

Appendix Two

APPENDIX B. POLICY DOCUMENTS & OTHER INFORMATION

Relevant City Policies

1990 Census Data

Focus Area One

APPLICABLE TRANSPORTATION POLICY

Principles for Pedestrian Design. Portland Pedestrian Design Guide, From Page 3

The following design principles represent a set of ideals which should be incorporated, to some degree, into every pedestrian improvement. They are ordered roughly in terms of relative importance.

1. The pedestrian environment should be safe. Sidewalks, pathways and crossings should be designed and built to be free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic and protruding architectural elements. The pedestrian network should be accessible to all. Sidewalks, pathways and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability.

The pedestrian network should connect to places people want to go. The pedestrian network should provide a continuous direct routes and convenient connections between destinations, including homes, schools, shopping areas, public services, recreational opportunities and transit.

The pedestrian environment should be easy to use. Sidewalks, pathways and crossings should be designed so people can easily find a direct route to a destination and delays are minimized.

The pedestrian environment should provide good places. Good design should enhance the look and feel of the pedestrian environment. The pedestrian environment includes open spaces such as plazas, courtyards, and squares, as well as the building facades that give shape to the space of the street. Amenities such as street furniture, banners, art, plantings and special paving, along with historical elements and cultural references, should promote a sense of place.

The pedestrian environment should be used for many things. The pedestrian environment should be a place where public activities are encouraged. Commercial activities such as dining, vending and advertising may be permitted when they do not interfere with safety and accessibility.

Pedestrian improvements should be economical. Pedestrian improvements should be designed to achieve the maximum benefit for their cost, including initial cost and maintenance cost as well as reduced reliance on more expensive modes of transportation. Where possible, improvements in the right-of-way should stimulate, reinforce and connect with adjacent private improvements.



STREET CLASSIFICATION: SANDY BOULEVARD

- Major City Traffic Street.
- Major City Transit Street.
- City Bikeway.
- City Walkway.
- Minor Truck Street.



STREET CLASSIFICATION: FREMONT

- Major City Traffic Street.
- Major City Transit Street.
- City Bikeway.
- City Walkway.
- Minor Truck Street.



STREET CLASSIFICATION: 72ND,

- City Bikeway.
- City Walkway.

KLICKITAT/SISKIYOU

- City Bikeway.

Focus Area One



ZONING: CG

General Commercial zone.

The General Commercial (CG) zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is expected to be generally auto-accommodating, except where the site is adjacent to a transit street. The zone’s development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.



ZONING: CN2

Neighborhood Commercial 2 zone.

The Neighborhood Commercial 2 (CN2) zone is intended for small commercial sites and areas in or near less dense or developing residential neighborhoods. The emphasis of the zone is on uses which will provide services for the nearby residential areas, and on other uses which are small scale and have little impact. Uses are limited in intensity to promote their local orientation and to limit adverse impacts on nearby residential areas. Development is expected to be predominantly auto accommodating, except where the site is adjacent to a transit street. The development standards reflect that the site will generally be surrounded by more spread out residential development.



ZONING: R1

Medium Density Multi-Dwelling Residential 1,000 zone.

The R1 zone is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses, and rowhouses. Generally, R1 zoning will be applied near neighborhood collector streets, and local streets adjacent to commercial areas, or major streets.



ZONING: R2.5

Attached Single Dwelling Residential 2,500 zone.

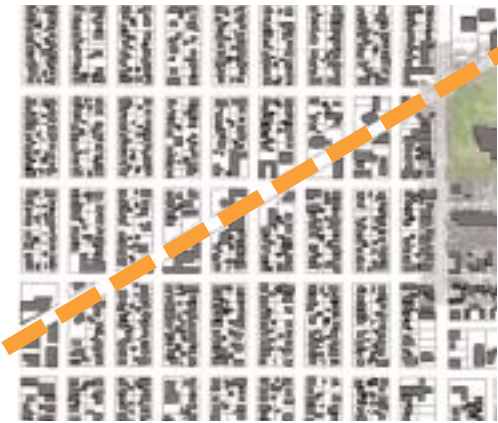
The R2.5 zone is intended for areas with complete public services and without development constraints. It allows a mixture of housing types having single dwelling character, including attached houses. Allowed densities for for attached houses are higher than for detached housing.



ZONING: R5

Single Dwelling Residential 5,000 zoning.

The R5 zone reflects Portland’s most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.



**STREET CLASSIFICATION:
SANDY BOULEVARD**

- Major City Traffic Street.
- Major City Transit Street.
- City Bikeway.
- City Walkway.
- Minor Truck Street.



**STREET CLASSIFICATION:
82ND AVENUE**

- Major City Traffic Street.
- Major City Transit Street.
- City Walkway.
- Major Truck Street.



**STREET CLASSIFICATION:
FREMONT**

- Neighborhood Collector.
- Major City Transit Street (west of 72nd).
- Minor City Transit Street (east of 72nd).
- City Walkway.
- Minor Truck Street (west of 72nd).



ZONING: CG

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The General Commercial (CG) zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is expected to be generally auto-accommodating, except where the site is adjacent to a transit street. The zone's development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.



ZONING: CM

Urban Commercial zone.

The Urban Commercial (CM) zone is intended for more developed parts of the city near relatively dense residential areas. A full range of retail, service and business uses are allowed in mixed-use projects. It is intended primarily for areas which are served by transit. Development should have a strong orientation to pedestrians. It is also intended to allow commercial development in some areas while maintaining housing opportunities. New development may be either 100 percent housing or mixed housing with some commercial.

APPLICABLE TRANSPORTATION POLICY

Principles for Pedestrian Design. Portland Pedestrian Design Guide, From Page C-4

C2.4 Pedestrian Delay at Unsignalized Crosswalks

Pedestrian delay occurs when a pedestrian must wait at the curb for an interval before it is safe to cross the street. At unsignalized crosswalks, pedestrian delay occurs when pedestrians feel they must wait for a safe gap in the traffic before crossing. Although pedestrians have the right-of-way, many people feel safer waiting for a gap than asserting their right to cross.

Average pedestrian waiting time should generally be no more than sixty seconds at an unsignalized crossing.

Ideally, safe gaps should occur frequently enough that pedestrians will not be tempted to cross in unsafe gaps. Pedestrian delay at unsignalized crosswalks can be reduced either by adjustments to signals at nearby intersections (to increase gaps through platooning of traffic) or by the addition of median refuge islands (see Table C-2, Crosswalk Toolbox).

Focus Area Two



ZONING: R1

Medium Density Multi-Dwelling Residential 1,000 zone.

The R1 zone is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses, and rowhouses. Generally, R1 zoning will be applied near neighborhood collector streets, and local streets adjacent to commercial areas, or major streets.



ZONING: R2

Low Density Multi-Dwelling Residential.

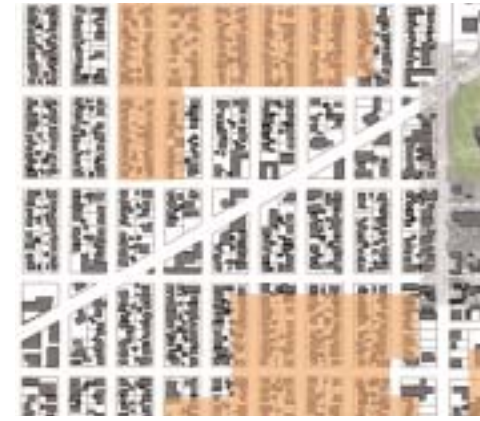
R2 zone. The R2 zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near neighborhood collector and district collector streets, and local streets adjacent to commercial areas or major streets.



ZONING: R2.5

Attached Single Dwelling Residential 2,500 zone.

The R2.5 zone is intended for areas with complete public services and without development constraints. It allows a mixture of housing types having single dwelling character, including attached houses. Allowed densities for attached houses are higher than for detached housing.



ZONING: R5

Single Dwelling Residential 5,000 zoning.

The R5 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.



ZONING: R7

Single Dwelling Residential 7,000 zoning.

The R7 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.

Focus Area Three A



**STREET CLASSIFICATION:
PRESCOTT**

- Neighborhood Collector.
- Minor City Transit Street.
- City Bikeway.
- City Walkway.



**STREET CLASSIFICATION:
72ND**

- Minor City Transit Street (north of Prescott).
- City Bikeway.
- City Walkway.



ZONING: CN2
Neighborhood Commercial 2 zone.

The Neighborhood Commercial 2 (CN2) zone is intended for small commercial sites and areas in or near less dense or developing residential neighborhoods. The emphasis of the zone is on uses which will provide services for the nearby residential areas, and on other uses which are small scale and have little impact. Uses are limited in intensity to promote their local orientation and to limit adverse impacts on nearby residential areas. Development is expected to be predominantly auto accommodating, except where the site is adjacent to a transit street. The development standards reflect that the site will generally be surrounded by more spread out residential development.



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ZONING: R5
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Focus Area Three B

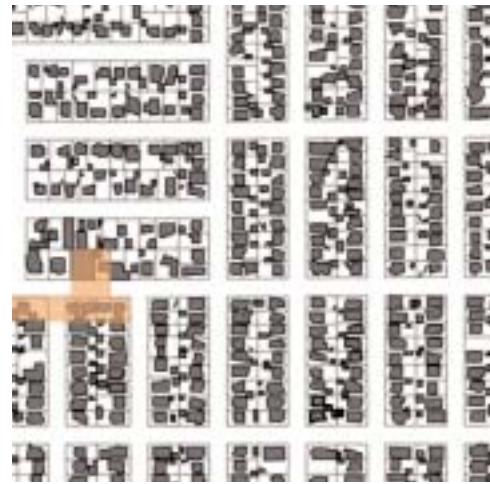


**STREET CLASSIFICATION:
FREMONT**

- Neighborhood Collector.
- Major City Transit Street.
- Minor Truck Street.

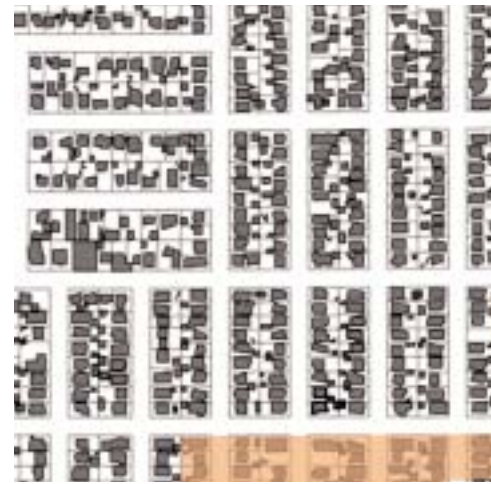
KLICKITAT

- City Bikeway.



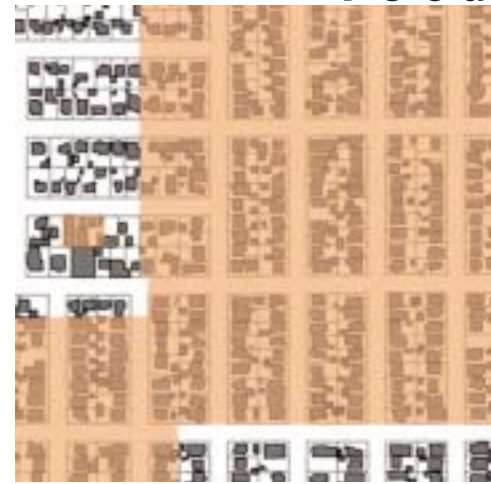
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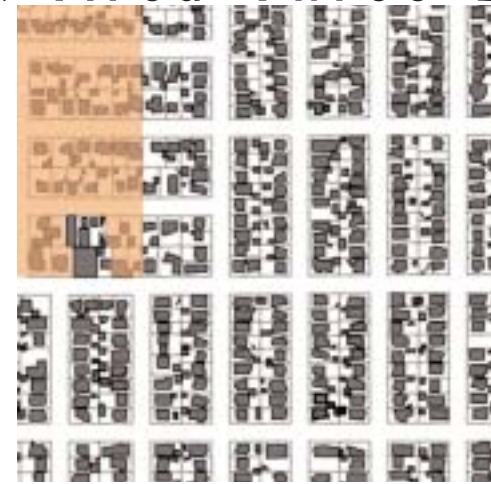
ZONING: R2.5
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ZONING: R5
Single Dwelling Residential 5,000 zoning.

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ZONING: R7
Single Dwelling Residential 7,000 zoning.

The R7 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.

Focus Area One



STREET CLASSIFICATION: 82ND AVENUE

Major City Traffic Street.

Major City Transit Street.

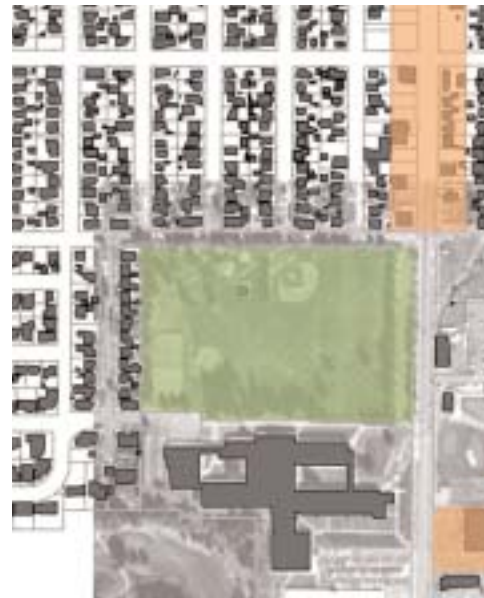
City Walkway.

Major Truck Street.

SISKIYOU/77TH/ SACRAMENTO

City Bikeway.

City Walkway.



ZONING: CG

General Commercial zone.

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ZONING: EG2

General Employment 2 zone.

The General Employment zones implement the Mixed Employment map designation of the Comprehensive Plan. The zones allow a wide range of employment opportunities without potential conflicts from interspersed residential uses. Other commercial uses are allowed to support a wide range of services and employment opportunities. The development standards for each zone are intended to allow new development which is similar in character to existing development. The intent is to promote viable and attractive industrial/commercial areas. General Employment 2. EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street.



ZONING: R2

Low Density Multi-Dwelling Residential.

R2 zone. The R2 zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near neighborhood collector and district collector streets, and local streets adjacent to commercial areas or major streets.



ZONING: R5

Single Dwelling Residential 5,000 zoning.

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City of Portland
Office of Neighborhood Associations

Neighborhood Social Profiles
(1990 Census)

Roseway

* Area (in Acres) 519
* Population:6,250
* Population Density (people per acre) 12.03
* Families: 1,696
* Households: 2,597

Population by Race

* White89%
* Black 1%
* American Indian, Eskimo & Aleut 2%
* Asian & Pacific Islander 8%
* Other Race 1%
* Hispanic Origin 5%

Population By Age:

* Less Than 5 Years 6%
* 5-17 Years 17%
* 18-34 Years25%
* 35-64 Years34%
* 65 Years And Over 16%

Number Of People Per Household 2.41

Household Type (Presence and Age of Children)

* Married couple with own Children under 18 23%
* Married couple with no own children under 18 26%
* Male Householder with no spouse with own Children under 18 1%
* Male Householder with no own children under 18 3%
* Female Household with no spouseWith own Children under 18 8%
* Female Household with no spouseNo own children under 18 5%
* Nonfamily Households35%

Population Place Of Birth:

* Born In State Of Residence 55%
* Born In Other State In U.S.
* Northeast 2%
* Midwest 12%
* South3%

* West 18%
* Outside United States/USA Citizen 0%
* Foreign Born 10%

People In Same House In 1985 46%

Transportation to Work for Workers 16+

* Drove Alone 71%
* Carpooled 17%
* Public Transportation 7%
* Motorcycle 1%
* Bicycle 0%
* Walked 2%
* Other Means 0%
* Worked At Home 2%

Educational Attainment Age 25+:

* Less Than 9th Grade 4%
* 9th To 12th Grade, No Diploma 12%
* High School Graduate/equivalency 32%
* Some College, No Degree 26%
* Associates Degree 6%
* Bachelor's Degree 13%
* Graduate Or Professional Degree 6%

Occupation Age 16+:

* Managerial & Professional Specialty 25%
* Technical, Sales, & Admin. Support 37%
* Service Occupations 13%
* Farming, Forestry, & Fishing 2%
* Precision Production, Craft, & Repair 11%
* Operators, Fabricators, Laborers 13%

Class Of Worker Age 16+:

* Private For Profit Wage & Salary 73%
* Private Not-for-profit Wage & Salary 10%
* Local Government 7%
* State Government 2%
* Federal Government 2%
* Self-employed 5%
* Unpaid Family 0%

Median Income \$27,037

Household Income In 1989:

- * Percent Less Than \$5,000 3%
- * Percent \$5,000 To \$9,999 12%
- * Percent \$10,000 To \$14,999 9%
- * Percent \$15,000 To \$24,999 22%
- * Percent \$25,000 To \$49,999 42%
- * Percent \$50,000 To \$74,999 10%
- * Percent \$75,000 To \$99,999 2%
- * Percent \$100,000 Or More 0%

Household Earnings In 1989:

- * % Households Earning Nonfarm Self Employment Income 11%
- * % Households Earning Farm Income 1%
- * % Households With Income From Interest/div/rental 48%
- * % Households With Social Security Income 31%
- * % Households With Public Assistance Income 4%
- * % Households With Retirement Income 19%
- * % Households With Other Type Of Income 10%

Total Percent Below Poverty Level 11%

Housing Units 2705

Housing Units/Per Acre 5

Median House Value \$61,300

Median Gross Rent \$441

Occupancy Status: Housing Units

- * Occupied 2603
- * Vacant 103
- * occupied, percent 96%
- * vacant, percent 4%

Tenure Of Housing Units

- * Percent Owner Occupied 70%
- * Percent Renter Occupied 26%

Rooms Per Housing Unit 6

Number Of People Per Occupied Owner Occupied Unit 2

Number Of People Per Renter Occupied Unit 3

Units In Structure: Percents

- * Percents 1, Detached 90%
- * Percents 1, Attached 1%
- * Percents 2 3%
- * Percents 3 To 9 4%
- * Percents 10 To 49 2%
- * Percents 50 Or More 0%
- * Percents Mobile Home Or Trailer 0%
- * Percents Other 1%

Year Structure Built:

- * 1989 To March 1990 0%
- * 1985 To 1988 1%
- * 1980 To 1984 1%
- * 1970 To 1979 6%
- * 1960 To 1969 5%
- * 1950 To 1959 16%
- * 1940 To 1949 22%
- * 1939 And Earlier 48%

Vehicles Per Occupied Housing Unit 1.5

Last revised August 1997.