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# **Adopted Albina Community Plan Design Guidelines**

**Adopted by the  
Portland Design Commission, December 17, 1992  
and  
Portland Historic Landmarks Commission, October 14, 1992**

**February 1993**

**Bureau of Planning  
Portland, Oregon**

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# **Albina Community Plan Design Guidelines**

## **Portland Bureau of Planning**

Gretchen Kafoury, Commissioner of Public Utilities  
Robert E. Stacey, Jr., AICP, Planning Director

## **Project Staff**

Michael S. Harrison, AICP, Chief Planner, Community Planning  
Sheila Frugoli, AICP, City Planner  
Julia Gisler, City Planner  
Susan Gregory, Word Processing Operator  
Judy Galantha, Graphic Illustrator II  
Richard Bellinger, Graphic Illustrator I

## **Editorial Assistance**

Leo Williams, Senior Urban Designer & City Planner  
Mark Bello, AICP, City Planner  
Tim Barnes, City Planner

The guidelines and design concepts presented in this document were strongly influenced by: "The 10 Essentials for North/Northeast Portland Housing: A Book of Guidelines for Renovations and New Construction" prepared by the Portland Chapter, American Institute of Architects Housing Committee, the "Central City Plan Fundamental Design Guidelines" prepared by Leo Williams of the Portland Planning Bureau and the "Downtown Design Guidelines" prepared by Michael Harrison of the Portland Planning Bureau.

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# Introduction

The Portland Design Commission approved the Albina Community Plan Design Guidelines on December 17, 1992. The Portland Historical Landmarks Commission completed their review and approved the guidelines on October 14, 1992. The Landmarks Commission focused its attention to the guidelines applicable to sites within the Historic Design Zone/Neighborhood Conservation Districts. This completed the required review and approval by both the Design and Historic Landmarks Commissions. The guidelines are implemented as part of the Albina Community Plan.

Design Review is used to evaluate exterior modifications to buildings and sites in order to protect and enhance special historical, cultural, and architectural features of a site or area. Design Review has been applied to selected sites in the Albina Community Plan area to ensure that new development makes a contribution to the improvement of important areas of the community and to enhance the environment for pedestrians. The review will ensure the buildings and sites are aesthetically and functionally compatible with the nearby uses and the character of the neighborhood and will maintain or improve the economic and social vitality of an area.

The Albina Community Plan area has many unique and valuable qualities. It is one of Portland's oldest areas. Design Review is applied to assist in the enhancement of historically rich areas. The proposed Historic Design Zone/Neighborhood Conservation Districts of the Albina Community Plan area are: Kenton, Piedmont, Eliot, Irvington, N Mississippi, Woodlawn and Lower NE Russell Street.

## Purpose of Document

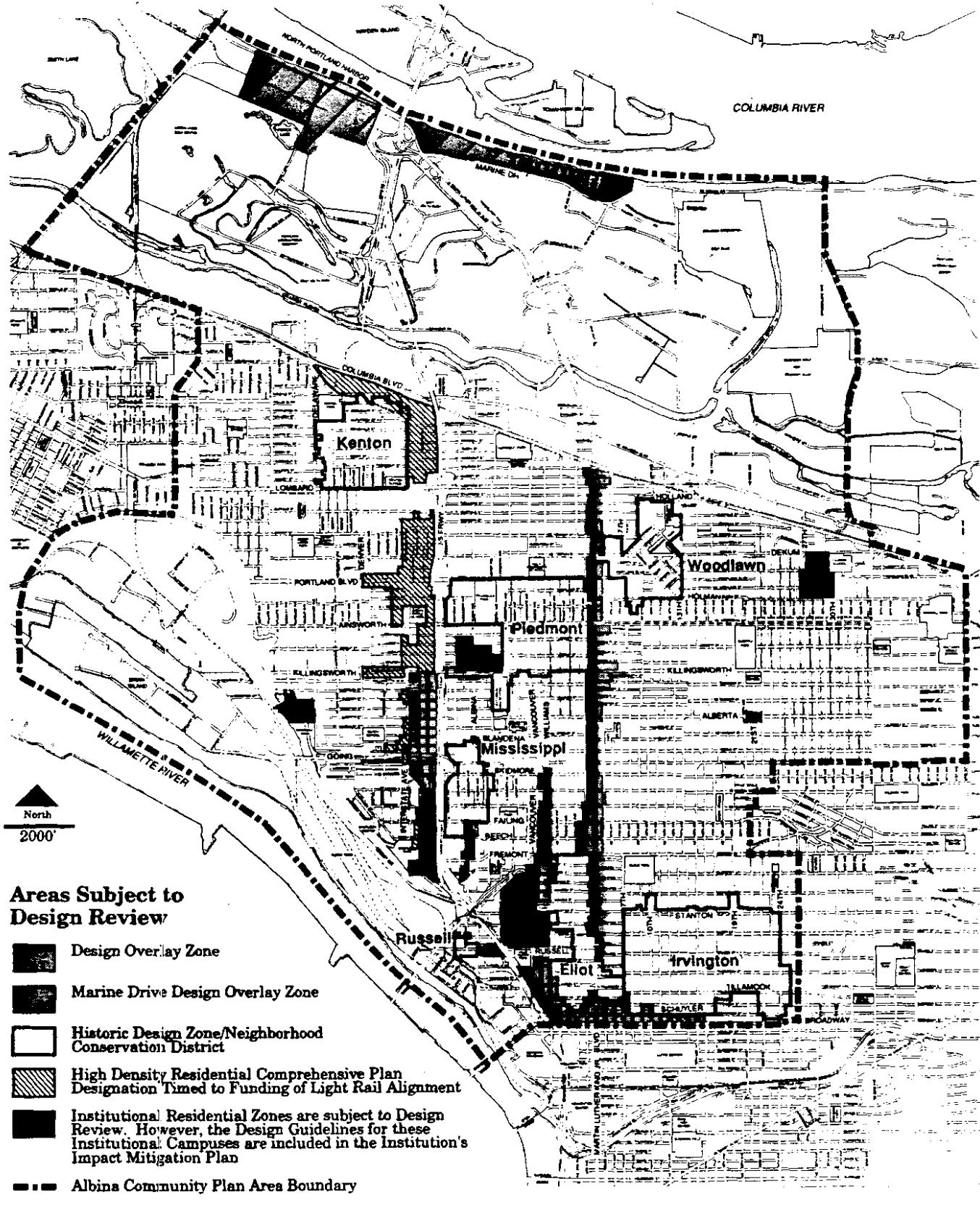
This document is written for property owners and developers of sites located within the Albina Community Plan, zoned with the "d" Design overlay zone. However, the guidelines contained in this report may not apply to every situation. A two-track system has been developed which gives property owners or developers the option of using objective development standards as an alternative to going through a design review process, in most situations. This system provides greater certainty and an expedited evaluation. If the applicant cannot meet, or wishes to vary from those standards, then design review is required. Some major developments or higher-intensity residential projects will not be allowed to use the Supplemental Compatibility Standards. There are thresholds which determine which type of review is applicable. Those projects exceeding the Compatibility Standard review thresholds, must be reviewed through the Design Review process. This report does not contain the Supplemental Compatibility Standards. They can be found in Chapter 33.295 of Title 33, Portland's Zoning Code.

**Design Review is applied to protect historic buildings or create a different development style. It ensures quality design for desired development.**

**The Two-Track Design Review System is described in more detail in later sections of this document.**

The map below identifies the Historic Design Zone/Neighborhood Conservation Districts and the other areas with the d, Design Review Overlay zone.

The map also identifies two unique areas. The sites along the proposed light rail alignment have high density zoning, with the Design Review overlay zone.



The upzoning will be approved only if the property is within 2,000 feet of a light rail station designated for construction and after funding has been secured for the light rail transit facility. The properties located along N. Marine Drive have a separate set of guidelines applied to those sites.

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## **Albina Community Plan**

The Albina Community Plan is a comprehensive document addressing land use, transportation, environmental, educational and social issues. The plan recognizes the interrelationship all these elements have in affecting Albina's livability and vitality. A major charge of this planning effort is to combat the pattern of economic decline occurring in this section of the City. The plan promotes reinvestment, and provides a policy framework and implementation program for long-term financial and personal investment. Furthermore, it emphasizes the rich heritage and community spirit of the area.

This planning effort also produced eleven neighborhood plans. The following neighborhood plans are recommended for adoption: Arbor Lodge, Boise, Concordia, Eliot, Humboldt, Irvington, Kenton, King, Piedmont, Sabin, and Woodlawn. Beyond the Albina Community Plan document, the neighborhood plans are useful to residents, developers and business and services providers who wish to know the priorities set forth for each neighborhood.

## **Historic Design Zone/Neighborhood Conservation Districts**

There are numerous residential and commercial sections of Albina that were

developed well over 50 years ago. Certain areas were fully developed before the 1930s. These areas are capsules of a past era, a rare collection which represents Portland's development and cultural past. The architectural design of the structures, their location on the site, and certain street features makes each area stand apart.

There are seven Historic Design Zone/Neighborhood Conservation Districts proposed to preserve the structures and maintain a comparable development character for rehabilitations and new construction. All references to these districts will be Historic Design Zone/Neighborhood Conservation Districts. Confusion over the seven proposed Historic Design Zone and the Federal Historic District Designation requires this title for clarification.

The boundaries of the Historic Design Zone/Neighborhood Conservation Districts were established in response to field surveys, the development of separate neighborhood plans and information from the Bureau of Planning reports: **City of Portland Historic Inventory and Potential Historic Conservation Districts, 1978.**

As a separate but related effort, the Bureau of Planning received a grant from the State Historic Preservation Office to update the Historic Inventory for the Albina Community Plan area. This project identified sites located outside of the seven Historic Design Zone/Neighborhood Conservation Districts for possible historic designation.

In accordance with the requirements of State Goal 5, an Economic, Social, Environmental and Energy (ESEE) Analysis was completed for the seven Historic Design Zone/Neighborhood Conservation Districts. This analysis first described the historic resources and then examined the consequences of allowing uses which conflicted with the protection of the resource. Finally, it described the appropriate level of protection, which balanced the economic, social, environmental and energy values.



Streetcar commercial development along Martin Luther King Jr. Blvd. (formally Union Avenue).

## Historic Landmarks

The City also has a designation program for historical landmarks. Landmarks can include buildings, portions of buildings, sites, trees, statues, signs or other objects of historic importance or architectural significance. A landmark is designated after an evaluation process has found it to have approval criteria for architectural and/or historical significance. Once a site or building is designated, all modifications to the landmark or demolition must be reviewed. All exterior modifications to a designated historic landmark must be reviewed through the Type II Design Review Procedure.

Historic Landmarks are designated by the City. Some may also be identified on the National Register of Historic Places.



The Kenton Hotel located on N Denver Avenue is a designated historic landmark.

## Alternative Design Density Overlay Zone

The Albina Community Plan area contains the Alternative Design Density overlay zone. This overlay zone allows modifications to residentially-zoned sites which allow an additional unit per lot or the conversion of a part of a house into an apartment unit. A project wishing to take advantage of the liberalized provisions of the Alternative Design Density overlay zone may use the Supplemental Compatibility Standards unless the project exceeds the thresholds set forth in the Supplemental Compatibility Standards.

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## DEVELOPMENT REVIEW

### Two-Track Design Review System

Design review is used to evaluate architectural quality, building placement on a site, dimensions, height and bulk and exterior alterations. Also considered in the review is the selection of building materials, location of parking areas and selection and placement of landscaping.

Through the Albina Community Planning effort, an optional method of review was developed. The **Supplemental Compatibility Standards** are available to property owners and developers as an alternative to the design review process. This alternative is offered as a means of streamlining the development review process by reducing the time, cost and uncertainty of the design review process. Unlike design guidelines, the standards are quantifiable and do not require discretion in determining compliance.

Projects that may choose to meet these standards are minor design cases, remodeling, and new construction projects and infill development which are done under the provisions of the "a" Alternative Design Density overlay zone.

This document does not contain the Supplemental Compatibility Standards. They can be found in the adopted Albina Community Plan as well as Chapter 33.295 of Title 33, Portland's Zoning Code.

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## Project Thresholds

Project eligibility for review with the Supplemental Compatibility Standards depends upon the base zoning and the historical status of the site. A Portland Historic Landmark or a site, structure or tree listed on the National Register of Historic Places or a Rank I resource in Portland's Historic Resource Inventory may only be reviewed through the Design Review process.

The table below identifies the upper limits of project size for use of the Supplemental Compatibility Standards as an alternative to using the Design Review Procedure.

ZONES	THRESHOLD
Single Dwelling Zones	5 Dwelling Units or Less
R2 & R3 Zones	10 Units or Less
R1 Zones	40 Units or Less
RH, RX, C, E & I Zones	Project cost \$5 million or Less

## Design Review

For those projects not eligible for the review with the Supplemental Compatibility Standards or if the property owner finds them too restrictive or inappropriate for the proposed development, the Type II Design Review Process will be used.

The guidelines provide guidance in how a project is evaluated. The guidelines do not prescribe specific design solutions, rather they encourage imaginative approaches. The design guidelines are not intended to be inflexible. Their purpose is to aid property owners, developers, and architects in understanding how the development fits into, supports and enhances the character of the area and the environment for pedestrians.

## Design Review Procedures

The Zoning Code provides three kinds of land use procedures in reviewing a design review application. The Type III procedure is classified as a major review. The application requires a pre-application conference and a hearing before the Design Commission. The Type III review process is not assigned to the Albina Community Plan area.

The Type II process is an administrative review with the Planning Bureau Director making the decision. There is an opportunity to appeal the decision. If appealed, the review goes before the Design Commission for a public hearing and final decision. Or in the case of a historic landmark or a project within a historic design district the case is appealed to the Historical Landmarks Commission. The Commission's decision cannot be appealed to another review body within the city.

The Type I procedure is a new procedure developed for minor design cases. Like the Type II review, an administrative decision is made by the Planning Bureau Director. It differs in that the decision cannot be appealed at the local level. This procedure is only available for certain projects located within an IR, Institutional Residential zone, in accordance with an approved Institutional Campus Impact Mitigation Plan.

## **Applicable Procedures**

All design review applications for properties within the Albina Community Plan area will be reviewed with the Type II procedure. However, an additional neighborhood contact step has been added for all design review applications involving properties within the Albina Community Plan boundary. This step is also required for projects being reviewed through the Supplemental Compatibility Standards procedure.

The neighborhood contact requirement is intended to foster discussion between development and neighbors on the issue of design compatibility. The point of the discussion is the sharing of views and concerns. This discussion is not binding for the developer.

The requirements are as follows:

A. Prior to applying for a building permit an applicant seeking design review for a property within the Albina Community Plan boundary must complete all the steps listed below. The neighborhood contact steps are not required for those projects that are exempt by 33.295.060.B.

1. Contact the neighborhood association. The applicant must contact the local neighborhood association, in writing by registered or certified mail, and request a meeting. The neighborhood association should reply to the contact within 14 days and set a meeting date within 30 days of the date of the initial contact. The neighborhood may schedule the meeting with its board, its general membership or one of its committees. Names and addresses of contact people for Portland's neighborhood associations are available at Portland's Permit Center, 1120 SW Fifth Avenue or at the Office of Neighborhood Associations, 1220 SW Fifth Avenue.
2. Neighborhood Association meeting. The meeting is to provide an opportunity for neighborhood residents and the developer

to discuss concerns about the compatibility of the proposed development with the neighborhood. The focus of the meeting should be the design of the project and not whether the project will be built. The discussion at the meeting is advisory only and is not binding on the applicant.

**Not all projects require the neighborhood notice and meeting with neighborhood representatives.**

3. Follow-up letter. After the meeting and before submitting the design review application, the applicant must send a letter to the neighborhood association. The letter will explain design changes the applicant is making.
  4. Application for Design Review. The Design Review Application must be accompanied by 3 copies of the letter requesting the meeting with the neighborhood association and 3 copies of the follow-up letter.
  5. If no meeting is scheduled. If the neighborhood does not reply to the applicant's contact letter within 14 days or does not schedule a meeting within 30 days, the applicant may submit the design review application without further delay.
- B. Projects exempt from the neighborhood contact requirement. Projects that include the development of 3 or less residential dwelling units and/or those that include the development of less than 10,000 square feet of new interior space for business use are exempt.

**Projects not involving a city historic landmark, not located outside of a Historic Design Zone, or located along N. Marine Drive, need to only address the Design Guidelines in the section entitled "Albina Plan Design Guidelines".**

**For properties within Historic Design Zone/Neighborhood Conservation Districts, refer to the section "Historic Design Zone/Neighborhood Conservation District Guidelines" for background information and guidelines.**

**Steps to Follow:**

- 1. Read the Albina Community Historic Background**
- 2. Read and address the Secretary of the Interior's Standards for Rehabilitation, which apply as guidelines for all projects within a Historic Design Zone/Neighborhood Conservation District.**
- 3. Read the Historic Design Zone/Neighborhood Conservation District background information for the district where your property is located.**
- 4. Address guidelines of Section I if a residential property. If a commercial property address only the guidelines in Section II.**

## How To Use This Document

There are three different sets of guidelines. One set applies to properties within Historic Design Zone/Neighborhood Conservation Districts. Another set is applied to all other properties designated for design review, except sites located along N. Marine Drive. The last set of guidelines applies to sites located along N. Marine Drive with the "d" overlay zone. The map on page 2 identifies these different areas.

Guidelines set the parameters for design review and are intended to lead the development. For example Guideline #16 calls for "protection of the pedestrian from bicycle and vehicular movement" and Guideline #17 calls for "pedestrian connections through and along the site with strongly marked pedestrian crossings and inviting sidewalk design". The property owner or developers must show that the site can be conveniently and safely accessed by both cars and pedestrians. This guideline is especially important for commercial and employment developments which contain parking between the building and the street. The use should be accessible and provide a sense of welcome to both those who drive or walk to the site.

For Historic Design Zone/Neighborhood Conservation Districts, the background statement describes those characteristics of the historic districts that need to be protected and reflected in restoration projects and new construction.

**Title 33, Portland Zoning Code more fully describes the legal requirements and land use review procedures.**

# ALBINA PLAN DESIGN GUIDELINES

This section contains guidelines which apply to sites which are not city historic landmarks, within Historic Design Zone/Neighborhood Conservation Districts or along N. Marine Drive.

## Site Design

### BACKGROUND

The entire site should function to complement the building and uses, as well as the abutting uses and neighborhood. The placement of a building, its entrance, the parking area and the walkways should facilitate safe movement of pedestrians, bicyclist and motorists.

Pedestrian paths, crossings, entrances, ramps and public spaces should be designed to allow safe, pleasant and efficient use by people with physical limitations. Design is encouraged that will make barrier-free access both graceful and innate to projects.

The buildings should take advantage of abutting or nearby amenities such as parks, river views or historic buildings. Views can be created when buildings are designed with glass areas that face important visual features such as park areas, the riverfront, the surrounding hills and mountains and the cityscape. Windows, balconies and outdoor terraces that are oriented toward important points of interest provide new viewpoints.

The landscaping of a site and the type and placement of signs are also integral components of a site's design. The effectiveness of a sign is determined by its location, relationship to and with buildings, the street and sidewalk system and the traffic pattern. Its proximity to other signs also affects

its communication impact. Signs should be complementary and respectful to the visual integrity and character of the building. Signs should be oriented toward both the pedestrian and the vehicle and be part of the ground-level focus. Parking lot design should address the appearance from the surroundings, from street level, and from elevated vantage points.



A wall sign such as this at a NE Portland produce and grocery market complements the character of the building.

#### Guideline #1:

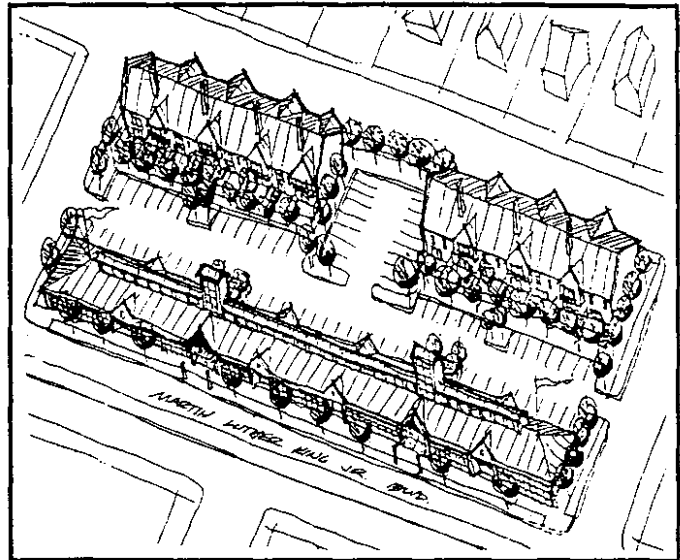
Accommodate access for people with physical limitations in a manner that is an integral part of the site and building.

#### Guideline #2:

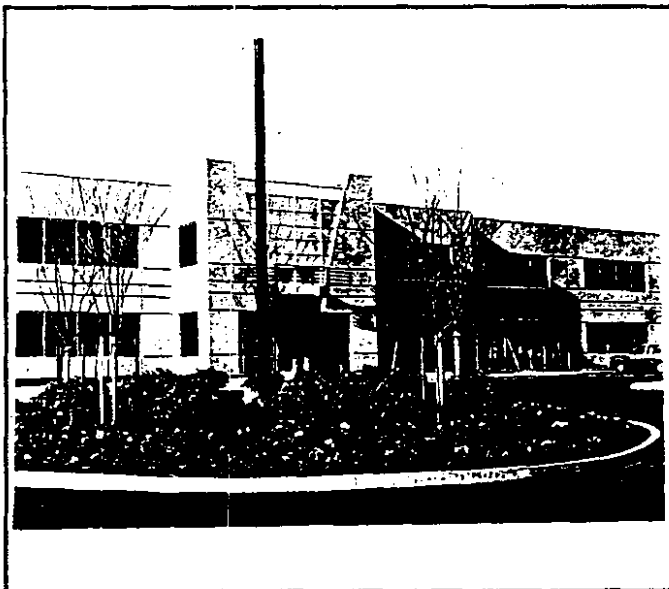
Enhance visual and physical connections to river and slough viewpoints and other amenities. Provide opportunities for viewing of and access to surrounding amenities, points of interest and activity, through the placement of windows, entrances, and exterior spaces. Where possible, create a clear pedestrian connection to the river and slough system.



Wide entrance ways and no stairs allow people with physical limitations access to commercial services.



This architectural sketch illustrates how a commercial development can orient buildings to the street, create a safe enclosure for pedestrians and also provide parking that does not conflict with nearby residential uses.



Landscaping at the Kaiser Permanente Medical campus creates a visually pleasing traffic circulation device and a gateway to the facility.

**Guideline #3:**

Incorporate landscaping as an integral element of design. Use landscaping to enhance the urban environment and to make good transitions to adjacent and nearby natural areas. Use landscape materials which provide shape, soften edges, create screens, provide habitat and add life and color to the environment.

**Guideline #4:**

Integrate parking in a manner that complements the site and respects the building orientation. Parking areas should be compatible with surrounding sites.

**Guideline #5:**

Carefully design and place signs to integrate with the scale, color and style of the building design and site configuration. Signs should complement street and sidewalk activity.

**Guideline #6:**

Use building placement, orientation, and landscaping to create a safe environment for pedestrians, bicyclists and those arriving to the site by car.

## **Building Design**

### **BACKGROUND**

New construction and the alteration of existing buildings should be thoughtfully designed to respect adjacent historic development, be compatible with the existing building's form and pattern, and provide an overall standard of quality. A design that ignores its neighbors can damage the special qualities and identity of the area. Where changes in scale and form are unavoidable, design features such as wall texture, materials, color, window proportions and facade articulation should be applied to recognize the characteristics of the surrounding buildings.

Rehabilitation work should not destroy distinguishing qualities of the original character of a structure. Distinctive features or examples of skilled craftsmanship, which often predate mass produced building materials, should be treated with sensitivity.

#### **Guideline #7:**

**Consider the use of similar design elements such as scale, color, materials, roof line and windows to acknowledge the characteristics of surrounding buildings and create a consistent pattern and form.**

#### **Guideline #8:**

**Exterior modifications of an existing structure should respect the original character of the building. Additions to buildings should be compatible with the original building design in scale, color, material and architectural style.**



This drive-through restaurant, located near the Ladd's Addition Historic District in southeast Portland, is a fine example of auto-oriented development which also welcomes pedestrians. Wide sidewalks, outdoor seating, awnings, building orientation to the street and parking lot landscaping make this site compatible with nearby residential and historic commercial development.



This whimsical sign creates visual delight in the NE Broadway storefront commercial area.

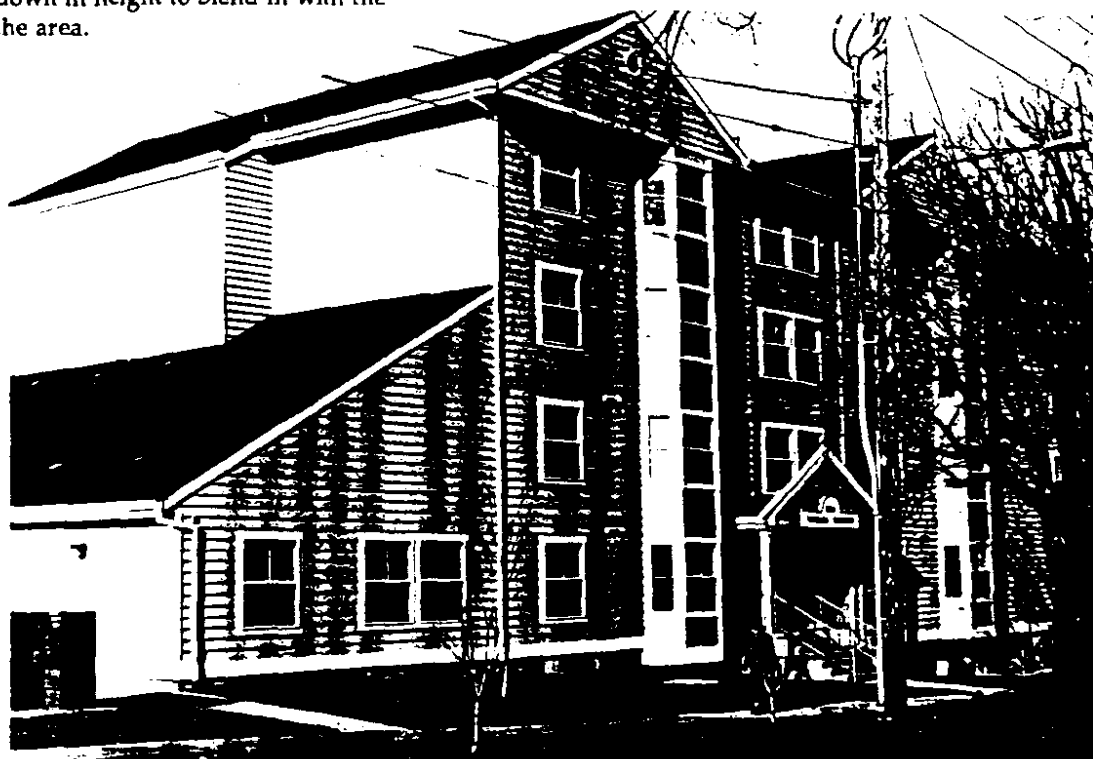
**Guideline #9:**

Use materials and design features that promote permanence, quality, and visual delight.

**Guideline #10:**

New residential projects should respect the surrounding residential community through design, building orientation and site access. Incorporate consideration of scale into the design so that the building is compatible with abutting residential buildings.

This multidwelling residential building uses roof lines, wood siding and a step-down in height to blend in with the residential character of the area.



## Albina Community Image

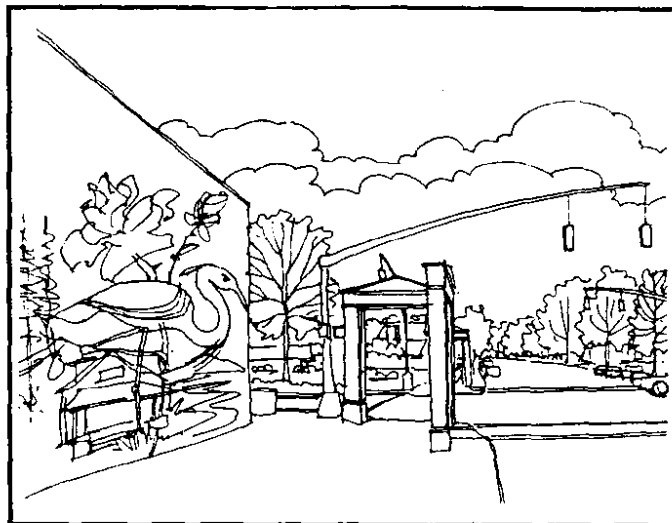
### BACKGROUND

The Albina community has a rich history in both its development and cultural roots. Albina was an independent river town before its consolidation with the City of Portland in 1891. The City of Albina was a river-oriented industrial community with an extensive rail yard and industrial area along the east bank of the Willamette waterfront. Today this area continues to be an active industrial district.

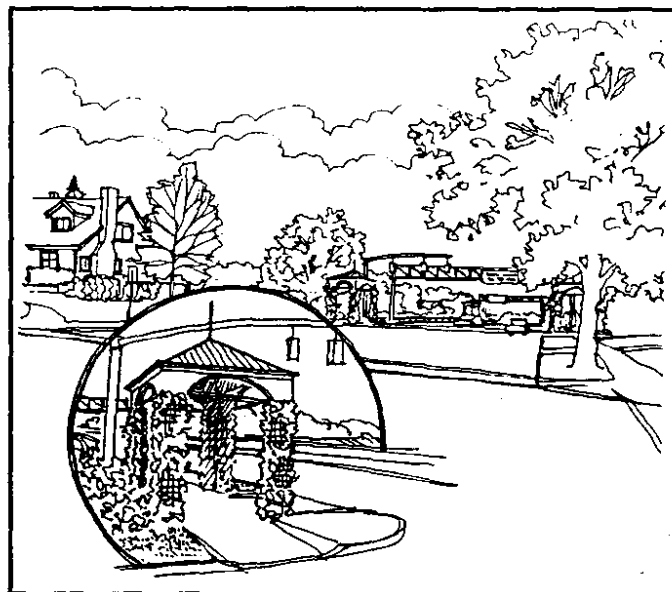
The features of the past continue to define the image of the area. The Albina Community Plan study area continues to provide residents of the area, as well as the entire City, with a thriving industrial employment base and a variety of recreational opportunities. The area is abundantly rich with historic buildings and ensembles. After bridges were developed in the early 20th century, commercial areas were developed along streetcar routes and new subdivisions were platted nearby. Irvington, Woodlawn and Piedmont were promoted as "streetcar suburbs".

The streetcar era was significant to the development of the Albina community. Many present land use patterns have their origins in this period. The commercial streets, such as Williams, Martin Luther King Jr. Boulevard, Mississippi, Killingsworth, Alberta, and Broadway, developed along the streetcar lines. The streetcars allowed easy movement from Albina to jobs in downtown Portland and nearby industrial areas along the Columbia Slough and the Willamette River. As a result, there was a housing construction boom on land within easy access of the streetcar lines.

Throughout its history, the Albina community has had a rich mixture of residents with a variety of ethnic backgrounds. This community has been a place of welcome for generations of newcomers to Portland. In the



Wall murals and kiosks located at corners can create gateways to special areas of the city.



Sketch of a possible gateway designed for the Albina community.



The Kaiser Medical facility off of N Interstate has renovated and is using this historic "Town Hall" Building.

late 1800s and early 1900s European immigrants came to Portland to work for the railroad. A large number of African Americans came to work at the shipyards during World War II. Most recently a large community of Southeast Asians have located in the Albina area, in the aftermath of the Vietnam War. Presently, fifty-five percent of Portland's nonwhite population resides in the Albina Community Plan area. This planning area represents fifteen percent of Portland's population.

It is important to respect and emphasize the many aspects of the culture of Portland that are unique and which promotes the city's identity. The identity of this community should be promoted in design. Gateways provide a transition into different sections of the City and provide a message of "welcome" and civic pride. Gateways can be created through the placement of buildings, landscaping, arches, and formal landmarks such as artwork and sculpture.

**Guideline #11:**

Encourage design features that give a project identity and a sense of place or significance within the Albina Community Plan District. Emphasize the creation or promotion of themes.

**Guideline #12:**

Enhance the identity of neighborhoods by incorporating small scale features that identify the area's distinct character and ambiance. These elements should maintain the historical tradition of the area.

**Guideline #13:**

Respect and reinforce the character of nearby Historic Design Zone/Neighborhood Conservation Districts.

**Guideline #14:**

Encourage the development of gateways using change of building scale, building facade or other design elements to mark these transition points into the Albina community or various neighborhoods, as identified in the Albina Community Urban Design Plan.

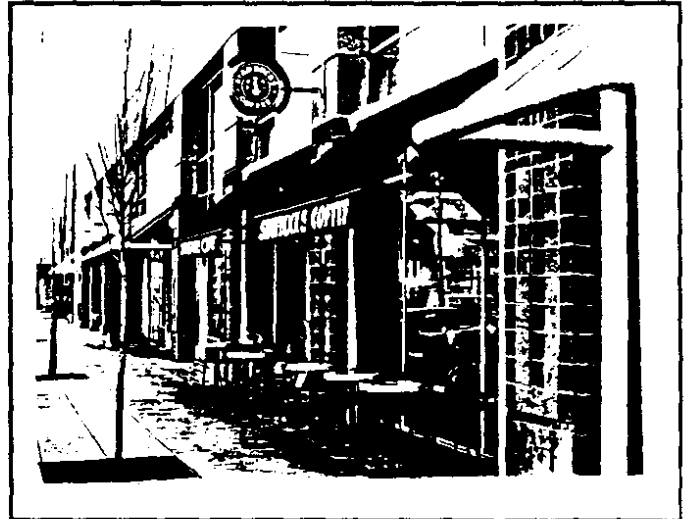
## Pedestrian Emphasis

### BACKGROUND

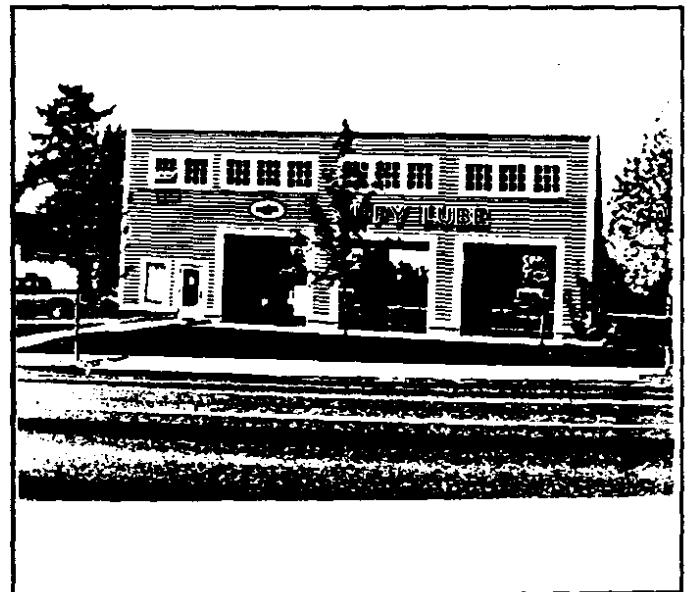
Continued growth in the City of Portland and the metropolitan area creates conflicts and pressures on the transportation system. Traffic congestion, energy consumption, air pollution and the separation cars create between people and their environment are reasons to reduce automobile dependence. A proven way to reduce auto trips is to provide attractive, safe and time efficient alternatives such as public transit, bicycling and walking. The livability of a community is affected by the safety and vitality of its pedestrianways. The design of a building and layout of a site should create a feeling of safety and welcome to pedestrians. More interaction and activity on the streets will result in both a more interesting and a safer place.

A building enclosure contributes to the human scale of a building. It encourages pedestrian activities. Also an important contributor is the demarcation between the ground-level floor and the upper stories of a multistory building. The demarcation acknowledges the varying uses in a building and also allows the facade to be flexible at the sidewalk to integrate with street activities and surrounding uses. Step backs above the base of the building are encouraged where the height of the abutting structures is exceeded.

The public right-of-way as well as parking lots should be designed to recognize the implications of mixing pedestrians, bicyclists and motorists. Through the placement and use of street trees, landscaping, street furniture, bollards and other design elements, a sense of separation and protection of the pedestrian can be accomplished. Besides acting as a buffer between people and cars, these design elements can enhance entrances and display windows which create pedestrian interest.



Rain protection, wide sidewalks and storefront windows create an inviting place for outdoor seating.



Landscaping and pedestrian walkways improve the quality and function of sites, even for auto service uses.

**Guideline #15:**

Emphasize the sense of enclosure of street space, created by buildings, which defines the pedestrian space as an active, comfortable and safe place where people can stop and visit without conflicting with other activities.

**Guideline #16:**

Protect the pedestrian environment from bicycle and motor vehicle movement.

**Guideline #17:**

Provide connections for pedestrians through and along sites with strongly marked pedestrian crossings and inviting sidewalk design.

**Guideline #18:**

Locate and design buildings with consideration of the effects of sunlight, rain, shadow, wind, and glare to ensure a pleasant environment for pedestrians. Maximize the amount of direct and indirect sunlight to adjacent public spaces.

**Guideline #19:**

Whenever practical, provide weather protection for pedestrians at the street-level.

**Guideline #20:**

Build corners at intersections to reinforce the activity area by creating pedestrian access and inviting space.

**Guideline #21:**

Differentiate between the building facade at the sidewalk-level and the floors above.

This commercial center at NE 41st and Fremont is oriented towards the corner which creates an inviting space for pedestrians. Parking is located behind the building.



# NORTH MARINE DRIVE GUIDELINES

Because the sites located along N. Marine Drive are significantly different than the development character of other designated areas of Albina, the Design Commission removed the applicability of seven of the Albina Community Plan design guidelines and added three new guidelines. The guidelines are intended to produce a campus-like environment.

Below are the list of general Albina Community Plan guidelines applicable to this area and the three guidelines applicable to the Marine Drive area of the Albina Community Plan.

Photo examples will be furnished in final document

- Guideline #1
- Guideline #2
- Guideline #3
- Guideline #4
- Guideline #5
- Guideline #6
- Guideline #9
- Guideline #11
- Guideline #14
- Guideline #16
- Guideline #17
- Guideline #18
- Guideline #19
- Guideline #20

**Guideline #22:**

Create an organized character by locating structures in groupings that define distinct exterior open spaces. These open spaces should be sunny, landscaped, roughly regular in shape and generally should not be used for motor vehicle parking or maneuvering.

**Guideline #23:**

Connect open spaces to form a system that is shaped by the buildings on the site and which links major building entrances and the circulation system for pedestrians.

**Guideline #24:**

Separate and buffer parking area from the site's internal system for pedestrian circulation and from public pedestrian paths and recreation trails.

# HISTORIC DESIGN ZONE/NEIGHBORHOOD CONSERVATION DISTRICT GUIDELINES

## Historic Background

### Introduction

The historic background discusses the district's architectural and historical significance by outlining the important trends, events, land uses, and cultural values that have shaped its development and appearance. The background statement enables us to determine the elements that exist in the district today that contribute towards its historic character. It also can remind us of elements that have existed in the area that we may want to reintroduce into the district again. It is these elements we wish to protect and enhance through design guidelines.

The Albina community is one of the oldest urban areas in the Portland Metropolitan area. There are many buildings, neighborhoods, and districts remaining today which reflect earlier periods of time. The Albina Community Plan area has seven proposed Historic Design Zone/Neighborhood Conservation Districts within its boundaries. As a collection, these Historic Design Zone/Neighborhood Conservation Districts illustrate the evolution of the development of the Albina community.

The proposed Historic Design Zone/Neighborhood Conservation Districts can be divided into three major development periods. First, the development associated with the independent city of Albina before its consolidation with Portland. The next stage of development is characterized by the influence of the electric streetcar. Finally, the wide-spread use of the automobile shaped the development that occurred after World War II.

The Landmarks Commission is considering the creation of a two-tiered system of historic designation. Those areas with significant resources will be called City Historic Conservation Districts. Those areas of neighborhood or local importance will be called Neighborhood Historic Districts. Once these changes are adopted, the districts will be called Neighborhood Conservation Districts.

### Albina

The original town site of Albina, platted in 1872, was close to the waterfront on the east side of the Willamette River. Before its consolidation with Portland and East Portland in 1891, the City of Albina was one of many independent river towns along the Willamette River. In 1882, Albina became the western terminus of the Oregon Railway & Navigation Company's line that ran from The Dalles to the banks of the Willamette River and connected with Portland via ferry. The railroad stimulated a flurry of industrial, commercial and residential development. Albina consisted of three areas: the low-lying riverside land developed as industrial land to serve the



railroads; the central commercial strip developed along Russell Street, and the adjoining residential areas on the hillsides to the east. Today, there are remnants of these areas. The railroad continues to dominate the uses along the riverfront. The **Russell Street Historic Design Zone/Neighborhood Conservation District** is the main commercial street of the town. The **Eliot Historic Design Zone/Neighborhood Conservation District** is a collection of early Victorian houses of Albina's residential district.

The oldest settled area in the Albina community is the proposed **Woodlawn Historic Design Zone/Neighborhood Conservation District**. Woodlawn was initially settled in the 1860s as a rural farming village. It was the only independent town that existed outside of the city of Albina. Woodlawn's character changed dramatically in 1888 when the railroad running from Portland to Vancouver located a train station in the center of the village. This connection to a larger market stimulated development. The commercial uses centered around the train station with residential development surrounding it.

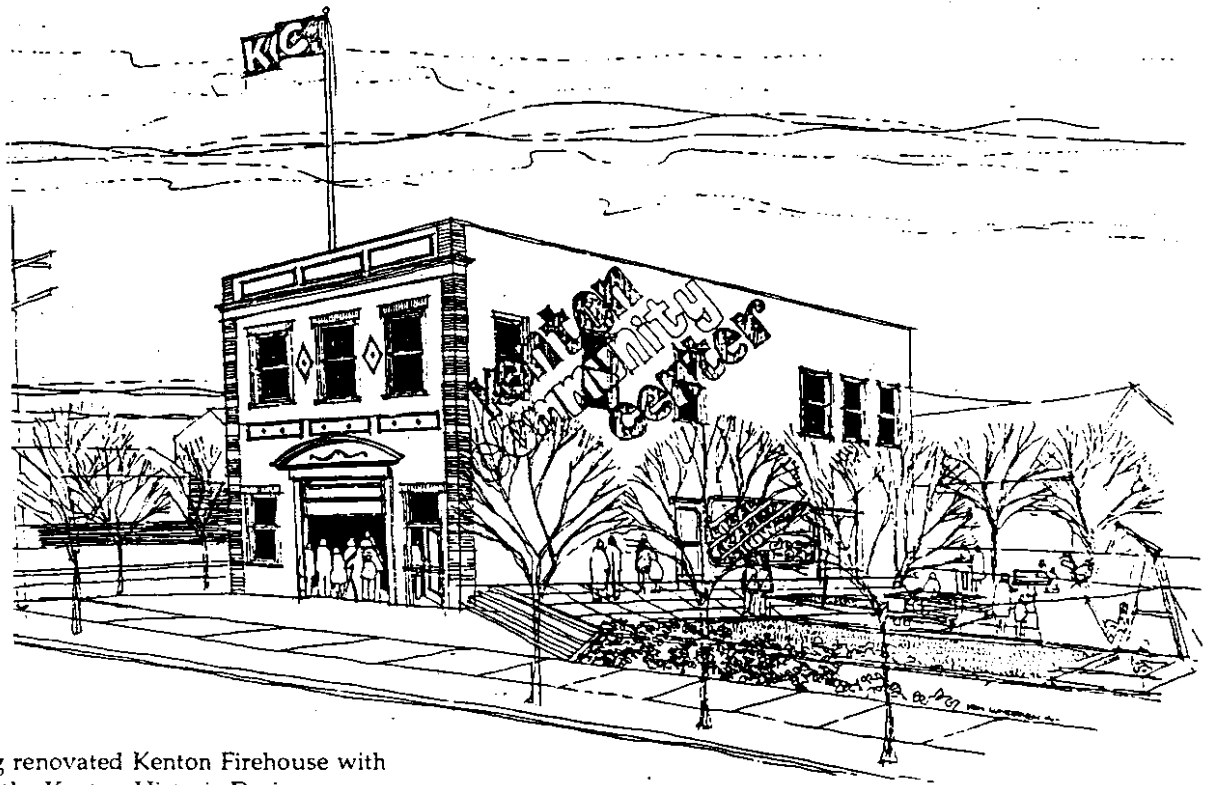
### **Streetcar Era**

The streetcar era was the most significant to the early development of the Albina community. Many of the land use patterns we see today have their origins in this period. The first electric streetcar in the Portland area was in the City of Albina. It ran in a loop from the newly constructed Steel Bridge up Interstate Avenue, east on NE Stanton and then down NE Williams Avenue where it joined back into NE Interstate. The heart of the proposed **Mississippi Historic Design Zone/Neighborhood Conservation District** contains a selection of the commercial and industrial buildings that grew along the

Mississippi Streetcar line, an extension of the Interstate-Stanton-Williams loop. Along with increasing commercial development opportunities, the streetcar lines encouraged residential development. Streetcars allowed easy movement from Albina to jobs in downtown Portland and nearby industrial areas along the Columbia Slough and the Willamette River. While housing for all types of income were built in Albina, the proposed **Irvington Historic Design Zone/Neighborhood Conservation District** and **Piedmont Historic Design Zone/Neighborhood Conservation District** were subdivisions that were developed as an upper-middle income exclusive residential area.

Although the Kenton Neighborhood was always a part of Portland, it was modeled after a company town. Swift and Company, known locally as Union Meat, opened a plant in Kenton along the Columbia Slough in 1909. The proposed **Kenton Historic Design Zone/Neighborhood Conservation District** centers along the commercial strip on Denver Avenue. Swift and Company built a private streetcar line along Denver Avenue that ran north to the meat packing plant. On both sides of Denver Avenue are the remaining houses of the industrial workers and Swift and Company executives.





Sketch illustrating renovated Kenton Firehouse with adjacent plaza in the Kenton Historic Design Zone/Neighborhood Conservation District.

# THE HISTORIC DESIGN ZONE/ NEIGHBORHOOD CONSERVATION DISTRICTS

## Eliot Historic Design Zone/Neighborhood Conservation District

The proposed Eliot Historic Design Zone/Neighborhood Conservation District is the eastern portion of the original town of Albina. The area is predominantly residential and contains a large number of turn of the century residences, some dating from the 1880s. Generally, the earlier homes are of a grander scale than later development. After consolidation with Portland and East Portland, the area developed into the city's foremost rail oriented industrial community.

Housing for the industrial workers was more modest construction on smaller lots. It is common to see three or four small houses of the same design side by side. It was more cost effective to repeat the same house plan. The houses were built without a standard setback and the setbacks are not uniform. They range from 0- 20 feet. The lots are long and narrow 50 x 125 south of Stanton Street and 50 x 100 north of Stanton.

### Architectural Styles:

- Queen Anne
- Colonial Revival
- American Basic



## Irvington Historic Design Zone/Neighborhood Conservation District



Originally an extension of the City of Albina, Irvington developed slowly into northeast Portland's most desirable residential area. The neighborhood was primarily developed in the 40-year span between 1890 and 1930.

The individual structures from this period represent a variety of styles, including American Basic, Arts and Craft, Bungalow, Colonial, Colonial Revival, Craftsman, Mission, and Early Modern. Despite the variety of styles, they have a continuity of materials, scale, detailing, orientation, and setback that creates a distinct character and uniformity.

In 1908 the Prospect Park Company circulated a promotional brochure designed to entice upper class home buyers with the advantages of living in Irvington. A quarter of a million dollars was spent for public improvements such as asphalt streets, sewer, water, gas mains, hitching rings, and the most complete network of concrete sidewalks in the city, a luxury few Portlanders enjoyed at the time. Development standards in Prospect Park set a general tone for Irvington:

- one house per 5,000 square foot lot (50' x 100')
- cost of house must be greater than \$2,500
- 25' front yard setback for house

As secondary portions of Irvington developed, the usual manner was that one house would occupy both corner lots, leaving an expanse of space and greenery along the east/west streets.

The Irvington District was developed at a time when the automobile first became available to the public. However, the high cost of owning and operating the machine limited it to the upper class. The upper class homes in the Irvington District, regardless of the architecture style, illustrate some of the first attempts to



Historic Apartment Building

integrate the house and the automobile. A common solution was a detached garage set at the back of the lot with access down the side property line.

The Irvington District is not composed exclusively of detached single-family residential housing. There are many fine examples of multidwelling housing in the forms of duplex, tri-plex, four-plex, garden apartments, and apartment buildings. These structures have the same materials and architectural styles as nearby single-family homes.

**Architectural Styles:**

- Victorian
- Arts and Craft
- Prairie Style
- Bungalow
- Mission



Bungalow style



Mission style architecture

## **Kenton Historic Design Zone/Neighborhood Conservation District**

### Architectural Styles:

- Bungalow
- Early Modern
- American Basic

Unlike other suburbs of Portland, Kenton is unique in that the district had its origins as a company town for the nationally known meat packing firm of Swift & Company of Chicago. Situated on a rise, two miles south of the company's packing plant on the Columbia Slough, Swift established Kenton as a model community for its employees.

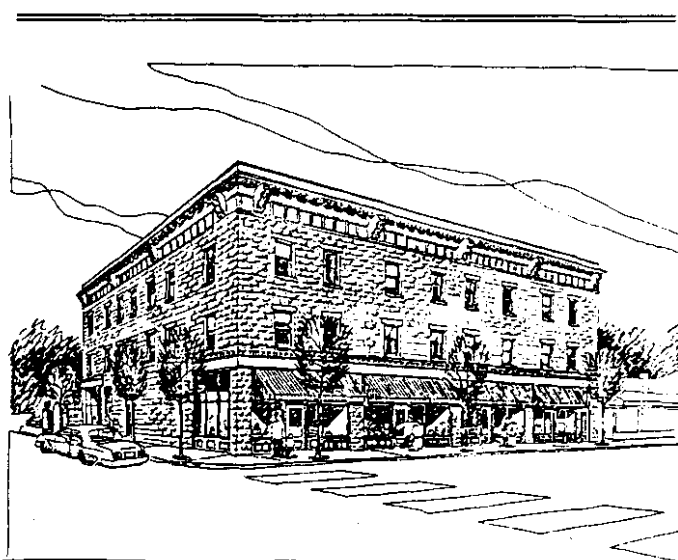
On the basis on Swift's operations, Portland became the central livestock market in the Pacific Northwest. The area along the slough was very attractive to other industrial uses. By 1911 there were at least twelve major manufacturing firms located along the Columbia Slough making this area second only to St. Johns as a manufacturing center.

Swift's original plan was to develop a company town in Kenton similar to those in eastern cities. However, because of Portland's excellent streetcar system and the nearby industrial employment opportunities Kenton was never exclusively a company town. Streets were platted in approximately the same general pattern of peninsular residential blocks with 50 x 100 foot lots.

The commercial center of the community grew up along Denver Avenue. In 1909 the Kenton Hotel, constructed of cement block, was opened to provide lodging and meals for visiting cattlemen. The hotel was constructed of cast stone block which was a popular building material at that time. A reason theorized for the choice of this material was to provide a community where ranchers from Eastern Washington and Oregon would feel comfortable - a town that was visually similar to their hometowns. The cast stone block

material is visible throughout the district in commercial and residential structures. Some of these homes are made entirely of cast stone while others have cement foundations, retaining walls, porch columns and window details.

Instead of a definitive architectural style for the houses, the primary distinction became one of occupation. Laborers in the packing plant usually lived in single-story frame houses located initially west of Denver Avenue and executives often lived in cement block structures either on or east of Denver Avenue.



The Kenton Hotel is presently being restored. It is hoped this will form a focus for rehabilitation of other historic buildings along N Denver Avenue.

## **Piedmont Historic Design Zone/Neighborhood Conservation District**

The Piedmont Historic Design Zone/Neighborhood Conservation District is divided into three sections: (1) the Piedmont Subdivision, bounded by Martin Luther King Jr. Boulevard, Killingsworth, Commercial and Portland, (2) Peninsula Park and the residential area west of the park, and (3) Killingsworth Street between Martin Luther King Jr. Boulevard and the I-5 freeway.

Piedmont is one of several neighborhoods in the north Portland peninsula region between the Willamette and Columbia Rivers which had its beginnings as a turn of the century "streetcar suburb". It was promoted as the city's first high quality, strictly residential development. With the exception of the Piedmont Presbyterian Church and commercial structures along Martin Luther King Jr. Boulevard, the area is exclusively a residential neighborhood with a large number of fine, well-maintained Edwardian single-family residences.

In 1889 Piedmont was officially platted. Streets were designed to be 60 feet wide with 15-foot wide alleys. Street trees were planted in wide planting strips as part of the development. All water, gas, and sewer pipes as well as all electric, telegraph, and telephone lines, except where absolutely necessary for street lights, were confined to the alleys. Cable, electric, and horse cars were allowed on a street as long as there was consent of two-thirds of the street's property owners.

#### Piedmont Subdivision

The sale of Piedmont lots included many deed restrictions:

- 25' front setbacks
- 15' side setbacks
- Minimum construction price depended on the size of the lot (\$2,500 - \$3,000). This was one of the first instances of such restrictions which became more common later in areas like Ladd's Addition and Laurelhurst.
- Prohibited the use of any piece of Piedmont property "for the purpose of manufacturing or vending intoxicating liquors for drinking purposes."
- Other buildings excluded were factories, mills, lumber yards, and other objectionable buildings.
- Although home ownership was not a requirement, it was strongly encouraged in the promotional document Piedmont, The Emerald: Portland's Evergreen Suburb.

Devoted Exclusively to Dwellings- A Place of Homes. Out of the first 100 homes in the area, only one was a rental property.

#### Architectural Styles:

- Bungalow
- American Basic
- Colonial Revival
- Queen Anne
- English Cottage



Street trees and uniform front yard setbacks line the streets of the Piedmont Historic Design Zone/Neighborhood Conservation District.



Constructed in 1913, the Piedmont Park bandstand continues to be used for summertime concerts.

### Peninsula Park

Peninsula Park, located west of the Piedmont Subdivision, was built in 1912. The pavilion in the rose garden is a designated Portland landmark. A community center with a swimming pool was added later.

The residential area located between the park and the freeway is a collection of English Cottage homes. This area was developed in the 1930s, much later than the Piedmont Subdivision, which is located on the other side of the park.

#### Architectural Styles:

- English Cottage
- Norman Farmhouse



Commercial, institutional and residential uses create an active area at Albina and Killingsworth Streets.

### Killingsworth Street

Killingsworth Street is another example of commercial streetcar development. The streetcar ran along Killingsworth from Martin Luther King Jr. Boulevard to Greeley. The historic structures that remain are predominantly made of brick, built up to the sidewalk with retail on the ground level and housing or office above. This area was an education node with Jefferson High School built in 1909 and the Albina Library built in 1912. Today the Portland Community College is located across the street.

#### Architectural Styles:

- Twentieth Century Classical
- Streetcar Era Commercial
- Byzantine
- Jacobethan

## Woodlawn Historic Design Zone/Neighborhood Conservation District

In viewing Woodlawn on a map, one immediately notices that it was apparently platted in defiance to the surrounding north/south grid pattern that is so prevalent in the Albina community. Settled originally as a rural farm community in the 1860s, Woodlawn developed into a streetcar suburb by the late 1880s and later was annexed into Portland on July 6, 1891.

In 1888 the Portland and Vancouver Railway ran north along Martin Luther King Jr. Boulevard to Portland Avenue where it angled across the terrain to the intersection of Durham and Dekum Avenues. At this spot, a depot was located with the station waiting room built in the middle of a triangular park. Woodlawn's commercial center developed around this depot. The Vancouver line ran parallel to the Woodlawn line, but continued on a straight course all the way to the Columbia River's edge. Both lines ran long trestles over the Columbia Slough and ended at the ferry crossings where passengers, merchandise, and even trains were conveyed to the other side.

By 1897, Woodlawn had developed into a small village with a thriving business district centered around Dekum and Durham Avenues. Walking along these streets one could find a bakery, a drug store, an ice cream parlor, and a doctor's office. A short time later the area boasted two meat markets, a nickelodeon, two delivering grocery stores, and a tobacco store.

In the residential neighborhood that surrounds the commercial area there are scattered examples of pre-1900 houses.

### Architectural Styles:

- Queen Anne
- Rural Vernacular
- American Basic
- Streetcar Era Commercial
- Italianate



Houses fronting Woodlawn Park



Street car commercial buildings

## Mississippi Historic Design Zone/Neighborhood Conservation District

The Mississippi Historic Design Zone/Neighborhood Conservation District was the upper commercial center of the city of Albina. This centrally located retail area was bounded by NE Mississippi and Williams Avenues. The three and four story brick commercial structures that once lined the streets have almost all been demolished.

Upper Albina became one of the most fashionable residential centers of the greater Portland area. At one time there were several mansions on the hill overlooking Portland and the surrounding hills. Today the Palmer House is an elegant reminder of these earlier homes. Later residential development adjacent to the Mississippi streetcar line was more modest. The lots are quite small ranging from 35' x 100' to 50' x 100'. As in Eliot, there are often three or four small houses of the same architectural plan built in a row.

### Architectural Styles:

- Queen Anne
- Mediterranean
- Streetcar Era Commercial



## Russell Street Historic Design Zone/ Neighborhood Conservation District

Russell Street is the original main street for the city of Albina. There was never a streetcar line along Russell, but it was served by lines that went along Interstate and Williams. The commercial buildings come up to the sidewalk with retail space on the ground level and housing units above. The common building material is brick.

The Russell Street Historic Design Zone/Neighborhood Conservation District is also located within the Central City Plan boundary. Properties within the district are only subject to the Historic Design Zone/Neighborhood Conservation District Guidelines.

The properties east of N. Albina Street are zoned with the "d" Design Review overlay. The general design guidelines apply to these sites.

### Architectural Styles:

- Streetcar Era Commercial
- Queen Anne
- Italianate
- Richardsonian Romanesque



## Historic Design Zones/Neighborhood Conservation District Design Guidelines

The following set of design guidelines are intended to be used in the design and review of new construction and building additions which are either Portland Historic Landmarks, on the National Register of Historic Places, are a Rank I historic resource in Portland's Historic Resource Inventory, or are located within a Historic Design Zone/Neighborhood Conservation District.

These guidelines are based on the historic background statements presented in the previous section. Those wishing to develop within one of the Albina Historic Design Zone/Neighborhood Conservation Districts should review the historic background information as well as the guidelines of design acceptability.

The collection of resources in a historic district are significant because of their contribution to the overall character of the district. The following design guidelines were developed to ensure new development is compatible with the historic character of the district. Generally, the design guidelines emphasize protecting the character defining elements visible from the street. The character of a street is determined by public elements such as traffic volume, street width, street tree plantings, sidewalks, parking strips and private elements on the adjacent properties, such as land use, building size, placement, landscaping, and parking. The streets are the most important common public space in most neighborhoods. For the most part, it is in the streets, sidewalks, and the adjacent front yards where people interact with each other and experience the community life of the neighborhood.

### Applicable Guidelines

This section contains three sets of guidelines. All projects must address the "Secretary of the Interiors Standards". If the sites are zoned for residential use then the applicant must use the standards found under I. **Residential Areas and Development**. If the project is built within a commercial or employment zone then the guidelines under II. **Commercial and Employment Areas and Development** apply.



Street car commercial building located along N Denver Avenue

## **Secretary of the Interiors "Standards" for Rehabilitation**

Even though the Federal Government calls them "standards" the following requirements are applied as guidelines. They apply to projects, when applicable, being evaluated through the Design Review procedure, in a Historic Design Zone/Neighborhood Conservation District.

**Guideline #1:** A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

**Guideline #2:** The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

**Guideline #3:** Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding contextual features or architectural elements from other buildings, shall not be undertaken.

**Guideline #4:** Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

**Guideline #5:** Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

**Guideline #6:** Deteriorated historic features shall be repaired rather than be replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

**Guideline #7:** Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

**Guideline #8:** Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

**Guideline #9:** New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

**Guideline #10:** New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment should be unimpaired.

## I. Residential Areas and Development

Residential design guidelines are divided into four sections: **site design, houses and accessory buildings, landscaping and public right-of-way.** Together, these guidelines reinforce the historic character of the district by protecting elements in or visible from the street.



### Site Design

#### **Guideline #11:**

**Maintain the building orientation and setbacks that contribute to the historic character of the district.**

#### **BACKGROUND**

In the Albina community's historic districts the buildings orient to the street rather than to the rear yard or interior side yard. Primary entrances, large windows and porches face the street. Facades with no windows are discouraged.

When many of the residential areas in the Albina community were originally developed the lots had prescribed setback requirements. For instance, all houses in the Piedmont Subdivision had to be set back from the street 25 feet. Today, the uniform front yard setback of 25 feet creates the appearance of larger front yards. This setback contributes to the historic character of the Piedmont Subdivision. The present Zoning Code allows a 15 foot front setback in most of the Piedmont Subdivision. Therefore, this guideline supersedes the minimum standard and encourages new development to respect the historic setback requirements.



Consistent front yard setbacks in the Piedmont Historic Design Zone/Neighborhood Conservation District.

Some districts, such as Eliot and Woodlawn, have no uniform historic setback. In these areas, new residential property should have a front setback that is the average of the adjacent residential front setbacks, placing new development in a manner consistent with existing buildings.

**Setback Standards:**

Piedmont	front 25 ft. side 15 ft.
Mock's Bottom	front 25 ft.
Irvington	front 25 ft.
Eliot	no uniform setback
Woodlawn	no uniform setback
Mississippi	no uniform setback
Kenton	no uniform setback



Example of terraced sites in the Irvington Conservation District.

**Guideline #12:**

**Respect the existing grade treatment on a lot. Place new buildings and make site modifications in a way that reinforces the pattern evident in surrounding buildings.**

**BACKGROUND**

Many Albina neighborhoods have lots terraced above the street level. Original grade should be retained; berms and excavations are discouraged. New houses should also be built at the raised level without significant cutting or filling.

There are various treatments of the grade change throughout the Albina community. One of the most common is to construct retaining walls made of brick, concrete block, and basalt along the sidewalk. Some neighborhoods have lawns sloping down to the sidewalk that stabilize the slope. Shallow front steps are used to access the houses.

**Guideline #13:**

Encourage site design that enhances the sense of community and promotes safe neighborhoods.

**BACKGROUND**

Fences, walls, and hedges can influence neighborhood activity and safety. Low, transparent fences and shrubs along side and rear property lines provide separation while still enabling neighbors to interact and help keep an eye on each other's houses. Tall fences and hedges give a false sense of security. They do not keep out intruders, but they prevent residents from watching neighboring houses. Reduce the use of front yard fences. Keep fences that are built low and are transparent. Soften fences with climbing or screening plants. Keep fences as far back from the sidewalk as practical.

Outdoor lighting is also important to neighborhood safety. Night lighting is a deterrent to criminal activities. Encourage property owners to turn on lights at night along alleys, and their front and back doors.



Parking and garages were commonly located at the rear of residential lots.



Low transparent fences allow viewing of homes for security purposes.

**Guideline #14:**

Follow the placement of on-site parking that has been established by surrounding houses.

**BACKGROUND**

As automobiles became increasingly available, existing and newly platted residential sites needed to accommodate the cars. The different historic districts, built at different times, reflect the evolution of the placement of the house, the garage and the parking areas. Some districts, such as Eliot and Woodlawn, were developed before cars became common. Many of the residential sites do not have an on-site parking space and some lots have been adapted to accommodate the car. In the areas built later, garages were generally detached from the house and placed at the rear of the lot, with access from driveways or connections to an alley. On some steeply sloped lots, the garages were built up to the front property line. Access to off-street parking is preferable via a service alley in areas with alleys. Reduce the amount of pavement needed for off-street parking by using durable, dust free alternatives to the concrete pad, such as paved tire treads, grasscrete, brick. Off-street parking should be visually integrated into the site design of each lot through landscaping and screening.

## Houses and Accessory Buildings

**Guideline #15:**  
Maintain the architectural integrity of the buildings visible from the street.

### BACKGROUND

The house's front facade is the most important contribution to the historic character of the district. Building additions should be in keeping with the original architectural character, color, mass, scale, and materials. Additions and structural alterations should be limited to the rear and side yards where they are minimally visible from the street. New accessory structures that can be seen, entirely or partially, from the street should also use the style, colors, and materials of the existing house.



Porch, located in Irvington, with seasonal decorations.

**Guideline #16:**  
Continue the use of porches in historic districts.

### BACKGROUND

Many of the houses in the Albina community neighborhoods have porches. Many of the prominent architectural styles during the development of the historic districts, such as bungalow and Queen Anne, included front porches in their design. Porches enhance a neighborhood for many reasons. They offer a place for people to partake in the activity of the neighborhood. They also contribute to the safety of the neighborhood because people are able to watch the street and each other's houses. New construction and exterior remodeling should incorporate front porches that are large enough for people to sit and observe the public life of their streets and neighborhood.



House in Kenton Historic Design Zone/Neighborhood Conservation District with large porch.

**Guideline #17:**

**Make roof pitch and lines similar to others in the neighborhood.**

The architectural styles of the houses in the historic districts generally have steeply pitched roofs. It is important that newly constructed houses continue this pattern and use roof pitches that are similar to those on adjacent lots on the same street frontage. New roof features on existing buildings, such as a roof addition or new dormers, should be compatible in size, scale, materials, and color with the original building. When remodeling or building new accessory structures, the same roof pitch as the house should be used. Skylights, solar mechanical and service equipment, and new roof features should be inconspicuous from the street.

Because of the architectural styles that were popular during the development of the historic districts, many of the houses have dormers in their roofs. The use of dormers is an element of the Albina houses that is worth repeating and preserving in new construction and remodels. Dormers add light into the dwelling as well as additional living space.



Example of repeating roof slopes.

**Guideline #18:**

Use materials and construction details that are compatible with surrounding historically significant buildings.

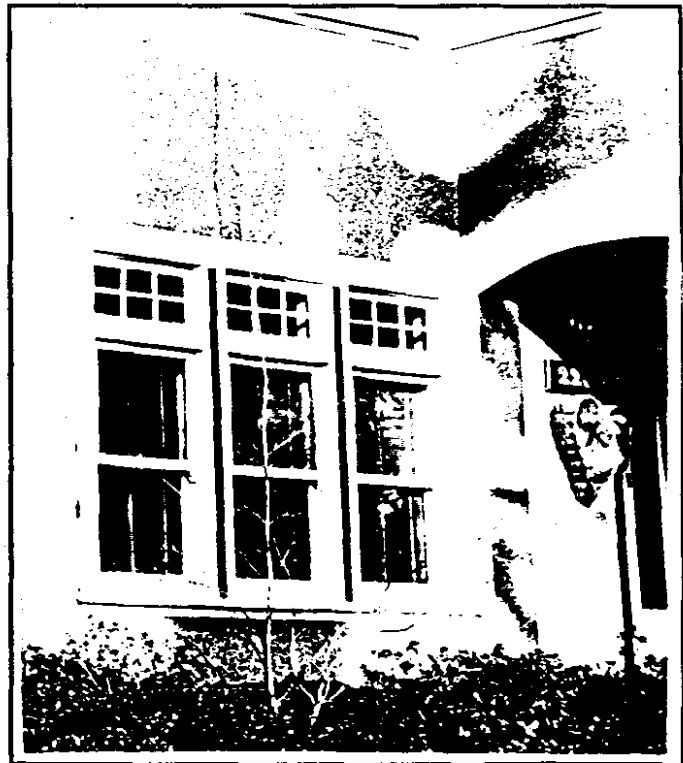
**BACKGROUND**

The materials and construction details used in new construction and remodeling projects should be sensitive to the surrounding historic character of the district. Remodeling projects should respect the building's original architectural materials and details. Look around at houses similar to yours for ideas of materials and details that would be appropriate to your house. New construction should repeat some of the materials and construction details of the historic buildings in the district. This design guideline has been divided into four categories: exterior siding, windows and doors, architectural details, and foundation.

- **Exterior Siding** Siding materials used on new buildings and additions should be consistent with predominant materials used on buildings of similar architectural style. Horizontal board siding is the common building material throughout the district. Some areas, particularly in the Kenton District, have a number of houses constructed with cast stone. Restoration of original colors, or colors appropriate to the style and era of the building, is encouraged.

Examples: Typically, 4-inch width is best for one story houses and up to 8-inch width can be successfully used on larger houses.

- **Windows and Doors** Most of the windows in the architectural styles of the Albina Historic Design Zone/Neighborhood Conservation Districts have vertical, upright proportions or are composed of multiple vertical window units. New construction and alterations should repeat this pattern. Also, grouping several vertical windows together rather than installing a large "picture window" will naturally fit in most districts. When installing new windows, keep the same proportions as original windows. Use neighboring houses as guides if you can not tell what was originally installed. Double-hung windows are the most common. Always put trim around windows, especially those with aluminum frames.



Irvington Historic Design Zone/Neighborhood Conservation District contains many fine examples of historic windows and entryway

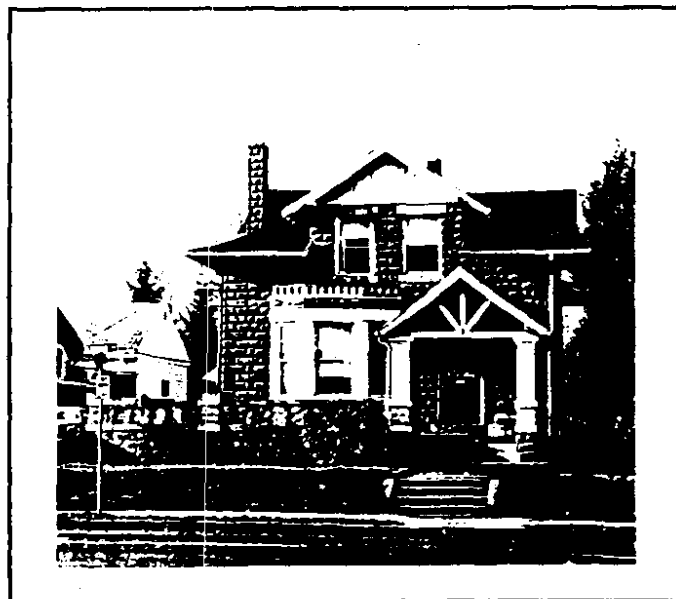


Gable detail with ornamental windows

There is a wide variety of door styles in the Albina community. Most are constructed from heavy wood panels and often include detailed carvings. Many doors have small windows at the top, large center windows, or windows around the sides. Another feature of many doors is ornamental door knockers.

- **Architectural Details** Details add interest and personality to your house. The architectural style of your house will dictate what details are appropriate to use. It is good to consult architectural style books and look around your neighborhood at houses similar to yours for detail ideas. Some good places for details are at the roof peak, the tops and bottoms of porch posts, porch railings and around windows and doors.

Masonry and brick details are common in the Albina community Historic Design Zone/Neighborhood Conservation Districts. They are used in many details in the foundation, porch details, around windows and doors and chimneys.



Cast stone foundation was a popular material for foundations.



Gable detail

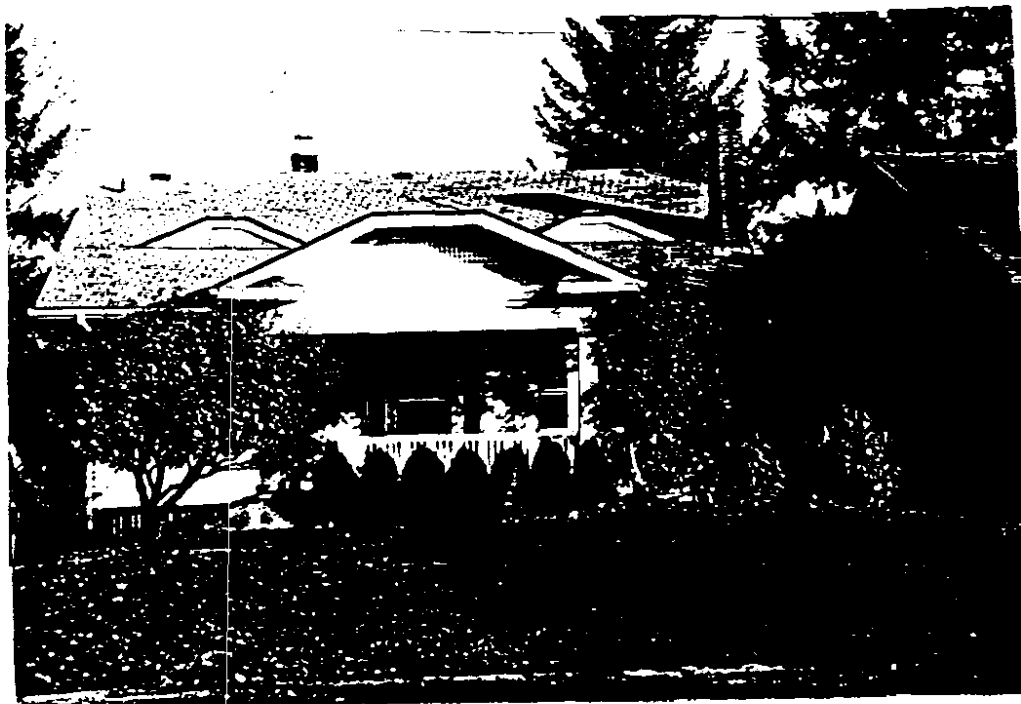
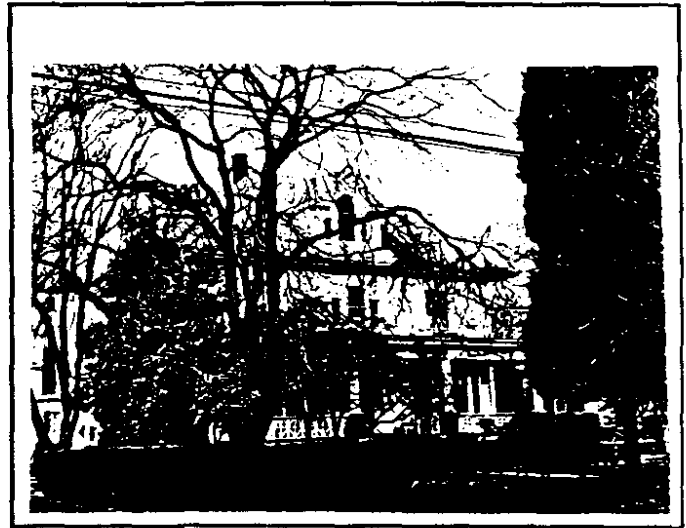
- **Foundations** Generally, to be compatible with the existing houses in the historic districts, foundations should be one to three feet in height and constructed of masonry materials, such as ornamental concrete block, poured concrete with a stucco wash or stone. Changes to the foundation should match or be compatible with the original foundation in height and materials.

## Landscaping

**Guideline #19:**  
Maintain historic plantings and encourage new plantings that are consistent with the characteristics of historic plantings in the neighborhood.

### BACKGROUND

The Historic Design Zone/Neighborhood Conservation Districts have a wonderful collection of old-fashioned landscape material, some which were planted shortly after the houses were constructed. There is a combination of ornamental and native plants. Using plants that compliment the period architecture and enhance the historic character of the districts is an inexpensive way to contribute to the historic spirit of your district. Plants popular during the primary periods of construction are encouraged. The retention of front yards landscaped with grass, trees, shrubs and perennials popular during the early development of the neighborhood is also encouraged. Plants which are discouraged include: bark mulch, plastic coverings over the soil, modern juniper cultivares and plants that are on Portland's "Nuisance Plants List".



**Guideline #20:**

**Create a continuous system of street trees throughout the residential areas. Maintain existing street trees. Plant new street trees where appropriate.**

**BACKGROUND**

There is an extensive system of street trees in many of the historic districts in the Albina community. Many of these trees were planted as part of the original development and have grown to a grand size. They beautify the street and provide habitat to small animals and birds. These trees are a valuable historic resource and should be maintained. Areas that lack street trees should be identified and trees planted. The species planted should be consistent with the species and spacing of other street trees in the area and the ability of the parking strip to support trees.

There is also a list of solar friendly trees available from the Planning Bureau that should be consulted. Because the parking strip is located in the city right-of-way, the City Forester should be contacted before planting any street trees.



**Guideline #21:**

Enhance the pattern of historic plantings in the parking strips.

**BACKGROUND**

Historically Portland's parking strips, the area between the street and the sidewalk, have been landscaped with grass, trees, and shrubs. This strip is usually between three to five feet wide, but sometimes is as wide as 10 feet. Street trees are planted in the parking strips. There has also been a tradition of planting roses in the parking strips. Overhead utility lines should not extend over parking strips when practical alternatives can be found. They conflict with tree growth and the district's visual quality. Parking strips should not be used for parking areas.

**Guideline #22:**

Use plantings, walls and fences to screen and buffer houses from industrial, commercial and institutional uses.

**BACKGROUND**

There are many places in the Albina community where historic residential property abuts commercial, industrial, or institutional uses. Building fences, walls and massing plants along these property lines can reduce off-site impacts, such as noise and glare. By screening the visual impact of the adjacent property this landscape treatment can enhance personal privacy and increase property values.



Piedmont District street scene.

## **Public Right-of-Way**

### **Guideline #23:**

**Maintain and use alleys for vehicular access and the placement of utility lines.**

#### **BACKGROUND**

Where alleys exist and are passable, access to off-street parking and garages should be encouraged. Service alleys should provide primary routes for underground and overhead utilities and garbage collection instead of the streets. Existing overhead utilities which cross streets, parks, or parking strips should be consolidated and rerouted down alleys, placed underground or removed. Alley safety should be enhanced by lighting and visibility from abutting buildings. Alleys should be posted for "No Through Traffic."



Alleys provide rear access to garages.

### **Guideline #24:**

**Preserve stamped sidewalk details and horse rings.**

#### **BACKGROUND**

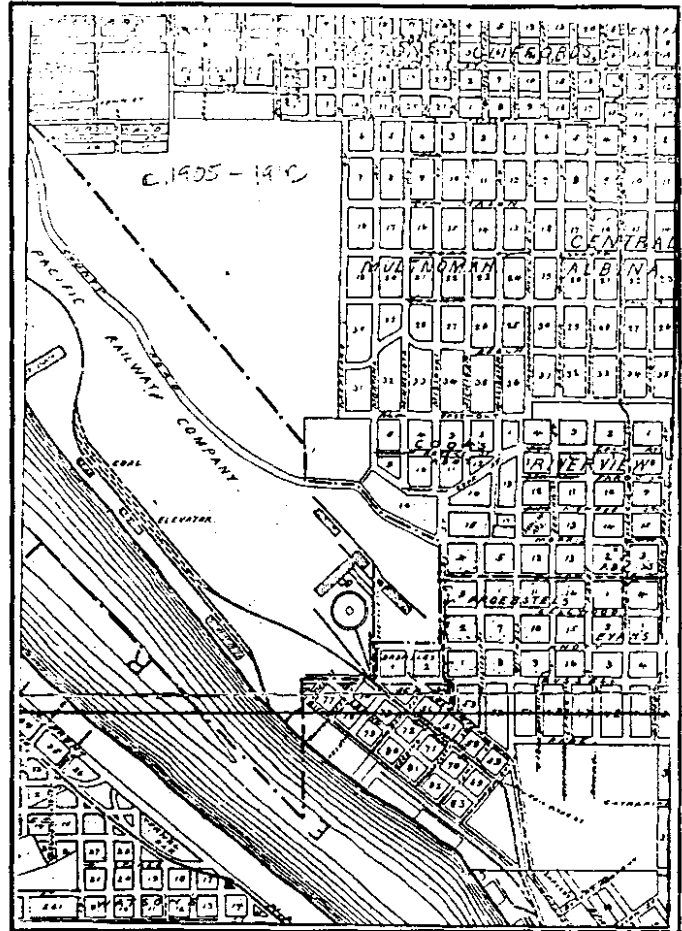
In 1984, the Portland City Council adopted by resolution (see Resolution No. 33683) a set of sidewalk preservation guidelines. These guidelines pertain to the city and private developers when making sidewalk and street improvements. The Historic Design Zone/Neighborhood Conservation Districts in the Albina community have many sidewalk details worth preserving. The stamped sidewalk details which show the date of construction are important documentation of the development of the neighborhood. The horse rings reflect an earlier time when walking, biking and using horses were the primary means of transportation in the neighborhood.

**Guideline #25:**

**Respect the street patterns of the Historic Design Zone/Neighborhood Conservation Districts.**

**BACKGROUND**

The pattern of the streets is a very powerful organizing element in the residential neighborhoods. Most of the historic districts are laid out in some form of a grid. Changes to this grid are also important, such as in Woodlawn where the grid is diagonal and Mock's Bottom where the grid abruptly stops at the edge of the bluff. New construction should not change the historic street pattern. When traffic calming devices are necessary in order to improve the livability of a neighborhood, design so that they have the least amount of impact on the street pattern. Plant historically compatible materials in traffic circles.



Old plat map of Albina showing different block patterns.

**Guideline #26:**

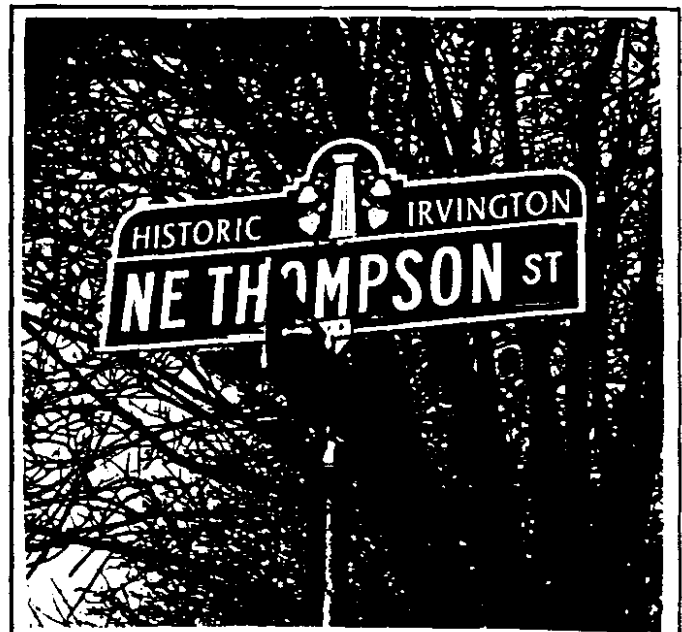
**Retain original public utility features, such as water meter covers, manhole covers and hydrants, unless replacement is necessary for public health and safety reasons.**

**BACKGROUND**

These elements have historic significance to the development of the district. Often they are stamped with dates and have unique designs that add to the character of the districts.

**Guideline #27:**

**Encourage the use of historic plaques within the district that identify buildings and places of significance within the district.**



Irvington Historic Design Zone/Neighborhood Conservation District sign

## II. Commercial and Employment Areas and Development

### BACKGROUND

There are six Historic Design Zone/Neighborhood Conservation Districts in the Albina community that have commercial areas within their boundaries: (1) Denver Avenue in Kenton, (2) Killingsworth Avenue in Piedmont, (3) Martin Luther King Jr. Boulevard in Eliot, (4) Dekum Street in Woodlawn, (5) Mississippi and (6) Russell Street. These areas were primarily developed during the streetcar era. Generally, they are built right up to the front and side property lines. Most of the buildings have two or more stories with retail space on the ground floor and housing, office or storage on upper floors. These areas are pedestrian oriented in scale and function. The original patrons generally took the streetcar or walked from nearby homes and businesses. Many goods which are brought home by shoppers, were once delivered to the homes.

The aim of these guidelines is to encourage the retention and rehabilitation of those elements that constitute the historical and architectural character of the districts while accommodating reasonable changes, and allowing new uses and building upgrades. Alterations or additions to the exterior of existing buildings, and construction of new buildings, should be compatible with the character of the district.

The following public right-of-way guidelines found under **Residential Area and Development** must also be addressed for commercial or employment projects..

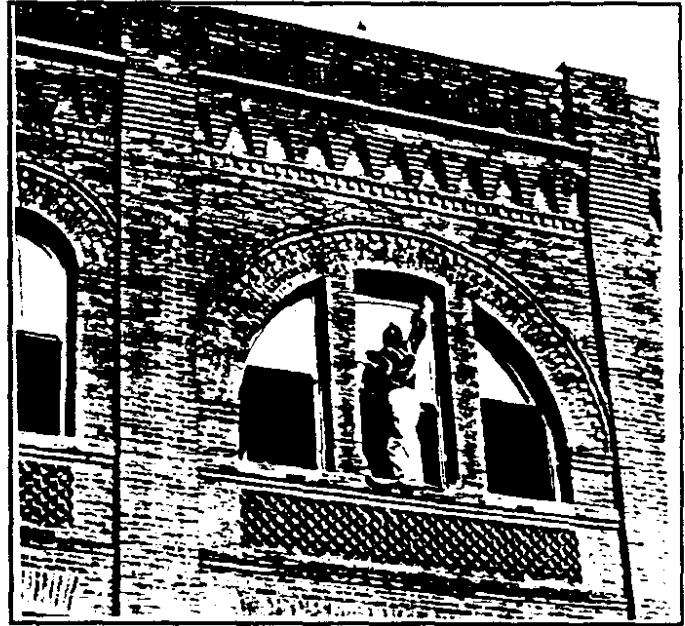
- Guideline #23
- Guideline #24
- Guideline #25
- Guideline #26
- Guideline #27



Retaining the Irvington Theatre sign, a local landmark, reminds people of the past use in this building.

**Guideline #28:**

Additions and exterior alterations should respect the materials, scale, proportion, and architectural style of the original building. New construction should respect the materials, scale, proportion, and architectural style of the surrounding historically significant buildings.



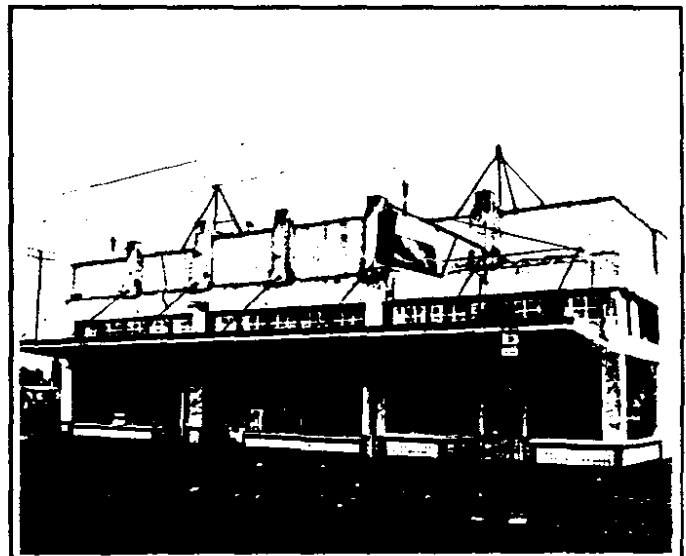
**Guideline #29:**

Commercial buildings should be oriented to pedestrians and built up to the sidewalk. The principle building entrance should abut the sidewalk.



**Guideline #30:**

Avoid blank walls along the ground floor of buildings.



**Guideline #32:**

Crime prevention elements should be included in the design with specific attention to landscaping, parking areas, walkways, lighting, entries, and visibility. Windows and entries should not be obscured. Parking areas, walkways, and entries should be adequately illuminated for visibility.

**Guideline #31:**

Encourage the use of retractable fabric awnings which are architecturally compatible with historic commercial structures. Awnings should fit within window bays.



**Guideline #33:**

Sign materials appropriate to the streetcar era are encouraged, such as wall signs, window signs, canopy and projection signs attached to the building. Freestanding signs and plastic sign faces are discouraged. Signs should not be the dominant feature of a building or site.

