North Interstate Corridor Plan

Design Commission Public Hearing
May 1, 2008
Past Planning

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

• Building on past planning efforts, implement the long term vision of Interstate as a high density transit corridor;

• MAXimize $325M investment of Light Rail;

• Increase neighborhood economic vitality and services and successful accommodate additional density;

• Create a coherent and predictable zoning pattern and set of regulations; and

• Be consistent with state, regional, and local policies
Public Involvement

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

- Urban Design Concept: Section 2, page 7
- Comprehensive Plan Map and Zoning Map Amendments: Section 3, page 15
- Amendments to Zoning Code: Section 4, page 21
- Amendments to Community Design Guidelines: Section 5, page 61
- Special Right-of-Way Standards: Section 6, page 67

**Street Framework Plan, Criteria, and Special Right-of-Way Standards, April 28, 2008**
Tasks of Design Commission

• Recommendation to the City Council on the Amendments to the Community Design Guidelines

• Guidance to the Planning Commission on Design-Related Issues

• Recommendation to the City Engineer on Special Right-of-Way Standards
Next Steps

• Planning Commission Work Session
  May 27, 2008, 7:00 pm
  Jefferson High School (no public testimony)

• City Council Public Hearing (tentative)
  July 16, 2008 - pending Planning and Design Commissions’ Recommendations

PUBLIC RECORD CLOSES: FRIDAY, MAY 9th 5:00 PM
North Interstate Corridor Plan
Existing and Proposed Zoning
(Page 19)
## Two-Track System of Design Review

<table>
<thead>
<tr>
<th>Track 1</th>
<th>Track 2</th>
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<tbody>
<tr>
<td><strong>Plan Check</strong></td>
<td><strong>Land Use Review</strong></td>
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<tr>
<td>- Clear and objective requirements- “yes/no”</td>
<td>- Discretionary criteria</td>
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<tr>
<td>- <em>Community Design Standards</em></td>
<td>- <em>Community Design Guidelines</em></td>
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<td>- Permit Center Staff</td>
<td>- Design Review Staff-appeal to Design Commission</td>
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<td>- Over-the-Counter</td>
<td>- Type II- typically 8-10 weeks</td>
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<td>- Additional .005% of value of project (i.e. $100,000 = $500 fee)</td>
<td>- Approximately $3,000-$7,000 depending on value of project</td>
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North Interstate Corridor Plan
Urban Design Concept

- Interstate Avenue
- Neighborhood East
- Neighborhood West
Proposed Amendments to the Community Design Guidelines

• Amend Guideline P1 “Plan Area Character” to add 9 new design guidelines for the North Interstate Corridor Plan area
  *(Section 5, page 61 in yellow document)*

• Add Urban Design Concept map to appendix
  *(Section 2, page 9 in yellow document)*

• Add station area desired character statements and station area concept maps to appendix
  *(Appendix D, page 75 in yellow document)*
Proposed Amendments to Guideline P1 “Plan Area Character” of the Community Design Guidelines

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

- Six different station areas
- High-density development facing the platform areas
- Strengthening connections to east-west streets from Interstate
B. Strengthening the character of culturally significant buildings and structures along the corridor

- Series of historic and/or culturally significant buildings along corridor
- Transition new development to these structures and buildings
- Respect architectural patterns, craftsmanship and detailing
C. Enhancing gateway and focal point locations with new development.

- Two gateways and focal points along corridor
- Opportunities for visually prominent, “wayfinding” buildings and/or structures
- Emphasize transitions
D. Integrating existing mature trees.

- Mature trees give character to areas, streets
- Contextual designs that work with site, landscape
- Offer relief from more active, urban environment
E. Integrating multifunctional night lighting.

- Interest in increased night lighting for additional security

- Opportunity for building lighting to also light the sidewalk, reducing need for new street lights

- Lighting main entrance, access to main entrance when set back already addressed by the code

- Could be too much lighting on residential streets
F. In Neighborhood East, strengthening residential character along Montana Avenue.

- Pedestrian and bicycle-oriented residential street
- Building lobbies, main entrances oriented to Montana
- Landscaped setbacks and “greener,” local, less-active character
G. In Neighborhood East, creating a special developed edge along the Interstate 5 Freeway.

- Opportunity for taller buildings
- Portions of Minnesota offer loading, stormwater functions
- Bryant, Failing ped / bike bridges need more visibility, building orientation
H. In Neighborhood West, developing sensitive transitions to the existing lower density residential communities.

- Larger building masses oriented to Interstate
- Smaller building volumes, housing types facing lower density neighborhoods
- Building articulation, development patterns, attention to detail important
I. Strengthening the cultural significance of Interstate Avenue’s iconic neon signs.

- Contribute to corridor’s distinctive mid-century character
- Offer unique nighttime vitality
- Relationships to building lighting and architecture
Urban Design Concept Map in Appendix
Station Area Character Statements and Concepts in Appendix

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

1. Overall Urban Form (FARs and Heights)

2. Building Transitions

3. Proposed Neon Sign District
North Interstate Corridor Plan
Special Height & Floor Area Ratios
(Page 51)
Guidance to Planning Commission

1. Overall Urban Form (FARs and Heights)

2. Building Transitions

3. Proposed Neon Sign District
Transition to Neighborhood West

Transition Mid-Block (Long East-West Blocks)

Transition at Street
Guidance to Planning Commission

1. Overall Urban Form (FARs and Heights)

2. Building Transitions

3. Proposed Neon Sign District
Existing Neon Signs – Staff Identified ‘Best Examples’
Other signs?
Guidance to City Engineer

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

April Bertelsen, Office of Transportation
Interstate Corridor Redevelopment Scenarios, August 2007
Emmons Architects
Recent and Proposed Development

Overlook Heights Condominiums, Interstate Avenue at Shaver, CM Zoning; Proposed EX
Montana Avenue Condominiums
RHd Zoning
Mississippi/Overlook Condominiums in Prescott Station, R1 Zoning
Single Family House in Neighborhood West, R5 Zoning
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End of Staff Presentation

Community Advisory Members

Christine Duffy, Chair of the Arbor Lodge Neighborhood Association

Josh Stein, Architect, Montana Condominiums

Alex Sandra, Interstate Avenue Business Owner/Vice-Chair of the Interstate Business Association
Kenton

Kenton Downtown Plan (2001) established urban design concepts for Kenton Station area
Rosa Parks

Explore opportunities for green street improvements and/or traffic calming on Rosa Parks

Mixed-use development
Potential neon sign district

Improve crossing at Concord

Gas station redevelopment

Strengthen Montana as local pedestrian / bicycle connection

Strengthen connections to Peninsula Park

Take advantage of existing alleys for service functions

Enhance existing open space

Opportunity for special landscaping, street furnishings, public art
Killingsworth

- Consider extending Killingsworth street improvements to Denver
- Develop commercial main street character
- Strengthen intersection at Denver
- Improve crossing at Concord
- Improve crossing at Montana
- Mixed-use development
- Mixed-use development
- Potential neon sign district
- New commercial development
- Enhance connections to cultural and educational institutions
- Strengthen Montana as local pedestrian / bicycle connection

NORTH INTERSTATE CORRIDOR PLAN:
STATION AREA CONCEPTS
KILLINGSWORTH
Overlook

Opportunity for signature redevelopment

Improve connections to park from platform area

Consider additional landscaping to strengthen gateway experience

Future high-visibility redevelopment site

Develop ‘festival street’ design and character for special events

Potential Kaiser redevelopment sites

Improve building edges facing Interstate

Mixed-use development

Potential neon sign district

ECONOMY MOTEL NEON SIGN

ALIBI NEON SIGN

EXISTING FAILING STREET PEDESTRIAN BRIDGE

ST. STANISLAUS CHURCH & LIBRARY

PALMS HOTEL NEON SIGN

OVERLOOK HOUSE

Failing

OVERLOOK PARK

GOOD VIEWS TO WEST HILLS AND DOWNTOWN

EXISTING KAISER CAMPUS

MISSISSIPPI COMMERCIAL CORRIDOR

NORTH INTERSTATE CORRIDOR PLAN:
STATION AREA CONCEPTS

OVERLOOK
Amendments to Community Design Guidelines

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

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

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