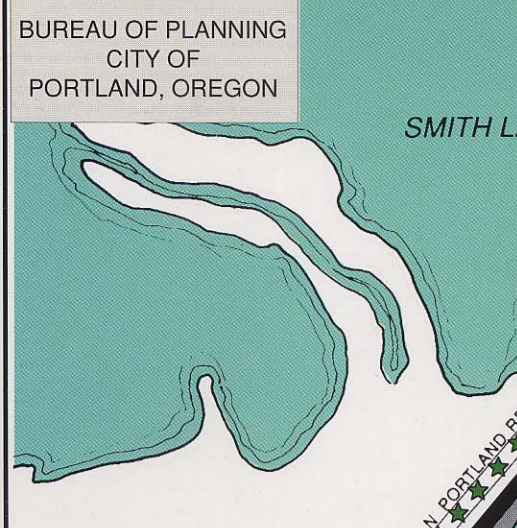


ALBINA COMMUNITY COMPREHENSIVE PLAN MAP



BUREAU OF PLANNING
CITY OF PORTLAND, OREGON

ACKNOWLEDGMENTS

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LEADERSHIP LEGEND

- PROPOSED OPEN SPACE**
These are locations where development of additional public open space is proposed. Methods other than park development may be used to provide open space.
- PARK IMPROVEMENTS**
These are locations where improvements in specific existing public parks are called for by the Albina Community Plan.
- EXISTING LIGHT RAIL TRANSIT CORRIDOR**
These are the existing light rail transit corridors. The MAX (Metropolitan Area Express) links the Central City with east Portland and Gresham. A future light rail facility built to serve the Albina Community will connect with the existing MAX line.
- PROPOSED LIGHT RAIL TRANSIT CORRIDORS**
These are locations proposed for development of a light rail line which will connect Portland with the City of Vancouver, Washington and serve the Albina Community. Two possible alignments for this facility are shown. One of these alignments will be selected through an environmental impact statement process for light rail transit.
- TRANSIT STATIONS**
Transit stations are shown as those locations along possible transit corridors where stations which have been designated stations in the transportation element of Portland's Comprehensive Plan.
- WIRELESS TROLLEY BUS**
This improvement is proposed to link the Convention Center area to development in the Albina Community. This trolley line will serve shoppers, provide transit connections within the Central City, and support tourism.
- CARRIAGEWAYS**
Carriageways are routes taken by horse drawn carriages serving the Albina Community. Carriage service currently exists and is expected to expand. Bed and breakfast establishments and Albina's historic areas are a particular focus.
- FREEWAY INTERCHANGE**
The plan calls for the development of a complete freeway interchange where the I-5 Freeway and Columbia Boulevard cross. Presently the interchange provides only for access to I-5 from Columbia Boulevard. Access to I-5 northbound is also needed as is access to Columbia Boulevard by southbound I-5 traffic. Completion of this interchange is intended to enhance utilization of Columbia Boulevard as a Truck Route and reduce truck traffic on Lombard Street and Portland Boulevard.
- PEDESTRIANWAY AND/OR BIKEWAY**
These are routes for pedestrians and bicyclists. Improvements in paving, planting of street trees, placement of street furniture, street crossing signalization, sidewalk widening, and street closures, where appropriate, should be made to enhance their safety and attractiveness.
- PUBLIC RECREATIONAL TRAIL**
These trails are intended to increase recreational opportunities, connect recreational sites such as major parks, increase public access to water features and to viewpoints and to help create a pleasant urban environment.
- NEW BRIDGE**
New bridges are proposed to cross the Columbia Slough. Bridges are intended to provide pedestrian and bicycle access to the parks and recreational trails that border the Slough. The 13th Street Bridge is also intended to improve truck access to and from Columbia Boulevard for industrial firms located north of the Slough.
- WATER TAXI STOPS**
A water taxi system is proposed along the Willamette River. Stops will be located near existing and proposed riverfront activities.
- WATER FEATURE**
Rivers, sloughs, lakes and other water bodies located within or adjacent to the Albina Community Plan area.
- SCENIC VIEWPOINTS**
These scenic viewpoints are those identified and protected by Portland's Scenic Resources Protection Plan. Protection and enhancement of these scenic resources is intended to enhance the appearance of Portland.
- HISTORIC DESIGN ZONE**
In these areas the concentration of historically and/or architecturally significant structures and sites has justified public action aimed at preserving and enhancing the area's character. Within historic design zones new development and exterior remodeling of structures are subject to additional design scrutiny. Seven historic design zones were created with adoption of the Albina Community Plan. They are Irvington, Ellet, Russell

LEGEND

- OPEN SPACE**
This designation is intended for lands that serve an open space function, primarily public lands, but also some private areas. Lands intended for open space designation include parks, natural areas, golf courses, and cemeteries. The corresponding zone is OS.
- SINGLE-DWELLING RESIDENTIAL**
This designation reflects Portland's most common pattern of single-dwelling development. It is intended for areas with good public services and few constraints. Single-dwelling residential development will be the primary use. The corresponding zones are R5, R7 and R10.
- ATTACHED RESIDENTIAL**
This designation is intended for areas with complete public services and without development constraints. It allows a mixture of housing types including single-dwelling character, including attached houses. Allowed densities for attached housing are higher than for detached housing. The corresponding zone is R2.5.
- LOW DENSITY MULTI-DWELLING**
This designation continues a common development pattern for low density multi-dwelling, mixed with single-dwelling housing types. It is intended for areas with good public services and few development constraints. It may be used on larger development sites, or on smaller sites near arterials, transit service and commercial areas. The corresponding zone is R1.
- MEDIUM DENSITY MULTI-DWELLING**
This designation continues a common development pattern for medium density multi-dwelling. It is intended for areas with good public services, including being well served by transit and with few development constraints. It may be used on larger development sites, or on smaller sites near arterials, transit service and commercial areas. The scale of the development is intended to foster the growth of residential while being compatible with nearby single dwelling areas. The corresponding zone is R1.
- HIGH DENSITY MULTI-DWELLING**
This designation allows high density multi-dwelling structures and structures of an intense, compact character. It allows a mixture of housing types including transit, no development constraints, and a close proximity to commercial areas and/or job centers. The corresponding zone is R4.
- CENTRAL RESIDENTIAL**
This designation allows high density and most intensely developed multi-dwelling residential areas. It is intended for areas with the highest level of public services, development constraints, and a close proximity to commercial areas. The corresponding zone is R4.
- INSTITUTIONAL CAMPUS**
This designation is intended for large institutional campuses that serve a population that is not the neighborhood. Institutional campuses in which the campus is located. Institutions eligible for the institutional campus designation include medical centers, colleges, high schools and universities. Uses allowed are those that are part of the institution, accessory to the institution and/or are associated with the mission of the campus. The designation is intended to foster the growth of the institution while ensuring the continued viability of surrounding residential neighborhoods and the stability of existing business areas. The corresponding zone is IR (Institutional Residential).
- NEIGHBORHOOD COMMERCIAL**
This designation is intended to allow neighborhood-oriented commercial uses in and adjacent to residential areas. In more densely developed neighborhoods, development should be oriented to pedestrians. In less densely developed residential areas, development should be more auto-oriented. This designation is intended to allow intensity of development is low to maintain compatibility with surrounding residential areas. The corresponding zones are Neighborhood Commercial 1 (CN1) and Neighborhood Commercial 2 (CN2).
- OFFICE COMMERCIAL**
This designation is intended for situations where a range of office uses may be appropriate. Office uses are those that are primarily office uses and are low intensity development on small sites in or near residential areas and for low density commercial areas. Development should be a mix of office uses. The corresponding zones are Office Commercial 1 (CO1) and Office Commercial 2 (CO2).
- URBAN COMMERCIAL CS**
This designation is intended for more developed parts of the city near relatively dense residential areas. It is intended primarily for areas which are well served by transit. Development should be a mix of office uses and pedestrian-oriented uses. It is also intended to allow commercial development in some areas where multi-family housing opportunities. The corresponding zone is Storefront Commercial (CS).
- URBAN COMMERCIAL CM**
This designation is intended for more developed parts of the city near relatively dense residential areas. It is intended primarily for areas which are well served by transit. Development should be a mix of office uses and pedestrian-oriented uses. It is also intended to allow commercial development in some areas where multi-family housing opportunities. The corresponding zone is Storefront Commercial (CS).
- GENERAL COMMERCIAL**
This designation is intended for commercial uses having a local-regional market. Development will mostly have an auto-orientation. It is intended for areas with the highest levels of public services, and for larger, older areas which already have an auto-oriented development style. The corresponding zone is General Commercial (CG).
- CENTRAL COMMERCIAL**
This designation is intended to be the city's most physically intense commercial designation. The designation is intended for the most developed parts of the city which have the highest levels of public services. It allows a full range of commercial uses. The designation encourages development that is supportive of a pedestrian orientation. The corresponding zone is CX. The Design overlay zone will be applied in conjunction with the CX zone.
- MIXED EMPLOYMENT**
This designation is intended for areas where a wide variety of employment opportunities are encouraged in an industrial-type setting. Industrial uses are allowed with few limitations. Commercial uses are allowed, but are limited to intensity so as to not overburden public services and to maintain adequate parking and development opportunities. Residential development is restricted to prevent conflicts with other uses. The corresponding zones are General Employment 1 (EO1) and General Employment 2 (EO2).
- CENTRAL EMPLOYMENT**
This designation is intended to provide for mixed-use areas in an overall industrial-type setting. The designation is intended for very developed parts of the city which have the highest levels of public services. It allows a full range of industrial and commercial designations. The corresponding zone is EX. The Design overlay zone will be applied in conjunction with the EX zone.
- INDUSTRIAL SANCTUARY**
This designation is intended for areas where City policy is to reserve land for existing and future industrial development. A full range of industrial uses are permitted and encouraged. Nonindustrial uses are limited to prevent land use conflicts and to preserve land for industry. The corresponding zones are General Industrial 1 (GI1) and General Industrial 2 (GI2), and Heavy Industrial (HI).

PLAN OVERVIEW

INTRODUCTION
The Albina Community Plan was adopted by the Portland City Council in July of 1993 (Ordinance No. 160796, Ordinance No. 160797, Ordinance No. 167054 and Resolution No. 35169). Following Council's adoption the Plan was also approved by Multnomah County, Tri-Met, the Metropolitan Service District, Portland Public Schools, and Portland Community College. The Albina Community Plan is a comprehensive document which will guide and coordinate the activities of these governments. The Plan also encompasses the coordination of current and future activities of over 100 private organizations engaged in the revitalization of the Albina Community.

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

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

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

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

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

Business zoning has been generally designated to at least the first full block back. Most business zoned properties along King Boulevard have been added to the Convention Center Urban Renewal District. To ensure the compatibility of new development on King with surrounding areas the King Boulevard corridor is subject to design review. Design guidelines to be used in the design review process were developed and adopted with the Plan. As an alternative to the design review process, a design review commission was chosen to review with new "Sunbeltment

Compatibility Standards" which have been added to the zoning code. The Supplemental Compatibility Standards are clear and objective requirements. Design review projects to be reviewed through either design review or through the Supplemental Compatibility Standards are required to meet the affected neighborhood to discuss project design.

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

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

Alberta, east of King/Willamette, is an area whose revitalization is built on the formation of a retail and service center. The designation and zone are intended to encourage development which is compatible in character with existing neighborhoods and which reinforces owner occupancy.

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

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

OTHER COMMERCIAL AREAS
Additional commercial nodes are to be reinforced. Other commercial nodes are located between Answorth and Interstate Avenue, in Woodman and Dekum Street, and on Fremont and on Mississippi centering on Skidmore and Sh Streets. These smaller commercial nodes provide locations for neighborhood retail and service uses.

INSTITUTIONAL CAUSES
The plan's comprehensive strategy is tied to the growth of the Albina community's social and educational institutions. Growth in these campuses and educational institutions. Growth in the residential population has provided needed jobs and educational opportunities. To be to the growth of these institutions an Institutional Campus Comprehensive Plan Designation and corresponding Residential Institutional Zone have been created. The designation and zone are intended to streamline the approval process for institutional developments, acknowledge the important role these institutions play and provide nearby residents with certainty as to the institution's ultimate priorities.

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

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

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

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

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

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

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

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