ALBINA COMMUNITY CONCEPT PLAN MAP

BUREAU OF PLANNING
CITY OF
PORTLAND, OREGON

NORTH
0 1000' 2000'
SCALE

ACKNOWLEDGMENTS

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Funding for the Bureau of Planning's development of this concept map was provided as part of the Albina Community Plan project. The Albina Community Plan was undertaken with financial support of Emanuel Hospital (Health Link Systems Inc.), Kaiser Permanente, Pacific Power and Light, Portland Bureau of Community Development (Federal Community Block Grant Funds), Portland Development Commission (Convention Center Renewal Program), Portland Department of Transportation (Regional Rail Program), Portland Bureau of Environmental Services and the City of Portland's General Fund.

LEADERSHIP LEGEND

The following implementation actions are part of the adopted Albina Community Plan. These actions help accomplish the Plan's policies and objectives. While realization of the Albina Community Plan would be enhanced through development of these Plan Elements, in each case there may be other means for achieving the desired ends. Where an element ties directly to the City's zoning code or map, the code or map change occurred with the Plan's adoption.

PROPOSED OPEN SPACE
These are locations where development of additional public open space is proposed. Methods other than park development may be used to provide this open space.

PARK IMPROVEMENTS
These are locations where improvements in specific existing public parks are called for by the Albina Community Plan.

EXISTING LIGHT RAIL TRANSIT CORRIDOR
These are the existing light rail transit improvements. The MAX (Metropolitan Area Express) links the Central City with east Portland and Gresham. A future light rail facility built to serve the Albina Community will connect with the existing MAX line.

PROPOSED LIGHT RAIL TRANSIT CORRIDORS
These are locations proposed for development of a light rail line which will connect Portland with the City of Vancouver, Washington and serve the Albina Community. Two possible alignments for this facility are shown. One of these alignments will be selected through an environmental impact statement process for light rail transit.

TRANSIT STATIONS
Transit stations are shown as those locations along possible light rail transit alignments which have been designated stations in the transportation element of Portland's Comprehensive Plan.

WIRELESS TROLLEY BUS
Trolley improvements are proposed to link the Convention Center area to development in the Albina Community. This trolley line will serve shoppers, provide transit connections within the Central City, and support tourism.

CARRIAGEWAYS
Carriageways are routes taken by horse drawn carriages serving the Albina Community Plan area. Carriage service currently exists and is expected to expand. Bed and breakfast establishments and Albina's historic areas are a particular destination.

FREEWAY INTERCHANGE
The Plan calls for the development of a complete freeway interchange where the I-5 Freeway and Columbia Boulevard cross. Presently the interchange provides only for access to I-5 southbound and for northbound I-5 traffic access to Columbia Boulevard. Access to I-5 northbound is also needed as is access to Columbia Boulevard by southbound I-5 traffic. Completion of this interchange is intended to enhance utilization of Columbia Boulevard as a Truck Route and reduce truck traffic on Lombard Street and Portland Boulevard.

PEDESTRIANWAY AND/OR BIKEWAY
These are routes for pedestrians and bicyclists. Improvements in paving, planting of street trees, placement of street furniture, street crossing signalization, sidewalk widening and street closure, where appropriate, should be made to enhance their safety and attractiveness.

PUBLIC RECREATIONAL TRAIL
These trails are intended to increase recreational opportunities, connect recreational sites such as major parks, increase public access to water features and to viewpoints and to help create a pleasant urban environment.

NEW BRIDGE
New bridges are proposed to cross the Columbia Slough. Bridges are intended to provide pedestrian and bicycle access to the parks and recreational trails that border the Slough. The 13th Street Bridge is also intended to improve truck access to and from Columbia Boulevard for industrial firms located north of the Slough.

WATER TAXI STOPS
A water taxi system is proposed along the Willamette River. Stops will be located near existing and proposed riverfront activities.

WATER FEATURE
Rivers, sloughs, lakes and other water bodies located within or adjacent to the Albina Community Plan area.

SCENIC VIEWPOINT
These scenic viewpoints are those identified and protected by Portland's Scenic Resources Protection Plan. Protection and enhancement of these scenic resources is intended to enhance the appearance of Portland.

HISTORIC DESIGN ZONE
In these areas the concentration of historically and/or architecturally significant structures and sites has justified public action aimed at preserving and enhancing the area's character. Within historic design zones new development and exterior remodeling of structures are subject to additional design scrutiny. Seven historic design zones were created with adoption of the Albina Community Plan. They are Irvington, Eliot, Russell

MAJOR DISTRICT GATEWAYS
These entrance points to the Albina Community have a high degree of visibility and a distinct sense of transition. Improvements may include landscaping, public art, gateway structures, special lighting and signs.

MINOR OR NEIGHBORHOOD GATEWAYS
These are entrance points to a neighborhood, historic design zone or other subarea within the Albina Community. Improvements may include landscaping, public art, gateway structures, special lighting and signs.

CITY FOCAL POINT
City Focal Points are locations which have a high level of recognition by Portland's citizens as landmarks, meeting places and centers for community activities. Focal Points link several neighborhoods. They may act as the setting for fairs, parades and other informal events as well as for more formal activities. Focal Points are good locations for major works of public art. With adoption of the Albina Community Plan the intersection of Martin Luther King, Jr. Boulevard and Killingsworth Street is designated as a City Focal Point. The designation is reinforced by the Plan's proposal to build a new police precinct here and to cluster higher density development nearby.

NEIGHBORHOOD FOCAL POINT
Neighborhood Focal Points are highly visible locations that serve as meeting places for the residents of one or more neighborhoods or have a clear identity as landmark locations for the residents of one or more neighborhoods. They may serve as a kind of village square for one or more neighborhoods; a location where people go to meet informally with others, to shop and/or recreate. Neighborhood Focal Points may include small parks or plazas or be located in large parks that are nearby to neighborhood oriented shopping areas and/or schools. Neighborhood focal points should be improved to enhance the environment for pedestrians. They are good locations for public art. There are six Neighborhood Focal Points in the Albina Community Plan area, as follows:
- Kenton Shopping area on Denver Avenue
- Woodlawn Neighborhood at the intersection of Durham and Dekum
- Kennedy School in the Concordia Neighborhood
- Killingsworth Street at the entrance to the PCC Cascade Campus
- Eliot Neighborhood where King Boulevard and Grand Avenue come together and at King Boulevard and Knott Street.

MAJOR ATTRACTIONS
Major attractions are those which are expected to draw patrons and participants from throughout the City, region or State. The attractions identified on the Plan Map include existing and proposed facilities. New facility locations will need to be selected based on detailed studies of facility needs and siting opportunities. Location within a few hundred feet of the site identified on the map may also be appropriate. Existing and suggested attractions are:
- Portland International Airport
- Memorial Coliseum
- Oregon Arena
- Oregon Convention Center
- Lloyd Center
- Portland Meadows Race Track
- Portland International Raceway
- Heron Lakes Golf Course
- East Delta Park
- Columbia Edgewater Golf Course
- Riverside Golf and Country Club
- Broadmoor Golf Course
- Portland Community College Cascade Campus
- Native American Cultural Center
- Portland Exposition Center
- Emanuel Hospital Medical Center
- Bess Kaiser Hospital
- Edgar Kaiser Medical Facility
- Concordia College
- University of Portland
- Public Market

MINOR ATTRACTIONS
Minor attractions are those which are expected to attract patrons from a smaller area than the entire City. The attractions identified on the Plan Map include existing and proposed facilities. New facility locations will need to be selected, based on detailed studies of facility needs and siting opportunities. Location within a few hundred feet of the site identified on the map may also be appropriate. Existing and suggested attractions are:
- Jazz Center
- Killingsworth Branch Library
- Albina Art Center
- Peninsula Park Rose Garden
- Small craft center on the Columbia Slough
- Matt Dishman Center
- Peninsula Park Community Center and Pool
- Jefferson High School
- King School Neighborhood Center
- Kennedy School Community Center
- Building Trades and Crafts School
- Swan Island Boat Ramp
- School District Headquartertum
- Portland Speedway
- Columbia Pioneer Cemetery
- Columbia Park Community Center and Pool
- Interstate Avenue Fire House Theater and Community Center

PLAN AREA BOUNDARY
This line identifies the boundaries of the Albina Community Plan

PLAN OVERVIEW

INTRODUCTION
The Albina Community Plan was adopted by the Portland City Council in July of 1993 (Ordinance No. 166786, Ordinance No. 166787, Ordinance No. 167054 and Resolution No. 35169). Following Council's adoption the Plan was also approved by Multnomah County, Tri-Met, the Metroplitan Service District, Portland Public Schools, and Portland Community College. The Albina Community Plan is a comprehensive document which will guide and coordinate the activities of these governments. The Plan also encompasses the coordination of current and future activities of over 100 private organizations engaged in the revitalization of the Albina Community.

This plan map illustrates the land use and several of the transportation and urban design elements of the Albina Community Plan. These proposals represent only a part of the plan. Aspects of the proposed plan relating to such topics as education, family services and public safety are equally significant but do not lend themselves to being illustrated on a map. The full content of the Albina Community Plan is contained in the plan document.

The Adopted Albina Community Plan continues many of the directions set by Portland's 1980 Comprehensive Plan. Land use is set at the greatest intensity near the Central City. As distance from the Central City increases density is reduced. The plan creates an exception to this along the two higher density development corridors. These are Martin Luther King Jr. Boulevard and Interstate Avenue. These two corridors are reinforced by major east-west development centers on Alberta, Killingsworth and Lombard Streets.

Development is focused into centers to foster creation of a "critical mass" and a positive business identity. Some of these centers are for commercial developments and others are for institutional growth. Centers are to be reinforced by existing and new public attractions.

Along both Martin Luther King Jr. Boulevard and Interstate Avenue the areas between business centers are designated for high density housing. The high density housing areas are relatively narrow. Development outside of these corridors is limited to infill. The plan emphasizes preservation of the Albina community's neighborhoods, historic areas and housing stock. Locating multi-dwelling development along major streets creates an opportunity for building to occur without placing redevelopment pressure on housing areas. These locations also create opportunities for housing which is convenient to employment opportunities and transit.

MARTIN LUTHER KING JR. BOULEVARD
Establishment of a strong commercial and employment center on King in the area between Ainsworth and Skidmore Streets is intended to form a focus for investment in the heart of the Albina community. New jobs created in these areas are accessible to Albira's residents.

Business zoning has been generally deepened to at least the first full block back. Most business zoned properties along King Boulevard have been added to the Convention Center Urban Renewal District. To ensure the compatibility of new development on King with surrounding areas the King Boulevard corridor is subject to design review. Design guidelines to be used in the design review process were developed and adopted with the Plan. As an alternative to the design review hearings process developers may choose to comply with new "Supplemental Compatibility Standards" which have been added to the zoning code. The Supplemental Compatibility Standards are clear and objective requirements. Developers of projects to be reviewed through either design review or through the Supplemental Compatibility Standards are required to meet with the affected neighborhood to discuss project design.

INTERSTATE AVENUE
The Interstate Avenue corridor is defined by two possible light rail transit alignments: I-5 freeway, and the I-5 freeway. At the south end of the corridor the pl supports the Edgar Kaiser Medical Facility expanding north to Skidmore Street. Between Skidmore and Killingsworth an area mixed use zoning has been created. This area will allow light manufacturing, housing and commercial development. New development will be subject to design review. High density multi-dwelling housing is generally called for from Killingsworth north to Columbia Boulevard with the exception of a large commercial node at Interstate and Lombard. The area will retain lower density zones until light rail facility development.

EAST-WEST COMMERCIAL CENTERS
The area contains three major east-west commercial centers. These centers allow less intense development than is permitted along King Boulevard and Interstate Avenue. The east-west commercial centers are Alberta, Killingsworth and Lombard Streets.

Alberta, east of King Boulevard, is an area whose revitalization is built on the formation and growth of small businesses. Both auto and transit oriented developments is envisioned with auto oriented development located close to King Boulevard.

Killingsworth is seen as a retailing area between Williams and Interstate Avenues. The area is anchored by Portland Community College's Cascade Campus, the Killingsworth branch of the Multnomah County Library and Jefferson High School. This center can build on the rich diversity of ethnic populations living nearby, the area's educational facilities, its historic buildings and its location near the Piedmont historic district.

Lombard is the principal access route to the north Portland peninsula. It carries significant amounts of traffic and serves as a transit street. The plan provides corridor of commercial zoning that takes advantage of the street's heavy use.

OTHER COMMERCIAL AREAS
Additional commercial nodes are to be reinforced. Other commercial nodes are located Kenton on Denver Avenue, in Woodlawn on Dekum Street, at 1 and Fremont and on Mississippi centering on Skidmore and Sha Streets. These smaller commercial nodes provide locations for neighborhood retail and service uses.

INSTITUTIONAL CAMPUSES
The plan's economic development strategy is tied to the growth of the Albina community's medical and educational institutions. Growth of these campuses will provide needed jobs and educational opportunities. To fos the growth of these institutions an Institutional Campus Comprehensive Plan Designation and corresponding Residential Institutional Zone have been created. The designation and the zone are intended to streamline the approval process for institutional developments, acknowledge the important role these institutions play and provide nearby residents with certainty as to the institution's ultimate boundaries.

EMPLOYMENT AREAS
In addition to commercial areas the plan proposes several areas of employment zoning. The zone used, (EXd) is urban in nature and allows commercial development, housing and a broad spectrum of light industrial activities. To ensure compatibility of developments, design review is required.

The largest employment area is located along Interstate Avenue. Others are located on Mississippi south of Failing Street, in the Williams/Vancouver corridor between Fremont and Skidmore Streets and in the southern part of the Eliot Neighborhood.

INDUSTRIAL AREAS
Industrial development opportunites are available in the industrial sanctuaries adjacent to the more intensely used areas of the Albina community. Lower Albina, Albina Yard, Swan Island, Mock's Bottom and the Columbia Corridor offer sites for general and heavy industrial firms.

HOUSING
The plan places the greatest opportunity for development of multi-dwelling housing along major streets in areas rezoned from commercial and employment designations and near the potential light rail transit alignments. Elsewhere housing development will occur as infill in lower density multi-dwelling zones and single dwelling areas. Infill opportunities are offered in most single dwelling areas through a new Alternative Design Density Overlay Zone. The overlay zone offers development incentives for new housing which is compatible in character with existing neighborhoods and which reinforces owner occupancy.

TRANSPORTATION
Light Rail Transit: The Plan advanced the priority for development of the light rail transit facility which will serve the Albina Community. Further the Plan calls for the development of frequent stations which ensure that the light rail facility will serve the citizens living and working in Albina.

Freeway Access: Improved access to the interstate freeway system is proposed. Completion of the freeway interchance at Columbia Boulevard and I-5 will improve truck access to Columbia Corridor industrial areas and reduce truck traffic on residential and commercial streets.

OPEN SPACE
Several major new public open spaces are proposed. These are intended to contribute to a city-wide system of open spaces, recreational and wildlife corridors. They include sites for additional public access to the Willamette and Columbia Rivers; sites along the Columbia Slough; the slope above Albina Yard; and an expansion of Delta Park.

A new urban park is proposed in the area near Broadway Street and Martin Luther King Jr. Boulevard. This park is intended as a gateway to King Boulevard and the Albina community.

Those wishing to ask questions about the adopted Albina Community Plan should contact the Portland Bureau of Planning, Room 1002, 1120 S.W. Fifth Avenue, Portland, Oregon, 97204-1966 (503) 823-7700.

LEGEND
COMPREHENSIVE PLAN LAND USE DESIGNATIONS

The land designations adopted as part of the Albina Community Plan and shown on this Plan Map establish City policy on the type and mix of uses appropriate for this part of Portland. These designations have the force of policy statements in the City's Comprehensive Plan. Each of the designations corresponds with one or more zoning classifications. All areas receiving the Central Commercial, Central Residential, Central Employment or Institutional Campus designations are included in a design review zone.

The designations on this map are generalized. For exact information on current Comprehensive Plan designations please check with the planning staff in the City of Portland's Permit Center (1120 S.W. Fifth Avenue, First Floor, Portland, Oregon 97204-1966).

OPEN SPACE
This designation is intended for lands that serve an open space function, primarily public lands, but also some private areas. Lands intended for open space designation include parks, natural areas, golf courses, and cemeteries. The corresponding zone is OS.

SINGLE-DWELLING RESIDENTIAL
This designation reflects Portland's most common pattern of single-dwelling development. It is intended for areas with good public services and few constraints. Single-dwelling residential development will be the primary use. The corresponding zones are R5, R7 and R10.

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

LOW DENSITY MULTI-DWELLING
This designation continues a common development pattern for low density multi-dwelling mixed with single-dwelling housing types. It is intended for areas with good public services and no development constaints. It may be used on larger development sites, or on smaller sites near arterials, transit service or commercial areas. The corresponding zone is R2.

MEDIUM DENSITY MULTI-DWELLING
This designation continues a common development pattern for medium density apartments. It is intended for areas with good public services, including being well served by transit, and no development constraints. It may be used for lands near arterials, transit streets, and commercial areas. The scale of the development is intended to reflect the allowed densities while being compatible with nearby single-dwelling areas. The corresponding zone is R1.

HIGH DENSITY MULTI-DWELLING
This designation allows high density multi-dwelling structures and structures of an intense scale. It is intended for areas with good public services including transit, no development contraints, and a close proximity to commercial areas and/or job centers. The corresponding zone is RH.

CENTRAL RESIDENTIAL
This designation allows high density and most intensely developed multi-dwelling structures. Limited amounts of commercial uses are also allowed as part of new development. The designation is intended for the most built-up parts of the city which have the highest levels of public services. Development will generally be oriented to pedestrians. The corresponding zone is RX.

INSTITUTIONAL CAMPUS
This designation is intended for large institutional campuses that serve a population from a larger area than the neighborhood or neighborhoods in which the campus is located. Institutions eligible for the institutional campus designation include medical centers, colleges, high schools and universities. Uses allowed are those that are part of the institution, accessory to the institution and/or are associated with the mission of the campus. The designation is intended to foster the growth of the institution while ensuring the continued livability of surrounding residential neighborhoods and the viability of nearby business areas. The corresponding zone is IR (Institutional Residential).

NEIGHBORHOOD COMMERCIAL
This designation is intended to allow neighborhood-oriented commercial uses in and adjacent to residential areas. In more densely developed neighborhoods, development should be oriented to pedestrians. In less densely developed neighborhoods, development may be more auto oriented. In both cases, the allowed intensity of development is low to maintain compatibility with residential areas. The corresponding zones are Neighborhood Commercial 1 (CN1) and Neighborhood Commercial 2 (CN2).

OFFICE COMMERCIAL
This designation is intended for situations where a range of office uses may be appropriate, but not a broader spectrum of commercial uses. It is intended for low intensity development on small sites in or near residential areas and for low and medium intensity developments near arterial streets. The corresponding zones are Office Commercial 1 (CO1) and Office Commercial 2 (CO2).

URBAN COMMERCIAL CS
This designation 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 serving a local and larger market area. 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. The corresponding zone is Storefront Commercial (CS).

URBAN COMMERCIAL CM
This designation is intended for more developed parts of the city near relatively dense residential areas. A ful 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. The corresponding zones are Mixed Commercial/Residential (CM).

GENERAL COMMERCIAL
This designation allows a full range of commercial uses having local or regional market. Development will mostly have an auto orientation. It is intended for arterial streets and to be used for developing areas and for larger, older areas which already have an auto-oriented development style. The corresponding zone is General Commercial (CG).

CENTRAL COMMERCIAL
This designation is intended to be the city's most physically intense commercial designation. The designation is intended for the most developed parts of the city which have the highest levels of public services. It allows a full range of commercial uses. The designation encourages development that is supportive of a pedestrian orientation. The corresponding zone is CX. The Design overlay zone will be applied in conjunction with the CX zone.

MIXED EMPLOYMENT
This designation is intended for areas where a wide variety of employment opportunities are encouraged in an industrial-type setting. Industrial uses are allowed with few limitations. Commercial uses are allowed, but are limited in intensity so as to not overburden public services and to maintain adequate industrial development opportunities. Residential development is restricted to prevent conflicts with other uses. The corresponding zones are General Employment 1 (EG1) and General Employment 2 (EG2).

CENTRAL EMPLOYMENT
This designation is intended to provide for mixed-use areas in an overall industrial-type setting. The designation is intended for very developed parts of the city which have the highest levels of public services. It allows a full range of industrial and commercial designations. The corresponding zone is EX. The Design overlay zone will be applied in conjunction with the EX zone.

INDUSTRIAL SANCTUARY
This designation is intended for areas where City policy is to reserve land for existing and future industrial development. A full range of industrial uses are permitted and encouraged. Nonindustrial uses are limited to prevent land use conflicts and to preserve land for industry. The corresponding zones are General Industrial 1 (IG1), General Industrial 2 (IG2), and Heavy Industrial (IH).