

## 33.561 North Interstate Plan District

# 561

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Map 561-1 North Interstate Plan District

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Map 561-4 North Interstate Plan District: Required Building Lines/Active Building Use Areas

### **33.561.010 Purpose**

The North Interstate plan district provides for an urban level of mixed-use development to support the MAX line and the surrounding neighborhoods by encouraging development that increases neighborhood economic vitality, amenities, and services and successfully accommodates additional density. These standards:

- Implement urban design concepts of the North Interstate Corridor Plan;
- Help ease transitions between new high-density development and the existing, low-density neighborhoods; and
- Enhance the pedestrian experience.

### **33.561.020 Where These Regulations Apply**

The regulations of this chapter apply in the North Interstate plan district. The boundaries of the plan district are shown on Map 561-1 at the end of this chapter, and on the Official Zoning Maps.

## **Use Regulations**

### **33.561.100 Commercial Uses in the RH Zone**

- A. Purpose.** Allowing a limited amount of commercial uses in the RH zone along Interstate Avenue improves the economic viability of residential development by allowing mixed-use

development, while ensuring that residential uses remain the dominant use in the zone. It also provides a more interesting and active ground floor along this busy arterial and provides an interim use for houses where owners want to add commercial uses to the ground floor.

- B. Commercial uses allowed.** Commercial uses are allowed in the RH zone on sites that have frontage on Interstate Avenue, as follows:
1. Only Retail Sales And Service and Office uses are allowed;
  2. There must be floor area in Residential use on the site, either existing or proposed for development concurrent with the commercial floor area;
  3. The commercial uses are allowed only on the ground floor of a building; and
  4. Up to 35 percent of the total floor area on the site may be developed for commercial uses. More than 35 percent is prohibited.

### **Development Standards**

#### **33.561.210 Maximum Building Height**

- A. Purpose.** The maximum building height standards:
- Allow taller buildings to provide visual prominence and intense activity near station platforms and at identified focal points;
  - Allow taller buildings along Interstate 5 to achieve a defined edge within the larger neighborhood context and allow buildings to take greater advantage of views to the east over the freeway; and
  - Increase opportunities for creative design, encourage quality construction, and foster provision of neighborhood amenities such as underground parking and ground level open space by allowing additional height in special areas with additional design requirements.
- B. Maximum building heights.**
1. Generally. The maximum building heights are shown on Map 561-2, except as specified in Section 33.561.230. Adjustments to maximum heights are prohibited, but modifications through Design Review may be requested.
  2. In the height opportunity areas shown on Map 561-2, buildings may be up to 125 feet high if:
    - a. The applicant meets with the Design Commission to discuss the proposal before applying for Design Review. As specified in 33.730.050.F, the applicant must submit a design advice request to schedule this meeting; and
    - b. The applicant requests discretionary Design review, rather than using the Community Design Standards.

### 33.561.220 Floor Area Ratios

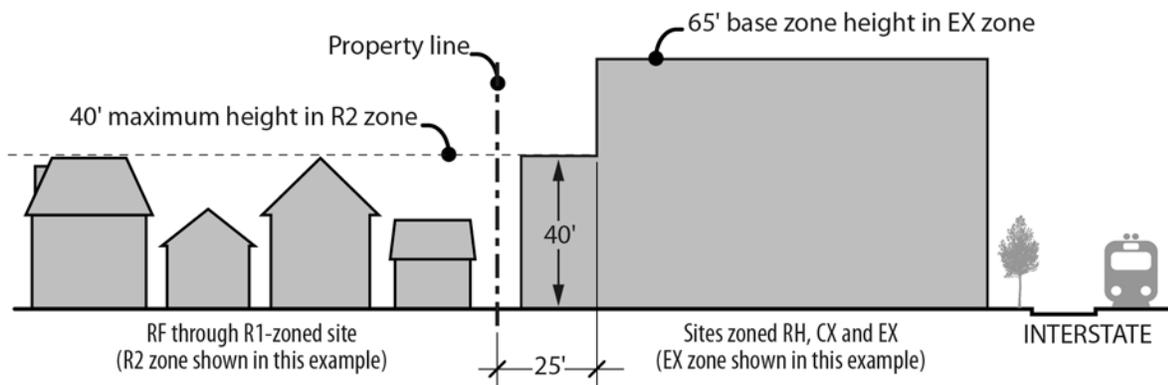
- A. Purpose.** The floor area ratio standards work with the maximum building height standards to:
- Increase intensity near the light rail stations at the most intensive station areas: Lombard, Killingsworth, and Prescott; and
  - Allow design flexibility for taller buildings that create opportunities for increased open space on the site and visually prominent architecture.
- B. Where these regulations apply.** These regulations apply to new development and additions of floor area to the site.
- C. Regulation.** Maximum floor area ratios are shown on Map 561-3.
- D. FAR bonus.** The following FAR bonus options apply to sites shown on Map 561-3 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. An increase in FAR through the use of bonuses of more than 1 to 1 is prohibited.
  2. FAR 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.

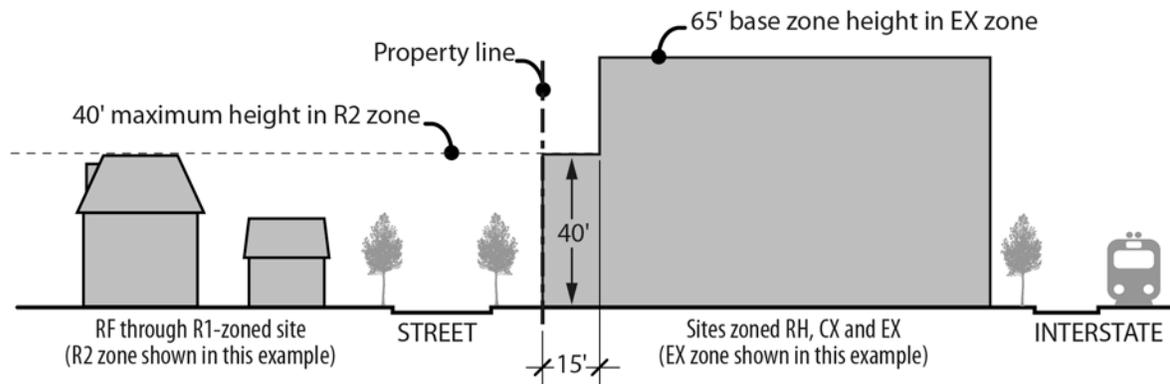
### 33.561.230 Transition Between Zones

- A. Purpose.** These regulations ensure that there is a transition in height when high intensity zones abut or are across the street from low and medium density residential zones.
- B. Where these regulations apply.** The regulations of this section apply to sites in RH, CX, and CI2 zones that abut or are across a street from an RF through R1 zone
- C. Maximum building height.**
  - 1. Sites abutting RF-R1 zones. On sites abutting RF-R1 zones, on the portion of the site within 25 feet of a site zoned RF-R1, the maximum building height is the same as the abutting residential zone. See Figure 561-1.
  - 2. Sites across a street from RF-R1 zones. On sites across a street from RF-R1 zones, on the portion of the site within 15 feet of the lot line across the street from a site zoned RF-R1, the maximum building height is the same as the residential zone across the street. See Figure 561-2.

**Figure 561-1**  
**Height limits on sites abutting RF - R1 zones**



**Figure 561-2**  
**Height limits on sites across a street from RF - R1 zones**



### 33.561.240 Minimum Density in the RH Zone

- A. Purpose.** Reducing the minimum density on small lots in the RH zone provides flexibility for development of a broader range of dwelling types.
- B. Standard.** In the RH zone, the minimum residential density on sites up to 5,000 square feet in area is one unit per 2,000 square feet of site area. This standard does not apply on corner lots or portions of sites within 200 feet of Interstate Avenue.

### 33.561.250 Exterior Display and Storage

In the RH and CM3 zones, exterior display and storage are prohibited 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.

### 33.561.260 Off-Site Impacts of Industrial Uses in the CM3 Zone

- A. Purpose.** Because there are residential and commercial uses in, and adjacent to, areas zoned CM3, and there may be additional residential and commercial uses in the future, the off-site impacts of industrial uses must be limited. These limitations protect the economic viability and residential livability of the area.
- B. Industrial uses in the CM3 zone.** Industrial uses must meet the standards of Chapter 33.262, Off-Site Impacts. These standards must be met at the property line of the site.

### 33.561.270 Required Building Lines

- A. Purpose.** The Required Building line standard works together with the Active Building Use Areas, Ground Floor Windows, and Motor Vehicle Access standards to ensure a vibrant and attractive pedestrian environment at the station platforms and along key east-west streets (Killingsworth and Lombard). They ensure that buildings are built near the sidewalk and the area between the building and the sidewalk includes pedestrian amenities.

- B. Where these regulations apply.** These regulations apply to new development on sites with frontage on the streets shown on Map 561-4. Alterations or exterior improvements to existing development are exempt from these regulations.
- C. Building line standards.** Exterior walls of buildings designed to meet these requirements must be at least 25 feet high.
  - 1. The building must extend to the street lot line along at least 75 percent of the lot line; or
  - 2. The building must extend to within 10 feet of the street lot line for 75 percent of the lot line and the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as seating areas, sidewalk cafes or vendor's stands.

### **33.561.280 Active Building Use Areas**

- A. Purpose.** The Active Building Uses standard works together with the Required Building Line, Ground Floor Windows, and Motor Vehicle Access standards to ensure a vibrant and attractive pedestrian environment at the station platforms and along key east-west streets (Killingsworth and Lombard). These regulations ensure the continuity of active ground uses which reinforce the relationship of uses within a building and the sidewalk. Active uses include but are not limited to lobbies, retail, residential, commercial, and office.
- B. Where these regulations apply.** These regulations apply to new development on sites with frontage on the streets shown on Map 561-4. Alterations or exterior improvements to existing development are exempt from these regulations.
- C. Active building use area required.** Buildings must be designed and constructed to accommodate active uses, such as lobbies, residential, retail, commercial, or office. This standard must be met along at least 50 percent of the ground floor of walls fronting the streets shown on Map 561-4.

Areas designed to accommodate active building uses must meet the following standards:

- 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. The area may be designed to accommodate a single tenant or multiple tenants;
- 4. The street-facing façade must include windows and doors; and
- 5. Parking is not allowed in the active building use areas.

### **33.561.300 Motor Vehicle Access**

- A. Purpose.** To encourage a transit-supportive, pedestrian-oriented environment with a continuous frontage of buildings and active uses along Interstate Avenue, motor vehicle access should be limited when possible.
- B. Parking access restricted.** Motor vehicle access to a vehicle area or structure is not allowed from Interstate Avenue unless the site has no other street frontage.

### 33.561.310 Compatibility Standards in the R2.5 and R2 Zones

- A. Purpose.** These standards ensure that development of sites with the potential for medium density development:
- improves the transition between high density mixed-use development along Interstate and single-dwelling zone areas;
  - contributes positively to established neighborhoods; and
  - creates a strong physical and visual connection between the living area and the street.
- B. Where these standards apply.** The standards of this section apply to duplexes, attached houses, and multi-dwelling structures in the R2.5 and R2 zones.
- C. Standards.**
1. Building setback. Primary buildings must not be set back from the front lot line more than 20 feet.
  2. Main entrances.
    - a. Covered area at main entrance. There must be a covered area at all main entrances that face the street. If the main entrance is to a single dwelling, the covered area must be at least 6 feet wide and 4 feet deep. If the main entrance is to more than one dwelling unit, the covered area must be at least 9 feet wide and 7 feet deep.
    - b. Covered balcony. As an alternative to C.2.a, attached houses have the option of providing a covered balcony on the same façade as the main entrance. The covered area provided by the balcony must be at least 48 square feet, a minimum of 8 feet wide and no more than 15 feet above grade. The covered balcony must be accessible from the interior living space of the house.
  3. Parking areas in the front setback. Parking areas are not allowed in the front setback.
  4. Exterior finish materials. The standards of this subsection must be met on all building facades:
    - a. Plain concrete block, plain concrete, corrugated metal, plywood, composite materials manufactured from wood or other products, and sheet pressboard may not be used as exterior finish material, except as secondary finishes if they cover no more than 10 percent of each facade.
    - b. Composite boards manufactured from wood or other products, such as hardboard or hardplank, may be used when the board product is less than 6 inches wide.
    - c. Where wood products are used for siding, the siding must be shingles, or horizontal siding, not shakes.
    - d. Where horizontal siding is used, it must be shiplap or clapboard siding composed of boards with a reveal of 6 inches or less, or vinyl or aluminum siding that is in a

clapboard or shiplap pattern where the boards in the pattern are 6 inches or less in width.

**33.561.320 Required Design Review**

The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.

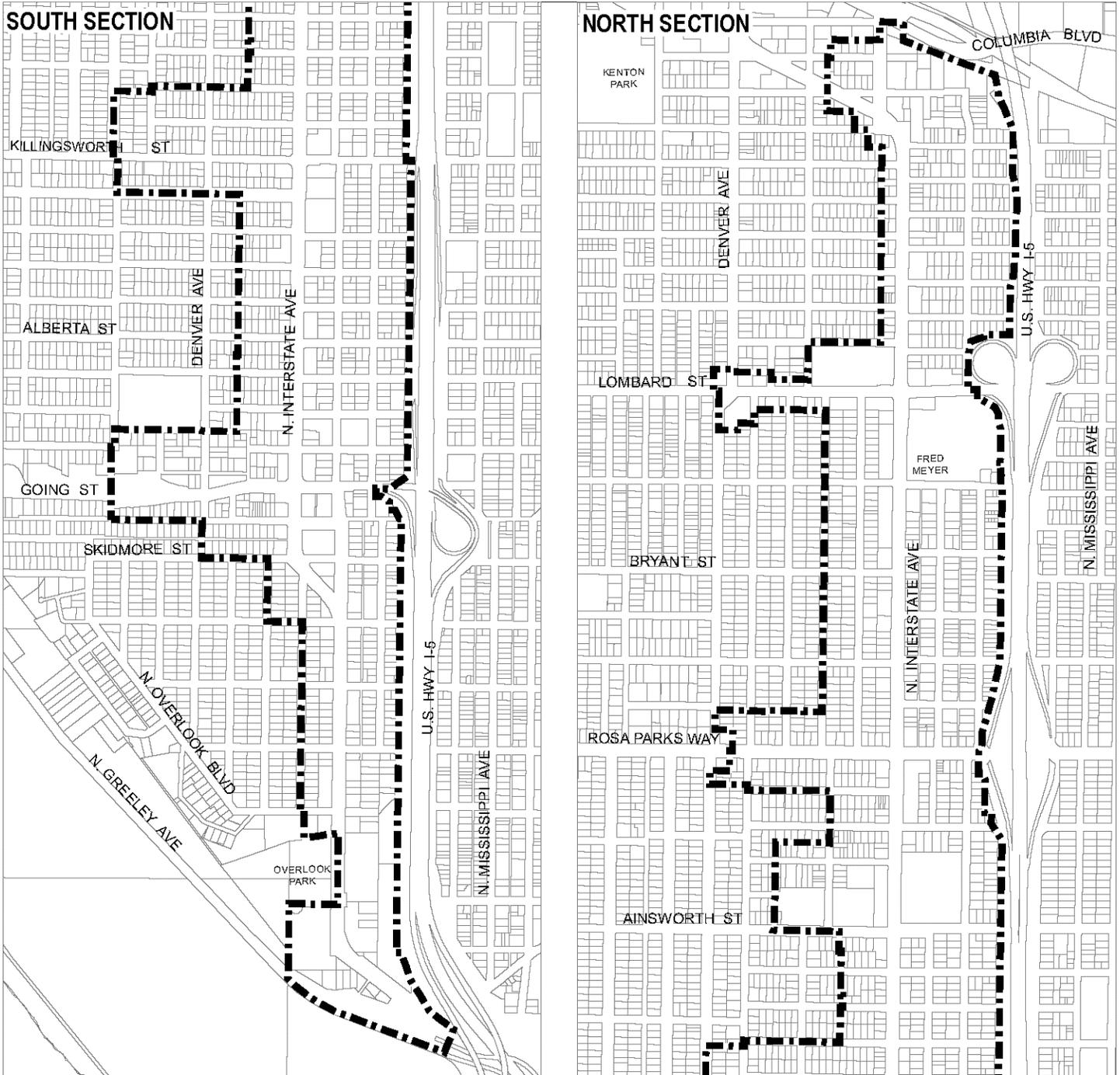
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*(Added by: Ord. No. 182072, effective 8/22/08; Amended by: Ord. No. 186639, effective 7/11/14; Ord. No. 188177, effective 5/24/18; Ord. No. 188958, effective 5/24/18.)*

# North Interstate Plan District

# Map 561-1

Map Revised July 8, 2016



Plan District Boundary



NORTH

0 1,000 2,000



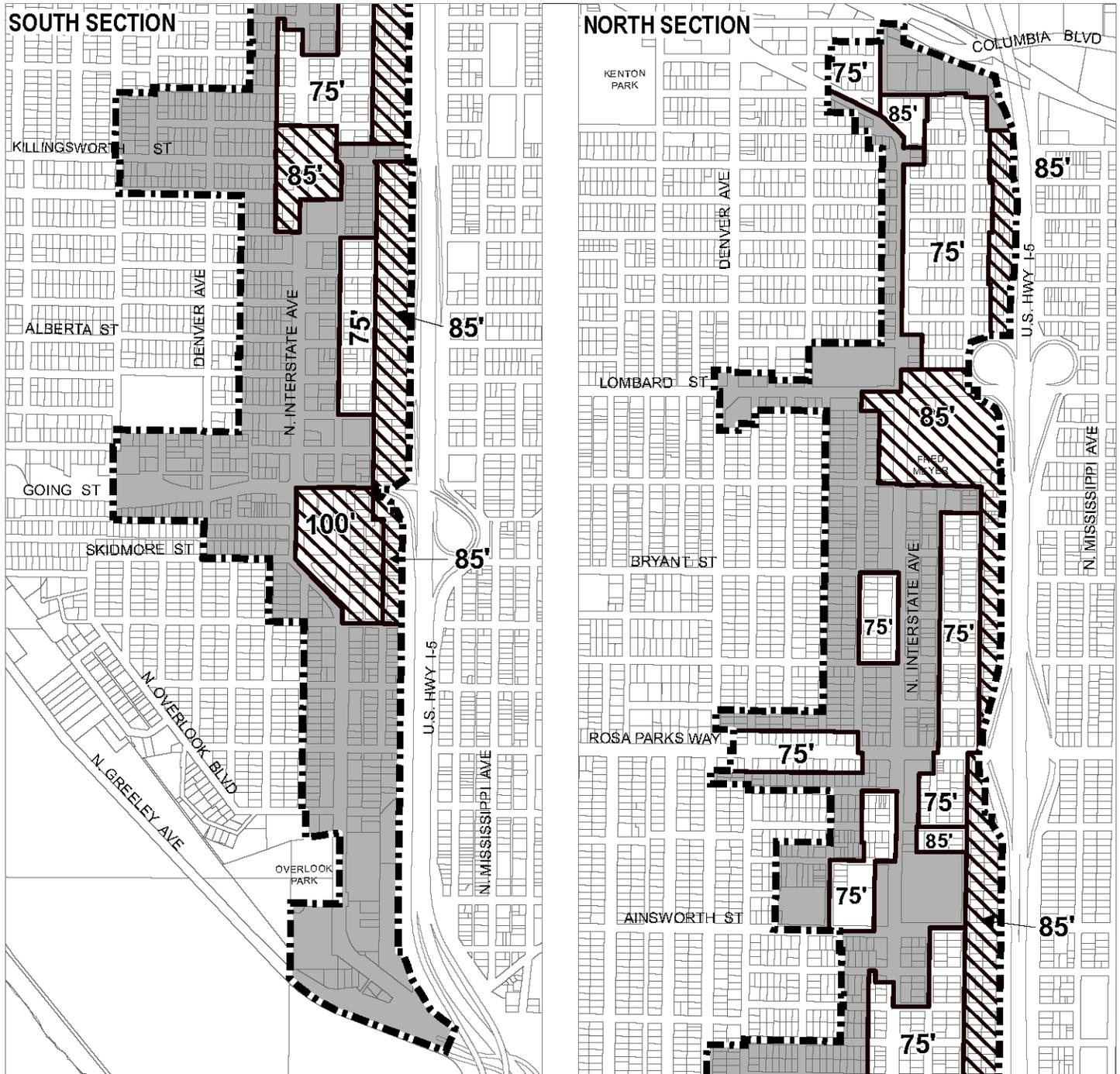
Scale in Feet

Bureau of Planning and Sustainability  
Portland, Oregon

# North Interstate Plan District Maximum Building Height

# Map 561-2

Map Revised July 8, 2016



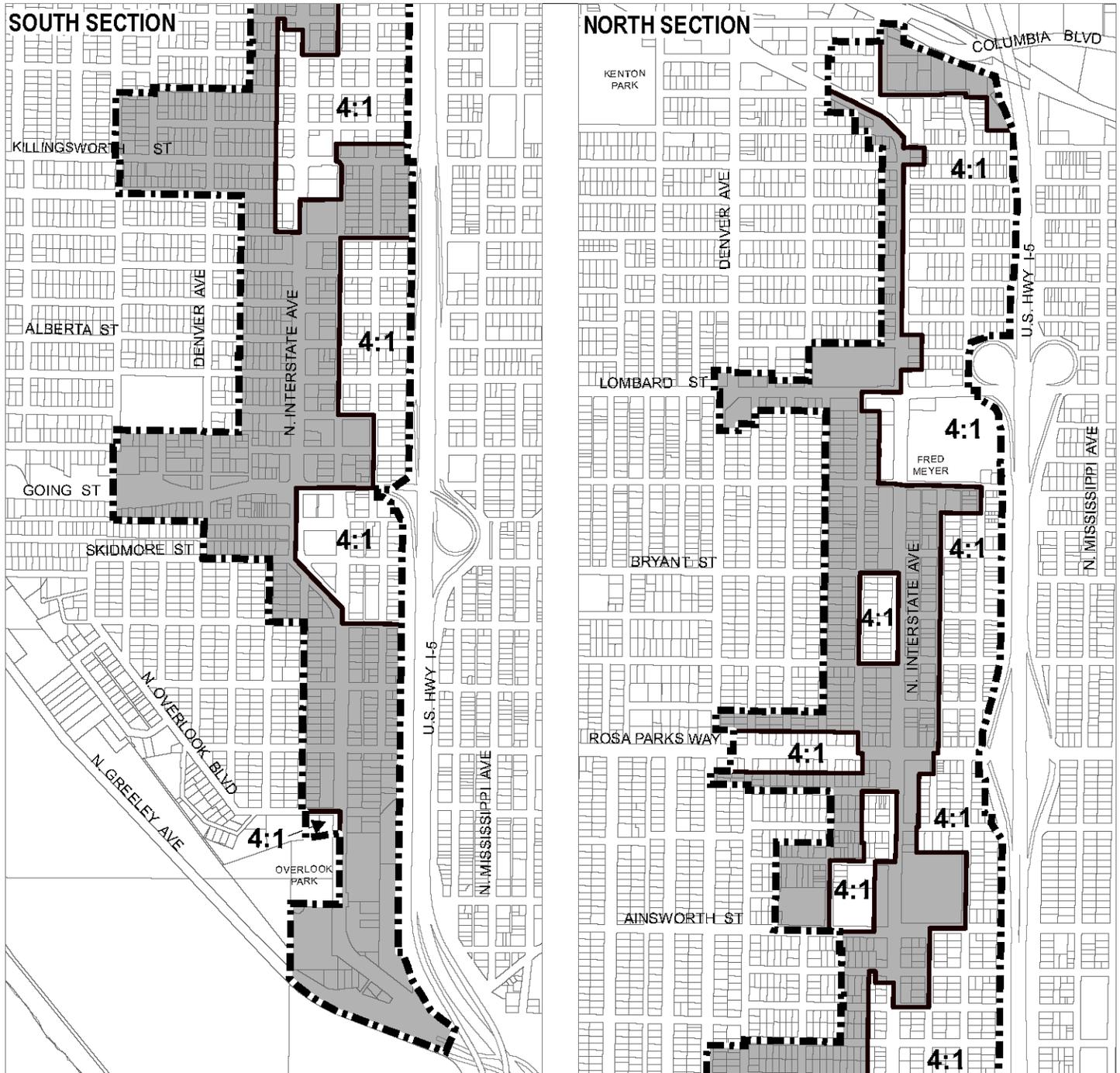
-  Plan District Boundary
-  Maximum building height boundary
-  Area where maximum height is determined by base zone
-  Height opportunity area



# North Interstate Plan District Floor Area Ratio

# Map 561-3

Map Revised July 8, 2016



-  Plan District Boundary
-  FAR area boundary
-  Area where FAR determined by base zone

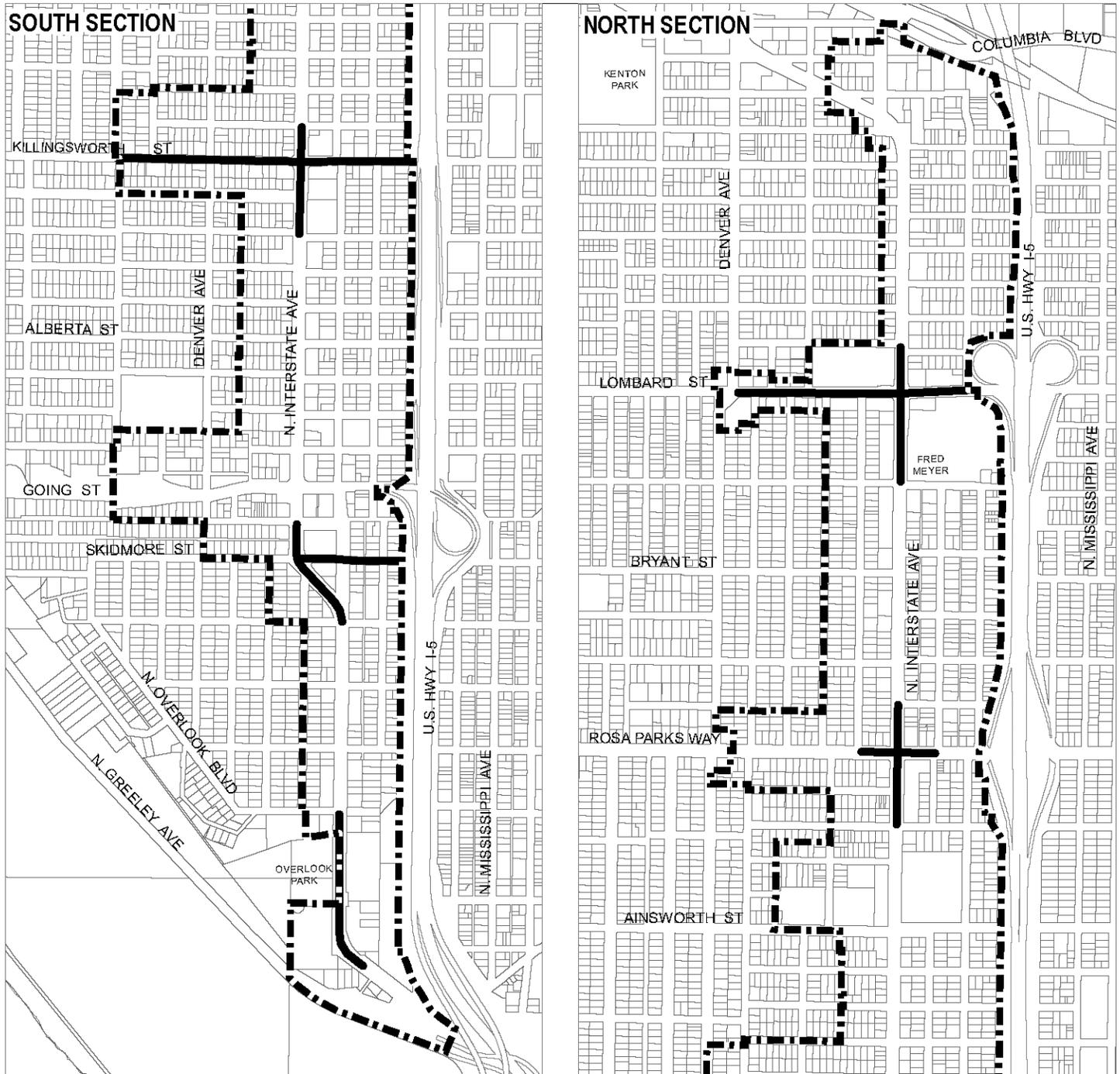
**X:Y** Maximum FAR  
**X** = Gross square foot of building  
**Y** = Square foot of site



# North Interstate Plan District Required Building Lines Active Building Use Areas

# Map 561-4

Map Revised July 8, 2016



Plan District Boundary



Required building lines/active building use areas



NORTH

0 1,000 2,000



Scale in Feet

Bureau of Planning and Sustainability  
Portland, Oregon