

33.562 Northwest Plan District

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General

33.562.010 Purpose

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

- Promote housing and mixed-use development;
- Address the area's parking scarcity while discouraging auto-oriented developments;
- Enhance the pedestrian experience;
- Encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and

- Minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

33.562.020 Where These Regulations Apply

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

Use Regulations

33.562.100 Residential Use Limitation

- A. Purpose.** Residential uses are limited in an area adjacent to the Guild's Lake Industrial Sanctuary plan district in order to minimize conflicts with industrial activities. This limitation minimizes the potential for residential traffic and differing environmental expectations that can result in conflicts with industrial operations, while providing opportunities for those who may desire residence in a primarily nonresidential building in a historically industrial area.
- B. Limitation.** On sites zoned CM3 in the area shown on Map 562-2, up to 20 percent of the net building area may be in Residential uses. More than 20 percent is prohibited.

33.562.110 Retail Sales And Service Uses in the EG and CM3 Zones

- A. Purpose.** These regulations limit the size of Retail Sales And Service uses to promote neighborhood-serving commercial development, help reduce traffic congestion associated with large-scale retailers, and to concentrate such uses along main streets and the streetcar alignment.
- B. Where these regulations apply.** These regulations apply in the EG and CM3 zones.
- C. Limitations.**
 1. Except as specified in Paragraphs C.2 and C.3, Retail Sales And Service uses are allowed up to 20,000 square feet of net building area for each use.
 2. On sites shown on Map 562-2, Retail Sales And Service uses are allowed up to 3,000 square feet of net building area for each use.
 3. On sites where only a portion of the site is shown on Map 562-2, Retail Sales And Service uses are allowed up to 3,000 square feet of net building area for each use on the portion shown on Map 562-2, and up to 20,000 square feet of net building area for each use on the remainder of the site.
 4. Where the regulations of this section conflict with the regulations of Section 33.562.220, Floor Area Ratios, the most restrictive applies.

33.562.130 Commercial Parking in Multi-Dwelling Zones

- A. Purpose.** These regulations allow a limited amount of Commercial Parking in Multi-Dwelling zones to address the scarcity of off-street parking in an area where busy commercial main streets are adjacent to high-density residential areas.

- B. Where these regulations apply.** The regulations of this Section apply to type A, B and C parking sites shown on Map 562-3.
1. Type A and B sites. Applicants for Commercial Parking on a Type A or Type B parking site may choose to meet the standards of Subsection E, or apply for a Conditional Use, as specified in Subsection F.
 2. Type C sites. Applicants for Commercial Parking on a Type C site must apply for a Conditional Use as specified in Subsection F.
- C. Maximum number of commercial parking spaces allowed under the provisions of this Section.**
1. Accessory parking.
 - a. Except as specified in C.1.b, the maximums of this subsection include any accessory parking on the site.
 - b. Exception. If the Commercial Parking is approved through a Conditional Use, and the approval includes a parking management plan that specifies how all the parking on the site will be managed to comply with the requirements of this Chapter, then accessory parking on the site does not count towards these maximums.
 2. The maximum number of parking spaces that may be allowed on Type A, B, and C parking sites combined is 650. Of that 650, no more than 450 spaces may be approved through a conditional use review.
 3. Adjustments to this subsection are prohibited.
- D. Setbacks.** The minimum setbacks from side and rear lot lines of abutting lots for structures containing Commercial Parking are stated in Table 562-1. These minimums may not be increased as part of a land use review except as specified in Subsection F, but may be reduced through an adjustment or modification. The site numbers refer to numbers on Map 562-3.

Table 562-1		
Parking Structure Setbacks From Lot Lines Abutting an R Zone		
Site No.	Setback from the side lot line of an R-zoned lot	Setback from the rear lot line of an R-zoned lot
2, 3	Regulations of the RM3 and RM4 zones apply	
4	Regulations of the CM2 Zone apply; See Table 130-4	
5, 6, 1	None	None

- E. Allowed use.** Commercial Parking on Type A and B sites that meets the following standards is allowed. The entire site must meet the following standards including any portion of the site that is in a C zone. Adjustments to this subsection are prohibited.
1. All of the parking must be structured parking except as allowed by Sub-section G;

2. Maximum number of parking spaces allowed per site.
 - a. Type A parking sites. A maximum of 75 parking spaces, including accessory parking, are allowed on each Type A parking site; and
 - b. Type B parking sites. A maximum of 110 parking spaces, including accessory parking, are allowed on each Type B parking site;
 3. Maximum height. On the portion of a site within an R zone, the maximum height allowed is 30 feet. On the portion of a site within a C zone, the maximum height allowed is 45 feet;
 4. Minimum density requirements do not apply.
- F. Conditional Use.** Commercial Parking may be requested as a Conditional Use if all of the following standards are met. The entire site must meet the standards including any portion of the site that is in a C zone. Adjustments to paragraphs F.1 through F.4 are prohibited.
1. The site must be a type A, B, or C parking site;
 2. All of the parking must be structured parking except as allowed in Subsection G;
 3. Maximum height.
 - a. Generally. On the portion of a site within an R zone, the maximum height allowed is 30 feet. On the portion of a site within a C zone, the maximum height is 45 feet;
 - b. Exception. If at least 50 percent of the floor area of the structure containing the Commercial Parking is in residential use, then the maximum height allowed on the portion of the site in the RM3 and RM4 zones is 75 feet;
 4. Minimum density requirements do not apply; and
 5. Setbacks. The minimum setbacks from side and rear lot lines of abutting lots for structures containing Commercial Parking are stated in Table 562-1. These minimums may be changed as part of the land use review process.
- G. Surface parking.** All Commercial Parking must be in a structure except on sites 3 and 5 as shown on Map 562-3. Existing surface parking lots used for accessory parking may be converted to Commercial Parking. The conversion is allowed without a land use review. Landscaping must be in compliance with current regulations for perimeter landscaping. No new Commercial Parking spaces may be added to the surface lots. Additional Commercial Parking spaces may be added to these sites if the requirements of 562.130 are met.
- H. Split zoned sites.** When the zoning of a Type A, B, or C parking site is split between a Multi-Dwelling zone and the CM2 zone, the development standards of the CM2 zone apply to the whole site, except as specified in this chapter.

Development Standards

33.562.200 Purpose

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

33.562.210 Maximum Height

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

33.562.220 Floor Area Ratios

- A. Purpose.** The regulations of this section encourage a transit-supportive level of development along main streets and the streetcar alignment, prevent buildings that are out of scale with the surrounding neighborhood, encourage vehicle parking to be within buildings, and allow larger buildings as screening along raised freeways.
- B. Minimum floor area ratio.**
1. Where this regulation applies. The regulation of this subsection applies:
 - a. In the CM2 zone; and
 - b. In the CM3 zone, on the portion of a site within 200 feet of a main street or streetcar alignment. Main streets and the streetcar alignment are shown on Map 562-7.
 2. Regulation. The minimum required floor area ratio is 1.5 to 1.
- C. Maximum floor area ratios.**
1. Maximum floor area ratios are shown on Map 562-5. Map 562-5 also shows areas where nonresidential uses are limited to an FAR of 1:1 within the total FAR allowed on a site. Additional floor area is allowed as specified in Section 33.562.230, Bonus Options.
 2. Half the floor area used for accessory parking is not counted toward maximum floor area ratios.

33.562.230 Bonus Options

- A. Purpose.** Bonus options encourage certain uses and types of development that are desired within portions of the Northwest plan district and that implement the Northwest District Plan. The various bonus options encourage residential development, including housing affordable to a range of households; provide incentives for underground parking; and allow taller buildings to screen raised portions of the I-405 freeway.
- B. General regulations.**
1. More than one bonus allowed. More than one bonus option may be used.
 2. Maximum bonus floor area allowed. The maximum bonus floor area increase that may be earned on a site through the bonus options is 3 to 1.

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

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

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

- D. Height and floor area ratio bonuses for affordable housing.** The following FAR bonus options apply in bonus areas A, B, and C shown on Map 562-6. The regulations of this Subsection do not apply outside of areas A, B, and C; 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. Development that takes advantage of one the following bonus options may be up to 120 feet in height:

1. Maximum increase in FAR. An increase in FAR through the use of bonuses of more than 1 to 1 is prohibited.
2. Bonus options:
 - a. Mandatory inclusionary housing bonus option. 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.

- E. Height and floor area bonuses for underground parking.** In bonus area C shown on Map 562-6, development that includes underground parking receives floor area and height bonuses. Where at least 50 percent of the accessory parking for a building is entirely underground, the building may be up to 120 feet in height and receives three additional square feet of floor area for each square foot of parking area where the finished ceiling height is underground.
- F. Northwest Transportation Fund bonus option.** Within the area north of NW Pettygrove Street, on sites zoned CM3, contributors to the Northwest Transportation Fund (NWTF) receive nonresidential floor area bonuses. For each contribution to the NWTF, a bonus of one square foot of additional floor area that may be in nonresidential use is earned, up to a maximum of the total floor area that is allowed on the site. The total floor area allowed on the site is regulated by Section 33.562.220, Floor Area Ratios, and Subsections A through F of this section. The amount of the contribution required for each square foot of additional floor area is in Chapter 17.19, Northwest Transportation Fund.

This bonus allows additional floor area to be in nonresidential uses; it does not increase the total amount of floor area in any use that is allowed on the site, and does not count towards the maximum specified in B.2, above.

The NWTF is to be collected and administered by the Portland Bureau of Transportation. The funds collected may be used only to make transportation improvements in the area that will be most affected by the bonus, which is generally bounded by NW Pettygrove Street, NW Nicolai Street, I-405, and NW 27th Avenue.

33.562.240 Standards on Main Streets and the Streetcar Alignment

- A. Purpose.** These regulations reinforce the continuity of the pedestrian-oriented environment, limit the visual impact of parking facilities, and foster development with transit-supportive levels of activity along main streets and the streetcar alignment. The standards also help to maintain a healthy urban district with architectural elements and active ground-floor uses that provide visual interest and interrelate with the pedestrian environment.
- B. Where these regulations apply.** These regulations apply to sites with frontage on any of the main streets or the streetcar alignment shown on Map 562-7.
- C. Required windows above the ground floor.** On the portion of a site within 200 feet of a main street or the streetcar alignment, windows must cover at least 15 percent of the area of the street-facing façade above the ground floor wall area. This requirement is in addition to any required ground floor windows. Ground floor wall areas include all exterior wall areas up to 9 feet above grade.
- D. Ground floor active use standard** In order to accommodate active uses, such as residential, retail, or office, the ground floor of buildings must be designed and constructed as follows. This standard must be met along at least 50 percent of the ground floor of walls that are at an angle of 45 degrees or less from the street lot line of a main street or streetcar alignment shown on Map 562-7. Accessory structures are exempt from this standard.

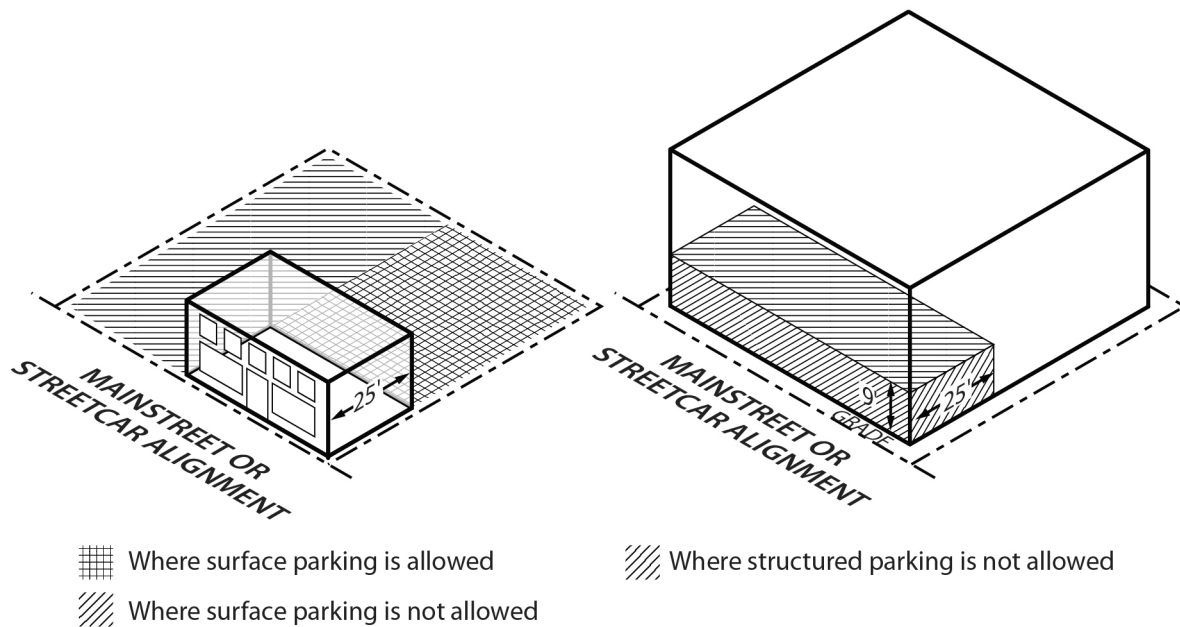
Development that includes a residential use is exempt from this standard until January 1, 2029.

1. The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
 2. The area must be at least 25 feet deep, measured from the street-facing façade;
 3. At least 25 percent of the area of the street-facing façade of the portion of the building designed to meet the requirements of this subsection must be windows and doors; and
 4. Parking is not allowed in the areas designed to meet the standards of this subsection.
- E. Location of parking.** To encourage a transit-supportive, pedestrian-oriented environment with a continuous frontage of buildings and active uses along main streets and the streetcar alignment, parking is allowed only as follows. Sites of 10,000 square feet or less in area are exempt from this subsection.
1. Surface parking is allowed only when separated from main street and streetcar alignment frontages by buildings that meet the ground floor active use standard of Subsection D, above. See figure 562-1.
 2. Structured parking is allowed only if:
 - a. The finished ceiling is entirely underground;
 - b. The lowest floor of the parking area is 9 feet or more above grade; or
 - c. The parking area is at least 25 feet from the street-facing façade on main street and streetcar alignment frontages. See Figure 562-1.
- F. Motor vehicle access.** Motor vehicle access to a vehicle area or structure is not allowed from a main street or streetcar alignment except in the following situations:
1. When the site has no other street frontage; or
 2. For Commercial Parking, access may be approved from a main street or streetcar alignment as part of a Conditional Use approved under Section 33.815.308.

33.562.250 Drive-Through Facilities Prohibited

- A. Purpose.** Drive-through facilities are prohibited in order to foster transit-supportive, pedestrian-friendly uses, and to help reduce and prevent traffic congestion near the streetcar alignment.
- B. Drive-through facilities.** Drive-through facilities are prohibited on the portion of a site within 200 feet of a streetcar alignment, shown on Map 562-7. This prohibition includes curb cuts and driveways used to approach and leave the drive-through facility, stacking areas for waiting vehicles, and the facility itself, such as a drive-up window or gas pump island.

Figure 562-1
Location of Parking

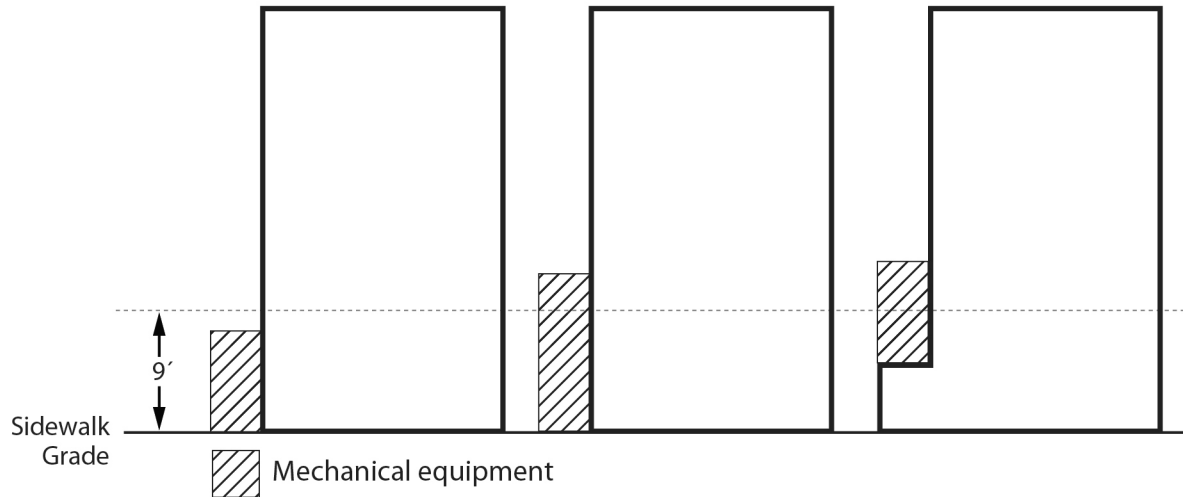


33.562.260 Mechanical Equipment in the CM3 Zone

- A. Purpose.** These regulations reduce the negative visual and noise impacts of mechanical equipment in areas that allow a mix of residential, commercial, and industrial uses to protect the residential livability, economic vitality, and appearance of these areas. They also minimize the impact of ground-level mechanical equipment along streets and other public areas.
- B. Where these regulations apply.** The regulations of this section apply to all sites in the CM3 Zone.
- C. Screening and enclosure.**
1. If any portion of mechanical equipment is within nine feet of the grade of the adjacent sidewalk, it must be screened or enclosed as follows. See Figure 562-2:
 - a. If the area occupied by the mechanical equipment is less than 500 square feet, the equipment must be completely screened from the sidewalk by walls, fences, or landscaping;
 - b. If the area occupied by the mechanical equipment is less than 3 percent of the site area, but it is not larger than 1,000 square feet, the equipment must be completely screened from the sidewalk by walls, fences, or landscaping; or
 - c. All other mechanical equipment must be within a building that is completely enclosed on all sides;

2. If mechanical equipment is more than nine feet above the grade of the adjacent sidewalk, the equipment must be completely screened from the sidewalk by walls, fences, or landscaping.

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



33.562.270 Minimum Active Floor Area

- A. Purpose.** Requiring a transit-supportive level of activity and intensity near the streetcar alignment helps to decrease reliance on automobile travel and increases opportunities for housing and employment.
- B. Where this regulation applies.** Sites subject to minimum active floor area standards are shown on Map 562-7.
- C. Standard.** On sites with frontage on a streetcar alignment, at least 50 percent of the ground level floor area located within 200 feet of the right-of-way with the streetcar alignment must be in one or more of the active uses listed below, where allowed by the base zone. Parking areas, both accessory and commercial, are not included in active floor area. Areas shared among the active uses listed below are included in active floor area. Areas shared by a use not listed below are not included in active floor area. Development that includes a residential use is exempt from the standard until January 1, 2029. The active uses are:
 1. Household or Group Living;
 2. Retail Sales And Service;
 3. Office;
 4. Manufacturing And Production;
 5. Industrial Service;
 6. Community Service;

7. Schools;
8. Colleges;
9. Medical Centers;
10. Religious Institutions; and
11. Daycare.

33.562.280 Parking

- A. Purpose.** These regulations foster development that contributes to the desired pedestrian- and transit-oriented character of the plan district, promote alternatives to the automobile, and encourage efficient use of urban land.
- B. Maximum surface parking area.** No more than 20,000 square feet of surface parking is allowed on a site.

33.562.290 Use of Accessory Parking for Commercial Parking

- A. Purpose.** This section encourages efficient use of accessory parking by allowing greater flexibility for use during times when accessory parking is typically underutilized. This section includes limitations to minimize negative impacts on nearby residents.
- B. Where these regulations apply.** These regulations apply to accessory parking in the Northwest plan district as follows:
 1. On sites in an R or CM3 zone, the regulations of this section apply to the entire site;
 2. On sites that are in both an R or CM3 zone and a commercial/mixed use zone, if any of the accessory parking is in the R or CM3 zone, the regulations of this section apply to the entire site;
 3. On sites that are in both an R or CM3 zone and a CM2 zone, if all of the accessory parking is in the CM2 zone, and none is in the R or CM3 zone, the regulations of this section do not apply to the site. The parking is subject to the regulations of the base zone;
 4. On sites that are in the CM2 zone, the regulations of this section do not apply. The parking is subject to the regulations of the base zone.
- C. Regulations.**
 1. Accessory parking may be operated as Commercial Parking when permitted and monitored by the Portland Bureau of Transportation (PBOT) in consultation with the Northwest Parking Management Plan Stakeholder Advisory Committee (NWPMP-SAC), or an advisory body recognized by PBOT, as provided in administrative rules adopted by the Director of PBOT. If this advisory body is no longer active or able to fulfill this role, then PBOT will be the sole permitting and monitoring body. The commercial parking must comply with the requirements of Paragraphs C.2 and C.3, below.

2. Accessory parking operated as Commercial Parking. Commercial parking on sites with at least 5 eligible parking spaces is allowed, including short term and monthly rental arrangements.
3. Commercial parking approval. The applicant must submit a NW Plan District Commercial Parking Approval Letter to the Director of the Bureau of Development Services from PBOT that includes the following information:
 - a. Identification of the site;
 - b. The number of spaces that PBOT has approved for use under the program;
 - c. The hours of the day that the accessory parking will be used as Commercial Parking;
 - d. Any conditions PBOT imposed as part of the NW Plan District Commercial Parking Approval Letter; and
 - e. A statement that the owner or owners of the site have agreed to manage the parking approved under the program so that adequate parking for the primary use as served by the accessory parking is maintained.
4. Administrative Rules. The Director of PBOT shall adopt administrative rules to implement the process for permitting and monitoring accessory parking for commercial parking as allowed by this Section.

33.562.300 Northwest Master Plan

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

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

A Northwest Master Plan will ensure:

- Pedestrian-oriented, transit-supportive development;
- Development that includes a variety of uses, but retains the EX zone focus on employment uses that need a central location;
- High quality design appropriate to an urban setting;
- Active uses on the ground floor of buildings along designated transit streets and pedestrian routes;
- A street pattern that provides for frequent, convenient pedestrian and vehicle connections and emulates levels of connectivity similar to the adjacent block pattern;
- Transportation and parking demand management strategies that decrease reliance on the automobile;

- Development that is integrated into the broader urban fabric;
- Transitions to adjacent areas with different uses and intensities through use, height, and massing of new development, considering historic resources, and the character of the area anticipated through the Northwest District Plan process; and
- Consideration of opportunities to provide a park, plaza, or other open space that can be used by those working and living in the neighborhood; and efficient use of land.

B. Where these regulations apply. The regulations of this section apply to sites shown on Map 562-9 at the end of this chapter. The regulations may also apply to areas that are not shown on the map, but are contiguous to or across a right-of-way from that area and under the same ownership, if the applicant voluntarily includes them in the Northwest Master Plan boundaries.

C. When a Northwest Master Plan is required.

1. Required. A Northwest Master Plan is required for sites shown on Map 562-9 where the applicant proposes:
 - a. Expansions of floor area or exterior improvements area greater than 1,500 square feet on the site; or
 - b. A change from one use category to another.
2. Voluntary. An applicant may voluntarily submit a Northwest Master Plan for any site not shown on Map 562-9 if the site is contiguous to or across a right-of-way from the area shown on the map and under the same ownership.
3. Exempt. The following are allowed without a Northwest Master Plan:
 - a. Normal maintenance and repair;
 - b. Changing up to 5,000 square feet of floor area from an accessory to a primary use, where no change of occupancy is required. An example would be changing an employees-only restaurant to a public restaurant; and
 - c. Development where all of the floor area and exterior improvement area is in residential use; and
 - d. Fences, handicap access ramps, and on-site pedestrian systems.

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

1. Boundaries. The boundaries of the area to be included in the Northwest Master Plan. The area must include all contiguous lots within the area shown on Map 562-9 that are owned by the same person, partnership, association, or corporation. This also includes lots that are in common ownership but are separated by a shared right-of-way.
2. Overall scheme. An overall scheme, including both written and graphic elements, that describes and ties together existing, proposed, and possible development and uses, height and massing of development, phasing of development, review procedures for

each development or phase, and what standards, guidelines, and approval criteria will be used to evaluate each development or phase.

3. Uses and activities. A description of present uses, affiliated uses, proposed uses, interim uses, and possible future uses. The description must include information as to the general amount and type of all uses such as office, warehousing, retail, residential, and parking; number of employees, and number of dwelling units.
4. Site plan. A site plan, showing the location, size, and dimensions of existing and proposed structures, the pedestrian, bicycle, and vehicle circulation system, rights-of-way proposed for dedication or vacation, vehicle and bicycle parking areas, open areas, infrastructure improvements, landscaping, and any proposed temporary uses during construction and phasing of development.
5. Development and design standards and criteria. The Northwest Master Plan must set out how specific development and use proposals will be reviewed, and the standards, guidelines, and approval criteria used to evaluate each proposal. The Northwest Master Plan may include standards that are in addition to or instead of standards in other sections of the Zoning Code. The Northwest Master Plan must address such things as height limits, setbacks, FAR limits, landscaping requirements, parking requirements, entrances, sign programs, view corridors and facade treatments. Because the Northwest Master Plan is used in the EX zone, design review is required. The Northwest Master Plan must describe how design review will be implemented in the plan area. Generally, the Portland Citywide Design Guidelines or the Design overlay zone design standards in 33.420.050 will apply; however, the Northwest Master Plan may augment those standards and guidelines for the area covered by the Northwest Master Plan.
6. Transportation. For each phase of Northwest Master Plan development the following must be addressed:
 - a. The location and amount of motor vehicle and bicycle parking;
 - b. Strategies to reduce the number of motor vehicle miles traveled by those regularly traveling to and from the Northwest Master Plan area, including:
 - (1) Measures to encourage those traveling to and from the Northwest Master Plan area to use alternatives to single-occupant auto trips (walking, bicycling and public transit);
 - (2) Car or van pool programs;
 - (3) Incentives to be offered to employees to use public transit for travel to and from the Northwest Master Plan area;
 - (4) Incentives to be offered to employees to travel on foot or by bicycle to and from the Northwest Master Plan area. This may include incentives for employees to live within walking distance of the area;
 - c. Planned improvements to the routes used by transit patrons between transit stops and buildings in the Northwest Master Plan area;

- d. A street plan for the Northwest Master Plan area that provides multimodal street connections to match the surrounding street grid pattern where feasible;
 - e. A multi-modal transportation impact study. The study must follow the guidelines of the Portland Bureau of Transportation; and
 - f. Traffic impacts on the streets surrounding the Northwest Master Plan area, and mitigating measures to ensure that the surrounding streets will function consistent with their designations as found in the Comprehensive Plan Transportation Element.
7. Phasing of development. The Northwest Master Plan must include the proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development. In addition the plan should address any proposed temporary uses or locations of uses during construction periods.
 8. Process. The Northwest Master Plan must include:
 - a. A proposed process and procedure for design review of development, including any development specifically called for in the Northwest Master Plan, if different than procedures for conventional design review; and
 - b. A proposed process and procedure for amendments to an adopted Northwest Master Plan, if different than in 33.562.300.F.
 9. Written statement. A written statement, describing how all approval criteria for the Northwest Master Plan are met.
- E. Review Procedure.** A Northwest Master Plan is processed through a Type III procedure, reviewed by the Land Use Hearings Officer. The Design Commission also reviews Northwest Master Plans, and makes a recommendation to the Hearings Officer on the approval criteria in Paragraph G.2, below. The Hearings Officer may approve, deny, or apply conditions of approval to the Northwest Master Plan.

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

F. Amendments to a Northwest Master Plan.

1. Amendment required. An amendment to an approved Northwest Master Plan is required for the following changes, unless they are specifically addressed by the Northwest Master Plan:
 - a. A change in use category involving more than 1,500 square feet;
 - b. Increases in floor area or exterior improvements area of more than 1,500 square feet. Fences, handicap access ramps, and on-site pedestrian circulation systems are exempt from this limitation;
 - c. Increases or decreases in the amount of parking;

- d. Changes to the Northwest Master Plan boundary, or the text of the Northwest Master Plan; and
 - e. Any other development, operations, or activities which are not in conformance with the Northwest Master Plan.
2. Review procedures. Amendments to an approved Northwest Master Plan are reviewed through a Type III procedure.
 3. Approval criteria. The approval criteria for an amendment to the Northwest Master Plan are the same as the approval criteria for the approval of a new Northwest Master Plan.
- G. Approval criteria for a Northwest Master Plan.** A request for approval or amendment of a Northwest Master Plan will be approved if the review body finds that the applicant has shown that the following approval criteria are met:
1. Overall. The proposed Northwest Master Plan, and development allowed by it, will be consistent with the purpose of the plan district, and the purpose of this section, as well as other applicable zoning code provisions.
 2. Design.
 - a. The urban design elements of the proposed overall scheme and site plan provide a framework for development that will result in an area with an urban development pattern that will be attractive, safe, and pleasant for pedestrians, and is integrated with historic resources, and the character of the nearby area anticipated through the Northwest District Plan process. The urban design elements of the proposed overall scheme and site plan must meet the design guidelines that are in effect for the site at the time of application.
 - b. The proposed design guidelines, standards, and review procedures specified in the Northwest Master Plan must ensure that:
 - (1) An environment will be created which is attractive, safe, and pleasant for pedestrians, including consideration of such elements as the location and orientation of buildings and main entrances, the design and use of the ground floor of structures, and the location, design and landscaping of parking lots and structures;
 - (2) Scale and massing of the development addresses the broader context of the area, including historic resources, and the uses and development anticipated through the Northwest District Plan process, specifically at the edges of the Northwest Master Plan area; and
 - (3) The approach to implementing design review, including the guidelines and standards, will ensure that the quality of design and public process is as good or better than that achieved through conventional design review. The guidelines and standards proposed, including existing guidelines and standards, must be appropriate for the Northwest Master Plan area and the type of development anticipated by the purpose statement of this section.

3. Transportation.
 - a. The Northwest Master Plan must comply with the policies, street classifications, and street designations of the Transportation Element of the Portland Comprehensive Plan;
 - b. The transportation system is capable of supporting the proposed development in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion G.3.c.;
 - c. Measures proportional to the impacts of the proposed development are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements;
 - d. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed; and
 - e. The proposed street plan must provide multi-modal street connections to match the surrounding street grid pattern where feasible.
4. Retail Sales And Service uses. Where the Northwest Master Plan proposes Retail Sales And Service uses that are larger than 10,000 square feet per use, the following approval criteria must be met:
 - a. The proposed uses and development will primarily serve those who live and work in the immediate vicinity;
 - b. The transportation system is capable of safely supporting the proposed uses and development;
 - c. The proposed uses and development will not have significant adverse effects on the area;
 - d. The scale and intensity of the proposed use and development is consistent with historic resources, and the character of the area anticipated as a result of the Northwest District Plan process; and
 - e. A proposed Retail Sales And Service use or development of larger scale or intensity equally or better meets the purpose of this section.

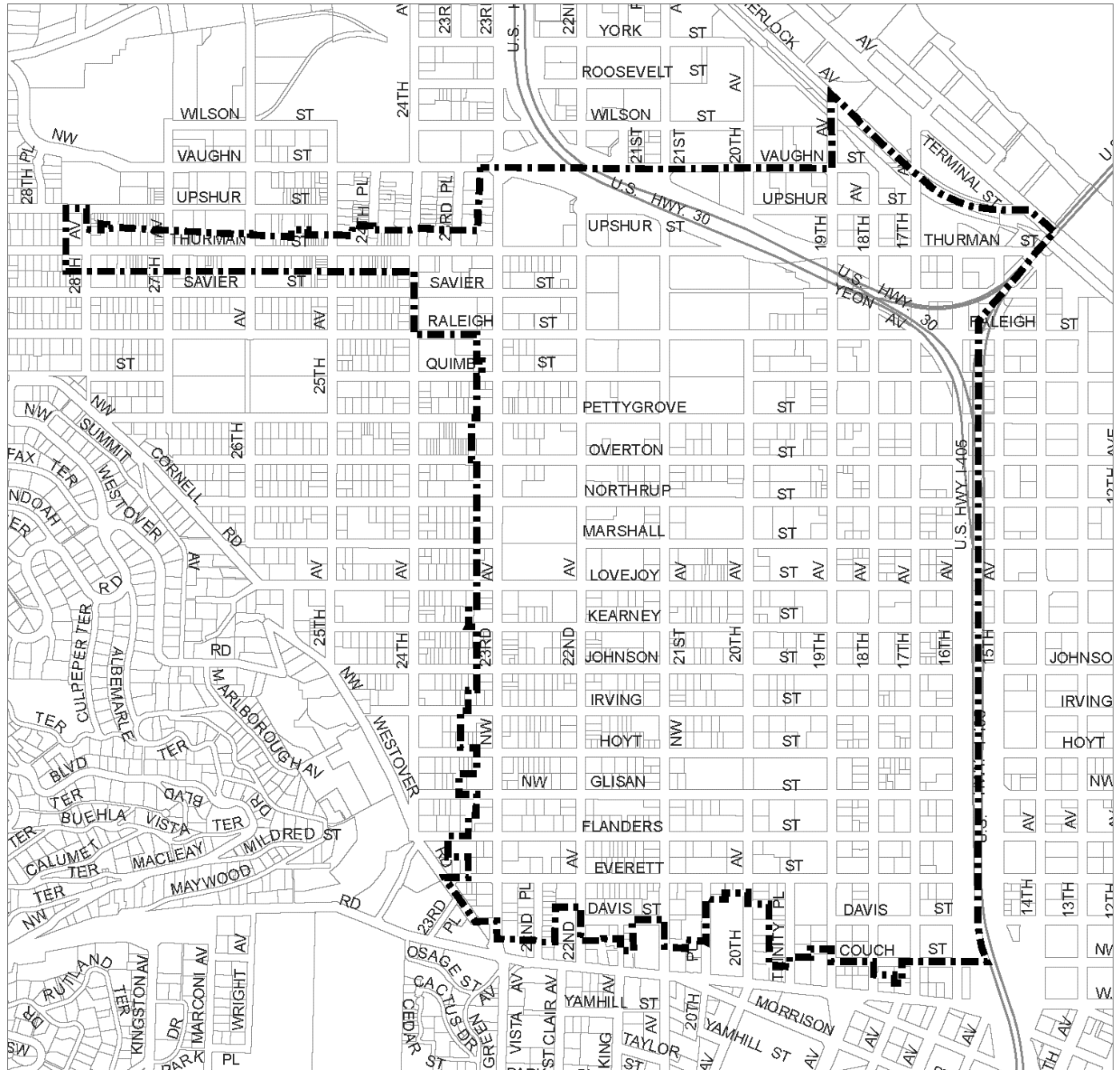
- H. Duration of the Northwest Master Plan.** The Northwest Master Plan must include proposed uses and possible future uses that might be proposed for at least 3 years and up to 10 years. An approved Northwest Master Plan remains in effect for 10 years, unless the plan is amended or updated, with the exception of Northwest Master Plans approved prior to August 10, 2020, which remain in effect until January 1, 2024. When the Northwest Master Plan is amended or updated, the application for amendment or revision must include a discussion of when the next update will be required.
- I. After approval of a Northwest Master Plan.** After a Northwest Master Plan has been approved, all development except maintenance and repair must comply with the provisions of the Northwest Master Plan as well as all other applicable provisions of this code, unless exempted by the plan. If the Northwest Master Plan does not specify that a standard, approval criterion, or procedure in the Northwest Master Plan supersedes a similar regulation in the Portland City Code, the regulation in the Portland City Code applies.

(Added by: Ord. No. 175877, effective 9/21/01. Amended by: Ord. No. 177920, effective 11/8/03; Ord. No 178020, effective 12/20/03; Ord. No. 183269, effective 10/21/09; Ord. No. 183598, effective 4/24/10; Ord. No. 183916, effective 7/17/10; Ord. No. 186639, effective 7/11/14; Ord. No. 187889, effective 8/12/16; Ord. No. 188259, effective 3/31/17; Ord. No. 188177, effective 5/24/18; Ord. No. 188958, effective 5/24/18; Ord. No. 189805, effective 3/1/20; Ord. No. 190076, effective 8/10/20; Ord. No. 190477, effective 8/1/21; Ord. No. 191310, effective 6/30/23; Ord. No. 191609, effective 3/1/24.)

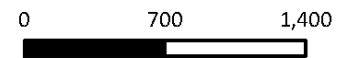
Northwest Plan District

Map 562-1

Map Revised August 12, 2016



Plan District Boundary



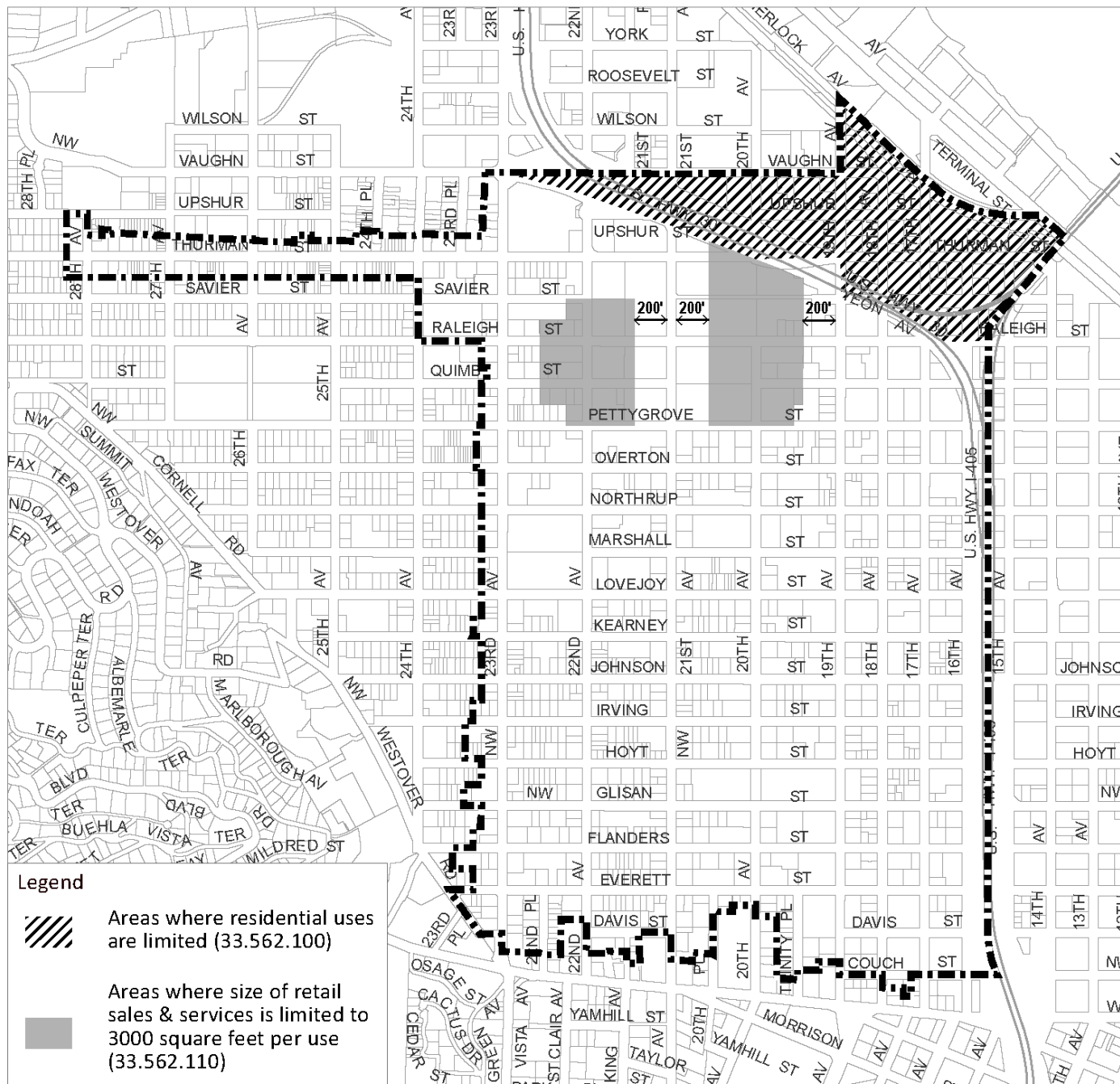
Scale in Feet

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Northwest Plan District Limited Use Areas

Map 562-2

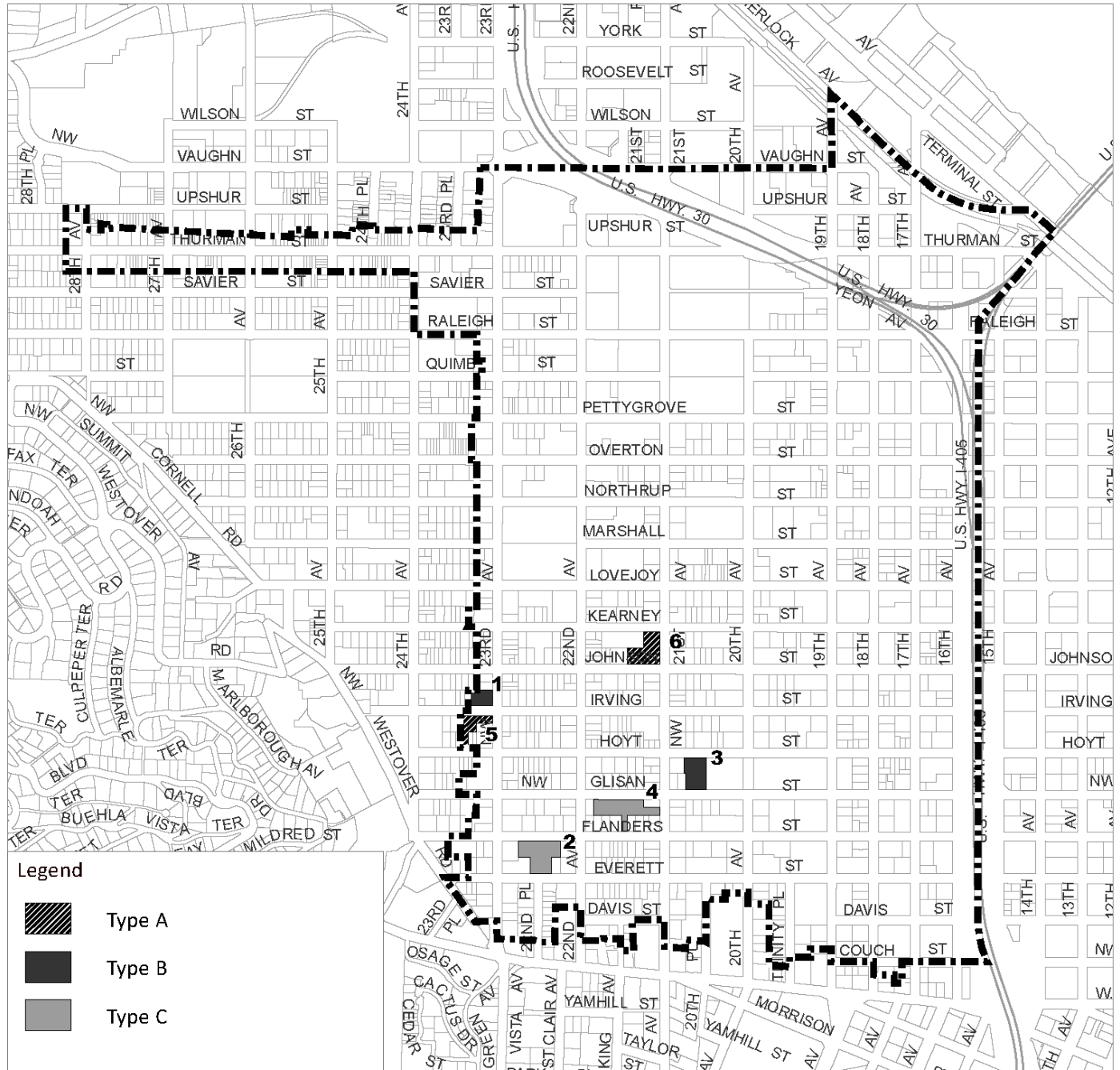
Map Revised August 12, 2016






Northwest Plan District Commercial Parking in Multi-Dwelling Zones

Map 562-3

Map Revised August 12, 2016



- Legend**
-  Type A
 -  Type B
 -  Type C

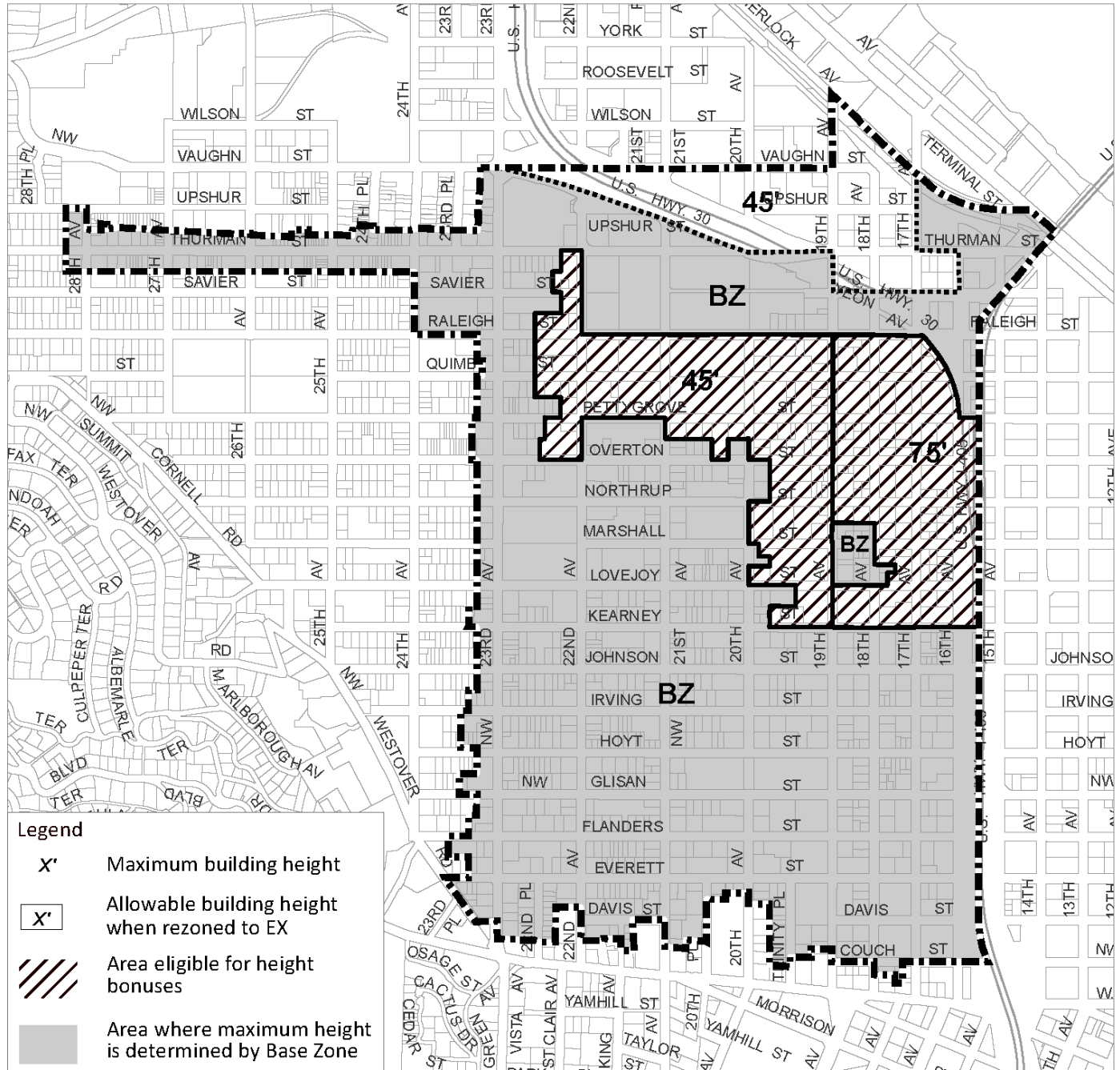
 Plan District Boundary



Northwest Plan District Maximum Heights

Map 562-4

Map Revised August 12, 2016



Legend

- X' Maximum building height
- X' Allowable building height when rezoned to EX
- Area eligible for height bonuses
- Area where maximum height is determined by Base Zone

- Plan District Boundary
- Maximum heights area
- Boundary of area when building heights are tied to rezoning to EX

NORTH

0 700 1,400

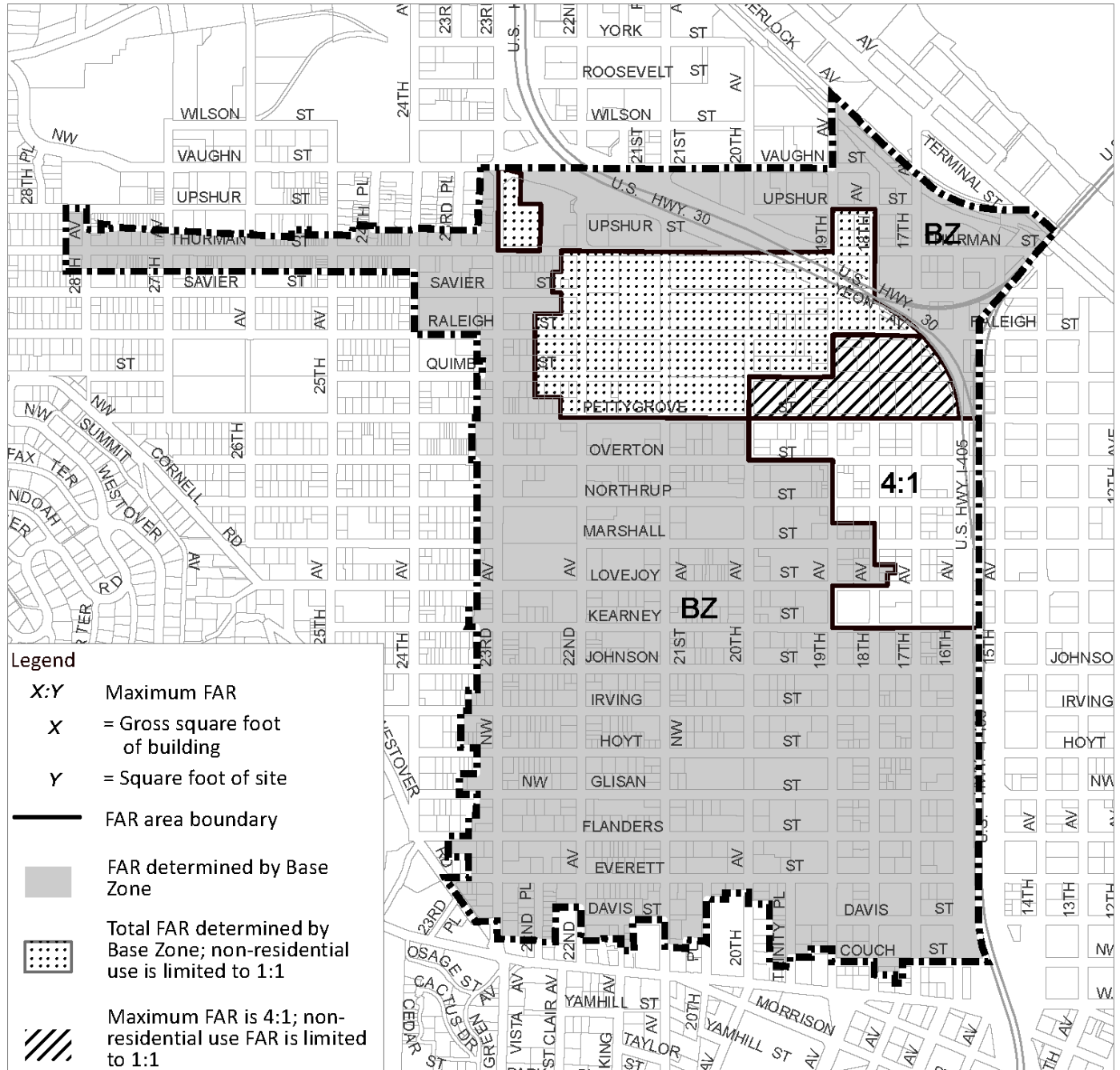
Scale in Feet

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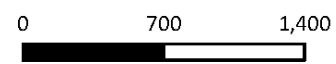
Northwest Plan District Floor Area Ratios (FAR)

Map 562-5

Map Revised August 12, 2016



 Plan District Boundary



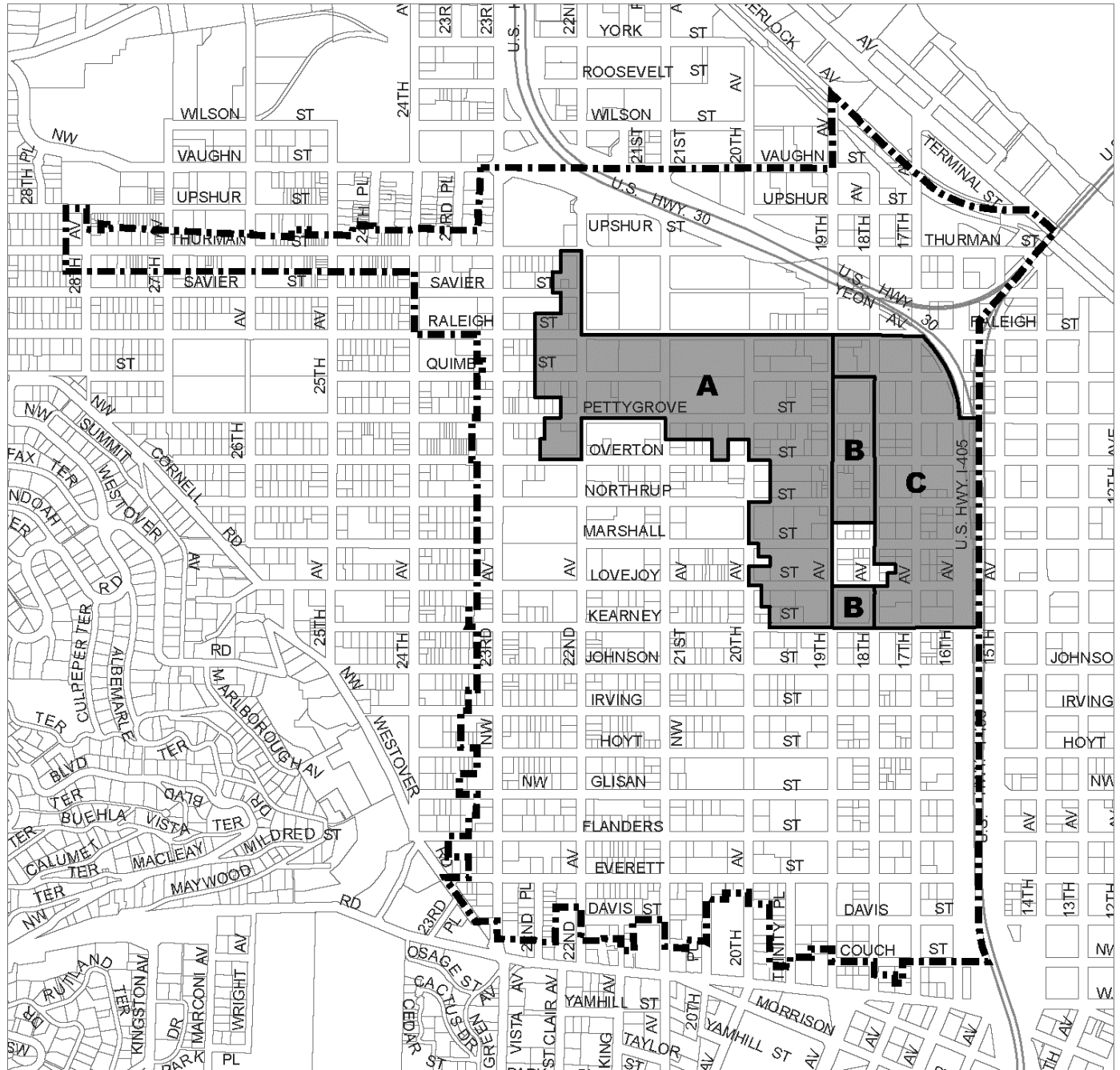
Scale in Feet

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Northwest Plan District Bonus Areas

Map 562-6

Map Revised August 12, 2016



 Plan District Boundary

 Bonus Areas



0 700 1,400

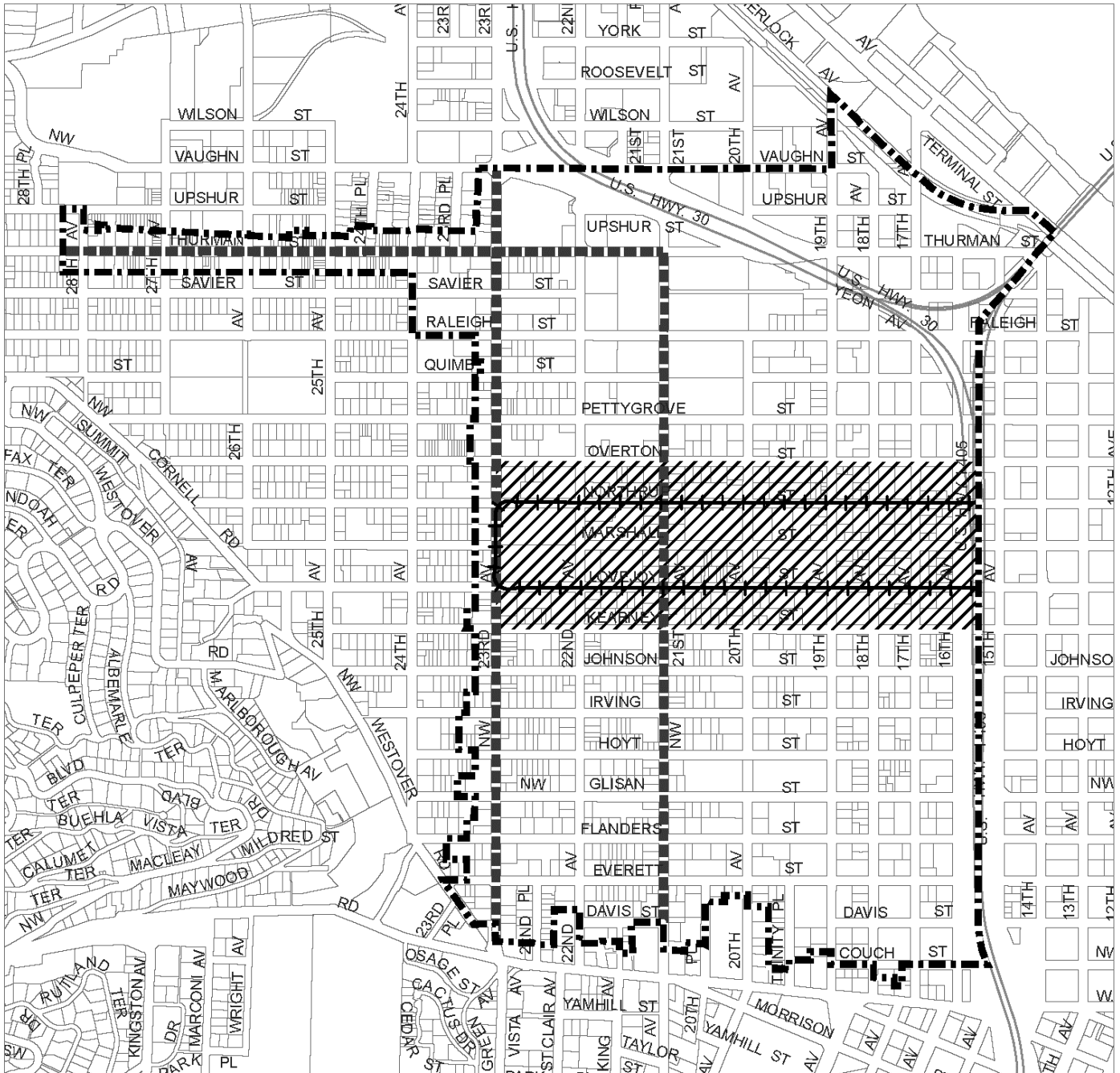
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

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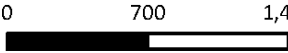
Northwest Plan District Areas with Special Development Standards

Map 562-7

Map Revised August 12, 2016



-  Plan District Boundary
-  Main Street
-  Streetcar Alignment
-  Minimum active floor area

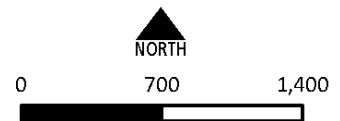

 NORTH

 0 700 1,400
 Scale in Feet
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 Portland, Oregon

~~Northwest Plan District
Sites where Accessory Parking
may be operated as Commercial Parking~~

Map 562-8

Map Revised August 12, 2016

Map 562-8 Deleted



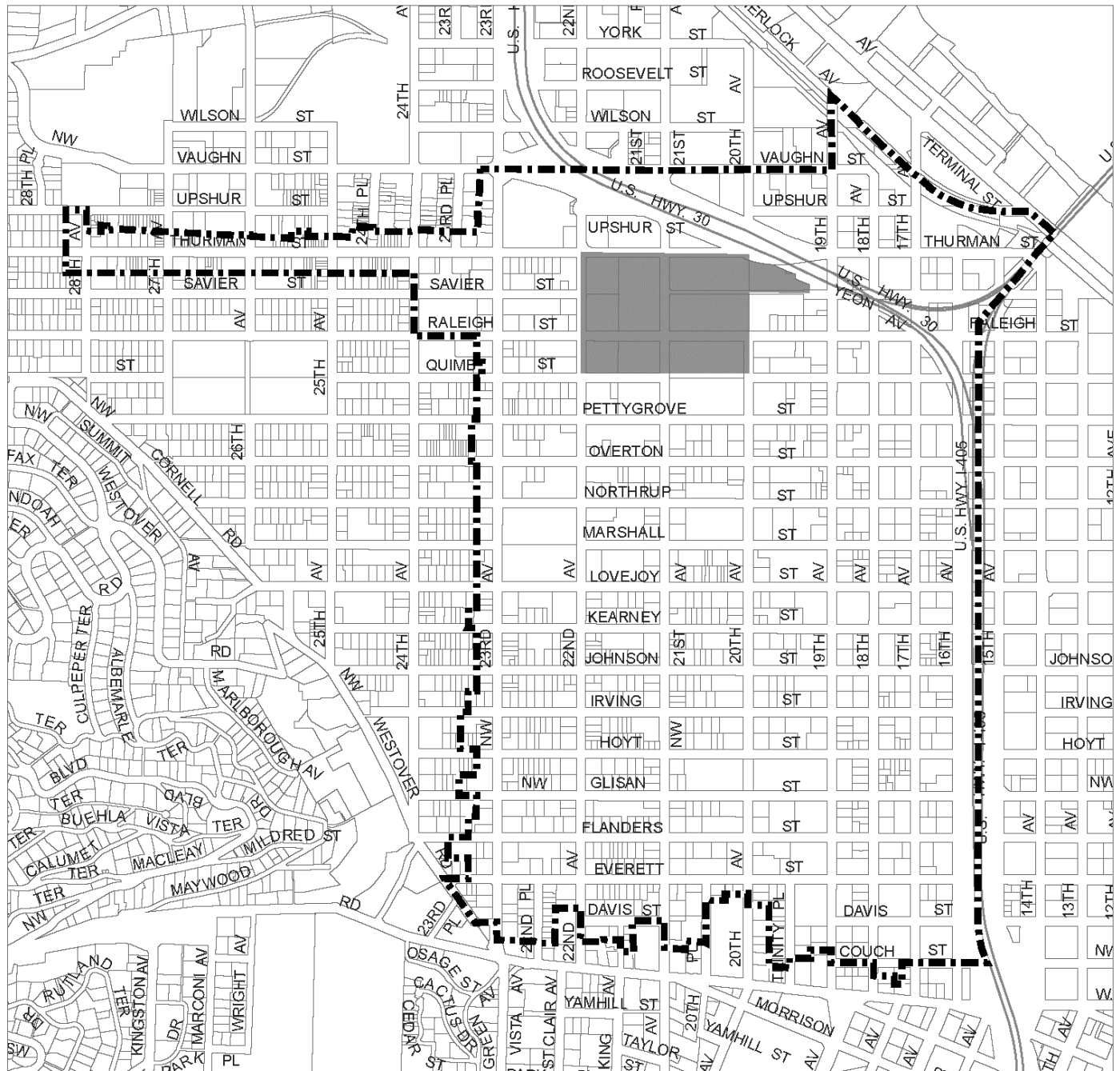
Scale in Feet

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Northwest Plan District NW Master Plan Required

Map 562-9

Map Revised August 12, 2016



Plan District Boundary



Master Plan area



NORTH

0 700 1,400



Scale in Feet

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