

North Interstate Corridor Plan

Design Commission Public Hearing
May 1, 2008

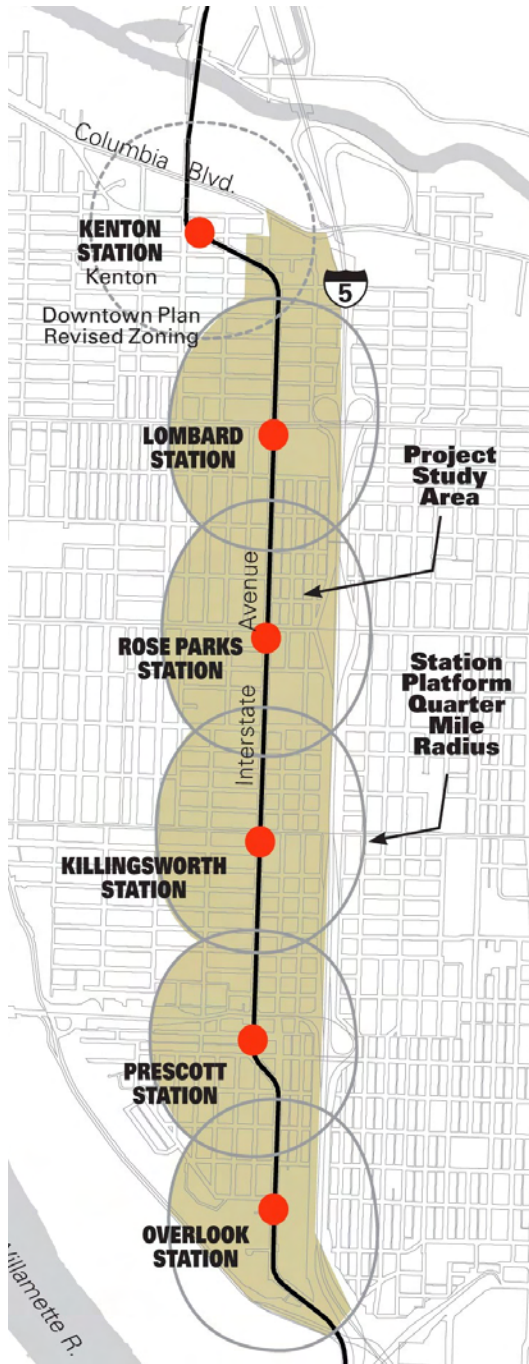


Past Planning



- Albina Community Plan – 1993
- Interstate Corridor Urban Renewal Area – 2000
- Interstate MAX Station Area Revitalization Strategy – 2002
- MAX Yellow Line – Opens Spring 2004
- Interstate Light Rail Corridor Zoning Project—Begins Sept 2006





Project Objectives

- Building on past planning efforts, implement the long term vision of Interstate as a high density transit corridor;
- MAXimize \$325M investment of Light Rail;
- Increase neighborhood economic vitality and services and successfully accommodate additional density;
- Create a coherent and predictable zoning pattern and set of regulations; and
- Be consistent with state, regional, and local policies

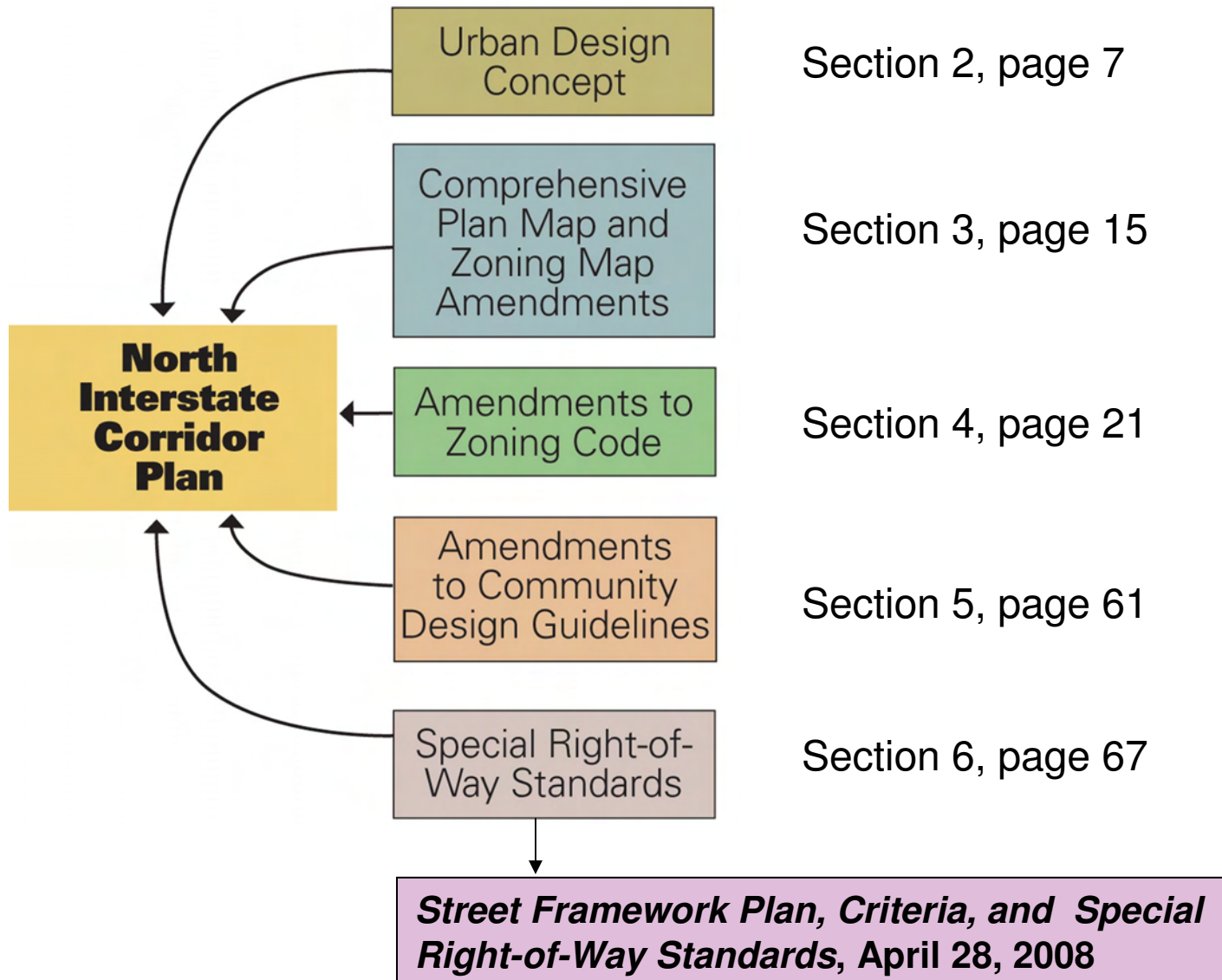


Public Involvement

- Community Advisory Group (CAG)
- Community Events: March 17, 2007; Nov 3, 2007; Feb 21, 2008; and April 10, 2008
- Project Website (over 25,000 'hits')
- E-Newsletter, Mailed Postcards
- Required Notices (Ballot Measure 56, Commissions/City Council Public Hearings)
- ICURAC, Neighborhood & Business Associations



Elements of the Plan





Tasks of Design Commission

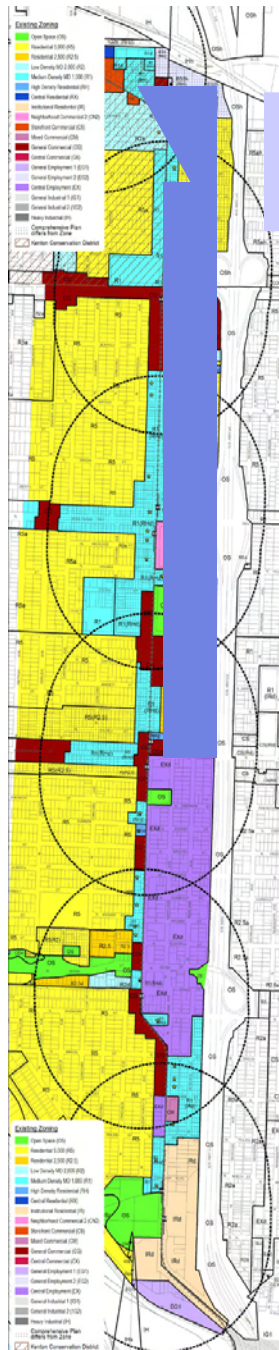
- Recommendation to the City Council on the Amendments to the Community Design Guidelines
- Guidance to the Planning Commission on Design-Related Issues
- Recommendation to the City Engineer on Special Right-of-Way Standards



Next Steps

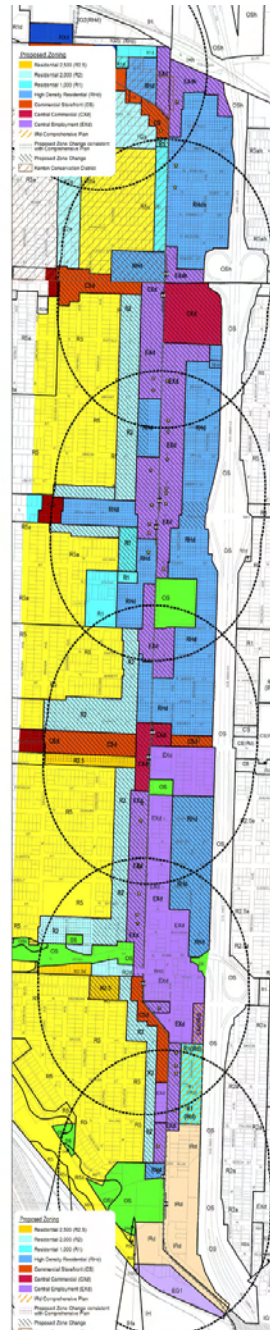
- Planning Commission Work Session
May 27, 2008, 7:00 pm
Jefferson High School (*no public testimony*)
- City Council Public Hearing (*tentative*)
July 16, 2008 - pending Planning and
Design Commissions' Recommendations

PUBLIC RECORD CLOSES: FRIDAY, MAY 9th 5:00 PM



**Existing
Zoning**

**RHd
Comp Plan
Designation**



**Proposed
Zoning**

North Interstate Corridor Plan Existing and Proposed Zoning (Page 19)

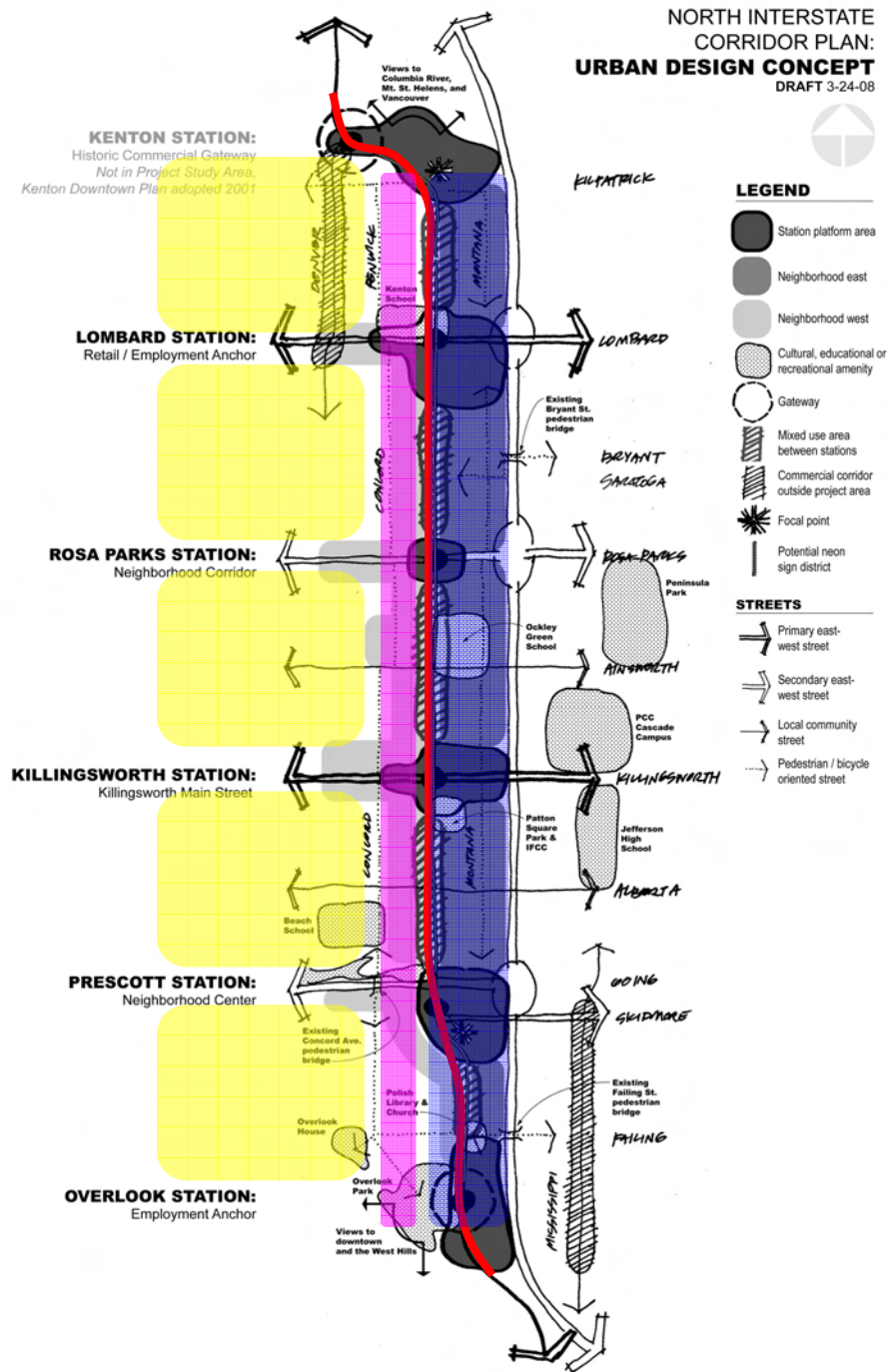
Two-Track System of Design Review

Track 1 Plan Check

- Clear and objective requirements- “yes/no”
- ***Community Design Standards***
- Permit Center Staff
- Over-the-Counter
- Additional .005% of value of project (i.e. \$100,000 = \$500 fee)

Track 2 Land Use Review

- Discretionary criteria
- ***Community Design Guidelines***
- Design Review Staff- appeal to Design Commission
- Type II- typically 8-10 weeks
- Approximately \$3,000-\$7,000 depending on value of project



North Interstate Corridor Plan Urban Design Concept

- Interstate Avenue
- Neighborhood East
- Neighborhood West



Proposed Amendments to the Community Design Guidelines

- Amend Guideline P1 “Plan Area Character” to add 9 new design guidelines for the North Interstate Corridor Plan area
(Section 5, page 61 in yellow document)
- Add Urban Design Concept map to appendix
(Section 2, page 9 in yellow document)
- Add station area desired character statements and station area concept maps to appendix
(Appendix D, page 75 in yellow document)

Proposed Amendments to Guideline P1 “Plan Area Character” of the Community Design Guidelines

- A. Strengthening the character of the individual station areas.
- B. Strengthening the character of culturally significant buildings and structures along the corridor
- C. Enhancing gateway and focal point locations with new development.
- D. Integrating existing mature trees.
- E. Integrating multifunctional night lighting.
- F. In Neighborhood East, strengthening the residential character along Montana Avenue.
- G. In Neighborhood East, creating a special developed edge along the Interstate 5 Freeway.
- H. In Neighborhood West, developing sensitive transitions to the existing lower density residential communities.
- I. Strengthening the cultural significance of Interstate Avenue’s iconic neon signs.

A. Strengthening the character of the individual station areas.



- Six different station areas
- High-density development facing the platform areas
- Strengthening connections to east-west streets from Interstate



B. Strengthening the character of culturally significant buildings and structures along the corridor



- Series of historic and/or culturally significant buildings along corridor
- Transition new development to these structures and buildings
- Respect architectural patterns, craftsmanship and detailing



C. Enhancing gateway and focal point locations with new development.



- Two gateways and focal points along corridor
- Opportunities for visually prominent, “wayfinding” buildings and/or structures
- Emphasize transitions



D. Integrating existing mature trees.



- Mature trees give character to areas, streets
- Contextual designs that work with site, landscape
- Offer relief from more active, urban environment

E. Integrating multifunctional night lighting.



- Interest in increased night lighting for additional security
- Opportunity for building lighting to also light the sidewalk, reducing need for new street lights
- Lighting main entrance, access to main entrance when set back already addressed by the code
- Could be too much lighting on residential streets

F. In Neighborhood East, strengthening residential character along Montana Avenue.



- Pedestrian and bicycle-oriented residential street
- Building lobbies, main entrances oriented to Montana
- Landscaped setbacks and “greener,” local, less-active character

G. In Neighborhood East, creating a special developed edge along the Interstate 5 Freeway.



- Opportunity for taller buildings
- Portions of Minnesota offer loading, stormwater functions
- Bryant, Failing ped / bike bridges need more visibility, building orientation



H. In Neighborhood West, developing sensitive transitions to the existing lower density residential communities.



- Larger building masses oriented to Interstate
- Smaller building volumes, housing types facing lower density neighborhoods
- Building articulation, development patterns, attention to detail important



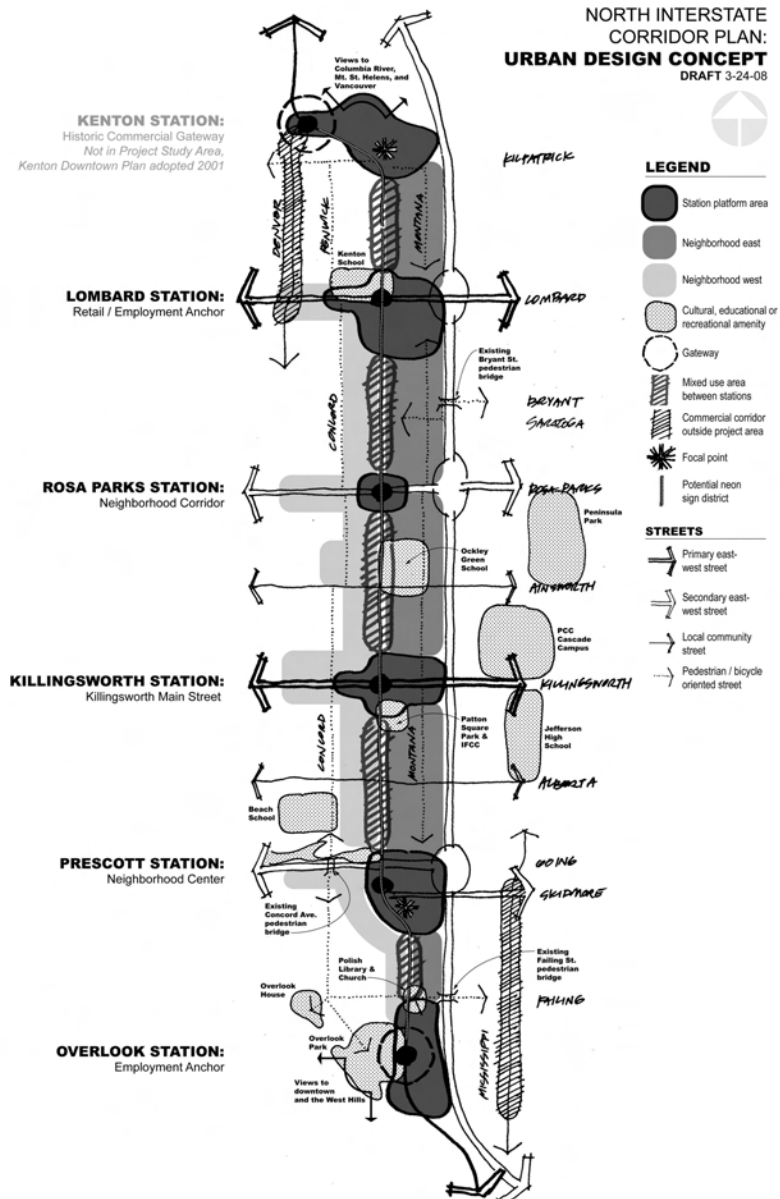
I. Strengthening the cultural significance of Interstate Avenue's iconic neon signs.



- Contribute to corridor's distinctive mid-century character
- Offer unique nighttime vitality
- Relationships to building lighting and architecture



Urban Design Concept Map in Appendix

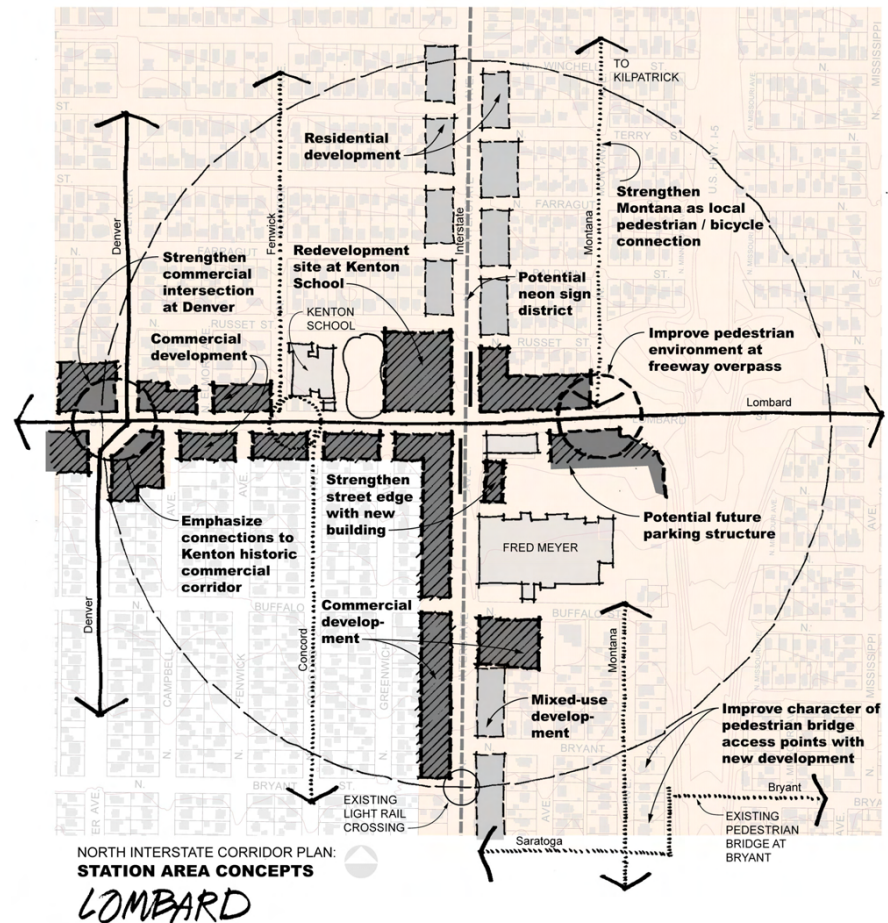


Station Area Character Statements and Concepts in Appendix

Lombard Station:

Employment / Retail Anchor

New development at this station area strengthens the existing active commercial uses and character along Lombard with new commercial uses and active storefronts at the intersection of Lombard and Interstate. Redevelopment of a portion of the Kenton School site has become a visually prominent focal point and activity hub for the station area. Significant pedestrian and transit-rider enhancements have improved this intersection's functions as a vital transportation hub. Nearby development has improved wayfinding to, and pedestrian access across, the existing Bryant Street bridge to the Humboldt and Piedmont neighborhoods. This station area's commercial energy is anchored to the west by new development at the intersection of Lombard and Denver, and improved connections to downtown Kenton.



Guidance to Planning Commission

1. Overall Urban Form (FARs and Heights)

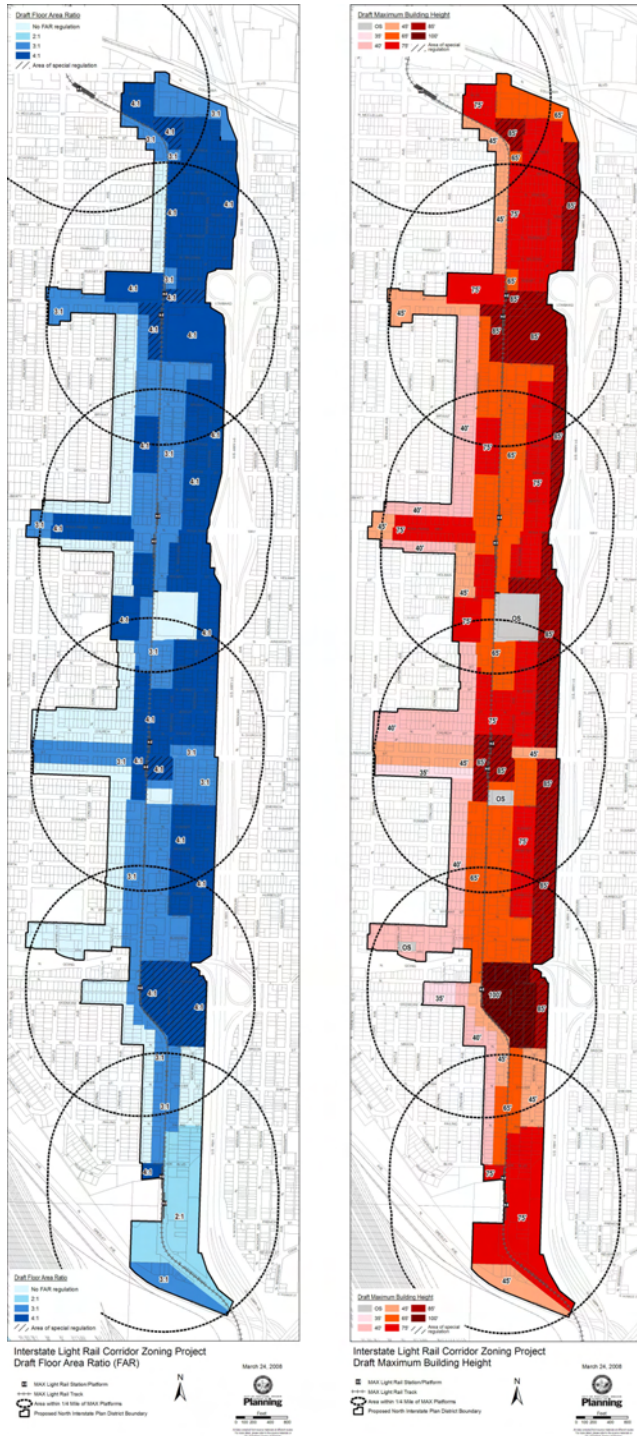


2. Building Transitions



3. Proposed Neon Sign District

North Interstate Corridor Plan Special Height & Floor Area Ratios (Page 51)



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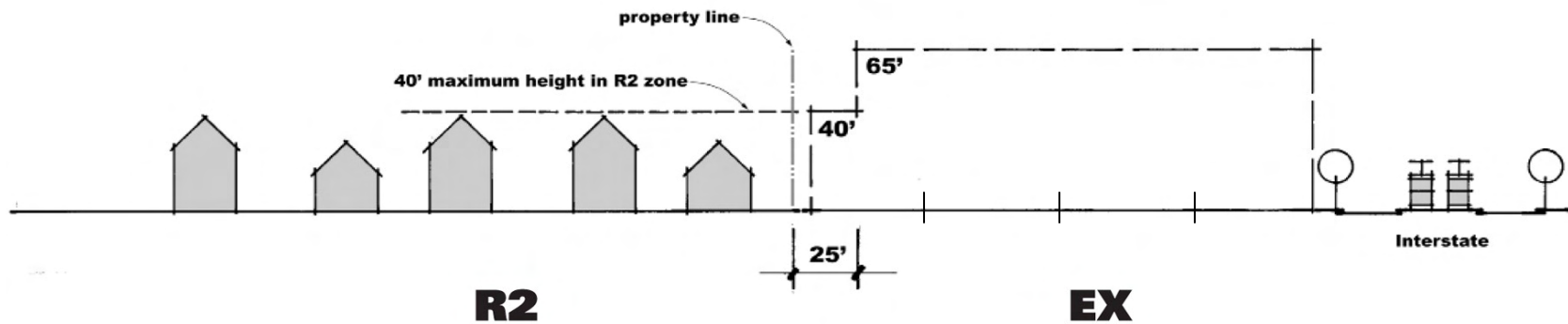
2. Building Transitions



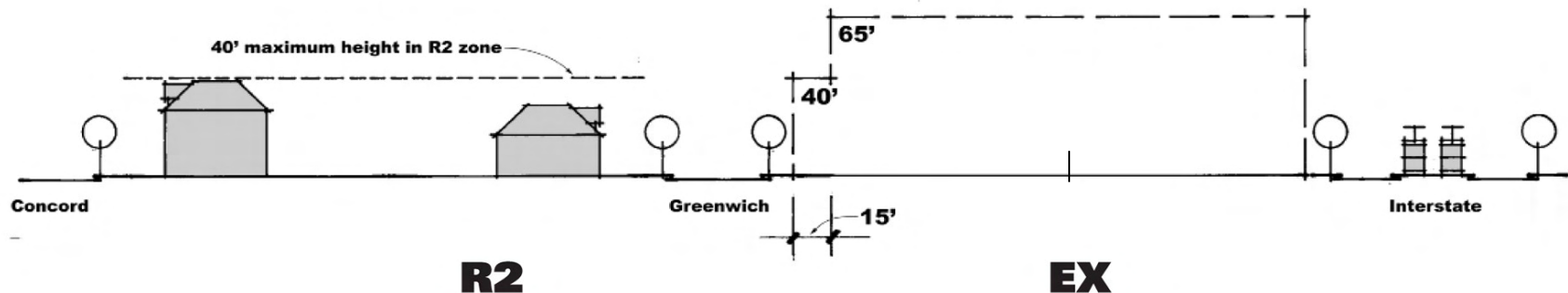
3. Proposed Neon Sign District

Transition to Neighborhood West

Page 33



Transition Mid-Block (Long East-West Blocks)



Transition at Street

Guidance to Planning Commission

1. Overall Urban Form (FARs and Heights)



2. Building Transitions



3. Proposed Neon Sign District

Existing Neon Signs – Staff Identified ‘Best Examples’



Other signs?



Guidance to City Engineer

*Street Framework Plan, Criteria, and
Special Right-of-Way Standards,*
April 28, 2008 Public Review DRAFT

April Bertelsen, Office of Transportation



Interstate Corridor Redevelopment Scenarios, August 2007
Emmons Architects

Recent and Proposed Development



**Overlook Heights Condominiums, Interstate Avenue at Shaver,
CM Zoning; Proposed EX**



Montana Avenue
Condominiums
RHd Zoning





**Mississippi/Overlook Condominiums in Prescott Station,
R1 Zoning**



**Single Family House in Neighborhood West,
R5 Zoning**



Next Steps

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End of Staff Presentation

Community Advisory Members

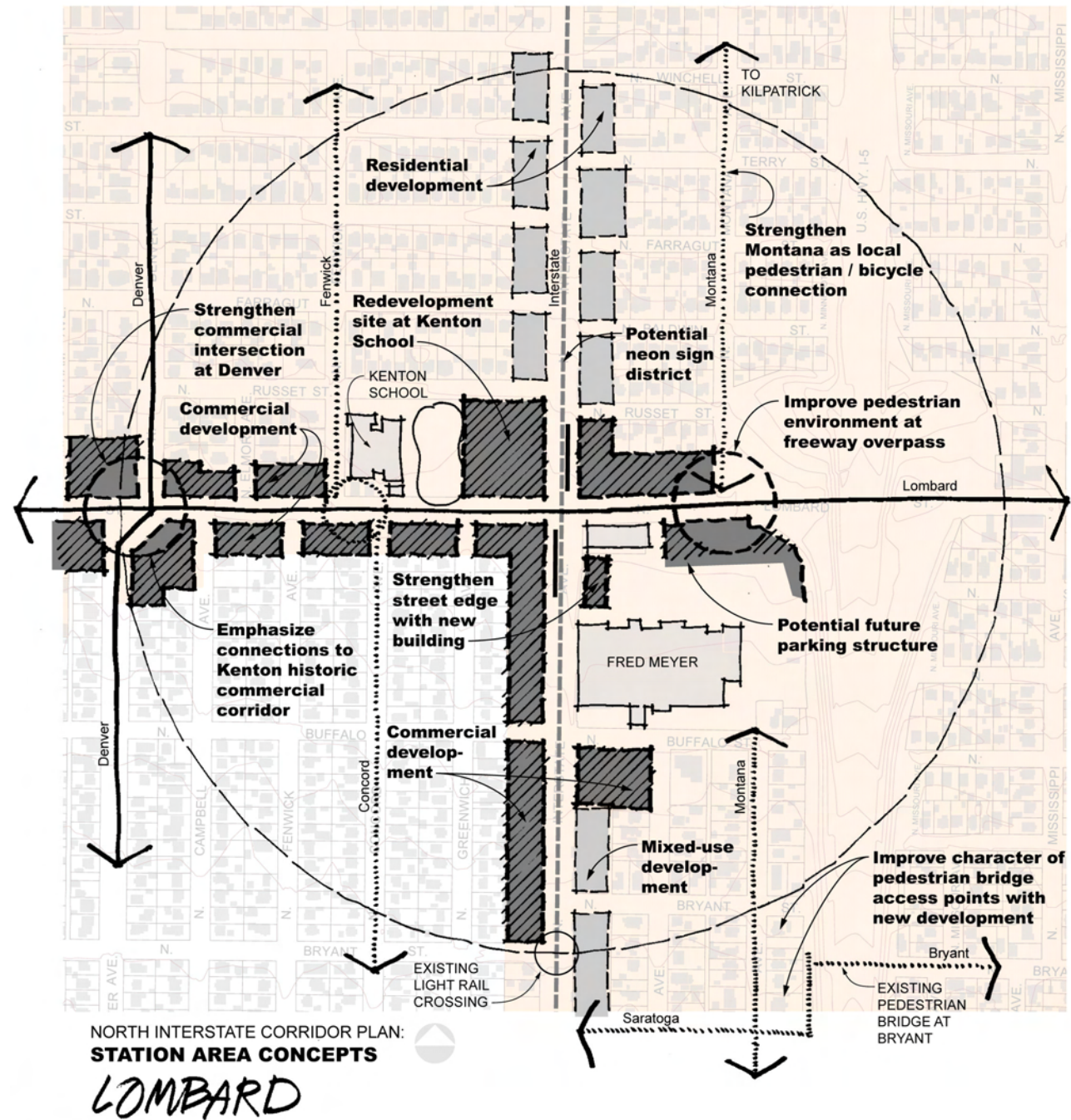
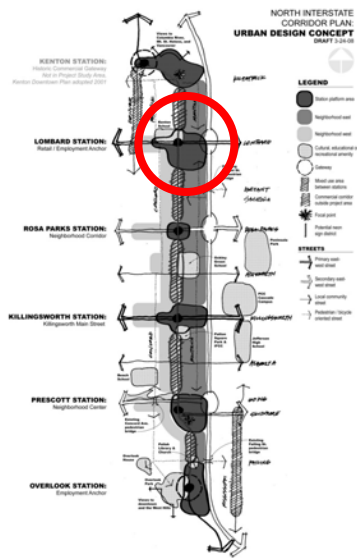
Christine Duffy, Chair of the Arbor Lodge
Neighborhood Association

Josh Stein, Architect, Montana Condominiums

AlexSandra, Interstate Avenue Business Owner/
Vice-Chair of the Interstate Business Association

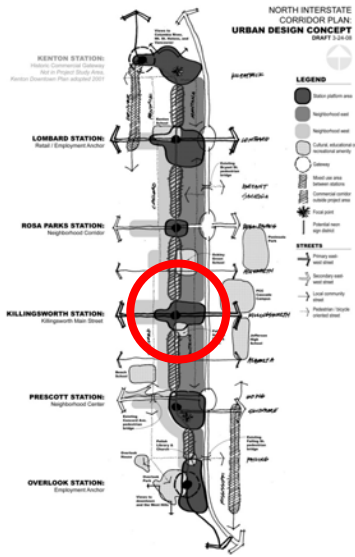


KENTON

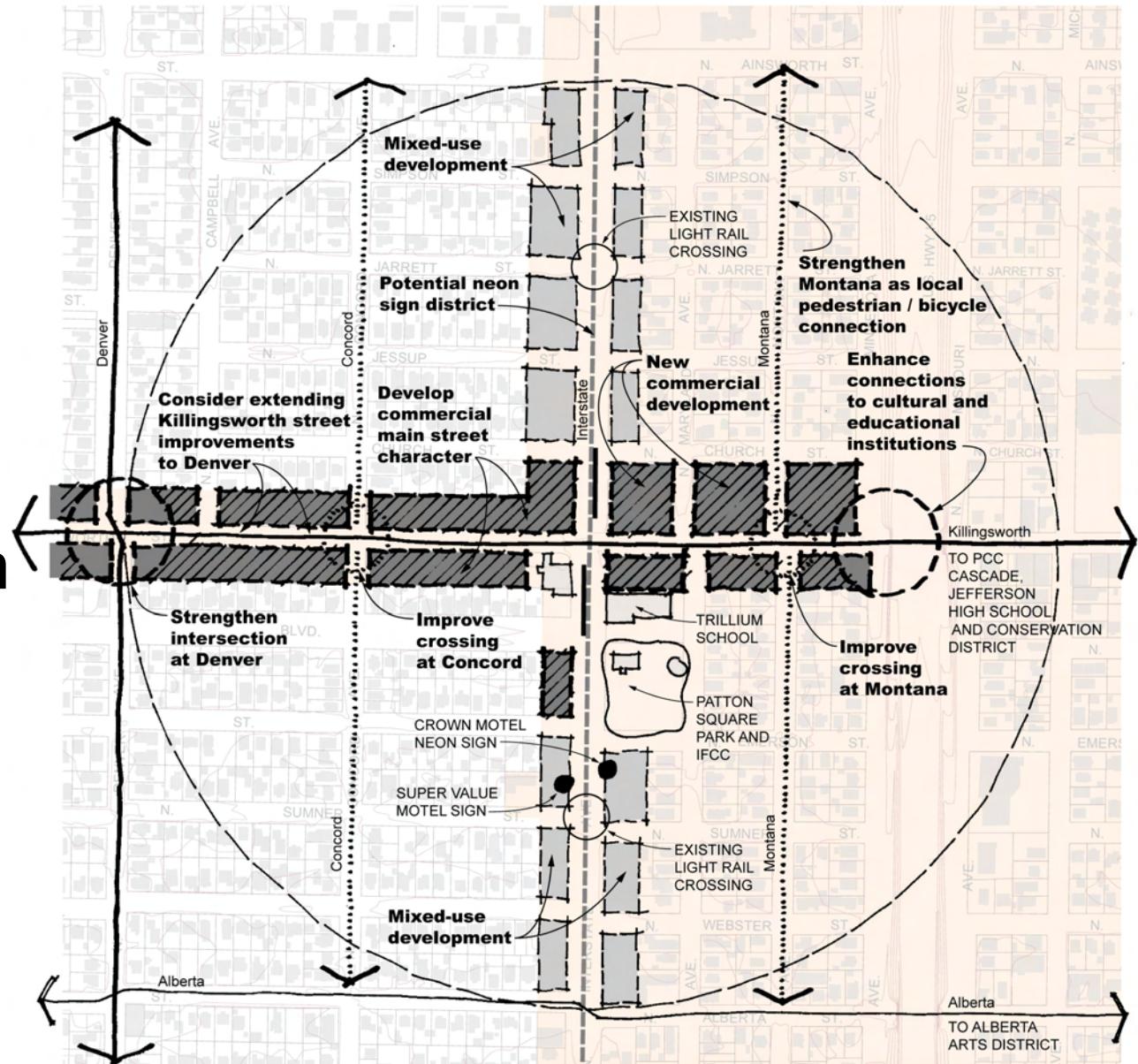




ROSA PARKS



Killingsworth

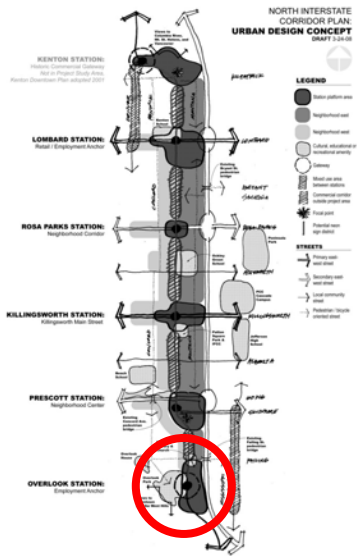


NORTH INTERSTATE CORRIDOR PLAN:
STATION AREA CONCEPTS

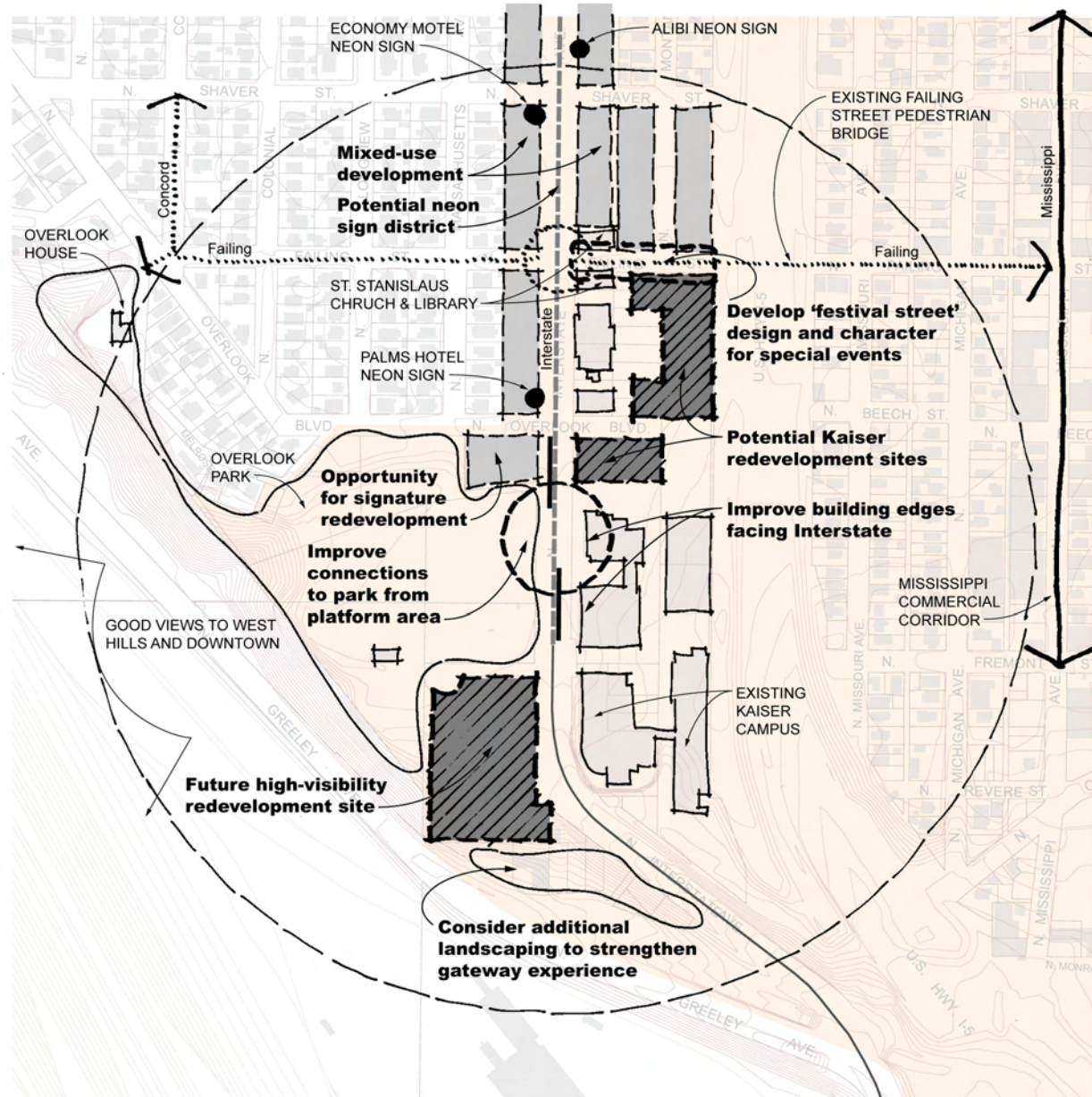
KILLINGSWORTH



PRESOTT



Overlook



NORTH INTERSTATE CORRIDOR PLAN:
STATION AREA CONCEPTS

OVERLOOK

Amendments to Community Design Guidelines

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-Proposed Design Guidelines Continued-

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