

Final Report

June 2002

Interstate MAX Station Area Revitalization Strategy

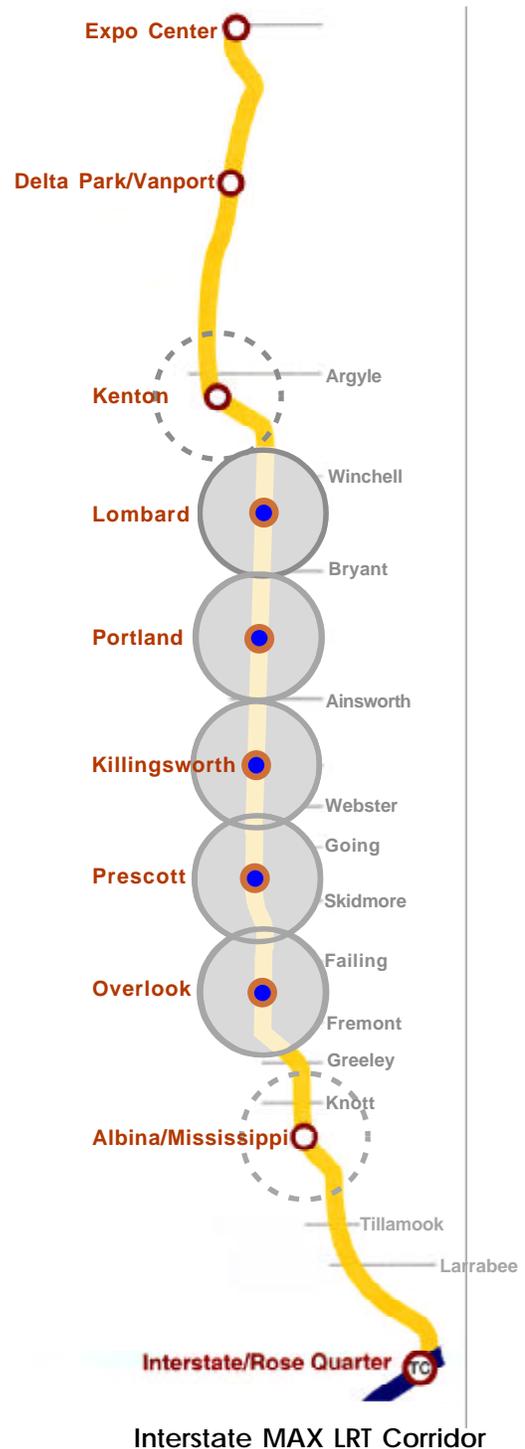
Portland Development Commission
Portland Office of Transportation
Crandall Arambula PC

Study Area

The five station areas evaluated as part of the Interstate MAX Station Area Revitalization Strategy are: Overlook, Prescott, Killingsworth, Portland and Lombard.

The primary study area is within a one-quarter mile radius around each of these transit stations. To account for factors which affect redevelopment potential at station areas, the project considered demographics, neighborhood characteristics and influences within a one-mile-wide corridor centered along Interstate Avenue.

Key findings from the Kenton Station Area Revitalization Strategy are incorporated in this report. The Kenton Strategy was the result of a PDC sponsored community process similar to this process. No planning was done for the Lower Albina station area. A plan for this area will be completed later under a separate study.



Credits

The Interstate MAX Station Area Revitalization Strategy represents the dedicated work of several hundred members of the community. The project team gratefully acknowledges the contribution of these people. This is the community's revitalization strategy and it would not have been possible without their efforts.

Technical Advisory Committee (TAC) Members

Howard Cutler	Portland Bureau of Housing and Community Development
Julia Gisler	Portland Bureau of Planning (BOP)
Michael Kiser	Tri-Met
Larry Ksionzyk	Oregon Department of Land Conservation and Development
Riley Whitcomb	Portland Parks and Recreation (PPR)

Project Team

John Southgate	Portland Development Commission (PDC), Lead Agency Manager
Steve Iwata	Portland Office of Transportation (PDOT), Lead Agency Manager
Kim Knox	Shiels Obletz Johnsen, Inc., Project Manager
Ross Kevlin	Oregon Department of Transportation Region 1, Transportation Growth Management (TGM) Grant Manager
Elissa Gertler	PDC
Marilyn Hurlley	PDC
Estee Segal	PDC
Phil Harris	PDOT
Art Pearce	PDOT
Deena Platman	PDOT
Lore Wintergreen	PDOT
Marcy McInelly	Urbsworks
Sumner Sharpe	Parametrix
Jeana Woolley	J M Woolley & Assoc.

Station Area Assessment Committee (SAAC)

Margaret Bax	PDC
Joe Dennis	Interstate Special Events
Maxine Fitzpatrick	Portland Community Reinvestment, Inc.
Alan Hipolito	Hacienda
Alan Holzapfel	Arbor Lodge Resident
Mark Kirchmeier	University of Portland
Ray Leary	Developer
Nancy Merryman	Robertson Merryman Barnes Architects
Larry Mills	Kenton Action Plan
Margaret Nelson	Key Bank
Jane Olberding	Developer

TGM Grant Consultant Team

George Crandall	Crandall Arambula PC (CA), Principal
Don Arambula	CA, Principal
Paige Gogonian	CA (CA Team Coordinator)
Kristin Belz	CA
Philip Goff	CA
Janet Smith-Heimer	Bay Area Economics (BAE)
Ron Golem	BAE
Jim Jerde	Architectural Cost Consultants

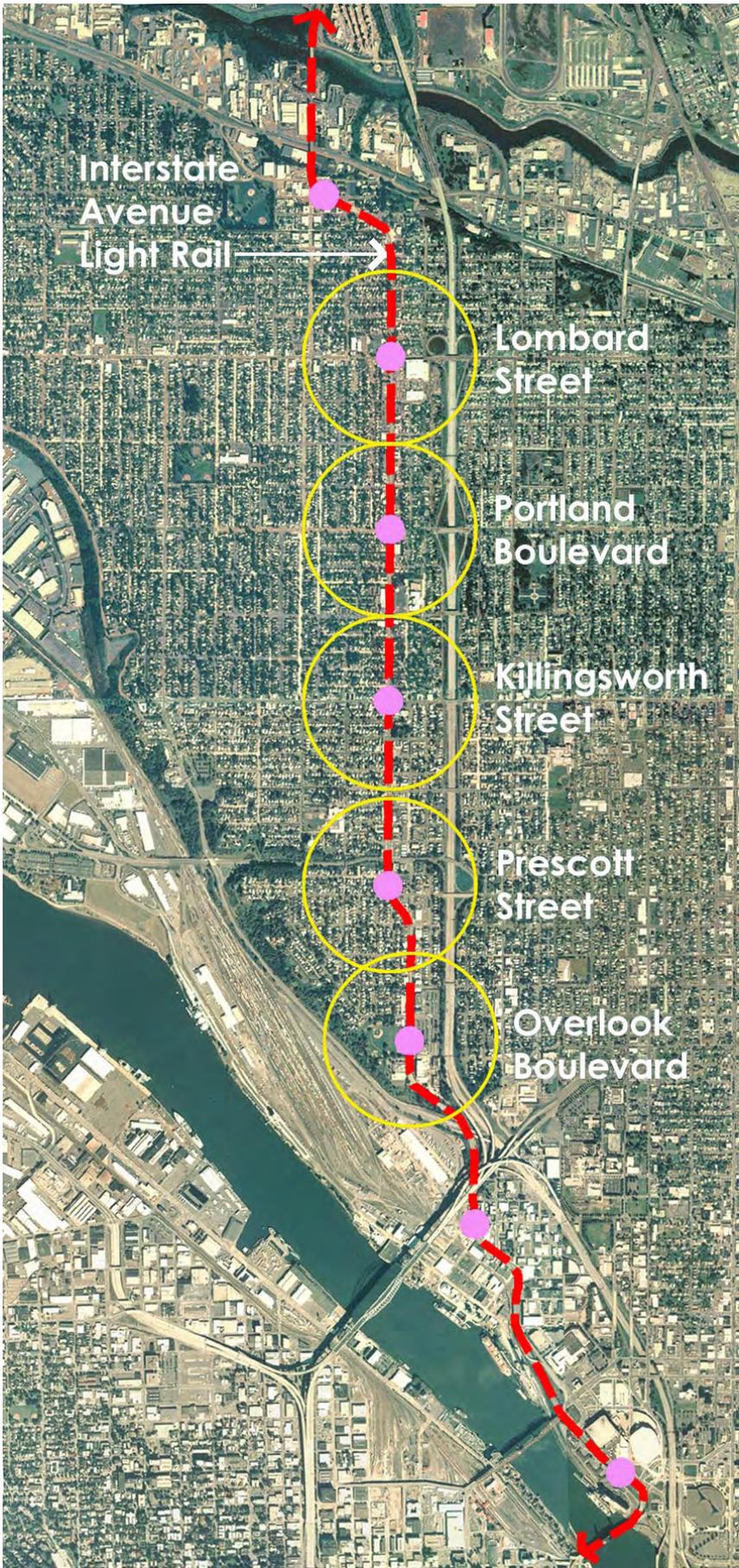
This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by the federal Transportation Equity Act for the 21st Century (TEA-21), local government, and the State of Oregon funds. The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

For more information regarding this report, contact PDC at (503) 823-3200.



Table of Contents

Executive Summary	1
Priority Projects Summary	6
Station Area Concepts	9
Development Context	13
Intent	15
Community Goals for the Corridor	18
Economic Overview of the Corridor	19
Implementation	21
Priority Projects	23
<i>Catalyst Public Projects</i>	28
<i>Tax Increment Generating Projects</i>	29
<i>Housing and Jobs Creation Projects</i>	30
<i>Other Priority Public Projects</i>	31
Policies and Plan Amendments	38
<i>Displacement Protocol</i>	42
Public Investment and Partnerships	44
Station Area Planning	49
Process and Community Efforts	52
Existing Conditions	54
Opportunities and Constraints	57
Concept Plans	60
Overlook Station Area Concept Plan	61
Prescott Station Area Concept Plan	73
Killingsworth Station Area Concept Plan	87
Portland Station Area Concept Plan	101
Lombard Station Area Concept Plan	115



Executive Summary

Interstate Avenue is poised for significant change in the coming years. A new light rail line – Interstate MAX – is under construction, setting the stage for the first major infusion of public and private investment in years.

The 1993 Albina Community Plan established a policy framework calling for a concentration of medium to higher density mixed use development around the light rail stations and along key east-west cross streets. The 2000 Interstate Corridor Urban Renewal Plan amplifies this policy framework, acknowledging the mandate for transit supportive development in a manner that primarily benefits the existing community – residents, businesses, and property owners.

This Station Area Revitalization Strategy takes the policy framework to an important next step – it articulates a community vision for redevelopment of key parcels at six station areas, coupled with strategic public infrastructure improvements. The vision is informed by rigorous technical and market analysis. The strategy identifies concrete actions which the Portland Development Commission (PDC) and its community and agency partners need to pursue to fulfill the community's hopes and expectations, with a particular focus on steps to be taken within the next 6-12 months.

It is important to seize the opportunity *now*, to honor the tremendous commitment and time and energy of the more than 500 citizens who have devoted so much effort and enthusiasm to the creation of this Strategy, and to initiate catalyst projects which will coincide with the opening of the MAX line in 2004.

The vision calls for the creation of more than 1700 housing units (approximately 650 in the priority projects), serving a variety of income levels in a variety of housing types. It calls for commercial development to provide more than 2000 new employment opportunities for area residents.

The Strategy attempts to strike an all-important balance between, on the one hand, wealth creating redevelopment and revitalization activities, and on the other hand, protection of those who are most at risk of displacement – low income renters and small businesses. The strategy includes a displacement protocol, which is an effort to address displacement in a positive, pro-active manner, by linking people with resources and services for better housing, employment, or business opportunities.

The Strategy is founded on the conviction that decisions affecting North and Northeast Portland must reflect the informed participation of citizens. It is also founded on the expectation that public investment must leverage significant private investment which respects the values and goals of the community.

The Strategy is an expression of what the community would like to see as property redevelops around the Interstate MAX station areas.

Key Findings

- **The existing development environment is weak.**
The corridor has a weak development image and investment environment. Targeted public investments will leverage early successful private projects to improve the corridor's image.
- **Some project types require subsidies.**
Desired forms of private development (medium to higher density mixed use/mixed income projects) are not feasible without public financial subsidies.
- **The regulatory framework does not adequately assure the community's goals.**
The current regulatory framework does not assure that the community's development vision will occur. It is important to clearly and consistently describe the community's vision for development around the stations particularly regarding density, use, orientation and design of new buildings.
- **Displacement and wealth creation are key community concerns.**
23 homes and 104 jobs could be directly impacted by the construction of the community's priority projects. The proposed priority projects represent an opportunity for increased employment and housing opportunities.
- **TIF funding is inadequate.**
The estimated public investment to carry out the identified "five year" priority projects is \$31,000,000 - far in excess of what tax increment financing (TIF) alone can cover in the early stages of the urban renewal area. There are other significant non-TIF sources but it is unclear how to utilize these other sources effectively.

Next Steps

Maintain momentum.

The public has been actively involved in developing the revitalization strategy. Their ongoing participation is critical for successful implementation.

- An ongoing implementation process should be established and stakeholders identified to champion the revitalization strategy so that institutional memory of this process does not fade.
- PDC needs to continue its dialogues with key property owners who have demonstrated some level of commitment to proceeding with redevelopment in general accordance with the strategy.

Establish Development Framework.

The City needs to quickly begin work with the community to establish necessary zoning actions, design guidelines, and other development and regulatory tools to assure that the community's vision is realized.

Augment funding.

Projects, especially those that address gentrification and displacement, will require public financial participation. PDC should investigate means to increase the amount of TIF funds in the early years of the Urban Renewal Plan. City staff should also investigate non-TIF sources that may be applicable to station area projects.

Provide development incentives.

PDC must provide financial incentives tied to community goals with the long term objective of diminishing the level of incentive necessary to make projects feasible.

Build demonstration projects.

Early projects should demonstrate several key public and policy objectives - economic feasibility, good design, compatibility with neighbors, responsiveness to the displacement challenge, and local wealth creation opportunities. Demonstration projects which can be completed within the next three years should be given a high priority.

Executive Summary

Priority Project	New Units	New Jobs ¹	Displacement		Estimated Project Costs	Estimated Public Contribution ²	Bonding Capacity/TIF ³
	(# units)	(# jobs)	(# units)	(# jobs) ¹	(millions \$)	(millions \$)	
Lower Albina Station Area (to be determined)							
Private Projects	-	-	-	-	-	-	-
Public Projects	-	-	-	-	-	-	-
Overlook Station Area							
Private Projects							
Project 5: Overlook Village Mixed Use Center ⁴	-	-	-	-	-	-	-
Project 1a: Kaiser West Residential Mixed Use	48	6	0	0	6.6	0	yes ⁵
Project 1b: Kaiser West Residential	112	0	0	0	15.7	0	yes ⁶
Public Projects							
Project 1: Failing Street Improvements							
Interstate Ave. to I-5 (1 1/2 blocks)	-	-	-	-	0.8	0.8	-
I-5 to Mississippi Avenue (2 1/2 blocks)	-	-	-	-	1.4	1.4	-
Prescott Station Area							
Private Projects							
Project 6: Residential Mixed Use	70	16	9	4	11.0	1.8	no
Project 1: Retail	0	24	0	10	2.3	0	yes
Public Projects							
Project 1: Urban Street Improvements							
For Project 6 Residential Mixed Use (3 blocks)	-	-	-	-	1.8	1.8	-
For Project 1 Retail (1 block)	-	-	-	-	0.6	0.6	-
Killingsworth Station Area							
Private Projects							
Project 3: Grocery Store Mixed Use	36	48	0	15	9.1	0.9	no
Project 6: Residential Mixed Use	53	36	0	15	9.8	1.3	no
Project 10: Residential Mixed Use	7	6	0	0	1.9	0	yes
Project 1: Residential Mixed Use ⁷	38	15	4	0	6.1	1.0	no
Public Projects							
Project 1: Patton Park/IFCC Expansion ⁸	-	-	-	-	0.4	0.4	-
Project 2: Killingsworth Urban Street Improvements	-	-	-	-	2.1	2.1	-
Write-in Project: Plaza Housing Improvements ⁹	-	-	-	-	-	-	-
Project 11: Ainsworth Bridge Improvements	-	-	-	-	1.5	1.5	-
Portland Station Area							
Private Projects							
Project 5: Residential Mixed Use	8	4	0	0	0.8	0.2	no
Project 6: Residential & Preschool	54	12	0	0	6.2	1.4	no
Public Projects							
Project 1: Ockley Green Open Space Improvements	-	-	-	-	0.5	0.5	-
Project 5: Ainsworth Green Street Improvements	-	-	-	-	0.5	0.5	-
Lombard Station Area							
Private Projects							
Project 2a: Fred Meyer Retail ¹⁰	0	220	0	0	25.6	0	yes
Project 2b: Office ¹⁰	0	720	0	0	40.8	0	yes
Project 5: Residential Mixed Use	90	6	10	0	8.2	2.3	no
Public Projects							
Project 1: Community Buildings at Kenton School	-	-	-	-	2.2	2.2	-
Project 4: Lombard Urban Street Improvements							
Interstate Ave. to I-5	-	-	-	-	1.6	1.6	-
Interstate Ave. to Denver Ave.	-	-	-	-	4.0	4.0	-
Five Station Areas Total	516	1,113	23	44	161	26	-
Kenton Station Area (from previous study)¹¹							
Private Projects							
Project 1: Grocery Mixed Use	107	45	0	13	13.4	2.7	not analyzed
Project 2: Retail/Residential/Office	27	104	0	25	7.7	0	not analyzed
Project 3: Residential/Commercial/Office	0	120	0	20	25.1	0	not analyzed
Public Projects							
Project 1: Denver Avenue Street Improvements	-	-	-	-	1.8	1.8	-
Project 2: Kenton Steps	-	-	-	2	0.7	0.7	-
Kenton Station Area Total	134	269	0	60	49	5	-
Corridor Total	650	1,382	23	104	210	31	-

1 Number of jobs does not include jobs generated by new construction.

2 In the case of public projects, public contribution represents total project costs and may include city, state and federal funding sources. In the case of private development projects, public contributions would be generally limited to projects with a mixed income residential component. The dollar amount represents an average tax increment financing investment by PDC of \$25,000 per unit and is based on recent PDC experience with a range of affordability of income levels and product types. The subsidy figure for mixed income projects does not include non-TIF sources such as tax credits, tax abatements, etc.

3 TIF = Tax increment financing. Refers to net increase in TIF bonding capacity generated during the first 10 years after project completion. All commercial projects will generate TIF upon project completion. Some mixed-use or residential projects will generate TIF for a portion of the project, while other such projects will likely be completely tax abated and therefore not generate TIF in the first ten years.

4 Master plan to be developed.

5 TIF generated by market-rate units and retail only.

6 TIF generated by market-rate units only.

7 Land is owned by the Portland Development Commission. Land costs of approximately \$1.1 million are not included in the minimum public contribution figure.

8 Patton Park improvements only. IFCC expansion to be determined through development of master plan.

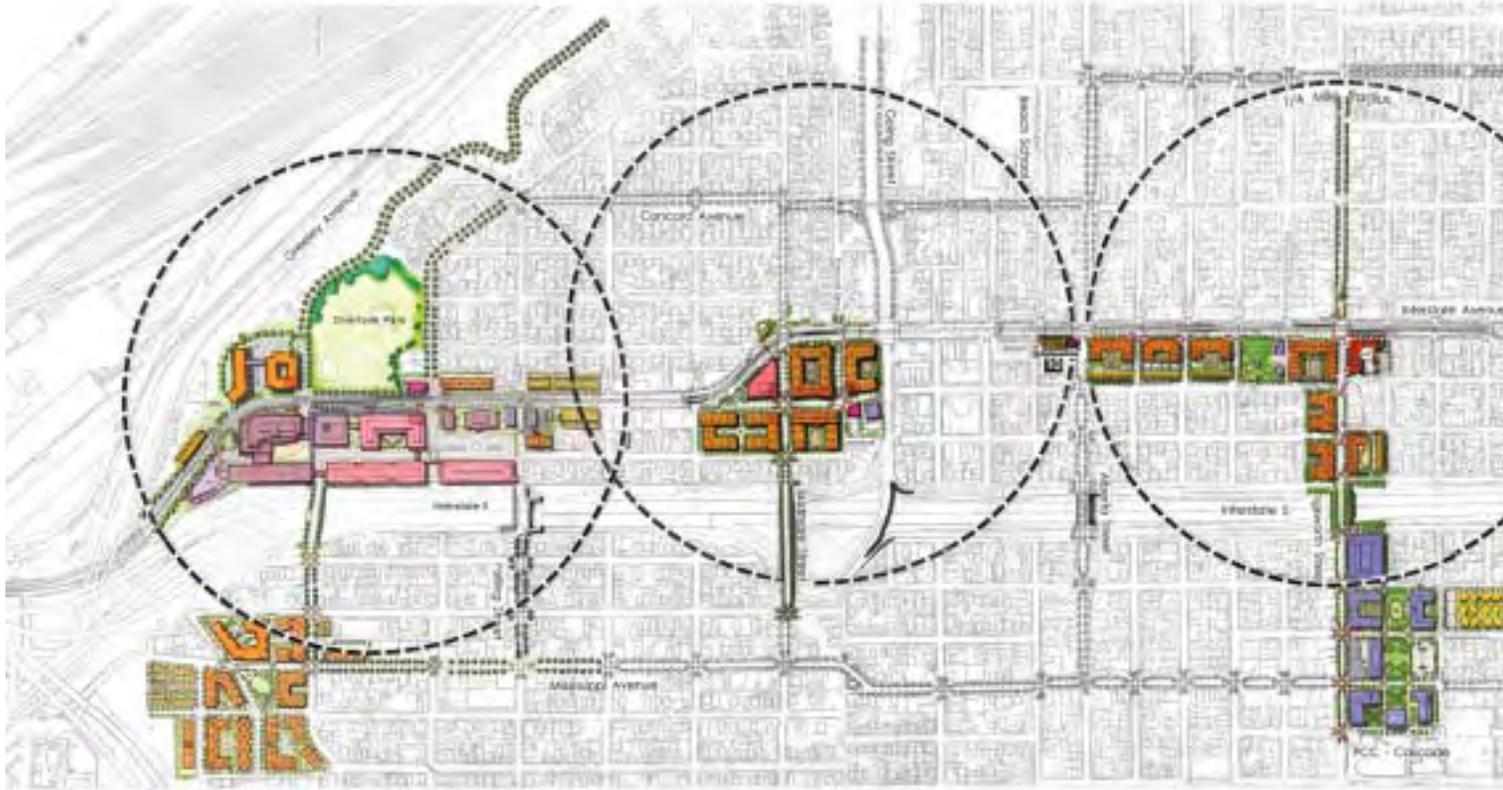
9 Improvements to existing homes and open space to be determined through development of a master plan.

10 The community identified mixed use development at the Fred Meyer site as a priority. The office component was not developed at the time the community voted on priorities.

See Lombard Station Area Projects text on page 24.

11 The SAAC recommended including the Kenton station area because station area planning had been completed in a previous study and priority projects identified. The Kenton Downtown Plan was approved by the Portland City Council in December 2000.

Interstate MAX Revitalization Strategy



**A Overlook
Employment Anchor**

Private Investment

- 1a Residential Mixed Use
- 1b Residential
- 1c Rowhouses
- 2 Retail
- 3a Office Mixed Use (Kaiser)
- 3b Office (Kaiser)
- 3c Parking Structure
- 4 Residential Neighborhood (apartments, rowhouses, live/work)

Public Investment

- 1 Boise Overlook Bridge (Ped/Bike)
- 2 Willamette Bluff Walkway
- 3 Overlook Park Enhancements
- 4 Green Street Improvements

**B Prescott
Neighborhood Center**

Private Investment

- 1 Retail
- 2 Residential Mixed Use
- 3 Residential Mixed Use
- 4 Residential
- 5 Mixed Use Office
- 6 Residential Mixed Use
- 7 Retail (Grocery Store)

Public Investment

- 1 Urban Street (Main Street) Improvements
- 2 Skidmore Bridge Improvements
- 3 Concord Ped/Bike Bridge Improvements
- 4 Green Street Improvements
- 5 Alberta Green Bridge Improvements
- 6 Going Street Arterial Improvements
- 7 Willamette Bluff Walkway

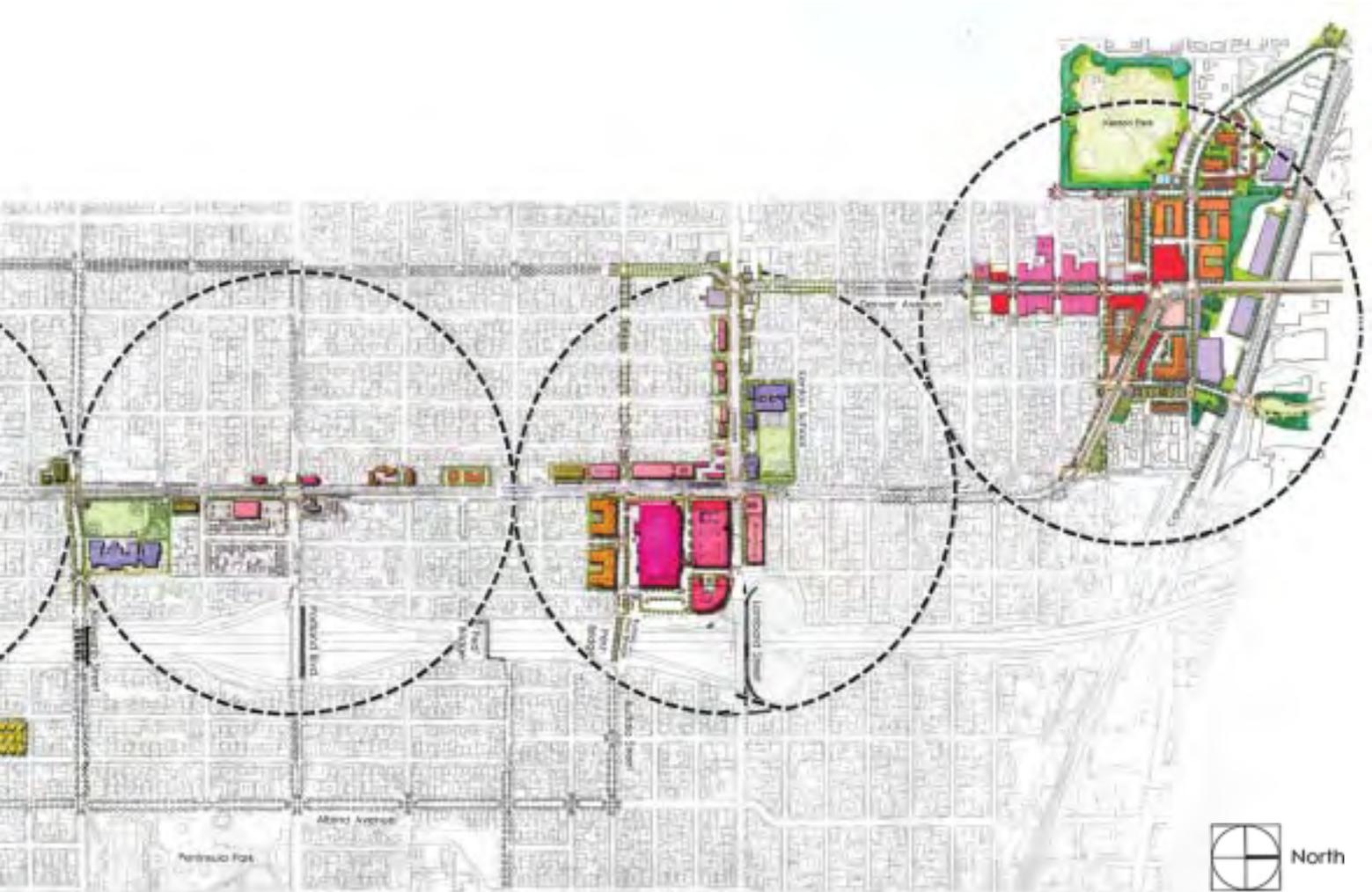
**C Killingsworth
Main Street**

Private Investment

- 1 Residential/Retail Mixed Use
- 2 Residential/Commercial Mixed Use
- 3 Grocery/PCC Academic/Residential
- 4 Residential/Commercial Mixed Use
- 5 Residential/Commercial Mixed Use
- 6 Residential/Commercial Mixed Use
- 7 Residential
- 8 Residential
- 9 Residential
- 10 Residential/Retail Mixed Use

Public Investment

- 1 Patton Park Improvements
- 2 Killingsworth Main Street Improvements
- 3 Green Street Improvements
- 4 Killingsworth Active Bridge Improvements
- 5 Ainsworth Green Bridge Improvements
- 6 Alberta Bridge Improvements



D Portland Neighborhood Corridor

Private Investment

- 1 Oregon Armored Parking Lot Screen
- 2 Commercial Mixed Use Expansion
- 3 Residential
- 4 Residential
- 5 Residential/Commercial
- 6 Residential and Preschool
- 7 Residential

Public Investment

- 1 Ockley Green School Open Space Improvements
- 2 Green Street Improvements
- 3 Portland Blvd. Bridge Improvements
- 4 Bryant Pedestrian Bridge Improvements

E Lombard Retail/Emploment Anchor

Private Investment

- 1 Office
- 2 Fred Meyer Mixed Use
- 3 Gas Station Reconfiguration
- 4 Residential
- 5 Residential Mixed Use
- 6 Rowhouses
- 7 Mixed Use Parking Structure
- 8 Kaiser Office Expansion
- 9 Office Renovation
- 10 Office
- 11 Office

Public Investment

- 1 Community Buildings at Kenton School
- 2 Buffalo Street Pedestrian Bridge
- 3 Urban Street Improvements
- 4 Green Street Improvements

F Kenton Downtown Gateway

Private Investment

- 1 Anchor Grocery Store
- 2 Retail
- 3 Anchor Retail
- 4 Residential
- 5 Office
- 6 Office
- 7 Retail
- 8 Residential
- 9 Residential
- 10 Residential

Public Investment

- 1 Denver Avenue Improvements
- 2 Fenwick Terraces Park
- 3 Brandon Steps
- 4 Columbia Slough Park Trail
- 5 Rose Garden Enhancement
- 6 Kenton Community Center
- 7 Urban Street Improvements
- 8 Green Street Improvements

Station Area Concepts

The revitalization strategy proposes infill development in the vicinity of six station areas. Responding to regional and local market demand, the strategy for each station area represents community, social, economic and physical site constraints and opportunities that are unique to each neighborhood. The following describes key concepts and proposed projects for station areas:

A - Overlook Station

New development will strengthen the existing regional medical/employment center by providing opportunities for both housing and services.

- **New Housing** - A priority is the redevelopment of the existing Kaiser West Medical facility into a high-density housing development, right next to Overlook Park.
- **“Overlook Village”** - Envisioned by neighborhood advocates, a mixed-use housing, retail and cultural facility would be developed in the style of European buildings and plazas.
- **Street Improvements** - Failing Street would provide safe and convenient pedestrian access from the Boise neighborhood across Interstate 5 to the light rail station.



B - Prescott Station

To serve the neighborhood, a retail and housing district would be focused along Skidmore Street.

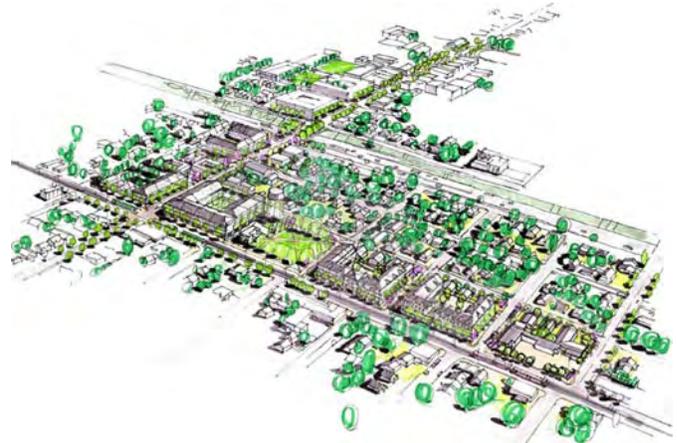
- **Street Improvements** - Existing wide streets, Prescott and Maryland, would be narrowed to create larger development parcels and to improve pedestrian access to the station platform.
- **New Housing** - Mixed-use development is envisioned for most of the blocks directly east of the station platform. Ground floor retail is proposed for buildings along Skidmore between Interstate and Maryland to create a “Main Street-styled” retail environment.
- **New Retail** - A small grocery store to serve the neighborhood is proposed.
- **Improved I-5 Crossing** - Pedestrian improvements to the Skidmore Street Bridge across Interstate 5 to Mississippi Street are desired.



C - Killingsworth Station

High density mixed-use “Main Street” development is envisioned along Killingsworth Street linking the station platform to Portland Community College and the Humboldt neighborhood.

- **Improved Public Facilities** - Improvements to Patton Park and the Interstate Firehouse Cultural Center would serve as a focus for cultural activities and recreation opportunities.
- **Street Improvements** - Pedestrian improvements to Killingsworth Street would establish an environment for retail development and improved pedestrian safety and comfort between King Boulevard and Greeley Street.
- **New Grocery Store** - Redevelopment of the Renaissance Market site at the PCC campus would include a new small grocery store engaging Killingsworth Street.
- **Public Housing Improvements** - Improvements to existing public housing projects such as the Plaza are envisioned.
- **New Housing** - New mixed-use housing at the station platform would provide both rental and ownership opportunities.



D - Portland Station

Small-scale locally-owned and -operated business and housing development are proposed.

- **Small-scale Redevelopment** - Redevelopment of a small parcel which currently features an antiques store provides an opportunity to demonstrate high quality infill projects that small, local developers may undertake.
- **Improved I-5 Crossing** - To improve access across Interstate 5 to the Piedmont neighborhood, pedestrian improvements along Ainsworth Street are desired.
- **Playfield Improvement** - Improvements to the Ockley Green School playfields would provide an additional open space/recreation opportunity for new and existing residents.



E - Lombard Station

Mixed-use retail and office development of a more regional scale would be provided along Lombard Street and Interstate Avenue.

- **New Street-engaging Retail** - Ground floor retail at the northeast, southeast and southwest corners of the Lombard and Interstate intersection would be developed.
- **Expanded Fred Meyer** - A new mixed-use Fred Meyer store, including a possible office building and parking structure are proposed.
- **New Community Facilities** - A facility meeting neighborhood needs is envisioned, to engage Lombard Street at the Kenton School site.
- **Street Improvements** - Pedestrian and landscape improvements are desired for Lombard Street from Interstate 5 to Denver Avenue.
- **New I-5 Pedestrian Crossing** - The Buffalo Street pedestrian bridge would provide safe, secure and direct pedestrian access between the Piedmont neighborhood, Fred Meyer and the light rail platform.

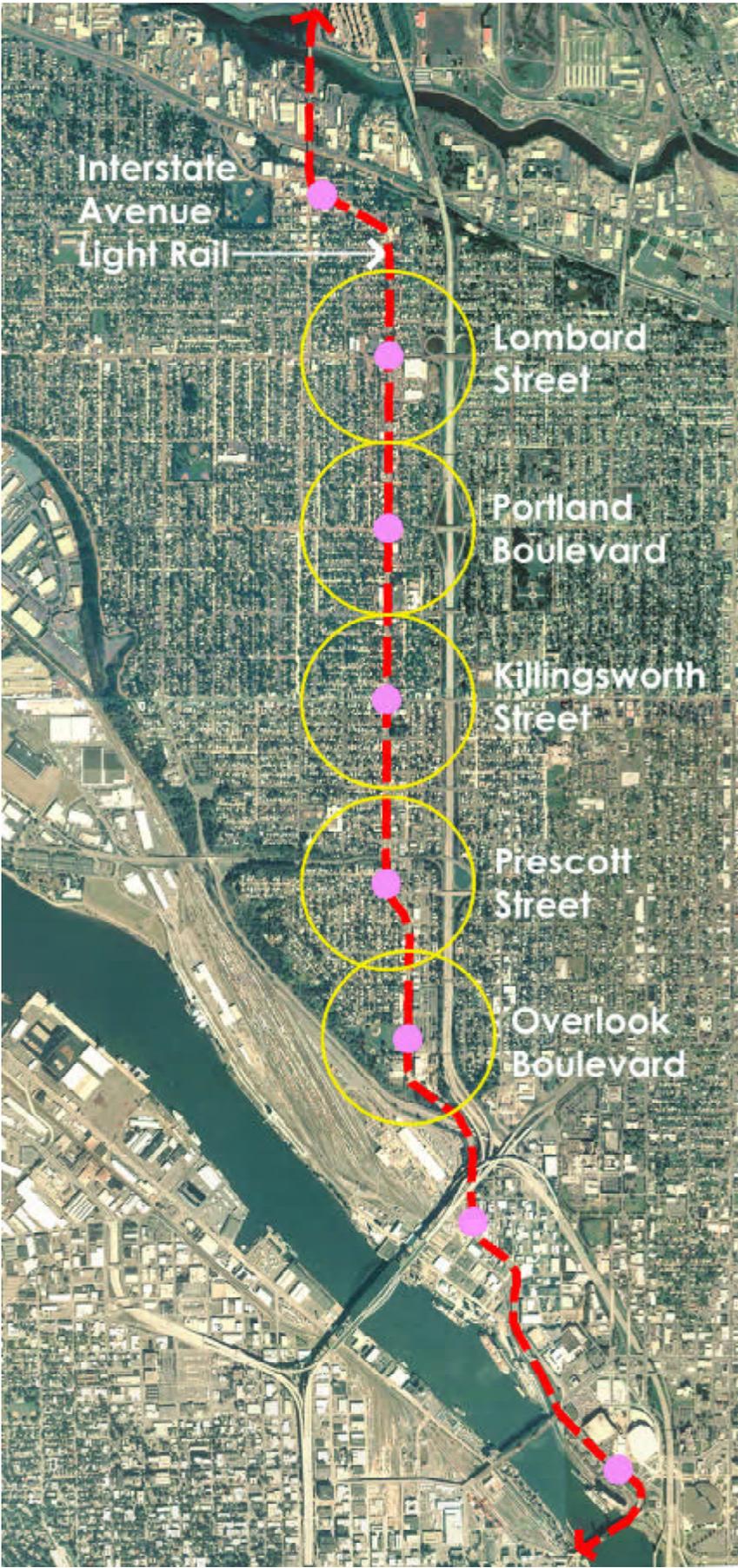


F - Kenton Station

In December of 2000, prior to this strategy planning effort, Portland City Council adopted a plan district for the Kenton Station Area. This action was the culmination of more than three years of community meetings, surveys, market and traffic studies, urban design plans and trail access analysis. The intent of the plan district is to ensure that plans and policies are in place to implement projects that foster main street-styled retail and mixed-use housing and office development. Priority projects that were viewed as most important for the revitalization of “Downtown Kenton” include:

- **A Main Street** - Improvements to Denver Avenue that strengthen existing businesses and create an environment that attracts new investment.
- **Anchor Development** - Development of a mixed-use grocery store at the intersection of McClellan and Denver would anchor the Denver Avenue retail.
- **New Open Space** - Creation of a new “Kenton Steps” park along Fenwick Street at Interstate Avenue would provide attractive new open space and stimulate adjacent development.
- **New Mixed Use Development** - Redevelopment of the Wells Fargo site and adjacent parcels as a mixed-use retail, housing and office development would add vitality to Denver Avenue and the station platform.





Development
Context

Intent

The revitalization strategy provides opportunities for new jobs and housing at station areas along the Interstate MAX light rail transit (LRT) line in North Portland. It is anticipated that within the next five years the strategy will culminate in built projects that are responsive to the goals and objectives of the existing community.

The revitalization strategy recognizes that this corridor has few vacant lots, and that redevelopment required to meet the community objectives of providing new housing and jobs may need to occur on developed parcels. To meet this aggressive community directive, the strategy offers design concepts for both private and public properties both vacant and occupied.

In most instances conceptual schemes were developed with the consent and involvement of property owners, tenants or employees of the affected sites. Nevertheless, the strategy does not represent a commitment from either public and/or private property owners that development will occur as the concepts illustrate, nor do the concepts represent a commitment of financial involvement by the PDC or other public agencies.

The revitalization strategy is intended to inform decision-makers, in particular the Interstate Corridor Urban Renewal Area Committee (ICURAC), Portland Development Commission and City Council, in their process of forming policies and assigning public dollars to projects within the urban renewal corridor. The strategy includes a suggested schedule and milestones for recommendations, decisions and implementation actions.

As part of the larger Interstate Corridor Urban Renewal Area, the station area concepts are intended to identify potential "demonstration projects" for new development and possible implementation strategies for other areas within the corridor.



Development in the Interstate Corridor will occur on vacant and developed properties.

Guiding Principle

A singular guiding principle was central to the creation of the revitalization strategy. Simply stated, the community's expectation is that all new development benefit first and foremost those who currently live and/or work in the corridor. With this in mind, the strategy reflects a strong desire to provide opportunities for a range of new housing types and family-wage jobs while addressing displacement issues.

An Inclusive Approach

The proposed strategy reflects the community's vision for station area development. Over 500 residents, business owners and other interested community members participated in the planning process. The community's involvement focused on five large public meetings or "Work Sessions" occurring at key points in the planning process from November 2000 through May 2001.

Additional efforts outside the scope of this project contributed to the community's understanding of the revitalization strategy, and provided additional documentation of the public's comments and ideas regarding the Interstate Corridor. These include community walks and canvassing, "study halls" on design quality and review processes, and numerous presentations of the project at civic and neighborhood meetings and events.

Individuals of all ages and from a variety of income levels, and cultural/ethnic backgrounds contributed to the plan. Among these groups were renters and homeowners, business owners and employees, land owners, and other stakeholders. A Station Area Assessment Committee (SAAC) comprised of station area residents, business owners, local developers, design professionals and financial experts provided the project and consultant team with additional input. Technical expertise was provided by representatives from government agencies affected by or responsible for implementation of this strategy.

Planning Process

The revitalization strategy took place over nine months beginning in October 2000. The work was organized around five work tasks and associated public work sessions: 1) identifying existing conditions, 2) identifying opportunities and constraints, 3) evaluating alternative development concepts, 4) selecting a Preferred Plan Concept, and 5) confirming a Preferred Plan Concept and providing an overview of implementation measures. This final report marks the completion of work tasks for this project.



The community desires new development to benefit those that currently live or work in the corridor.

Ensuring Quality

Throughout the process, the community embraced new development on the condition that it be constructed in a high quality manner compatible with the neighborhood. To promote new development that supports community values, the revitalization strategy describes a combination of incentive and regulatory tools. Regulations provide baseline standards, creating certainty for neighbors and investors. Incentives and guidelines are critical for providing the project features and quality which the community expects.

Priority Projects

The revitalization strategy identifies priority projects that could be completed within the 20-year life of the Interstate Corridor Urban Renewal Area. These projects are intended to maximize the benefits of public dollars invested at each station. They suggest a project sequence and identify projects which ought to begin as soon as possible because of their ability to leverage additional development and bring about the revitalization envisioned by the community. To further aid implementation, the revitalization strategy identifies actions and a schedule for the Portland Development Commission and other public partners.

Housing and Job Displacement

The strategy identifies specific proposals to address concerns of residents, small businesses and employees who may be impacted by new development. Specific actions, programs and responsibilities are identified to ensure that those at risk of displacement are provided equal or better options for replacement housing, business opportunities and jobs in the corridor. Projects suggested by the revitalization strategy provide a critical supply of new housing and business opportunities and begin to address the broader effects of displacement in the Interstate Corridor.

Tax Increment Financing (TIF)

In the near term, the Urban Renewal Area (URA) will generate relatively limited amounts of tax increment funds, and portions of this already limited pool will be reserved to fund MAX construction. In the longer term - after three to five years - the URA will generate increasing tax increment funds, because of general market trends, higher property values, and benefits from revitalization. However, the challenge is greatest in the first three to five years - to provide enough public investment to stimulate private investment before the tax increment has grown into a more substantial funding source.



Priority projects can generate tax increment as well as help address housing and job displacement.

Community Goals for the Corridor

The Interstate MAX Station Area Revitalization Strategy was shaped by the goals and objectives of the community, the ICURA, and the adopted Albina Community Plan.

Overarching Goals and Objectives

Outreach - The Revitalization Strategy should be founded on thorough, ongoing and inclusive community involvement. This process will build capacity within the community by providing specific, consistent, and culturally appropriate opportunities for all community residents, businesses, and organizations to access and impact urban renewal decision-making, and by providing educational resources necessary to make informed decisions. Information will be accessible to the community. Special emphasis should be given to engaging those sectors of the community not typically involved in this type of project, including the housebound and those who do not speak English. Communications will be in an accessible format where needed.

Benefiting the Existing Community - The Strategy should primarily benefit *existing* residents and businesses within the urban renewal area, through the creation of wealth, revitalization of neighborhoods, expansion of housing and transit choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which will enhance the quality of life within the station areas. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g. the elderly, people of color, small businesses, low income people, the disabled).

Return on Investment - Consideration should be given to focusing tax increment dollars, especially in the early years of the urban renewal area, on projects likely to attract significant private investment - i.e., to catalyze further investment, which in turn will generate more tax increment funds, giving a favorable return on investment (ROI) of initial public expenditures. It is recognized, however, that some programs and projects may not provide a strong ROI but are nonetheless supportive of other goals and objectives of the urban renewal plan, and therefore merit early funding.

Station Area Goals and Objectives

Neighborhoods

Enhancing the neighborhoods by considering: heritage, pedestrian linkages, parks and open space, compatible development, and main streets.

Housing

Serving the existing community by providing a housing balance and strategy addressing displacement.

Jobs

Providing employment opportunities for current residents, minimizing involuntary displacement of existing businesses.

Public Investment

Optimizing light rail investment by ensuring that a "balanced community" of jobs, housing, and retail uses is fostered to decrease transportation trips and increase transit ridership.

Economic Overview of the Corridor

The fact that the Interstate Corridor is close to downtown Portland and will be served by light rail is expected to increase commercial and residential demand. However, the corridor's poor image and physical environment are constraints to development. Furthermore, current market conditions may not support the costs of redeveloping in an area characterized by small, largely built-out parcels.

Developers recommended the following public investment strategies for attracting private investment:

- High quality streetscape improvements for “seeding” an area to stimulate development. Strategic public improvements create development opportunities, and help to set the stage for widespread and sustained private development.
- Funding incentives to make mixed-use and transit-oriented projects feasible given current market conditions.

When PDC participates in funding a development project, there is an opportunity to address community goals for the corridor through a Development Agreement. These contracts between PDC and the developer may specify project features and a standard of quality that in turn, establishes the tone for additional private development.

Commercial Demand

Interstate Avenue is the primary commercial street in North Portland. However, over the last several decades there has been minimal investment in new real estate development or rehabilitation of existing structures in the corridor. The result has been a modest level of business activity.

There are limited shopping opportunities in the study area for comparison goods such as apparel, hardware/home improvement, and furniture. Aside from small neighborhood serving hardware stores, stores selling comparison goods require a large trade area and the synergy of clustering together to be successful. The five station areas analyzed, with a combined resident population of less than 6,500, may not support such facilities. The exception to this is the potential synergy created by the existing Fred Meyer store; complementary shopping opportunities adjacent to that store should be further explored.

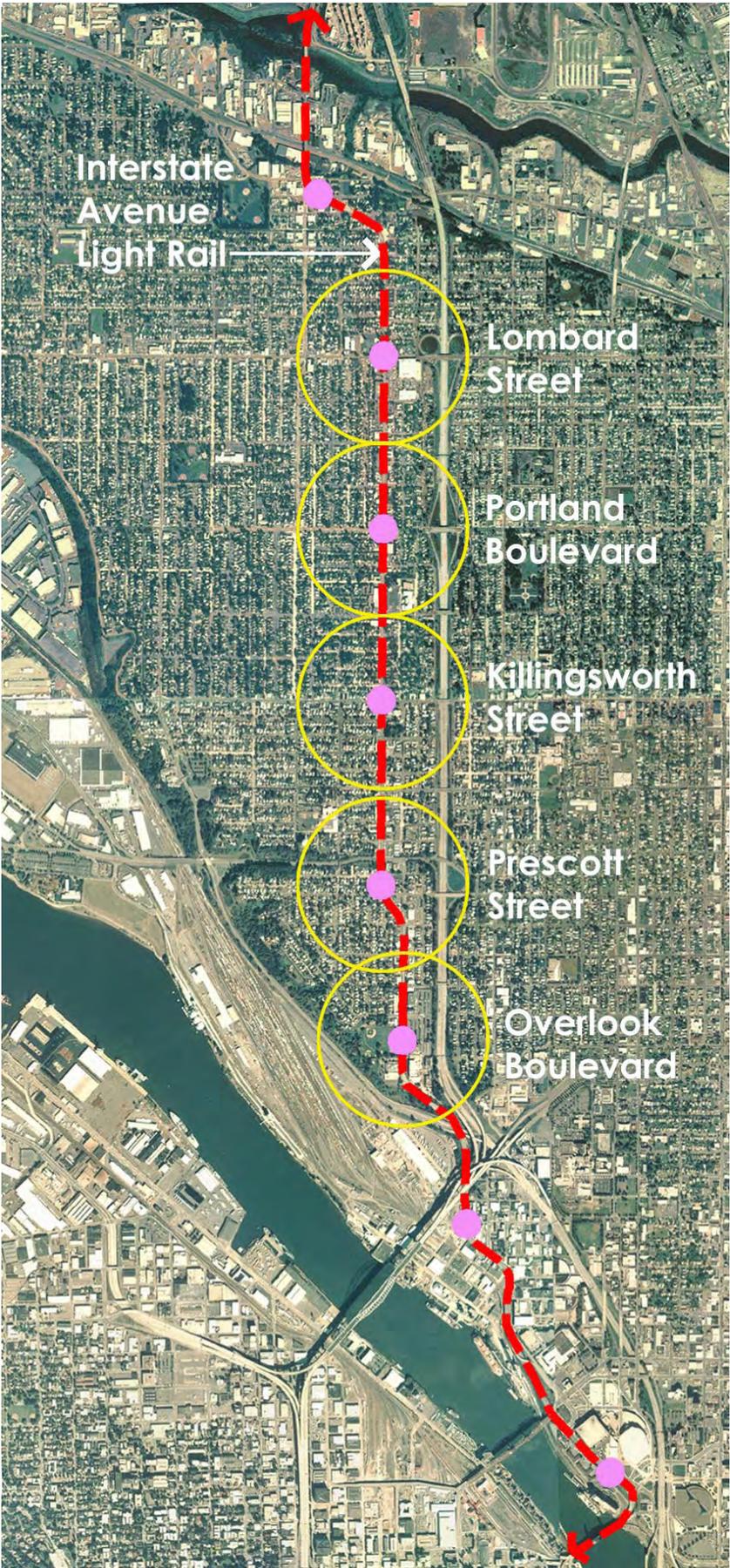
Housing Demand

The market study suggests that a range of 1,700 to 3,400 new housing units is considered potentially supportable in the Interstate Corridor marketplace. This level of new residential development will encourage the attraction of employers, as well as provide an expanded market for additional retail and neighborhood services.

This range is based on an estimate of 0.5 to 1 percent of Metro's regional household growth forecast between 1994 and 2017 for the Portland-Vancouver Metropolitan area. The range estimate takes into account the construction of the MAX line and coordinated efforts of the City and transportation agencies to attract households to compact, pedestrian-friendly, transit-oriented station area neighborhoods. The actual number of housing units that will be built over the life of the urban renewal district will depend upon a variety of physical and economic factors within the region and the corridor such as land availability, owner interest, construction costs, prevailing rents, and environmental conditions.



A market exists for new residential development along the Interstate Corridor. There is a financial gap between the cost of building some of the priority projects and what the market can support.



Implementation

Priority Projects

The priority projects are based on technical analysis and community support. They are the focus of project feasibility analyses, implementation actions, and preliminary implementation schedules described in this report. They will inform and direct initial development efforts of the PDC, Bureau of Planning (BOP), Portland Office of Transportation (PDOT) and other public agencies who will continue to work with neighborhoods, stakeholders, property owners, and developers to achieve the preferred station area concept plans.

Identifying Priority Projects

The Project Team evaluated all projects identified by the community in the Preferred Concept Plans for each station area.

For private development projects, evaluation criteria included:

- New residential units created
- New jobs created
- Number of homes and jobs displaced
- Site availability
- Preliminary financial feasibility (includes project ability to create tax increment)
- Ability to catalyze other development
- Community support

For public projects, criteria included:

- Site availability
- Financial feasibility (preliminary assessment)
- Ability to leverage significant private investment and development of private priority projects
- Community support

These evaluations were discussed by the community at Work Session 4. By vote, the community indicated its top public and private priority projects for each station area. The priority projects include thirteen private projects and ten public priority projects. The table on the following page summarizes community-identified priority projects for the five station areas as well as Kenton.

It is important to note that the type and size of development identified in the priority projects is conceptual and not binding. Private projects represent prototype development projects but are not specific development proposals. Specific uses, densities, timelines, project costs and implementation process/sequence/roles may vary.



Priority projects were identified based upon community support and technical analysis.

Implementation

Priority Project	New Units	New Jobs ¹	Displacement		Estimated Project Costs	Estimated Min. Public Contribution ²	Bonding Capacity/TIF ³
	(# units)	(# jobs)	(# units)	(# jobs) ¹	(millions \$)	(millions \$)	
Lower Albina Station Area (to be determined)							
Private Projects	-	-	-	-	-	-	-
Public Projects	-	-	-	-	-	-	-
Overlook Station Area							
Private Projects							
Project 5: Overlook Village Mixed Use Center ⁴	-	-	-	-	-	-	-
Project 1a: Kaiser West Residential Mixed Use	48	6	0	0	6.6	0	yes ⁵
Project 1b: Kaiser West Residential	112	0	0	0	15.7	0	yes ⁶
Public Projects							
Project 1: Falling Street Improvements							
Interstate Ave. to I-5 (1 1/2 blocks)	-	-	-	-	0.8	0.8	-
I-5 to Mississippi Avenue (2 1/2 blocks)	-	-	-	-	1.4	1.4	-
Prescott Station Area							
Private Projects							
Project 6: Residential Mixed Use	70	16	9	4	11.0	1.8	no
Project 1: Retail	0	24	0	10	2.3	0	yes
Public Projects							
Project 1: Urban Street Improvements							
For Project 6 Residential Mixed Use (3 blocks)	-	-	-	-	1.8	1.8	-
For Project 1 Retail (1 block)	-	-	-	-	0.6	0.6	-
Killingsworth Station Area							
Private Projects							
Project 3: Grocery Store Mixed Use	36	48	0	15	9.1	0.9	no
Project 6: Residential Mixed Use	53	36	0	15	9.8	1.3	no
Project 10: Residential Mixed Use	7	6	0	0	1.9	0	yes
Project 1: Residential Mixed Use ⁷	38	15	4	0	6.1	1.0	no
Public Projects							
Project 1: Patton Park/IFCC Expansion ⁸	-	-	-	-	0.4	0.4	-
Project 2: Killingsworth Urban Street Improvements	-	-	-	-	2.1	2.1	-
Write-in Project: Plaza Housing Improvements ⁹	-	-	-	-	-	-	-
Project 11: Ainsworth Bridge Improvements	-	-	-	-	1.5	1.5	-
Portland Station Area							
Private Projects							
Project 5: Residential Mixed Use	8	4	0	0	0.8	0.2	no
Project 6: Residential & Preschool	54	12	0	0	6.2	1.4	no
Public Projects							
Project 1: Ockley Green Open Space Improvements	-	-	-	-	0.5	0.5	-
Project 5: Ainsworth Green Street Improvements	-	-	-	-	0.5	0.5	-
Lombard Station Area							
Private Projects							
Project 2a: Fred Meyer Retail ¹⁰	0	220	0	0	25.6	0	yes
Project 2b: Office ¹⁰	0	720	0	0	40.8	0	yes
Project 5: Residential Mixed Use	90	6	10	0	8.2	2.3	no
Public Projects							
Project 1: Community Buildings at Kenton School	-	-	-	-	2.2	2.2	-
Project 4: Lombard Urban Street Improvements							
Interstate Ave. to I-5	-	-	-	-	1.6	1.6	-
Interstate Ave. to Denver Ave.	-	-	-	-	4.0	4.0	-
Five Station Areas Total	516	1,113	23	44	161	26	-
Kenton Station Area (from previous study)¹¹							
Private Projects							
Project 1: Grocery Mixed Use	107	45	0	13	13.4	2.7	not analyzed
Project 2: Retail/Residential/Office	27	104	0	25	7.7	0	not analyzed
Project 3: Residential/Commercial/Office	0	120	0	20	25.1	0	not analyzed
Public Projects							
Project 1: Denver Avenue Street Improvements	-	-	-	-	1.8	1.8	-
Project 2: Kenton Steps	-	-	-	2	0.7	0.7	-
Kenton Station Area Total	134	269	0	60	49	5	-
Corridor Total	650	1,382	23	104	210	31	-

1 Number of jobs does not include jobs generated by new construction.

2 In the case of public projects, public contribution represents total project costs and may include city, state and federal funding sources. In the case of private development projects, public contributions would be generally limited to projects with a mixed income residential component. The dollar amount represents an average tax increment financing investment by PDC of \$25,000 per unit and is based on recent PDC experience with a range of affordability of income levels and product types. The subsidy figure for mixed income projects does not include non-TIF sources such as tax credits, tax abatements, etc.

3 TIF = Tax increment financing. Refers to net increase in TIF bonding capacity generated during the first 10 years after project completion. All commercial projects will generate TIF upon project completion. Some mixed-use or residential projects will generate TIF for a portion of the project, while other such projects will likely be completely tax abated and therefore not generate TIF in the first ten years.

4 Master plan to be developed.

5 TIF generated by market-rate units and retail only.

6 TIF generated by market-rate units only.

7 Land is owned by the Portland Development Commission. Land costs of approximately \$1.1 million are not included in the minimum public contribution figure.

8 Patton Park improvements only. IFCC expansion to be determined through development of master plan.

9 Improvements to existing homes and open space to be determined through development of a master plan.

10 The community identified mixed use development at the Fred Meyer site as a priority. The office component was not developed at the time the community voted on priorities. See Lombard Station Area Projects text on page 24.

11 The SAAC recommended including the Kenton station area because station area planning had been completed in a previous study and priority projects identified. The Kenton Downtown Plan was approved by the Portland City Council in December 2000.

Priority Projects Summary Table

The following discussion summarizes issues related to the Priority Projects Summary Table.

Estimated Minimum Public Contribution - The table identifies an estimated minimum public contribution required to develop priority projects. Public contribution represents project costs for public improvement projects, and may include city, state and federal funding sources.

In the case of private development projects with a mixed income residential component, the minimum public contribution represents an average tax increment financing (TIF) investment by the PDC of \$25,000 per residential unit. This multiplier is based on recent PDC experience with a variety of income levels and product types. Note that the average TIF investment indicated does not include other funding sources which may be available (see Funding Sources on page 46 of this report).

All TIF expenditures will have to be consistent with the relevant ICURA strategies including Economic Development, Community Livability, Housing, and Transportation.

Overlook Village Mixed-Use Center - Strong support for the Overlook Village Mixed-Use Center concept was expressed by the project's advocates. While a master plan has yet to be developed by advocates, they have indicated a general study boundary for the project (see map on page 65 of this report). In concept, the project would feature retail, residential and community uses focused on a village plaza. The character of the new development would be compatible with existing adjacent St. Stanislaus Church, the Polish Library, and Kaiser Town Hall. Potential displacement impacts, if any, for jobs and housing have not been identified.

Lombard Station Area Priority Projects - The Station Area Plan Concept for the Lombard station area presented at the April 4 Work Session featured a regional mixed-use commercial center at the Fred Meyer site, and office, residential and community uses focused along Lombard Street and Interstate Avenue. The community indicated that this was consistent with their vision, and showed their strongest support for the Fred Meyer Mixed Use project with the caveat that an alternative be considered that intensifies the mix of uses on the site including office, housing, and structured parking.

Subsequently, an enhanced alternative was developed by Crandall Arambula that featured structured parking and an office building on the Fred Meyer site. This enhanced alternative addressed the need for jobs within the corridor. It also responded to the community's desire for an intensification of uses on the Fred Meyer site, and their general support for office uses within the station area. The enhanced alternative was reviewed by Fred Meyer and subsequently presented to the community as a priority project identified in the Lombard Station Area Concept Plan.

The Lombard station area community expressed general support for Fred Meyer Retail (Project 2a) and Office (Project 2b) presented at the May 12 Work Session and Open House. No formal vote was taken regarding the Office concept (Project 2b). If Fred Meyer is to pursue such an option, it will be incumbent on Fred Meyer and the office developer to work with PDC and the community to further articulate the parameters for this idea (re-zoning, traffic impacts, etc.).

Key Project Implementation Actions

An implementation sequence for the priority projects is suggested, recognizing that while all projects have broad community support, the following factors significantly impact development feasibility:

- Financial resources are limited.
- Some projects may be easier to implement than others.
- Some projects may have more potential than others to comply with and support URA goals.

Four priority project categories are defined below, with projects listed on the following pages:

1) Catalyst Public Projects

Public projects that should be completed to leverage adjacent private projects.

2) Tax Increment Generating Projects

Private projects generating substantial tax increment and requiring little or no public contribution. They can be used to support other projects requiring public subsidies through the generation of additional TIF early in the life of the Urban Renewal Area (URA).

3) Housing and Jobs Creation Projects

Private projects that have the potential to address residential and small business displacement within the corridor, while expanding new housing and job opportunities near the light rail stations. These projects, unlike TIF generating projects, will typically require subsidies and/or tax abatement and as such will generally not generate TIF until later in the life of the URA.

4) Other Priority Public Projects

Projects identified by the public as high priority, and that provide additional public amenities or infrastructure improvements.

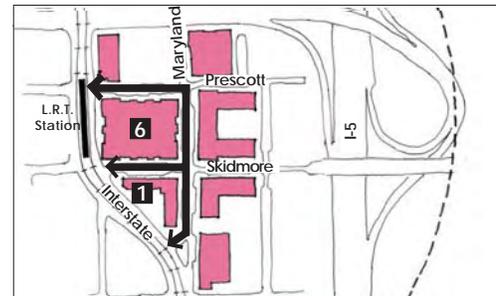
Catalyst Public Projects

Catalyst Public Projects are street improvements that have the potential to leverage significant private development on adjacent properties. Public and private projects must be linked: public improvements would only be constructed if private development is likely to be attracted. It is estimated that \$7.9 million public investment in the street improvements identified below has the potential to leverage approximately \$162 million in new development along improved streets. Portland Office of Transportation (PDOT), as the lead agency, would be responsible for implementing the catalyst public projects.

Prescott Station Area Street Improvements

Improvements to Prescott and Skidmore between Interstate and Maryland, and Maryland between Prescott and Interstate, provide the focal point for a new neighborhood center with approximately 222 new residential units and 66 new jobs.

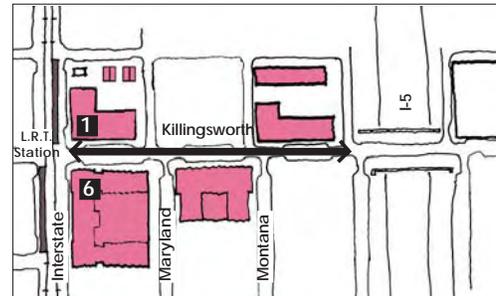
Street Improvements: \$2.4 million
Potential Private Investment: \$42.0 million



Killingsworth Street Improvements

Improvements to Killingsworth between Interstate and I-5 establish the beginning of a new Main Street with 172 new residential units and 58 new jobs.

Public Agency Contribution: \$2.1 million
Potential Private Investment: \$29.0 million

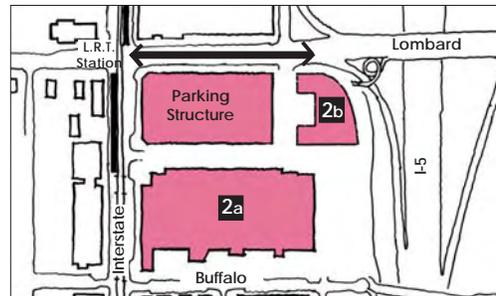


Lombard Street Improvements

The new gateway from I-5 to Interstate with a new traffic light and road access to the proposed Fred Meyer redevelopment creating approximately 940 new jobs.

Public Agency Contribution: \$ 1.6 million
Potential Private Investment: \$66.0 million

This project was supported by the community but was not among the highest priority public projects. It is shown here because it is linked to the Lombard station area community's top development project at the Fred Meyer site.



Denver Avenue Main Street Improvements

The revitalization of the historic Kenton downtown Main Street with approximately 210 new and renovated housing units, 144,000 sq. ft. of new and renovated retail and 42,000 sq. ft. of office.

Public Agency Contribution: \$ 1.8 million
Potential Private Investment: \$25.0 million

Denver Avenue Main Street improvements were identified in the PDC Kenton Downtown Revitalization Strategy, September 1999.



Key

- Catalyst Public Project
- Potential Private Investment - (see Private Projects Action Charts in Station Area Concept Plans for project detail)
- Priority Project - Private Development (see Summary Table and Fold-Out Plan)

Tax Increment Generating Projects

Tax Increment Projects are private development projects that have the potential to generate substantial new tax revenue. Tax increment, a financing tool of urban renewal, refers to the increase in property tax revenues generated during the first 10 years after project completion, and the resulting revenues available to repay bond issuance. As property values increase in an area due to new investment, increasing dollars are available to finance other priority projects which may require subsidies to fulfill other public objectives, e.g. affordable housing. The Tax Increment Projects described below have the potential to provide an estimated \$7 to \$15 million in additional bonding capacity to finance projects such as catalyst public projects, mixed income and affordable housing, affordable commercial space, community centers and park improvements in the urban renewal area.

The tax increment projects would be initiated by private sector developers. The owners, Kaiser and Fred Meyer, have not identified a specific timetable for implementation. PDC, as the lead public agency, should look for ways to assist Kaiser and Fred Meyer in implementing these revenue-generating projects. PDC assistance may include public involvement facilitation, development fee exemptions, and assistance with other land use approvals.

Kaiser West Residential Projects

These two projects provide an estimated 160 residential units.

Project 1a - Kaiser West Residential Mixed Use

- 48 new units
- 6 new jobs

Project 1b - Kaiser West Residential:

- 112 new units

Approximate Project Value: \$22.0 million



Fred Meyer Projects

These two projects provide an estimated 940 new jobs. Improvements to Lombard between Interstate and I-5 are necessary to allow construction of the Fred Meyer site in the configuration indicated.

Project 2a - Fred Meyer Retail

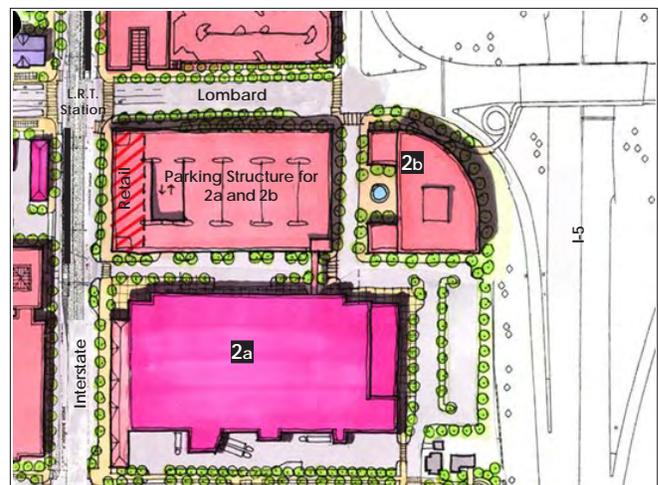
- 220 new jobs

Approximate Project Value: \$26.0 million

Project 2b - Office

- 720 new jobs

Approximate Project Value: \$41.0 million



Housing and Jobs Creation Projects

Additional development projects identified as high priority by the public are listed below and illustrated on the following pages. These projects may provide the opportunity to address new housing and jobs demands within the corridor including increasing capacity to accommodate those most at risk of displacement. Most or all of these projects would require a public contribution. For project-specific implementation actions, please refer to the Station Area Concept Plans beginning on page 61 of this report.

Housing and Jobs Creation project concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated in this report.

Station Area/Priority Project Key Number	New Units	New Jobs	Displacement		Estimated Min. Public Contribution (millions \$)
	(# units)	(# jobs)	(# units)	(# jobs)	
Mixed Use Residential					
Overlook Project 5: Overlook Village Mixed Use Center	<i>(master plan being developed by project advocates)</i>				
Prescott Project 6: Residential Mixed Use	70	16	9	4	1.8
Killingsworth Project 6: Residential Mixed Use	53	36	0	15	1.3
Killingsworth Project 1: Residential Mixed Use	38	15	4	0	1.0
Killingsworth Project 10: Residential Mixed Use	7	6	0	0	0
Portland Project 5: Residential Mixed Use	8	4	0	0	0.2
Portland Project 6: Residential & Preschool	54	12	0	0	1.4
Lombard Project 5: Residential Mixed Use	90	6	10	0	2.3
Grocery Store Mixed Use					
Killingsworth Project 3: Grocery Store Mixed Use	36	48	0	15	0.9
Retail					
Prescott Project 1: Retail	0	24	0	10	0
Total	356	167	23	44	8.9

Other Priority Public Projects

In addition to the catalyst public projects on page 28, public improvement projects identified as high priority by the community are listed below and illustrated on the following pages. These projects include street improvements, parks and open space improvements, community facilities and existing public housing requirements. Generally, the project cost constitutes the public contribution required for construction. For project-specific implementation actions, please refer to the Station Area Concept Plans beginning on page 61 of this report.

Preferred Public Improvement project concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated in this report.

Station Area/Priority Project Key Number	Estimated Project Costs
	(millions \$)
Public Improvements	
Overlook Project 1: Failing Street Improvements (May be part of the Overlook Village master plan - see Overlook Private Project 5)	
Interstate Ave. to I-5 (1 1/2 blocks)	0.8
I-5 to Mississippi Avenue (2 1/2 blocks)	1.4
Killingsworth Project 1: Patton Park/IFCC Expansion (Estimated costs for Patton Park improvements only. IFCC expansion to be determined through development of a master plan)	0.4
Killingsworth Project W (write-in): Plaza Housing Improvements	-
Killingsworth Project 11: Ainsworth Bridge Improvements	1.5
Portland Project 1: Ockley Green Open Space Improvements	0.5
Portland Project 5: Ainsworth Green Street Improvements	0.5
Lombard Project 1: Community Buildings at Kenton School	2.2
Lombard Project 4: Lombard Urban Street Improvements	
Interstate Ave. to I-5	1.6
Interstate Ave. to Denver Ave.	4.0
Total	12.9

Prescott Station Area

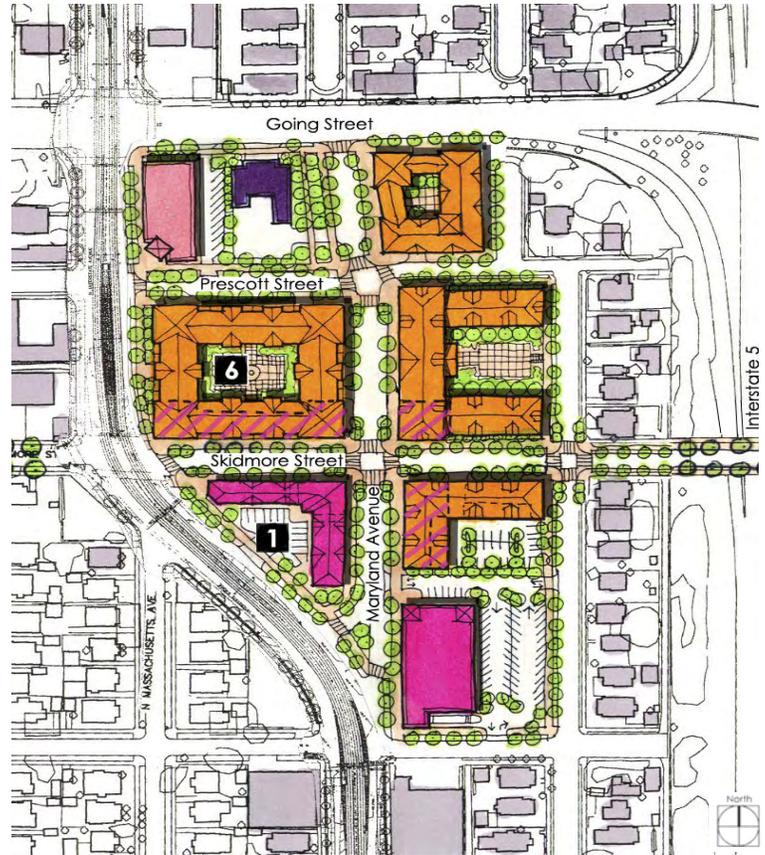
Housing and Jobs Creation Projects

1 Retail

- 12,000 sf retail
- Parking: 12 spaces (on grade)
- Height 15' (1 story)
- Impacts: 2 businesses - may be relocated in new building
- Includes public right-of-way vacation on Maryland

6 Residential Mixed Use

- 70 apartment unit; 56 du/acre
- 8,000 sf retail
- Parking: 114 spaces (podium)
- Height: 35' (3 stories)
- Impacts: 9 units (houses); 1 business
- Includes public right-of-way vacations on Prescott and Maryland



Killingsworth Station Area

Housing and Jobs Creation Projects

- 1 Residential Mixed Use**
 - 38 units: 34 apartment units; 4 rowhouses, 60 du/acre
 - 1,600 sf retail
 - 3,000 sf office/retail
 - Parking - 34 spaces:
 - 13 on-grade (office/retail);
 - 34 podium (apartment);
 - 2 garage spaces/unit rowhouses
 - Height: 35' (3 stories)
 - Impacts: 4 houses; 1 business
- 6 Residential Mixed Use**
 - Apartment 53 units; 60 du/acre
 - 8,000 sf retail
 - 5,000 sf commercial
 - Parking - 100 spaces (podium):
 - 53 apartment; 32 retail; 15 office
 - Height: 35' (3 stories)
 - Impacts: 2 businesses
- 3 Grocery Store Mixed Use**
 - 14,000 sf grocery store
 - 1,500 sf retail
 - 36 apartment units
 - 10,000 sf academic/office
 - Parking: 110 spaces (below grade)
 - Height: 30'-35' (2 stories)
 - Impacts: existing market may remain
- 10 Residential Mixed Use**
 - 7 rowhouses; 20 du/acre
 - 1,500 sf retail
 - Parking: 5 spaces on grade (retail);
 - 2 spaces/unit (garage)
 - Height: 15' (1 story) retail;
 - 25' (2 stories) rowhouses
 - Impacts: 1 vacated gas station



Preferred Public Improvement Projects

- 1 Patton Park/IFCC Expansion**
 - Improvements to Patton park would be coordinated with expansion plans for the Interstate Firehouse Cultural Center.
 - Identify programs/designs that benefit both of these neighborhood amenities.
 - May stimulate development on adjacent parcels.
- 11 Ainsworth Bridge Improvements**
 - Improvements to bridge create a safe and pleasant crossing for pedestrians and bicyclists over I-5, linking the station to neighborhoods to the east.
- W Write-in Plaza Housing Improvements**
 - Specific improvements to existing homes and open spaces.

Portland Station Area

Housing and Jobs
Creation Projects**6 Residential & Preschool**

- 2,700 sf Head Start preschool
- 44 units:
 - 14 apartments above preschool (HAP)
 - 40 assisted senior units (separate building)
- Parking: 20 spaces (on grade)
- Height 25' and 35' (2 & 3 stories)
- Impacts: none

5 Residential Mixed Use

- 4 apartment units
- 2,000 sf retail
- Parking: 10 spaces on-grade
- Height: 25'
- Impacts: Non-operative business
- Study potential community use: Bike Central park-and-ride facility

Preferred Public
Improvement Projects**1 Ockley Green Open Space Improvements**

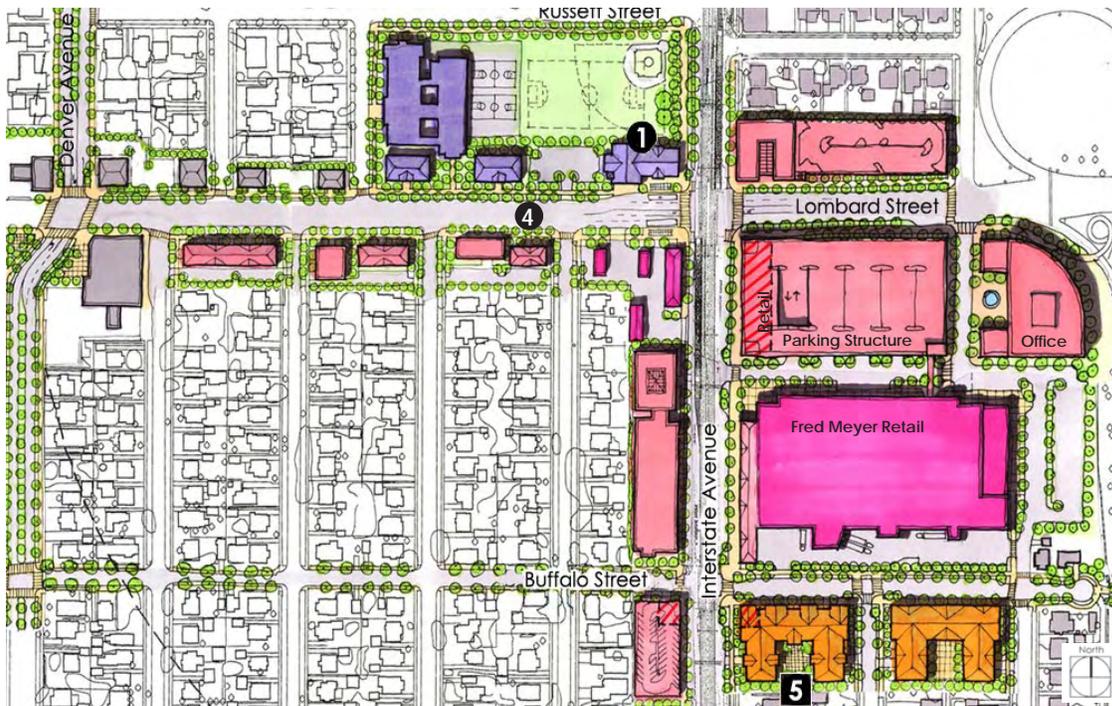
- Improvements to open space on school grounds.
- Create a safe and pleasant connection between the school and the station.
- May stimulate development on adjacent parcels.

5 Ainsworth Green Street Improvements

- Improvements to Ainsworth Street between Interstate Avenue and the Ainsworth Street Bridge.
- Create a safe and pleasant connection linking the station to the Piedmont and Humboldt neighborhoods to the east.



Lombard Station Area



Housing and Jobs Creation Projects

5 Residential Mixed Use

- Apartment 60 units; 60 du/acre
- 3,000 sf retail
- 5,000 sf commercial
- Parking - 72 spaces (podium):
90 apartment; 12 retail
- Height: 35' (3 stories)
- Impacts: 10 units (multifamily); On-grade parking lot (Kaiser)

Preferred Public Improvement Projects

1 Community Buildings at Kenton School

- Improvements to open space on school grounds including building(s) for community use (may include community center, branch library, fire station, community policing station, etc.)

4 Lombard Urban Street Improvements

- Improvements to Lombard Street between Interstate Avenue and Denver Avenue.
- Establishes a landscaped boulevard character promoting pedestrian-oriented uses.
- Creates a safe and pleasant pedestrian connection between the station area and Historic Kenton Downtown and Kenton Park.
- May stimulate development on adjacent parcels

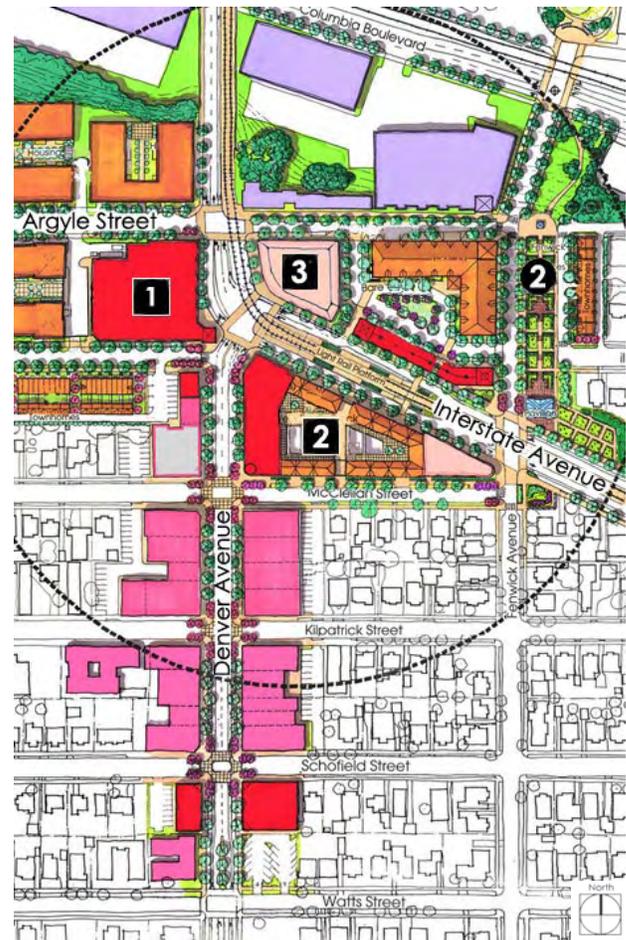
Kenton Station Area

Housing and Jobs
Creation Projects

- 1 Grocery Store**
 - 34,000 sf anchor retail grocery
 - Parking: 130 spaces (on-grade)
 - Height: 15'+ (1 story)
- 2 Residential/Retail/Office**
 - 27 units
 - 2,600 sf retail
 - 13,000 sf office
 - Parking - 86 spaces (podium):
27 residential; 42 retail; 17 office
 - Height: 30' (2 stories)
- 3 Office**
 - 10,000 sf service/retail
 - Parking - 90 spaces (structured)
 - Height: 30' (2 stories)

Preferred Public
Improvement Projects

- 2 Kenton Steps**
 - Improvements to open space include landscaped terraces, sitting plaza, garden pavillion, street trees and ornamental street lights.



Policies and Plan Amendments

Key to the implementation of priority projects will be the crafting of a regulatory framework consistent with the community's vision. To this end, the Land Use and Circulation Framework described in the Station Area Development Plan section of this report has been created as a guide to zoning and policy changes.

Adjustments to current ordinances, standards and guidelines should ensure that:

- New construction and redevelopment of existing structures are consistent and compatible with the surrounding neighborhoods, and with community expectations expressed throughout the Station Area Revitalization Strategy process.
- Regulatory changes are consistent with policies and programs of the Albina Community Plan and the Interstate Corridor Urban Renewal Plan.
- City and regional policies concerning transit-supportive development are upheld.

Comprehensive Plan and Zoning Map Amendments

Construction of the light rail alignment has been mentioned as a trigger mechanism to amend the Albina Community Plan by former and current Bureau of Planning (BOP) staff at public meetings. It also sets the stage for upzoning in accordance with the Albina Community Plan. This view is widely accepted by the community. However, no process for implementing these changes has been clearly identified. A process, funding and schedule for implementing Comprehensive Plan and Zoning Map amendments identified by the community should be established by the BOP.

Regulatory (Zoning) Amendments

Specific zoning in the form of a “plan district” may be warranted, so that new development is consistent with community objectives. Plan districts provide a regulatory tool allowing for specialized zoning (land use) regulations for specific areas (as opposed to generic, city-wide zoning regulations which may not establish an adequate regulatory framework). Plan districts may be initiated concurrently with a legislative zoning amendment process to implement the Albina Community Plan. The plan district should address critical issues including:

- Appropriate transit-supportive permitted, conditional and prohibited uses.
- Active ground floor uses on key street or intersection frontages.
- Parking requirements - number and location.
- Building envelope requirements such as required “build-to” (zero) setbacks on key streets, height, massing and open space regulations.
- Clear and objective design standards concerning minimum building quality and durability.

Interim Ordinance Amendments or Adjustments

Implementing specific plan districts or other refined zoning tools for each station area may require considerable time and budget commitment from the Bureau of Planning including: public meetings, draft documents, and review by the Planning Commission, neighborhood associations and City Council.

Such a process could take a year or more for approvals. Approval delays could be a major constraint in efforts to initiate or complete projects by the opening date for light rail or soon after. Therefore, interim actions or adjustments to ordinance elements should be considered. Those changes that appear to be most critical include:

- Changes or provisions for adjustments to areas currently zoned general commercial (CG). Most critical would be to provide a reduction of required parking and/or change all CG-zoned parcels to storefront commercial (CS), a zone which is more consistent with the design principles advocated by the community and transit-oriented development requirements.
- Relief from the pedestrian/transit street setback requirement of a minimum 15’ from back of curb along Interstate Avenue. Policy changes to standards or a special corridor adjustment for the entirety of the Interstate Corridor should consider reducing the setback to a minimum of 12’ and employing incentives to encourage the preferred setback of 15.’

- Interim maximum height limits. In particular, maximum heights or building massing and height “step-back” provisions, buffers or transition regulations should be considered for new development along the west side of Interstate Avenue from Overlook Boulevard to Lombard Street. These would be intended to diminish the impacts of new development on adjacent single family residences.

Design Guidelines and Design Review

To supplement development regulations and foster exemplary design, design guidelines may be appropriate for some or all of the station areas. Design guidelines are a flexible tool for addressing discretionary issues such as building materials, character and compatibility. Design guidelines should:

- Be specific to the Interstate Corridor station areas.
- Provide descriptions of desirable project features and architectural treatment, signs and lighting.
- Build upon current base zone design standards and existing Albina Community Plan design guidelines.

A “design overlay” would be needed to indicate areas where design guidelines apply. Design overlay would be most appropriate for all areas within a minimum of one-quarter mile surrounding the stations. Additional areas of special concern should be included even if outside the station quarter-mile area (i.e. Killingsworth corridor).

Design review would be needed to administer the station area design guidelines. The optional “Type III design review” process would give the community more participation in discussion concerning the character of any new development. However, it may add to the time required to obtain approvals. To encourage developers to seek approvals using this review process, incentives should be explored. These may include a shortened review period, reduced or waived fees or other considerations to make the process more attractive to the development community.

Street Standards

Street improvements identified by the community should be implemented for each station area. This requires that new street improvement standards be created or existing standards amended as appropriate. Additionally, sidewalk standards should be employed along Interstate Avenue to ensure that when anticipated redevelopment of properties along Interstate Avenue transforms the existing 7' to 10' sidewalk to a 12' to 15' sidewalk, pedestrian access and aesthetic issues are addressed. Design standards should attend to the pedestrian circulation zone, the street furniture zone (trees, tree grates, bike racks, benches, etc.), landscaping type and location, and paving patterns.

Improvements would be primarily implemented by the Portland Office of Transportation (PDOT) and possibly by the Oregon Department of Transportation (ODOT). However, private developers may also be responsible for street improvements directly related to specific development parcels.

Improvements should be coordinated with PDOT programs including the Bicycle/Pedestrian Program, Traffic Calming Program and Street Lighting Program. Consideration should be given to establishing a comprehensive street design improvement program for all the Interstate Corridor station areas.

Parks and Open Space

Open space and park projects, including building projects (i.e. IFCC expansion and Kenton School community buildings) identified in the Land Use and Circulation Framework and Public Investment Diagrams would be implemented primarily by the Portland Parks and Recreation (PPR). PPR has noted that the proposed intensification of land uses around the station areas would warrant the creation of approximately 3 acres of new open space per station area, above and beyond existing park resources. A park acquisition strategy needs to be developed to assure that this critical element of a livable, transit-oriented community is integrated into planning efforts.

Transportation System Plan (TSP) and Capital Improvement Program (CIP)

It is critical to establish funding for public transportation projects identified in the Station Area Revitalization Plans. The TSP should be amended to include these projects. Priority projects identified by the community should be promoted by city and regional agencies as a high priority in the CIP.

Displacement Protocol

In response to consistently stated community concerns about displacement, the Station Area Assessment Committee (SAAC) has recommended that a methodology be established to address displacement as development occurs in the corridor. This is consistent with the priorities expressed as part of the Interstate Urban Renewal housing and economic development working groups.

The Priority Projects proposed by the community have the potential for adding 516 new housing units but will result in the displacement of 23 units within small apartment buildings and single-family homes. While the new development outlined in these projects provides a significant net increase in new housing units (affordable and market rate), community members and the SAAC requested that PDC, project developers and community organizations address the displacement impacts of new development, both in terms of direct displacement that will occur when properties need to be demolished and in terms of the overall long-term character and affordability of nearby properties.

The recommended development strategy would use the transition caused by any displacements as an opportunity to enhance individuals' access to quality rental housing, home ownership, job training and technical assistance as part of a comprehensive package of services in addition to any mandated relocation assistance. Special emphasis for this assistance should be placed on those most at risk in the corridor.

It is appropriate that PDC establish protocols to assist participating developers in addressing these issues as well as articulate relocation expectations for PDC-assisted projects. The intention is to create a consistent and predictable approach to addressing displacement issues for developers, affected businesses, residents and community organizations. It is critical to establish these protocols soon to create proactive partnerships that enable station area projects to move forward in the short term.

The protocol could include a relocation strategy that:

Creates a local “case manager” assigned to assist residents and businesses that are relocated from a priority development site. The case manager would be responsible for:

- Identifying and facilitating the transition of these displaced residents to affordable housing opportunities within the community.
- Identifying and facilitating the transition of displaced businesses to available business space within the community.
- Facilitating access to technical assistance to enhance the performance of relocated businesses.
- Facilitating access to workforce training opportunities for relocated residents when appropriate.
- Assisting the residents and businesses in obtaining needed relocation and subsidy payments that allow them to remain in the community.

Broadens PDC relocation efforts to include:

- Working with community organizations and resources to link households and businesses to appropriate and affordable housing and business opportunities.
- Where eligible, providing direct financial assistance to households and businesses to apply toward costs associated with moving to a new home or commercial space.
- Initiating methods to apply “rental” relocation funds to the purchase of a home.
- Establishing clear relocation requirements and benefits for projects that use PDC funds.
- Establishing relocation expectations for private development projects that do not use PDC funds.

Provides individuals and businesses with the “right of first refusal” to rent or purchase new PDC-supported residential or business space in new buildings at rates that meet necessary thresholds for project feasibility.

Any TIF funds used for these types of services would have to satisfy legal requirements for TIF funding. For services that are not TIF-eligible, PDC should work with agency partners to leverage other funding sources.

Public Investment and Partnerships

This section describes the role of public investment at station areas, and outlines roles for the Portland Development Commission and the Interstate Urban Renewal Area community in the implementation of the station area concept plans.

While Interstate Avenue is the primary commercial street in North Portland, aside from a few examples, there has been minimal investment in new real estate development or rehabilitation of existing structures over the last several decades in the Interstate Corridor. In general, when developers are asked why they invest elsewhere, the reasons most often given are:

- The poor quality of the neighborhood environment.
- A financial gap between the consumers' ability to pay for new housing (rental or ownership) and the cost of new development.

The financial gap between the cost of new development and the consumer's ability to pay can be bridged through the use of subsidized financing and incentive programs. Even though some incentive programs are available today, they have had a minimal impact in the study area. The strategy outlines additional incentives that should be investigated to spur redevelopment.

Alexander Garvin,* in his 1996 book *The American City – What Works, What Doesn't*, provides insight into the role of incentive programs in revitalization efforts. The book covers two centuries of activity in cities from one end of the continent to the other. More than 250 projects and programs in 100 cities were analyzed. Garvin examines the ingredients of project success (i.e., market, location, design, financing, entrepreneurship, and time) and discusses the ways in which those ingredients affect a project's outcome.

Garvin concludes that successful city planning is a "public action that generates a desirable, widespread, and sustained private market reaction." He states, "There can be no serious change in cities or suburbs without a favorable investment climate. In many instances government need only guarantee two things: intelligent spending on capital improvements and regulatory policies that provide stability and encourage market demand. Only when public investment and regulation are insufficient to do the job should incentives come into play."

* Alexander Garvin is an architect, city planner, real estate developer and manager, educator and public servant. For over 28 years he has taught a course on "American Cities" at Yale. He has been a commissioner on the New York City Planning Commission and was formerly New York City's Deputy Commissioner of Housing, and Director of Comprehensive Planning.

Public Investment

The public catalyst projects suggested in this report help to create a favorable private investment environment. They provide amenities within the public right-of-way, creating pedestrian friendly streets where people want to live, work and shop. They also serve as a signal to developers that the public sector is financially committed to the area. The light rail project was an important first step in this direction.

Typical public improvements would include:

- Widened sidewalks.
- Significant street trees.
- Curb extensions to reduce pedestrian crosswalk distances.
- Landscaping in curb extensions to visually narrow the street and calm auto traffic.
- Historic pedestrian scale street lighting.
- Street furniture.
- Underground utilities.
- On-street parallel parking.

Existing Funding and Incentive Sources

Many of the priority private development projects may require subsidies in the early years to make them financially viable. This is particularly true for:

- Affordable housing projects that target household income levels below Median Family Income (MFI).
- Office and commercial projects that meet economic development goals.
- Mixed-use development projects that achieve a transit-oriented density.

Funding Sources

There are numerous federal, state, and local funding sources that target private development projects such as those planned for the Interstate Corridor. Many of these sources are focused on either transit-oriented development, brownfield clean-up and reuse, affordable housing, and/or economic development.

Examples of these funding sources include:

- Tax Increment Financing (TIF) for low interest construction/permanent loans, land acquisition, etc.
- Transportation Equity Act for the 21st Century (TEA-21)
- HUD Section 108 Loan Guarantees
- HUD Economic Development Initiative (EDI)
- HUD Brownfield Economic Development Initiative (BEDI)
- Community Reinvestment Act (CRA) Lender Programs
- Fannie Mae Programs
- Low Income Housing Tax Credits (Federal and State)
- New Markets Tax Credits (Federal)
- PDC Housing Development Loan Products
- PDC Residential Mortgage Buy Down/Residential Mortgage Down Payment Assistance Programs
- PDC Development Fee Waivers and System Development Charge (SDC) Exemptions
- Property Tax Abatement Programs: New Homes, New Rental Housing, and Charitable/Non-Profit Property
- Location Efficient Mortgage (LEM)
- Mortgage assistance through local banks

Development Incentives

There are other incentives for encouraging revitalization development in addition to tax increment sources and other subsidized financing. These combined sources should be incorporated into a station toolkit for implementing development strategies. They include:

Desired development promotion

- Technical assistance for business planning and merchandising.
- Façade improvement and tenant improvement assistance.
- Seismic upgrade assistance.
- Assistance to existing businesses.
- Streamlined permitting assistance (especially for small businesses and local retail tenants).
- Marketing programs and site database to promote available sites.

Wealth creation

- "Hire First" programs and partnerships with local larger businesses.
- Job training, apprenticeship, and employee referral programs.
- Incentives or requirements to hire local and/or minority contractors.
- Incentives or requirements to engage local smaller developers.
- Workforce enhancement.
- Community-owned enterprises (with stock ownership offered at affordable prices; may be combined with New Markets Tax Credit initiatives).

Community Partnerships

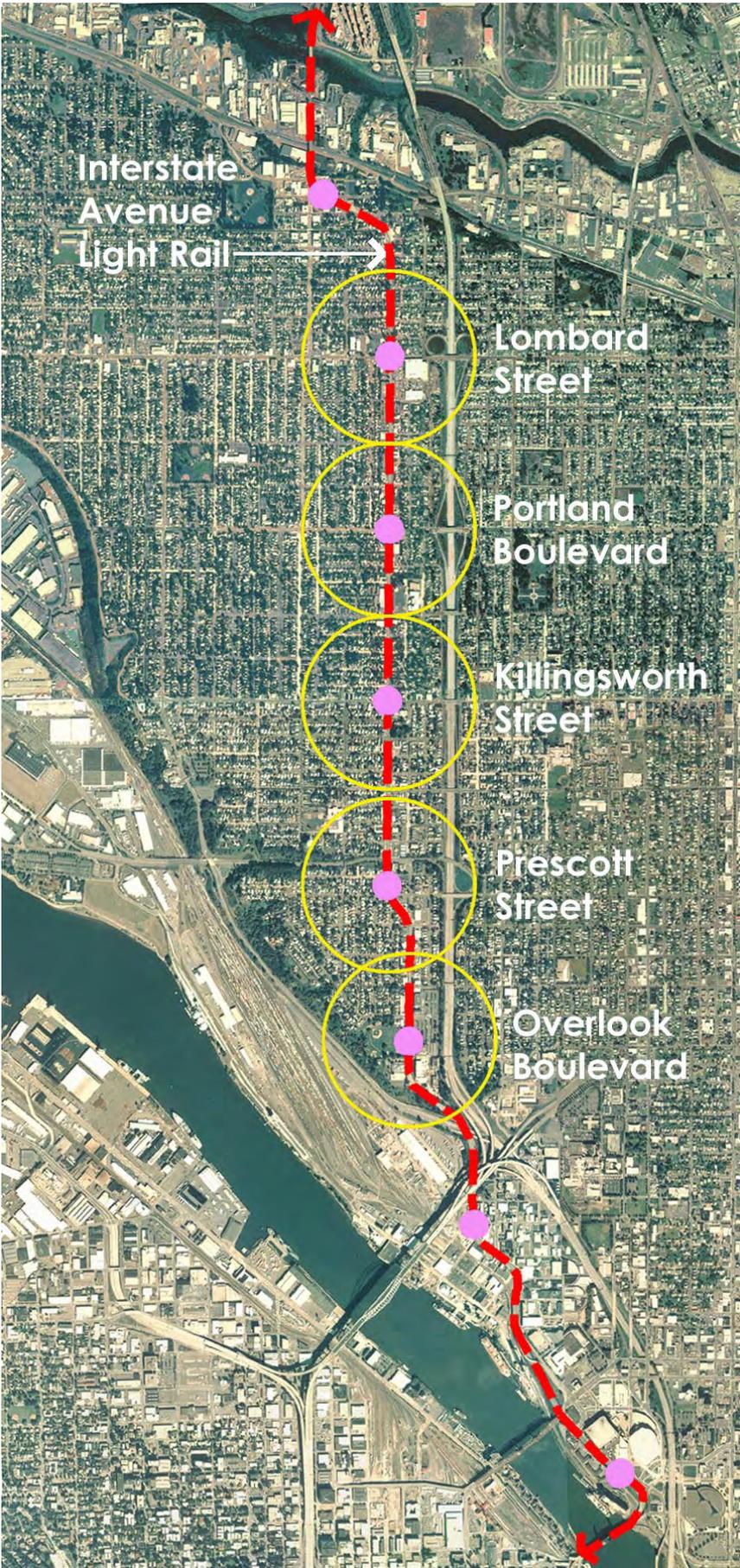
The formation of partnerships between local residents, merchants, employers, public agencies, for-profit and non-profit developers, service providers, lenders, and educational institutions should be a key element in the revitalization strategy. These partnerships facilitate the development process by providing local support for projects as well as meeting broader social objectives of the Urban Renewal Plan. Some of these key stakeholders may participate as investors.

Several key institutions and organizations will be important players in efforts to achieve full implementation of the revitalization strategy. These include the following (note that this is by no means an exhaustive list; it gives a flavor of the breadth and type of organizations that need to be engaged to most successfully achieve the revitalization strategy):

- adidas
- Albina Community Bank
- Community Development Corporations
- Existing Interstate Avenue merchants and property owners
- Housing Authority of Portland
- Humboldt and Mississippi Target Areas
- Interstate Firehouse Cultural Center (IFCC)
- Interstate Avenue Business Association
- Kaiser Permanente
- Kenton Action Plan
- Local developers
- Local real estate brokers
- Neighborhood Associations
- NE Workforce Center, Inc.
- North/Northeast Business Association
- Oregon Association of Minority Entrepreneurs
- Portland Community College
- Portland Community Land Trust (CLT)
- Portland Development Commission
- Renaissance Market

Development Agreements

When participating financially in a development project, PDC often enters into a contract with the developer called a Development Agreement. Development Agreements provide a tool for promoting desirable station area development features, particularly in the case of catalyst projects, demonstration projects and publicly-owned projects. Many of the issues addressed by regulatory tools such as permitted uses, active ground floor uses, required "build-to" zero setbacks, parking requirements, building materials and design can also be accomplished through development agreements on a project by project basis. Agreements may be useful in both the short-term (prior to adoption of new regulatory tools) as a means of establishing "demonstration project" examples of appropriate station area development, as well as the long-term.



Station Area Planning

What This Section Includes

The Station Area Planning section of this report provides information on the study process, summarizes corridor conditions, and introduces concept plan materials developed for each station area.

This section is divided into the following parts:

- **Process and Community Efforts**
- **Existing Conditions**
- **Opportunities and Constraints**
- **Concept Plans**

Process and Community Efforts

Over 500 community members participated in the planning process to develop the Interstate MAX Station Area Revitalization Strategy. Public activities included workshops and meetings in which the community guided the evolution of the project to the revitalization strategy described in this report.

Most of the project information was presented and the public's response obtained in five well-attended public meetings or "Work Sessions" from November 2000 through May 2001. To summarize, in those sessions the public accomplished the following:

Work Session 1 - Outlined Existing Conditions of the five station areas; meeting held November 29, 2000.

- Project Report 1 - Existing Conditions, revised January 10, 2001.

Work Session 2 - Discussed Opportunities and Constraints in the Interstate Corridor; meeting held January 24, 2001.

- Project Report 2 - Opportunities and Constraints, revised February 13, 2001.

Work Session 3 - Developed plan concept development Alternatives for each station area; meeting held February 24, 2001.

- Project Report 3 - Alternative Plans, revised March 9, 2001.

Work Session 4 - Identified a Preferred Station Area Plan Concept and voted for which public and private projects in each station area should be considered priorities; meeting held April 4, 2001.

- Project Report 4 - Preferred Plan, revised April 17, 2001.

Work Session 5 - Affirmed general support for the Station Area Concept Plans, and commented on the Public-Private Action Strategy, which outlined: 1) how to implement the station area concept plans, and 2) short-term (within the next five years) and longer term public and private actions; meeting held May 12, 2001.

- Project Report 5 - Public-Private Action Strategy, revised June 11, 2001.



Community members at Work Session 5 participate in a discussion of the Public-Private Action Strategy.

Community outreach also was conducted outside of the scope of this TGM-Program-funded Revitalization Strategy. These other public activities included:

- Interstate Avenue Station Area Community Tours (November 18, 2000).
- Study Halls (Informal meetings to assist community members in understanding the process, and to participate in a more informed manner).
- Presentations to interested groups including the NAACP and the Hispanic Roundtable.

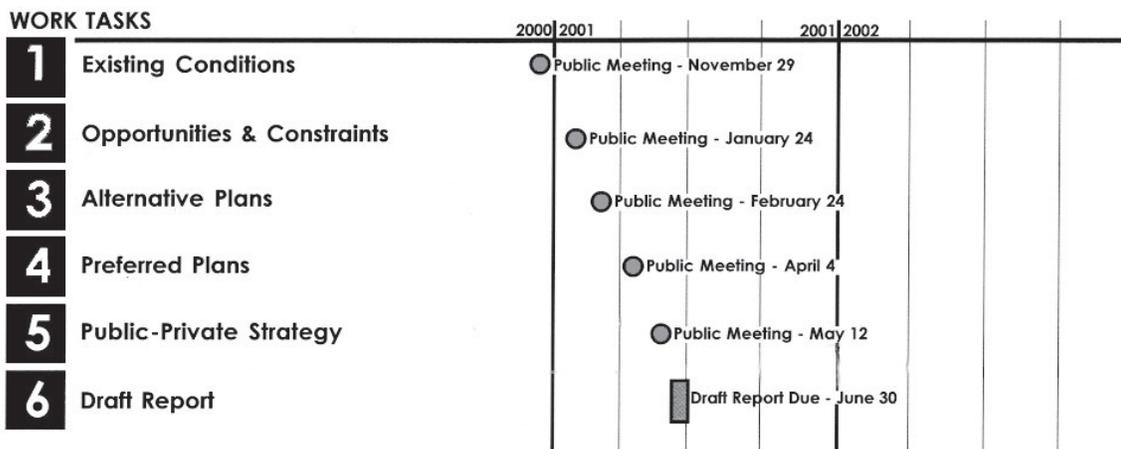
Additional community involvement documents provided to the public during this process (available upon request from PDC):

- "What People Have Been Saying."
- "Summary of Public Comments from Interstate Avenue Station Community Tours and Interstate Corridor Canvassing."
- "North Interstate MAX Station Area Revitalization Community Involvement Activities."



Community member presents ideas from workshop discussion.

Schedule - Community Involvement



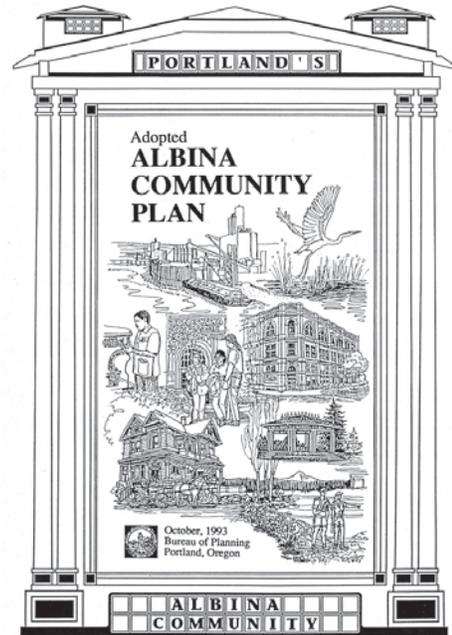
Existing Conditions

The existing conditions phase of the project identified previous studies, plans and policies. It also identified physical and economic conditions affecting the corridor. Key tasks included:

- Examining previous planning efforts related to the corridor.
- Analyzing market conditions for the quarter-mile radius surrounding each station area, including identification of typical construction costs for targeted building types.
- Taking an inventory of existing land use, street conditions, and historic context for each station area.
- Identifying aspects of existing zoning regulations which would affect station area sites.

Albina Community Plan

The Albina Community Plan provides fundamental policies for this project. The Plan was prepared by the City of Portland Bureau of Planning and adopted by the City Council in 1993, and represents a commitment to improving the quality of life in the district. It emphasizes jobs and wealth creation in the corridor, and outlines land use and transportation implementation strategies. It also focuses on preservation of the Albina neighborhoods, historic areas, and housing stock.



The Albina Plan policies advocate transit-supportive land use with objectives including the following:

- Concentrate commercial investment at transit areas.
- Create higher densities within a quarter-mile radius of transit streets.
- “Develop pedestrian-oriented local retail nodes and housing at light rail station areas.”
- Make public improvements attractive and responsive to the area’s needs.
- Create a system of “gateways” in neighborhoods as well as “attractions and focal points.”
- “Protect and enhance the historic and cultural characteristics” of the area and “encourage compatible, quality development” throughout.
- Link parks and other open spaces with the “regional system of green spaces.”

Interstate Corridor Urban Renewal Plan

The Interstate Corridor Urban Renewal Plan will serve as a primary means for implementing core components of the Albina Community Plan. It creates a funding source for the local share of the light rail line. It is also an important funding source for redevelopment projects, including mixed income housing, transit-oriented development projects, and supportive public infrastructure investments. Urban renewal expenditures will be guided by Housing, Economic Development, and other strategies, to assure that PDC expenditures are done in a manner that is supportive of the plan and community expectations.

As addressed elsewhere in this report, a core value of the Urban Renewal Plan is a guiding principle emphasizing that the existing community (residents and businesses) should be the primary beneficiaries of urban renewal activities and expenditures. It is a fundamental goal of the entire Station Area Revitalization Strategy to honor this guiding principal.

Demographic Trends

During the 1990s, population in the Portland metro area grew rapidly, as strong income levels tracked with employment growth and a strong economy. At the same time, homeownership rates for the region were relatively low; 52.9% of households owned their own homes in 1990, compared with 64.1% in 1991 for the U.S. as a whole. However, according to the Oregon House Cost Study, ownership rates since 1990 have tracked upward.

Metropolitan Portland Real Estate Markets

The following is a summary of regional market trends:

- **Residential For-Sale Market:** The strong economy and rapid household growth fueled the for-sale residential market in the 1990s, and the market continues to be strong for properties priced for first-time homebuyers, particularly under \$140,000. Moreover, properties located near Central Portland, offering shorter commute times, remain in demand. This demand is likely to continue, keeping pace with expected strong future employment growth and increasing traffic congestion which makes inner city locations more preferable.
- **Residential Rental Market:** Development interest is shifting from the suburbs to infill projects closer to the urban center. Of the estimated 2,000 new units that will be built regionally this year, one quarter represent infill projects in Multnomah County. The increase in median home prices, along with the increase in mortgage interest rates over the past year, means that rental demand should remain moderate to strong.
- **Office Market:** A significant amount of new space is currently under development throughout the market in response to continuing strong demand and decreasing supply and is expected to be delivered within the next two years.
- **Retail Market:** Portland ranks among the top ten retail investment markets in the United States and is relatively undersupplied in terms of retail space. Retail sales in Portland show a trend in keeping with population growth in the area.



Houses along Interstate Avenue.

Opportunities and Constraints

Taking into account the existing market conditions, policy framework, and physical environment of the Interstate Corridor, the Opportunities and Constraints phase of the revitalization strategy assessed the development strengths and weaknesses within the corridor and the five station areas.

The key findings of the Opportunities and Constraints phase are as follows:

Physical - The opportunity for transit-oriented development around the five station areas is limited largely because this is a built-out corridor of established, distinctive neighborhoods. Additionally, many of the potential development sites have environmental, parcel size, or access constraints.

Economic - Because there is a limited market for the uses that are desirable for station area revitalization (e.g. mixed-use developments with a residential component serving a range of income levels in higher density projects), considerable effort must be made to create the conditions in which development will thrive, by establishing suitable incentives programs and creating a framework which will bring about a strong market where there is little or none today.

The location of the Interstate MAX corridor within the City offers advantages. The severe congestion on I-5 for commuters to Vancouver and the north is likely over time to increase interest in residences in North Portland that are closer to urban employment centers. The Corridor has the potential to offer more affordable small office and business locations with easy freeway access and quick travel to downtown Portland (even during rush hour via MAX). Service providers to major firms such as Kaiser, adidas, and those in the nearby Swan Island area which have smaller space requirements and a need for lower rents may present another opportunity. Small business owners may also be attracted by the opportunity to both own their location and reside nearby, or even within the same unit (e.g., live/work lofts).

With respect to retail, future transit-oriented development may be able to incorporate one or more small restaurants/cafes into mixed-use projects, capturing business from both residents and transit riders. These types of facilities may be especially viable as part of mixed-use projects at the Overlook and Killingsworth stations, where nearby existing and future employment generators are located.

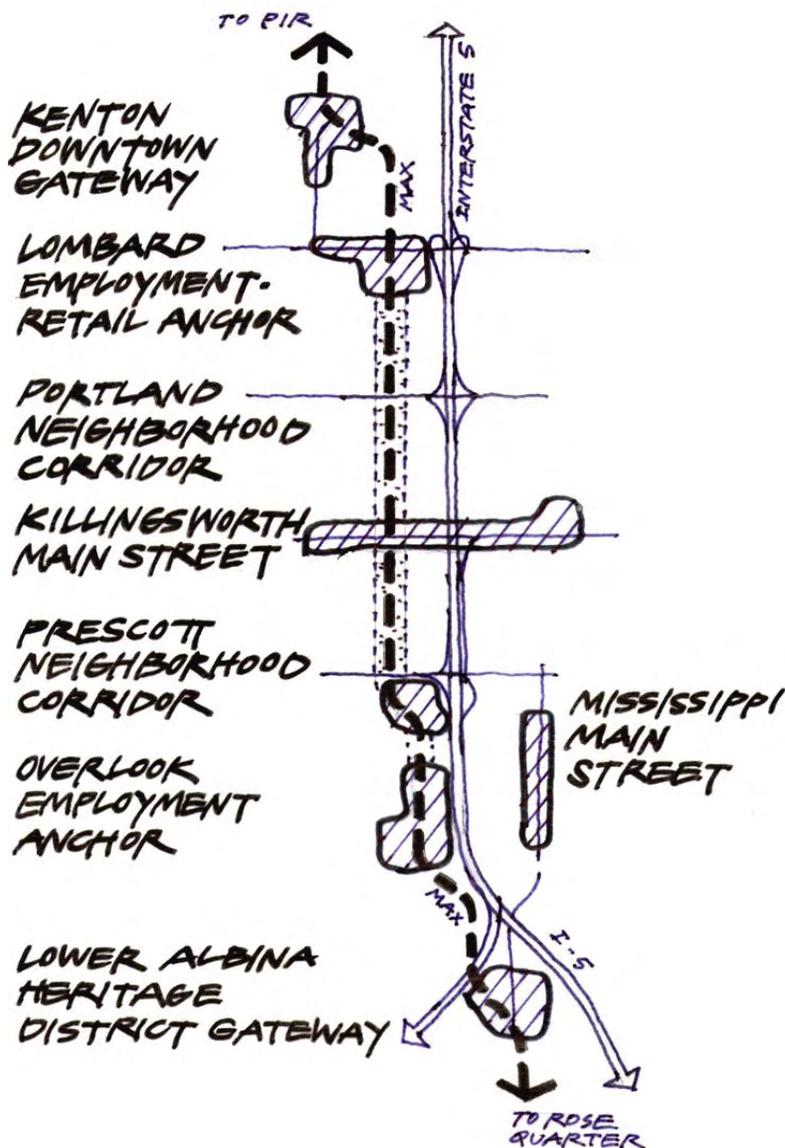
The Interstate Corridor's small lots and numerous owners can make it highly problematic to assemble enough parcels to support larger development projects. Furthermore, the economic implications of current market conditions may not support the financial costs of purchasing or relocating existing businesses and demolishing existing buildings to allow for redevelopment.

Policy - There is a need to ensure that the existing community benefits from revitalization effort. Many issues identified and discussed by URA working groups - such as displacement and gentrification - must be central to all plans and implementation strategies developed. Developers will be required to address these community goals to gain public support for their projects. The uncertainty of what will be required, however, will serve as a disincentive to developers and investors until the expectations and approval path are clearly defined.

Corridor Development Themes

The Corridor Development Themes diagram represents a simple graphic summary of station area development opportunities that are responsive to:

- Market opportunities and realities
- Site opportunities and constraints/physical conditions
- Existing plans and policies
- Principles of successful transit-oriented development



Concept Plans

The materials in the following sections describe the community's preferred station area concept plans for each of the five station areas:

- A **Overlook**
- B **Prescott**
- C **Killingsworth**
- D **Portland**
- E **Lombard**

For each station area, the community:

- Developed an overall vision.
- Identified opportunity sites to be further developed with concept plans.
- Chose its preferred types of development.
- Voted for priority projects to be pursued by the public and private sectors.

The following sections provide illustrative and descriptive materials for each station area. Materials for the Kenton station area are not included here and are available from the Portland Bureau of Planning in the Kenton Downtown Plan, adopted by City Council in December 2000.

Station Area Concept Plan materials include:

Aerial Perspective Sketch illustrating massing and general character of the community's vision for the station area.

Private Projects Plan illustrating projects on privately-owned parcels. Each project is referenced with a number.

Public Projects Diagram identifying projects for improvements to the public right-of-way, open space and community facilities. Each project is referenced with a number. Conceptual sections are included to illustrate right-of-way improvements.

Action Charts Table identifying proposed actions required to implement the priority projects¹, party responsible for the action, and preliminary time frame for completion.

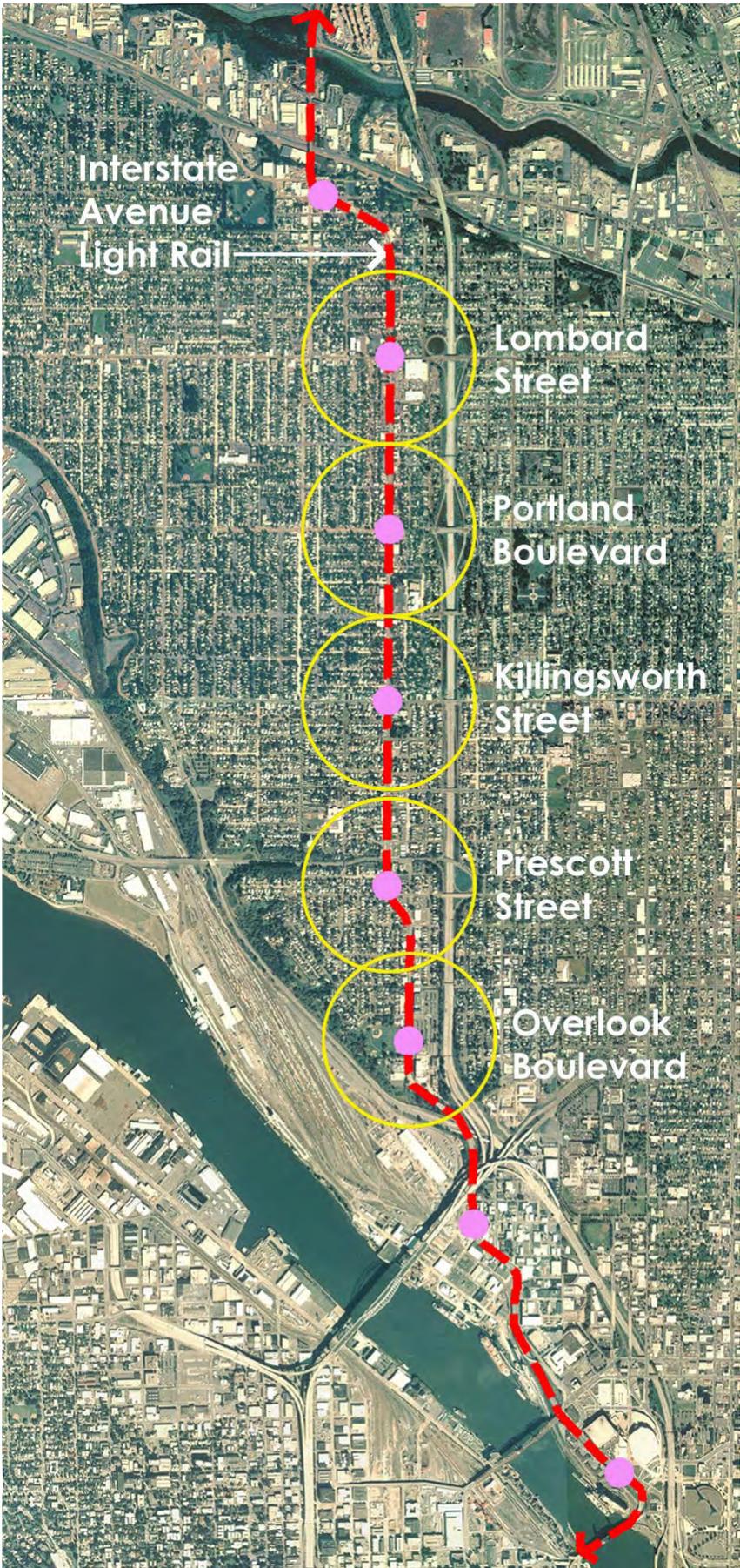
Land Use and Circulation Framework Diagram addressing land use and circulation considerations identified by the community. The Land Use and Circulation Framework has been developed to guide potential zoning and policy changes.

¹Note on number of priority votes in each station area: Some station areas have more priority votes than other station areas, depending on where "breaks" occurred in the vote totals. To ensure that positive changes foster station revitalization throughout the corridor, a minimum of two priority projects have been identified for each station area.

For Killingsworth private projects, there was no clear break in the votes. The decision to include the top four projects receiving community votes considered the value of including:

- Private Project 10 to establish a prototype for rowhouse residential development.
- Private Project 1 Residential Mixed Use located on land currently owned by PDC.

In the case of Portland public projects, there was no clear break in the votes. The decision to include the top two projects receiving community votes considered the coordination of Project 5 Ainsworth Green Street Improvements with the Killingsworth Station Area priority public Project 11 Ainsworth Bridge Improvements.



Overlook Station Area Concept Plan

Overlook Aerial View (2000)



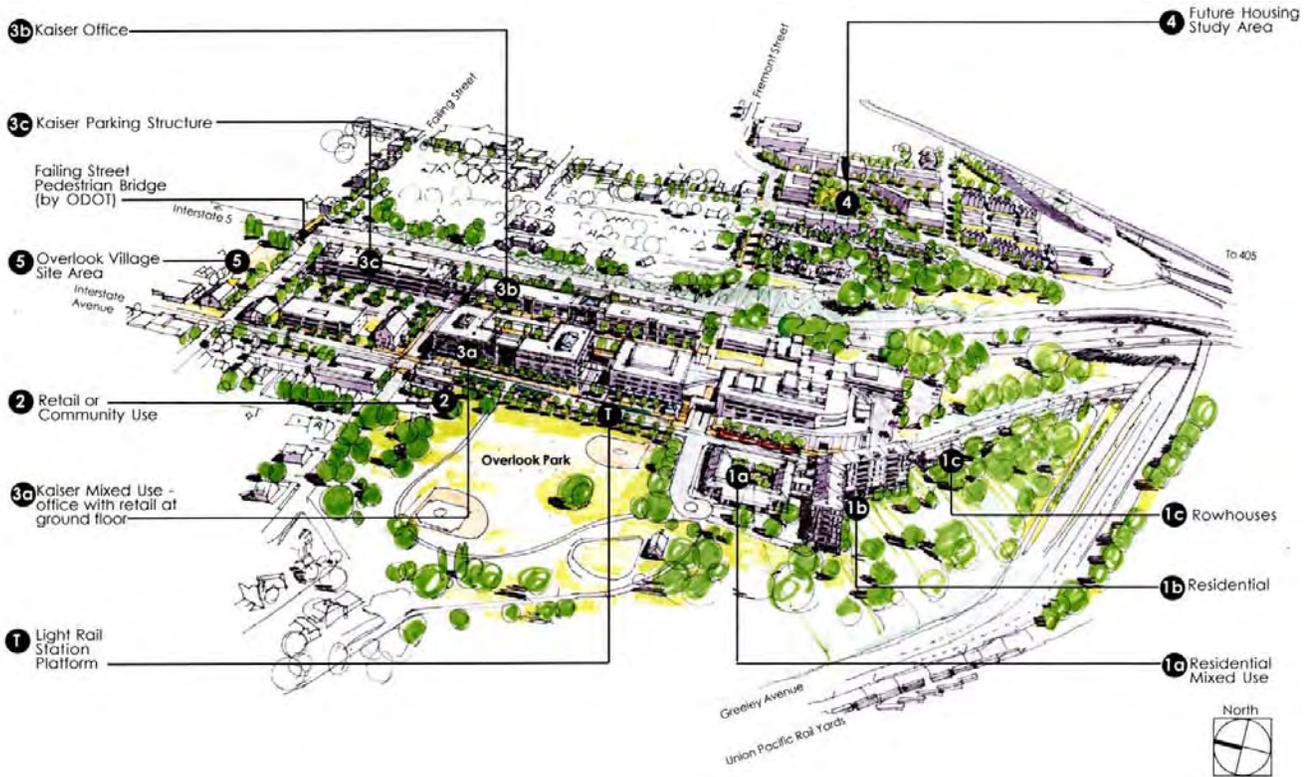
View From Southwest

Key Uses:

- ① Overlook Park
- ② Kaiser Interstate Medical Facility
- ③ West Interstate Medical Facility
- ④ Mississippi "Main Street" Corridor
- ⑤ St. Stanislaus Church/Polish Community Center
- ⑥ Kaiser Town Hall
- ⑦ Palms Motel
- ⑧ Failing Street Pedestrian Bridge
- ⑨ Overlook House
- ⑩ City of Portland Yards
- ⑪ Boise School
- ⑫ Union Pacific Rail Yards

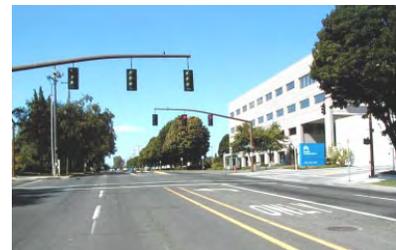


Aerial Perspective



The existing Kaiser medical complex in the Overlook station area serves as an employment anchor with approximately 800 employees. Kaiser has indicated that they intend to expand their facility adding additional employment opportunities. The concept suggests that Kaiser will continue to be the dominant use in the station area and that adjacent to the Kaiser complex opportunities should be considered for:

- Employee housing that is compatible with adjacent residential neighborhoods.
- Some convenience retail and restaurant space to serve Kaiser employees and the residential neighborhood.

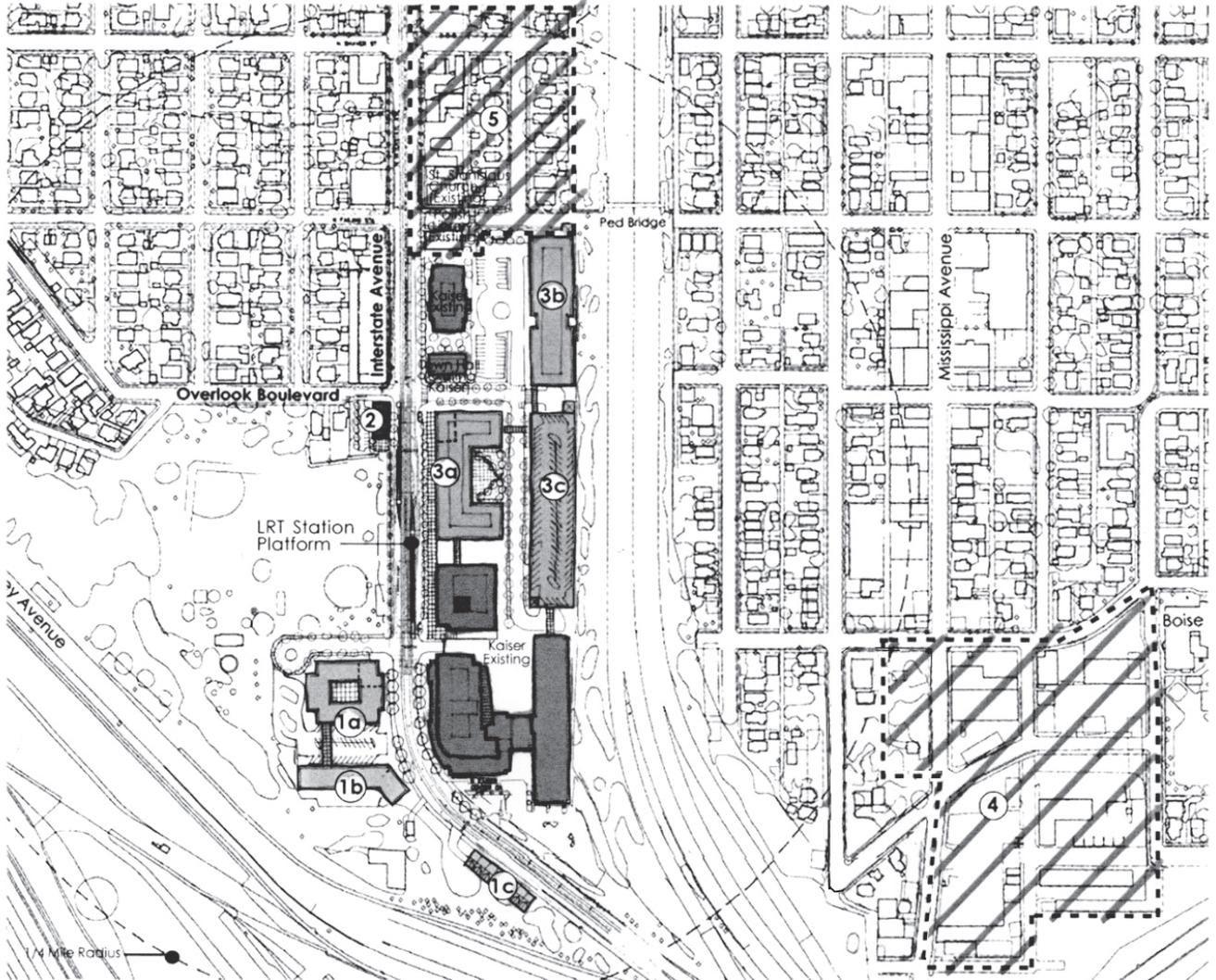


Kaiser Permanente - a key stakeholder in the Overlook station area.



Historic St. Stanislaus Church.

Private Projects



Key:

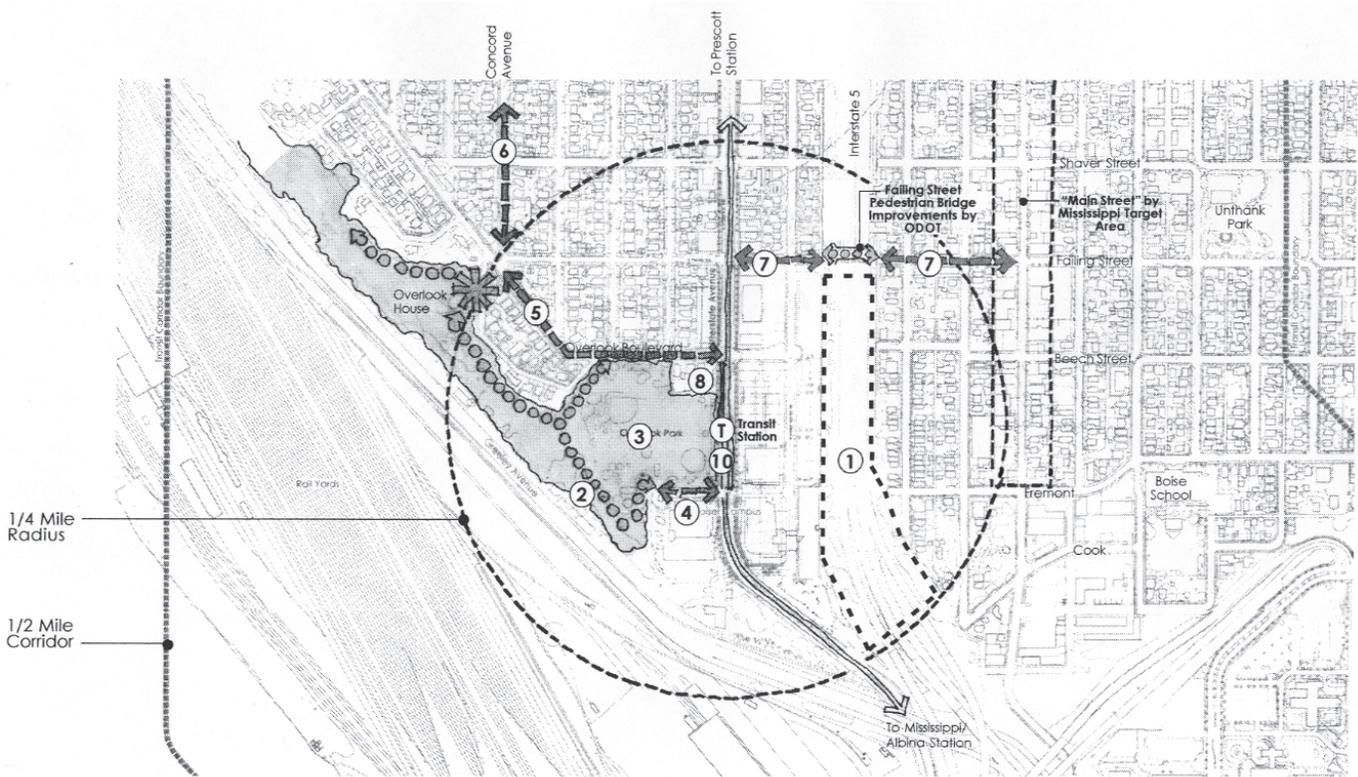
- | | |
|-------------------------------|---|
| 1a Residential Mixed Use | 3a Office Mixed Use (Kaiser) |
| 1b Residential | 3b Office (Kaiser) |
| 1c Rowhouses | 3c Parking Structure (for Kaiser offices) |
| 2 Commercial or Community Use | 4 Future Housing Study Area |
| | 5 Overlook Village |



Note: Plan concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Overlook Station Area Concept Plan

Public Projects



Key

- ① Future I-5 Crossing Feasibility Study (See Section: Boise Overlook Pedestrian Bridge Section)
- ② Willamette Bluff Walkway (See Section: Willamette Bluff Walkway)
- ③ Overlook Park Enhancements
- ④ Fremont Street West Improvements
- ⑤ Overlook Boulevard Improvements
- ⑥ Concord Street Improvements
- ⑦ Falling Street Improvements
- ⑧ Overlook (Kaiser) Community Center
- ⑨ Community Center (location not specified)
- ⑩ Improve Light Rail Station

Green Streets (See Section: Local Green Street)

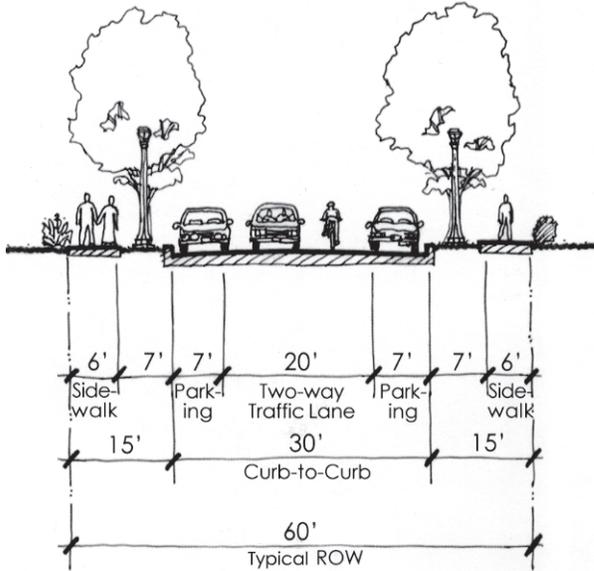
Note: All improvements within the public R.O.W. assumed to be public costs. Some of these may be assigned to private development projects.



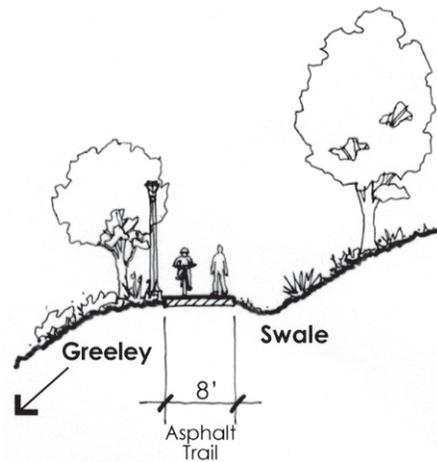
Note: If a project is approved and funded, its design will be subject to review and may vary from plan concepts illustrated above.

Sections

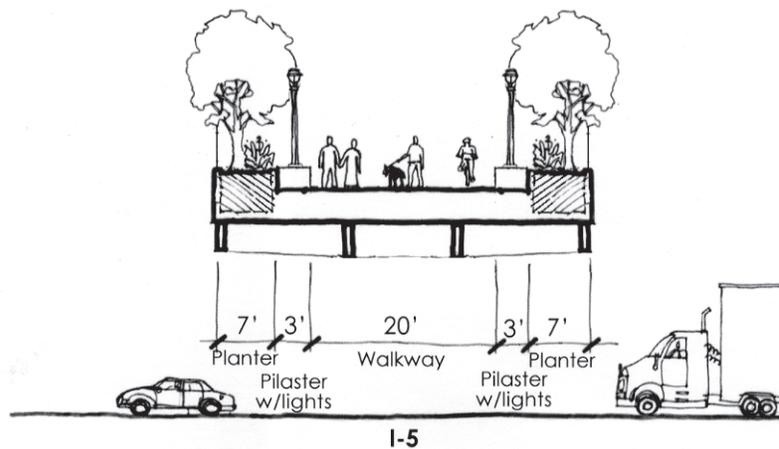
Local Green Street



Willamette Bluff Walkway



Boise Overlook Pedestrian Bridge



Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Action Chart - Private Projects

Project (project ##/ votes)	Potential Benefits ¹		Displacement		Implementation
	(# new units)	(# new jobs)	(# units)	(# jobs)	
5 OVERLOOK VILLAGE MIXED USE CENTER 18 votes	To be determined	To be determined	To be determined	To be determined	Developer - Next 5 years: <ul style="list-style-type: none"> Develop master plan (Owners/Project Proponents) Assemble land (Project Proponents) Complete design & contract documents Build Project (Developer)
1a KAISER WEST RESIDENTIAL MIXED USE 9 votes	48	6	0	0	Kaiser/Developer - Next 5 years: <ul style="list-style-type: none"> Develop master plan for residential development area (Kaiser/Developer) Identify housing program (Kaiser/Developer) Establish level of public participation Complete design & contract documents (Developer) Build Project (Developer)
1b KAISER WEST RESIDENTIAL 5 votes	112	0	0	0	Kaiser/Developer - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Kaiser/Developer) Establish level of public participation Complete design & contract documents (Developer) Establish financing (Developer) Build Project (Developer)
2 GATEWAY RETAIL or COMMUNITY CENTER 2 votes	0	8	0	0	Developer or PPR² (dependina on use) - 6 to 20 years: <ul style="list-style-type: none"> Determine appropriate use (Kaiser/ONA³) Site Transfer/Acquisition (Developer or PPR/PDC) Design Project (Developer or PPR) Complete design & contract documents (Developer or PPR) Build Project (Developer or PPR)
1c RESIDENTIAL MIXED USE 2 votes	8	0	0	0	Developer - 6 to 20 years: <ul style="list-style-type: none"> Complete design & contract documents Build Project
4 FUTURE HOUSING STUDY AREA Mississippi Neighborhood 2 vote	To be determined	To be determined	To be determined	To be determined	Owner/BNA⁴/PDC⁵/Developer - 6 to 20 years: <ul style="list-style-type: none"> Develop master plan for study area (Owners/BNA/PDC) Identify housing program (Owners/PDC) Establish level of public participation Assemble land (Owners/PDC) Select developer (Owners/PDC) Complete design & contract docs/est.financing (Developer) Build project (Developer)
Other #3a OFFICE MIX. USE #3b OFFICE #3c PARKING STR. #6 MARINO SITES 0 votes	0 0 0 To be determined	320 200 Supports Office To be determined	0 0 0 To be determined	0 0 0 To be determined	- - -

Note: The private projects listed here are based on community input and technical analysis, but are not binding. Specific uses, density, timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹Number for new jobs does not include jobs generated by new construction.

²PPR = Portland Parks and Recreation

³ONA = Overlook Neighborhood Association

⁴BNA = Boise Neighborhood Association

⁵PDC=Portland Development Commission

Action Chart - Public Projects

Project (project ## votes)	Potential Benefits	Description	Implementation	Project Linkages
1 FAILING STREET IMPROVEMENTS 32 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Improvements to Failing St. between Interstate Ave. the Failing St. bridge, and Mississippi Avenue to create a safe & pleasant connection between the station and the Mississippi Target Area. ¹ Street design may include a plaza at the Overlook Village deve	Project Proponents - Next 5 years: <ul style="list-style-type: none"> Develop Overlook Village master plan (Private) Channe (TSP⁵) if needed (PDOT/ONA) Complete design & contract documents (PDOT/Private) Establish funding (Private/PDC/PDOT) Build improvements (PDOT/Private) 	May help stimulate Mississippi Target Area development and Overlook Village development
10 IMPROVE LIGHT RAIL STATION 6 votes	<ul style="list-style-type: none"> Improves transit use 	Improvements to the light rail station to create safe and convenient connections between Kaiser facilities, the station and the Overlook neighborhood.	Tri-Met/Kaiser/ONA - Next 5 years: <ul style="list-style-type: none"> Develop revised design concept for light rail station (Tri-Met/Kaiser) Complete design & contract documents (Tri-Met) Build improvements (Tri-Met) 	May stimulate more transit-supportive development on Kaiser properties.
8 GATEWAY COMMUNITY CENTER 5 votes	<ul style="list-style-type: none"> Enhances community services to neighborhood Improves transit use 	See Private Project #2.	Developer - 6 to 20 years: <ul style="list-style-type: none"> Complete design & contract documents Build improvements 	-
4 WILLAMETTE BLUFF WALKWAY 4 votes	<ul style="list-style-type: none"> Provides recreational amenity in the area Improves transit use 	Recreation trail (asphalt path) for pedestrians and bicyclists provides a open space route along the bluff overlooking the Willamette between Overlook Park, the station, and nearby neighborhoods.	PPR⁶ - 6 to 20 years: <ul style="list-style-type: none"> Assemble land Complete design & contract documents Build improvements 	-
3 OVERLOOK PARK ENHANCEMENTS 3 votes	<ul style="list-style-type: none"> Provides recreational and open space amenity in the area Improves transit use 	Improvements to Overlook Park include enhancing the station area and providing park uses.	PPR/ONA - 6 to 20 years: <ul style="list-style-type: none"> Complete design & contract documents (PPR/ONA) Build improvements (PPR) 	May stimulate development on adjacent parcels.
1 FUTURE I-5 CROSSING FEASIBILITY STUDY 2 votes	<ul style="list-style-type: none"> Strengthens neighborhood ties Enhances pedestrian access Improves transit use 	Study options for creating a safe and pleasant crossing for pedestrians and bicyclists over I-5, linking the station to the "Future Housing Study Area" (see Private Project #4 in the Mississippi Neighborhood).	PDC/PDOT/ODOT⁷/Kaiser/ONA/BNA⁸ 6 to 20 years: <ul style="list-style-type: none"> Complete feasibility study 	May stimulate development south of Mississippi Target Area.
Other Projects 9,4,5 & 6 0 votes	<ul style="list-style-type: none"> Enhances pedestrian access Enhances community services to neighborhood Improves transit use 	9 Community Center 4 Fremont Green Street Improvements 5 Overlook Blvd. Green Street Improvements 6 Concord Avenue Improvements	- - - -	- - - -

Note: The public projects listed here are based on community input and technical analysis, but are not binding. Timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹Failing Street Pedestrian Bridge Improvements are being done by the Oregon Department of Transportation.

²PDC=Portland Development Commission

³ONA = Overlook Neighborhood Association

⁴PDOT = Portland Department of Transportation

⁵TSP = Transportation System Plan

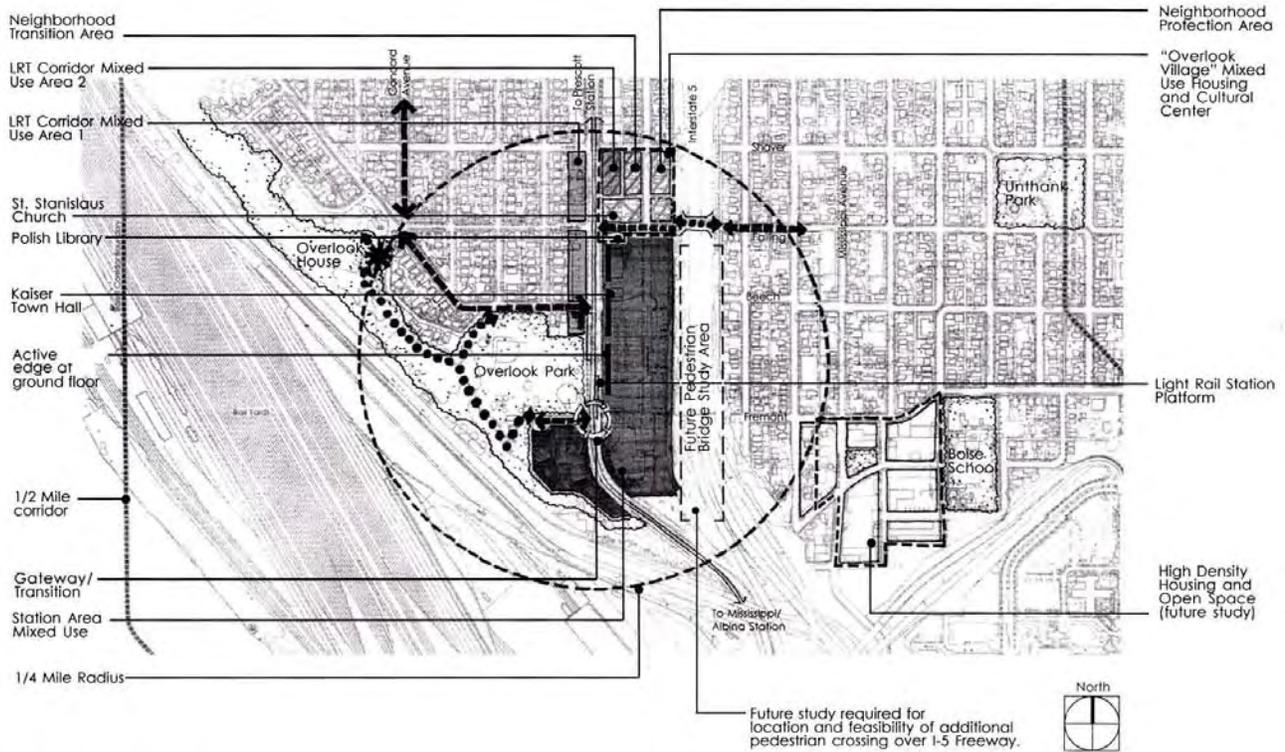
⁶PPR = Portland Parks and Recreation

⁷ODOT = Oregon Department of Transportation

⁸BNA = Boise Neighborhood Association

Overlook Station Area Concept Plan

Land Use & Circulation Framework



Note: The above is a preliminary framework to be refined by the community and Bureau of Planning in the coming year.

Land Use Key

-  **Station Area Mixed Use (consider plan district to ensure framework implementation.)**
 Intent: Focus mixed-use, high-density development along Interstate Avenue at Kaiser properties to create a "regional employment" theme.
- Mixed-use intense development.
 - Allow taller buildings with transitions adjacent to single family homes and other key areas.
 - Establish design guidelines.

-  **LRT Corridor Mixed Use Area 1**
 Intent: Create a transition between the transit corridor and established single-family neighborhood to the west.
- Existing zoning/comprehensive plan designation.
 - Discourage buildings taller than two stories near rear setback.
 - Encourage additional landscape/wall buffer along rear setback.
 - Establish design guidelines.

-  **LRT Corridor Mixed Use Area 2**
 Intent: Intensify transit-supportive development along the corridor, consistent with existing plans and policies.
- Consider minimum parcel size development - 10,000 SF
 - Establish design guidelines.

-  **Neighborhood Transition Area**
 Intent: Create a transition between the transit corridor and established single-family neighborhoods to the east.
- Existing zoning/comprehensive plan designation.
 - Allow small scale single family development of 5,000 SF or less.
 - Consider a minimum parcel size (half-block/20,000 SF) to discourage low-density infill development patterns.
 - Establish design guidelines.

-  **Neighborhood Protection Area**
 Intent: Protect single family neighborhood and ensure long term high density redevelopment.
- Existing zoning/comprehensive plan designation.
 - Allow small scale single family development of 5,000 SF or less.
 - Consider a minimum parcel size (full block/40,000 SF) redevelopment for multi-family or office development.
 - Establish design guidelines.

-  **Public Park/Open Space**
 Intent: Create and preserve parks and open spaces to serve as an amenity for new development.

-  **Community/Institutional Use**
 Intent: Provide for neighborhood community uses including schools, churches, libraries, and community centers.

Circulation - Key

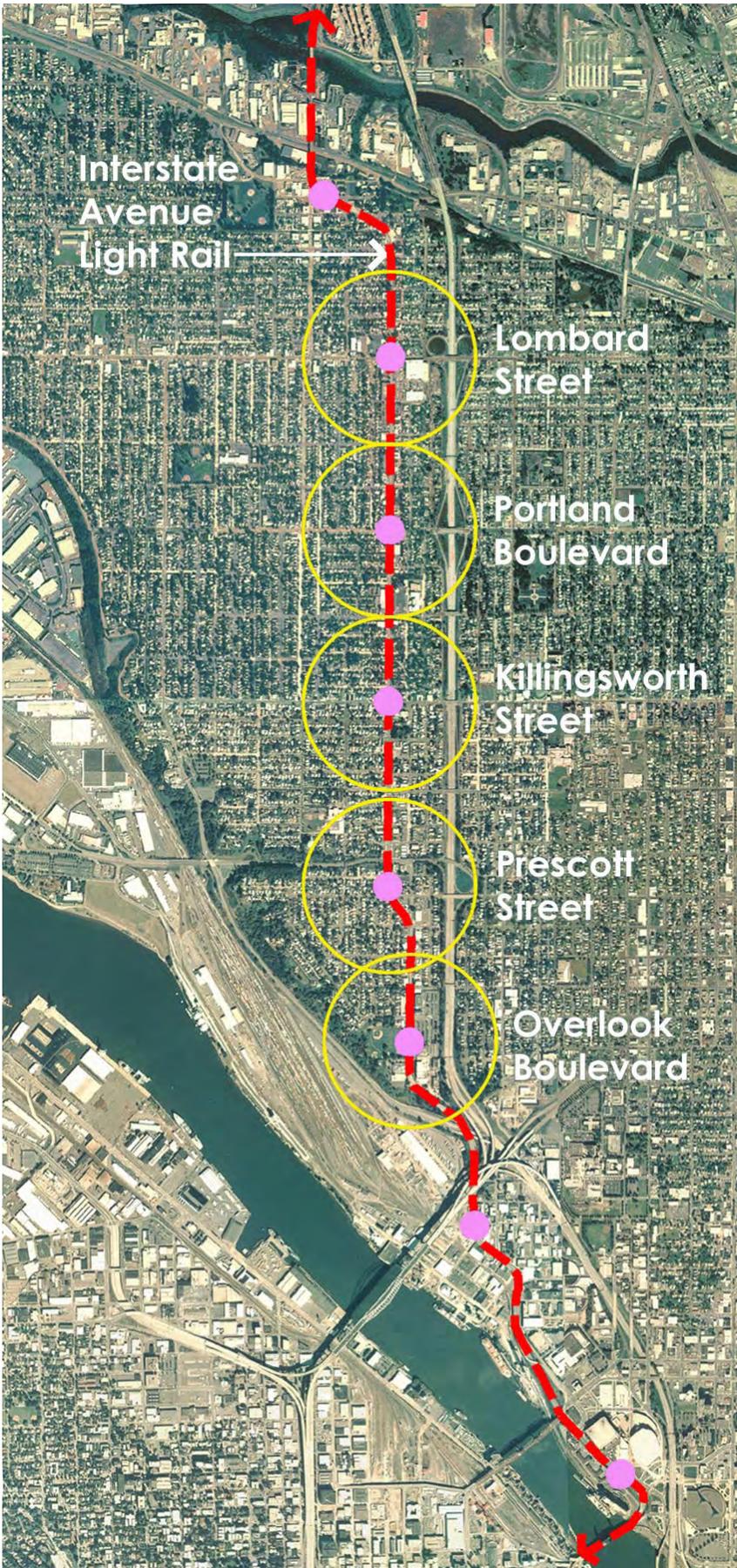
-  **Green Streets**
 Intent: Connect light rail station to adjacent neighborhoods with street improvements that create a pleasant, unified pedestrian-oriented environment.
- Within existing right-of-way (60' generally).
 - 6' concrete sidewalk.
 - 6' planting strip with turf or groundcover.
 - Pre-cast concrete ornamental street light poles with acorn fixtures - match LRT platform poles/fixtures.
 - Canopy street trees at 30' on center.
 - On-street parking.
 - Landscaped curb extensions at intersections of arterial or collector streets.

-  **Pedestrian Walkways**
- Willamette Bluff Walkway**
 Intent: Create a pleasant recreation trail for pedestrians and bicyclists, linking the station area at Overlook Park to neighborhoods north of the bluff overlooking the Willamette; provide sufficiently wide landscaped asphalt path.

-  **Gateways/Transitions**
 Intent: Define entry into the Overlook station area with special treatment at Fremont Street, providing special elements such as artwork, banners and lighting.

-  **Green Pedestrian Bridges**
- Falling Street Pedestrian Bridge**
 Design by ODOT.

- Future Pedestrian Crossing**
 Future study to be done for location and feasibility of additional pedestrian crossing over I-5 Freeway.



Prescott
Station Area
Concept Plan

Prescott Aerial View (2000)



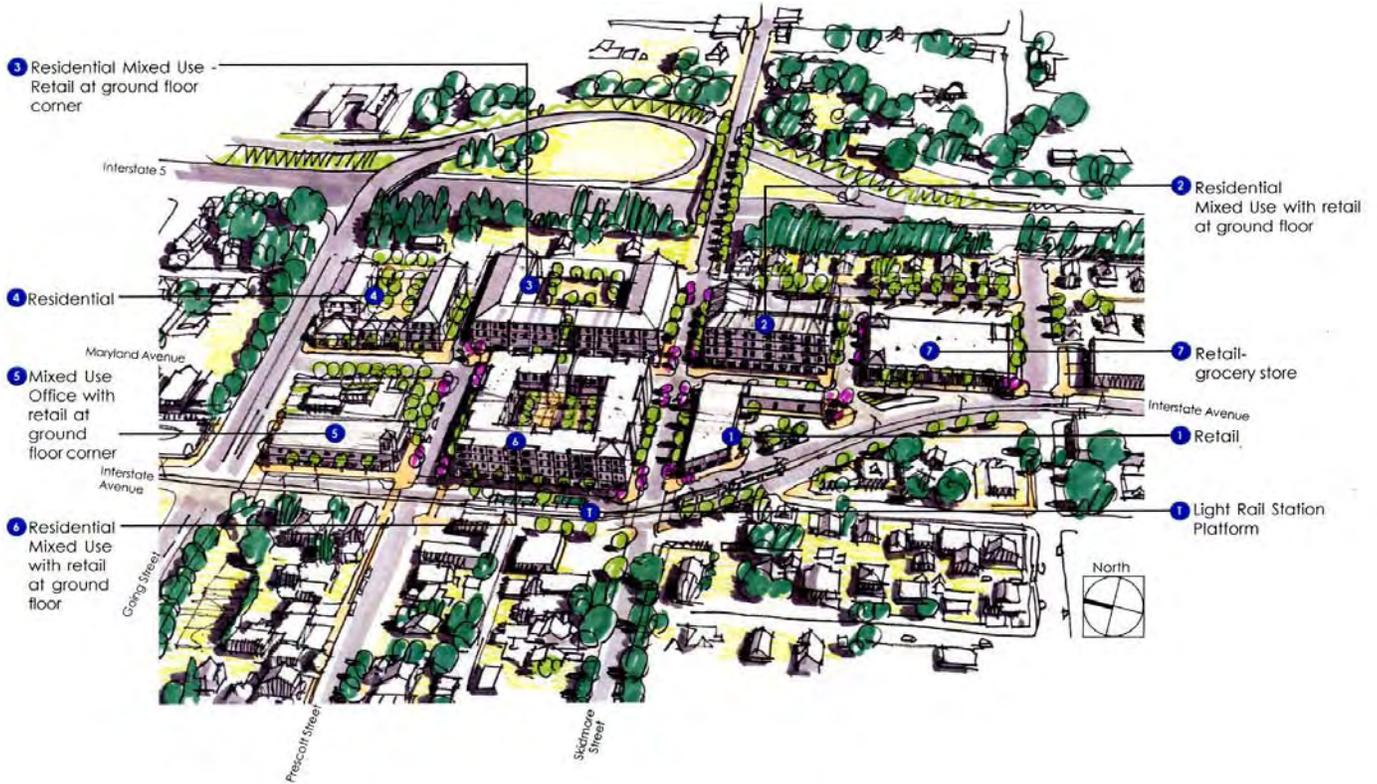
View From Southeast

Key Uses:

- ① Westerner Motel
- ② Fire Station
- ③ US Bank
- ④ Liquor Store
- ⑤ Overlook Restaurant
- ⑥ Harbor Freight Tools
- ⑦ Shamrock Restaurant and Lounge
- ⑧ Sande Building
- ⑨ Millennium Building
- ⑩ Senior Housing
- ⑪ Day Care
- ⑫ Commercial
- ⑬ Alibi Restaurant
- ⑭ Beach School
- ⑮ Taco Bell
- ⑯ To Swan Island



Aerial Perspective



Constraints to redevelopment along the edges of the Interstate corridor are especially restrictive at the Prescott station area, and include the following:

- A limited number of underutilized parcels.
- Small parcel sizes.
- Shared property lines with established residential neighborhoods.

The station area also presents the opportunity to utilize the existing wide right-of-way (on both Prescott and Maryland) and to create a neighborhood "Main Street."

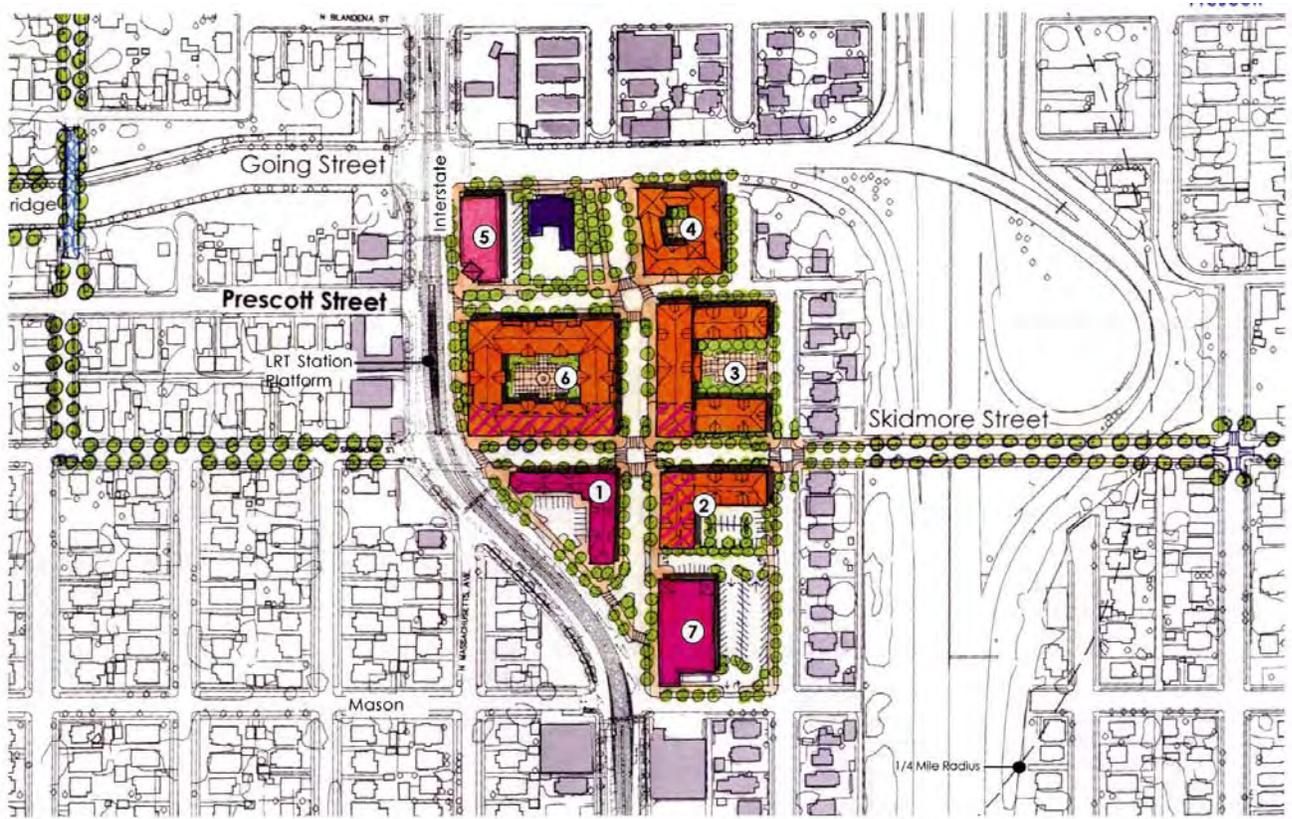
In recognition of existing site conditions, the following uses are suggested:

- Mixed-use neighborhood-serving projects compatible in scale to adjacent residential development.
- Enhancement of existing neighborhood serving commercial/retail businesses.
- Development sites that would be attractive to small, local, or non-profit developers.



Overlook Restaurant

Private Projects



Key:

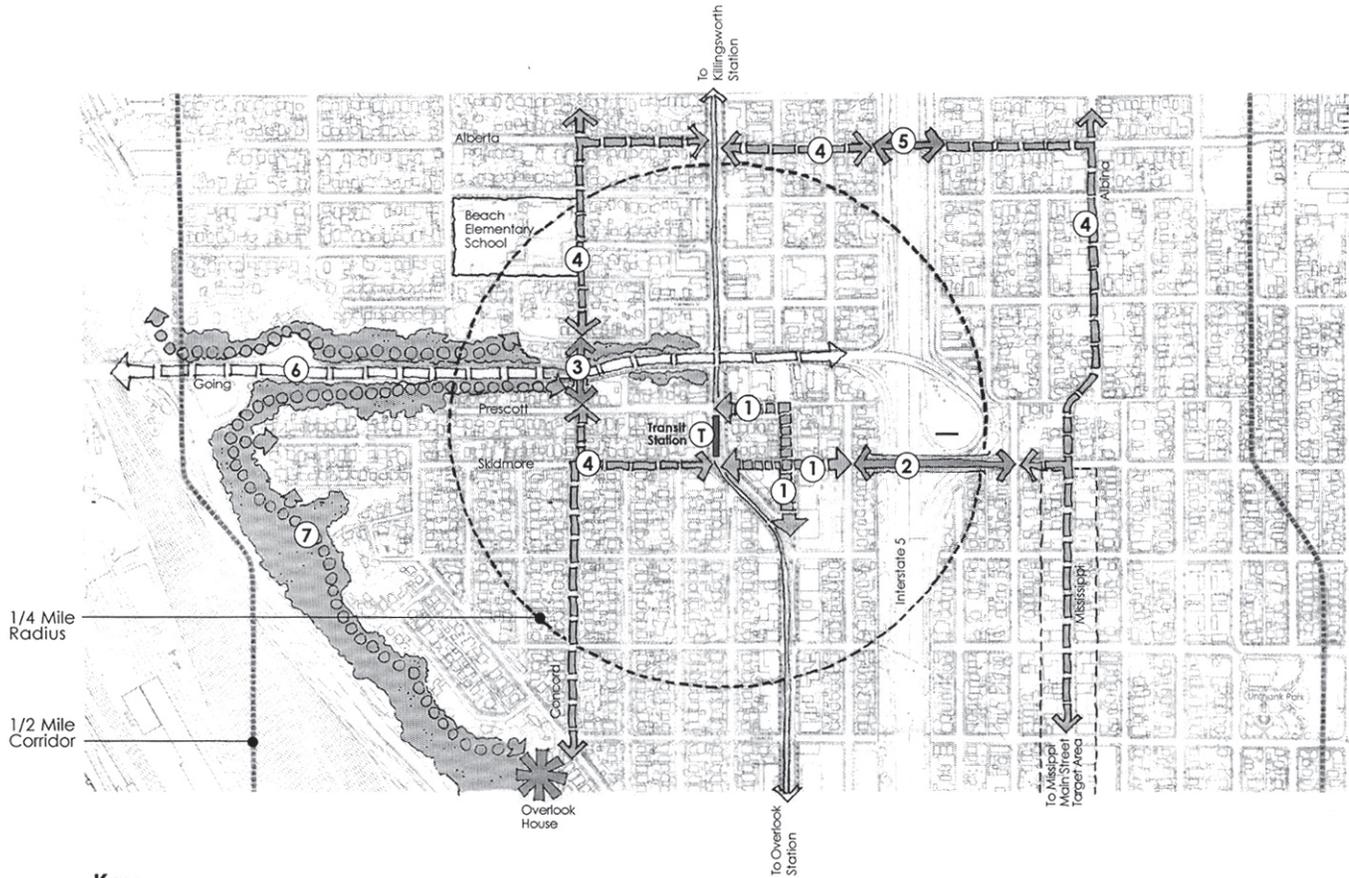
- | | | |
|-------------------------|---------------------------|--|
| ① Retail* | ④ Residential | ⑦ Retail (Grocery Store) |
| ② Residential Mixed-Use | ⑤ Mixed Use Office | * Includes partial public right-of-way vacation on Maryland |
| ③ Residential Mixed-Use | ⑥ Residential Mixed-Use** | ** Includes partial public right-of-way vacations on Prescott and Maryland |



Note: Plan concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Prescott Station Area Concept Plan

Public Projects



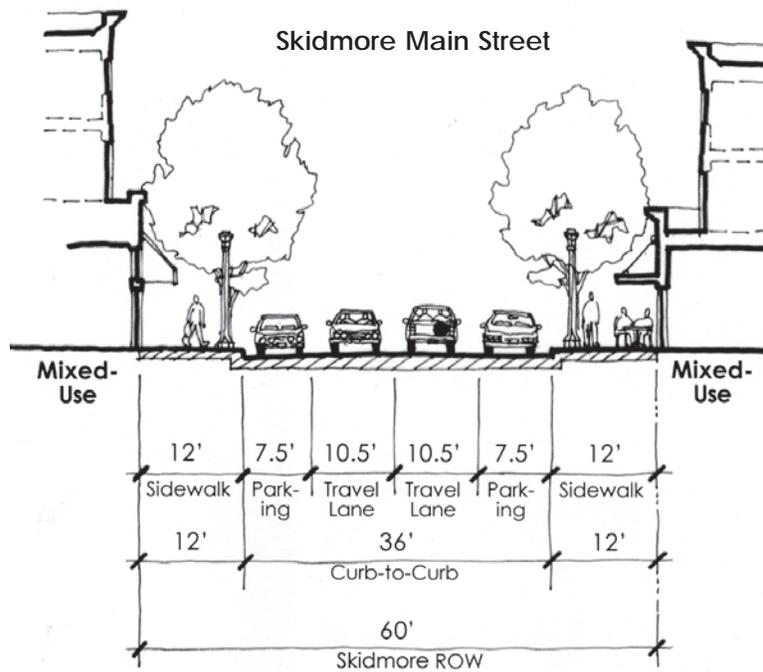
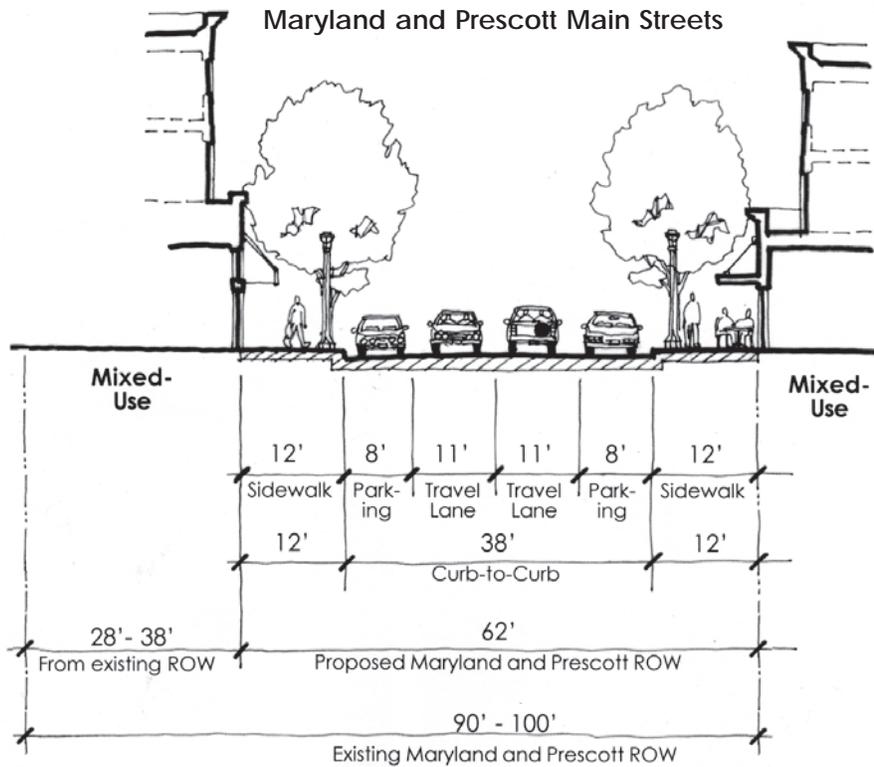
Key

- ① Urban Street (Main Street) Improvements (See Sections: Maryland and Prescott Main Streets; Skidmore Main Street)
- ② Skidmore Green Bridge Improvements (See Section: Green Bridge)
- ③ Concord Ped & Bike Green Bridge Improvements
- ④ Green Street Improvements (See Sections: Local Green Street; Collector Green Street)
- ⑤ Alberta Green Bridge Improvements (See Section: Green Bridge)
- ⑥ Going Street Arterial Improvements
- ⑦ Willamette Bluff Walkway (See Section: Willamette Bluff Walkway)

Note: All improvements within the public R.O.W. assumed to be public costs. Some of these may be assigned to private development projects.



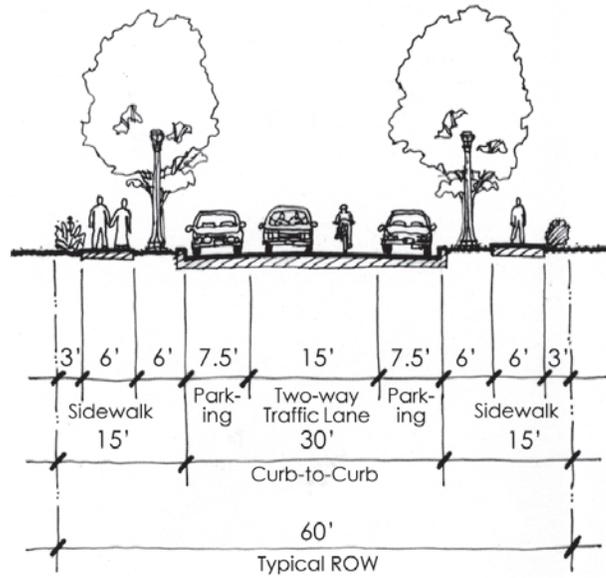
Sections



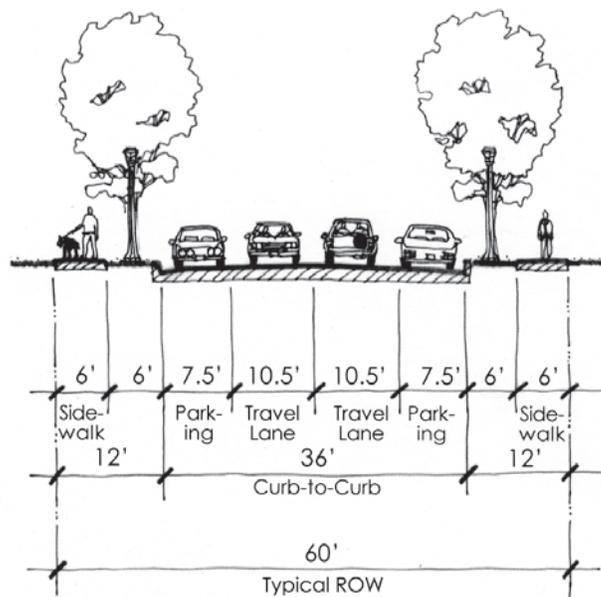
Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Sections

Local Green Street



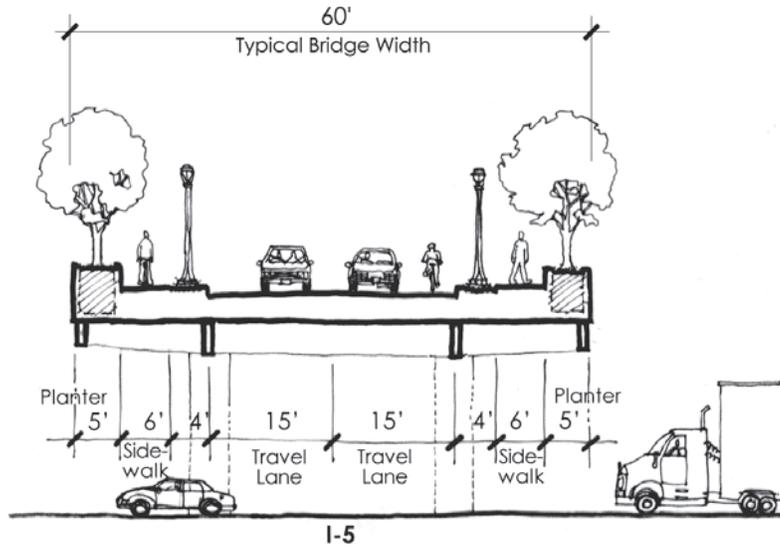
Collector Green Street



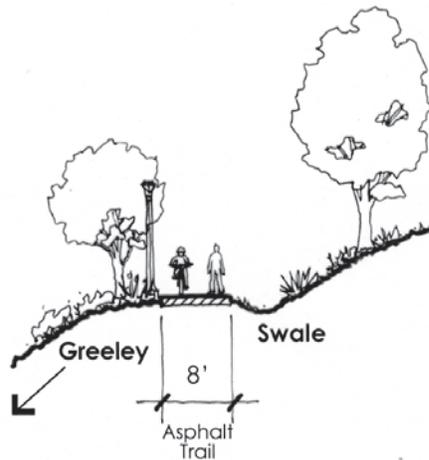
Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Sections

Green Bridge



Willamette Bluff Walkway



Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Action Chart - Private Projects

Project (project ##/ votes)	Potential Benefits ¹		Displacement		Implementation
	(# new units)	(# new jobs)	(# units)	(# jobs)	
6 RESIDENTIAL MIXED USE 10 votes	70	16	9	4	Owner/Developer/PDC² - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Assemble land/Maryland ROW³ vacation (Owner/PDC) Select developer (Owner/PDC) Complete design & contract documents (Developer) Establish financing (Developer) Build Project (Developer)
1 RETAIL 8 votes	0	24	0	10	Owner/Developer - Next 5 years: <ul style="list-style-type: none"> Assemble land/Maryland ROW vacation (Owner) Select developer (Owner) Complete design & contract documents (Developer) Establish financing (Developer) Build project (Developer)
2 RESIDENTIAL MIXED USE 2 votes	36	12	0	12	Owner/Developer/PDC - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Assemble land/Maryland ROW vacation (Owner/PDC) Select developer (Owner/PDC) Complete design & contract documents (Developer) Establish financing (Developer) Build Project (Developer)
7 RETAIL (GROCERY STORE) 1 vote	0	28	0	10	Owner/Developer - 6 to 20 years: <ul style="list-style-type: none"> Assemble land (Owner) Select developer (Owner) Complete design & contract documents (Developer) Establish financing (Developer) Build project (Developer)
4 RESIDENTIAL 1 vote	57	0	8	0	Owner/Developer/PDC - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Assemble land/Maryland ROW vacation (Owner/PDC) Select developer (Owner/PDC) Complete design & contract documents (Developer) Establish financing (Developer) Build Project (Developer)
Other #3 RES. MIXED USE #5 MIXED USE OFFICE 0 votes	72 0	4 28	13 0	0 10	- -

Note: The private projects listed here are based on community input and technical analysis, but are not binding. Specific uses, density, timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹Number for new jobs does not include jobs generated by new construction.

²PDC=Portland Development Commission

³ROW = Public right-of-way (street)

Action Chart - Public Projects

Project (project #/# votes)	Potential Benefits	Description	Implementation	Project Linkages
1 URBAN STREET IMPROVEMENTS 18 votes	<ul style="list-style-type: none"> Stimulates residential mixed use and retail projects that may provide 235 new residential units and 112 new jobs. Enhances pedestrian access Improves transit use 	Improvements to Prescott, Maryland and Skidmore to promote pedestrian-oriented activities (i.e.café seating).	PDOT¹ - Next 5 years: <ul style="list-style-type: none"> Complete design & contract documents Vacate street segments Establish improvement funding Build improvements 	Stimulates development on adjacent parcels (projects 1,2,3,4,5, 6 & 7)
2 SKIDMORE BRIDGE IMPROVEMENTS 2 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Create a safe and pleasant crossing for pedestrians and bicyclists over I-5, linking the station to the Mississippi Main Street Target Area and Boise Neighborhood.	PDOT/ODOT² - 6 to 20 years: <ul style="list-style-type: none"> Finalize design Provide final engineering and streetscape plan Establish improvement funding Build improvements 	May stimulate development south of Mississippi Target Area.
3 CONCORD PED/BIKE BRIDGE IMPROVEMENTS 1 vote	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	To create a safe and pleasant crossing for pedestrians and bicyclists over the Going Street arterial, linking neighborhoods north of Going Street to the station.	PDOT/ODOT - 6 to 20 years: <ul style="list-style-type: none"> Finalize design Provide final engineering and streetscape plan Establish improvement funding Build improvements 	-
6 GOING STREET ARTERIAL IMPROVEMENTS 1 vote	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Minimize the barrier separating upper/lower neighborhood without impacting truck movement. Consider grade separation at Interstate; improve bike/ped access to Swan Island.	PDOT/ODOT - 6 to 20 years: <ul style="list-style-type: none"> Finalize design Provide final engineering and streetscape plan Establish improvement funding Build improvements 	-
Other Projects 4,5 & 7 0 votes	<ul style="list-style-type: none"> Enhances pedestrian access Provides recreational amenity in the area Improves transit use 	<p>4 Green Street Improvements</p> <p>5 Alberta Green Bridge Improvements</p> <p>7 Willamette Bluff Walkway</p>	-	-

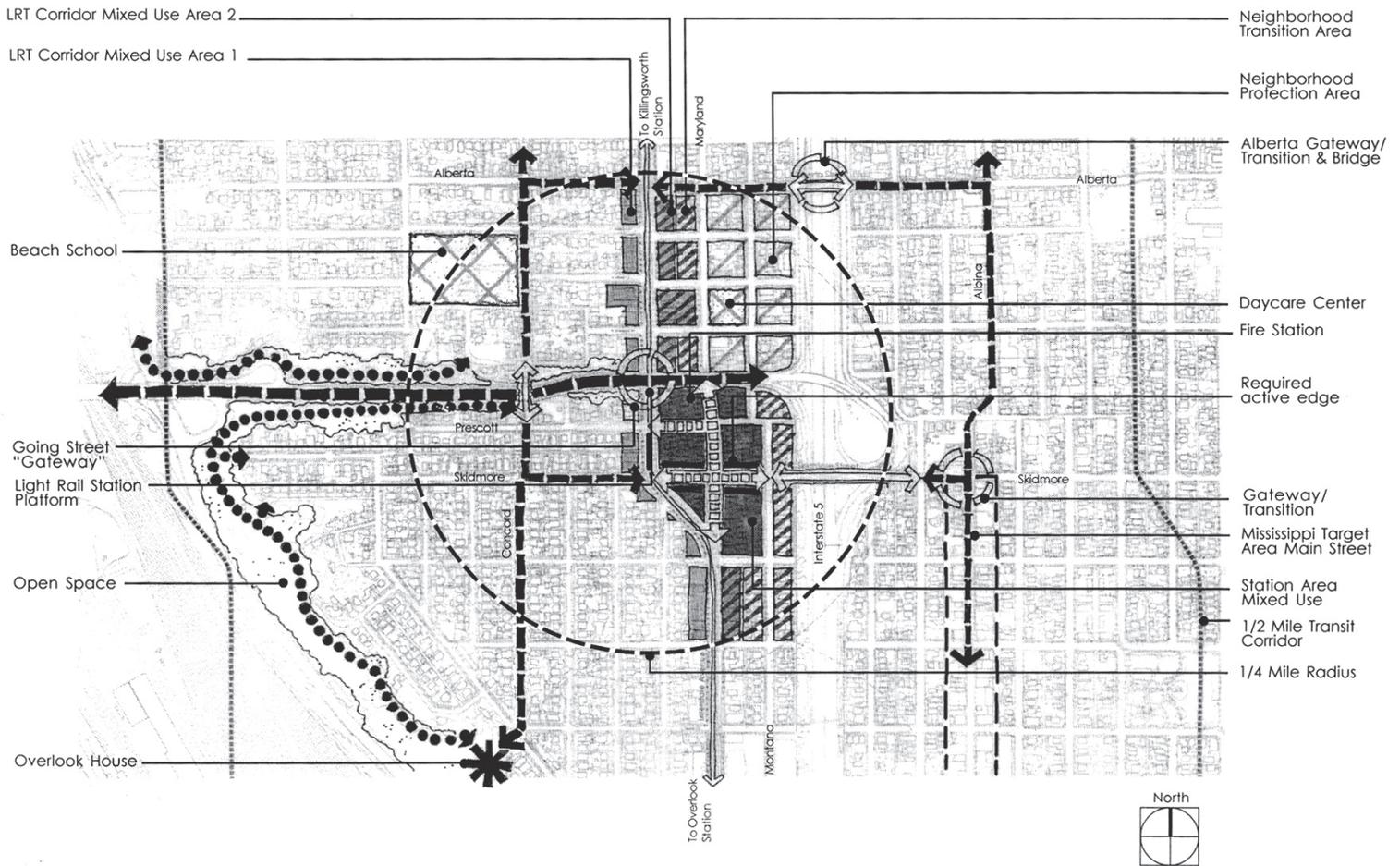
Note: The public projects listed here are based on community input and technical analysis, but are not binding. Timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹PDOT = Portland Department of Transportation

²ODOT = Oregon Department of Transportation.

Prescott Station Area Concept Plan

Land Use & Circulation Framework



Note: The above is a preliminary framework to be refined by the community and Bureau of Planning in the coming year.

Land Use Key

-  **Station Area Mixed Use (consider plan district to ensure framework implementation.)**
 Intent: Focus mixed-use, high-density development along Skidmore Street, promoting “neighborhood center” development theme.
- Includes characteristics of storefront commercial (CS) zone.
 - Mixed-use, most intensive development.
 - Promote ground floor retail along Skidmore from Interstate to Maryland Avenue.
 - Allow taller buildings with transitions adjacent to single family homes and other key areas.
 - Consider prohibition of auto-oriented uses such as drive-through windows or repair shops.
 - Examine minimum parcel size (half-block) and/or minimum housing density (40 dwelling units/acre).
 - Establish design guidelines.
-  **LRT Corridor Mixed Use Area 1**
 Intent: Create a transition between the transit corridor and established single-family neighborhoods to the west.
- Existing zoning/comprehensive plan designation.
 - Discourage buildings taller than two stories near rear setback.
 - Encourage additional landscape/wall buffer along rear setback.
 - Establish design guidelines.

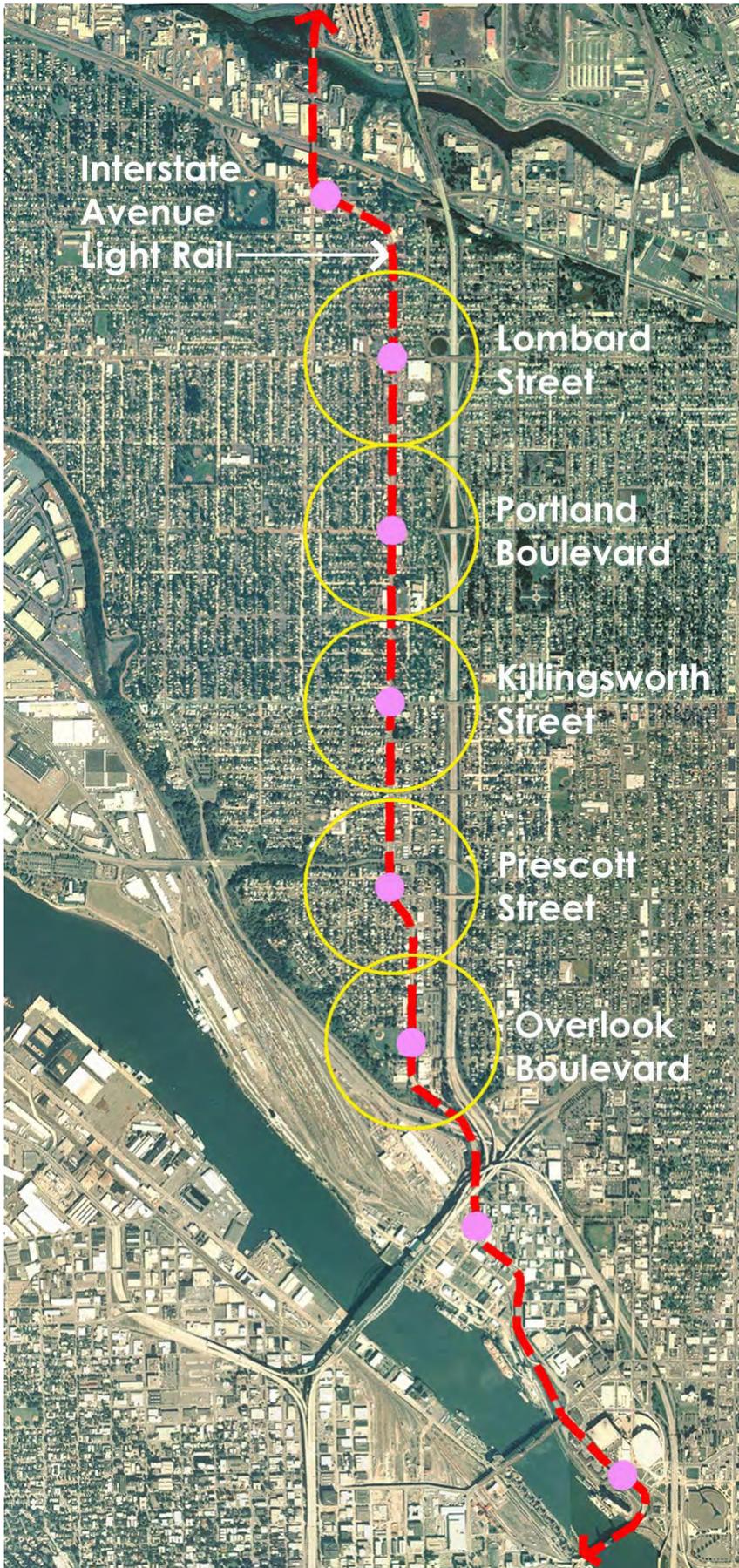
-  **LRT Corridor Mixed Use Area 2**
 Intent: Intensify transit-supportive development along the corridor, consistent with existing plans and policies.
- Existing zoning/comprehensive plan designation.
 - Consider minimum parcel size development - 10,000 SF.
 - Establish design guidelines.
-  **Neighborhood Transition Area**
 Intent: Create a transition between the transit corridor and established single-family neighborhoods to the east.
- Existing zoning/comprehensive plan designation.
 - Allow small scale single family development of 5,000 SF or less.
 - Consider parcel size (half-block) to discourage low density multi-family infill development patterns.
 - Establish design guidelines.
-  **Neighborhood Protection Area**
 Intent: Protect single family neighborhood while ensuring long term high density redevelopment that is consistent with the intent of the Albina Community Plan.
- Existing zoning/comprehensive plan designation.
 - Allow small scale single family development of 5,000 SF or less.
 - Consider full block parcel size redevelopment for multi-family development.
 - Establish design guidelines.

Circulation - Key

-  **Green Streets**
 Intent: Connect light rail station to adjacent neighborhoods with street improvements that create a pleasant, unified pedestrian-oriented environment.
- Within existing right-of-way (60' generally).
 - 6' concrete sidewalk.
 - 6' planting strip with turf or groundcover.
 - Pre-cast concrete ornamental street light poles with acorn fixtures - match LRT platform poles/fixtures.
 - Canopy street trees at 30' on center.
 - On-street parking.
 - Landscaped curb extensions at intersections of arterial or collector streets.
-  **Urban Streets**
 Intent: Establish a Main Street character streetscape which promotes pedestrian-oriented activities such as cafe seating and an active retail environment.
- 60' right-of-way (narrow existing right-of-way on Maryland and Prescott Avenues from 100').
 - 12' concrete sidewalk.
 - Pre-cast concrete ornamental street light poles with acorn fixtures - match LRT platform poles/fixtures.
 - Canopy street trees at 30' on center.
 - Landscaped curb extensions at all corners.
-  **Going Street Arterial Improvements**
 Intent: To study long-term options to minimize the barrier that separates upper and lower portions of the neighborhood without impacting truck movement.
- Consider grade separation at intersection of Interstate Avenue.
 - Improve bicycle/pedestrian access to Swan Island.

-  **Green Bridges - Skidmore and Alberta Streets**
 Intent: Create a safe and pleasant crossing for pedestrians and bicyclists from the station area over Interstate 5. Provide:
- A reduced curb-to-curb dimension of two traffic lanes.
 - Provide 12' wide sidewalk (minimum).
 - Raised irrigated planting beds with ornamental and canopy trees, shrubs and groundcover.
 - Security fence.
 - Pre-cast concrete street light poles and acorn fixtures (match LRT platform poles/fixtures).
- Concord Avenue**
 Intent: Create a safe and pleasant crossing for pedestrians and bicyclists over the Going Street arterial.
- Reconstruct/replace existing bridge.
 - Provide for emergency vehicle access.
 - Provide bicycle lanes.
 - Provide raised, irrigated planting beds with ornamental trees, shrubs and groundcover.
 - Provide security fences.
-  **Gateways/Transitions**
 Intent: Define and express entrances to special areas, providing special elements such as artwork, banners and lighting.

-  **Open Space Walkway**
 Intent: Create a pleasant recreation trail for pedestrians and bicyclists linking the station area to neighborhoods north of the bluff overlooking the Willamette; provide sufficiently wide landscaped asphalt path.



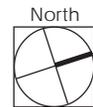
Killingsworth
Station Area
Concept Plan

Killingsworth Aerial View (2000)



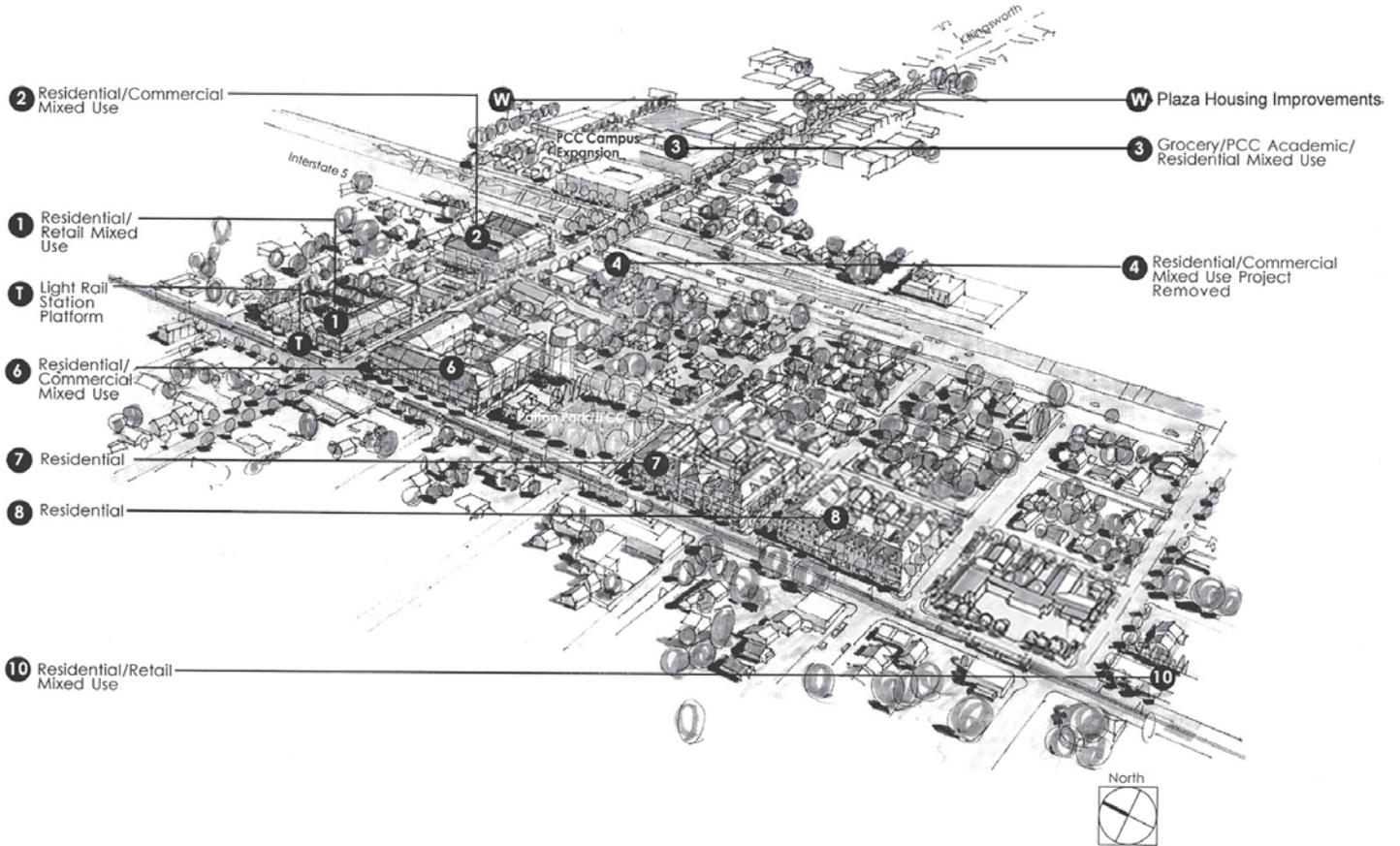
View From Southeast

Key Uses:



- ① Patton Park
- ② Interstate Firehouse Cultural Center (IFCC)
- ③ 76 Gas Station
- ④ Mel's Motor Inn
- ⑤ Crown Motel
- ⑥ Baptist Church
- ⑦ Renaissance Market
- ⑧ Ockley Green School
- ⑨ Sunny's Cleaners
- ⑩ Telephone Building Lofts
- ⑪ Interstate Special Events
- ⑫ Pet Hospital
- ⑬ Killingsworth/Denver Avenue Retail Node
- ⑭ adidas America Village

Aerial Perspective



The development of a concentration of neighborhood serving retail uses (a "Main Street") along Interstate Avenue is constrained by:

- A lack of continuous on-street parking.
- Narrow sidewalks and limited space and budget for pedestrian amenities such as landscaping, street furniture and special lighting.

By contrast, Killingsworth to the east and west of Interstate does not have these limitations, and instead has the potential to serve as a Main Street. Existing right-of-way on this portion of Killingsworth is sufficient to provide:

- Continuous on-street parking.
- Pedestrian-friendly sidewalks and pedestrian amenities such as landscaping, street furniture and special lighting.

If Killingsworth were to serve as a Main Street, it should have one or more blocks with:

- Continuous retail at the ground floor.
- Housing or small office space on the upper floors over retail where feasible.

The potential for extending the Killingsworth Main Street concept across I-5 to Portland Community College could be explored.



Killingsworth Street at Interstate Avenue



Interstate Firehouse Cultural Center

Private Projects



- Key:
- | | | |
|---|--|--|
| ① Residential/Retail Mixed-Use | ④ Residential/Commercial Mixed Use Project Removed | ⑧ Residential |
| ② Residential/Commercial Mixed-Use | ⑥ Residential/Comm. Mixed-Use | ⑩ Residential/Retail Mixed-Use |
| ③ Grocery/PCC Academic/ Residential Mixed Use | ⑦ Residential | Ⓜ Plaza Housing Improvements - See Public Projects |

Notes:

- 1 Plan concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.
- 2 Streetscape design on Killingsworth for 1/2 block east of Interstate Avenue requires adjustments to bus pad locations indicated by Tri-Met on their 1-9-01 construction documents.

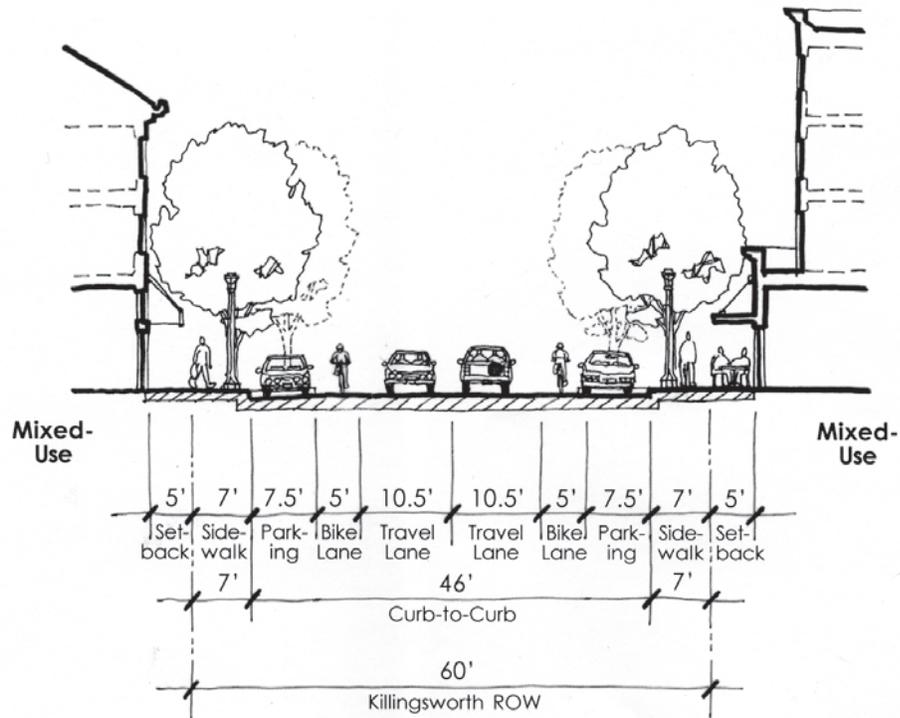
Public Projects



Note: If a project is approved and funded, its design will be subject to review and may vary from plan concepts illustrated above.

Sections

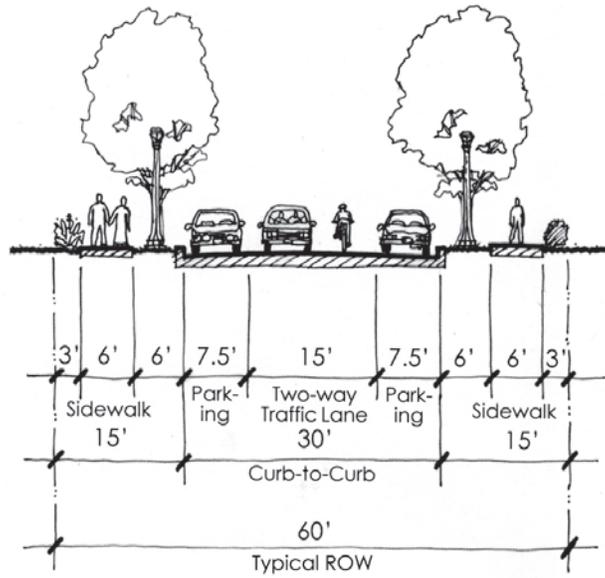
Killingsworth Main Street



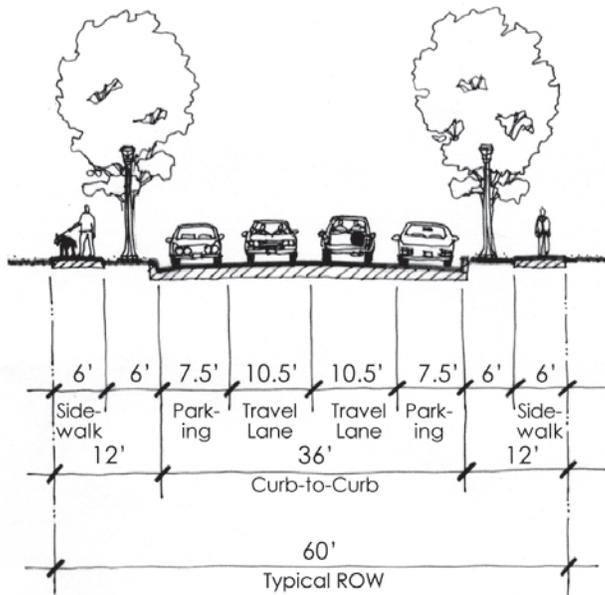
Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Sections

Local Green Street



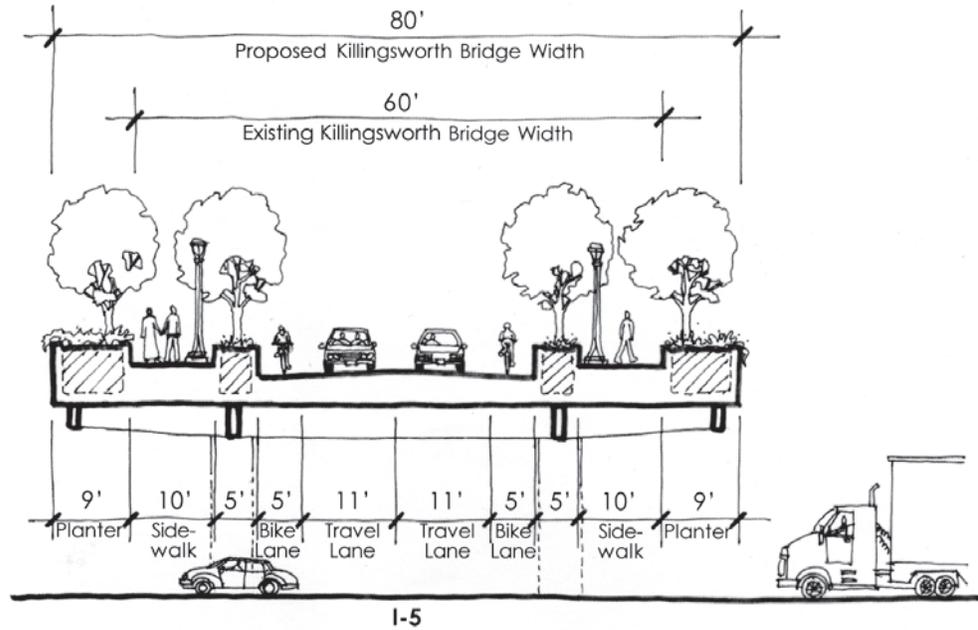
Collector Green Street



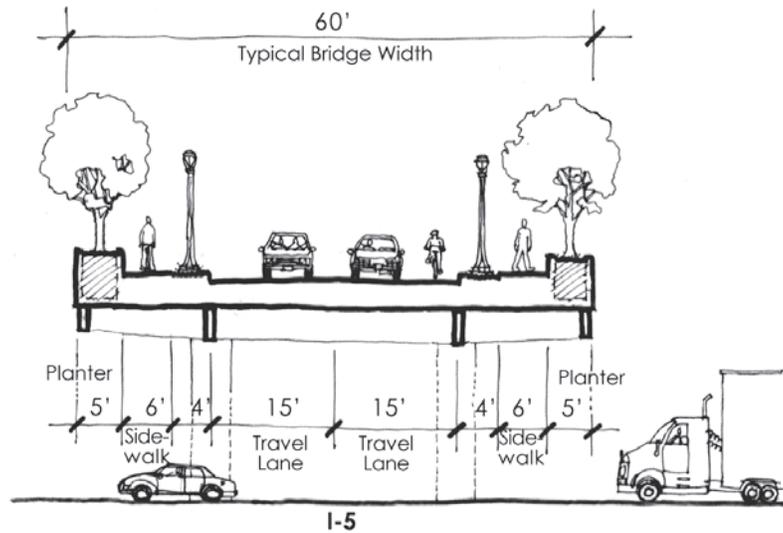
Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Sections

Killingsworth Street Bridge



Green Bridge



Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Action Chart - Private Projects

Project (project #/## votes)	Potential Benefits ¹		Displacement		Implementation
	(# new units)	(# new jobs)	(# units)	(# jobs)	
3 GROCERY STORE MIXED USE 23 votes	36	48	0	15	PCC²/Owner/PDC³ - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Finalize master plan (PCC) Develop concept design (PCC) Establish financing (PCC/PDC) Complete design and contract documents (PCC) Build project (PCC)
6 RESIDENTIAL MIXED USE 16 votes	53	36	0	15	Owner/Developer/PDC - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Select developer (Owners/PDC) Complete design & contract documents (Developer) Establish financing (Developer) Build project (Developer)
10 RESIDENTIAL MIXED USE 8 votes	7	6	0	0	Owner/Developer/PDC - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Select developer (Owners/PDC) Complete design & contract documents (Developer) Establish financing/Build Project (Developer)
1 RESIDENTIAL MIXED USE 7 votes	38	15	4	0	Developer/Tri-Met/PDC - Next 5 years: <ul style="list-style-type: none"> Redesign location of Tri-Met substation (Tri-Met/PDC) Assemble land (PDC) Establish level of public participation (PDC) Identify housing program (PDC) Select developer (PDC) Complete design & contract documents (Developer) Establish financing/Build Project (Developer)
7 RESIDENTIAL 6 votes	68	0	4	5	Owner/Developer/PDC - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Assemble land (Owners/PDC) Select developer (Owners/PDC) Complete design & contract documents (Developer) Establish financing (Developer) Build project (Developer)
2 RESIDENTIAL MIXED USE 5 votes	51	12	6	2	Owner/Developer/PDC - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Assemble land (Owners/PDC) Select developer (Owners/PDC) Complete design & contract documents (Developer) Establish financing (Developer) Build project (Developer)
9 RESIDENTIAL 2 votes	68	0	11	7	Owner/Developer/PDC - Next 5 years: <ul style="list-style-type: none"> Identify housing program (Owner/Developer/PDC) Establish level of public participation Assemble land (Owners/PDC) Select developer (Owners/PDC) Complete design & contract documents (Developer) Establish financing (Developer) Build project (Developer)
Other #8 RESIDENTIAL #4 RESIDENTIAL #5 RESIDENTIAL 0 votes	68 51 51	0 12 12	5 6 11	0 3 0	- - -

Note: The private projects listed here are based on community input and technical analysis, but are not binding. Specific uses, density, timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹Number for new jobs does not include jobs generated by new construction.

²PCC=Portland Community College

³PDC=Portland Development Commission

Note: The private projects listed here are based on community input and technical analysis, but are not binding. Specific uses, density, timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹Number for new jobs does not include jobs generated by new construction.

²PCC=Portland Community College

³PDC=Portland Development Commission

Action Chart - Public Projects

Project (project ## votes)	Potential Benefits	Description	Implementation	Project Linkages
1 PATTON PARK/IFCC EXPANSION 20 votes	<ul style="list-style-type: none"> Enhances existing community facility Provides recreational and open space amenity in the area 	Improvements to Patton Park would be coordinated with expansion plans for the Interstate Firehouse Community Center. Identify programs/designs that benefit both of these neighborhood amenities.	PPR¹/IFCC²/ONA³/ALNA⁴ - Next 5 yrs: <ul style="list-style-type: none"> Develop master plan (PPR/IFCC) Obtain funding (PPR) Finalize design (PPR/IFCC/Neighborhoods) Prepare contract documents (PPR) Build improvements (PPR) 	May stimulate development on adjacent parcels.
2 KILLINGSWORTH URBAN STREET IMPROVEMENTS 14 votes	<ul style="list-style-type: none"> Stimulates residential mixed use and retail projects that may provide 193 new residential units and 75 new jobs. Enhances pedestrian access Improves transit use 	Improvements to Killingsworth Street between Interstate Ave. and I-5 to establish a Main Street character promoting pedestrian-oriented activities (i.e.café seating).	PDOT⁵/PDC⁶ - Next 5 years: <ul style="list-style-type: none"> Complete design & contract documents (PDOT) Establish funding (PDOT/PDC) Build improvements (PDOT) 	Stimulates development on adjacent parcels (projects 1,2,5 & 6)
Write-in PLAZA HOUSING IMPROVEMENTS 11 votes	<ul style="list-style-type: none"> Enhances existing affordable housing 	Specific improvements to existing homes and open spaces including but not limited to the recommendations listed in the summary of Public Comments 2000.	HAP⁷ and Residents - Next 5 years: <ul style="list-style-type: none"> Develop improvement Master Plan Establish funding Complete design & contract documents Build project 	Will maintain the affordable housing stock.
11 AINSWORTH BRIDGE IMPROVEMENTS 11 votes	<ul style="list-style-type: none"> Strengthens neighborhood ties Enhances pedestrian access Improves transit use 	Create a safe and pleasant crossing for pedestrians and bicyclists over I-5, linking the station to neighborhoods to the east.	PDOT/ODOT - Next 5 years: <ul style="list-style-type: none"> Finalize design (PDOT/ODOT) Complete design & contract documents (PDOT/ODOT) Establish funding (PDOT/ODOT) Build improvements (PDOT) 	-
10 KILLINGSWORTH BRIDGE IMPROVEMENTS 8 votes	<ul style="list-style-type: none"> Strengthens neighborhood ties Enhances pedestrian access Improves transit use 	Create a safe and pleasant crossing for pedestrians and bicyclists over I-5, linking the station to PCC and the Humboldt Neighborhood.	PDOT/ODOT - 6 to 20 years: <ul style="list-style-type: none"> Finalize design (PDOT/ODOT) Complete design & contract documents (PDOT/ODOT) Establish funding (PDOT/ODOT) Build improvements (PDOT) 	-
3 KILLINGSWORTH URBAN STREET IMPROVEMENTS 4 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Improvements to Killingsworth Street between Concord and Omaha to establish a Main Street character promoting pedestrian-oriented activities (i.e.café seating).	PDOT/PDC - 6 to 20 years: <ul style="list-style-type: none"> Finalize design (PDOT) Complete design & contract documents (PDOT) Establish improvement funding (PDOT/PDC) Build improvements (PDOT) 	May stimulate development on adjacent parcels.
Other Projects 12, 4 5 & 8 1 vote	<ul style="list-style-type: none"> Strengthens neighborhood ties Enhances pedestrian access Improves transit use 	12 Alberta Bridge Improvements 4 Killingsworth Green St. Improvements (Interstate to Concord) 5 Killingsworth Green St. Improvements (Omaha to Willamette) 8 Alberta Green St. Improvements	PDOT/ODOT/PDC - 6 to 20 years: <ul style="list-style-type: none"> Finalize design (PDOT, PDOT/ODOT for bridge) Complete design & contract documents (PDOT, PDOT/ODOT for bridge) Establish improvement funding (PDOT/PDC, PDOT/ODOT for bridge) Build improvements (PDOT) 	-
Other Projects 6,7 & 9 0 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	6 Albina Green St. Improvements 7 Ainsworth Green St. Improvements 9 Denver Ave. Green St. Improvements	- - -	- - -

Note: The public projects listed here are based on community input and technical analysis, but are not binding. Timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹PPR = Portland Parks and Recreation

²IFCC = Interstate Firehouse Cultural Center

³ONA = Overlook Neighborhood Association

⁴ALNA = Arbor Lodge Neighborhood Association

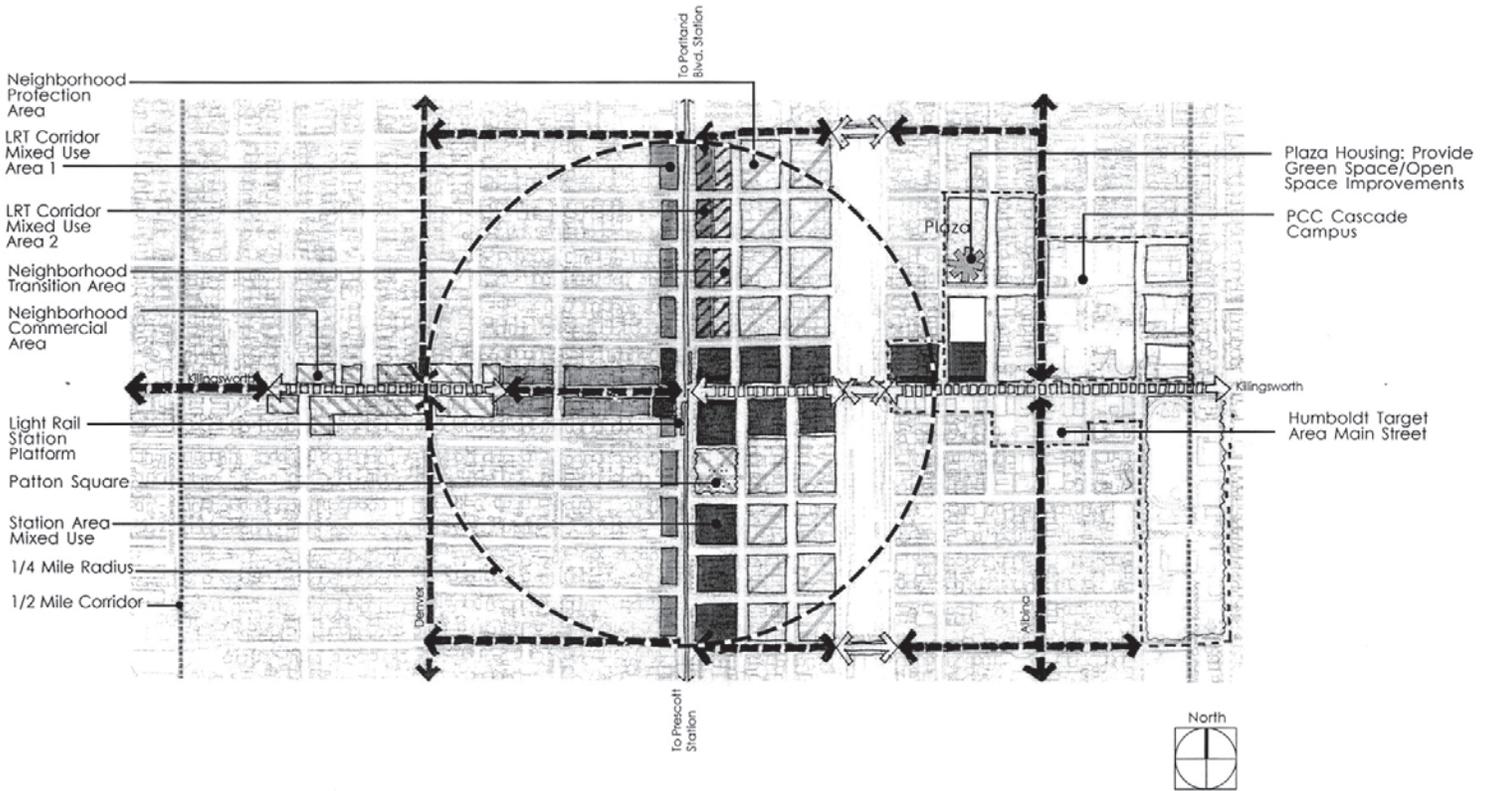
⁵PDOT = Portland Department of Transportation

⁶PDC = Portland Development Commission

⁷HAP = Housing Authority of Portland

Killingsworth Station Area Concept Plan

Land Use & Circulation Framework



Note: The above is a preliminary framework to be refined by the community and Bureau of Planning in the coming year.

Land Use Key

Station Area Mixed Use (consider plan district to ensure framework implementation.)

Intent: Focus mixed-use, high-density development along Killingsworth Street, promoting “Main Street” theme.

- Include characteristics of storefront commercial (CS) zone along Killingsworth.
- Mixed-use intense development.
- Allow taller buildings with transitions adjacent to single family homes and other key areas.
- Consider prohibition of auto-oriented uses such as drive-through windows or repair shops.
- Examine minimum parcel size (half-block) and/or minimum housing density (40 dwelling units/acre).
- Establish design guidelines.

LRT Corridor Mixed Use Area 1

Intent: Create a transition between the transit corridor and established single-family neighborhoods to the west.

- Existing zoning/comprehensive plan designation.
- Discourage buildings taller than two stories near rear setback.
- Promote additional landscape/wall buffer along rear setback.
- Establish design guidelines.

Neighborhood Commercial Area

Intent: Strengthen existing neighborhood retail uses.

- Existing zoning/comprehensive plan designation.
- Encourage characteristics of the CS zone (storefront commercial) standards/guidelines that encourage a pedestrian orientation, appropriate heights, massing and setbacks.

LRT Corridor Mixed Use Area 2

Intent: Intensify transit-supportive development along the corridor, consistent with existing plans and policies.

- Existing zoning/comprehensive plan designation.
- Consider minimum parcel size development - 10,000 SF - to discourage low density development.
- Establish design guidelines.

Neighborhood Transition Area

Intent: Protect single family neighborhood and ensure long term high density redevelopment that is consistent with the intent of the Albina Community Plan.

- Existing zoning/comprehensive plan designation.
- Allow small scale single family development of 5,000 SF or less.
- Consider full block parcel size redevelopment for multi-family development.
- Establish design guidelines.
- May include small scale mixed use (live/work-small offices).

Circulation - Key

Green Streets

Intent: Connect light rail station to adjacent neighborhoods with street improvements that create a pleasant, unified pedestrian-oriented environment.

- Within existing right-of-way (60' generally).
- 6' concrete sidewalk.
- 6' planting strip with turf or groundcover.
- Pre-cast concrete ornamental street light poles with acorn fixtures - match LRT platform poles/fixtures.
- Canopy street trees at 30' on center.
- On-street parking.
- Landscaped curb extensions at intersections of arterial or collector streets.
- Consider removing bicycle lane policy to allow wider sidewalks.

Green Bridges - Ainsworth, Killingsworth and Alberta Streets

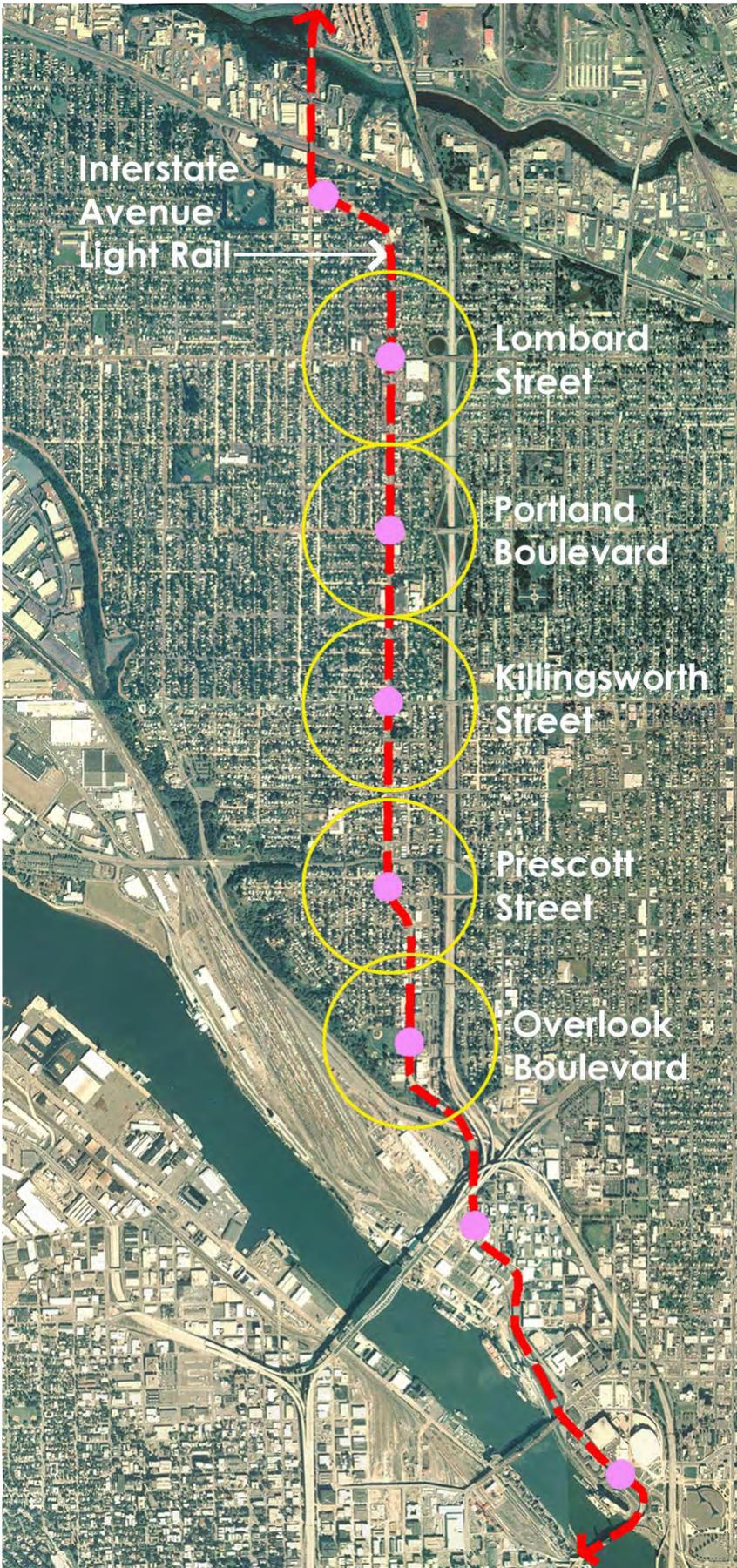
Intent: Create a safe and pleasant crossing for pedestrians and bicyclists from the station area over Interstate 5. Provide:

- A reduced curb-to-curb dimension for two traffic lanes.
- 10' minimum sidewalk width.
- Raised irrigated planting beds with ornamental and canopy trees, shrubs and groundcover.
- Security fence.
- Pre-cast concrete street light poles and acorn fixtures (match LRT platform poles/fixtures).

Urban Streets

Intent: Establish a Main Street character streetscape which promotes pedestrian-oriented activities and an active retail environment.

- 60' right-of-way.
- 12' concrete sidewalk.
- Pre-cast concrete ornamental street light poles with acorn fixtures - match LRT platform poles/fixtures.
- Canopy street trees at 30' on center.
- Landscaped curb extensions at all corners.



Portland Station Area Concept Plan

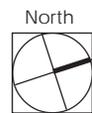
Portland Aerial View (2000)



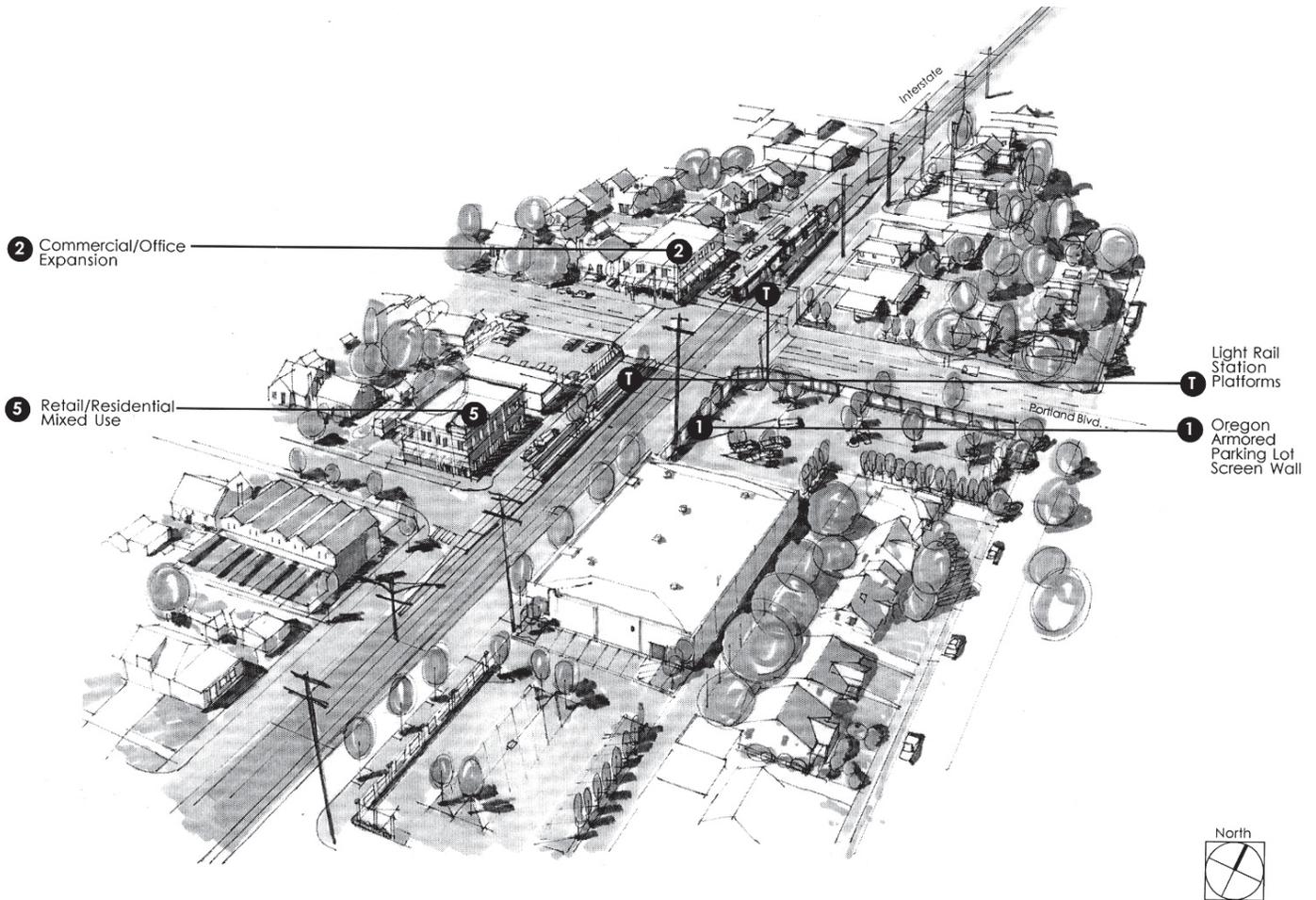
View From Southeast

Key Uses:

- ① Oregon Armored
- ② Commercial Building
- ③ Nighthawk Restaurant
- ④ Interstate Lanes
- ⑤ Ockley Green School
- ⑥ Chief Joseph School
- ⑦ Vacant Lots



Portland Station Area Concept Plan



Constraints to redevelopment along the edges of the Interstate corridor are especially restrictive at the Portland Boulevard station area. Constraints include the following:

- A limited number of underutilized parcels.
- Small parcel sizes.
- Shared property lines with established residential neighborhoods.

In recognition of existing site constraints, the following uses are suggested:

- Mixed-use neighborhood-serving projects compatible in scale to adjacent residential development.
- Enhancement of existing neighborhood-serving commercial/retail businesses.
- Development sites that would be attractive to small, local, or non-profit developers.



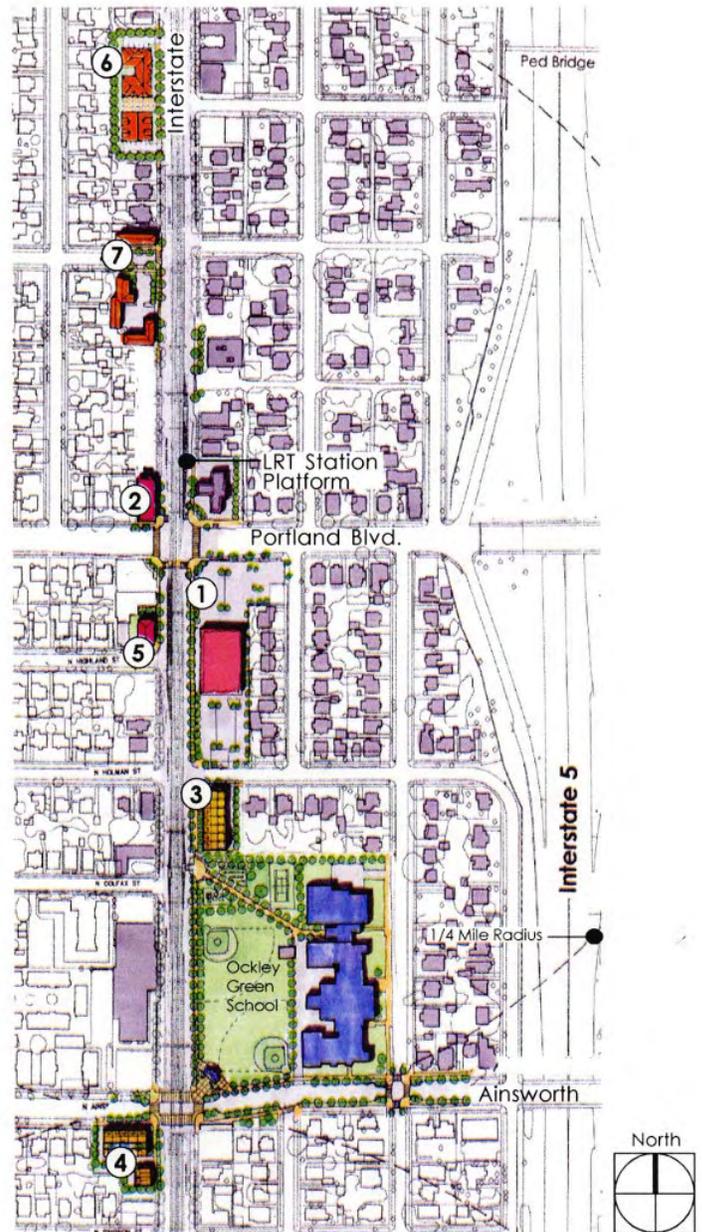
Lofti's Market

Private Projects

Key

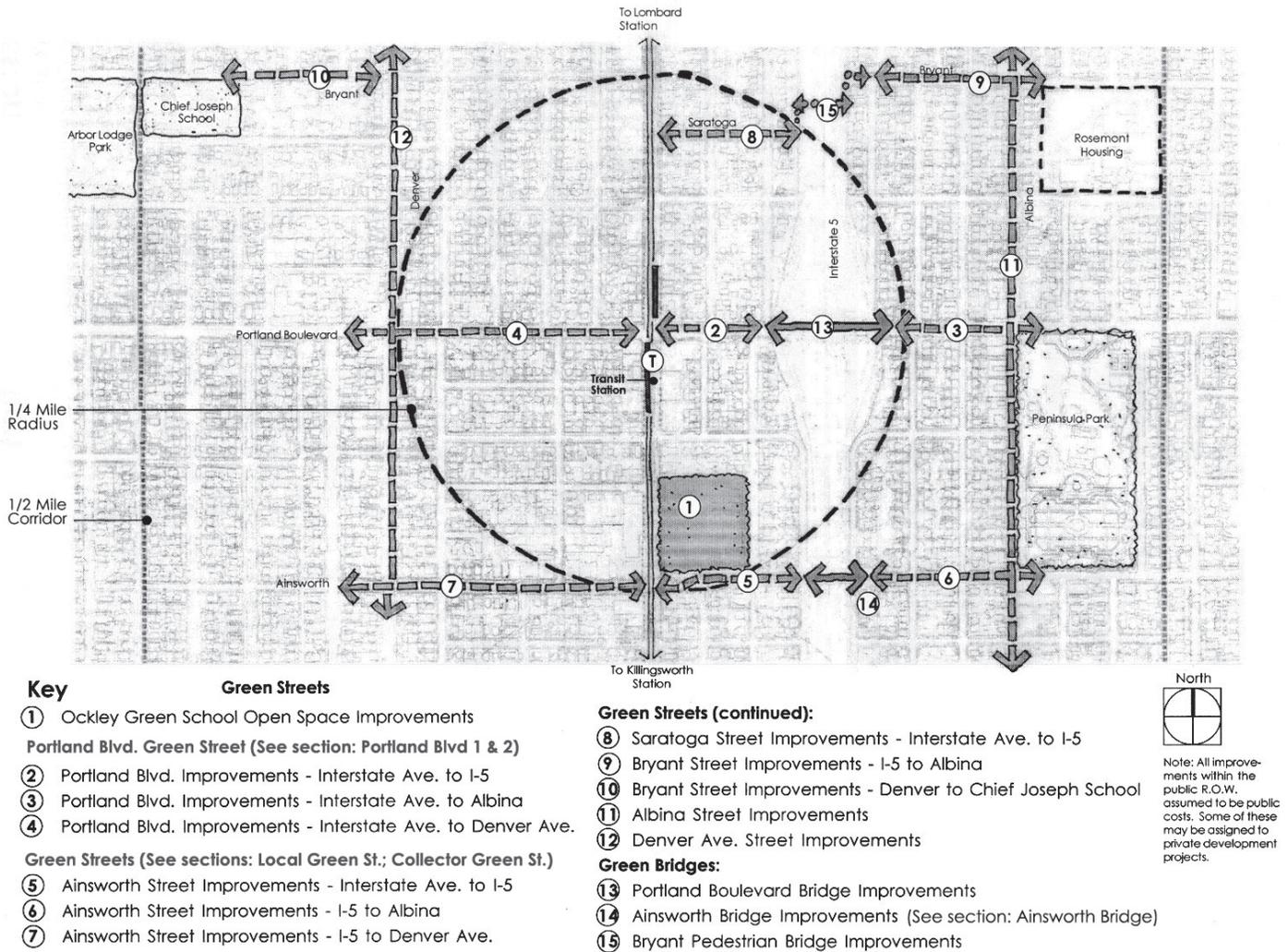
- ① Oregon Armored parking lot screen wall
- ② Commercial Mixed Use Expansion
- ③ Residential
- ④ Residential
- ⑤ Retail/Commercial*
- ⑥ Residential and Preschool
- ⑦ Residential

* Potential community use: Bike park-and-ride facility



Note: Plan concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

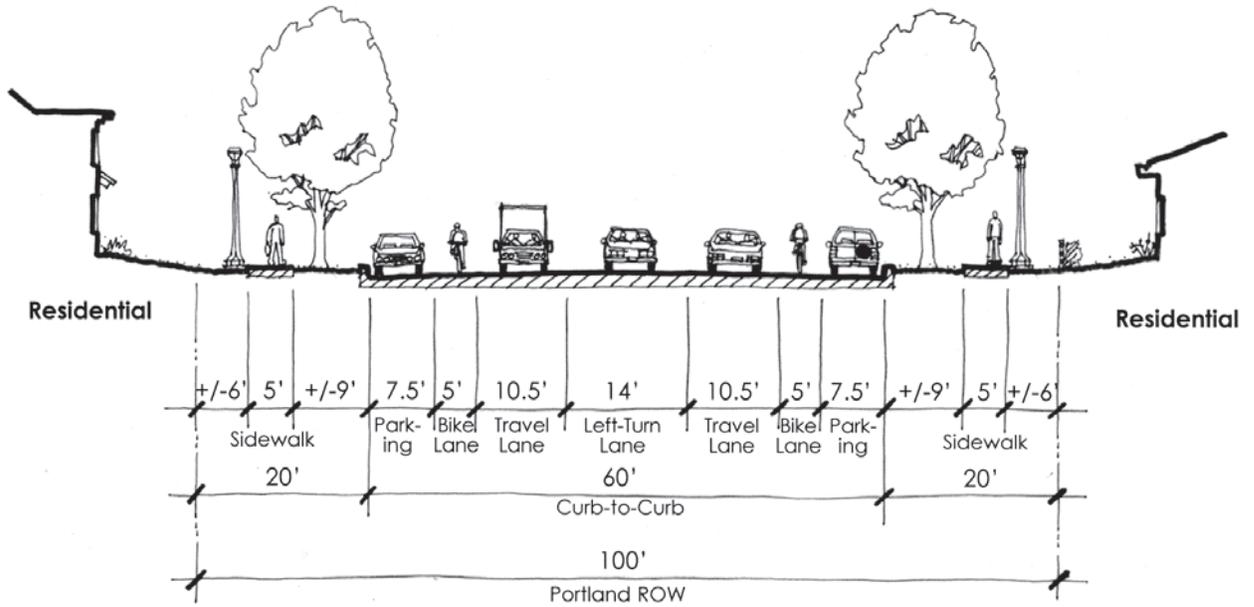
Public Projects



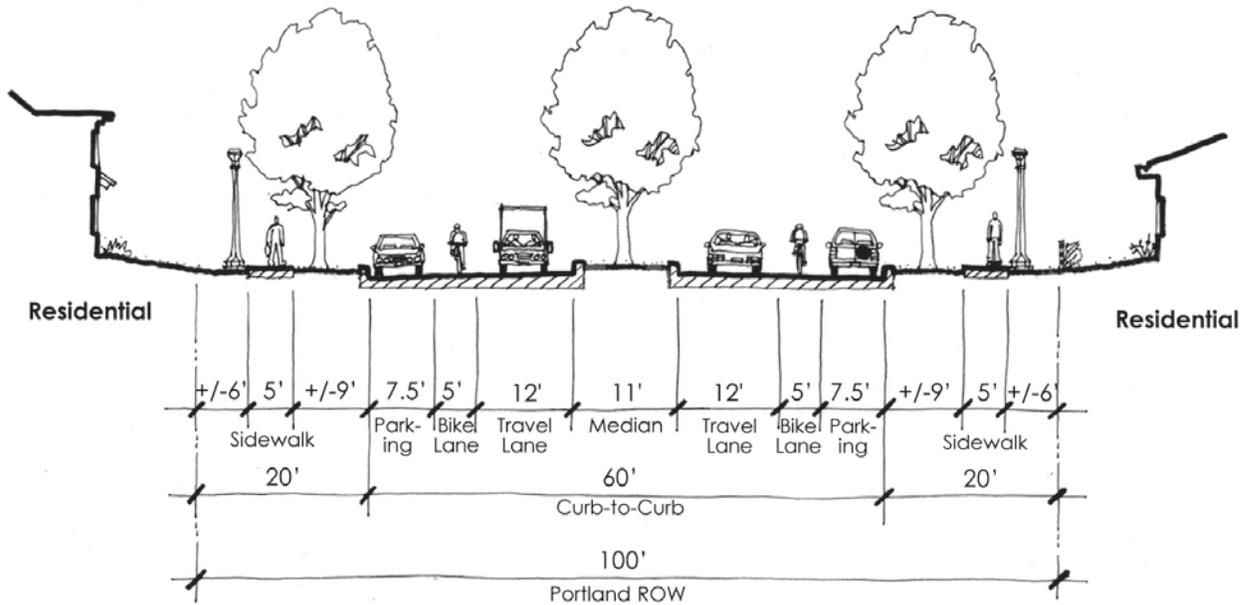
Note: If a project is approved and funded, its design will be subject to review and may vary from plan concepts illustrated above.

Sections

Portland Blvd. Green Street 1
(Left-turn lane near intersections)



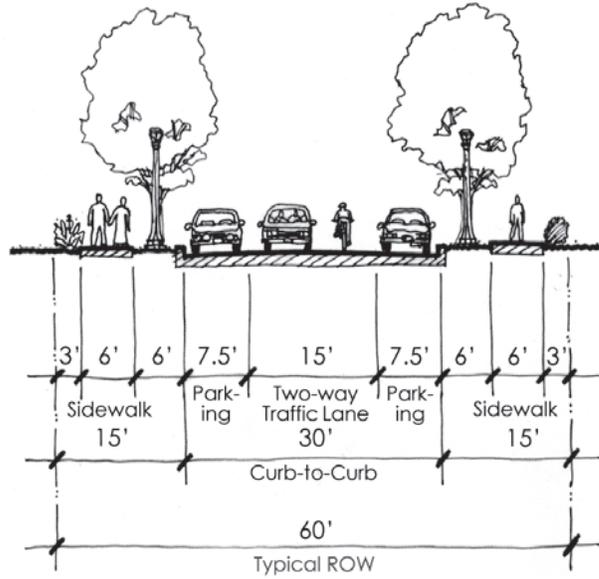
Portland Blvd. Green Street 1
(Landscaped median mid-block)



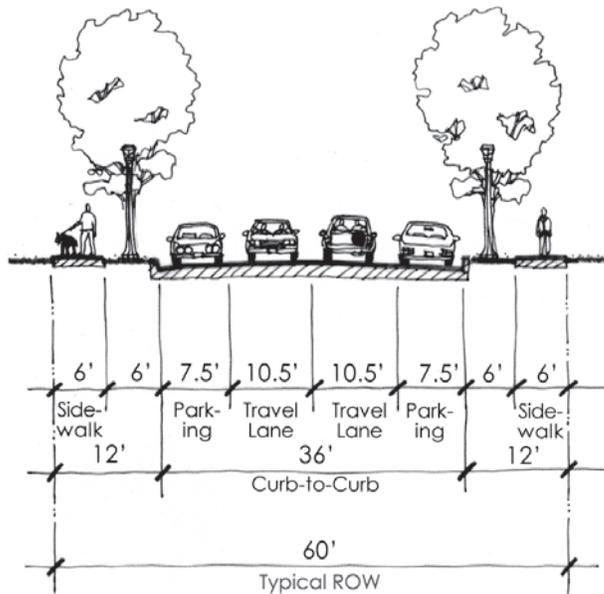
Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Sections

Local Green Street



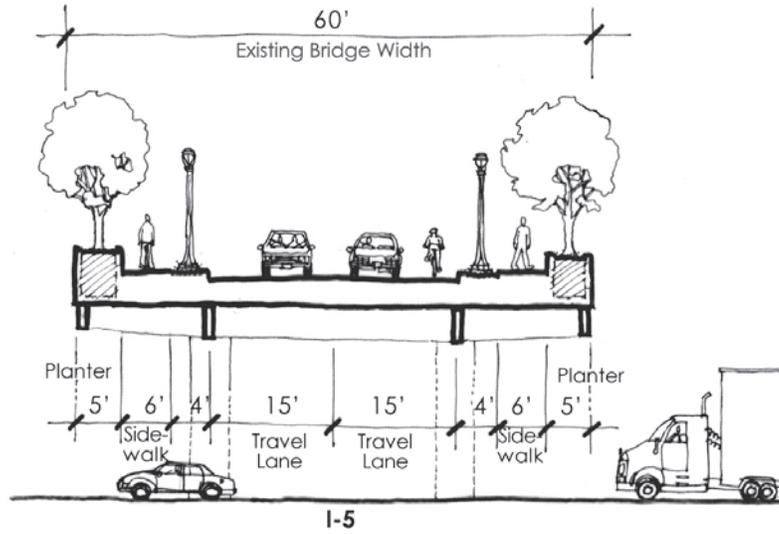
Collector Green Street



Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Sections

Ainsworth Bridge



Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Action Chart - Private Projects

Project (project ##/ votes)	Potential Benefits ¹		Displacement		Implementation
	(# new units)	(# new jobs)	(# units)	(# jobs)	
5 RESIDENTIAL MIXED USE 10 votes	4	4	0	0	Developer/PDC² - Next 5 years: <ul style="list-style-type: none"> Assemble land (Owners/PDC) Select developer (Owners/PDC) Complete design & contract documents (Developer) Establish financing (Developer) Build project (Developer)
6 RESIDENTIAL & PRESCHOOL 8 votes	54	12	0	0	Developer/HAP³/PDC - Immediate: <ul style="list-style-type: none"> Establish level of public participation (Developer/HAP/PDC) Build project (HAP/Developer)
1 OREGON ARMORED PARKING LOT SCREEN WALL 1 vote	0	0	0	0	Owner - 6 to 20 years: <ul style="list-style-type: none"> Complete design & contract documents Build project (Developer)
2 COMMERCIAL MIXED USE EXPANSION 1 vote	0	16	0	0	Owner - 6 to 20 years: <ul style="list-style-type: none"> Complete design & contract documents Establish financing Build project (Developer)
3 RESIDENTIAL 1 vote	7	0	0	7	Owner/Developer - 6 to 20 years: <ul style="list-style-type: none"> Select developer (Owner) Complete design & contract documents (Developer) Establish financing (Developer) Build project (Developer)
Other #4 RESIDENTIAL #7 RESIDENTIAL 0 votes	7 To be determined	0 0	0 0	4 5	- -

Note: The private projects listed here are based on community input and technical analysis, but are not binding. Specific uses, density, timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹Number for new jobs does not include jobs generated by new construction.

²PDC=Portland Development Commission

³HAP=Housing Authority of Portland

Action Chart - Public Projects

Project (project ## votes)	Potential Benefits	Description	Implementation	Project Linkages
1 OCKLEY GREEN OPEN SPACE IMPROVEMENTS 8 votes	<ul style="list-style-type: none"> Provides recreational and open space amenity in the area Improves transit use 	Improvements to open space on school grounds create a safe and pleasant connection between the school and the station.	PPR¹/ALNA²/Ockley Green Middle School/PSD³/KNA⁴ - Next 5 yrs: <ul style="list-style-type: none"> Develop sketch master plan (PPR/School District) Obtain approvals (PPR/School District) Establish funding Complete design & contract documents (PPR) Building improvements (PPR) 	May stimulate development on adjacent parcels.
5 AINSWORTH GREEN STREET IMPROVEMENTS 6 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Improvements to Ainsworth St. between Interstate Ave. and the Ainsworth St. bridge create a safe & pleasant connection linking the station to the Piedmont and Humboldt neighborhoods to the east.	PDOT⁵ - Next 5 years: <ul style="list-style-type: none"> Finalize design Complete design & contract documents Establish funding Build improvements 	-
2 PORTLAND BLVD. GREEN STREET IMPROVEMENTS 4 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Improvements to Portland Blvd. between Interstate Avenue and I-5 create a safe & pleasant connection linking the station to the Piedmont and Humboldt neighborhoods to the east.	PDOT - 6 to 20 years: <ul style="list-style-type: none"> Finalize design Complete design & contract documents Establish funding Build improvements 	-
4 PORTLAND BLVD. GREEN BRIDGE IMPROVEMENTS 2 votes	<ul style="list-style-type: none"> Strengthens neighborhood ties Enhances pedestrian access Improves transit use 	Create a safe and pleasant crossing for pedestrians and bicyclists over I-5, linking the station to the Piedmont and Humboldt neighborhoods to the east.	PDOT/ODOT⁶ - 6 to 20 years: <ul style="list-style-type: none"> Finalize design Complete design & contract documents Establish funding Build improvements 	-
Other Projects 3,13,14 & 15 1 vote	<ul style="list-style-type: none"> Strengthens neighborhood ties Enhances pedestrian access Improves transit use 	3 Portland Boulevard Green Street Improvements 13 Portland Boulevard Green Bridge Improvements 14 Ainsworth Green Bridge Improvements 15 Bryant Pedestrian Bridge Improvements	PDOT/ODOT/PDC⁷ - 6 to 20 years: <ul style="list-style-type: none"> Finalize design (PDOT, PDOT/ODOT for bridge) Complete design & contract documents (PDOT, PDOT/ODOT for bridge) Establish improvement funding (PDOT/PDC, PDOT/ODOT for bridge) Build improvements (PDOT) 	-
Other Projects 6,7,8,9,10,11 & 12 0 votes	<ul style="list-style-type: none"> Strengthens neighborhood ties Enhances pedestrian access Improves transit use 	6&7 Ainsworth Green St. Improvements 8 Saratoga Green St. Improvements 9&10 Bryant Green St. Improvements 11 Albina Green St. Improvements 12 Denver Ave. Green St. Improvements	-	-

Note: The public projects listed here are based on community input and technical analysis, but are not binding. Timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹PPR=Portland Parks and Recreation

²ALNA=Arbor Lodge

³PSD=Portland School District

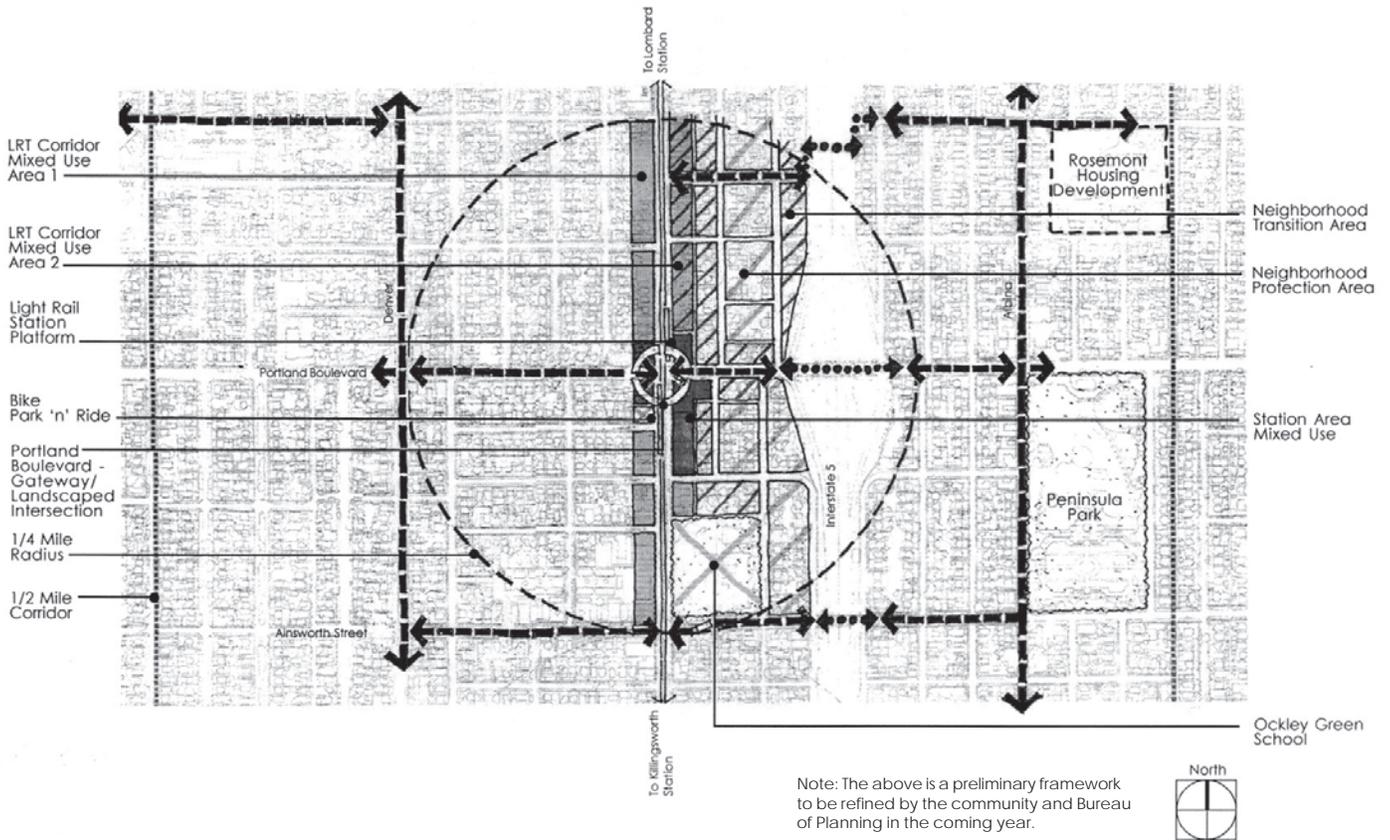
⁴KNA=Kenton Neighborhood Association

⁵PDOT=Portland Department of Transportation

⁶ODOT=Oregon Department of Transportation

⁷PDC=Portland Development Commission

Land Use and Circulation Framework



Land Use Key



Station Area Mixed Use (consider plan district to ensure framework implementation.)

Intent: Focus mixed-use, high-density development along Interstate Avenue at the light rail station platform, promoting “neighborhood corridor” station area theme.

- Allow taller buildings with transitions adjacent to single family homes and other key areas.
- Consider prohibition of auto-oriented uses such as drive-through windows or repair shops.
- Examine minimum parcel size (half-block) and/or minimum housing density (20 dwelling units/acre).
- Establish design guidelines.



LRT Corridor Mixed Use Area 1

Intent: Create a transition between the transit corridor and established single-family neighborhoods to the west.

- Existing zoning/comprehensive plan designation.
- Discourage buildings taller than two stories near rear setback.
- Promote additional landscape/wall buffer along rear setback.
- Establish design guidelines.



LRT Corridor Mixed Use Area 2

Intent: Intensify transit-supportive development along the corridor, consistent with existing plans and policies.

- Existing zoning/comprehensive plan designation.
- Consider minimum parcel size development - 10,000 SF.
- Establish design guidelines.



Neighborhood Transition Area

Intent: Create a transition between the transit corridor and established single-family neighborhoods to the east.

- Existing zoning/comprehensive plan designation.
- Allow small scale single family development of 5,000 SF or less.
- Consider parcel size (half-block/20,000 SF) to discourage low-density multi-family infill development patterns.
- Establish design guidelines.



Neighborhood Protection Area

Intent: Protect single family neighborhood and ensure long term high density redevelopment that is consistent with the intent of the Albina Community Plan.

- Existing zoning/comprehensive plan designation.
- Allow small scale single family development of 5,000 SF or less.
- Consider full block parcel size (40,000 SF) redevelopment for multi-family development.
- Establish design guidelines.

Circulation - Key



Green Streets

Intent: Connect light rail station to adjacent neighborhoods by providing street improvements that create a pleasant, unified pedestrian-oriented environment.

- Within existing right-of-way (60' generally).
- 6' concrete sidewalk.
- 6' planting strip with turf or groundcover.
- Pre-cast concrete ornamental street light poles with acorn fixtures - match LRT platform poles/fixtures.
- Canopy street trees at 30' on center.
- On-street parking.
- Landscaped curb extensions at intersections of arterial or collector streets.



Gateways/Transitions - Portland Boulevard/Interstate Avenue Intersection

Intent: Define and enhance the special area at the Interstate and Portland Boulevard intersection, giving a pleasant, safe, and pedestrian-friendly character. Provide:

- Special landscaping, with street trees, ground cover, and other plantings.
- Landscaped curb extensions.
- Bold zebra striping or special paving at crosswalks.



Pedestrian Walkways - Bryant Street Pedestrian Bridge

Intent: Create a safe and pleasant crossing for pedestrians and bicyclists over Interstate 5.

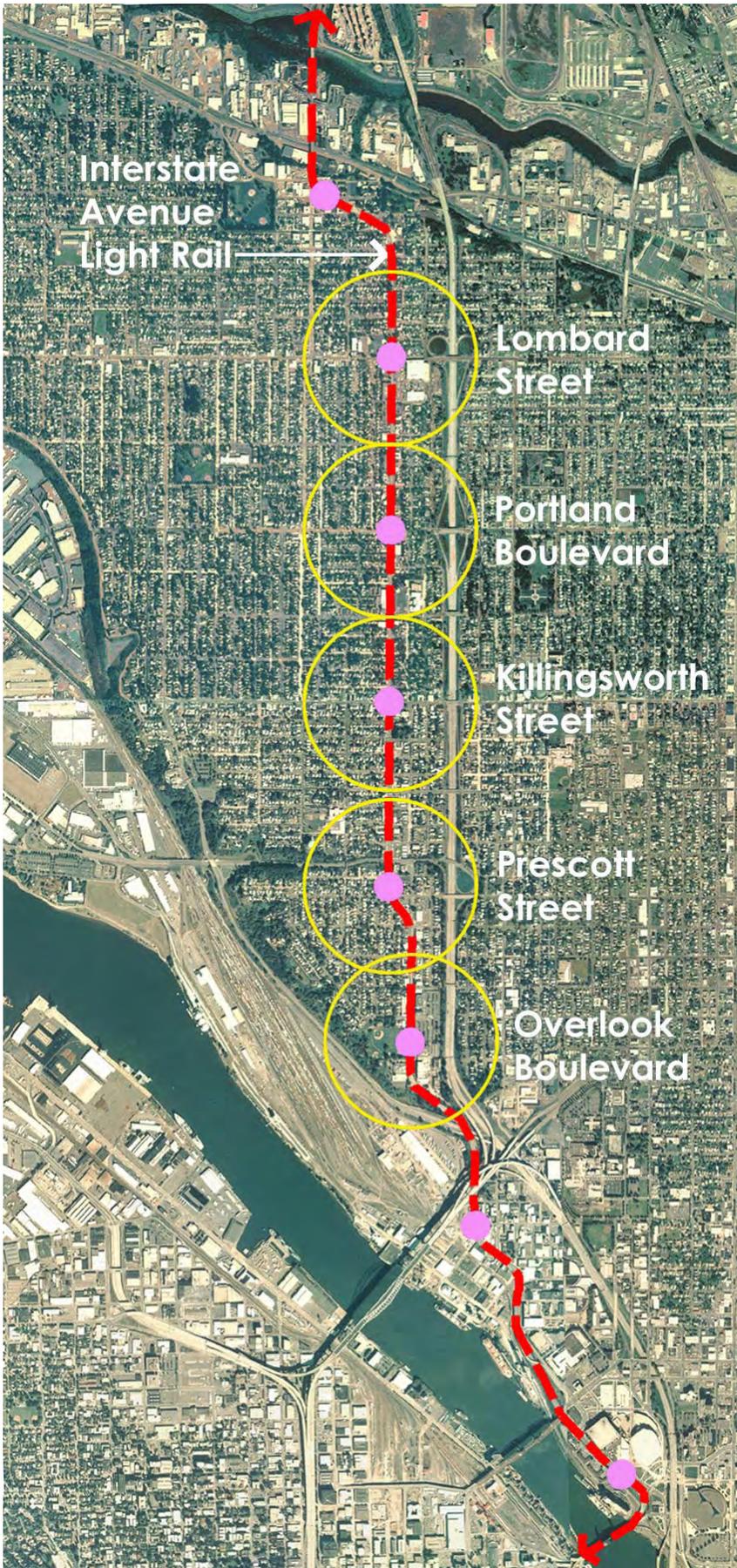
- Provide an improved security fence.
- Increase lighting.



Portland Boulevard and Ainsworth Freeway Bridges

Intent: Create a safe and pleasant crossing for pedestrians and bicyclists on Portland Boulevard and Ainsworth Street over Interstate 5. Provide:

- Wider sidewalk.
- Landscaping with groundcover and canopy trees.
- Security fence.
- Pedestrian-scaled lighting (match LRT platform poles and fixtures).



Lombard
Station Area
Concept Plan

Lombard - Aerial Oblique Photo



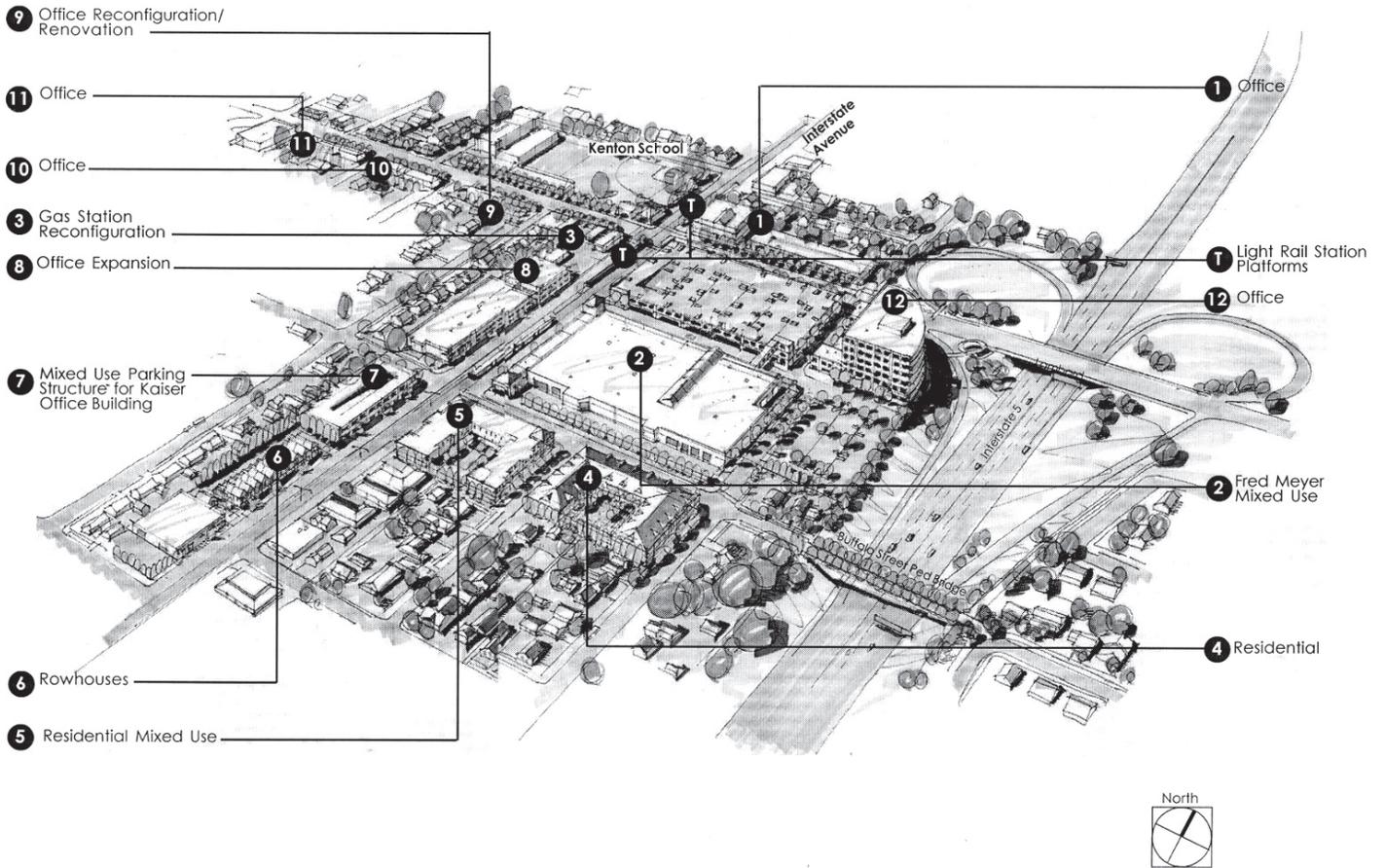
View From Southeast

Key Existing Uses:

- ① Fred Meyer
- ② Kaiser North Medical Center
- ③ Kenton School
- ④ Texaco
- ⑤ Astro Gas Station
- ⑥ Commercial
- ⑦ Wendy's
- ⑧ Logiplex
- ⑨ Playa Azul
- ⑩ Vacant Lot



Aerial Perspective



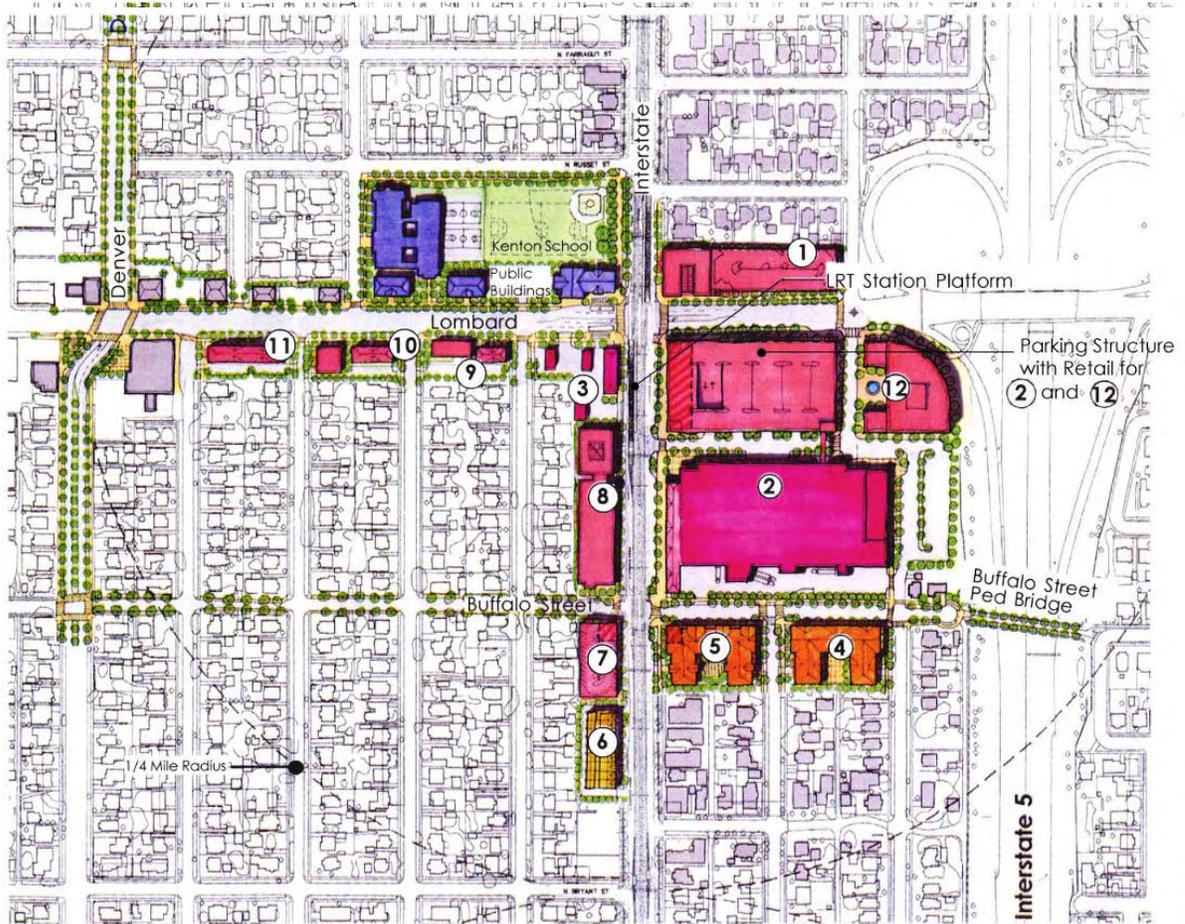
The existing Fred Meyer store is a primary retail center for many households in north and north-east Portland. Fred Meyer has indicated that they are interested in upgrading and expanding their existing facility. The Retail Anchor theme suggests that Fred Meyer will continue to be the dominant use in the station area and that adjacent to Fred Meyer opportunities will be available for:

- Some small neighborhood-serving retail uses.
- High-density housing.
- Possible office uses.



Fred Meyer store at Lombard

Private Projects

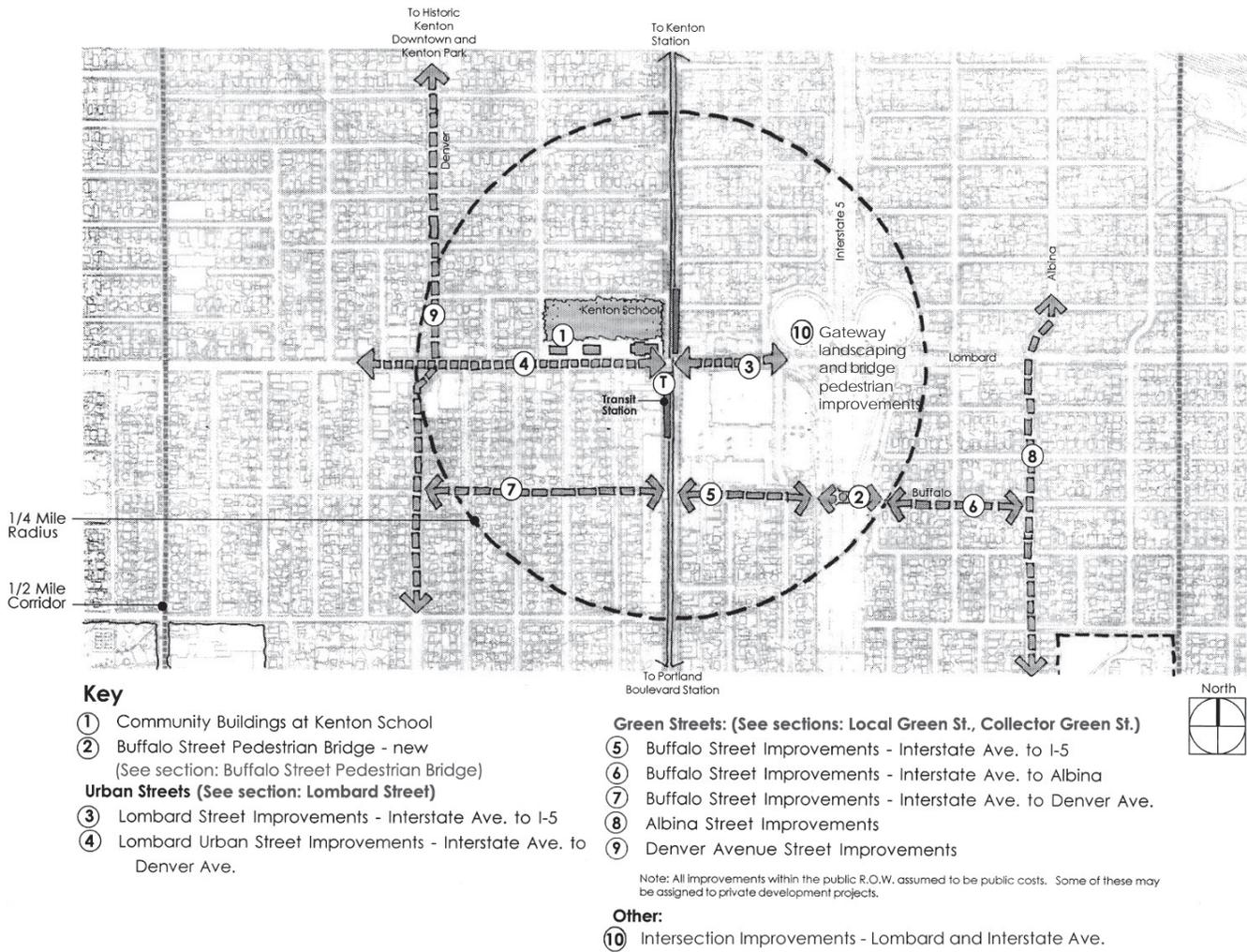


Key:

- | | |
|-------------------------------|--|
| ① Office | ⑦ Mixed Use Parking Structure for Kaiser Office Building |
| ② Fred Meyer Mixed Use* | ⑧ Office Expansion (Kaiser) |
| ③ Gas Station Reconfiguration | ⑨ Office Reconfiguration/Renovation |
| ④ Residential | ⑩ Office |
| ⑤ Residential Mixed Use | ⑪ Office |
| ⑥ Rowhouses | ⑫ Office |

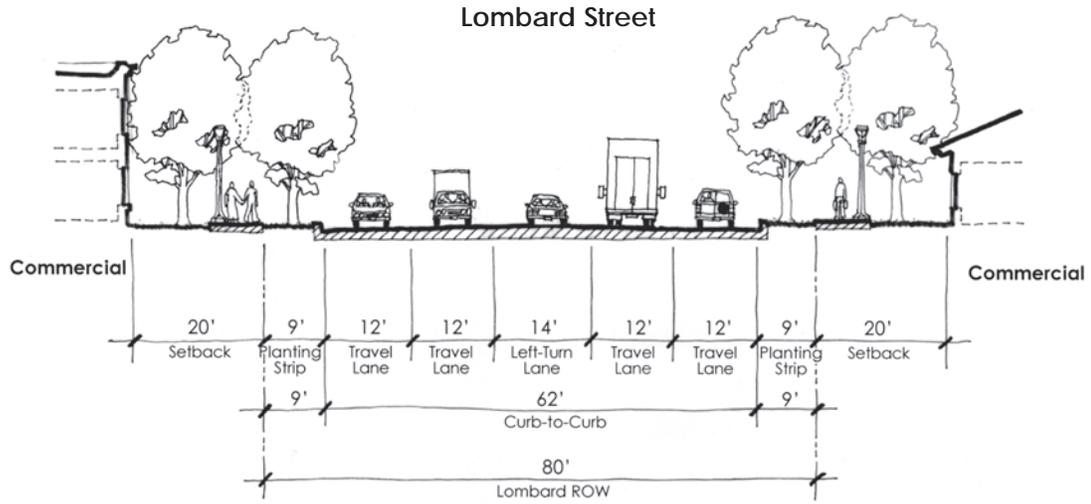
Note: Plan concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Public Projects

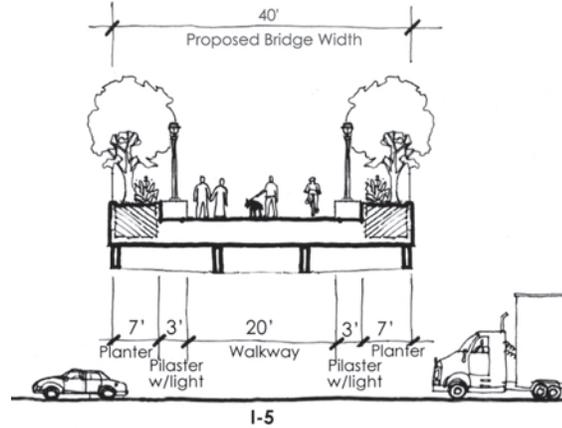


Note: If a project is approved and funded, its design will be subject to review and may vary from plan concepts illustrated above.

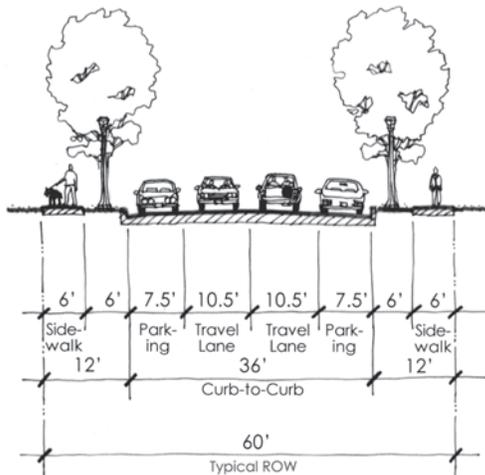
Sections



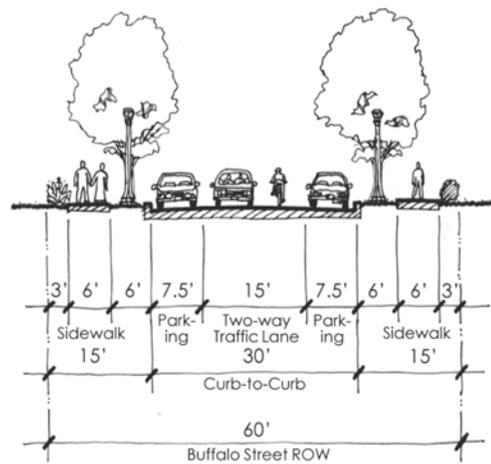
Buffalo Street Pedestrian Bridge



Collector Green Street



Local Green Street



Note: Dimensions may vary depending on existing conditions for specific locations. Section concepts are illustrative only and represent no commitment on the part of the property owner or the city to pursue implementation at this time. If a project is approved and funded, its design will be subject to review and could vary from plan concepts illustrated above.

Action Chart - Private Projects

Project (project ## votes)	Potential Benefits ¹		Displacement		Implementation
	(# new units)	(# new jobs)	(# units)	(# jobs)	
2 FRED MEYER MIXED USE ³ 16 votes	0	940	0	0	Fred Meyer/PDC² - Next 5 years: <ul style="list-style-type: none"> • Develop master plan alternatives (Fred Meyer) • Establish financial implications of alternatives, public participation and funding sources (Fred Meyer/PDC) • Finalize master plan with community (Fred Meyer) • Obtain approvals (Fred Meyer/PDC) • Complete design & contract documents (Fred Meyer) • Build project (Fred Meyer)
5 RESIDENTIAL MIXED USE 6 votes	90	6	10	0	Developer/Kaiser/PDC- Next 5 years: <ul style="list-style-type: none"> • Identify housing program (Kaiser/PDC) • Establish level of public participation • Assemble land (PDC/Kaiser) • Select developer (PDC/Kaiser) • Complete design & contract documents (Developer) • Establish financing (Developer) • Build project (Developer)
1 OFFICE 1 vote	0	128	0	32	Owner/Developer - 6 to 20 years: <ul style="list-style-type: none"> • Assemble land (Owners/PDC) • Select developer (Owners/PDC) • Complete design & contract documents (Developer) • Establish financing (Developer) • Build Project (Developer)
Other #3 GAS STN. (remodel) #4 RESIDENTIAL #6 RESIDENTIAL #7 PARKING STR. 0 votes	0 85 16 0	0 0 0 3	0 4 0 0	0 Fire Station 0 0	-
Other (continued) #8 OFFICE EXP. #9 RENOV. #10 OFFICE #11 OFFICE 0 votes	0 0 0 0	32 16 16 32	0 0 0 0	0 0 5 4	-

Note: The private projects listed here are based on community input and technical analysis, but are not binding. Specific uses, density, timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹Number for new jobs does not include jobs generated by new construction.

²PDC=Portland Development Commission

³Project 2 Fred Meyer Mixed Use was developed further after Work Session 4 workshop and voting. The refined concept includes office and parking structure uses. It was presented to the community at Work Session 5 and was reviewed by Fred Meyer. Further review would include considerations of height and possible traffic and parking impacts.

Action Chart - Public Projects

Project (project #/# votes)	Potential Benefits	Description	Implementation	Investment Stimulated
1 COMMUNITY BUILDINGS AT KENTON SCHOOL 7 votes	<ul style="list-style-type: none"> Enhances community services to neighborhood Improves transit use 	Improvements to open space on school grounds including building(s) for community use (may include community center, fire station, community policing station, etc.)	PPR¹/Kenton School/PSD²/KNA³PDC⁴ Next 5 years: <ul style="list-style-type: none"> Determine building use/programs (KS/PUSD/PPR/KNA/PDC) Develop green space master plan (PPR/PSD) Obtain approvals (PPR/PSD) Establish funding (PPR/PSD/PSD) Complete design & contract documents (PPR) Build improvements (PPR) 	-
4 LOMBARD URBAN STREET IMPROVEMENTS 7 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Improvements to Lombard St. between Interstate Ave. and Denver Ave. to establish a landscaped boulevard character promoting pedestrian-oriented uses, and to create a safe and pleasant pedestrian link between the station area and Historic Kenton Downtown.	PDOT⁵ - Next 5 years: <ul style="list-style-type: none"> Complete design & contract documents (PDOT) Establish funding (PDOT) Build improvements (PDOT) 	May stimulate development on adjacent parcels.
2 BUFFALO STREET PEDESTRIAN BRIDGE 5 votes	<ul style="list-style-type: none"> Strengthens neighborhood ties Enhances pedestrian access Improves transit use 	To create a safe and pleasant crossing for pedestrians and bicyclists over I-5, linking the station to neighborhoods to the east.	PDOT/ODOT⁶ - 6 to 20 years: <ul style="list-style-type: none"> Complete design & contract documents (PDOT/ODOT) Establish funding (PDOT/ODOT) Build improvements (PDOT/ODOT) 	-
Write-in INTERSECTION IMPROVEMENTS Lombard & Interstate 4 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Improvements to the intersection at Lombard Street and Interstate Ave. to enhance safety and access between bus stations, the light rail station, and Kenton School.	PDOT - 6 to 20 years: <ul style="list-style-type: none"> Complete design & contract documents (PDOT) Establish funding (PDOT) Build improvements (PDOT) 	-
3 LOMBARD URBAN STREET IMPROVEMENTS 2 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	Improvements to Lombard Street between Interstate Ave. and I-5 to establish a landscaped boulevard character and green gateway to North Portland.	PDOT - 6 to 20 years: <ul style="list-style-type: none"> Complete design & contract documents (PDOT/ODOT) Establish improvement funding (PDOT/ODOT) Build improvements (PDOT) 	May stimulate development on adjacent parcels.
Other Projects 5, 6, 7, 8, 9 & GATEWAY LANDSCAPING 0 votes	<ul style="list-style-type: none"> Enhances pedestrian access Improves transit use 	5, 6 & 7: Buffalo Green Street Improvements 8 Albina Green St. Improvements 9 Denver Ave. Green St. Improvements Write-in: Gateway landscaping	- - - -	- - - -

Note: The public projects listed here are based on community input and technical analysis, but are not binding. Timelines, project costs and implementation process/sequence/roles may vary from this matrix.

¹PPR=Portland Parks and Recreation

²PSD=Portland School District

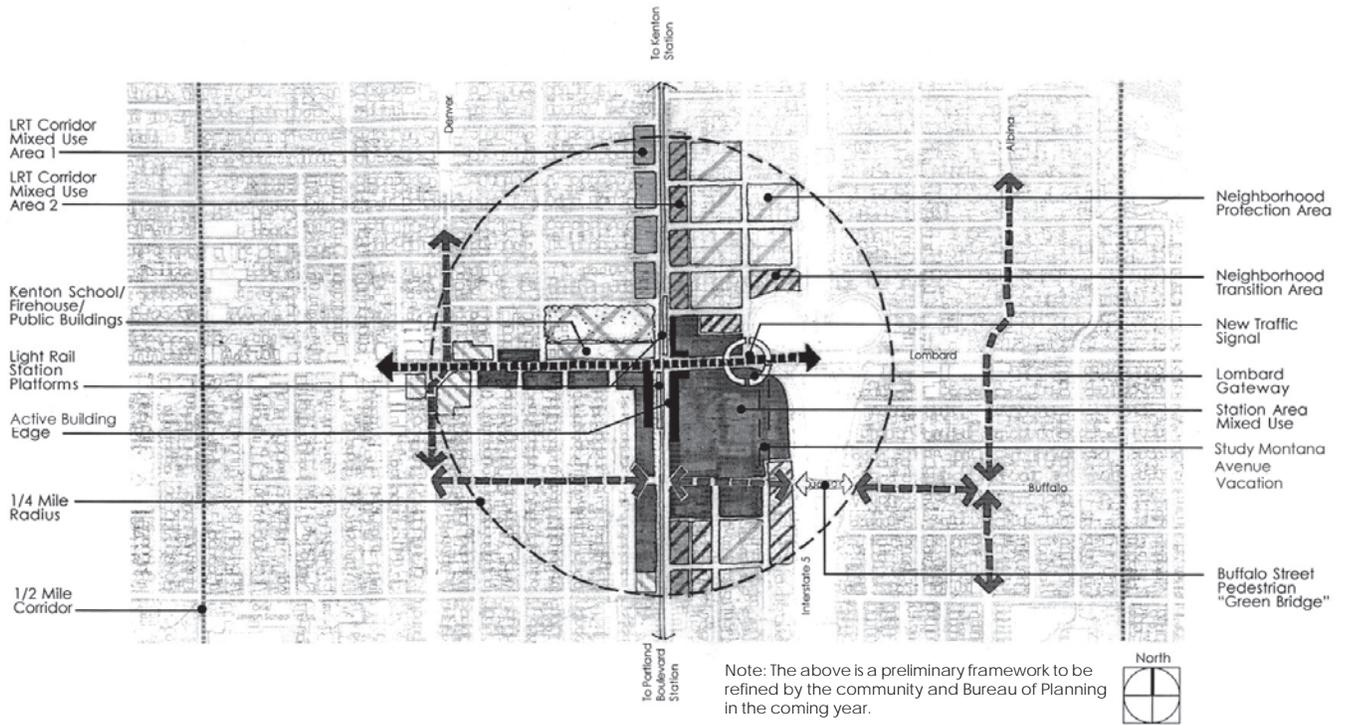
³KNA=Kenton Neighborhood Association

⁴PDC=Portland Development Commission

⁵PDOT=Portland Department of Transportation

⁶ODOT=Portland Development Commission

Land Use and Circulation Framework



Land Use Key



Station Area Mixed Use (consider plan district to ensure framework implementation.)

Intent: Focus mixed-use, high-density "regional retail"-themed development along Interstate Avenue and Lombard Street.

- Mixed-use, intense development.
- Encourage ground floor retail at northeast, southeast and southwest corners of Interstate and Lombard, adjacent to light rail platform, and at northeast corner of Interstate and Buffalo.
- Allow taller buildings with transitions adjacent to single family homes and other key areas.
- Limit future auto-oriented uses such as drive-through windows or gas stations.
- Examine minimum parcel size (20,000 SF) and/or minimum housing density (40 dwelling units/acre).
- Establish design guidelines.



Neighborhood Commercial Area

Intent: Strengthen existing neighborhood retail uses.

- Existing zoning/comprehensive plan designation.
- Encourage characteristics of the CS zone (storefront commercial) standards/guidelines that encourage a pedestrian orientation, appropriate heights, massing and setbacks.



LRT Corridor Mixed Use Area 1

Intent: Create a transition between the transit corridor and established single-family neighborhoods to the west.

- Existing zoning/comprehensive plan designation.
- Discourage buildings taller than two stories near rear setback.
- Promote additional landscape/wall buffer along rear setback.
- Establish design guidelines.



LRT Corridor Mixed Use Area 2

Intent: Intensify transit-supportive development along the corridor, consistent with existing plans and policies.

- Existing zoning/comprehensive plan designation.
- Consider minimum parcel size development - 10,000 SF - to avoid low-density development.
- Establish design guidelines.



Neighborhood Transition Area

Intent: Create a transition between the transit corridor and established single-family neighborhoods to the east.

- Existing zoning/comprehensive plan designation.
- Allow small scale single family development of 5,000 SF or less.
- Consider parcel size (half-block - 20,000 SF) to discourage low-density multi-family infill development patterns.
- Establish design guidelines.



Neighborhood Protection Area

Intent: Protect single family neighborhood and ensure long term high density redevelopment that is consistent with the intent of the Albina Community Plan.

- Existing zoning/comprehensive plan designation.
- Allow small scale single family development of 5,000 SF or less.
- Consider full block (40,000 SF) parcel size redevelopment for multi-family development.
- Establish design guidelines.
- Consider full block (40,000 SF) parcel size redevelopment for multi-family development.
- Establish design guidelines.

Circulation - Key



Green Streets

Intent: Connect light rail station to adjacent neighborhoods with street improvements that create a pleasant, unified pedestrian-oriented environment.

- Within existing right-of-way (60' generally).
- 6' concrete sidewalk.
- 6' planting strip with turf or groundcover.
- Pre-cast concrete ornamental street light poles with acorn fixtures - match LRT platform poles/fixtures.
- Canopy street trees at 30' on center.
- On-street parking.
- Landscaped curb extensions at intersections of arterial or collector streets.
- Consider removing bicycle lane policy to allow wider sidewalks.



Green Bridges -

Ainsworth, Killingsworth and Alberta Streets

Intent: Create a safe and pleasant crossing for pedestrians and bicyclists from the station area over Interstate 5. Provide:

- A reduced curb-to-curb dimension for two traffic lanes.
- 10' minimum sidewalk width.
- Raised irrigated planting beds with ornamental and canopy trees, shrubs and groundcover.
- Security fence.
- Pre-cast concrete street light poles and acorn fixtures (match LRT platform poles/fixtures).



Urban Streets

Intent: Establish a Main Street character streetscape which promotes pedestrian-oriented activities and an active retail environment.

- 60' right-of-way.
- 12' concrete sidewalk.
- Pre-cast concrete ornamental street light poles with acorn fixtures - match LRT platform poles/fixtures.
- Canopy street trees at 30' on center.
- Landscaped curb extensions at all corners.

CRANDALL ARAMBULA

REVITALIZING
AMERICA'S CITIES

www.ca-city.com