

33.521 East Corridor Plan District

521

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General

33.521.010 Purpose

The East Corridor plan district includes three light rail stations and three Pedestrian Districts. The area is targeted to receive a significant share of the city's growth. It is envisioned that future development will transform the areas surrounding the light rail stations into vibrant mixed-use areas of retail, office, and housing with a high level of pedestrian amenities. Lower density residential and commercial development will continue to surround the Pedestrian Districts.

These regulations:

- Encourage new housing and mixed use development and expansions of existing development to promote the corridor's growth and light rail transit ridership;
- Promote compatibility between private and public investments along the light rail system through enhanced building design and site layout standards;
- Implement the objectives of the City's Pedestrian Districts to enhance the pedestrian experience and access to and from light rail service; and
- Encourage connectivity for vehicles, bicycles, and pedestrians on large sites.

33.521.020 Where These Regulations Apply

The regulations of this chapter apply to development in the East Corridor plan district. The boundaries of the plan district are shown on Map 521-1 at the end of this chapter, and on the Official Zoning Maps.

Use Regulations

33.521.100 Purpose

Use regulations in the East Corridor plan district ensure that development maximizes the public's investment in transit and enhances the pedestrian environment along the transit corridor and near the light rail stations by encouraging uses that support transit patrons and pedestrians.

33.521.110 Prohibited Uses

The following uses are prohibited in Pedestrian Districts and on the portion of a site within 100 feet of a light rail alignment:

- A. Vehicle Repair that is not on the same site as auto sales in the Retail Sales And Service category;
- B. Quick Vehicle Servicing;
- C. Commercial Parking; and
- D. Self-Service Storage.

Development Standards

33.521.200 Purpose

Development regulations in the East Corridor plan district ensure that development maximizes the public's investment in transit and fosters intense mixed-use development with a high level of pedestrian amenities in Pedestrian Districts near light rail stations. The development regulations do this by:

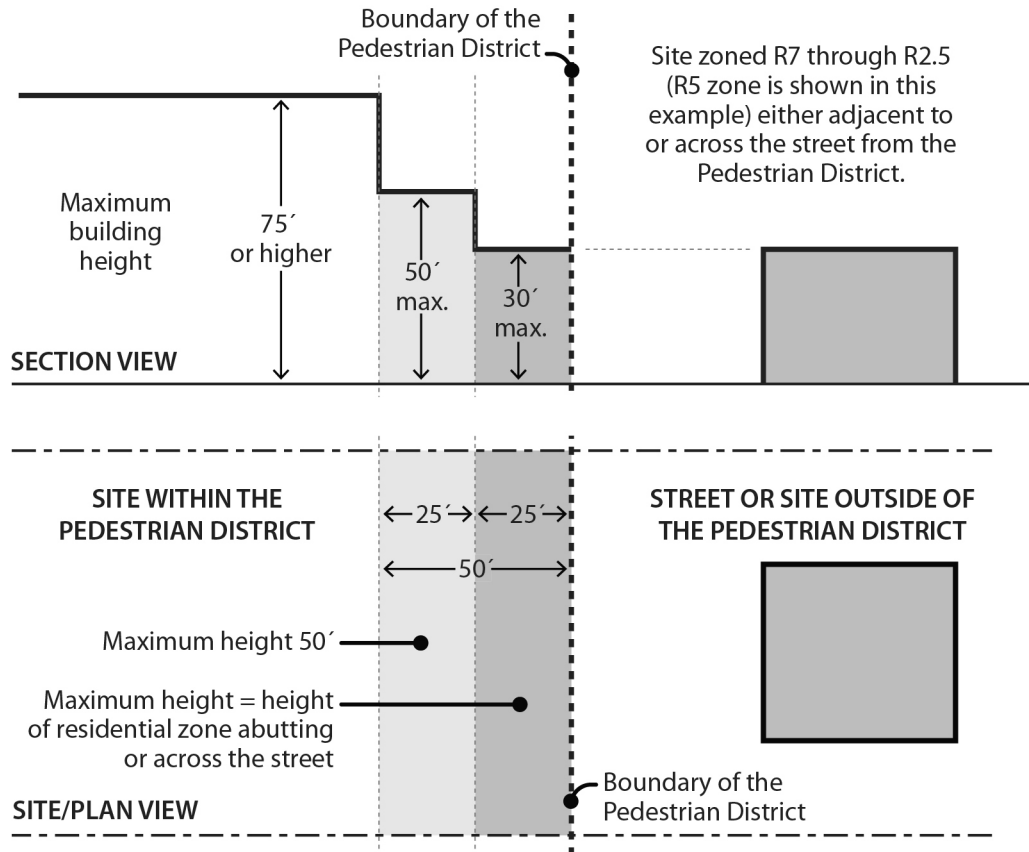
- Enhancing the pedestrian experience throughout the plan district, but focusing more active, intense pedestrian activities around the light rail stations;
- Increasing the development potential around the light rail stations;
- Creating a street pattern that is oriented to pedestrians with the most urban streets around the light rail stations; and
- Limiting development that adversely affects the pedestrian environment such as exterior display and storage and drive-throughs along the light rail alignment and in pedestrian Districts.
- Encouraging the design of exterior display areas, where allowed, that are attractive and safe for pedestrians.

33.521.210 Building Height

- A. **Purpose.** These regulations encourage high density development within Pedestrian Districts while ensuring that single-dwelling zones outside Pedestrian Districts are not adversely affected by the higher density development.

- B. Maximum building height.** Maximum building heights are shown on Map 521-2 at the end of this chapter.
- C. Transition height at edges of Pedestrian Districts.**
1. Where these regulations apply. The regulations of this subsection apply to sites in a Pedestrian District that have a maximum building height of 75 feet or more and either:
 - a. Abut a site zoned R7 through R2.5 that is not in the Pedestrian District; or
 - b. Are across a Local Service Traffic Street from a site zoned R7 through R2.5 that is not in the Pedestrian District.
 2. Abutting. Sites that abut a site zoned R7 through R2.5 have height limits that decrease in two steps, as follows. See Figure 521-1:
 - a. On the portion of the site within 25 feet of a site zoned R7 through R2.5, the maximum building height is the same as the abutting residential zone; and
 - b. On the portion of the site that is more than 25 feet but within 50 feet of a site zoned R7 through R2.5, the maximum building height is 50 feet.
 3. Across a street. Sites that are across a Local Service Traffic Street from a site zoned R7 through R2.5 have height limits that decrease in two steps, as follows. See Figure 521-1:
 - a. On the portion of the site within 25 feet of the street lot line, maximum building height is the same as the residential zone across the street; and
 - b. On the portion of the site that is more than 25 feet but within 50 feet of the street lot line, the maximum building height is 50 feet.

Figure 521-1
Height Limits on Sites Abutting or Across a Local Service Traffic Street from R7 – R2.5 zones



33.521.220 Floor Area Ratios

- A. Purpose.** These regulations encourage more intense development near light rail stations. This increased development opportunity promotes higher density development at the station communities along the East Burnside light rail alignment. In addition, the standards also include a minimum density on some sites in order to ensure a minimum level of development.
- B. Maximum floor area ratio.** The maximum floor area ratios (FAR) are shown on Map 521-3 at the end of this chapter.
- C. Minimum floor area ratio.** The minimum floor area ratios (FAR) for all new development are shown on Map 521-3 at the end of this chapter.
- D. FAR bonus.** The following FAR bonus options apply to sites shown on Map 521-3 as having a maximum FAR of 4 to 1. The regulations of this Subsection do not apply where Map 521-3 indicates that maximum FAR for the site is the base zone maximum; on those sites, the base zone bonus regulations apply. Adjustments to this Subsection, or to the amount of maximum floor area allowed through the bonuses in this Subsection, are prohibited:
 - 1. Maximum increase in FAR. On sites located outside of the Ventura Park Pedestrian District, an increase in FAR through the use of bonuses of more than 1 to 1 is

prohibited. An increase of more than 2 to 1 is prohibited on sites located inside the Ventura Park Pedestrian District.

2. FAR bonus options:

- a. Mandatory inclusionary housing. Bonus FAR is allowed for development that triggers 33.245, Inclusionary Housing. The amount of bonus floor area earned is an amount equal to the net building area of the building that triggers 33.245. To qualify for this bonus, the applicant must provide a letter from the Portland Housing Bureau certifying that the regulations of 33.245 have been met.
- b. Voluntary inclusionary housing. Bonus FAR is allowed when one of the following voluntary bonus options is met:
 - (1) Bonus FAR is allowed for projects that voluntarily comply with the standards of 33.245.040 and 33.245.050. The amount of bonus floor area allowed is an amount equal to the net building area of the building that complies with 33.245.040 and .050. To qualify for this bonus, the applicant must provide a letter from the Portland Housing Bureau certifying that the regulations of 33.245 have been met. The letter is required to be submitted before a building permit can be issued for development, but is not required in order to apply for a land use review; or
 - (2) Bonus FAR is allowed in exchange for payment into the Affordable Housing Fund. For each square foot purchased a fee must be paid to the Portland Housing Bureau (PHB). The Portland Housing Bureau collects and administers the Affordable Housing Fund, and PHB determines the fee per square foot and updates the fee at least every three years. The fee schedule is available from the Bureau of Development Services. To qualify for this bonus option, the applicant must provide a letter from the PHB documenting the amount that has been contributed to the AHF. The letter is required to be submitted before a building permit can be issued for the development, but it is not required in order to apply for a land use review.

33.521.230 Connectivity

- A. **Purpose.** The connectivity requirement ensures that adequate street and pedestrian/bicycle connections will be provided for local access to development. These regulations implement master street plans for the East Corridor and improve vehicular, pedestrian, and bicycle circulation throughout the plan district, while minimizing congestion on the arterial system. Pedestrian and bicycle connections provide more frequent connections or may provide access where full street connections are not feasible.
- B. **Where these regulations apply.** The requirements of this section apply to all sites in the plan district.
- C. **Regulations.**
 1. The Portland Bureau of Transportation determines the location and widths of rights-of-way and extent and timing of street improvements based on a master street plan in the Transportation Element of the Comprehensive Plan or based on Chapter 17.88.

2. Proposed development that may obstruct new street alignments are identified in a master street plan in the Transportation Element of the Comprehensive Plan is regulated by Chapter 17.88.

33.521.240 Pedestrian Standards

- A. Purpose.** These regulations promote a convenient and attractive environment for pedestrians within the plan district and foster the development of increasingly urban nodes around the light rail transit stations. The standards ensure a direct pedestrian connection between the street and buildings on the site and between buildings and other activities within the site. Together with the building design and entrance regulations, these standards ensure that sidewalks in the plan district are convenient, active, pleasant environments with pedestrian amenities.
- B. Where these regulations apply.** The requirements of this section apply to all sites in the plan district, with the exception of houses, attached houses, and duplexes, which are exempt.
- C. Standards.**
 1. Outside of Pedestrian Districts. Sites outside of Pedestrian Districts are subject to the standards of Subsection 33.130.240.B.;
 2. In Pedestrian Districts. Sites in Pedestrian Districts are subject to the standards of Paragraph 33.130.240.B.1. through 3., and C.3., below.
 3. Improvements between buildings and the street. The area between a building or exterior improvement and a street lot line must meet the standards of either paragraph C.3.a. or b., below.
 - a. Landscaped. The area between a building and a street must be landscaped to meet the L1 standard in Chapter 33.248, Landscaping and Screening; or
 - b. Hard-surfaced. The area must be hard-surfaced and developed for use by pedestrians, outdoor seating for restaurants, or pedestrian-oriented accessory activities including stands selling flowers, food, or drinks. The area must contain amenities such as benches, trees (tree wells with grates are exempt from the hard-surface requirement), drinking fountains, planters, and kiosks. At least one of these amenities must be provided for each 100 square feet of pedestrian use area in the setback. Pedestrian use areas in the setback required in Section 33.526.260, Special Setbacks, must be physically separated from parking and motor vehicle maneuvering areas by a 3-foot-wide area landscaped to at least the L2 standard of Chapter 33.248, Landscaping and Screening.
 4. Bicycle parking. Bicycle parking may be located in the area between a building and a street lot line.

33.521.250 Entrances

- A. Purpose.** These regulations ensure that at least one of the main entrances into a building, and each tenant space in a building that faces a street, be oriented to public streets or light rail. This requirement enhances pedestrian access from the sidewalk to adjacent buildings.

Together with the building design and pedestrian standards, these standards ensure that sidewalks in the plan district are convenient, active, pleasant environments with a high level of pedestrian amenities.

- B. Where these regulations apply.** In the RM2, RM3, RM4, and C zones, buildings must meet the standards of Subsection C., below.
- C. Entrances.** For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. Entrances that open into lobbies, reception areas, or common interior circulation space must also meet the standards of this section. The entrances must:
1. Face a public street or light rail alignment;
 2. Be within 15 feet of the public street or light rail alignment it faces;
 3. Be oriented to nearby transit facilities as follows:
 - a. If a site abuts a street containing a light rail alignment, the entrance must orient to that alignment. If the proposed building is within 100 feet of a transit station, at least one entrance must be along the first 25 feet of the wall nearest the station.
 - b. If a site abuts a transit street other than a light rail alignment, the entrance must orient to that street.
 - c. If the site abuts intersecting transit streets, the main entrance must orient to the street with the highest classification.
 - d. If the site abuts intersecting transit streets with the same classification, the entrance may be at a 45-degree angle to both streets or within 25 feet of the corner along either transit street.

33.521.260 Building Design

- A. Purpose.** These provisions promote a safe and interesting pedestrian environment by connecting ground floor uses to adjacent sidewalk areas, encouraging surveillance opportunities by restricting fortress-like façades at street level, and by encouraging the continuity of retail and service uses. They do this by bringing buildings up to the sidewalk and requiring a minimum amount of ground floor windows.
- B. Applicability.** All sites in the RM2, RM3, RM4, and C zones where any of the floor area on the site is in nonresidential uses must meet the standards of Subsection C., below.
- C. Standards.**
1. Street enclosure. In Pedestrian Districts and at intersections where City Walkways or transit streets cross another City Walkway or transit street:
 - a. The street-facing façade of primary structures must be within 12 feet of the street lot line.

- b. Street-facing exterior façades must be at least 40 feet long and 16 feet high.
 - c. Sites with three or more street frontages must meet standard a. and b., above, on the two intersecting street frontages with the highest transit classifications. Where streets have the same transit classification, the applicant may choose on which two intersecting streets to meet the standard.
2. Ground floor windows. All street-facing elevations of development must meet the Ground Floor Windows Standards of the base zone regardless of the distance to the adjacent street. Developments that are more than 80 percent residential are exempt from this requirement.

33.521.270 Exterior Display and Storage

Exterior display and storage are prohibited in Pedestrian Districts and on the portion of a site within 100 feet of a light rail alignment, except for outdoor seating for restaurants and pedestrian-oriented accessory uses, including flower, food, or drink stands. Temporary open-air markets and carnivals are also allowed.

33.521.280 Drive-Through Facilities.

Drive-through facilities are prohibited in Pedestrian Districts and on the portion of a site within 100 feet of a light rail alignment.

33.521.290 Parking

- A. Purpose.** The regulations of this section ensure that development is oriented to transit, bicycling, and pedestrian travel while ensuring accessibility for motor vehicles. Limiting the number of parking spaces promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for a better pedestrian environment, and protects air and water quality.

Limiting the location of parking and access on light rail alignments improves access to transit, supports a transit-oriented development pattern, and reduces conflicts between motor vehicles and pedestrians or bicycles. In particular, it reduces conflicts between motor vehicles and light rail trains, especially where the access would require cars to cross the light rail tracks.

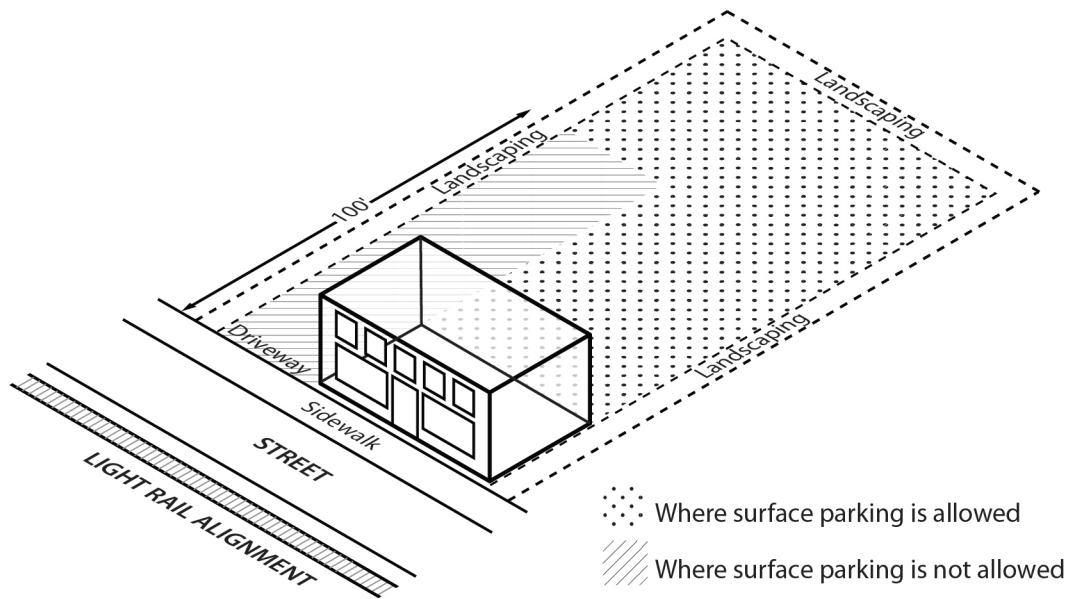
- B. Maximum allowed parking spaces.** The maximum number of parking spaces allowed for nonresidential uses is 150 percent of Standard A in Table 266-2 of Chapter 33.266, Parking, Loading, and Transportation and Parking Demand Management. The maximums apply to both surface and structured parking. Park-and-ride facilities are exempt from this requirement.

C. Location of vehicle areas.

1. Parking and loading areas are not allowed between a primary structure and any street, except as follows:
 - a. Sites with through lots or with three frontages may have parking and loading areas between a primary structure and one Local Service Transit Street.

- b. Sites on full blocks may have parking and loading areas between a primary structure and two Local Service Transit Streets.
 2. For sites with frontage on a light rail alignment, parking and loading areas are not allowed on the portion of the site within 100 feet of a light rail alignment, except as follows:
 - a. Surface parking and loading that is separated from a light rail alignment by buildings containing a primary use is allowed.
 - b. Garages that have dimensions that do not exceed 24 feet by 24 feet are allowed within 100 feet of a light rail alignment.
 - c. In C zones, structured parking and loading is allowed within 100 feet of a light rail alignment if the structure meets the standards of 33.526.280.D, Ground Floor Active Uses, along at least 50 percent of the structure's ground floor walls that face the light rail alignment and front onto a sidewalk, plaza, or other public open space.
 3. Driveways are subject to the following:
 - a. Sites with frontage on a light rail alignment.
 - (1) Generally, driveways providing access from a light rail alignment are not allowed.
 - (2) Exception. On sites where the only frontage is on a light rail alignment, driveways are allowed to provide vehicle access from a light rail alignment. See Figure 521-2.
 - b. Driveways are allowed between a primary structure and a street if the driveway provides a straight line connection between the street and the parking or loading areas allowed above. A straight line connection may not be more than 20 feet longer or 120 percent of the straight line distance from the property line to the parking or loading area, whichever is less.
 - c. Driveways are allowed in all locations where parking and loading areas are allowed.

Figure 521-2
Location of Surface Parking and Driveways along a Light Rail Alignment



33.521.300 Additional Standards in the 122nd Avenue Subdistrict

A. Where these regulations apply. The regulations of this section apply to sites in the 122nd Avenue subdistrict, shown on Map 521-1.

B. Exterior Display and Storage.

1. Purpose. The regulations of this section encourage Retail Sales And Service uses with exterior display and storage to create an enhanced pedestrian environment and promote compatibility of design between these uses and transit-oriented developments in the area. The regulations accomplish this by:

Allowing, in key locations, exterior display and storage areas that enhance the attractiveness and safety of pedestrian environment through landscaping, and well-designed buildings and display areas; and

Fostering pedestrian-oriented development around the light rail transit station and at key transit intersections, while providing flexibility in other locations and for existing development.

2. Where exterior display and storage are allowed. Exterior display and exterior storage that is accessory to a Retail Sales And Service use on the site is allowed in the areas shown on Map 521-4. Exterior display and storage in other areas is prohibited. The standards of this subsection must be met, and no more than 20 percent of the site area may be used for exterior storage. Modifications of these standards may be requested through Design Review; adjustments are prohibited.

3. Setbacks and landscaping.
 - a. The minimum setback and landscaping standards for exterior display areas and exterior storage are stated in Table 521-1.
 - b. On sites with exterior display and storage as allowed by B.2, if the FAR on the site is less than 1:1, 15 percent of the site area must be landscaped. Landscaping must comply with at least the L1 standard. Required landscaping for exterior display, exterior storage, and parking areas may be counted in meeting this requirement.
4. Additional development standards for sites with exterior display or storage.
 - a. Walls of primary structures. This standard applies only in areas that allow exterior display and storage shown on Map 521-4. The street-facing façades of primary structures must be within 24 feet of the street lot line.
 - b. Main entrances. The main entrance must meet the standards of Section 33.521.250, Entrances, except the entrance must be within 25 feet of the street it faces.

Table 521-1		
Minimum Setbacks and Landscaping for Exterior Display and Storage		
	Landscaped Setback	Minimum Landscaped Area
Exterior Display If between building and street and B.4.a is met	0 ft from street lot lines 5 ft of L1 from nonstreet lot lines	15% of exterior display area landscaped to L1 standard. Landscaping in setbacks counts toward meeting this standard.
All other situations	5 ft of L1 from street lot lines [1] 5 ft of L3 from nonstreet lot lines	15% of exterior display area landscaped to L1 standard. Landscaping in setbacks counts toward meeting this standard.
Exterior Storage	20 ft of L2 from transit streets [2] 10 ft of L2 from other street lot lines [2] 10 ft of L3 from nonstreet lot lines	15% of exterior storage area landscaped to L1 standard. Landscaping in setbacks counts toward meeting this standard.

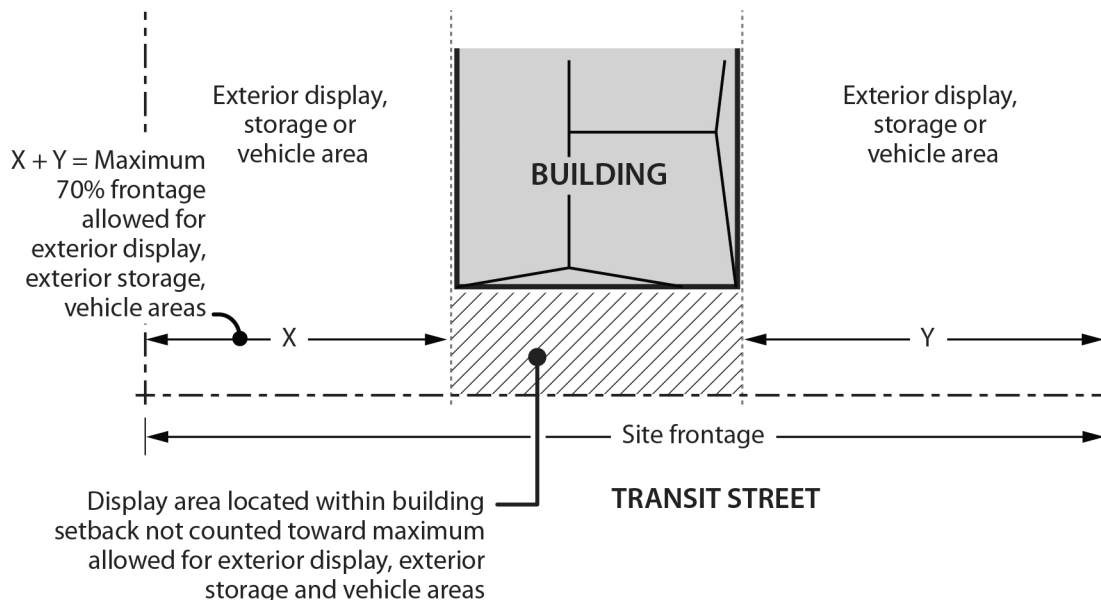
Notes:

[1] Exterior display areas separated from the street by areas used for parking or exterior storage do not have to meet this standard.

[2] Exterior storage areas separated from the street by areas used for parking or exterior display do not have to meet this standard.

- c. Exterior display between a building and a street. Exterior display areas may be between a primary structure that meets B.4.a, above, and a street if the following are met:
 - (1) The exterior display area must be accessible to pedestrians from the sidewalk for inspection of merchandise;
 - (2) The exterior display area must be hard surfaced with unit paving blocks or bricks; and
 - (3) Temporary signage and temporary advertising materials are prohibited in the display area.
- d. Site frontage. No more than 70 percent of a site frontage on a transit street may be used for vehicle areas, exterior storage areas, or exterior display areas. Display areas located between a building and street as allowed by B.4.c do not count toward the 70 percent maximum. See Figure 521-3.
- e. Minimum floor area for sites with auto sales. For auto sales uses where exterior display and exterior storage are allowed on all or part of the site by Paragraph B.2, the minimum required FAR is 0.4:1. Changes to existing auto sales uses with an FAR of less than 0.4:1 are allowed as specified in Chapter 33.258, Nonconforming Situations.

Figure 521-3
Transit Street Site Frontage for Exterior Display, Exterior Storage, and Vehicle Areas



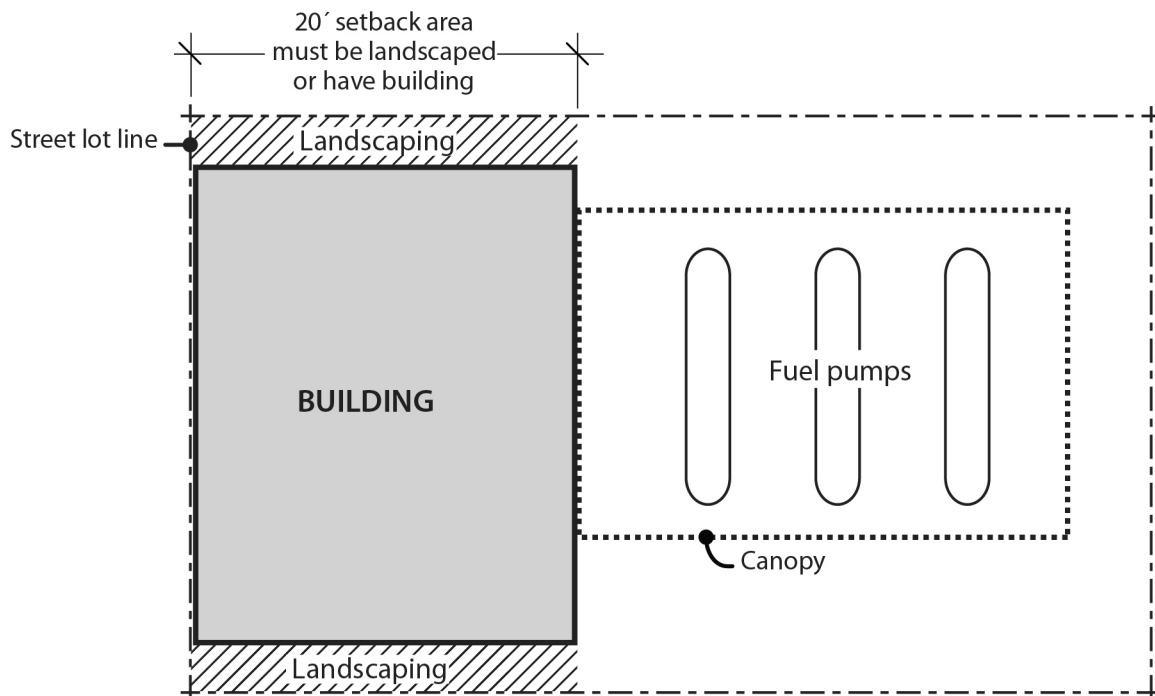
- 5. Nonconforming exterior display and exterior storage. Alterations to exterior display and exterior storage areas that are nonconforming because they are located where exterior display and exterior storage is prohibited are allowed as follows:

- a. The area that is nonconforming may be moved to another location on the site where exterior display and storage is prohibited if:
 - (1) The square footage of nonconforming exterior display or storage is not increased;
 - (2) The standards of Table 521-1 are met for the area that is moved; and
 - (3) The change does not take the site out of conformance, or further out of conformance with B.4.d, site frontage.
 - b. If the exterior display and exterior storage areas are not being moved, changes may be made that bring the areas closer into conformance with this section.
- C. Residential development standards.** When all the floor area on a site is in Residential uses, the maximum setback from a street lot line is 20 feet.
- D. Retail Sales And Service and Office uses in the RM3 and RM4 zones.**
1. Purpose. This regulation provides opportunity for mixed use development in the RM3 and RM4 zones by allowing a limited amount of commercial use while ensuring that development in residential zones is predominately residential in character.
 2. Retail Sales And Service and Office uses are allowed in the RM3 and RM4 zones if they meet the following regulations:
 - a. The total amount of Retail Sales And Service and Office use does not exceed 2,000 square feet of net building area per use up to a total combined floor area ratio of 0.4 to 1. More than 2,000 square feet per use is prohibited, and more than 0.4 to 1 total on the site is prohibited;
 - b. All of the gross building area that is in a Retail Sales And Service or Office use is located on the ground floor within 100 feet of a street lot line; and
 - c. There are no exterior activities associated with the Retail Sales And Service or Office use other than for outdoor seating.
- E. Vehicle Repair in the CM3 zone.**
1. Purpose. Vehicle Repair uses are limited in size to ensure that they will not dominate the commercial area and to limit their potential impacts on residential and commercial uses.
 2. No more than 30,000 square feet of net building area in Vehicle Repair uses is allowed on a site.
- F. Motor vehicle fuel sales in the CM3 zone.**
1. Purpose. Auto-oriented uses are usually incompatible with an area that is intended to be oriented towards transit and pedestrian travel. However, if developed in conjunction with other uses it may result in the consolidation of auto trips and may allow sites to be used more efficiently. Some of the negative impacts of such development may be mitigated by providing additional landscaping, both as a buffer

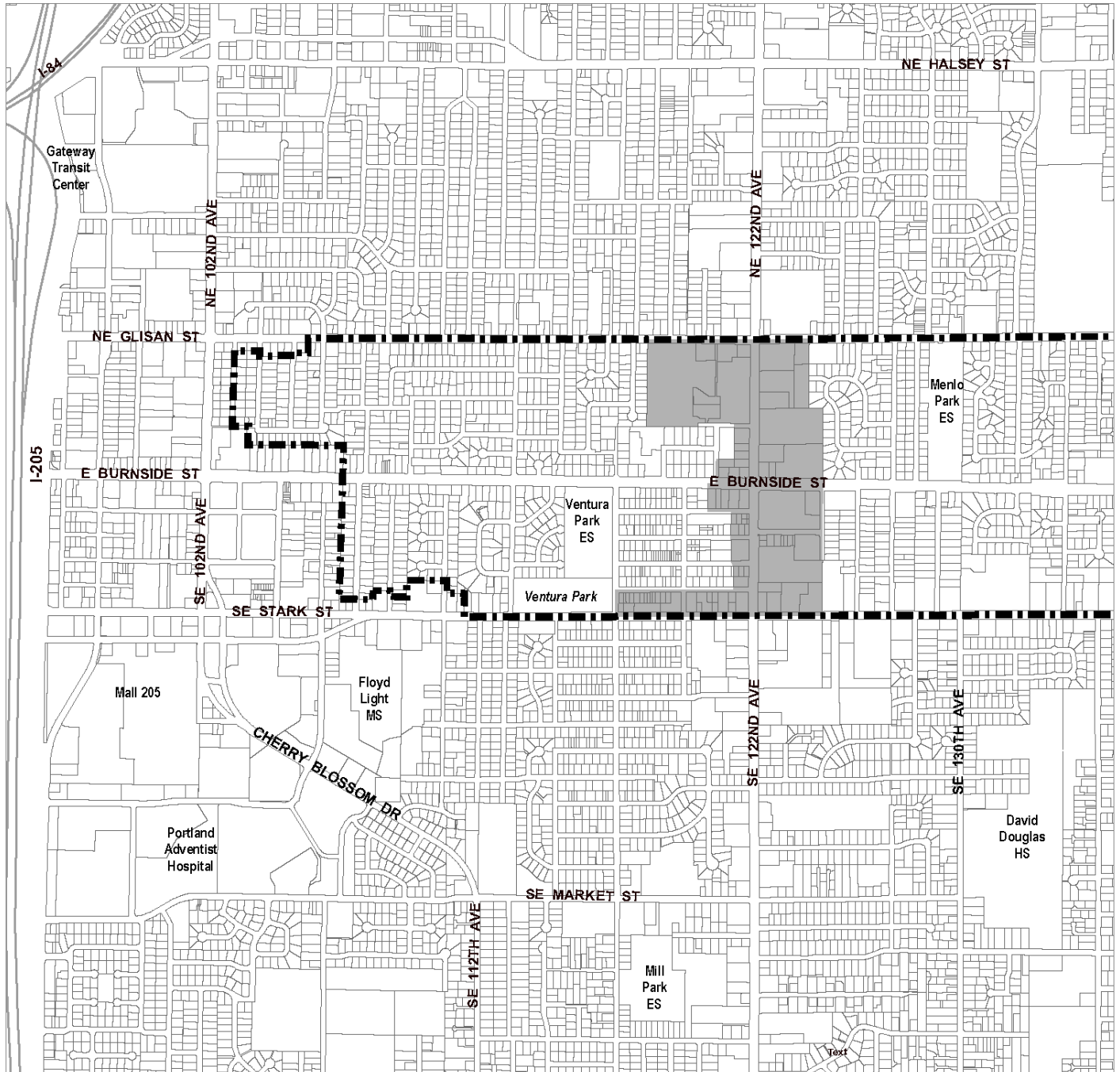
and to soften the entire site, and ensuring that other elements of design improve the pedestrian environment.

2. Motor vehicle fuel sales, including drive-through facilities associated with motor vehicle fuel sales, are allowed in the CM3 zone if the following are met. Drive-through facilities serving or associated with other uses are prohibited:
 - a. The site must be at least 150,000 square feet in area, and have another primary use on the site. The other primary use must be a Retail Sales And Service, and have at least 50,000 square feet of net building area.
 - b. Up to twelve fueling positions are allowed on a site. Fueling positions are the maximum number of vehicles that can be fueled simultaneously. Therefore, 12 fueling positions would allow 12 cars to fuel at one time.
 - c. The fuel pumps and any associated awning, canopy, or cover must be at least 20 feet from street lot lines. Any portion of the 20-foot setback area that is not occupied by buildings that are enclosed on all sides must be landscaped to at least the L2 standard. See Figure 521-4. Adjustments to this subparagraph are prohibited, but modifications may be requested through design review.
 - d. The fuel pumps, stacking lanes, and any associated awning, canopy, or cover must be at least 200 feet from the intersection of two transit streets. Adjustments to this standard are prohibited.
 - e. Development on the site that does not comply with the development standards listed below must be brought into conformance:
 - (1) Landscaped setbacks for surface parking and exterior development areas;
 - (2) Interior parking lot landscaping; and
 - (3) Landscaping in existing building setbacks;
 - f. The proposed development must be approved through design review; the Design overlay zone design standards in 33.420.050 may not be used.

Figure 521-4
Setbacks for Motor Vehicle Fuel Sales



(Added by: Ord. No. 178423, effective 6/18/04. Amended by: Ord. No. 179092, effective 4/1/05; Ord. No. 179980, effective 4/22/06; Ord. No. 180372, effective 9/30/06 and 7/1/07; Ord. No. 185974, effective 5/10/13; Ord. No. 186639, effective 7/11/14; Ord. No. 187216, effective 7/24/15; Ord. No. 188177, effective 5/24/18; Ord. No. 188958, effective 5/24/18; Ord. No. 189805, effective 3/1/20; Ord. No. 190477, effective 8/1/21; Ord. No. 190851, effective 6/30/22; Ord. No. 191310, effective 6/30/23.)



Plan District Boundary



122nd Avenue Subdistrict



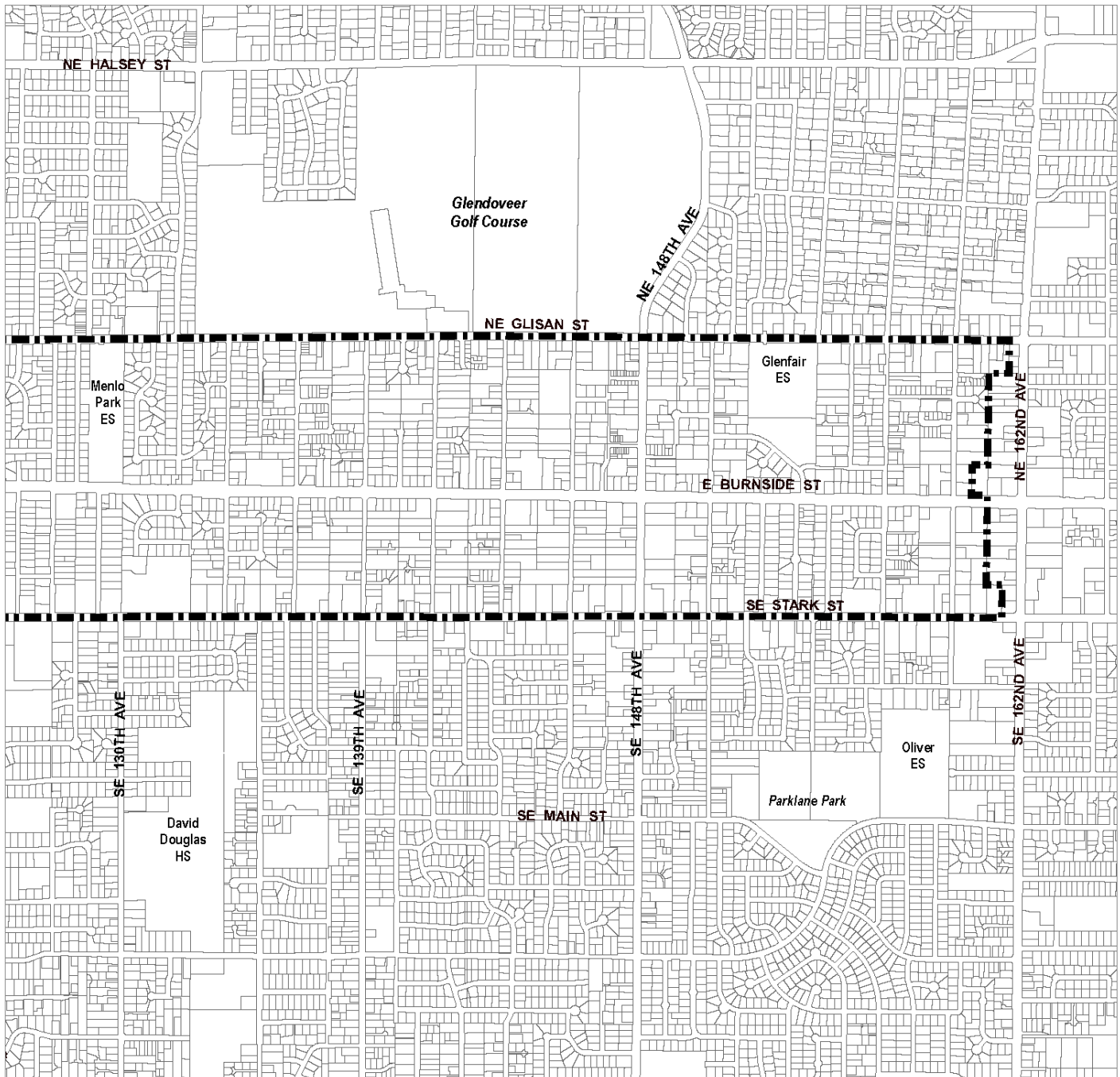
NORTH

0 1,050 2,100



Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon



Plan District Boundary



122nd Avenue Subdistrict



NORTH

0 1,050 2,100



Scale in Feet

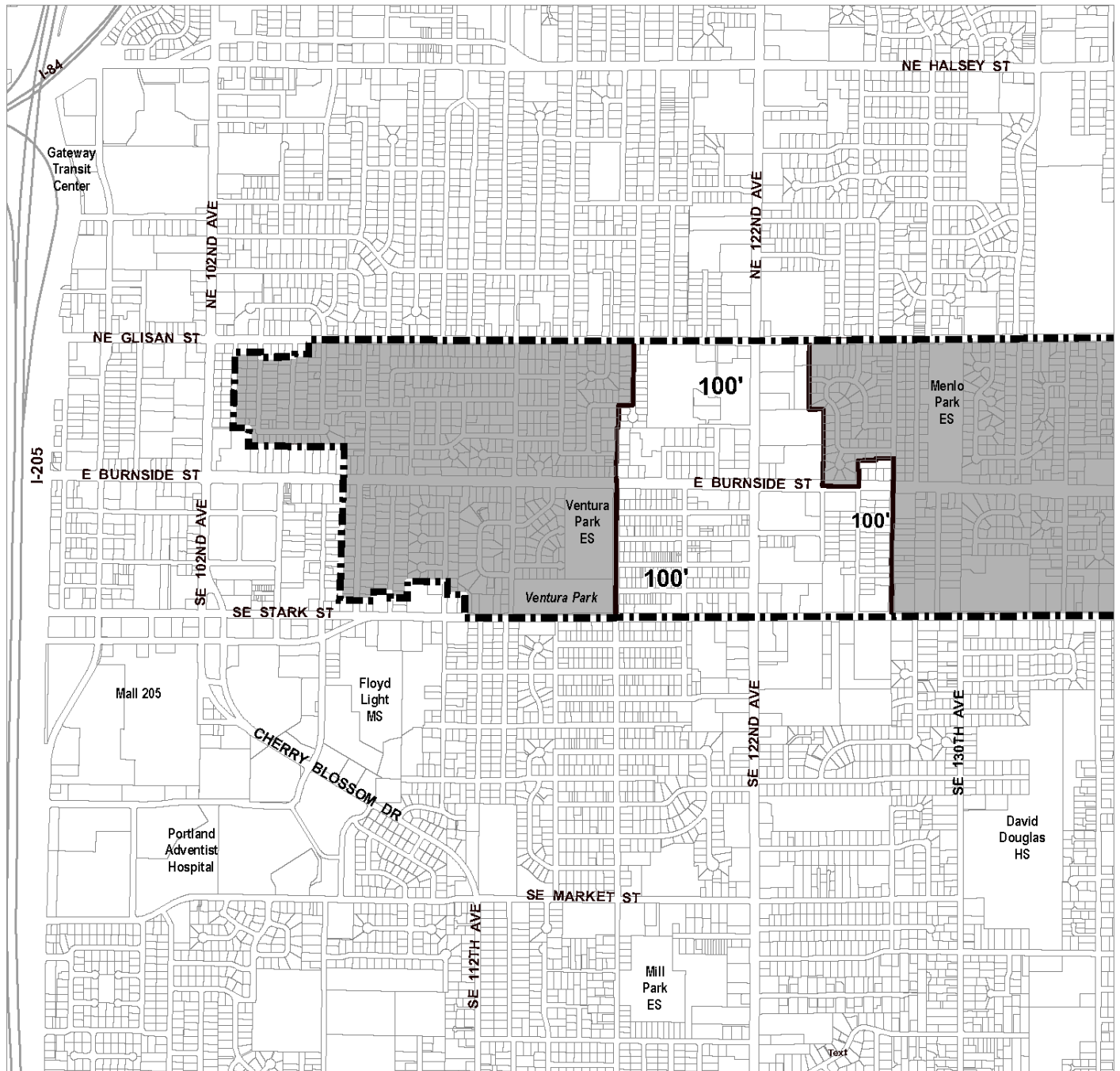
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East Corridor Plan District Maximum Heights

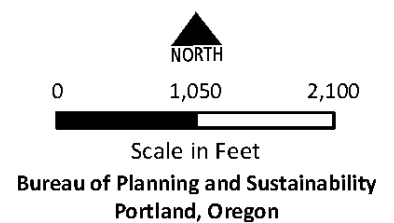
Map 521-2

Map 1 of 2

Map Revised May 24, 2018



-  Plan District Boundary
-  Maximum building height boundary
- x'** Maximum building height
-  Area where base zone heights apply

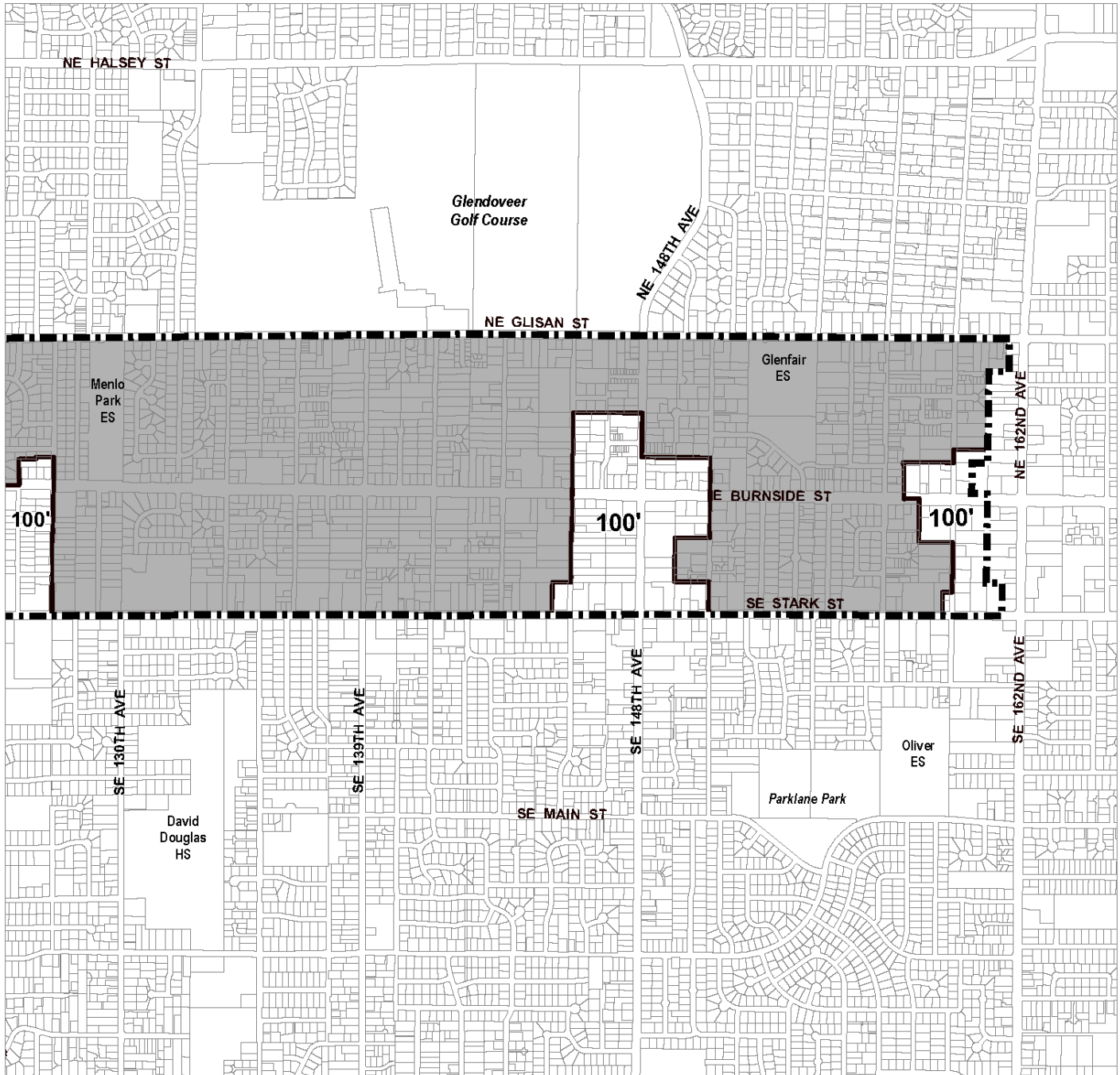






East Corridor Plan District Maximum Heights

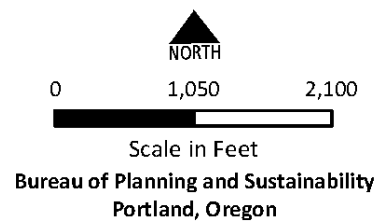
Map 521-2

Map 2 of 2

Map Revised May 24, 2018



-  Plan District Boundary
-  Maximum building height boundary
-  Maximum building height
-  Area where base zone heights apply

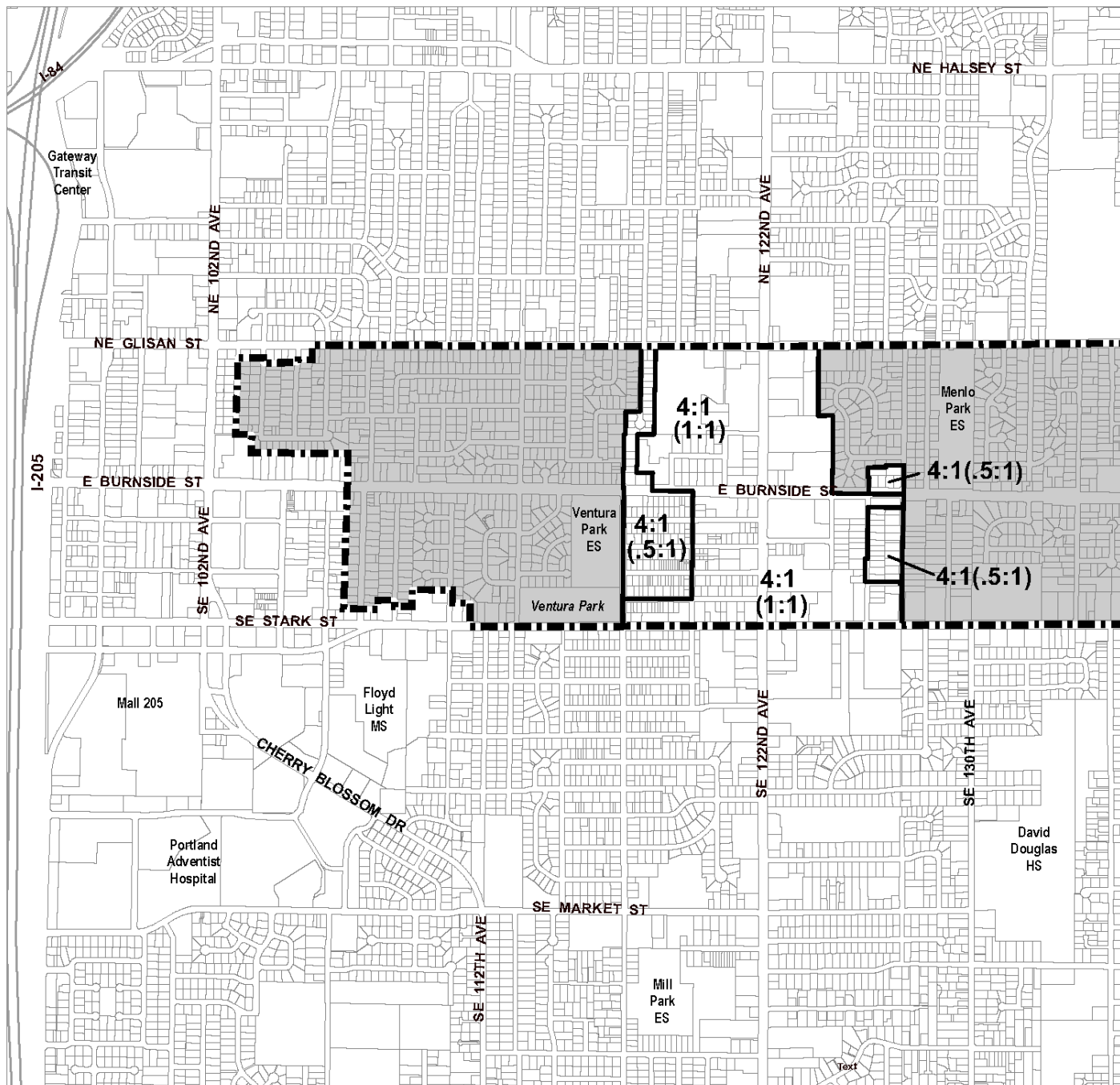


East Corridor Plan District Floor Area Ratios (FAR)

Map 521-3

Map 1 of 2

Map Revised May 24, 2018



Plan District Boundary



FAR area boundary



Area where density and FAR determined by base zone

X:Y

Maximum FAR

X = Gross square foot of building

Y = Square foot of site

(X:Y)

Minimum FAR



NORTH

0 1,050 2,100



Scale in Feet

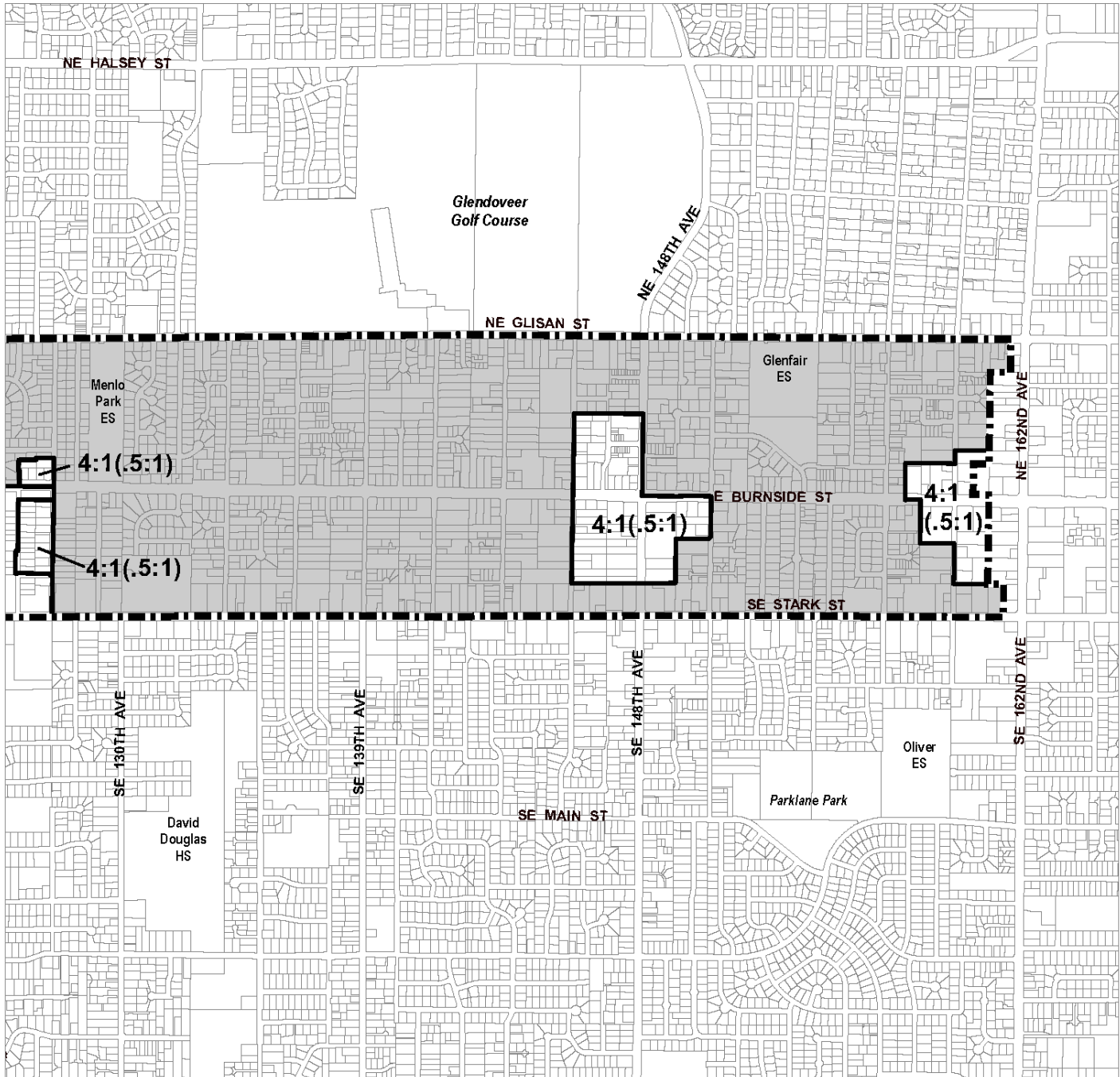
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East Corridor Plan District Floor Area Ratios (FAR)

Map 521-3

Map 2 of 2

Map Revised May 24, 2018



Plan District Boundary



FAR area boundary



Area where density and FAR determined by base zone

X:Y Maximum FAR
X = Gross square foot of building
Y = Square foot of site
(X:Y) Minimum FAR



0 1,050 2,100



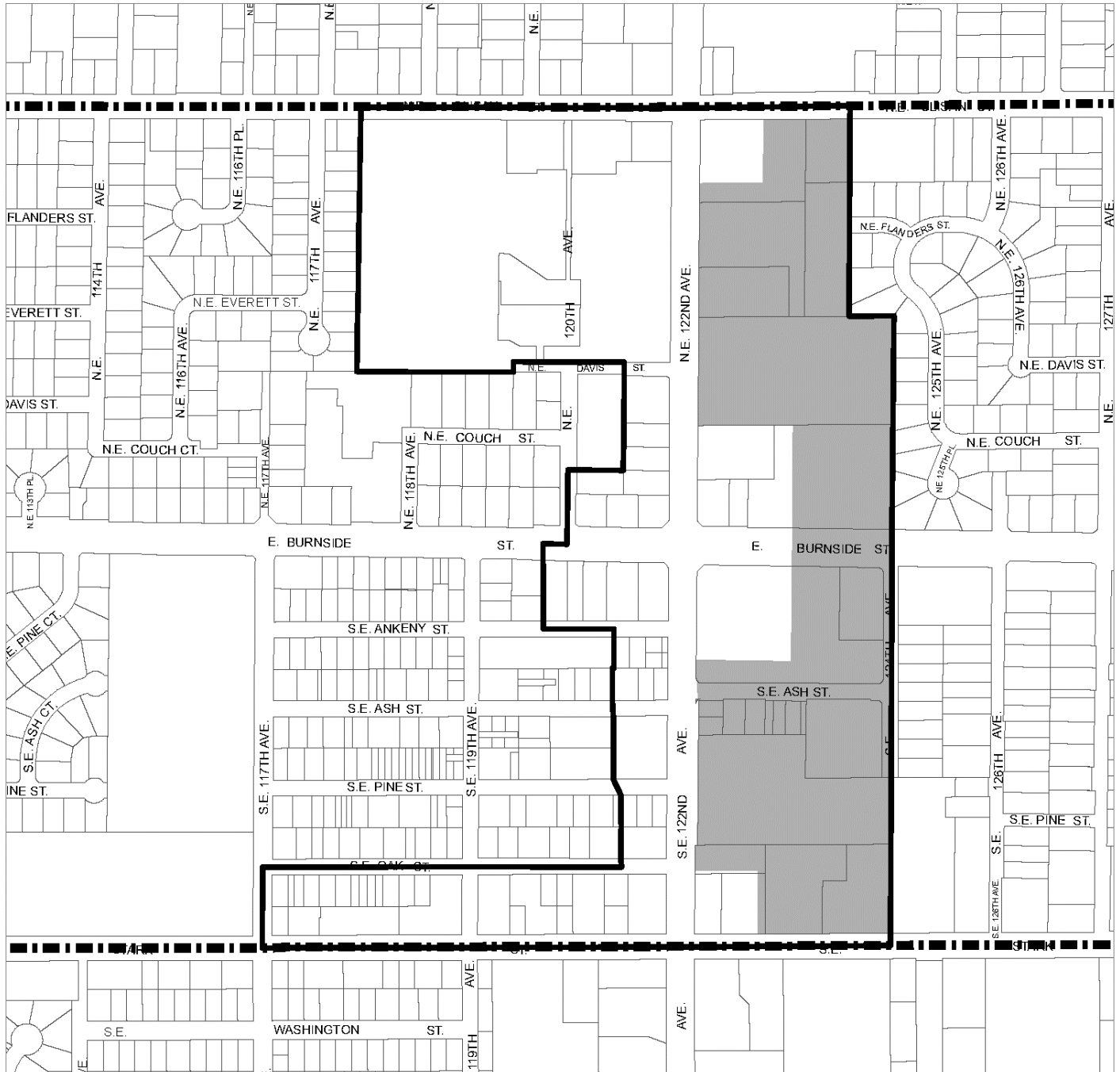
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

East Corridor Plan District Areas Where Exterior Display and Storage are Allowed

Map 521-4

Map Revised June 5, 2015



Plan District Boundary



122nd Avenue Subdistrict



Areas where exterior display and storage are allowed



NORTH

0 400 800



Scale in Feet

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