where intense industries may locate and not be in conflict with residential or commercial areas or more sensitive industrial uses. Industrial activities of all types are permitted including those not desirable in other zones due to objectionable impacts or appearance. New office, business and retail uses are limited and new residential uses are not allowed. The site development regulations are limited to the minimum standards necessary to assure safe, functional, efficient and environmentally sound development.

B. **General Industrial, GI.**

1. This zone is one of two implementing the Comprehensive Plan's industrial sanctuary map designation. The zone provides areas where most industrial activities may locate. New office, business and retail activities are limited and new residential uses are permitted only under special circumstances.



2. The site development regulations include two separate sets of provisions, only one of which is applied in an area. This allows the GI zone to be applied in newer and older industrial areas and still promote development that is compatible with each area's character. The two types of regulations are presented below.
  - a. GI-1. These regulations are for industrial areas which are primarily older, mostly developed, near the center of the City, have small lots, have a grid block pattern of generally 200 foot blocks. The regulations are intended to allow new development to take place in the style and character of existing development in the area.
  - b. GI-2. These regulations are for areas which are primarily not fully developed, away from the center of the City, have larger lots, and have irregular block patterns. The intent of the provisions is to help shape the area's character and development patterns and to promote healthy, viable and attractive industrial areas.

**C. General Employment, GE.**

1. This zone provides for areas which allow a wide range of employment opportunities without potential conflicts from interspersed residential development. Industrial, office, business and retail activities are all permitted. Residential development is restricted.
2. The site development regulations include two separate sets of provisions, only one of which is applied in an area. This allows the GE zone to be applied in newer and older areas and still promote development that is compatible with each area's character. The two types of regulations are presented below.
  - a. GE-1. These regulations are for areas which are primarily older, mostly developed, have small lots or blocks, have a mix of industrial and commercial uses, and might be adjacent or close to residential areas. The regulations to allow new development which is similar in character to existing development. The provisions also assure that new development will not be incompatible with any nearby residential areas.
  - b. GE-2. These regulations are for areas which are primarily less developed, have large lots, contain commercial uses or even large commercial or entertainment activities. Surrounding areas are primarily industrial. The regulations address larger scale new developments. The intent is to promote healthy, viable and attractive areas for a mix of industrial, office, commercial and retail activities.

- D. Commercial employment, CE.** This commercial and employment zone is primarily intended to help implement the Central City, Northwest Triangle and Downtown plans. The CE Zone permits a broad range of commercial service, manufacturing, wholesale, retail and other uses compatible with development in the Central City. Development may be in either mixed-use or single-use buildings. Residential uses are permitted; however, they are not intended to predominate or set development standards for other uses in the area.

CHAPTER 33.455  
INDUSTRIAL ZONES

33.455.050 Approval Criteria for Exceptions and Modifications.

Approval for all land use reviews in this Chapter or permitted by this Chapter shall be based on the approval criteria stated with the review. The approval criteria have been derived and are based on the Comprehensive Plan. Unless specifically required, reviews against the goals and policies of the Comprehensive Plan are not required. Fulfillment of all requirements and approval criteria shall be deemed to be in conformance with the Comprehensive Plan.

33.455.060 Fractions.

Throughout this Chapter, all fractions in determining a requirement or in determining what review procedure is appropriate shall be rounded up to the next whole number.

ACTIVITIES ALLOWED

33.455.100 Purpose.

The regulations of this division of the Chapter state which activities are permitted in each zone, and under what circumstances. Activities in the industrial zones are regulated for the following reasons:

- A. To implement the City's Comprehensive Plan;
- B. To ensure that adequate locational opportunities are available in Portland for industrial activities;
- C. To promote the economic health and vitality of the City and region;
- D. To separate incompatible land uses; and
- E. To match activities with the provision of infrastructure and public services.

33.455.105 Allowable Activities.

- A. Activity category descriptions. Descriptions and characteristics of the activity categories listed below are contained in Chapter 33.111.
- B. Permitted activities. Activities permitted in the industrial zones are stated in Table 455.1.

- C. **Transportation Studies.** Developments in the sales and service categories in the GE-1 zone which are 50,000 square feet or more of gross floor area, or 100,000 square feet or more in the GE-2 zone, must provide a transportation study as part of a building permit application. The study should include proposed uses by square footage, estimated employees, estimated number of trips which will be generated, available traffic counts on adjacent streets, assignment of expected traffic to adjacent streets and a description of the availability of transit services. The transportation study must meet the requirements of the Office of Transportation. Applicants are encouraged to meet with the Office of Transportation prior to submission of the building permit and transportation study.
- D. **Retail outlets of manufacturing firms.** In the HI and GI zones, accessory retail outlets of firms in the manufacturing and production category are subject to the regulations for retail product sales and service uses listed in Section 33.455.110.
- E. **Adult businesses.** Adult businesses, as defined in Chapter 33.80, are subject to the regulations of that Chapter.
- F. **Outdoor advertising signs.** Outdoor advertising signs are subject to the regulations of 33.92.260.

**33.455.110 Permitted Amounts of Certain Conditional Uses in the HI and GI Zones.**  
(Amended by Ord. No. 158205 effective Mar. 10, 1986.)

Activities in the office, personal service and retail product sales and service categories are exempted from a conditional use review in the following situations. In the GI-1 Zone, one activity per site is exempted if the activity is 3,000 square feet or less of gross floor area. In the GI-2 and HI Zones, up to four activities are exempted per site and each must be 3,000 square feet or less of gross floor area or less. Activities over 3,000 square feet or developments with more than 12,000 square feet are subject to the conditional use process. Conditional use permits for these activities may be approved only when the total on-site floor area to be committed to these activities is less than a floor area ratio of 1:1 when the project is complete.

TABLE 455.1  
PERMITTED ACTIVITIES

ACTIVITY	ZONE			
	HI	GI	GE	CE
Industrial Categories:				
Industrial Product Sales	Y	Y	Y	Y
Industrial Service	Y	Y	Y	Y
Manufacturing and Production	Y	Y	Y	Y
Warehouse and Distribution	Y	Y	Y	Y
Sales and Service Categories:				
Major Event Entertainment	CU <sup>1</sup>	CU <sup>1</sup>	CU	Y
Office Activities	CU <sup>1</sup>	CU <sup>1</sup>	Y	Y
Personal Service	CU <sup>1</sup>	CU <sup>1</sup>	Y	Y
Retail Product Sales and Service	CU <sup>1</sup>	CU <sup>1</sup>	Y	Y
Vehicle Service	Y	Y	Y	Y
Institutional Categories:				
Religious Institutions	N	N	Y	CU
Colleges and Hospitals	N	N	CU	CU
Infrastructure	Y	Y	Y	Y
Open Recreation	CU	CU	Y	Y
Passive Open Areas	Y	Y	Y	Y
Public Service	Y	Y	Y	Y
Schools	N	N	N	Y
Residential Uses:	N	CU	CU	Y
(Residential density is limited only by floor area and height restrictions applicable to the site.)				
Other Activity Categories:				
Agricultural Activities	Y	Y	Y	N
Fixed Transportation	CU	CU	CU	CU
Natural Resource Extraction	CU	CU	CU	N
Radio or Television Broadcast Facility	CU	CU	CU	CU
Waste Disposal	CU	CU	CU	N

Y = Yes, N = No, CU = Conditional Use

Notes: <sup>1</sup> These activities are permitted outright up to the amounts stated in 33.455.110.

(Amended by Ord. No. 160006 effective July 1, 1988.)

**33.455.115 Nonconforming Uses and Existing Conditional Uses.** (Amended by Ord. No. 160606 July 1, 1988.)

- A. **Nonconforming uses.** Nonconforming uses in the HI, GI, GE and CE zones are those uses legally in operation prior to the implementation or amendment of these zones which are a prohibited activity as stated in Table 455.1. Prior to the implementation of the regulations, the activity may have been a permitted use, an approved conditional use, a pre-existing use, or a nonconforming use. The regulations for nonconforming uses in the industrial zones are stated in Chapter 33.94.
- B. **Existing conditional uses.** Existing activities which would otherwise require a conditional use review under the provisions of this Chapter are considered approved conditional uses. Future changes or expansions are subject to the conditional use regulations.

**33.455.117 Maximum Floor Area in the GE-2 Zone.** (Added by Ord. No. 159565 Apr. 8, 1987.)

Office category development in the GE-2 Zone is limited to a Floor Area Ratio (FAR) limit of 0.45:1. Development from the personal service category and the retail product sales and service category is not covered by this restriction. Parking structures associated with office development are not included in this FAR limitation. Industrial category developments and approved industrial parks are also exempt, including the 35 percent of floor area which may be developed for commercial uses in approved industrial parks.

In an approved subdivision or industrial park, a transfer of FAR within and/or between sites is allowed. The method of accounting for transfers is determined as part of the subdivision or industrial park approval process.

**33.455.120 Off-site Impacts on Lands Permitting Dwellings.** (Amended by Ord. No. 160606 July 1, 1988.)

- A. **The standard.** Off-site impacts on lands permitting dwellings resulting from noise, vibration, odor, glare, heat and humidity shall not exceed the levels stated in Chapter 33.805.
- B. **Lands permitting dwellings.** Lands permitting dwellings are lands zoned FF, R, C, M3 or CE. However, lands with these zones abutting the zoning district which have a Comprehensive Plan open space designation shall not be included for the purpose of these standards.

**33.455.125 Use of Hazardous Materials.** (Amended by Ord. No. 160606 July 1, 1988.)

Hazardous materials are substances which are capable of posing a severe risk to health, safety or property. The hazard potential of a substance is based on its inherent danger, on the quantity of the material at a site, on its storage and usage.

CHAPTER 33.455  
INDUSTRIAL ZONES

- A. **The standards.** The permitted on-site quantities and uses of hazardous materials for an activity are listed in Table 455.2.
- B. **Hazardous material categories.** Hazardous material categories are defined by the U.S. Department of Transportation (DOT) in the Code of Federal Regulations (CFR), Title 49, Parts 100 to 177 (October, 1983). Specific hazardous materials are assigned to categories in the Hazardous Materials Table, 49 CFR, Part 172.101.
- C. **Definition of hazardous material quantities.**
1. **Bulk plant.** Hazardous materials at the bulk plant level are collected, stored and distributed, but are not used on site. Materials are stored in large fixed containers. Bulk plant quantities are larger than the amount transported in or out in any single shipment. Manufacturers or processors of hazardous materials will generally be at this level.
  2. **Bulk storage.** Hazardous materials at the bulk storage level are used or sold on site. The materials are transported to the site in an unpackaged form and are then transferred to the activity's storage container by hose, pipeline, conveyor belt, etc. On-site usage of a rail car, tanker truck or similar vehicle for storage is considered at this quantity level.
  3. **Package usage.** Hazardous materials at the package level are stored in discrete containers which are handled individually, palletized or unitized for purposes of transportation. Packaged materials are used or sold on site. Packages may include cylinders, drums, boxes, glass jars, etc.
  4. **Consumer commodities.** Consumer commodities are packaged and distributed in a form intended or suitable for sale through retail sales outlets for consumption by individuals for purposes of personal care or household use.
- D. **Qualifiers and exceptions.**
1. In addition to these regulations, all storage or use of hazardous materials must be approved by the Fire Bureau and be in conformance with all appropriate fire and building codes.
  2. Unless otherwise stated in Table 455.2, packaged quantities of hazardous materials for on-site use or sale are permitted in the zones.
  3. Consumer commodities of hazardous materials are exempt from these provisions.
- E. **Radioactive materials.** Any activity requiring a permit from the State of Oregon Radiation Control Section for use of radioactive materials must also have a public safety plan approved by the Fire Bureau and Police Bureau.

F. **Hazardous material reviews.** Required hazardous material reviews shall be processed as follows.

1. **Procedures.** Hazardous material reviews shall be a Type III procedure assigned to the Hearings Officer.
2. **Evaluation factors.** Factors to be evaluated in reviewing requests shall include, but are not limited to:
  - a. The amount and dangerousness of the material;
  - b. Safety measures being proposed;
  - c. The potential for odors and toxic fumes;
  - d. The number of people and amount of land and structures which would be at risk if there was a major accident;

CHAPTER 33.455  
INDUSTRIAL ZONES

TABLE 455.2  
PERMITTED HAZARDOUS MATERIALS

Hazardous Material Category <sup>1</sup>	HI	GI	GE	CE
Class A & B Explosive Forbidden	b-N, s-R	b-N, s-N	b-N, s-N, p-N	b-N, s-N, P-N
Poison A or B Pyrophoric Liquid	b-N, s-R	b-N, s-R	b-N, s-N, p-R	b-N, s-N, p-Y
Corrosive Flammable Gas Flammable Liquid Non-Flammable Gas	b-R, s-Y	b-N, s-Y	b-N, s-Y	b-N, s-Y
Flammable Solid Irritating ORM A, B or E Organic Peroxide Oxidizer	b-Y <sup>2</sup> , s-Y	b-R, s-Y	b-N, s-Y	b-N, s-Y
Combustible liquid	b-Y <sup>2</sup> , s-Y	b-R <sup>3</sup> , s-Y	b-R <sup>3</sup> , s-Y	b-R, s-Y

Quantities: b = bulk plant, s = bulk storage, p = package usage, see 33.455.125 C.

Permissibility: Y = Yes, permitted, R = Review required, N = No, not permitted.

Notes to Table 455.2:

1. Hazardous materials belonging to more than one category are subject to the regulations of the more stringent category. See 33.455.125 B for definitions of the categories.
2. If one-half mile or closer to an R zone, school, college or hospital, then a hazardous material review is required.
3. If stored underground, then permitted outright.

(Amended by Ord. No. 160606 effective July 1, 1988.)



- e. Location of the site in relation to identified areas of special environmental concern such as water courses, water wells, underground aquifers or fish and wildlife habitats;
  - f. Location of the site in relation to designated routes for the transport of hazardous materials; and
  - g. Any other public welfare concerns identified by the staff.
3. Approval criteria. The request may be approved if it is found:
- a. Approval of the request will not create more than a trivial safety or health risk to the public or to surrounding properties and activities; and
  - b. Approval of the request will not be detrimental to the character and economic function of the industrial area; and
  - c. Approval of the request will not create more than a trivial risk to environmentally sensitive areas; and
  - d. The request has been approved by the Fire Bureau and reviewed by the Office of Emergency Management.

**33.455.130 On-site Waste Disposal.**

A. **Purpose.** These provisions are intended to protect public and private lands from the potential effects of on-site waste disposal activities. This Section applies only to waste materials generated by an activity and disposed of on the site. Collection and disposal of waste materials from others is considered in the waste disposal category and is a conditional use.

**B. Definitions.**

- 1. **Hazardous wastes.** Hazardous wastes are defined in ORS 459.410 and OAR 340.100-110.
- 2. **Solid wastes.** Solid wastes are defined in ORS 459.005. Solid wastes are generally all discarded materials which are not classified as hazardous wastes.

**C. The regulations.**

- 1. On-site disposal of hazardous wastes is not permitted.
- 2. On-site disposal of solid wastes generated by the activity may be permitted if approved through an on-site waste disposal review. Note, a disposal permit from DEQ is also required if City approval is granted.

**D. On-site waste disposal reviews.**

CHAPTER 33.455  
INDUSTRIAL ZONES

1. Procedure. Reviews shall use a type III procedure and are assigned to the Hearings Officer.
2. Evaluation factors. Factors to be evaluated in reviewing requests may include, but are not limited to:
  - a. Safety hazards and proposed safety measures;
  - b. Effect of the proposal on surrounding land uses;
  - c. The potential for dust, odors, toxic fumes and other nuisances;
  - d. Location of the site in relation to identified areas of special environmental concern such as water courses, water wells, underground aquifers or fish or wildlife habitats;
  - e. Use of the land after disposal activities are completed; and
  - f. Any other public welfare concerns identified by the staff.
3. The approval criteria for requests for on-site waste disposal are:
  - a. Approval of the request will not create more than a trivial safety or health risk to the public or to surrounding properties and activities; and
  - b. Approval of the request will not contaminate other properties and will not create more than a trivial risk to environmentally sensitive areas; and
  - c. The request will not be detrimental to the character and economic functioning of the industrial area; and
  - d. The proposal contains an adequate reclamation or redevelopment plan.

SITE DEVELOPMENT REGULATIONS

33.455.200 Purpose.

The regulations of this division address the issue of physical compatibility between development by:

- A. Promoting functional and safe site development;
- B. Encouraging new development to be in harmony with the area it locates in;
- C. Providing for coordinated and efficient use of industrial lands; and
- D. Addressing environmental, natural resource and aesthetic concerns relating to development.

**33.455.205 New Lot Sizes.** (Amended by Ord. No. 160606 effective July 1, 1988).

A. **Purpose.** The new lot requirements promote lot sizes and shapes that are economical to assemble and develop, now and in the future, and which minimize access and congestion problems.

B. **Minimum size and shape for new lots.**

1. **RI and GI-2.**

- a. All new lots shall meet Standard A of Subsection C unless created through the provisions of b or c below.
- b. For subdivisions of 10 or more lots, at least 80 percent of the lots shall meet Standard A and the remainder shall meet Standard C.
- c. All but one lot in land divisions of less than 10 lots shall meet Standard A. One lot may meet Standard C. The lots meeting Standard A may not be redivided unless through the regulations of Subsection a or b above.

2. **GI-1 and GE-1.** All new lots shall meet Standard C of Subsection C.

3. **GE-2.**

- a. All new lots shall meet Standard B of Subsection C unless created through the provisions of b or c below.
- b. For subdivisions of 10 or more lots, at least 80 percent of the lots shall meet Standard B and the remainder shall meet Standard C.
- c. All but one lot in a land division of less than 10 lots shall meet Standard B. One lot may meet Standard C. The lots meeting Standard B may not be redivided unless through the regulations of Subsections a or b above.

4. **CE.** There are no minimum lot size requirements for new lots zoned CE.

CHAPTER 33.455  
INDUSTRIAL ZONES

TABLE 455.3  
REGULATIONS FOR BUILDINGS

<u>Regulation</u>	<u>H1</u>	<u>GI-1</u>	<u>GI-2</u>	<u>GE-1</u>	<u>GE-2</u>	<u>CE</u>
Maximum Height:	no limit	no limit	no limit	45 ft.	no limit	75 ft.
Minimum setbacks & landscaping <sup>1</sup>						
Local service street frontages: <sup>2</sup>	0	0	15 ft. (L1)	0	15 ft. (L1)	0
All other street frontages: <sup>2</sup>	15 ft. (L1)	0	25 ft. (L1)	0	25 ft. (L1)	0
Side and rear lot lines:	0	0	0	0	0	0

Maximum building coverage: No limit after meeting other regulations.

Notes: 1. Landscaping standards, in brackets, are stated in 33.520.020.

2. Street designations are based on the Arterial Streets Classification Policy (ASCP).

(Amended by Ord. No. 160606 effective July 1, 1988.)

C. New lot standards.

1. Standard A: lots shall have a minimum of 40,000 square feet and be of such shape that a square 150 feet on a side will fit on the lot.
2. Standard B: lots shall have a minimum of 20,000 square feet and be of such shape that a square 100 feet on a side will fit on the lot.
3. Standard C: lots shall have a minimum of 10,000 square feet and be of such shape that a square 75 feet on a side will fit on the lot.
4. Standard D: lots shall have a minimum of 5,000 square feet and be of such shape that a square 50 feet on a side will fit on the lot.

D. Division of developed parcels. In all zones, land under existing buildings may be divided into lots meeting at least Standard D when the existing building is also being divided and the building division has been approved by the Bureau of Buildings.

E. Existing lots not in conformance with the new sizes. Development on existing lots of record below the required sizes is allowed.

33.455.210 Buildings

A. Purpose. The building regulations promote buildings that are sized and placed so as to be compatible with adjacent developments; that provide adequate air, light and access; and which will not detract from character of the City's industrial areas.

B. Building regulations. The regulations for new and expanded buildings are stated in Table 455.3.

C. Details of Table 455.3.

1. Minimum setback from streets applies to all public or private streets abutting the site. Where a block frontage has already been developed, the setback may be reduced to the average setback of the existing buildings on the frontage.
2. The side setback requirements do not apply to the common wall side of buildings and lots that are divided.

D. Pedestrian access. Pedestrian access shall be provided between a building entrance and an adjacent street. Access may be in the form of a sidewalk, pathway or clearly demarcated walkway.

E. Nonconforming buildings. Existing buildings not in conformance with the building regulations are subject to the following provisions.

1. They may be rebuilt to the same dimensions after accidental damage or fire.
2. Expansions of the building are permitted if the new areas conform with these regulations.

**CHAPTER 33.455  
INDUSTRIAL ZONES**

**33.455.215 Exterior Development.** (Amended by Ord. No. 160606 effective July 1, 1988).

- A. Purpose.** The regulations of this Section are intended to ensure that exterior development will not be a nuisance to adjacent activities, will not be detrimental to the overall character of the industrial area, and will not have adverse effects on the environment. Exterior development includes exterior activities, storage and display and drive-through facilities.
- B. Definitions.** For the purpose of this Section, the following definitions apply:
1. Exterior activities include: outdoor processing, assembly or fabrication of goods; movement of bulk goods not in containers or pipelines; and maintenance, repair and salvage of equipment.
  2. Exterior storage includes the outdoor storage of: raw or finished goods (packaged or bulk) including gases, oil, chemicals, gravel, etc., building materials; packing materials; salvage goods; machinery; equipment; damaged vehicles; etc.
  3. Exterior display includes the display of products, vehicles, equipment and machinery for sale or lease. Display items are intended to be viewed by customers and are not just being stored or parked. Exterior display does not include damaged vehicles, vehicles or equipment being serviced, bulk goods and materials, or other such products.
  4. Drive-through facilities are defined in Chapter 33.12.
- C. Exterior development regulations.** The regulations for exterior development are stated in Table 455.4.

TABLE 455.4  
EXTERIOR DEVELOPMENT REGULATIONS

<u>Exterior activities</u>	<u>HI</u>	<u>G1-1</u>	<u>G1-2</u>	<u>GE-1</u>	<u>GE-2</u>	<u>CE</u>
Permitted:	Yes	Yes	Yes	No	No	No
Local service street setback & landscaping: 1, 2	0	0 (S2)	15 ft. (S2/L1 & L2)	--	--	--
Other street setback & landscaping: 1, 2	0 (S2)	6 ft. (S3/L2)	25 ft. (S3/L1 & L2)	--	--	--
Side and rear setback & landscaping: 2	0	0 (S2)	0 (S2)	--	--	--
<u>Exterior storage</u>						
Permitted:	Yes	Yes	Yes	Yes	Yes	No
Local service street setback & landscaping: 1, 2	0	0 (S2)	15 ft. (S2/L1 & L2)	0 (S3)	15 ft. (S2/L1 & L2)	--
Other street setback & landscaping: 1, 2	0 (S2)	0 (S3)	25 ft. (S3/L1 & L2)	6 ft. (S3/L1 & L2)	25 ft. (S3/L1 & L2)	--
Side and rear setback & landscaping: 2	0	0 (S2)	0 (S2)	0 (S3)	0 (S3)	--
<u>Exterior display</u>						
Permitted:	Yes	Yes	Yes	Yes	Yes	No
Local service street setback & landscaping: 1, 2	0	3 ft. (L1)	3 ft. (L1)	3 ft. (L1)	3 ft. (L1)	--
Other street setback & landscaping: 1, 2	0	3 ft. (L1)	6 ft. (L1)	3 ft. (L1)	6 ft. (L1)	--
Side and rear setback & landscaping: 2	0	0	0	0	0	--

TABLE 455.4 CONTINUED  
EXTERIOR DEVELOPMENT REGULATIONS

<u>Drive-through facilities</u>	<u>HI</u>	<u>GI-1</u>	<u>GI-2</u>	<u>GE-1</u>	<u>GE-2</u>	<u>CE</u>
Permitted:	Yes	Yes	Yes	Yes	Yes	Yes
Street setback	25 ft.	25 ft.	35 ft.	25 ft.	35 ft.	5 ft.
Side and rear setback & landscaping: <sup>2</sup>	15 ft.	15 ft. (S3)	25 ft. (S3)	15 ft. (S3)	25 ft. (S3)	5 ft.

- Notes:
1. Street designations are based on the Arterial Streets Classification Policy (ASCP). Setbacks apply to public and private streets.
  2. Landscape and screening standards, the bracketed numbers, are stated in 33.520.020.

(Amended by Ord. No. 100600 effective July 1, 1988.)



- D. **Street side development.** In all zones, if auto parking areas are placed between exterior development and the street, required screening, but not landscaping, must be provided.
- E. **Fencing.** Fencing may be required around exterior developments if the Planning Director finds a safety hazard will be present otherwise.
- F. **Paving.**
  - 1. **UI and UI-2 zones:** exterior development areas within 50 feet of a driveway must be paved.
  - 2. **UI-1, UE-1, UE-2 and UE zones:** all exterior development must be paved.
  - 3. Use of permeable paving material such as grasscrete is permitted.
- G. **Drive-through facilities.** The circulation plan for a drive-through facility must meet the requirements of the Office of Transportation.
- H. **Nonconforming exterior developments.**
  - 1. Exterior developments may not be expanded into required setback areas.
  - 2. Expanded exterior development areas must comply with the regulations of this Section.
  - 3. Exterior development expansions over 1,000 square feet shall require all street side landscaping and screening for the entire exterior development be met. If there is less than 4 feet available for street side landscaping and screening, only screening is required.
  - 4. Exterior activity areas in zones where not permitted may continue, but may not be expanded. In addition, they must be landscaped and screened if the use is modified by:
    - a. Expansions of floor area over 20 percent; or
    - b. There are additions, alterations or repairs exceeding 50 percent of the value of the existing building or improvement, or
    - c. There is a change of use to another activity category.

The landscaping and screening shall meet the standard for exterior storage in that zone.

**33.455.220 Parking.**

- A. **Purpose.** The parking and loading regulations promote safe and efficient off-street parking for vehicles and pedestrians, limit congestion on roads and streets, minimize negative environmental effects and create an aesthetically pleasing development.

**CHAPTER 33.455  
INDUSTRIAL ZONES**

**B. Required automobile parking spaces.**

1. For all zones, the minimum number of required parking spaces shall be as stated in Table 455.5 except where adopted plans or requirements approved by the Council control. Descriptions of the general activity categories are contained in Chapter 33.111. In computing required parking spaces, all fractions shall be rounded up to the next whole number. The parking and loading requirements of this Chapter are minimums. It is the responsibility of the establishment to provide adequate off-street parking and loading for all employees and customers.
2. Company vehicles. In addition to the above required parking, adequate off-street parking shall be provided for all vehicles used either in conjunction with the activity or serviced by the activity.
3. Parking space reductions may be permitted if a rideshare or transit incentive program is provided. See 33.98.430(c).

**C. Required bicycle parking.**

1. Activities in the industrial categories or in the vehicle service category: two covered parking spaces or one covered space for every 40 auto parking spaces required, whichever is greater.
2. Activities in the sales and service categories, except for vehicle service: two covered spaces or one covered space per 20 auto spaces required, whichever is greater.
3. Activities in the institutional categories: the same requirements as in the C2 zone, see 33.42.045.
4. In addition to 1 through 3 above, required auto parking may be reduced by up to 10 percent provided that the following requirements are met:
  - a. For every required space not provided, two covered bicycle parking spaces must be provided; and
  - b. The Office of Transportation approves the reduction.

**D. Parking lot placement and development standards.**

1. Auto parking and maneuvering areas are permitted within required building setback areas.
2. Setbacks. Surface parking lots shall be set back and have landscaping in the setbacks as stated in Table 455.6
3. Parking lot interior landscaping. Parking lots containing 12 or more auto spaces shall contain one tree per four parking spaces. The standards for parking lot interior trees are stated in 33.520.040 C.

4. Truck parking. Truck parking areas shall meet the setback, landscaping and screening requirements for exterior storage areas stated in 33.455.215.
  5. Bicycle parking. Bicycle parking areas shall meet the development standards stated in 33.82.030.
- E. **Developments not providing all required parking.** For existing developments not providing the required amounts of parking, the following regulations apply.
1. Changes of use within the same parking group, as stated in Table 455.5 do not require additional parking to be provided.
  2. Changes of use to a parking group, as stated in Table 455.5, requiring fewer parking spaces than the previous use are permitted without the required deficient parking being provided.
  3. Changes of use to a parking group, as stated in Table 455.5, requiring more parking spaces than the previous group must provide the increased number of parking spaces required.

TABLE 455.5  
MINIMUM REQUIRED AUTO PARKING SPACES

General Activity Categories and Specific Activities	Required Number of Parking Spaces
1. Industrial Product Sales Industrial Service Manufacturing & Production Vehicle Service	1 space per 750 sq. ft. of gross floor area. However, if lot size is 5,000 sq. ft. or less, then no more than 4 spaces are required, and if lot size is from 5,001 to 10,000 sq. ft., then no more than 7 spaces are required.
2. Warehouse and Distribution	1 space per 750 sq. ft. of gross floor area for the first 5,000 sq. ft. and 1 space per 2,000 sq. ft. for all additional gross square footage. However, if lot size is 5,000 sq. ft. or less, then no more than 4 spaces are required, and if lot size is from 5,001 to 10,000 sq. ft., then no more than 7 spaces are required.
3. Office Activities Personal Service Retail Product Sales & Service	1 space per 500 sq. ft. of gross floor area plus 1 space per 2,000 sq. ft. of exterior display or exterior storage area. However, if lot size is 5,000 sq. ft. or less, then no more than 6 spaces are required, and if lot size is from 5,001 to 10,000 sq. ft., then no more than 10 spaces are required.
4. Fixed Transportation Facilities Natural Resource Extraction	To be determined as part of the activity's review.
5. Hotels, motels and other transient lodging	1 space per guest room and any other required parking for restaurants, meeting rooms, etc.
6. Institutional categories	The minimum requirements are those listed for institutional uses in the U2 zone (See 33.42.040).
7. Major Event Entertainment (including those below 300 seats or 5,000 sq. ft. of event area)	If fixed seating: 1 space per 4 seats or 8 feet of bench for first 1,000 seats or equivalent, and 1 space per 8 seats or 16 feet of bench for remaining seating. If no fixed seating: 1 space per 100 sq. ft. of event area.
8. Passenger terminals (including bus & marine)	1 space per 1,000 sq. ft. of gross floor area.

TABLE 455.b  
REQUIRED SETBACKS AND LANDSCAPING FOR SURFACE PARKING LOTS<sup>1</sup>

	<u>H1</u>	<u>GI-1</u>	<u>GI-2</u>	<u>GE-1</u>	<u>GE-2</u>	<u>CE</u>
Local service street frontages <sup>2</sup>	0	0	6 ft. (L2)	0	6 ft. (L2)	5 ft. (L1)
Other street frontages <sup>2</sup>	0	3 ft. (L2)	10 ft. (L1 & L2)	3 ft. (L2)	10 ft. (L1 & L2)	5 ft. (L1 & L2)
Side and rear setbacks	0	0	0 (S1) or 3 ft. (L2)	0	0 (S1) or 3 ft. (L2)	0 (S1) or 3 ft. (L2)

Notes: 1. Landscape standards, in brackets, are stated in 33.520.020.

2. Street designations are in the Arterial Streets Classification Policy (ASCP). Setbacks apply to public and private streets.  
(Amended by Ord. No. 160606 effective July 1, 1988.)

**CHAPTER 33.455  
INDUSTRIAL ZONES**

4. If such structures or activities are expanded, they must provide the parking required for the expanded portion and meet the development standards for the new parking provided.

**F. Parking lots not meeting the landscape requirements of D 2 or D 3 above.**

1. Deficient border landscaping. Parking lot expansions over 20 percent shall require all landscaping and screening requirements for the entire parking lot to be met. If there is less than 2 feet available for border landscaping, only an S1 screen is required.
2. Deficient interior landscaping. Interior landscaping shall be provided for the entire lot if:
  - a. A lot is expanded more than 20 percent or improved from unpaved to paved, and
  - b. If there is no interior landscaping, or if what is existing does not meet the standard of D 3 above or that of the prior zone.

**G. Developments not providing all required bicycle parking. Required bicycle parking shall be provided when:**

1. Additions, alterations or repairs exceeding 50 percent of the value of the existing building or structure are made; or
2. There are expansions of the activity over 20 percent; or
3. The auto parking lot is expanded by 20 percent or more.

**33.455.225 Loading Areas.**

- A. **Required loading areas.** All structures containing 5,000 square feet or more of gross floor area shall provide at least one loading area on the site.
- B. **Loading area dimensions.** Loading areas for activities in the sales and service categories must have a minimum length of 35 feet, not the 60 feet required in 33.86.010.
- C. **Loading access.** In the H1, G1-2 and GE-2 zones, loading areas shall be designed so that vehicles enter and exit the site in a forward motion.
- D. **Existing noncomplying buildings.** Existing buildings with inadequate number or size of loading areas may continue. If buildings are expanded by more than 20 percent of floor area, deficient loading spaces must be provided.

**33.455.230 Street Trees and Water Feature Landscaping.**

- A. **Purpose.** The purpose of these landscaping regulations and those throughout this Chapter are to:

1. Provide landscaped areas which are designed to facilitate movement of traffic, to break up large areas of impervious surfaces, to provide shade, to buffer and screen adjacent properties, and which promote a safe environment and a pleasant appearance;
  2. Promote energy efficiency and conservation of water, provide wind buffers and decrease airborne and waterborne dust; and
  3. Promote development next to unique or special environmental areas and habitat areas which does not decrease the quality or character of those areas.
- b. **Required landscaping and open areas.** In addition to the landscaping required in other parts of this Chapter, landscaping and open areas are required in the following situations.
1. **Street trees.** Street trees are required on the right-of-way side of all property lines abutting public streets and adjacent to all private streets. However, if the City Engineer determines that a safety hazard would be created due to the design speed of the road, the trees shall be placed on the property side of the right-of-way line.
  2. **Development adjacent to water features.**
    - a. There shall be a distance of 25 feet of open area adjacent to water features such as ponds, sloughs, rivers, creeks, etc. which are identified on the City's water features map. Measurements shall be made from the top of the bank of water bodies such as ponds and lakes and of the Columbia River, Johnson Creek, Fanno Creek, the Columbia Slough, the Multnomah County Drainage District No. 1 canals and the Peninsula Drainage District No. 2 canals. Measurements for all other watercourses shall be made from the centerline.
    - b. The water features open area requirement shall not apply to lands within the Willamette River Greenway Overlay zone; to water features that have been covered by the E zone (even if less than 25 feet); to activities which are river related and river dependent, as defined in Chapter 33.77; flood and erosion controls and maintenance; and to streets, water lines, storm and sanitary sewers, waste pumping stations and similar utility facilities.
    - c. The standards for open areas are stated in 33.520.020 A.
    - d. Other water feature related restrictions of the flood plain ordinance (Bureau of Buildings) or the Bureau of Environmental Services may apply.
- c. **Developments not conforming with the landscaping and open area regulations.**
1. **Street trees.** Required street trees shall be provided by:

**CHAPTER 33.455  
INDUSTRIAL ZONES**

- a. All new construction; or
  - b. All additions, alterations or repair exceeding 50 percent of the value of the existing building or improvement; or
  - c. Expansions of floor area over 20 percent; or
  - d. A change of use to a different activity category.
2. water feature open areas. Existing development within the water feature required open area may continue. Expansions may be permitted under the provisions of 33.98.440 J.

**33.455.235 Wastewater and Stormwater Disposal.**

- A. **Industrial wastewater.** All wastewater from the site shall be disposed into a sanitary sewer unless otherwise approved by DEQ for other disposal. This includes wastewater resulting from production and resulting from the washing of equipment, vehicles, etc. Wastewater disposal shall be approved by the City Engineer. Industrial wastewater pretreatment may be required. Sanitary and industrial wastewater quality shall meet City Code requirements. A sampling manhole and industrial wastewater discharge permit may be required. Stormwater runoff and landscape watering are exempt from this provision.
- B. **Stormwater disposal.** All stormwater and groundwater shall be discharged to an adequate watercourse, waterbody, storm sewer or approved on-site disposal system. Stormwater and groundwater disposal methods and the determination of the adequacy of the receiving systems require the approval of the Plumbing Division of the Bureau of Buildings and/or the Bureau of Environmental Services. A permit from DEQ may also be required.

**33.455.240 Excavations and Fills.**

- A. **Purpose.** The purpose of a land use review for excavations and fills is to protect residential areas from the problems that may result from such development. These problems may include dust, noise and safety concerns. Technical, engineering related problems are addressed as part of the building permit review.
- B. **Affected excavations and fills.**
1. Excavations and fills in conjunction with a building or foundation permit for a structure do not require a land use review.
  2. Excavations and fills over 5,000 cubic yards and within 400 feet of an R zone shall be reviewed under a Type II procedure assigned to the Hearings Officer.



3. All other excavations and fills do not require a land use review unless mandated by an overlay zone. For further requirements and information relative to excavation and filling, contact the Engineering Services Division of the Bureau of Environmental Services and the Geotechnical Plan Review Section of the Bureau of Buildings. Filling of wetlands is discouraged and additional permits from the U.S. Army Corps of Engineers and Oregon Division of State Lands may be required.
- C. **Approval criteria.** Applications shall be approved if it is found that the excavation or fill will be carried out in such a manner that:
1. Dirt is not left on roadways; and
  2. There will not be an on-site safety hazard during the activity period; and
  3. The hours of activity, the route for trucks and the total expected time period for the request will not be a nuisance for nearby land uses.

33.455.245      **Signs.** (New Section substituted by Ord. No. 158535 May 22, 1986.)

Sign regulations for all uses are stated in Chapter 33.535, Signs.

33.455.250      **Helistops.**

Public and private helistops may have refueling facilities if approved by the Fire Marshal.

33.455.255      **Adjustments to the Site Development Regulations.**

The adjustment process for specifically listed site development regulations is stated in Chapter 33.98, Exceptions.

## INDUSTRIAL PARK DEVELOPMENTS

33.455.300      **Purpose.**

The industrial park regulations allow greater flexibility for large, integrated developments by relaxing certain zoning requirements. The zoning requirements may be relaxed because the development is large enough to create its own inner character while not being incompatible or conflicting to surrounding activities. The provisions create a mechanism to achieve planning goals through private means such as master plans and/or covenants, conditions and restrictions (C, C and R's). The master plan and/or C, C and R's ensure internal compatibility, efficient service provision, and compatibility with surrounding land uses.

CHAPTER 33.455  
INDUSTRIAL ZONES

33.455.310 Definition of Industrial Park.

An industrial park is designed as a coordinated environment for a variety of industrial and related activities. The project is developed or controlled by one proprietary interest. It has an enforceable master plan and/or C, C and R's. The development may be on one parcel, may be subdivided, may have condominium ownerships, or a combination of these types.

Uses may include manufacturers, warehouse, research and development facilities, distribution firms, some office buildings, and various support businesses such as retail activities. Support uses are generally oriented towards uses in and near the industrial park. Variations on the industrial park theme are commerce centers, business parks and research parks.

33.455.320 Permitted Zones and Minimum Site Sizes.

The industrial park provisions are limited to the zones and to projects at least as large as those stated below.

HI:	20 acres
GI-1:	10 acres
GI-2:	20 acres
GE-1:	Not permitted
GE-2:	20 acres

33.455.330 Allowable Activities.

A. Permitted activities.

1. To qualify for the industrial park provisions, uses are limited to the industrial categories permitted by the base zone except as stated in 2 below.
2. Office activities, retail product sales and service activities, and personal service activities are permitted in total as follows:
  - a. For industrial parks 100 acres or less in size, up to 35 percent of the gross floor area.
  - b. For industrial parks over 100 acres in size, up to 35 percent of the gross floor area for a designated 100 acres. The designated 100 acres must be shown at the time of the application. In the remainder of the industrial park, the base zone's permitted activities shall control.
3. Offices, cafeterias, or other such accessory uses which are part of an industrial firm shall not be counted as part of the 35 percent. The sales, service and office proportion of uses shall be based on the proposed amount of development at the project.

- B. **Additional nonindustrial activities.** Office activities, retail product sales and service activities and personal service activities in excess of the 35 percent standard shall be subject to conditional use reviews under the provisions of 33.106.205.

**33.455.340 Regulations Which May Be Modified.**

Unless stated below, the site development regulations of the base zone shall apply.

- A. **New lot characteristics.** There shall be no minimum size requirements for new lots. All lots must have access to a street.
- B. **Setbacks.**
1. The base zone's minimum setback and landscape regulations shall only apply along the periphery of the industrial park.
  2. However, throughout the project, the street frontage setbacks of the base zone shall apply along non-local service streets as designated in the arterial street classification policy.
- C. **Parking and loading.**
1. For developments with common parking areas, there shall be no fixed minimum amounts of required automobile parking and loading areas. It shall be the responsibility of the developer to provide adequate off-street parking and loading. On-street parking and loading shall not be permitted. However, provision of parking spaces below what is required in 33.455.220 B shall be approved as part of the approval for the industrial park.
  2. Bicycle parking shall be required as stated in 33.455.220 C.
  3. Surface parking lots shall meet the interior landscaping provisions of 33.455.220 D 3.

**33.455.350 Additional Requirements.**

- A. **Master plans and C, C and R's.** Master plans and/or C, C and R's are required for all industrial parks. However, all industrial parks which are also subdivisions or major or minor partitions, must have C, C and R's.
- B. **Pedestrian circulation.** The development shall provide a circulation system for pedestrians made up of sidewalks or paved pathways which serves buildings and parking in the development and which connects to outside sidewalks, if any.
- C. **Landscaping.** Overall, at least 15 percent of the development must be landscaped or devoted to open areas, as defined in 33.520.020. Landscaping shall meet at least the L1 standard, stated in 33.520.020. Parking lot landscaping, pedestrian facilities, and any exterior recreational facilities provided, may be applied towards the 15 percent requirement.

**CHAPTER 33.455  
INDUSTRIAL ZONES**

**D. Utilities.** All local utility wires and services shall be underground.

**33.455.360 Public Services.**

- A. Streets.** Streets that will serve as a collector or greater function must be a dedicated right-of-way and meet City Engineer standards. Streets that will be at a local service level may be public or private. Determination of the function level of a street shall be made by the Office of Transportation.
- B. Service extensions.** Extensions of streets, water lines, sanitary sewers or storm sewers may be required to provide services to adjacent properties.

**33.455.370 Approval Procedure and Requirements.**

**A. Application requirements.**

1. The application shall include the following information: proposed activities, service provision, access points, circulation and parking, building types and sizes, landscaping and open areas. Required master plans and/or C, C and R's shall be submitted.
2. The information may be general to preserve future flexibility, but shall be of such detail to show conformance with these provisions.
3. The application may be submitted and approved for discrete phases of the development, or for the total development. Applications may be made in conjunction with a subdivision request or partition request.

**B. Pre-application conference.** A pre-application conference is required prior to submission of an industrial park application.

**C. (Amended by Ord. No. 160326 Dec. 10, 1987.) Review procedure.** Review of an industrial park request shall be a Type II procedure assigned to the Hearings Officer. Review of issues or proposals not covered by this Chapter, upon request by the applicant, may be reviewed as a planned unit development Type III procedure, assigned to the Hearings Officer.

**D. Approval criteria.** The development shall be approved when it is found:

1. That the proposal will not be detrimental to the economic functioning of the surrounding industrial or business area based on a review of site and area characteristics and proposed uses; and
2. That the proposal will not be detrimental to the livability or character of any adjacent residential areas; and
3. That there is adequate public services capacity for the proposal; and
4. There is a mechanism enforceable by the applicant which assures that the requirements of this Chapter and Title are met.

- E. **Extended approvals.** Adjustments for specific site development regulations may be requested at the time of the application for the industrial park. The entire review shall be processed using the highest procedure type required by any of the requests. Applicants shall include adequate information and be specific enough to address the approval criteria for each request. Approval of the specific request may be made with conditions to ensure that the intent and purpose of the industrial park provisions and this Chapter and Title are met.
- F. **Recording.** Approved C, C and R's must be recorded prior to issuance of any building permits for development.
- G. **Changes in the master plan or restrictive covenants.** Changes in the master plan or restrictive covenant may be made as long as they continue to meet the requirements of these provisions. Major changes shall be reviewed under a Type II procedure. Major changes are those that significantly alter access points, the placement of buildings or development along the periphery, and on-site public service needs. All other changes are minor and shall be reviewed through a Type I review.
- H. **Record.** A copy of the development plan and/or C, C and R's will be kept on record at the Bureau of Planning. Building permits and certificates of occupancy shall not be issued for development or uses not in conformance with portions of the plan or covenants pertaining to required provisions of this Chapter or Title.

33.455.380 Existing Industrial Parks.

Developed or partially developed industrial parks may request approval under these provisions. They shall be subject to the same regulations and approval criteria as new developments.



**APPENDIX B**

**B BUFFER ZONE**

**CHAPTER 33.58**





## B BUFFER ZONE

## Sections:

- 33.58.010 Purpose.  
33.58.020 Procedure.  
33.58.030 Regulations.

Buffer Zone in Conjunction with  
the HI, GI and GE Zones

- 33.58.100 Purpose.  
33.58.105 Application.  
33.58.110 Permitted Activities.  
33.58.115 Off-site Impacts of Industrial  
Zoned Activities.  
33.58.120 Site Development Regulations.

**33.58.010 Purpose.** In recognition that lots originally platted for residential uses, with a depth of 100 feet more or less, are ill-adapted to modern merchandising and other commercial uses, it is sometimes desirable to permit expansion of businesses through the block to abut paralleling streets. In order to maintain these paralleling streets as residential in use and character and yet permit such expansion of business, it is necessary to install a stepdown or B Buffer Zone which allows business use but which presents the appearance of residential use. Therefore, the Council may, from time to time as warranted, establish and superimpose B Zones upon other regular zones in addition to B Zones established July 1, 1959.

Land classified in a B Zone shall also be classified in one or more of the regular zones as listed in Chapter 33.16. The zoning of such land shall be designated by a combination of symbols, e.g., C2B, M1B, etc.

**33.58.020 Procedure.** (Amended by Ord. No. 139117, 139702, 141105, and 148873; passed and effective Dec. 13, 1979.) B Zones shall be established in combination with other regular zones, and may be removed, according to the procedure as provided in Chapter 33.102 for changes and amendments to the Zoning Regulations. Variances within B Zones may be granted in accordance with Chapter 33.98 and in more particular Section 33.98.025 (b).

**33.58.030 Regulations.** (Amended by Ord. No. 139117, 139702, and 141105; passed and effective Dec. 31, 1975.)

(a) The uses of property permitted shall be those permitted in the regular zone with which the B Zone is combined.

(b) Off-street parking and loading regulations shall be those governing the regular zone with which the B Zone is combined.

(c) Height regulations shall be those of the more restrictive abutting zone, whether across a street or alley or immediately adjoining.

(d) Minimum required lot area per dwelling unit regulations shall be those of the more restricted abutting zone, whether across a street or alley or immediately adjoining.

(e) Yard regulations shall be those of the more restrictive abutting zone, whether across a street or alley or immediately adjoining, except a rear yard need be provided only where such yard adjoins the side of a lot in an R or A Zone.

(f) Yards abutting a street shall be landscaped and maintained in a satisfactory manner at all times.

(g) A screen of evergreen planting shall be provided on yards abutting streets at a distance from the street line equal to the depth of the required yard. This planting shall be established so as to reach a height of at least 5 feet within a period not to exceed 2 years. Such screening shall at all times be maintained in a satisfactory manner.

(h) No structure shall be built, no equipment or vehicles shall be parked, and no other activity of a business nature shall be permitted in any required yard.

(i) No entrance or exit shall be permitted across a yard abutting a street or through the required planting screen for either vehicles or pedestrians. No driveway permit shall be issued by the Office of the City Engineer granting access to property in a B Zone.

(j) Required side and rear yards in the B Zone shall be landscaped and a screen of planting shall be established so as to reach a height of at least 5 feet within a period not to exceed 2 years. Such landscaping and screening shall at all times be maintained in a satisfactory manner.

(k) Sign regulations in B Zones shall be those of the more restrictive abutting zone, whether across a street or alley or immediately adjoining.

(l) Required landscaping and screen of evergreen planting shall be made before occupancy and use of a B Zone is permitted.

#### **BUFFER ZONE IN CONJUNCTION WITH THE HI, GI AND GE ZONES**

**33.58.100 Purpose.** (Added by Ord. No. 157663 effective Aug. 31, 1985.) The specific buffer regulations used in conjunction with industrial zones are to protect the livability of residential areas adjacent to industrial areas. Emphasis is on limiting the potential nuisance effects of industry and ensuring that development will be compatible with adjacent residential development.

**33.58.105 Application.** (Added by Ord. No. 157663 effective Aug. 31, 1985.) The buffer zone shall be applied where the HI, GI and GE zones abut R zoned lands and where there is not adequate separation resulting from natural features such as hillsides or man-made features such as major roads or freeways.

**33.58.110 Permitted Activities.** (Added by Ord. No. 157663 effective Aug. 31, 1985.) Permitted activities are those of the base zone.

**33.58.115 Off-site Impacts of Industrial Zoned Activities.** (Added by Ord. No. 157663 effective Aug. 31, 1985.) If the Director of the Bureau of Planning finds that there is a potential that the proposed activity or development will not conform with one or more of the off-site impact standards of 33.455.805, the following information may be required from the applicant:

(a) A description of the activity regarding processes, materials used, storage, waste disposal, types of machinery and other such items as it relates to off-site impacts. However, the applicant shall not be required to reveal any trade secrets which would cause any secret manufacturing procedure, compound or product to become public knowledge and be available to competitors;

(b) An explanation of any mechanisms or techniques which are proposed to restrict any hazardous or nuisance effects, including the type and location of any abatement devices and/or recording instruments to measure conformance with the required standard;

(c) An evaluation and explanation certified by a registered engineer or architect, as appropriate, that the proposed activity can achieve the off-site impact standard or standards in question.

**33.58.120 Site Development Regulations.** (Added by Ord. No. 157663 effective Aug. 31, 1985.)

(a) Access.

(1) Where street frontages face industrially or commercially zoned lands, access is not restricted.

(2) Where street frontages face R zoned lands, no access is permitted if the site may be accessed from another street within the industrial area.

(3) Where lot lines abut R zoned lands, access into R zoned lands is prohibited.

(b) Building height. Maximum building heights are stated in Table 58.1. Buildings must also meet the setback requirements of Table 58.2.

(c) Exterior activities. Exterior activities, as defined in 33.455.215 B, and drive-through facilities are not permitted in the buffer zone.

(d) Setbacks.

(1) Where lot lines do not abut or face an R zone, the setback regulations of the base zone shall apply. If lot lines abut or face R zoned lands, then the setbacks stated in Table 58.2 apply.

(2) , Qualifiers and exceptions.

A. If developments are set back farther than the minimum required, the required screening and plantings must still be provided.

B. Required screens shall be provided on the industrial side of the required landscaped area.

C. If parking or exterior display areas are placed between a building and a frontage facing an R zone, one-half of the required building landscaped area must be provided adjacent to the building in addition to the parking or display landscaping.

(e) Signs. Signs within 50 feet of an R zone lot line or on a street facing an R zone may not be illuminated.

(f) Garbage areas. All waste disposal collection areas shall be placed in such a location, or screened by a wall, so that they are not visible from R zoned lands.

(g) Landscape plan. A specific landscape and screening plan for the areas fronting or adjacent to R zoned lands shall be submitted as part of the building permit application and is a requirement for issuance of the permit. The plan shall show how all landscape requirements are being fulfilled including items such as plant materials, plant sizes, planting locations, and screen materials and size. The landscape plan shall also include a timetable

stating when plantings will be made. Security, as required by 33.520.050 must be made for all plantings that will not be made prior to issuance of a certificate of occupancy.

TABLE 58.1  
MAXIMUM BUILDING HEIGHTS

Distance From R Zone Lot Line	Maximum Height Allowed
25 feet or more	45 feet or adjacent R zone height limit if higher
16 to 25 feet	35 feet
11 to 15 feet	25 feet
6 to 10 feet	15 feet

TABLE 58.2  
BUFFER SETBACK, LANDSCAPING AND SCREENING REQUIREMENTS

Where the B zone is applied in conjunction with the HI, GI-2 or GE-2 zones:

Development Type	Street Frontages Facing R Lands			Lot Lines Adjacent to R Lands		
	Minimum Depth of Setback/ Landscaping	Minimum Screen Type	Minimum Level of Plantings	Minimum Depth of Setback/ Landscaping	Minimum Screen Type	Minimum Level of Plantings
	a	b	b	a	b	b
Buildings	25 ft	-	L1	35 ft	-	L1 & L2
Exterior Display	10 ft	-	L1	15 ft	S3	L1 & L3
Exterior Storage or Loading	10 ft	S3	L1 & L2	15 ft	S3	L1 & L3
Parking	10 ft	S1	L1 & L2	15 ft	S3	L1 & L3

Where the B zone is applied in conjunction with the GI-1 or GE-1 zones:

Buildings	6 ft	-	L1	6 ft	-	L3
Exterior Display	6 ft	-	L1	6 ft <sup>c</sup>	S3	L3
Exterior Storage or Loading	6 ft	S3	L2	6 ft <sup>c</sup>	S3	L3
Parking	6 ft	S1	L2	6 ft <sup>c</sup>	S3	L3

Notes:

- a - If the base zone setback requirement is greater, it shall apply, but the landscaping and screening requirement of this Table shall be used.
- b - Standards are stated in 33.520.020.
- c - An S4 screen with no setback or landscaping may be substituted.

## **APPENDIX C**

### **GENERAL ACTIVITY CATEGORIES**

#### **CHAPTER 33.111**



CHAPTER 33.111  
GENERAL ACTIVITY CATEGORIES

Chapter 33.111

GENERAL ACTIVITY CATEGORIES

(Added by Ord. No. 157663 passed  
July 31, effective Aug. 31, 1985.)

General

Sections:

33.111.010	Purpose.
33.111.020	Applicability.
33.111.030	Category titles.
33.111.040	Classification of Activities.

Industrial Categories

33.111.100	Industrial Product Sales.
33.111.110	Industrial Service.
33.111.120	Manufacturing and Production.
33.111.130	warehouse and Distribution.

Sales and Service Categories

33.111.200	Major Event Entertainment.
33.111.210	Office Activities.
33.111.220	Personal Service.
33.111.230	Retail Product Sales and Service.
33.111.240	Vehicle Services

Institutional Categories

33.111.300	Religious Institutions.
33.111.310	Colleges and Hospitals.
33.111.320	Infrastructure.
33.111.330	Open Recreation.
33.111.340	Passive Open Areas.
33.111.350	Public Service.
33.111.360	Schools.

Residential Categories

33.111.400	(Reserved).
------------	-------------

Other Activity Categories

33.111.500	Agricultural Activities.
33.111.510	Fixed Transportation.
33.111.520	Natural Resource Extraction.
33.111.530	Radio Towers and Transmitters.
33.111.540	Waste Disposal.

**CHAPTER 33.111  
GENERAL ACTIVITY CATEGORIES**

**GENERAL**

**33.111.010 Purpose.**

This Chapter classifies land use activities into categories on the basis of common functional, product or compatibility characteristics. These characteristics include the type of activity, the type of customers, how goods or services are sold or delivered, and certain site factors. The categories provide a systematic basis for assignment of activities to zones based on the goals and policies of the Comprehensive Plan.

**33.111.020 Applicability.** (Amended by Ord. No. 160606 effective July 1, 1988).

The activity categories of this Chapter shall only be used in conjunction with the HI, GI, GE, CE, C5, and CA Zones or with other zones which are also in the T Overlay Zone.

**33.111.030 Category Titles.**

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

**33.111.040 Classification of Activities.**

- A. **Classification.** All activities shall be classified into the category whose description most closely portrays the nature of the activity. Activities or firms not clearly belonging to a category shall be assigned to a category by the Director. The assignment shall be based on the characteristics of the specific firm.
- B. **Multi-activity uses.** A firm containing more than one separate activity shall be assigned to a category based on the firm's primary business activity. If the firm has more than one primary activity, it shall be classified in two categories.
- C. **Appeals.** Appeals of the Director's assignment of a firm to a specific category shall be made to the Planning Commission under the procedures of 33.205.040.

**INDUSTRIAL CATEGORIES**

**33.111.100 Industrial Product Sales.**

- A. **Characteristics.** Firms are involved in the sale, rent or lease of products generally intended for industrial or commercial users. Sales may be wholesale or retail. Emphasis is on-site sales or order taking and may include display areas. Products may be delivered to the customer.
- B. **Accessory activities.** Accessory activities may include offices, product repair, warehouses, minor fabrication services, and repackaging of goods.



- C. **Examples.** Industrial product sales activities may include: sale of machinery, equipment, trucks, special trade tools, welding supplies, machine parts, electrical supplies, janitorial supplies, restaurant equipment, office furniture, and store fixtures. Industrial product sales also include industrial equipment and vehicle rentals.
- D. **Exceptions.** Firms that primarily engage in retail sales to the general public are classified as retail product sales and service.

33.111.110 Industrial Service.

- A. **Characteristics.** 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. Contractor's building maintenance services and similar activities perform services off-site. Few customers, especially the general public, come to the site.
- B. **Accessory activities.** Accessory activities may include offices, retail drop-off centers, rail spur or lead lines, and docks.
- C. **Examples.** Industrial service activities may include welding shops; machine shops; tool and appliance repair; electric motor repair; enameling and plating; truck and large equipment repair, storage, and salvage; drydocks; auto salvage; truck service stations; garbage and sanitary services (but not disposal); solid waste transfer stations; headquarters for building, heating, plumbing or electrical contractors; printing, publishing and blueprinting; exterminators; recycling operations; janitorial and building maintenance services; medical, research and testing laboratories; laundry, drycleaning, and carpet cleaning plants; and photofinishing laboratories.

33.111.120 Manufacturing and Production.

- A. **Characteristics.** Firms are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. 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, are a subordinate part of sales. Relatively few customers come to the manufacturing site.
- B. **Accessory activities.** Accessory activities may include: offices, cafeterias, employee recreational facilities, warehouses, storage yards, rail spur or lead lines, docks, repair facilities, truck fleets, retail outlets, a caretaker's quarters, and quarters for artists in conjunction with studio space.

CHAPTER 33.111  
GENERAL ACTIVITY CATEGORIES

- C. **Examples.** Manufacturing and production activities may include: processing of food related products; weaving or production of textiles or apparel; lumber mills; woodworking including cabinet makers; production of chemical, rubber, leather, clay, or glass materials or products; ship and barge building; production or fabrication of metals or metal products; manufacture or assembly of machinery, equipment, vehicles, appliances, precision items, and other electrical items; production of artwork and sign making.
- D. **Exceptions.** Manufacturing of goods to be sold primarily on-site and to the general public are classified in the retail product sales and service category.

33.111.130 Warehouse and Distribution.

- A. **Characteristics.** Firms are involved in the movement, storage and/or sale of goods for themselves or other firms. Goods are generally delivered to other firms or the final consumer, except for some will-call pickups. The category includes wholesale sales which are not open to the general public and where on-site sales are low.
- B. **Accessory activities.** Accessory activities may include: offices, truck fleet parking and maintenance areas, rail spur or lead lines, docks, repackaging of goods, and showrooms or display areas, but generally not for direct sale. Temporary "warehouse sales" to the general public are an accessory activity if held 3 days or less in a calendar month.
- C. **Examples.** Warehouse and distribution firms may include: warehouses used by retail stores such as furniture and appliance stores; food and hardware distributors; household moving and general freight storage; distribution of industrial items such as steel products or machinery parts; building materials, plumbing and electrical distributors; truck terminals; marine terminals and related activities; parcel services; heating oil distributors; major post offices; mail order houses; and public mini-warehouses.

SALES AND SERVICE CATEGORIES

33.111.200 Major Event Entertainment.

- A. **Characteristics.** Firms characterized by structures and activities that draw large numbers of people to specific events or shows, in contrast to general entertainment activities that draw people on a continuous basis. Activities are generally of a passive recreational nature.
- B. **Examples.** Examples include: stadiums, sports arenas, coliseums, race tracks (auto, horse, dogs, etc.), movie or live theaters, auditoriums, exhibition and meeting areas, and drive-in theaters.
- C. **Exceptions.**
  - 1. Theaters and auditoriums with less than 300 seats are classified as personal service.

2. Exhibition and meeting areas with less than 5,000 square feet of event area are classified as personal service.

**33.111.210 Office Activities.** (Amended by Ord. No. 158205 effective Mar. 10, 1986.)

- A. **Characteristics.** Firms where activities are conducted in an office setting and generally focus on business or personal services. If a service is being provided, the client need not be present for the activity to take place. If the office activity is part of a larger firm, it does not need to be on the same site as the primary activity. Most people coming to the site are employees.
- B. **Accessory activities.** Accessory uses may include: cafeterias, health facilities, 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 brokerage houses, lenders, or realtors; data processing; TV and radio studios; sales offices; industrial or commercial company headquarters when not adjacent with other portions of the firm; and government offices.
- D. **Exceptions.**
  1. Offices which 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 a use in another category, are considered part of the other category.
  2. Office activities which primarily offer on-site services to the general public and where the customer must be present are classified as personal service.

**33.111.220 Personal Service.**

- A. **Characteristics.** These establishments provide on-site personal services or entertainment to the general public or business person. Persons generally spend some time on the site, in contrast to short drop-offs or pick-ups. This category includes office activities offering on-site services where the customer must be present.
- B. **Accessory activities.** Accessory uses may include: offices, product sales, and laboratories.
- C. **Examples.** Examples include: barbers, hair salons and personal care services; banks, savings and loans, and credit unions; continuous entertainment activities such as arcades, bowling alleys, ice rinks, libraries, and museums; cafes, restaurants, bars, and taverns; day care facilities; laundromats; business and trade schools; dance and martial arts schools; health clubs, gyms, racquet centers, membership clubs, and lodges; hotels, motels and other temporary lodging; medical and related offices such as doctors, dentists, optometrists and veterinarians; public service agencies such as employment offices, social service agencies, and permit issuing offices.

CHAPTER 33.111  
GENERAL ACTIVITY CATEGORIES

33.111.230      Retail Product Sales and Service.

- A. **Characteristics.** Firms are involved in the sale, lease or rent of new or used products or goods to the general public and/or provide on-site product repair or services for consumer and business goods. Goods are displayed and sold on site, and use or consumption is primarily off site. Goods are generally taken off site by the customer at the time of sale or may be delivered by the firm. For items being serviced, customers generally deliver and pick up the items and spend little time at the site.
- B. **Accessory activities.** Accessory uses may include: offices, storage of goods, manufacture or repackaging of goods for on-site sale.
- C. **Examples.** Examples include: stores selling apparel, housewares, furniture, hardware, auto parts, flowers, personal care items, bicycles, sporting goods, stationery supplies, office products and machines, and computers; food, produce or meat markets; bakeries, delicatessens and caterers; tool rental and household moving centers; sales of cars, motorcycles, boats, recreational vehicles and mobile homes; sale of building materials and lumber yards; plant nurseries; repair of TVs, appliances, shoes, precision instruments, and business machines; laundry or dry cleaning drop-off; recycling drop-off centers; on-site launderers; photo drop-off; quick printing or reproducing; tailors; locksmiths; upholsterers; and furniture refinishing.
- D. **Exceptions.**
  - 1. Lumber yards and other building material sales which sell primarily to contractors and do not have a retail orientation are classified in the industrial product sales category.
  - 2. Repair and service of consumer vehicles is classified in the vehicle service category. Repair of motor vehicles in conjunction with vehicle sales is classified in the vehicle service category.
  - 3. Repair and service of industrial vehicles and equipment is classified in the industrial service category.

33.111.240      Vehicle Services.

- A. **Characteristics.** Firms servicing automobiles, light trucks (less than 18,000 pounds gross vehicle weight) and other consumer vehicles such as motorcycles, boats and recreational vehicles.
- B. **Examples.** Examples may include: gas stations, vehicle repair, auto body shop, alignment shop, auto upholstery shop, tire sales and mounting, towing and vehicle storage; and surface or garage fee parking.
- C. **Accessory activities.** Accessory uses may include offices and sales of parts.

INSTITUTIONAL CATEGORIES

33.111.300 Religious Institutions.

- A. **Characteristics.** Religious institutions are structures which are primarily intended for organized religious services such as churches, synagogues, temples, etc.
- B. **Accessory activities.** Accessory uses may include instructional areas, meeting areas and housing for caretakers or leaders.

33.111.310 Colleges and Hospitals.

A. **Characteristics.**

- 1. **Colleges.** Colleges include colleges and other institutions of higher learning offering a course of general or specialized studies leading to a degree, and certified by the State Board of Higher Education or by a recognized accrediting agency. Colleges tend to be in campus-like settings or on multi-blocks.
- 2. **Hospitals.** A hospital provides medical or surgical care to patients who may be kept overnight. Hospitals tend to be in campus-like or multi-block settings.

B. **Accessory activities.**

- 1. **Colleges.** Accessory uses may include offices, housing, laboratories, health facilities, theaters, recreational and sports facilities, support commercial, and parking structures.
- 2. **Hospitals.** Accessory uses may include out-patient clinics, offices, laboratories, support commercial, teaching facilities, housing and parking structures.

- C. **Exceptions.** Hospital type activities providing exclusive care and planned treatment or planned training for mental, psychiatric, alcohol or drug problems, and treating patients on an inpatient basis only, are classed in the residential category.

33.111.320 Infrastructure.

- A. **Characteristics.** These are basic services where employees and people are not generally present and which need to be in or near the area where the service is provided.
- B. **Examples.** Examples include: power lines and structures, pump stations, electric transformers, utility pipelines, water towers and reservoirs.

## CHAPTER 33.111 GENERAL ACTIVITY CATEGORIES

### 33.111.330 Open Recreation.

- A. **Characteristics.** These activities are predominantly open air recreation uses of a more active or commercial nature than passive open areas' activities.
- B. **Examples.** Examples include: zoos; golf courses, golf driving ranges, riding stables and academies, boat marinas and amusement parks.

### 33.111.340 Passive Open Areas.

- A. **Characteristics.** Passive open areas are used for passive and primarily non-commercial recreation or serve as an open space.
- B. **Examples.** Examples include: parks, squares, ball fields, recreational trails, cemeteries, arboretums, botanical gardens, natural areas, and boat launching areas, but not storage or permanent docking of boats.

### 33.111.350 Public Service.

- A. **Characteristics.** Public services are basic services where people are present on a regular basis. This contrasts with activities in the infrastructure category where people are not generally present.
- B. **Examples.** Examples include: police stations, fire stations, ambulance stations, telephone exchanges, light rail and other mass transit stations, and park and ride stations.

### 33.111.360 Schools.

- A. **Characteristics.** This category includes public or private schools at the primary, elementary, middle or secondary level.
- B. **Accessory activities.** Accessory activities include play areas, recreational facilities and auditoriums.
- C. **Exceptions.**
  - 1. Business and vocational schools are classified in the personal service category.
  - 2. Facilities for the day or evening care of children under 6 years of age or of other children before or after regular school hours are classified in the personal service category.

## RESIDENTIAL CATEGORIES

Residential activities and structures are those that provide lodging on an extended basis. Activities with lodging available for less than a 7 day period are defined as temporary lodging and are classified in the personal service and entertainment category.

OTHER ACTIVITY CATEGORIES

33.111.500      Agricultural Activities.

- A. **Characteristics.** Activities which raise, produce or keep plants or animals, but do not process agricultural products.
- B. **Accessory activities.** Accessory activities include dwellings for proprietors and employees of the activity.
- C. **Examples.** Examples include: farming; truck gardening; forestry; plant nurseries; breeding or raising of fish, fowl or animals; dairies; and dog kennels or other animal boarding places.

33.111.520      Fixed Transportation.

- A. **Characteristics.** Fixed transportation activities require unique and major capital facilities. The impacts from these activities may be considerable and area wide.
- B. **Examples.** Examples include: airports, rail yards, rail trunk and branch lines, heliports, public helistops and associated passenger terminals.
- C. **Exceptions.**
  - 1. Docks and marine terminals are classified in the warehouse and distribution category.
  - 2. Bus passenger terminals are classified in the personal service category.

33.111.530      Natural Resource Extraction.

- A. **Characteristics.** Activities involve mining or extraction of materials from the ground.
- B. **Examples.** Examples include: quarrying or dredging for sand, gravel or other aggregate materials; mining; and oil, gas, geothermal or groundwater drilling.

33.111.540      Radio or Television Broadcast Facility.

- A. **Characteristics.** Any and 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 at a discrete unit to produce a signal or message.

CHAPTER 33.111  
GENERAL ACTIVITY CATEGORIES

33.111.550 Waste Disposal.

- A. **Characteristics.** Activities which receive solid or liquid wastes from others for disposal on the site. Also, activities which receive hazardous wastes from others and who are subject to the regulations of OAR 340.100-110.
- B. **Examples.** Examples may include: sanitary landfills, disposal sites for demolition and inert materials, energy recovery plants, sewer treatment plants, and hazardous waste collection sites.





