



5 ZONES

5.1 ESTABLISHMENT OF ZONES

~~In order to~~To carry out the provisions of this Land Use Code, the City of Portland shall be divided into the zones in Table 5-A.

5.2 ZONING MAP

5.2.1 Zoning map adopted

The zones in Table 5-A ~~are~~shall be shown upon a map filed in the Department of Planning and Urban Development. Such zoning map, with amendments, is hereby adopted as the official zoning map of the City of Portland and as part of this Land Use Code.

5.2.2 Zone boundaries when uncertain

Where uncertainty exists with respect to the boundaries of the various zones, as shown on the zoning map, the following rules shall apply:

- A. Unless otherwise indicated, zone boundary lines are the center lines of streets, alleys, parkways, waterways, or rights-of-way of public utilities and railroads or such lines extended.
- B. Unless otherwise shown, lines within blocks less than 200 feet wide ~~are median lines between their sides~~bisect the block, and lines within blocks 200 feet or more wide are 100 feet distant from the less restricted side of the block.
- C. The depictions of the Shoreland ~~Zone~~zone and Stream Protection ~~Zone~~zone on the zoning map are illustrative of the general location of such zones. The actual boundaries of these zones shall be determined by measurement of the distance indicated on the map and in this Land Use Code from the normal high-water line of the water body or the upland edge of wetlands. Where such measurement is not the

TABLE 5-A: ZONES

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| Residential Neighborhood | RRN-1, RRN-2, RRN-3, RRN-4, RRN-5, R-5a, RRN-6, R-6a RRN-7 |
| Island | IR-1, IR-2, IR-3 I-B Island Business |
| Mixed-Use | B-1, B-1b Neighborhood Business B-2, B-2b , and B- 2c 2b Community Business B-3, B-3b , and B- 3c Downtown Business B-4 Commercial Corridor B-5 and B-5b Urban Commercial B-6 Eastern Waterfront B-7 Mixed Development |
| Transit-Oriented | TOD-1 Transit Neighborhood TOD-2 Transit Center |
| Office | O-P Office Park R-P Residence Professional |
| Industrial & Airport | I-L and I-Lb Low-Impact Industrial I-M, I-Ma , and I-Mb Moderate-Impact Industrial I-H and I-Hb High-Impact Industrial A-B Airport Business |
| Open Space | R-OS-R Recreation and Open Space OS-P Open Space Preservation |
| Waterfront | EWPZ Eastern Waterfront Port WCZ Waterfront Central WPDZ Waterfront Port Development |
| Overlay Zones | Compact Urban Residential (R-7) Downtown Entertainment Overlay Fort Sumner Park Height Overlay Helistop Overlay Institutional Overlay (IOZ) Island Transfer Station Overlay Pedestrian Activities District Overlay Stream Protection Overlay University of Southern Maine Overlay Waynflete School Overlay |
| Form-Based | IS-FBC India Street Form-Based Code |
| Other | Shoreland PORTLAND LAND USE CODE 5-1 Floodplain Management RPZ Resource Protection |



same as the location of the boundary of the zoning

map, the measurement shall control, unless the zoning map indicates that the zone boundary shall follow an existing property line.

5.2.3 Extension of zone lines

Where a zone boundary line divides a lot in single or joint ownership of record at the time such line is established, the use provisions of this Land Use Code for the less restricted portion of such lot shall extend not more than 30 feet into the more restricted portion, provided that the lot has at least 20 feet of street frontage in the less restrictive zone when taken together with adjacent premises which are under the same or equivalent ownership or control. If such boundary line divides a business or industrial zone from a residential zone, no frontage on a street other than the principal business street in the less restrictive zone may be taken into consideration in connection with the right herein granted. This subsection shall ~~not only~~ apply with respect to differing dimensional requirements, including height, within a zoning district use provisions.

5.3 CONDITIONAL OR CONTRACT ZONING

5.3.1 Authority and purpose

Pursuant to 30-A M.R.S. § 4352(8), conditional or contract zoning is hereby authorized for rezoning of property where, for reasons such as the unusual nature or unique location of the development proposed, the City Council finds it necessary or appropriate to impose, by agreement with the property owner or otherwise, certain

conditions or restrictions in order to ensure that the rezoning is consistent with the City's Comprehensive Plan. Conditional or contract zoning

shall be limited to where a rezoning is requested by the owner of the property to be rezoned. The conditional or contract zoning must be consistent with the Comprehensive Plan, and rezoned areas must be consistent with the existing and permitted uses within the original zone. Nothing in this section shall authorize either an agreement to change or retain a zone or a rezoning which is inconsistent with the City's Comprehensive Plan.

~~5.3.2 In the I-H zone~~

~~A conditional or contract rezoning shall only be approved in the I-H or I-Hb zones if, after public hearing and opportunity for public comment, the reviewing body finds that the applicant has carried the burden of proof to show that the proposed development meets the following standards:~~

- ~~A.— The proposed development is consistent with the Comprehensive Plan.~~
- ~~B.— The proposed development is consistent with the purposes of the underlying zone.~~
- ~~C.— The proposed development is designed and operated so that it will prevent undue adverse environmental impacts, substantial diminution of the value or utility of neighboring structures, or significant hazards to the health or safety of neighboring residents by controlling noise levels, emissions, traffic, lighting, odors, and any other potential negative impacts of the proposal.~~
- ~~D.— All plans must include complete information of processes, materials, or methods of storage to~~



~~be used by the development and shall specify how hazardous impacts to neighboring properties will be prevented.~~

~~5-3-35.3.2~~ **Hearing**

The Planning Board shall conduct a public hearing in accordance with Section 2.1.8 prior to any property being rezoned under this section.

~~5-3-45.3.3~~ **Conditions and restrictions**

Conditions and restrictions imposed under the authority of this section shall relate only to the physical development and operation of the property and may include, by way of example:

- A. Limitations on the number and types of uses permitted.
- B. Restrictions on the scale and density of development.
- C. Specifications for the design and layout of buildings and other improvements.
- D. Schedules for commencement and completion of construction.
- E. Performance guarantees securing completion and maintenance of improvements, and guarantees against defects.
- F. Preservation of open space and buffers, and protection of natural areas and historic sites.
- G. Contributions toward the provision of municipal services required by the development.
- H. Provisions for enforcement and remedies for breach of any condition or restriction.

~~5-3-55.3.4~~ **Amendments**

Except as expressly modified in any contract or conditional rezoning agreement, the use and occupancy of any property within the City of Portland used or occupied pursuant to a contract

or conditional rezoning agreement otherwise shall be governed by and comply with the provisions of the Land Use Code of the City of Portland and any applicable amendments thereto or replacement thereof.

~~5-3-65.3.5~~ **Enforcement**

Notwithstanding language in any contract or conditional zoning to the contrary, any violation of a conditional or contract zone shall be enforced pursuant to 30-A M.R.S. § 4452, as may be amended from time to time, or in any other manner available by law. No alleged violation of a contract or conditional rezoning may be prosecuted until the City has delivered written notice of the alleged violation(s) to the owner or operator of the property that is subject to the contract or conditional rezoning and given the owner or operator an opportunity to cure the violation(s) within 30 days of receipt of the notice. In addition, if such an enforcement action should result in a finding that the terms of the conditional or contract zone have been violated, then the City may act to modify or rescind the conditional or contract zone and to rezone the property.

5.4 BASE ZONE PURPOSE STATEMENTS

Base zone purpose statements shall be as established in Tables 5-B to 5-GH.

TABLE 5-B: Residential zone purpose statements **RESIDENTIAL NEIGHBORHOOD ZONE PURPOSE STATEMENTS**

To provide for lower density residential development characterized by single family homes on individual lots in outlying areas of the city and along traffic corridors with limited additional traffic capacity. The residential neighborhood zones are intended to reflect the varied character and development patterns of Portland’s residential neighborhoods, and to promote new residential development that increases housing diversity and choice within the City in alignment with the City’s priorities and vision for the future. Development within the residential zones should thoughtfully respond to each area’s context, including elements such as the existing street grid, pedestrian and bike connectivity, and access to transit and open space. Standards for each zone have been tailored to address building form and encourage context sensitivity within the City’s varied neighborhoods.

R-2RN-1 To provide for ~~low density~~ residential development predominantly characterized by a mixture of single-family and two-family homes on individual large lots of at least 10,000 square feet. Select nonresidential uses may also be permitted in ~~outlying areas of the city and along traffic corridors with limited additional traffic capacity~~ RN-1 zone.

R-3RN-2 To provide for ~~medium density~~ residential development predominantly characterized by a mixture of single-family and two-family homes on individual lots and of at least 6,500 square feet. Conversion of existing nonresidential structures to multi-family dwellings is also ~~to provide for planned residential unit developments on substantially sized parcels. permitted within the RN-2 zone, subject to standards encouraging compatibility and context sensitivity.~~ Select nonresidential uses may also be permitted in the RN-2 zone.

R-4RN-3 To ~~preserve~~ provide for a residential neighborhood environment that acknowledges the unique character of the Western Promenade area of the city by controlling residential conversions and by allowing the continued mix while accommodating a mixture of single-family, two-family, and low rise three-family, and four-family dwellings on lots of at least 6,000 square feet. Construction of new multi-family dwellings and other compatible development at medium at moderate densities is allowed, as is conversion of existing structures to multi-family dwellings, subject to standards encouraging compatibility and context sensitivity. Select nonresidential uses may also be permitted in the RN-3 zone.

R-5RN-4 To provide ~~appropriate areas of the city for~~ medium density a residential development neighborhood environment predominantly characterized by a mixture of single-family, two-family, three-family, and low intensity multifamily four-family dwellings on individual lots; of at least 5,000 square feet. Conversion of existing nonresidential structures to ensure multi-family dwellings is also permitted within the RN-4 zone, subject to standards encouraging compatibility and context sensitivity. Select nonresidential uses may also be permitted in the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unit development on substantially sized parcels. RN-4 zone.

R-5aRN-5 To provide for moderate density residential development in off peninsula locations that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have the capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off peninsula locations by providing a moderate density zone. To provide areas of the city, on the peninsula and in select off-peninsula locations in alignment with major public transportation routes and near service areas, for a residential neighborhood environment of mixed residential dwelling types. The RN-5 zone permits a broad range of housing options to accommodate the diverse needs and preferences of Portland’s residents and households, including single-family, two-family, three-family, and four-family homes on lots of at least 2,000 square feet, as well as townhouse and multi-family dwellings at a range of densities. Select nonresidential uses may also be permitted in the RN-5 zone.



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- RRN-6** ~~To set aside accommodate existing areas on of the peninsula for housing city characterized primarily by a residential neighborhood environment of multi-family dwellings at a relatively high density providing, exhibiting a wide range of housing for differing types of households; to conserve the existing housing stock pattern of larger lots and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other setbacks, as well as generally taller building heights. Select nonresidential uses; and to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula. may also be permitted in the RN-6 zone.~~
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- R-6aRN-7** ~~To encourage neighborhood livability with higher density multi-family housing on large parcels located off the peninsula along major public transportation routes, near service areas, and in redevelopment (underutilized) or infill areas. To provide areas of the city, predominantly on the peninsula, for a dense residential neighborhood environment of townhouse and multi-family dwellings. Select nonresidential uses may also be permitted in the RN-7 zone.~~

TABLE 5-C: ISLAND zone purpose statements **ZONE PURPOSE STATEMENTS**

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| IR-1 | <p>To provide for <u>a low-intensity residential environment characterized by single-family</u>, recreational, and rural uses <u>in the less developed areas of the on Portland’s islands in order</u>. Standards for the IR-1 zone are intended to preserve <u>and protect</u> the rustic character of the islands, to protect groundwater resources and natural and scenic areas, and to permit only <u>appropriate</u> low-intensity development in areas lacking adequate public facilities and services.</p> |
| IR-2 | <p>To <u>protect the character of existing developed</u> provide for a residential <u>neighborhoods neighborhood environment of single-family dwellings on the</u>Portland’s islands <u>and to allow infill where there are</u>in areas with adequate public services. Expansion or extension of <u>an existing</u> IR-2 zone zoning should be <u>strictly</u> limited, generally focused toward areas adjacent to existing <u>village</u> IR-2 areas, and restricted by such factors as adequacy of access, whether adequate water will be available for private use and for fire protection, <u>and</u> whether soils in the area are adequate for subsurface water disposal, or whether public sewers are available. <u>IR-2 rezoning on substantially sized parcels should not be considered for those sites that should be more appropriately zoned otherwise.</u></p> |
| IR-3-I-B | <p>To allow for a planned unit development in a manner compatible with both the natural and built environment, which provides for adequate circulation and waterfront access, adequate water supply for private use and fire protection, and safe and clean disposal of solid and septic wastes. The following guidelines shall be considered, among others, in establishing an IR-3 zone:</p> <ul style="list-style-type: none"> A. — An IR-3 zone should have a minimum land area of 20 acres. B. — A site for an IR-3 zone should be able to accommodate higher density development by providing buffers from surrounding areas on a substantially sized parcel for which natural amenities are capable of being conserved in a development plan for the site. C. — IR-3 zones should not be established unless issues of municipal services, including infrastructure, education, and police and fire services and other municipal services can be appropriately and adequately addressed. D. — The differences in scale and intensity of uses between existing development and the IR-3 zone, and the cumulative impact on the overall density of the island, should be mitigated by appropriate open space and buffer areas. <p>The development plan should have the capability of meeting the development review standards of the zone. <u>To provide limited areas on Portland’s islands for the development of a mixture of residential, retail, and service establishments that primarily serve the needs of the local island market area. The I-B zone provides for a mixture of commercial and service uses, closely integrated with – and complimentary to – the surrounding residential neighborhood fabric to support the concept of a complete neighborhood. Standards for the I-B zone may vary by location, dependent upon the availability of public water and sewer resources.</u></p> |



TABLE 5-D: Mixed Use zone purpose statements**MIXED-USE ZONE PURPOSE STATEMENTS**

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| B-1 | <p>To provide limited areas for the location of small scale commercial establishments intended to serve a local market. Uses that are complimentary, quiet, and generally do not disturb the comfort and enjoyment of the adjoining neighborhood environment are encouraged, and should be designed for the pedestrian scale and to provide convenient access for nearby residents and workers to walk in to purchase goods and services. Buildings and uses shall be designed with attractive storefronts or similar features, with windows and doors convenient to a public sidewalk. This zone encourages mixed-use buildings, such as commercial first floor with residential uses above or combined retail/office uses in a multi-story structure. The zone also provides the opportunity for high residential density. To provide limited areas that support a small scale, pedestrian-friendly, mixed-use environment, allowing residents access to daily shopping and service needs within walking distance of nearby established residential neighborhoods. The B-1 zone provides for a mixture of commercial and service uses, closely integrated with – and complimentary to – the surrounding residential neighborhood fabric to support the concept of a complete neighborhood. Suitable locations for this zone may include street intersections and arterial streets with existing or proposed traditional neighborhood retail and service uses.</p> |
| B-1b | <p>To provide appropriate opportunities for the establishment of small scale ground floor commercial uses to serve a local market, while supporting mixed-use buildings with residential uses above ground floor commercial space and on the ground floor where the principal street frontage is maintained for active commercial uses. The zone also provides the opportunity for mixed-use and high residential density. Suitable locations for this zone may include street intersections, arterial streets, and sites with existing or traditional neighborhood retail and service uses.</p> |
| B-2 | <p>To provide appropriate locations for the development and operation of community centers offering a mixture of commercial uses, housing, service, and residential uses in a comfortable pedestrian environment that is easily accessible and services serving the adjoining well-connected to surrounding neighborhoods and the larger community. The variety, sites, and intensity. Such a mixture may serve the daily needs of nearby residents within walking distance, as well as surrounding neighborhoods via multiple modes of the permitted commercial uses in the B-2 zone are intended to be greater than those permitted in the B-1/B-1b zones. transportation. The zone provides a broad range of goods and services with a mixture of large and small buildings, such as grocery stores, shops and services located in major shopping centers and along arterial streets. Such establishments should be readily accessible by automobile, by pedestrians. The B-2 zone’s multi-modal orientation accommodates all modes of transportation, and by bicycle. Development in the B-2 standards of the zone should require that development relate to the surrounding neighborhoods by design, orientation, and circulation patterns. The zone should provide encourages mixed-use development, and provides locations for moderate to high-density housing in urban neighborhoods along arterials.</p> |
| B-2b | <p>To provide neighborhood and community retail, business and service establishments that are oriented to and built close to the street. The B-2b zone is appropriate suitable in areas where a more compact urban development pattern exists or where a neighborhood-compatible commercial district is established which exhibits a pedestrian scale and character. Such locations may include the peninsula and other arterials and intersections with an existing urban or neighborhood-oriented building pattern. The B-2b should provide zone encourages mixed-use development, and provides locations for moderate to high-density housing in urban neighborhoods along arterials.</p> |

TABLE 5-D: Mixed Use zone purpose statements**MIXED-USE ZONE PURPOSE STATEMENTS**

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| B-2c | To protect and enhance the quiet enjoyment of adjoining residential neighborhoods from the impacts of businesses that serve liquor and from other uses that are incompatible with adjoining neighborhoods due to noise. |
| B-3 & B-3b | To maintain and enhance the role of the downtown as the business and commercial center of the region, and to enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city’s resident, working, and visitor populations; to encourage. The B-3 zone encourages increased housing opportunity opportunities downtown for a to accommodate Portland’s diverse residential population; to enhance the, and supports an active, walkable pedestrian environment through the encouragement of intensive mixed-use activities, through the enhancement and maintenance of public and private open space, and through the enlivenment and increased attractiveness of the street environment; to encourage. Standards of the B-3 zone require excellence in urban design; to preserve and capitalize on the unique character and historic fabric of the downtown through the encouragement of Portland by encouraging reuse of significant existing structures; to provide opportunity and providing opportunities for an enhanced presence and integration of the arts and cultural activities; to reinforce. The zone reinforces the role of the downtown as a meeting place for community residents and visitors alike from all walks of life and all socio-economic groups; to provide adequate parking and transportation facilities which promote accessibility, enhance and encourage development opportunity, and enhance and protect the pedestrian environment; In the Pedestrian Activities District (PAD) Overlay Zone, to create continuity of pedestrian-oriented uses along streets where such uses predominate and along streets which, over time, will establish and maintain a strong retail and pedestrian oriented use pattern; and to provide for the relocation of residents who are displaced by development. by prioritizing access via multiple modes of transportation and enhancing and protecting the pedestrian environment. |
| B-4 | To provide locations in the city for the development and operation of businesses serving a regional or larger market, to provide locations for large-scale commercial uses that require larger land areas to accommodate their operations, and to support moderate to high-density housing. Standards of the B-4 zone acknowledge the need to maintain automobile access while encouraging improvement of the pedestrian environment and accommodating alternative modes of transportation. |
| B-5 | To provide areas on or proximate to the waterfront, downtown, and the peninsula where a mixture of uses, including marine, industrial, commercial, and residential, is encouraged. The B-5 zone is characterized by larger underdeveloped lots with great potential for dense, clustered, urban mixed-use development and reuse of existing land and buildings. It is anticipated that the dense, mixed-uses of the B-5 zone will rely on a shared infrastructure system, including service alleys, parking lots, public transportation facilities, stormwater management, and driveways. |
| B-6 | To establish a zoning district for the upland portion of the Eastern Waterfront area. <u>The B-6 zone encourages a distinctly urban form through development that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. The zone promotes a range of uses to achieve 24-hour urban vitality and shared use of parking infrastructure as recommended in the Eastern Waterfront Master Plan for redevelopment. The B-6 zone promotes a mixed-use development pattern envisioned for urban land on Portland’s peninsula.</u> |



TABLE 5-D (Cont.): MIXED use zone purpose statements-**TABLE**

5-E: TRANSIT-ORIENTED DEVELOPMENT ZONE PURPOSE

STATEMENTS

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| | <p>B-3c In addition to the purpose of the B-3 and B-3b zone, to promote the safety, quiet enjoyment, and general welfare of citizens residing in a dense urban neighborhood by decreasing the conflicts between residential uses and loud late night activities. The B-3c zone recognizes that the business uses appropriate in this zone are constrained by the proximity of multi-unit elderly housing.</p> |
| | <p>B-4 To provide appropriate locations in the city for the development and operation of businesses catering primarily to highway-oriented trade along major arterials (uses which have market areas which are primarily dependent on the regional highway network or serve a regional or larger market), as well as to provide appropriate locations for large-scale commercial uses that require larger land areas to accommodate their operations.</p> |
| | <p>B-5 & B-5b To provide areas of the peninsula near the downtown where a mixture of uses, including marine, industrial, commercial, and residential, is encouraged. The B-5 and B-5b zones are characterized by larger underdeveloped lots with great potential for denser, clustered, urban mixed-use development and more efficient reuse of existing land and buildings. It is anticipated that the dense, mixed uses of the B-5 and B-5b zones will rely on a shared infrastructure system, including service alleys, parking lots, public transportation facilities, stormwater management, and driveways.</p> |
| <p>B-6TOD-1 To provide for and encourage the development of moderate to high-intensity mixed-use, compact urban neighborhoods that support Portland's investment in transit infrastructure through permissions for a dense, pedestrian-scale built environment and a range of uses that encourage walking, bicycling, and use of public transit at advantageous locations within the City's off-peninsula neighborhoods. To establish a zoning district for the upland portion of the Eastern Waterfront area. The B-6 zone</p> | |



encourages this district to acquire a distinctly urban form through development that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. The zone promotes a range of uses to achieve 24-hour urban vitality and shared use of parking infrastructure as recommended in the Eastern Waterfront Master Plan for redevelopment. The B-6 zone promotes a mixed-use development pattern envisioned for urban land on Portland's peninsula.

B-7TOD-2

To establish a zoning district for urban areas in which the City has adopted master plans for redevelopment. Certain areas, including but not limited to Bayside, lie at the perimeter of the established downtown and contain significant redevelopment opportunities. The B-7 zone encourages these districts to acquire a distinctly urban form through dense development featuring a mix of uses such as housing, retail, offices, research and development, and artisan studios and that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. Use of multi-modal transportation is strongly encouraged and is advanced by the installation of bicycle amenities, such as bicycle racks and storage areas. The zone promotes a wide range of uses in high-quality structures and public open spaces to achieve 24-hour urban vitality and shared parking infrastructure. The B-7 zone promotes a mixed-use development pattern envisioned on Portland's peninsula. To provide for and encourage the development of high-intensity mixed-use, compact urban neighborhoods that support Portland's investment in transit infrastructure through permissions for a highly dense, pedestrian-scale built environment and a broad range of uses that allow residents to live, work, shop, dine, and pursue cultural and recreational opportunities while enjoying a range of mobility choices. The TOD-2 zone is intended to allow for the creation of vibrant, accessible,

24-hour neighborhoods at suitable locations on or near the peninsula.

TABLE 5-F: OFFICE ZONE PURPOSE STATEMENTS

- O-P** To provide substantial areas for the creation of low-intensity office uses, allowed as either independent uses, or integrated development of offices into a park- or campus-like setting. Standards of the O zone encourage office and related uses which are of the highest quality, are well-designed and maintained, and are compatible with their natural surroundings.
- R-P** To provide appropriate location locations for the development and operation of low-intensity residential, business, and commercial uses, including offices on or near major arterials, that are compatible in scale, density and use with surrounding and adjacent residential neighborhoods; or to serve as a transition or buffer zone between residential and more intensive nonresidential zones.

TABLE 5-G: INDUSTRIAL AND AIRPORT ZONE PURPOSE STATEMENTS

- I-L & I-Lb** **TABLE 5-F: INDUSTRIAL AND AIRPORT ZONE PURPOSE STATEMENTS**
I-L & I-Lb To provide areas in which low impact industrial uses, and limited other uses serving employees and residents of the surrounding neighborhood, will be compatible with adjacent residential uses, will provide a buffer between residential neighborhoods and higher impact industrial zones, or will stand alone as a smaller scale industrial district. The I-L zone is located adjacent to residential neighborhoods, business uses and other industrial uses where the low intensity nature of the uses, as well as their strict performance standards, will ensure the compatibility of the uses with other adjacent industrial and nonindustrial uses. Performance standards for uses in the I-L zone are designed to maintain compatibility between low impact industrial uses and neighboring nonindustrial and industrial uses.
- I-M, I-Ma, & I-Mb** To provide zones in areas of the city in which low- and moderate impact industries and transportation related uses will coexist. I-M and I-Ma zones are located on arterials or collectors. The I-Mb zone is similarly located on the peninsula. These locations provide for direct access onto arterials, thereby protecting residential neighborhoods from drive through traffic. The purpose of the I-M, I-Ma and I-Mb industrial zones is also to provide for larger industrial buildings and for the limited or controlled use of areas outside of structures for storage of materials and machinery. These facilities often require large volumes of imported materials and products which result in large volumes of shipping and receiving. Often uses may be highway oriented and transportation related, thus relying on citywide and regional transportation infrastructure. Industrial uses in these moderate impact industrial zones may require separation from higher impact uses.
- I-H & I-Hb** To provide areas suitable for higher impact industrial uses than are permitted in other industrial zones and other uses that are capable of demonstrating, through design, layout and topography, their compatibility with, or non-intrusion on, existing or future higher impact industrial uses on adjacent or neighboring I-H zoned properties. Due to the intensity of use, the I-H zones are intended for uses which may require extensive outdoor storage and usage and may utilize heavy equipment. Processes may require separation from residential or sensitive environmental areas. The I-H zones are separated from other nonindustrial uses as well as natural or constructed



features. High impact industrial uses will be of a higher intensity, with a greater lot coverage, than the other zones.

A-B To provide an area for the development of airport-related enterprises. Appropriate uses permitted in this zone are those customarily associated with the operation of the airport terminal and individual airlines and accessory uses to provide for the comfort and convenience of the airport's patrons and employees.

TABLE 5 g: open space zone purpose statement To provide areas in which low-impact industrial uses, and limited other uses serving employees and residents of the surrounding neighborhood, will be compatible with adjacent residential uses, will provide a buffer between residential neighborhoods and higher impact industrial zones, or will stand alone as a smaller scale industrial district. The I-L zone is located adjacent to residential neighborhoods, business uses and other industrial uses where the low-intensity nature of the uses, as well as their strict performance standards, will ensure the compatibility of the uses with other adjacent industrial and nonindustrial uses. The I-Lb zone is typically located on the peninsula.

R-OS, M & I, Mb To preserve and protect open space as a limited and valuable resource; to permit the reasonable use of open space, while simultaneously preserving and protecting its inherent open space characteristics to assure its continued availability for public use as scenic, recreation, and conservation or natural resource area, and for the containment and structuring of urban development; to provide a suitable location for large scale regional sports and athletic facilities; and to develop an open space system throughout the city, which provides the highest quality parks, plazas, and pedestrian environment. The R-OS zone may include parcels of public property and private property legally restricted from intensive use or development through deed, covenant, or otherwise. To provide zones in areas of the city in which low- and moderate-impact industries will coexist. I-M zones are located on arterials or collectors. The I-Mb zone is typically located on the peninsula. These locations provide for direct access onto arterials, thereby protecting residential neighborhoods from drive-through traffic. The purpose of the I-M and I-Mb industrial zones is also to provide for larger industrial buildings and for the limited or controlled use of areas outside of structures for storage of materials and machinery. These facilities often require large volumes of imported materials and products which result in large volumes of shipping and receiving. Often uses may be highway-oriented and transportation-related, thus relying on city-wide and regional transportation infrastructure. Industrial uses in these moderate-impact industrial zones may require separation from higher-impact uses.

I-H To provide areas suitable for higher impact industrial uses than are permitted in other industrial zones, and other uses that are capable of demonstrating, through design, layout and topography, their compatibility with, or non-intrusion on, existing or future higher impact industrial uses on adjacent or neighboring I-H zoned properties. Due to the intensity of use, the I-H zone is intended for uses which may require extensive outdoor storage and usage and may utilize heavy equipment. Processes may require separation from residential or sensitive environmental areas. The I-H zone is separated from other nonindustrial uses as well as natural or constructed features. High-impact industrial uses will be of a higher intensity, with a greater lot coverage than the other zones.

A-B To provide an area for the development of airport-related enterprises. Uses permitted in this zone are those customarily associated with the operation of the airport terminal and individual airlines and accessory uses to provide for the comfort and convenience of the airport's patrons and employees.



TABLE 5-H: OPEN SPACE ZONE PURPOSE STATEMENTS

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| OS-R | <u>To provide for the reasonable use of open space, while simultaneously preserving and protecting its inherent characteristics to assure its continued availability for public use as scenic and recreation area; to provide a suitable location for large-scale regional sports and athletic facilities; and to develop an open space system throughout the city which provides the highest quality parks, plazas, and pedestrian environment. The OS-R zone may include parcels of public property and private property legally restricted from intensive use or development through deed, covenant, or otherwise.</u> |
| OS-P | <u>To preserve and protect open space as a limited and valuable resource. The OS-P zone prioritizes preservation and protection of Portland’s critical conservation and natural resource areas. Very limited development may be allowed for sustainable energy generation, passive recreation and educational purposes, but must be compatible with and cause little impact to these areas.</u> |
