

33.585 Swan Island Plan District

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Map 585-1 Swan Island Plan District

General

33.585.010 Purpose

The Swan Island Plan District is intended to foster the continuation and growth of the Portland Ship Repair Yard. The shipyard is a primary industry dependent on the Willamette River. Activities occurring in the shipyard cover a range that runs from heavy industrial to temporary housing for the crews of ships undergoing repair or refitting. The variety of sizes and types of ships and industrial construction projects attracted to the shipyard frequently requires that the area be reconfigured. The provisions of the Swan Island Plan District are intended to foster the growth and competitiveness of this unique waterfront basic industry. The provisions of this plan district replace the Swan Island Development Program's provisions affecting the transportation and circulation components of the island's development within the plan district.

33.585.020 Where the Regulations Apply

The regulations of this chapter apply to the Swan Island Plan District. The boundaries of the plan district are shown on Map 585-1 at the end of this chapter, and on the Official Zoning Maps.

Use Regulations

33.585.030 Additional Allowed Primary Uses

- A. Purpose.** Because the demand for use of the ship repair facilities is not constant it is in the public interest to allow nonriver-related or nonriver-dependent activities to temporarily use the underutilized portions of the repair yard facility.
- B. Additional primary uses allowed.** Within the Swan Island Plan District the following construction activities that are not river-related and river-dependent are permitted: construction of modular housing, large scale metal fabrication of such things as cranes, bridge trusses and spans, platforms and derricks, and military and aeronautics machinery.

33.585.040 Additional Allowed Accessory Uses

- A. Purpose.** The nature of the ship repair activity brings to the site the ship's crews whose living quarters are on board vessels which are being repaired. The large size and unique nature of the activity requires more flexibility in the area of accessory use activities than are allowed by the yard's industrial zoning.
- B. Additional accessory uses.** The following additional accessory uses are allowed within the Swan Island Plan District.
1. Office: Temporary (up to 2 years) office trailers, office space for contractors and subcontractors, offices of naval architects, testing services and government offices.
 2. Household or Group Living: Temporary (up to 2 years) housing for Navy and other vessel crews. Housing is allowed only if associated with a ship repair/refurbishing project.
 3. Industrial Services: Welding, machine tooling, metalworking, carpentry, plumbing, and other building activities supporting a ship repair or other large construction project occurring in the shipyard are allowed for up to 2 years. Surface preparation and painting of ships and other equipment being constructed in the ship repair yards. Warehousing of materials and supplies needed for ship repair and fabrication projects. Exterior storage and laydown areas for ship's and contractor's equipment and supplies. Temporary storage of equipment used to cleanup or manage hazardous waste. In-ground fuel tanks and pumps for shipyard tenants. Grit storage and handling and grit recycling. Barge-mounted surface preparation and coating facilities. Temporary storage of vehicles and equipment.

Development Standards

33.585.050 Landscaping Within the Greenway Setback

- A. Purpose.** The Portland Ship Repair facilities are designed to allow their flexible modification and reconfiguration. This flexibility is essential both for the shipyard's ability to accommodate multiple concurrent projects and its ability to accommodate the wide variety of ship types and sizes that are attracted to its facilities. The City's greenway zone regulations assume that developed property along the Willamette will be relatively stable in its configuration and require that activities that are not water-related or water-dependent be separated from the top of the river's bank by a landscaped greenway setback. The regulations of this section are intended to accommodate the ongoing changes in facility configuration inherent in the shipyard's operations while also addressing the appearance and character of the Willamette's riverbank.
- B. Alternative greenway setback landscaping requirements.** As an alternative to compliance with Section 33.440.210 Greenway Setback, a riverbank development mitigation plan may be developed and implemented. Such a mitigation plan must conform with the following requirements:
1. Procedure. The riverbank mitigation plan will be reviewed through a Type III procedure. Approval and compliance with the river-bank mitigation plan will

constitute the required greenway review for building permit applications within the area covered by the mitigation plan.

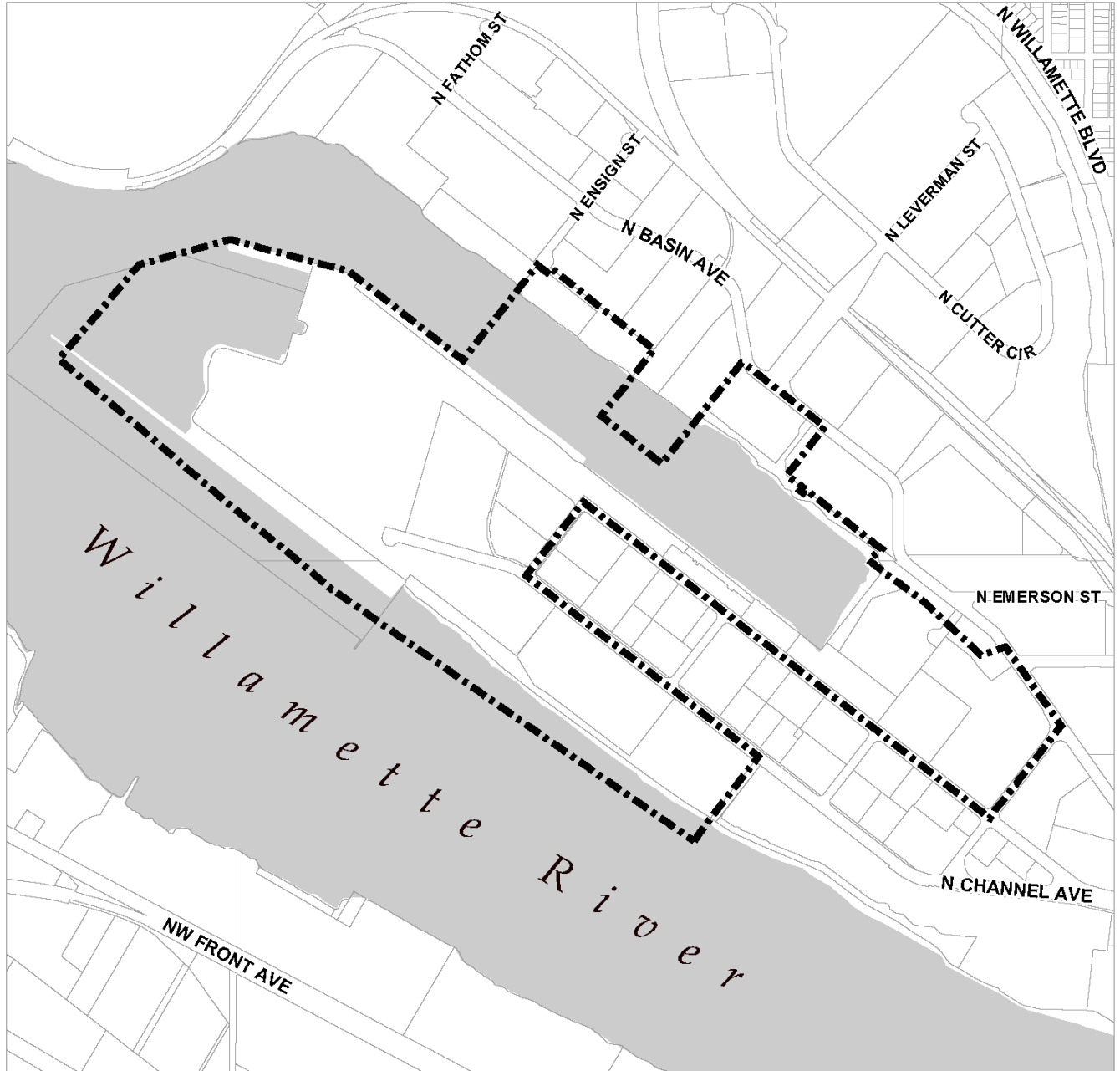
2. Approval Criteria. The approval criteria for a riverbank mitigation plan are:
 - a. The mitigation plan includes a strategy for improving the appearance of the riverbank as seen from the water. Riverbank appearance improvements may include the use of landscaped areas; public art; temporary screening mechanisms; enhancement of riverbank habitat areas for fish, wildlife and native vegetation; and, establishment of locations for public access to the riverbank and river surface.
 - b. The mitigation plan recognizes that views of ships and industrial construction projects are in themselves interesting and represent an enhancement of the industrial area of the Willamette.
 - c. The mitigation plan meets the Willamette Greenway Design Guidelines.

(Added by Ord. No. 167054, effective 10/25/93. Amended by: Ord. No. 167650, effective 6/10/94; Ord. No. 174263, effective 4/15/00.)

Swan Island Plan District

Map 585-1

Map Revised July 8, 2016



Plan District Boundary



0 800 1,600



Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

