

33.508 Cascade Station/Portland International Center Plan District

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General

33.508.010 Purpose

The Cascade Station/Portland International Center (CS/PIC) plan district regulations encourage the development of a commercially viable mix of office, retail, hotel, entertainment, and industrial employment uses while protecting significant environmental and archaeological features of the area. The development of these uses fosters a vibrant, mixed-use environment served by two major regional transportation facilities: the Portland International Airport and the Airport Light Rail. Development is clustered around the plan district's two light rail stations, the Park Blocks and key streets throughout the area. Requirements for buildings along the Park Blocks and key focal intersections increases the activity level at those areas and provides an attractive pedestrian environment.

All uses and activities allowed within the plan district complement and serve ongoing airport operations and related airport service uses both within and outside plan district boundaries. These regulations also minimize or eliminate conflicts with airport operations and related uses.

The plan district's proximity to the Columbia Slough and the Columbia Slough Trail are recognized by inclusion of special development guidelines and bicycle-pedestrian connections. The plan district regulations also protect significant identified environmental and open space resources within the plan district consistent with the requirements of airport operations, while maintaining or enhancing the capacity of public and private infrastructure within and serving the district.

The plan district has two distinct areas: Subdistricts A and B:

Subdistrict A is served with two light rail stations and will develop into a vibrant mixed-use commercial area with strong design features, formal open space and multi-modal activity. Uses will include both larger format anchor tenants and small scale retailers that support office workers and regional shoppers. The mix of uses allowed in Subdistrict A is intended to create a critical economic mass of commercial and office development.

The remainder of the plan district, which is Subdistrict B, allows a wide range of employment opportunities. The primary development objective in this area is to encourage a wide range of industrial and related uses, including services related to the Airport and other business and service/employment opportunities compatible with existing and future airport operations and related uses in the area. The addition of airport-related service uses and activities as allowed uses serves and strengthens the Portland International Airport as the primary air transportation hub within the region.

33.508.020 Where These Regulations Apply

The regulations of this chapter apply to the Cascade Station/Portland International Center plan district. The boundaries of the plan district are shown on Map 508-1 at the end of this chapter and on the Official Zoning Maps. The two subdistricts (A and B) are also shown on Map 508-1.

33.508.030 Relationship to Other Regulations and Agencies

This chapter contains only the City's regulations for the plan district. Activities which the City regulates through this chapter may also be regulated by other agencies. In particular, because the entire plan district is owned by the Port of Portland and was originally purchased for aviation use, the Federal Aviation Administration (FAA) will review development proposals and amendments to this chapter to ensure that there will be no adverse impacts on airport operations. The regulations

of this plan district have been designed to address FAA issues. City approval does not imply approval by other agencies.

33.508.040 Special Definitions

These definitions are used only in the CS/PIC plan district.

Lot. In this plan district, a lot includes both “lot” as defined in Chapter 33.910, Definitions, and “lease lot.” A lease lot is a parcel of land that is created as a result of a ground lease or sublease and which is clearly defined by a metes and bounds legal description and is a recorded document in the public record. References to lot lines, lot area, percentage of lot, and so on, are based on this definition of lot, but otherwise have the same meanings as in Chapter 33.910.

Street. As defined in 33.910, but does not have to be a dedicated street or in a tract. Streets include those streets shown in Figure 508-8, Street Requirements in Subdistrict A.

Story. A single floor of activity—other than parking—in a building. A story is not defined by a particular height.

Use Regulations

33.508.120 Additional Allowed Uses

- A. Subdistrict A.** The following additional uses are allowed in Subdistrict A, up to the maximums allowed in Table 508-1:
1. Office Uses;
 2. Major Event Entertainment, exhibition and meeting areas are allowed if built in conjunction with a hotel;
 3. Retail Sales and Service
 - a. Hotels, Motels and Theatres
 - b. Other Retail Sales And Service with the following limitations:
 - (1) Generally, a single retail use may not occupy more than 60,000 square feet of floor area per story, not including exterior display and storage;
 - (2) Exception. Three buildings that do not meet the standard of (1) above are allowed as follows:
 - One building may contain a single retail use that occupies up to 90,000 square feet of floor area per story;
 - One building may contain a single retail use that occupies up to 185,000 square feet of floor area per story; and
 - One building may contain a single retail use that occupies up to 205,000 square feet of floor area per story; and
 4. Quick Vehicle Servicing.
- B. Subdistrict B.** The following additional uses are allowed in Subdistrict B, up to the maximums allowed in Table 508-1:

1. In the IG2 zone, the following additional uses are allowed:
 - a. Office Uses;
 - b. Aviation and Surface Passenger Terminals, except parking for passengers; and
 - c. Car rental facilities including operations, service, storage and refueling facilities.
2. In the EG2 zone, the following additional uses are allowed:
 - a. Office uses; and
 - b. Retail Sales And Service Uses.

33.508.130 Additional Prohibited Uses

A. In plan district. The following uses are prohibited in the plan district:

1. Household Living;
2. Group Living;
3. Self Service Storage;
4. Commercial Outdoor Recreation;
5. Community Service;
6. Schools;
7. Medical Centers;
8. Religious Institutions;
9. Vehicle Repair; and
10. Detention Facilities.

B. Subdistrict A. In Subdistrict A, the following uses are prohibited:

1. Industrial Uses;
2. Sale or lease of consumer vehicles, including passenger vehicles, motorcycles, light and medium trucks, travel trailers, and other recreational vehicles. Offices for sale or lease of vehicles, where the vehicles are displayed or stored elsewhere are allowed; and
3. Commercial Parking.

C. Subdistrict B. In Subdistrict B, the following uses are prohibited:

1. Quick Vehicle Servicing; and
2. Parking for passengers using Aviation and Surface Passenger Terminals.

33.508.140 Use Regulations in the Park Blocks

All uses in the Park Blocks are subject to the use regulations of Chapter 33.100, Open Space Zone. See Section 33.508.215, Limitations on Development in the Park Blocks and Section 33.508.290, Open Space Plan.

Development and Design Standards

33.508.200 Purpose

These development standards help to foster mixed-use transit-supportive development within the plan district, particularly near the two light rail stations while also encouraging the development of a retail center that includes both large- and small-format retail users. Light rail and transit access help to ensure that the plan district will serve as a hub of activity and an important international gateway to Portland. An urban character with a connected street pattern and building orientation standards that orient development at the Park Blocks to pedestrians is also an important objective for the district, particularly adjacent to the light rail stations.

A significant constraint on development in this plan district is potential future traffic congestion on the roads and interstate freeway surrounding the site, especially during the evening peak hour. To address this constraint, and to take advantage of the site's two light rail stations and its high level of regional accessibility, the square footage limitations in this chapter are linked to development capacity by square footage, and trip generation.

33.508.210 Prohibited Development in Subdistrict A

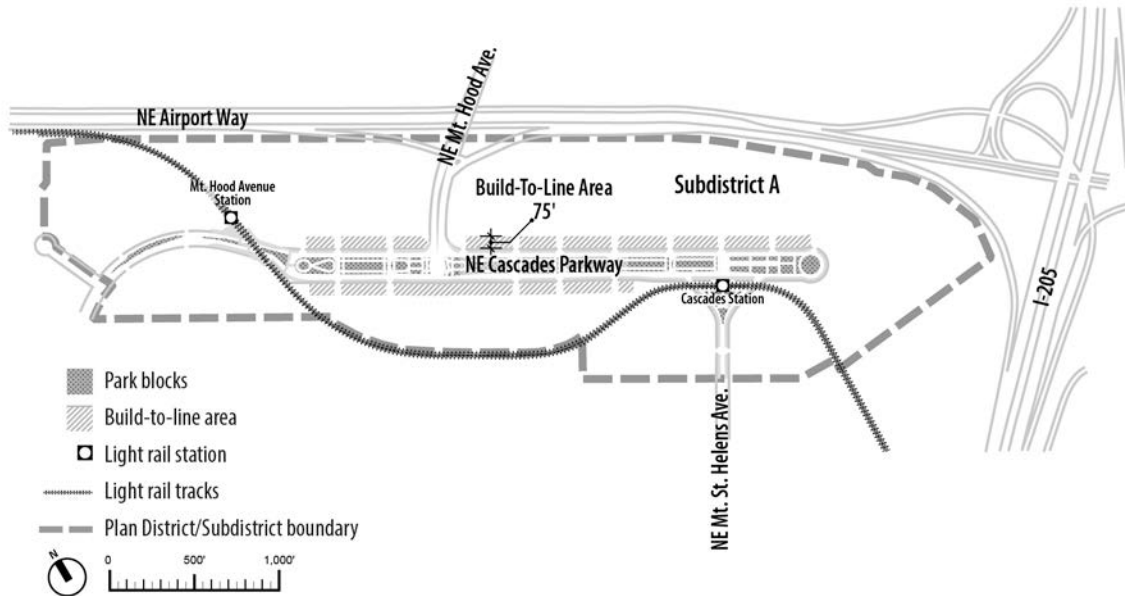
The following regulations apply to Subdistrict A:

- A. Exterior display and storage.** Exterior display and exterior storage are prohibited. Outdoor seating for restaurants, delis and pedestrian-oriented accessory uses, such as flower, food or drink stands, are exempt from this prohibition.
- B. Drive-through facilities.** Drive-through facilities are prohibited within 200 feet of a light rail station platform. Direct vehicular access to these facilities, including stacking lane entrances, from NE Cascades Parkway is prohibited.
- C. Quick Vehicle Service.** Quick Vehicle Service facilities are prohibited in the following locations:
 - 1. South of NE Cascades Parkway; and
 - 2. East of NE Mt. Hood Avenue.

33.508.215 Limitations on Development in Park Blocks

In order to preserve the sense of openness and views within the Park Blocks, but still allow for small-scale structures such as restrooms, utility sheds, and other such structures, not more than 500 square feet of total floor area may be built within the Park Blocks, shown on Figure 508-1.

Figure 508-1
Park Blocks and Build-To-Line Area



33.508.220 Maximum Development/Transportation Capacity

- A. Purpose.** Development in the plan district is organized around both transportation constraints and opportunities: the capacity of the streets and freeways, and the two light rail stations within the plan district. The regulations of this section ensure that development will not overburden infrastructure, while creating a market incentive to encourage transit use and to choose a mix of complementary uses that maximize the potential for on-site local trips and spread auto trips throughout the day.

The regulations of this section limit the impact of the plan district’s development on the vehicular system by setting maximum allocations of allowable development in the district. The limits are based on different types of allocations (for example, square footage, acres or hotel rooms).

- B. Limitations on the amount of development allowed.**
1. The regulations of this section address the amounts of each use that are allowed; all other regulations of this Title must also be met.
 2. Adjustments to the regulations in this section are prohibited.
 3. Development in the plan district is allowed as follows:
 - a. Proposals that are within the limits of Table 508-1 are allowed. No transportation analyses are required for development within the limits of Table 508-1;

- b. Trades from one category to another are allowed as specified in Table 508-1;
 - c. Applicants may request approval of a proposal that exceeds the limits of Table 508-1 by submitting a Transportation Impact Analysis (TIA). See Subsection C.
4. As building permits are issued and when conversions are made as specified in Table 508-1, BDS will maintain records as to the amounts remaining in each use category.
 5. Transferring trips or allocations between Subdistrict A and B is prohibited.
- C. Cascade Station/Portland International Center Transportation Impact Analysis Review.**
An applicant may propose development that exceeds the allocation limits of Table 508-1 through a land use review that is based on a Transportation Impact Analysis (TIA). This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must prepare a TIA that includes the elements and analysis listed in this subsection. The TIA may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The TIA may not be used to exceed the total trips in Table 508-1.
1. Description of recommended development;
 2. Delineation of the study area, and rationale for the delineation;
 3. Description of existing uses and conditions in the study area;
 - a. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;
 - b. Any approved TIA must be reflected in the BDS tracking report;
 4. Traffic forecasts and distribution;
 5. Primary traffic access routes to and from the study area;
 6. Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and
 7. Evaluation of:
 - a. Impacts on street function, capacity and level of service;
 - b. Impacts on on-street parking;
 - c. Access requirements;
 - d. Impacts on transit operations and movements;
 - e. Impacts on pedestrian and bicycle routes and safety; and
 - f. Impacts on the immediate airport area and adjacent neighborhoods.

Table 508-1			
Use Allocations and Respective Allowable Conversion Relationships			
Use	Base Use Allocations Allowed	Minimum Allocations After Trades	Allowable Trades [3]
Subdistrict A			
Office, Meeting Rooms and Exhibition Areas greater than 20,000 square feet [1], Daycare, Colleges	1,115,000 sq. ft.	557,500 sq. ft.	370 sq. ft. office to 1 hotel room
Hotel, Meeting Rooms and Exhibition Areas less than 20,000 square feet [1]	250 rooms	250 rooms	1 hotel room to 370 sq. ft. office
Quick Vehicle Servicing [2]	1 facility, up to 12 fueling positions	None	1 facility to 72,000 sq. ft. office [4]
Retail Sales And Service, including Restaurants	807,500 sq. ft.	403,750 sq. ft.	900 sq. ft. retail to 700 sq. ft. office 470 sq. ft. retail to 1 hotel room
Total Trips Subdistrict A: 2,085			
Subdistrict B			
Office, Meeting Rooms and Exhibition Areas greater than 20,000 square feet [1], Daycare, Colleges	304,000 sq. ft.	152,000 sq. ft.	100 sq. ft. office to 400 sq. ft. industrial 370 sq. ft. office to 1 hotel room
Hotel, Meeting Rooms and Exhibition Areas less than 20,000 square feet [1]	260 rooms	130 rooms	1 hotel room to 370 sq. ft. office 1 hotel room to 1,500 sq. ft. industrial
Retail Sales And Service, including Restaurants	30,000 sq. ft.	15,000 sq. ft.	900 sq. ft. retail to 700 sq. ft. office 470 sq. ft. retail to 1 hotel room
Industrial Uses	2,100,000 sq. ft.	1,050,000 sq. ft.	400 sq. ft. industrial to 100 sq. ft. office 1,500 sq. ft. industrial to 1 hotel room
Car Rental Facilities (including operations, service, storage and refueling facilities), Aviation and Surface Passenger Terminals, Commercial Parking	100 acres (No maximum limit on building square footage)	None	None
Total Trips Subdistrict B: 1,426			
Total Trips Subdistricts A and B: 3,511			

Notes:

[1] Conference facilities, such as exhibition and meeting areas, are classified as Major Event Entertainment Uses. In this plan district, they are allowed only if built in conjunction with a hotel (see 33.508.120.A). If the net building area devoted to these uses is less than 20,000 square feet, it is considered accessory to the hotel, and is regulated by the plan district as a hotel, so there is no maximum square footage. If, however, the net building area is 20,000 square feet or more, it is regulated the same as Office Uses, and is subject to the same maximum square footage as office uses.

[2] 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. For example, if each pump had two fueling areas/nozzles (one each side), there could be up to 6 pumps.

[3] Allowable trades read from left to right only. For example, Subdistrict A Retail can be traded to Subdistrict A Office at a ratio of 900 sq. ft. of retail to 700 sq. ft. of office. However, Subdistrict A Office cannot be traded to Subdistrict A Retail as there is no such ratio listed. Trades down to the minimums are allowed. Trades below the minimums are prohibited.

[4] Quick Vehicle Service is not divisible; the facility may be converted to 72,000 sq. ft. of office, but fractions (such as trading 6 fueling positions to 36,000 sq. ft. of office) are not allowed.

33.508.230 Development and Design Standards in Subdistrict A

- A. Purpose.** These provisions ensure that the location and scale of buildings, parking and circulation areas within Subdistrict A provide a convenient and attractive environment for pedestrians, transit users, customers and employees that come to the area. The focus for design in Subdistrict A includes the Cascades Parkway and Mt. Hood Avenue light rail station areas and the Park Blocks. Transit-supportive building and site design and pedestrian linkages are sought near the station areas as a means to link the station areas and development elsewhere in the subdistrict. The light rail stations, Park Blocks and retail, office, and entertainment uses work together to create a unique place.
- B. Where these regulations apply.** The regulations of Subsection C apply to all development in Subdistrict A of the plan district. The regulations of Subsection D apply to development in the Build-To Line Area shown on Figure 508-1. The regulations of Subsection E apply to development in the Cascades Parkway Station Area shown on Figure 508-4. The regulations of Subsection F apply to development in the Mt. Hood Avenue Station Area shown on Figure 508-5.
- C. All areas of Subdistrict A.** All development in Subdistrict A of the plan district must meet the following:
1. Building height.
 - a. Where all of the floor area is in Office uses, or where there is more than one use category in the building, the building must have at least two stories and be at least 25 feet high;
 - b. Where all of the floor area is in a single use other than Office, Quick Vehicle Service or Retail Sales And Service uses, the building must be at least 25 feet high;
 - c. Where all of the floor area is in Retail Sales And Service uses, the following must be met:

- (1) Buildings at the corners of NE Mt. St. Helens and the northern NE Cascades Parkway must be at least 25 feet height. See Figure 508-4;
 - (2) Buildings at all other locations must be at least 18 feet high.
2. Ground Floor Windows.
- a. Purpose. Blank walls on the ground level of buildings are limited in order to:
 - Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;
 - Encourage continuity of retail and service uses;
 - Encourage surveillance opportunities by restricting fortress-like facades at street level; and
 - Avoid a monotonous pedestrian environment.
 - b. Required amount of window area. This standard must be met on street facing facades on the ground level that are 50 feet or closer to the curb of a street. Windows must be at least 40 percent of the length and 20 percent of the ground level wall area. Ground level walls include all exterior wall areas up to 9 feet above the finished grade.
 - c. Qualifying window features.
 - (1) Generally. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than 3 feet above the adjacent exterior grade.
 - (2) Hotel uses. Hotel room windows may be used to meet this standard along private streets. The bottom of the windows must be no more than 3 feet above the adjacent exterior grade.
 - d. Exceptions.
 - (1) Where all of the floor area is in Quick Vehicle Service uses or Convention and Conference Facilities, the regulations of this section do not have to be met;
 - (2) Buildings with more than 60,000 square feet of net building area in a single Retail Sales And Service use do not have to meet the regulations of this section; and
 - (3) Street facing facades 50 feet or closer to the NE Mt. Hood Avenue ramp, NE Airport Way, and the I-205 right-of-way are not subject to the regulations of this section.
3. Awning at main entrance. There must be an awning or other projection from the building at the main entrance to provide weather protection. The awning or other projection must:

- a. Cover at least 48 square feet;
- b. Be at least 6 feet back from the curb of a street; and
- c. Project at least 6 feet out from the building face. If the sidewalk is too narrow to allow 6 feet out from the building face and 6 feet back from the curb, then the awning or other projection must project to a line 6 feet back from the curb.

Other awnings or projections are encouraged, but are not required to meet this standard.

4. Landscaping must meet the standards of Section 33.565.220, Landscaping, that apply in the Airport Subdistrict.

D. Build-To Line Area. Buildings on lots with frontage on public or private streets within the Build-To Line Area (BTLA) shown on Figure 508-1 must meet the regulations of this subsection. However, sites in Subarea 5 in Figure 508-8 are exempt from these regulations.

1. Building location.

- a. Purpose. These standards require buildings to be built around the Park Blocks. The Park Blocks and the adjacent Build-To-Line Area create focal points of the plan district, and the intent is to focus transit oriented development in these areas. In addition, these regulations foster an active pedestrian environment within the first 75 feet from NE Cascades Parkway and the portion of NE Mt. St. Helens Avenue north of the Park Blocks where buildings are located close to the street and there are limited gaps between buildings.
- b. Where these regulations apply. The regulations of this paragraph apply to development on lots where the frontage within the Build-To Line Area is more than 62 feet long.
- c. Setbacks.
 - (1) Minimum setback. The minimum building setback is 2 feet. The setback area must be paved with sidewalk materials to create an expanded sidewalk area;
 - (2) Maximum setback. For at least 80 percent of the length of the street lot line, there must be a building wall or pedestrian amenity within 6 feet of the front lot line. Where a pedestrian amenity is used to meet this standard, areas up to 500 square feet or 20 feet deep may be used. Larger pedestrian amenities are allowed, but may not be used to meet this standard. See Figure 508-2.
 - (3) Corner lots. Except as specified in D.1.c(4), buildings with more than one street lot line frontage must meet the standards of D.1.c(1) and (2) on all street lot lines.
 - (4) Exception. Buildings with street lot line frontage on both NE Cascades Parkway and a Type B street must meet the standards of D.1.c(1) and (2) on the NE Cascades Parkway street lot line frontage, but do not have to meet

the standards on the Type B street lot line frontage. However, surface parking is not allowed within 50 feet of the street lot line frontage on the Type B street within the BTLA. See Figure 508-3.

Figure 508-2
Build-To-Line Setback Illustration

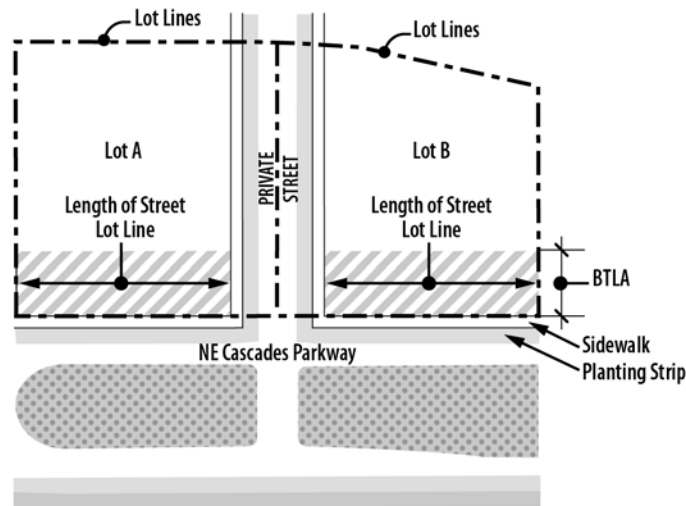
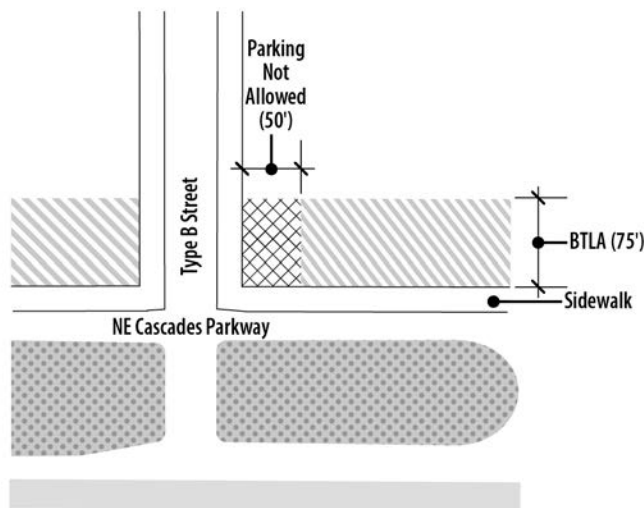


Figure 508-3
Build-To-Line Setback Exception Illustration

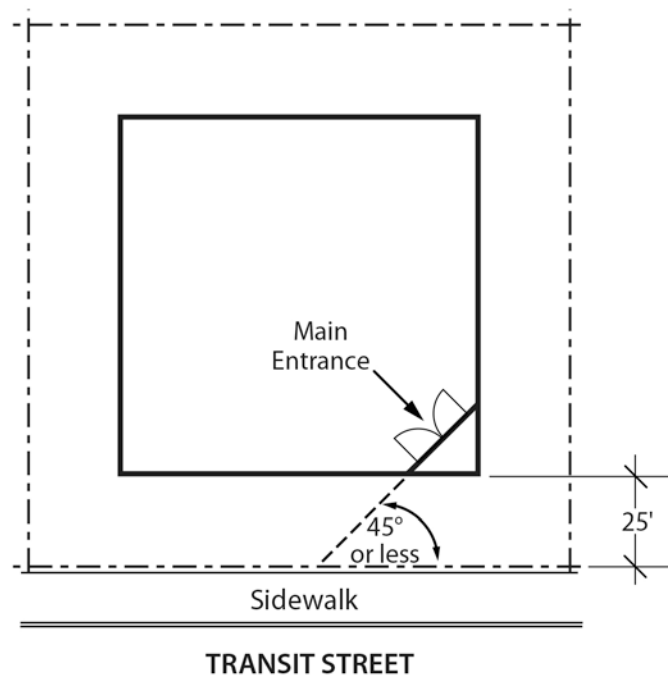


2. Location of parking.
 - a. Structured parking. If any portion of a building is within the Build-To Line Area, and there is parking on the ground floor, the following must be met:
 - (1) Purpose. These standards ensure that the ground level of buildings in the Build-To Line Area contain active uses to support the pedestrian character of the area.

- (2) The parking may not be in the portion of the building closest to the street lot line; there must be a use other than parking between the parking and the street lot line.
 - (3) On corner lots, the parking may not be in the portion of the building closest to either street lot line. There must be a use other than parking between the parking and the both street lot lines.
 - b. Surface parking.
 - (1) Required setback. Surface parking area must be set back at least 12 feet from street lot lines. Parking lot landscaping may be located within 12 feet of street lot lines.
 - (2) Frontage limitation. Where surface parking areas are adjacent to a street lot line, the following must be met. Surface parking is considered to be adjacent to a street lot line, regardless of setback, when there is no building or pedestrian plaza between the street lot line and the parking area:
 - No more than 62 feet of the frontage, measured along the street lot line, may be used for surface parking areas; and
 - The 62 feet of frontage includes adjacent surface parking areas, driveways, and other areas for vehicle parking and maneuvering, where those areas also are adjacent to the street lot line. These areas must be separated by buildings.
3. Building entrances.
 - a. Single tenant buildings. There must be at least one main entrance that meets the standards of D.3.c.
 - b. Multi-tenant buildings. Multi-tenant buildings must meet the following:
 - (1) Where there is a lobby or principal interior ground level circulation space, the main entrance that provides access to the lobby or circulation space must meet the standards of D.3.c.
 - (2) Where there is not a lobby or principal interior ground level circulation space, each tenant space that is in the portion of the building within 10 feet of a street lot line must have at least one main entrance that meets the standards of D.3.c.
 - c. Standards. The main entrance must:
 - (1) Face the street lot line;
 - (2) Be at an angle of up to 45 degrees from the street lot line street, measured from the street lot line, as shown in Figure 508-4; or
 - (3) Face a pedestrian amenity or plaza within the Build-To-Line Area.
 - (4) If there is more than one street frontage, the main entrance must face streets in the following order of priority, from highest to lowest:

- NE Cascades Parkway
 - Type A streets
 - Type B streets
 - Type C streets
 - Type D streets
- d. Unlocked during regular business hours. Entrances required to meet the standards of this paragraph must be unlocked during regular business hours.

**Figure 508-4
Building Entrances**



E. Within Cascades Station Area. All development within the Cascades Station Area, shown on Figure 508-5, must meet the regulations of this subsection.

1. Purpose. The Cascades Station Area is a key area of the plan district, because of the location of the eastern light rail station which provides the gateway into the site for light rail transit riders, and its alignment with NE Mt. St. Helens Avenue through the Park Blocks. The Cascades Station Area includes a portion of the Park Blocks system and emphasizes the connection between the light rail transit station and the portion of NE Mt. St. Helens Avenue north of the Park Blocks.

A pedestrian oriented plaza south of the light rail transit station makes the Cascades light rail station a focal point of the area with easy access to and from the activities and uses and the light rail station, as illustrated in Figure 508-5. The central plaza within the “Y” of NE Mt. St. Helens Avenue south of the station platform may include a limited amount of area for vehicle area or parking area to serve retail uses in the station.

Pedestrian path location and design should provide north-south and east-west connectivity to and from the light rail station and the adjacent developments, as illustrated in Figure 508-5.

2. Pedestrian connections. Pedestrian connections from the east and west ends of the light rail platform must provide for pedestrian movements to the Park Block pedestrian network, to the lots to the south, and towards the portion of NE Mt. St. Helens Avenue north of the Park Blocks. The connections must be in the general location shown on Figure 508-4.
3. Sidewalks. Sidewalks within 200 feet of the light rail platform must be at least 12 feet wide.
4. Parking limitations. In order to create a pedestrian-friendly area around the light rail station, parking is not allowed between buildings and NE Mt. St. Helens Avenue. However, if a building is set back at least 200 feet from NE Mt. St. Helens Avenue, parking is allowed between that building and NE Mt. St. Helens Avenue.
5. Entrances.
 - a. Portions of a building that are within 200 feet from NE Mt. St. Helens Avenue must have an entrance facing Mt. St. Helens Avenue or be within 45 degrees of the street.
 - b. Buildings at the corner of NE Mt. St. Helens Avenue and the northern NE Cascades Parkway must have the main entrances facing the corner of NE Mt. St. Helens Avenue and NE Cascades Parkway.

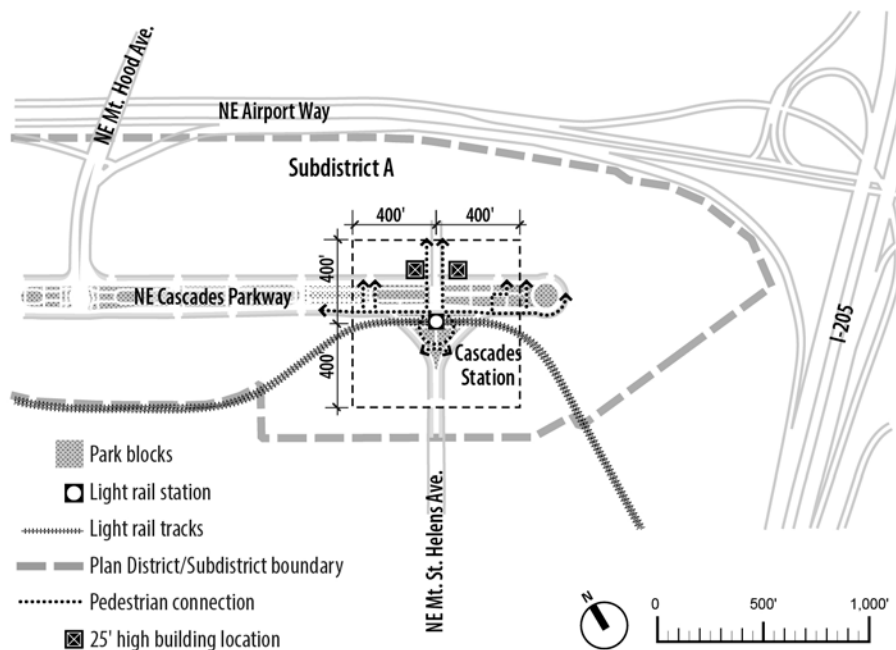
F. Within Mt. Hood Station Area. All development within the Mt. Hood Station Area, shown on Figure 508-6, must meet the regulations of this subsection.

1. Purpose. The Mt. Hood Station Area is a key area of the plan district, because the location of the western light rail station provides the gateway into the site for light rail transit riders arriving from the airport. It is not immediately adjacent to the Park Blocks and the lot and roadway configuration provides development challenges due to acute angles and the location of the light rail tracks through this area. Nevertheless, the light rail station should have development and uses that are oriented towards it and the transit riders who will embark and disembark from this area. Pedestrian plaza and path location and design should provide connectivity to adjacent areas, as illustrated in Figure 508-6.
2. Pedestrian connection. Pedestrian connections from the light rail platform must provide for pedestrian movements to the Park Block pedestrian network, and to the lots to the south across NE Cascades Parkway. The connections must be in the general location shown on Figure 508-6.
3. Sidewalks. Sidewalks within 200 feet of the light rail platform must be at least 12 feet wide.
4. Parking limitations. In order to create a pedestrian-friendly area around the light rail station, parking is not allowed between buildings and NE Cascades Parkway. However,

if a building is set back at least 200 feet from NE Cascades Parkway, parking is allowed between that building and NE Cascades Parkway. This standard does not apply to the triangular area shown on Figure 508-6.

5. Entrances. Portions of a building that are within 200 feet from NE Cascades Parkway must have an entrance facing NE Cascades Parkway or be within 45 degrees of the street.

**Figure 508-5
Cascades Stations Area**



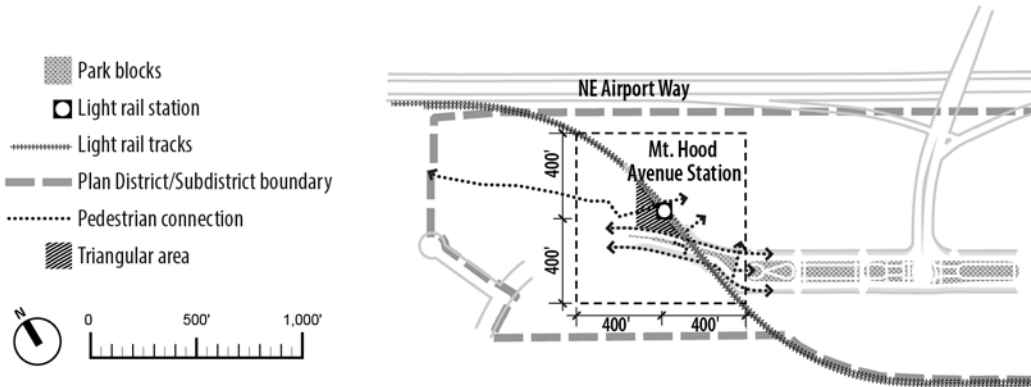
33.508.240 Development and Design Standards in Subdistrict B

The regulations of this section apply to all development in Subdistrict B of the plan district.

- A. **Setbacks.** There are no minimum setbacks.
- B. **Awning at main entrance.** There must be an awning or other projection from the building at the main entrance to provide weather protection. The awning or other projection must:
 1. Cover at least 48 square feet;
 2. Be at least 6 feet back from the curb; and
 3. Project at least 6 feet out from the building face. If the sidewalk is too narrow to allow both this provision and B.2 to be met, the awning or other projection must project to a line 6 feet back from the curb.

Other awnings or projections are encouraged, but are not required to meet this standard.

**Figure 508-6
Mt. Hood Station Area**



- C. **Landscaping.** Landscaping must meet the standards of Section 33.565.220, Landscaping, that apply in the Airport Subdistrict.

33.508.260 Parking

- A. **Purpose.** In Subdistrict A, on-street parking is encouraged on both public and private streets, to reduce the size of parking lots and to provide a buffer between pedestrians and moving cars. There is no required parking, which helps to encourage shared parking. Shared parking is encouraged to promote an active, mixed-use development and reduce the total number of off-street parking spaces required. Adjacent uses with different peak parking utilization periods can share parking areas and allow more efficient use of parking areas throughout the day.
- B. **Minimum required parking.** There are no minimum parking requirements in the plan district.
- C. **Maximum allowed parking.**
 1. Subdistrict A. The following regulations apply in Subdistrict A:
 - a. Structured parking. The maximum allowed parking for parking in structures is in Chapter 33.266, Parking and Loading.
 - b. Surface parking.
 - (1) Office Uses and Retail Sales And Service Uses. Parking on surface lots for Office Uses and Retail Sales And Service Uses is limited to the maximum ratios in Table 508-2.
 - (2) Fleet, carpool, and rental car parking. There is no maximum for parking on surface lots for fleet, carpool, and rental car parking.
 - (3) Other uses. Maximum allowed parking on surface lots for other uses is in Chapter 33.266, Parking and Loading.
 - (4) Adjustments. Where there is a single retail use that occupies more than 60,000 square feet of floor area in a single story, adjustments to Table 508-

2 are prohibited. Hotels, motels, restaurants and theaters are not subject to this limitation.

- 2. Subdistrict B. The maximum parking allowed in Subdistrict B is in Chapter 33.266, Parking and Loading.
- D. Large parking areas in Subdistrict A.** Parking areas in Subdistrict A are exempt from the internal accessway requirements of 33.266.
- E. Location of parking.** Accessory Parking for uses in Subdistrict A may be located on any lot in Subdistrict A.

Table 508-2 Subdistrict A Surface Parking: Maximum Allowed Parking	
Use	Maximum Allowed Parking
Office	1 space per 294 sq. ft. of net building area
Retail Sales and Service, except Hotels, Motels, Restaurants, and Theaters	1 space per 220 sq. ft. of net building area
Hotels, Motels (1)	1.5 spaces per room
Restaurant	1 space per 58 sq. ft. of net building area
Theaters	0.4 spaces per seat

[1] When there are accessory uses in Hotels and Motels, parking is based on the square footage of the accessory uses. To determine the ratio, find the use category in this table. For example, a restaurant inside a hotel would be limited to 1 parking space per 58 square feet of net building area. This parking would be in addition to that allowed for the hotel.

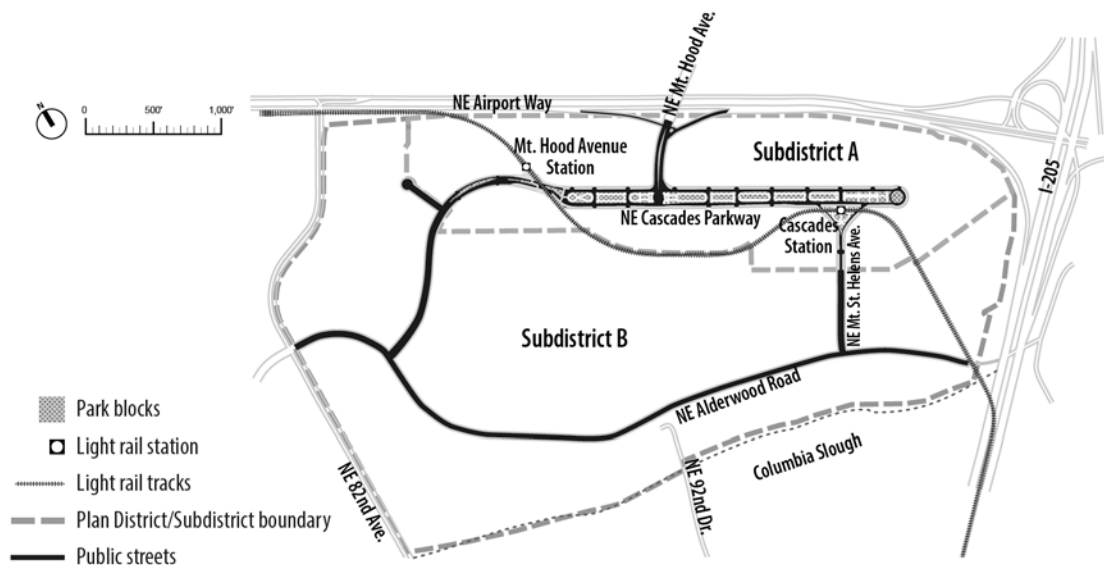
33.508.267 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.508.270 Sumps, Septic Tanks, and On-Site Disposal Systems

New sumps, septic tanks, cesspools, and other on-site disposal systems for sanitary or industrial are prohibited. All on-site storm water must be disposed of into a system approved by the Bureau of Environmental Services.

Figure 508-7
Basic Public Infrastructure



33.508.280 Street Requirements in Subdistrict A

These requirements help create a clear and efficient street system connecting to the Park Blocks, providing the feel of an urban environment and encouraging pedestrian activity by breaking up the long distances along the Park Blocks between the light rail stations. Figure 508-8 shows the Street Requirements in Subdistrict A and the five subareas within it.

The requirements of this section apply to all streets in Subdistrict A.

- A. Public streets.** Public streets are shown on Figure 508-7. Some of these streets have been completed and dedicated.
- B. Private streets.**
 - 1. Generally.
 - a. The approximate locations for private streets are shown in the Street Plan, Figure 508-8;
 - b. The Portland Office of Transportation and BDS determine the extent and timing of street improvements;
 - c. Buildings and other improvements must be located so that they do not preclude creation of streets in conformance with this section; and
 - d. All measurements in this section are from centerline to centerline, unless specified otherwise.

2. In Subareas 1 and 5:
 - a. Streets connecting to NE Cascades Parkway must line up with the existing Park Block intersections. However, where those existing Park Block intersections are at least 350 feet apart, a connecting street may be built mid-block and must be at least 100 feet from an existing Park Block intersection; and
 - b. Streets not connecting to NE Cascades Parkway must be located within 50 feet of the locations shown in Figure 508-8.
 3. In Subarea 2, streets must be located within 150 feet of the locations shown in Figure 508-8.
 4. In Subarea 3:
 - a. At least five Type B streets must connect NE Cascades Parkway to the street that is south of NE Cascades Parkway and runs east-west. These streets can be no more than 530 feet apart as measured from edge of street to edge of street;
 - (1) At least three of these streets must line up with the existing Park Block intersections; and
 - (2) Streets that do not line up with the existing Park Block intersections must be at least 100 feet from such an intersection.
 - b. Streets not connecting to NE Cascades Parkway must be located within 150 feet of the locations shown in Figure 508-8, and in no case closer than 100 feet to NE Cascades Parkway.
 5. In Subarea 4:
 - a. Streets must be located within 150 feet of the locations shown in Figure 508-8; and
 - b. Streets connecting to NE Cascades Parkway must line up with any existing streets in the subarea that also connect with NE Cascades Parkway.
- C. Design of private streets.** Design requirements for private streets are in Table 508-3.

Figure 508-8
Street Requirements in Subdistrict A

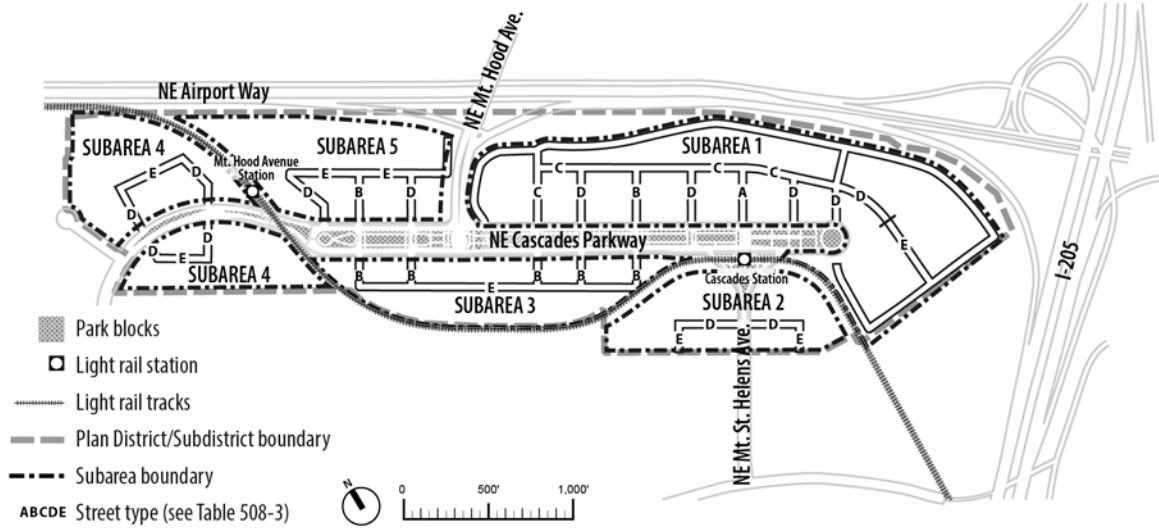
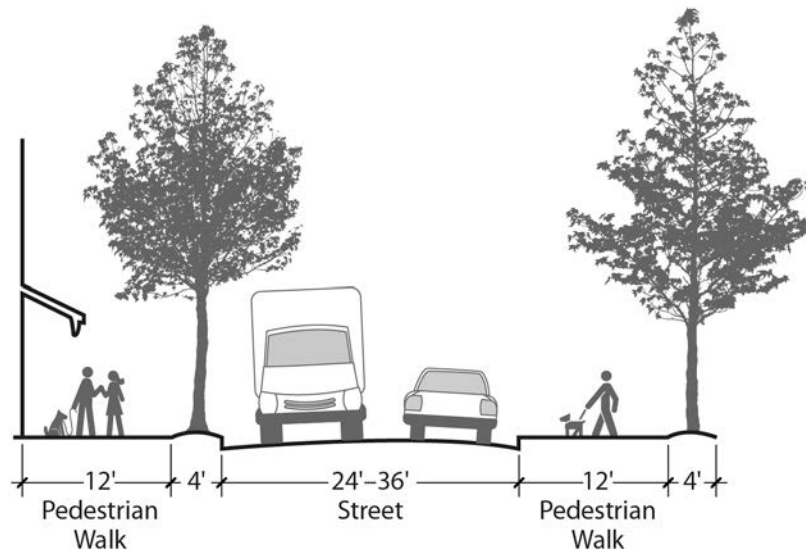
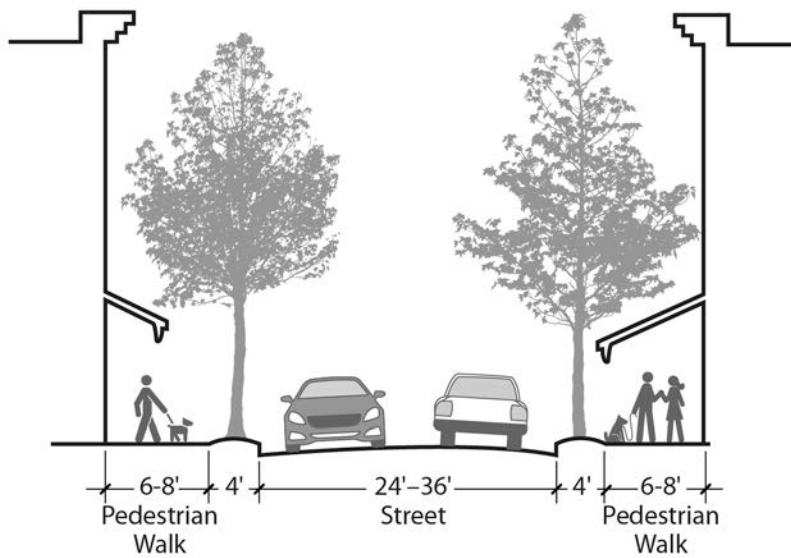


Table 508-3					
Design Requirements for Private Streets					
Street Type	Roadway Dimensions	Sidewalk required on one side or both?	Minimum unobstructed sidewalk width	Landscape strip (To the L1 standard)	Figure number
A	24-36 feet	Both sides	12 feet if parallel to and within 50 feet of a building; otherwise 8 feet	Minimum 4 feet wide, on both sides of street. If next to a building, must be adjacent to curb; other-wise may be on either edge.	508-9
B	24-36 feet	Both sides	8 feet if parallel to and within 50 feet of a building; otherwise 6 feet	Minimum 4 feet wide, on both sides of street, adjacent to curb.	508-10
C	24-36 feet	Both sides	15 feet if parallel to and within 50 feet of a building; otherwise 6 feet	If next to a building, none required; otherwise minimum 4 feet wide, may be on either edge.	508-11
D	24-36 feet	One side	6 feet	Minimum 4 feet wide, may be on either edge.	508-12
E	20-32 feet	One side	8 feet	None required	No Figure

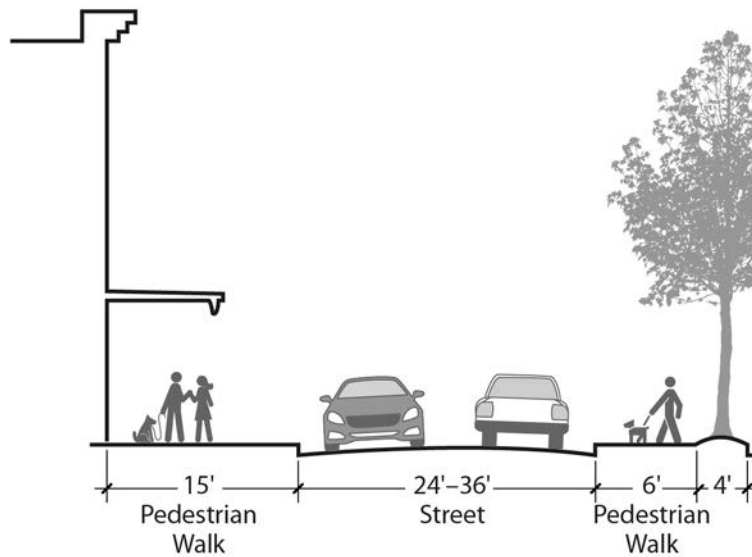
**Figure 508-9
Type A Street**



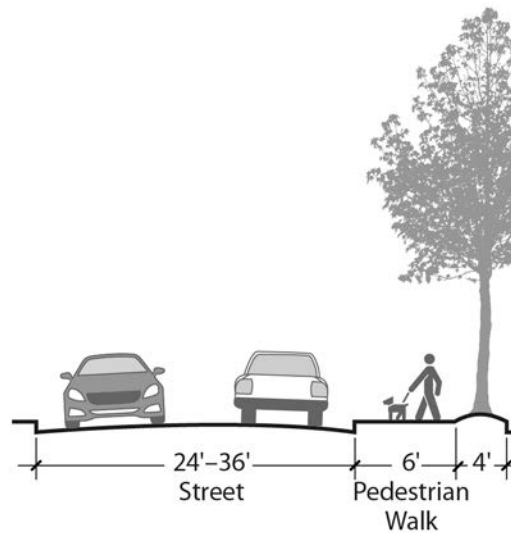
**Figure 508-10
Type B Street**



**Figure 508-11
Type C Street**



**Figure 508-12
Type D Street**



D. Additional requirements.

1. Street lighting. Light standards on public streets must meet City specifications. Light standards on private streets and in the Park Blocks must be no taller than 20 feet. All lights must direct light downward so as to not directly illuminate the sky.
2. Street entries to NE Cascades Parkway. Street entries to NE Cascades Parkway must be an at-grade entry, with no driveway apron or grade change. The entry must have the same appearance and materials as the public street, including curb returns,

except that the entry itself must be of a different material. The material, which must be concrete or another durable material that contrasts with asphaltic concrete paving, must be placed in the approximate location of the pedestrian crosswalk. On street entries within 200 feet of a light rail station, the paving material used at the entry must continue the same paving material and texture found within the NE Cascades Parkway or Mt. Hood Avenue Station area.

3. Driveways. Driveways are not allowed to intersect NE Cascades Parkway except for one truck access in Subarea 1. See Figure 508-1.

33.508.290 Open Space Plan

A. Park Blocks.

1. Purpose. The Park Blocks are both the primary open space of the plan district and the focus of development in Subdistrict A. These open spaces will provide visitors and employees with leisure and recreational opportunities as well as a pleasant visual environment. The Park Blocks open the site to views of Mt. Hood and link the two transit station areas with a grand urban space in the tradition of Portland's downtown Park Blocks. The location of the Cascade Station Park Blocks is shown on Figure 508-1.
2. Uses and development. Uses and development in the Park Blocks are regulated by Section 33.508.140, Use Regulations in the Park Blocks, and Section 33.508.215, Limitations on Development.

B. Pedestrian and bicycle circulation system.

1. Purpose. The Columbia Slough Trail, shown on Figure 508-13, is a significant open space resource as well as a means of pedestrian and bicycle access. Trails in this area run along the Columbia Slough and provide an inviting environment to run, walk, or bike. Bike routes (bike lanes and signed routes) must work in an integrated way with this existing resource to form an extended network of trails.
2. Public recreational trail requirements. All sites designated on Figure 508-13 as off-road public recreational trails must meet the requirements of this subsection and Chapter 33.272. Figure 508-13 illustrates the general location of the CS/PIC Bicycle and Pedestrian system, which provides for additional off-road trails and connections to the Columbia Slough Trail.

If the trail is located within an Environmental Overlay zone, the trail must also comply with the requirements in Sections 33.508.300 through .340.

- a. Trail requirement. Prior to occupancy of any new building on a lot containing a trail designation, the owner must make the full trail improvement on that lot. The trail location and construction specifications must be shown on the site plans when a building permit is requested.

- b. Trail and easement location.

(1) In Environmental Overlay Zones the following must be met:

- If a trail or easement exist on an adjacent site, the trail and easement must connect to them;

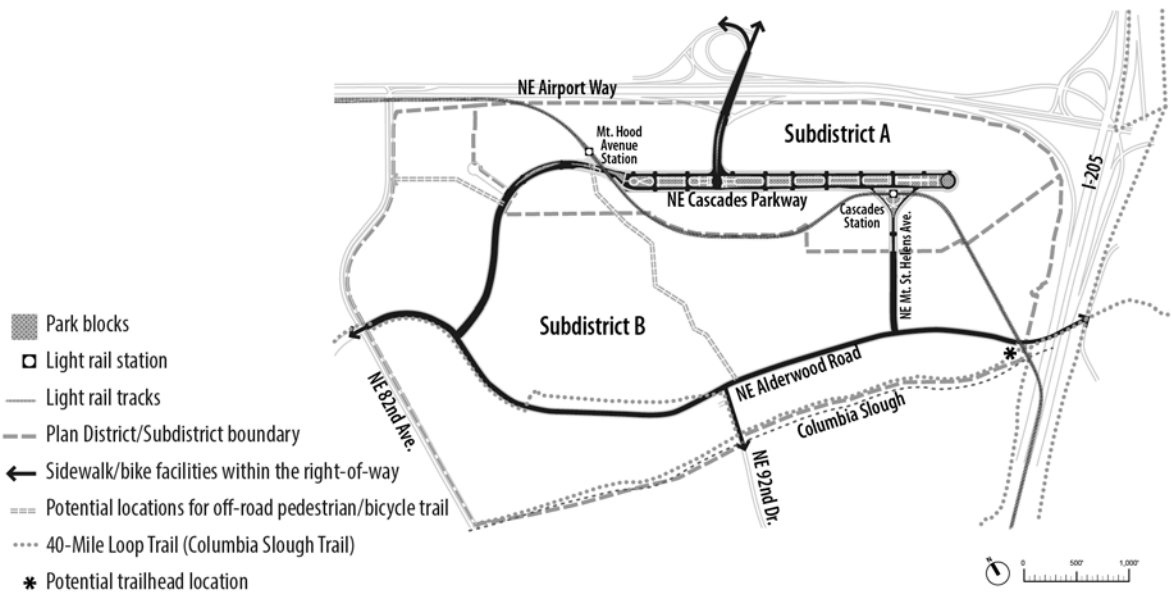
- If there is not an easement or trail on an adjacent site, the easement must be located in the outer 25 feet of the environmental zone. The trail improvement must be at least 5 feet from the outer edge of the environmental zone.
- (2) Outside of Environmental Overlay Zones the trail route must be as generally shown on Figure 508-13.

33.508.295 Archaeological Resource Protection

Archaeological evidence has confirmed that American Indians used the plan district area prior to entry of EuroAmericans to the Portland area. Before 1999 this plan district was part of the Columbia South Shore plan district, and all confirmation testing required by that plan district was completed before this plan district was created. As a result, there are no regulations in this plan district that relate to protection of archaeological resources.

Although the zoning code does not address new discoveries of archaeological resources found during project construction, applicants should be aware of state and federal regulations that apply to such discoveries.

**Figure 508-13
Bicycle and Pedestrian Circulation Plan**



Environmental Overlay Zones

33.508.300 Purpose

The purposes of the environmental code in the Cascade Station/Portland International Center (CS/PIC) Plan District in conjunction with the standards of Chapter 33.430 are to:

- Protect inventoried significant natural resources and their functional values specific to the CS/PIC Plan District, as identified in the Comprehensive Plan;

- Address activities required to manage Port facilities, drainageways and wildlife around the Portland International Airport airfield for public and avian safety;
- Address resource mitigation and enhancement opportunities consistent with managing wildlife and vegetation on and around the airfield for public safety;
- Encourage coordination between City, county, regional, state, and federal agencies concerned with airport safety and natural resources; and
- Protect inventoried significant archaeological resources where those resources overlap with an environmental protection zone or environmental conservation zone.

33.508.310 Relationship to Other Environmental Regulations

The regulations of Sections 33.508.300 through 33.508.397 are supplemental to or supersede the regulations of Chapter 33.430. Whenever a provision of this plan district conflicts with Chapter 33.430, the plan district provision supersedes.

The following sections supersede or supplement the regulations of Chapter 33.430:

- Exemptions in Section 33.508.340 supplement exemptions in Section 33.430.080;
- Standards in Section 33.508.350 supplement or supersede standards in sections in 33.430.140 through .190;
- When wildlife hazard management is proposed and an environmental review is required the procedure type specified in Subsection 33.508.360.A supersedes the procedure type specified in Section 33.430.230;
- When wildlife hazard management is proposed and an environmental review is required, the requirements of Subsection 33.508.360.B supersede the requirements of Subsection 33.430.240;
- When wildlife hazard management is proposed and an environmental review is required, the approval criteria of Subsection 33.508.360.C supersede the approval criteria of Subsections 33.430.250.E and F;
- The environmental Plan Check notice and review procedures of Sections 33.508.392 through .397 supersede the notice and review procedures of Section 33.430.410 through .430.

This chapter contains only the City's environmental regulations. Activities that the City regulates through this chapter may also be regulated by other agencies. City approval does not imply approval by other agencies.

33.508.320 Where and When These Regulations Apply

The regulations of Sections 33.508.310 through 33.508.397 apply to all environmental zones in the CS/PIC District. The boundaries of this plan district and the subdistricts are shown on Map 508-1. Unless exempted by Section 33.508.340, the regulations of Sections 33.508.310 through 33.508.397 apply to the activities listed below. Items not specifically addressed in these sections must comply with the regulations of Chapter 33.430.

- A. Development;
- B. Removing, cutting, mowing, clearing, burning or poisoning native vegetation listed in the Portland Plant List;
- C. Planting or removing nuisance plants listed in the Portland Plant List;

- D. Changing topography, grading, excavating, and filling;
- E. Dedication, expansions, and improvements within rights-of-way;
- F. Road improvements; and
- G. Resource enhancement.

33.508.340 Exemptions

In addition to the exemptions listed in 33.430.080, the following items, when performed to comply with the FAA Part 77 Regulated Surface requirements or a FAA authorized Wildlife Hazard Management Plan, are exempt from the environmental regulations of the CS/PIC Plan District and Chapter 33.430. In these cases, the activity is exempt only from the Environmental Zone regulations; other City regulations such as Title 10, Erosion Control, and Title 11, Trees, must still be met.

- A. Crown maintenance of trees that project above, or will upon maturity project above, the height limit delineated by the h overlay zone or are identified as attracting wildlife species of concern;
- B. Mechanical removal of grasses and shrubs less than 3 feet in height;
- C. Discing to reduce habitat that attracts wildlife species of concern; and
- D. Grading or filling of ponding water; ponding water does not include water bodies identified as a slough, stream, drainageway or wetland in the natural resources inventory.

33.508.350 Development Standards

Unless exempted by Section 33.508.340, or 33.430.080, the standards of this section and the standards of Chapter 33.430 must be met. Compliance with the standards is determined as part of a development or zoning permit application process and processed according to the procedure described in Section 33.508.392 through .397. For proposals that cannot meet the standards, environmental review is required as described in Sections 33.430.210 through .280 and, where applicable, 33.508.360. Adjustments to the standards are prohibited. Other City regulations, including Title 10, Erosion Control, and Title 11, Trees, still apply.

A. General development standards.

1. Tree and snag removal.
 - a. If the tree or snag, 6 inches or greater in diameter, is removed as part of a resource enhancement project, the requirements of 33.508.350.B apply;
 - b. If the tree or snag, 6 inches or greater in diameter, is removed for either of the following reasons, then the standards in Subparagraphs 33.508.350.A.1.c through 1.g must be met instead of 33.430.140.K:
 - (1) the tree or snag currently projects, or the tree will upon maturity project, above the height limit of the h overlay zone, or
 - (2) the tree or snag is identified in the FAA authorized Wildlife Hazard Management Plan as attracting wildlife species of concern.

- c. Each tree or snag, 6 inches or greater in diameter, removed must be replaced per the requirements of Table 508-4, Tree and Snag Replacement;
- d. Replacement trees and shrubs must be native and selected from the *Portland Plant List*;
- e. Replacement shrubs must be in at least a 2-gallon container or the equivalent in ball or burlap;
- f. Replacement trees must:
 - (1) Be at least one-half inch in diameter and have a maximum height-at-maturity that will not project above the height limit of the h overlay zone; and
 - (2) Be planted within a transition area or resource area on a property owned by the applicant; or for which the applicant possesses a legal instrument that is approved by the City (such as an easement or deed restriction) sufficient to carry out and ensure success of the mitigation; or can demonstrate legal authority to acquire the site through eminent domain; and
- g. If the replacement trees are planted within 100 feet of the Columbia Slough main channels or secondary drainageways, the tree must be planted above the Base Floodplain Elevation (BFE), as defined on the Federal Emergency Management Agency Flood Insurance Rate Maps.

Table 508-4 Tree and Snag Replacement		
Size of tree or snag to be removed (inches in diameter)	Option A (no. of trees to be planted)	Option B (combination of trees and shrubs)
6 to 12	2	not applicable
13 to 18	3	1 tree and 3 shrubs
19 to 24	5	3 trees and 6 shrubs
25 to 30	7	5 trees and 9 shrubs
over 30	10	7 trees and 12 shrubs

- 2. Wildlife exclusions. Instead of standards listed in Section 33.430.140, all of the following standards must be met when installing wildlife exclusionary structures or fencing to comply with the FAA authorized Wildlife Hazard Management Plan within the resource area or transition area of the conservation or protection overlay zone:
 - a. Trees or snags, 6 inches or greater in diameter, that are removed must be replaced to meet the standards in 33.508.350.A.1.c through 1.g; and
 - b. Temporary disturbance areas must be replanted so that the area achieves a 90 percent vegetation cover within one year. Vegetation must be native and selected from the Portland Plant List.

3. Vehicle or pedestrian crossings over identified water bodies.
 - a. New or altered vehicle or pedestrian crossings of the Middle Columbia Slough must be by bridge.
 - b. Exceptions.
 - (1) At locations where BES determines that a water control structure is necessary, the standard of this subsection does not apply.
 - (2) The standard of this subsection does not apply to the addition of guard rails to an existing crossing.

B. Standards for resource enhancement. An applicant may choose to meet all of the standards of 33.430.170 or all of the standards of this Subsection. In either case, the applicant must meet the standards 33.430.170.C.4 through C.6.

1. Wetland habitat conversion. Conversion from an emergent or herbaceous wetland to a scrub-shrub or forested wetland is allowed if all of the following are met:
 - a. There is no excavation, fill, grading or construction activity;
 - b. The habitat conversion area must be replanted, at a minimum, in accordance with one of the following options:
 - (1) Ten native shrubs for every 100 square feet of area and a native grass and forb seed mix at a ratio of 20 pounds per acre; or
 - (2) One native tree, three native shrubs and four other native plants for every 100 square feet. Trees may be clustered;
 - c. Trees must have a maximum height-at-maturity that will not project above the height limit delineated by the h overlay zone; and
 - d. There is no permanent irrigation.
2. Forest or woodland habitat conversion. Forest or woodland conversion to a different native tree association is allowed if all of the following are met:
 - a. There is no excavation, fill, grading or construction activity;
 - b. The habitat conversion area must be replanted, with at least one native tree, three native shrubs and four other native plants for every 100 square feet of area. Trees may be clustered.
 - c. Trees must have a maximum height-at-maturity that will not project above the height limit delineated by the h overlay zone; and
 - d. There is no permanent irrigation.

33.508.360 Special Provisions for Wildlife Hazard Management

The following provisions apply to wildlife hazard management activities that are required in order to implement a Federal Aviation Administration (FAA) authorized Wildlife Hazard Management Plan within environmental overlay zones.

- A. Procedure Type.** Activities required in order to implement an FAA authorized Wildlife Hazard Management Plan within the resource area or transition area of the conservation or protection overlay zones that require environmental review are processed through the Type II procedure.
- B. Application Requirements.** An alternatives analysis is not required for activities required to implement an FAA authorized Wildlife Hazard Management Plan. Specifically, instead of the supplemental narrative requirements of 33.430.230.B, the following is required:
1. Activity description. Describe the activity and why it is necessary to implement an FAA authorized Wildlife Hazard Management Plan;
 2. Documentation of resources and functional values. Documentation of resources and functional values is required to determine compliance with the approval criteria. In the case of a violation, documentation of resources and functional values is used to determine the nature and scope of significant detrimental impacts.
 - a. Identification, by characteristics and quantity, of the resources and their functional values found on the site;
 - b. In the case of a violation, determination of the impact of the violation on the resources and functional values.
 3. Construction management plan. Identify measures that will be taken during the activity or remediation to protect the remaining resources and functional values at and near the site and a description of how undisturbed areas will be protected. For example, describe how trees will be protected, erosion controlled, equipment controlled, and the timing of activity; and
 4. Mitigation or remediation plan. The purpose of a mitigation or remediation plan is to compensate for unavoidable significant detrimental impacts that result from the chosen activity or violation as identified in the impact evaluation. A mitigation or remediation plan includes:
 - a. Resources and functional values to be restored, created, or enhanced on the mitigation or remediation site;
 - b. Documentation of coordination with appropriate local, regional, special district, state, and federal regulatory agencies;
 - c. Activity timetables;
 - d. Operations and maintenance practices;
 - e. Monitoring and evaluation procedures;
 - f. Remedial actions for unsuccessful mitigation; and
 - g. Information showing compliance with Section 33.248.090, Mitigation and Restoration Plantings.
- C. Approval Criteria.** The following approval criteria apply to activities required in order to implement an FAA authorized Wildlife Hazard Management Plan within the resource area

or transition area of the conservation or protection overlay zones that require environmental review. These criteria supersede the criteria in 33.430.250.E and F:

1. There will be no significant detrimental impact on resources and functional values in areas designated to be left undisturbed;
2. The mitigation plan demonstrates that all significant detrimental impacts on resources and functional values will be compensated for;
3. Mitigation will occur within the same watershed as the proposed use or development and within the Portland city limits except when the purpose of the mitigation could be better provided elsewhere; and
4. The applicant owns the mitigation site; possesses a legal instrument that is approved by the City (such as an easement or deed restriction) sufficient to carry out and ensure the success of the mitigation program; or can demonstrate legal authority to acquire property through eminent domain.

Notice and Review Procedure for Permits within Environmental Overlay Zones

33.508.392 Purpose

The purpose of this notice and review procedure is to notify the public of the permit review process for development proposed in areas having identified significant resources and functional values.

33.508.395 When These Regulations Apply

These regulations apply when a building permit or development permit application is requested within an environmental overlay zone and is subject to the Development Standards of Section 33.430.110 through .190, 33.430.405.B, 33.430.405.C, or 33.508.50. These regulations apply instead of the regulations of 33.430.410 through .430. These regulations do not apply to building permit or development permit applications for development that has been approved through environmental review.

33.508.397 Procedure

Applications for building permits or development permits as specified in Section 33.430.420 or 33.508.395 will be processed according to the following procedures:

- A. Application.** The applicant must submit a site plan with an application for a permit. The site plan must contain all information required by 33.430.130, Permit Application Requirements, and any additional information required for a building permit or development permit review.
- B. Notice of an application.**
 1. Notice on website. Upon receipt of a complete application for a building or development permit, the Director of BDS will post a notice of the application on the BDS website and mail a notice of the request to all recognized organizations within 400 feet of the site. The posted notice of the application will contain at least the following information:

- A statement that a building or development permit has been applied for that is subject to the Development Standards of Section 33.430.110 through .190, 33.430.405.B, 33.430.405.C, or 33.508.350;
- The legal description and address of the site;
- A copy of the site plan;
- The place where information on the matter may be examined and a telephone number to call; and
- A statement that copies of information on the matter may be obtained for a fee equal to the City's cost for providing the copies.

The notice will remain on the website until the permit is issued and administrative decision is made, or until the application is withdrawn.

2. E-mailed notice to recognized neighborhood associations. At the time a notice is posted on the BDS website, the Director of BDS will e-mail information about the internet posting to all recognized neighborhood associations and neighborhood coalition offices within 400 feet of the site. When an e-mail address is not available, the notice will be mailed to the neighborhood association and coalition office.

C. Posting the site and marking development. The applicant must post notice information on the site and identify disturbance areas as specified below.

1. Posting notice on the site. When the Port of Portland is the applicant, the Port must post public notice of the proposed activity or development following the procedure listed in 33.565.320. Other applicants must follow the posting procedures listed in 33.430.430.C. In either case, the posted notice will contain the same information as the notice posted on the internet.
2. Marking proposed development on site. Prior to inspection of the site, the applicant will mark all trees over six inches diameter to be removed on the site and the building and pavement outlines with high visibility tape. The extent of the disturbance area must be marked with orange construction fencing or similar highly visible material. For corrections to violations, the disturbance area and remediation area to be planted must be identified with high visibility tape or similar high visibility material.

D. Site inspection. A BDS inspector will inspect the site prior to issuance of the permit and will provide the Director of BDS with one of the following:

1. An inspection report that confirms the accuracy of the site plan and conformance with the applicable development standards; or
2. A check sheet identifying the deficiencies in the plan. Deficiencies must be corrected before a building permit is approved, or they may be addressed through environmental review as described in Sections 33.430.210 through 33.430.280.

E. Comments. Any interested person may comment on the permit application by writing and specifically identifying errors or non-compliance with development standards.

F. Response to comments. If a comment is received, the Director of BDS will respond in writing or in a manner suitable to the comment. The response will specifically address each

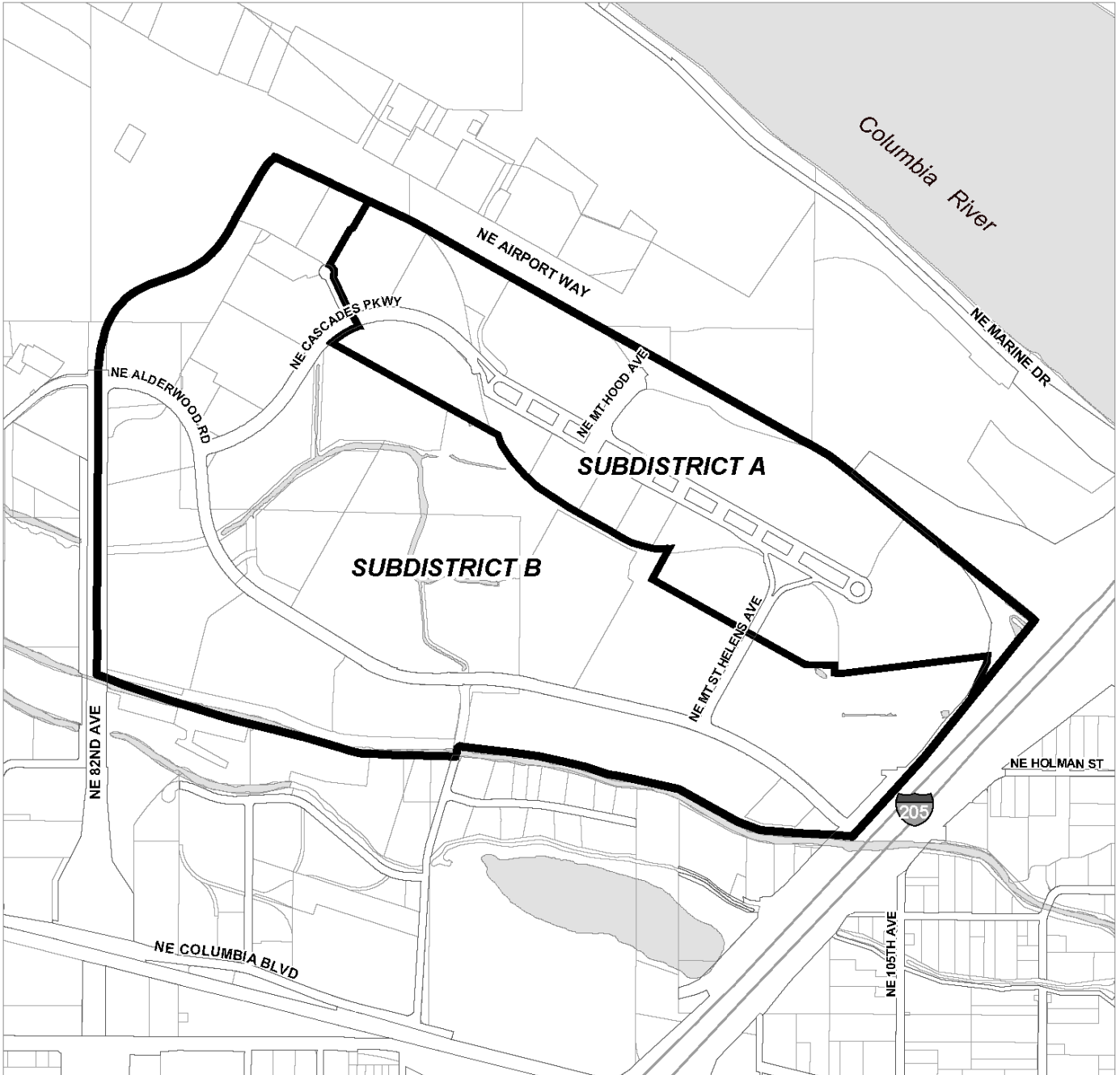
comment that concerns compliance with the development standards of Section 33.430.140 through .190 and 33.508.350. The Director of BDS will recheck permits for compliance with development standards and approve the permit if compliance is reaffirmed or when identified deficiencies are corrected, and when all applicable standards and regulations of the Zoning Code are met.

(Added by Ord. No. 173131, effective 2/27/99. Amended by: Ord. No. 174263, effective 4/15/00; Ord. No. 175022, effective 10/25/00; Ord. No. 176469, effective 7/1/02; Ord. No. 177368, effective 5/17/03; Ord. No. 177422, effective 6/7/03; Ord. No. 177404, effective 7/1/03; Ord. No. 178657, effective 9/3/04; Ord. No. 179076, effective 6/30/05; Ord. No. 181357, effective 11/9/07; Ord. No. 183534, effective 7/1/10; Ord. No. 184521, effective 5/13/11; Ord. No. 186639, effective 7/11/14; Ord. No. 187216, effective 7/24/15.)

Cascade Station / Portland International Center Plan District

Map 508-1

Map Revised October 9, 2015



Plan District / Subdistrict Boundaries



0 825 1,650

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

