

Adopted

Creston Kenilworth Neighborhood Plan



City of Portland
Bureau of Planning
Portland, Oregon



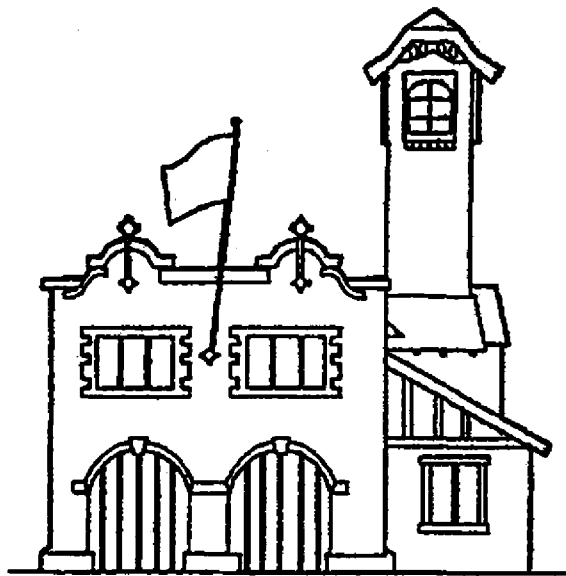
June 1998

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June 1998

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ACKNOWLEDGMENTS

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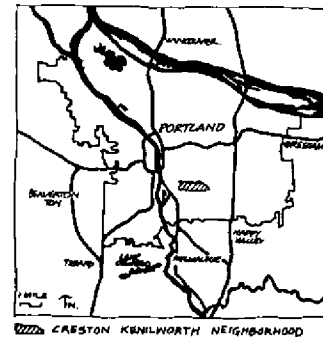
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INTRODUCTION - PART A

Creston Kenilworth Neighborhood - An Overview

The Creston Kenilworth neighborhood lies about one mile east of the Willamette River. It is located in inner southeast Portland adjacent to the Brooklyn Yard. It is a long, narrow neighborhood, covering about 512 acres. Creston Kenilworth is bounded by SE Powell Boulevard to the north, SE Sixty-first Avenue and SE Foster Road to the east, SE Holgate Boulevard to the south, and SE Twenty-sixth Avenue to the west.



built in the late 1900s are concentrated along SE Thirty-ninth Avenue and close to SE Powell Boulevard.

The housing stock in the neighborhood is varied in age. Houses built before 1930 are concentrated close to Foster Road and within 500 feet on either side of SE Gladstone between SE Twenty-sixth and Thirty-fourth. Post 1940s development is concentrated along SE Powell and Thirty-ninth Avenue. The rest of the neighborhood is made up of a mix of older buildings and post World War II housing. The City of Portland has included 49 structures in the neighborhood in its historic resources inventory.

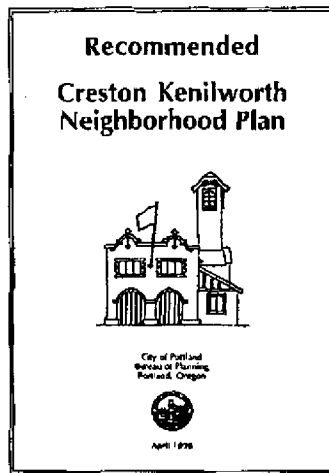
A few older businesses from the streetcar era still exist on SE Gladstone Street, while most of the auto-oriented businesses are on parcels fronting SE Foster Road and SE Powell Boulevard.

Creston Kenilworth Neighborhood Association

The residents of the Creston Kenilworth area formed a neighborhood association in January 1973. Initially, they organized under the Creston-Grout Neighborhood Association. This organization covered an area that included most of Creston Kenilworth as well as portions of what are today the Reed and Brooklyn neighborhoods. After discussions on boundaries with Hosford-Abernethy and other adjoining neighborhoods, Creston developed as a separate association and adopted bylaws in October 1976. At this time, residents in the area around Grout School formed another association called Kenilworth. Southeast Thirty-ninth Avenue divided Creston from Kenilworth.

The Creston Kenilworth neighborhood, with its present boundaries, was formed after 1976, when both the Creston and Kenilworth Associations combined to work jointly. The Creston Kenilworth Neighborhood Association developed a logo for themselves in 1985, using the important landmark building of the Community Music Center. Bylaws for the association were adopted in 1988. Since then the association has been actively involved with Southeast Uplift, the coalition office of neighborhoods in the southeast area of Portland. In the last two years, the association worked with Southeast Uplift and the City of Portland to prepare a neighborhood plan for their area.

Organization of the Neighborhood Plan Document



The *Creston Kenilworth Neighborhood Plan* document begins with an **Introduction** that has two parts. **Part A** provides an overview of Creston Kenilworth and the neighborhood association. It describes the organization of the neighborhood plan document and the purpose of developing this neighborhood plan. It also identifies the neighborhood plan participants and explains the planning process conducted to develop and complete this neighborhood plan. A graphical representation of the process illustrates the time line and community actions involved in the development of the plan.

Part B explains the relationship of the neighborhood plan to Portland's *Comprehensive Plan*. It also describes the elements of the plan that have been adopted by Portland City Council. This is followed by an outline of the role of the neighborhood plan policies in the legislative and quasi-judicial decision-making processes.

The rest of the document is divided into six sections. For an explanation of sections that have been adopted as part of the *Comprehensive Plan*, see page 12.

The first section, **I. Neighborhood History**, compiles background information about the past and present conditions in the neighborhood. It traces the history of the Creston Kenilworth area.

The second section, **II. Neighborhood Characteristics**, describes the existing character of the neighborhood and includes neighborhood demographic information and trends.

The third section, **III. A Vision for the Future**, captures the neighborhood's vision for the future with a vision statement and an urban design plan that illustrates the vision. The vision statement has been adopted as part of Portland's *Comprehensive Plan*.

The next two sections, **IV** and **V**, present the policies and objectives for the issues identified by the community. They also incorporate action charts identifying actions for implementing these policies and objectives.

Section IV. **Neighborhood Policies, Objectives and Actions** includes neighborhood related policies, objectives and actions that helps foster a sense of community for the neighborhood. They provide a direction for the Creston Kenilworth Neighborhood Association for future community activities. The neighborhood association is the primary implementor for the actions identified in this section. These actions have been adopted by Portland City Council by resolution. This means that the City Council supports them, but will not necessarily have to approve specific programs or projects with budget implications. They are not part of the City's *Comprehensive Plan*.

Section V. **Comprehensive Plan Policies, Objectives and Actions** includes six policy areas each with objectives and actions. They address issues related to transportation, parks and recreation, economic development, urban design and historic preservation, housing, and health and public safety. These six policies and objectives have been adopted as part of the City's *Comprehensive Plan* by ordinance and are part of City policy. They have the support of implementors that may include private property owners, nonprofit organizations, City agencies or other organizations. The actions were prioritized by the community at the final workshop in late January.

The sixth and final section, VI. **Appendices**, has eight parts that provide additional information about the *Creston Kenilworth Neighborhood Plan* including:

- a copy of the ordinance and resolution as adopted by Portland City Council;
- background information on the policy items;
- a key to the abbreviated implementors in the action charts;
- a copy of the neighborhood surveys and a summary of the results of the surveys;
- a neighborhood advocacy agenda;
- a list of projects eligible for Housing and Community Development funds and ranking of these in order of the neighborhood's priority;
- design and development guidelines developed by the neighborhood; and
- a glossary of terms.

Purpose of the Neighborhood Plan

The Creston Kenilworth community enjoys being in proximity to downtown and close to transit, shopping and other services and recreation areas. As Portland is growing, the community is experiencing changes which include:

- a turnover in population, as one generation follows the next;
- an increase in traffic volumes and speed;
- new infill development, including rowhouses; and
- a rapid rise in the cost of housing which is making the neighborhood one of the region's last affordable close-in areas.

The neighborhood has been facing the challenge of accommodating this change. Recent and ongoing projects that have helped improve the neighborhood include:

- traffic calming projects on SE Gladstone Street between SE Twenty-sixth and SE Forty-second;
- Creston and Kenilworth Parks improvements;
- Community Music Center improvements;
- REACH Paint-a-thon projects; and
- street tree planting projects.

While these projects have helped improve the area, it is still identified as a low-income area based on the 1990 Census. Until the next census count, the neighborhood is eligible for federal funding to make further improvements that will make it a better place to live, do business and visit. The funding has provided an opportunity for the neighborhood to develop a neighborhood plan with the assistance of the Bureau of Housing and Community Development.

The purpose of the *Creston Kenilworth Neighborhood Plan* is to plan for change while protecting the neighborhood's livability and diversity. It is an opportunity for the neighborhood to develop a vision for the future, improve the neighborhood's quality of life, promote economy, and foster a sense of community. This plan is important to the neighborhood because the body of policies, objectives and actions it contains not only helps implement the vision for the area, but also structures the neighborhood's growth and development for the next 20 years. This plan serves as a blueprint, guiding decision-makers on matters of land use, transportation, capital expenditures, and environmental concerns. It also serves as a guide for the neighborhood association as it works with residents, private developers, and involved agencies and organizations to accomplish the neighborhood's vision.

The Planning Process

Plan Participants

At the start of the City of Portland's involvement in Creston Kenilworth's planning effort, in March-April 1996, the Creston Kenilworth Neighborhood Association Board consisted of about six members who meet every month. The Creston Kenilworth Planning Committee was formed in the fall of 1995 to develop the neighborhood plan. The planning committee met with planning staff, on an average of twice a month, to discuss issues, plan the forums, and put together a draft plan document. Interested neighbors, Southeast Uplift, the Foster Area Business Association, and the Greater Brooklyn Business Association were informed about the planning committee's activities at the board and general meetings.

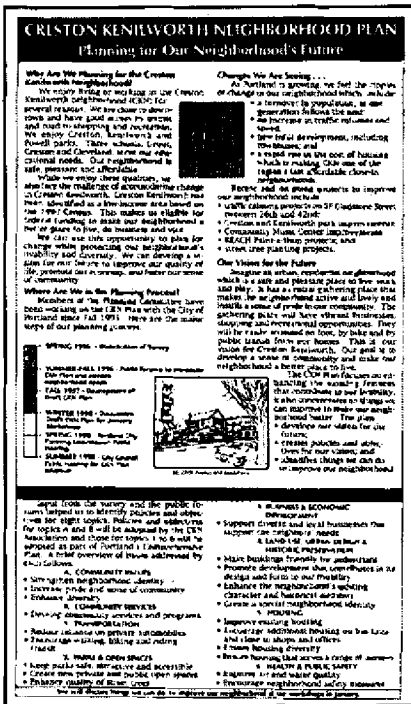
Community Involvement

The planning and public involvement process for the *Creston Kenilworth Neighborhood Plan* was initiated in March-April of 1996. Grants were received from the Bureau of Housing and Community Development to provide for an outreach coordinator from Southeast Uplift and a city planner from the Planning Bureau to assist the Creston Kenilworth Planning Committee in the development of the plan. The neighborhood conducted several outreach activities to solicit input for the planning process. They included:

- Two sets of surveys, distributed to residents, businesses and property owners in the neighborhood; and
- A total of six public forums to receive input at different stages in the planning process.

Surveys

In June 1996, about 3,500 copies of a survey, designed to assess the neighborhood's needs, were distributed door-to-door to residents and businesses and about 800 were mailed to non-owner occupied addresses. A summary of the survey results was presented in the neighborhood newsletter and the details were discussed at an initial public forum on June 18, 1996.



The second survey was distributed in January 1998 as part of a flier announcing the discussion draft plan and forthcoming workshops. Again, over 3,500 were distributed door-to-door and 1,018 were mailed to interested persons, nonowner occupied addresses, and business association members. This survey had four questions focusing on ideas presented in the discussion draft plan. Appendix VI.D. has copies of both surveys and a summary of their results.

Public Forums

The first introductory public forum was held in the summer, on June 18, 1996. It was advertised with the 1996 survey. About 20-25 participants heard about the results of the survey and discussed their vision for the neighborhood for the next 20 years.

The introductory forum was followed by three public forums held in the fall of 1996. They were announced at the introductory forum and advertised in the neighborhood newsletters. In addition, fliers were posted at key public locations in Creston Kenilworth. A total of 25 people attended these meetings. The meetings focused on topics that were distilled from the input received from the survey and at the June public forum. The topics discussed were:

- Oct. 12 - Open Spaces & Parks, Urban Design, and Housing
- Nov. 2 - Traffic & Transportation, Safety & Health, and Community
- Nov. 14 - Retail & Commercial



Displays at the first fall public forum

From information gathered at the summer and fall 1996 forums, and the survey results, preliminary plan components arranged as policies, objectives, and actions were compiled to form a total of 8 policy items:

- | | |
|--|--|
| 1. Community Values | 5. Business and Economic Development |
| 2. Community Services | 6. Land Use, Urban Design and Historic Resources |
| 3. Traffic and Transportation | 7. Housing |
| 4. Parks, Recreation and Natural Resources | 8. Public Safety and Health |

The draft of each policy item was reviewed by the concerned City agency and other organizations. A discussion draft document was developed by staff and the Creston Kenilworth Planning Committee. This was reviewed by the Technical Advisory Committee (TAC) consisting of members from City agencies and other organizations involved in the Creston Kenilworth area. Copies of the discussion draft were available to the public on January 6, 1998.

After the discussion draft was published, about 4,500 fliers were distributed outlining the intent of the neighborhood plan, the planning process, the vision and urban design concept, and the policies and objectives. The flier also announced the January 27, 1998 forum at the Grout Elementary School and January 31, 1998 forum at the Creston Elementary School. Additional ideas, and comments on the discussion draft document were solicited at these workshops and participants prioritized the actions listed in the document. A total of 35 people came to these meetings.

Information gathered at the January forums was considered to develop the *Proposed Creston Kenilworth Neighborhood Plan*. This document was made available to the public on February 26, 1998. About 467 notices were mailed on February 17, 1998 to inform interested persons about the availability of the proposed plan. This notice also announced the public hearing before Planning Commission on March 24, 1998. A staff report prepared for the Planning Commission was made available to the public on March 13, 1998.

Public Hearings

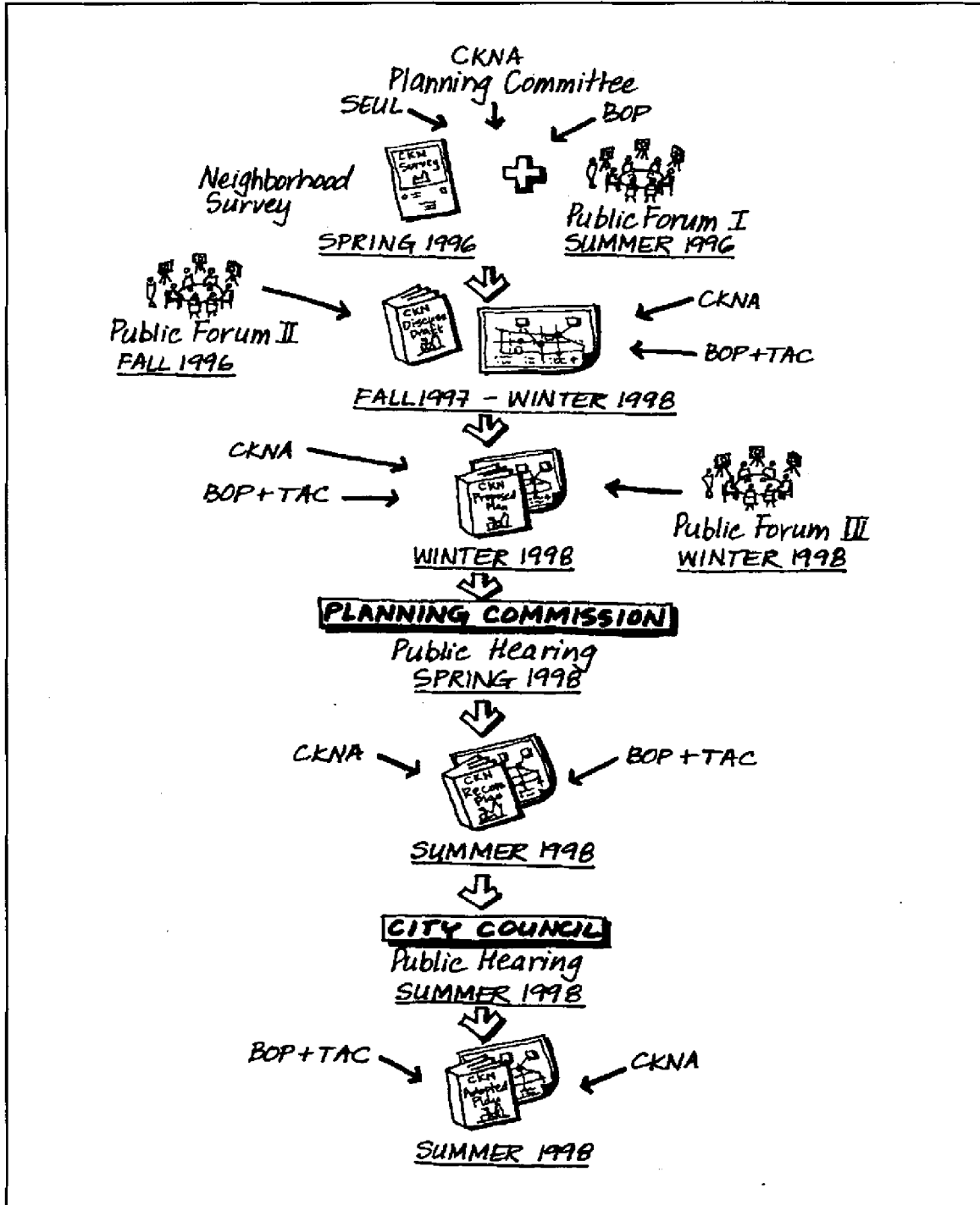
On Tuesday, March 24, 1998, at 7:00 p.m., the Planning Commission held a public hearing at the Portland Building, Room 1002, 1120 SW 5th Avenue, Portland, Oregon. At this time the Planning Commission unanimously recommended the *Proposed Creston Kenilworth Neighborhood Plan* and staff report to the Portland City Council.

About 50 City Council hearing notices were mailed on May 4, 1998, to those who presented oral / written testimony at the Planning Commission and others who requested notification of future hearings. The Planning Commission's *Recommended Creston Kenilworth Neighborhood Plan* was made available to the public on May 15, 1998.

On Thursday, June 4, 1998, at 2:00 p.m., the City Council held a public hearing on the recommended plan. On June 10, 1998, at a second reading, City Council adopted the *Recommended Creston Kenilworth Neighborhood Plan*.

The Planning Process and Time Line

The diagram below shows major events in the planning process.



CKNA = Creston Kenilworth Neighborhood Association
TAC = Technical Advisory Committee

BOP = Bureau of Planning
SEUL = Southeast Uplift

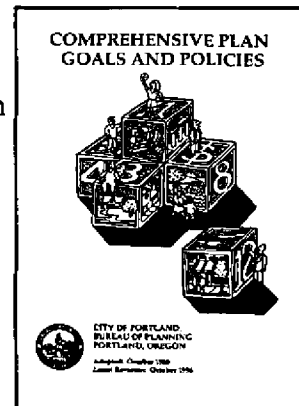
INTRODUCTION - PART B

Relationship of the Neighborhood Plan to Portland's *Comprehensive Plan*

Portions of the *Creston Kenilworth Neighborhood Plan*, specifically the vision statement, and the *Comprehensive Plan* policies and objectives, have been adopted by the City Council by ordinance. They are part of the *Portland Comprehensive Plan*. In order to be adopted, vision statements, policies and objectives must be consistent with the citywide policies and objectives of the *Comprehensive Plan*.

The *Portland Comprehensive Plan* was initially acknowledged in 1981 by the Oregon Land Conservation and Development Commission as being in compliance with the statewide goals for land use planning. Through inclusion in the *Portland Comprehensive Plan*, adopted vision statements, policies and objectives of the *Creston Kenilworth Neighborhood Plan* are part of the statewide planning system in Oregon.

The City Council adopts action charts associated with each *Comprehensive Plan* policy by resolution. The action charts consist of lists of coordinated ideas for capital projects and on-going programs. In the *Creston Kenilworth Neighborhood Plan*, the neighborhood related policies, objectives and actions (in section IV) have been adopted by resolution. By adopting these by resolution rather than ordinance, the City Council expresses its support. The action charts and neighborhood related policies and objectives are not, however, a part of the City's *Comprehensive Plan*.



Adopted Elements of the Neighborhood Plan

Vision Statement

The plan's vision statement describes the neighborhood as community members would like it to develop over the next 20 years. City Council has adopted the *Creston Kenilworth Neighborhood Plan* vision statement by ordinance as part of the *Portland Comprehensive Plan*. Vision statements of other planning projects, such as the *Central City Plan*, the *Albina Community Plan*, the *Outer Southeast Community Plan* and neighborhood plans, augment the *Portland Comprehensive Plan* vision statement. These community and neighborhood plan vision statements add detail to the *Portland Comprehensive Plan* vision statement and provide more specific guidance for the subareas of Portland.

Policies and Objectives

Policies set long-term priorities for the life of the plan by defining desired change. Policies address long-standing neighborhood issues, assets, and opportunities identified during the neighborhood's planning process.

Accompanying each of these policies are objectives that provide specifics about how to implement the policies. Objectives are specific statements that set measurable goals for meeting a policy.

The *Portland Comprehensive Plan* is the overarching document that guides planning and land use in the city. It contains 12 goals, each with its own policies and objectives. These goals cover issues of citywide significance. Neighborhood plan policies do not repeat the policies and objectives in the *Comprehensive Plan*; they are intended to address issues specific to the neighborhood. Neighborhood plan policies and objectives may not conflict with those already adopted in the *Comprehensive Plan*.

The *Creston Kenilworth Neighborhood Plan* has two sets of adopted policies and objectives:

- Neighborhood Policies, Objectives and Actions**
 Policies and objectives identified in section IV provide a direction for the neighborhood association for fostering a sense of community. They are adopted by the Creston Kenilworth Neighborhood Association, but are not part of Portland's *Comprehensive Plan*.
- Comprehensive Plan Policies, Objectives and Actions**
 Policies and objectives identified in section V provide a direction for addressing issues related to transportation, parks and recreation, economic development, urban design and historic preservation, housing, and health and public safety. They are adopted by ordinance as part of Portland's *Comprehensive Plan*.

Action Charts

Action Chart: Housing

PIN	ACTIONS (1)	Time				Implementor(s)
		Adopted W/18 Plan	On- going	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
H-1	Form a committee to: • identify homes and rental properties that are run down; and • work funding to upgrade and improve them or buy the property and renovate them.				X	CRNA
H-2	Update the voluntary design guidelines developed by the neighborhood to evaluate new housing proposals and make recommendations to the city.		X			CRNA
H-3	Feature homes in the neighborhood letter to acknowledge the owners efforts in cleaning up, maintaining and improving their homes.			X		CRNA, and interested residents
PROGRAMS						
H-4	Develop brochures informing residents about Landlord/Tenant rights, and landlords about tenant screening methods. Contact information from Portland Housing Center, Oregon Housing NOW, SELA and RECO.			X		CRNA
H-5	Inform residents about home improvement and maintenance methods to make their homes energy efficient, safe and healthy.			X		Portland Energy Office, PGE, CRNA
H-6	Work funding to create a fund near to own and protect affordable housing in the neighborhood.				X	CRNA, non-profit agencies

Notes:
 1. This action chart is approved by the Portland City Council by resolution. It is a standing plan. All actions have at least one identified implementor. Actions are adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals based upon the implementation leader's ability to take action.
 2. Identification of an implementor for an action is an expression of interest and support. The ability to carry out the action may change with unknown circumstances which will affect and require the actions be changed or replaced with others.
 3. The numbering, or order of actions under PROJECTS and PROGRAMS, conveys the neighborhood's priority ranking.

Each policy in the neighborhood plan is accompanied by an action chart that implements the policy and its objective. Action charts list the implementation agenda for the neighborhood plan. The list of actions is divided into projects, programs, and regulations. Each action is assigned a time frame for completion. Through the planning process, potential implementors who are interested in helping the neighborhood accomplish one or more of the actions are identified. The neighborhood must receive commitment from implementors that are listed on the plan's action charts. Identification of an implementor for an action item is an

expression of interest and support with the understanding that circumstances may affect the implementation leader's timing and ability to take action.

Role of Neighborhood Plan Policies in Decision-Making Processes

In Neighborhood Decisions

For a neighborhood, a neighborhood plan can have enormous value as an organizing tool. The process of preparing a plan can inspire and coalesce a neighborhood around issues of immediate and long-term importance. The resulting document can serve as a vital record of the neighborhood's values, preferences and aspirations. Plans can fulfill a strategic function, providing a "constitution" to guide consistent and focused citizen action over time.

In City Agency Decisions

Legislative

A neighborhood plan is a policy document. If adopted by ordinance to become a part of the City's *Comprehensive Plan*, a neighborhood plan articulates the preferences, desires and visions for a neighborhood in the same way that the *Comprehensive Plan* articulates the vision for the city as a whole. The most important function of any policy document is to provide a framework for consistent decision-making process over time.

Once adopted, neighborhood plan vision statements, policies and objectives become a part of the City's *Comprehensive Plan*. Legislative updates of the City's *Comprehensive Plan* and zoning map take into consideration all of the plan's policies, including those of adopted neighborhood plans. Each goal and policy of the *Comprehensive Plan* and neighborhood plans is designated as either balancing, mandatory, or aspirational.

- **Balancing policies** must be considered by carefully weighing and balancing them with other applicable policies.

When policies are considered in a legislative review, the decision-makers must weigh and balance the full body of policies of the *Comprehensive Plan*. Nearly all policies of the *Comprehensive Plan*, citywide and neighborhood plan policies alike, are considered balancing. A specific action may be approved even if it is not consistent with every applicable policy of the *Comprehensive Plan*, as long as it is supported by the greatest body of applicable policies.

This balancing is more than a tally of the number of policies for and against an action. It is an analysis of the appropriateness and applicability of the policies considering the specific circumstances in the case.

- **Mandatory policies** must be followed and met without any exceptions. They are usually specific statements with a clear directive. There are very few mandatory policies in the *Comprehensive Plan*.
- **Aspirational policies** may be used to help understand an area or issue, to develop more detailed policy or to guide an action plan. They express a public desire and serve as guidelines only.

All of the *Creston Kenilworth Neighborhood Plan* policies are balancing policies. They must all be weighed with the full body of the *Comprehensive Plan* policies and be considered. Individual policies may not be met, but they must be supported by the weight of all applicable policies.

Quasi-judicial:

The zoning code is very specific about the types of quasi-judicial reviews that require consideration of neighborhood plan vision statements, policies and objectives. They include the following:

- impact mitigation plans in the institutional zone;
- conditional uses;
- design review; and
- approval criteria for a Central City Parking Review (only if located within the Central City area)

Please refer to Appendix VI.H for an explanation of these items.

I. NEIGHBORHOOD HISTORY

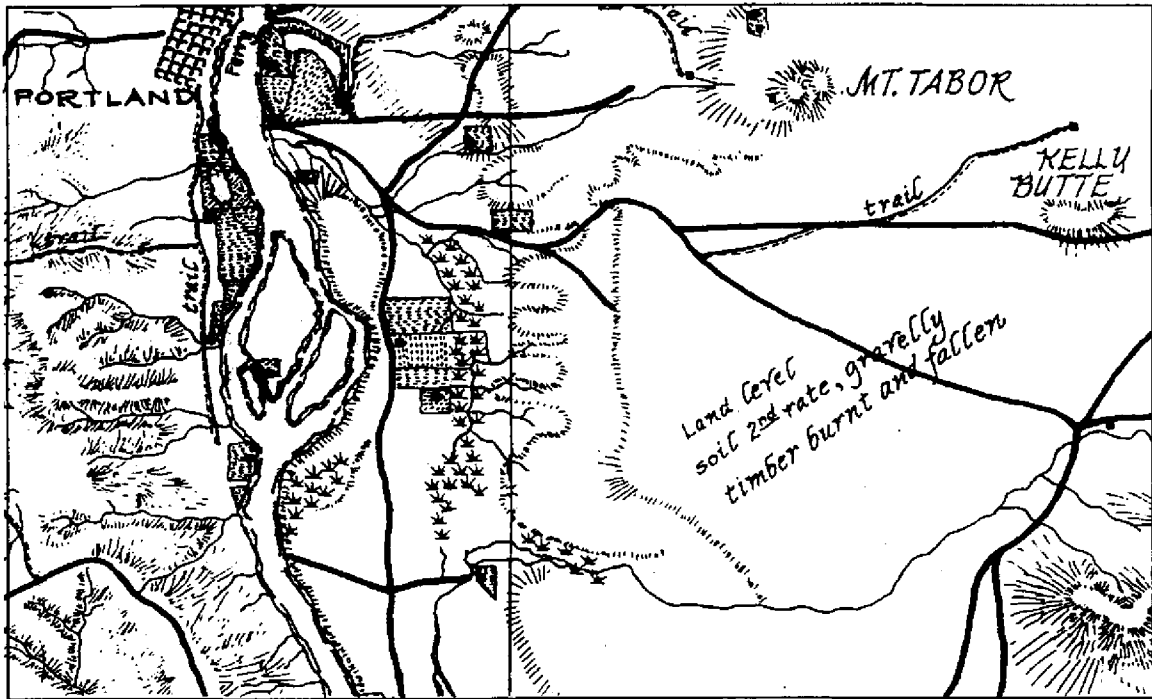
A Look at the Past

In 1842, the first wagon train arrived in the Oregon territory after crossing the Great Plains and the Rocky Mountains from Missouri. In 1845 F. W. Pettygrove and Asa Lovejoy created a town site by drawing up a plat for 16 square blocks on the western banks of the Willamette River. Pettygrove named the town Portland after the town of Portland in Maine. While Portland began to develop on the west side as a trading and shipping town, residents developed means to cross the river and access the east side. Here a secondary town called East Portland took form in the 1850s. The city of East Portland incorporated in 1870. The construction of railroads in 1868 and its proliferation in the later years fueled development on the east side. Bridge construction across the Willamette River which began in 1887 facilitated access to the east side and promoted housing opportunities. The cities of Portland and East Portland united as one city in 1889. In the 1890s a network of trolleys developed throughout the east side serving the inner southeast areas including Creston Kenilworth.

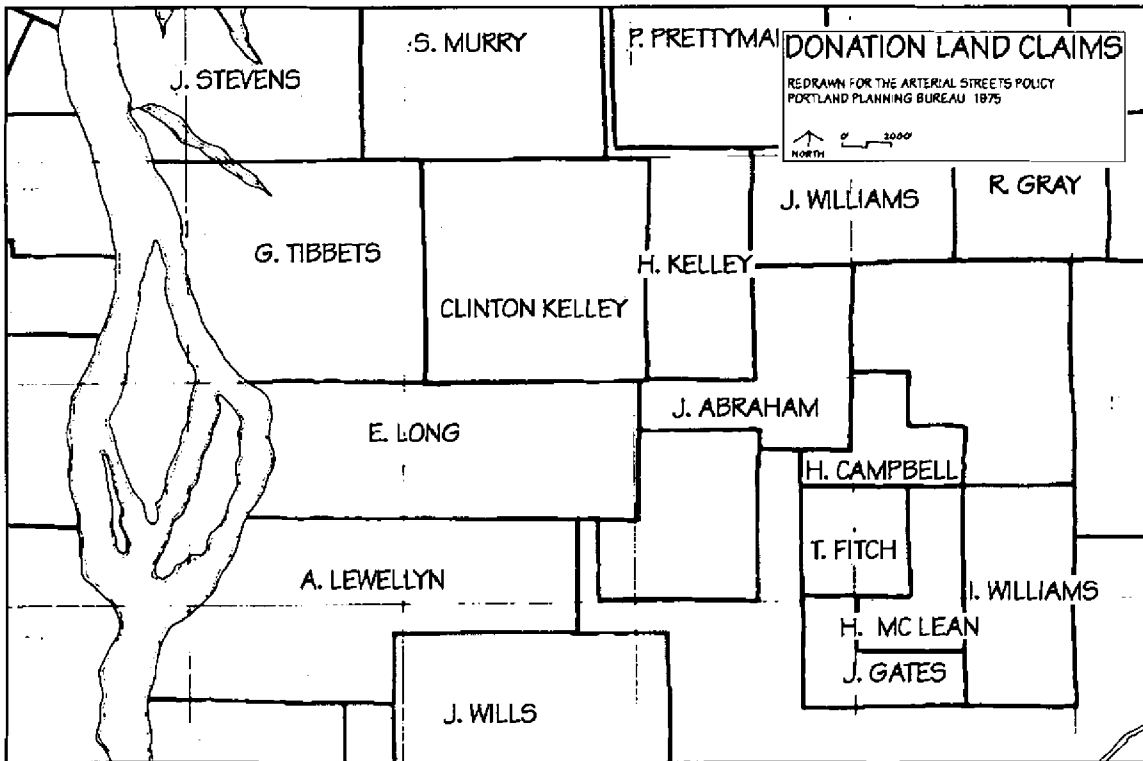
The Creston Kenilworth neighborhood in recent history was divided physically into two neighborhoods. The eastern half, called Creston, was bounded by SE Powell to the north, SE Foster and SE Sixty-first to the east, SE Holgate to the south and SE Thirty-ninth to the west. The western part, called Kenilworth, was bounded by SE Powell to the north, SE Thirty-ninth to the east, SE Holgate to the south and SE Twenty-sixth to the west. They acquired their names from the historical subdivisions of "Creston" and "Kenilworth" respectively, which were platted in the period between 1860 and 1890.

On the following page, the historic maps show the geography of the Creston Kenilworth area in 1852 and the donation land claim pattern.

I. NEIGHBORHOOD HISTORY



First Federal Township Survey map showing the Creston Kenilworth area in 1852

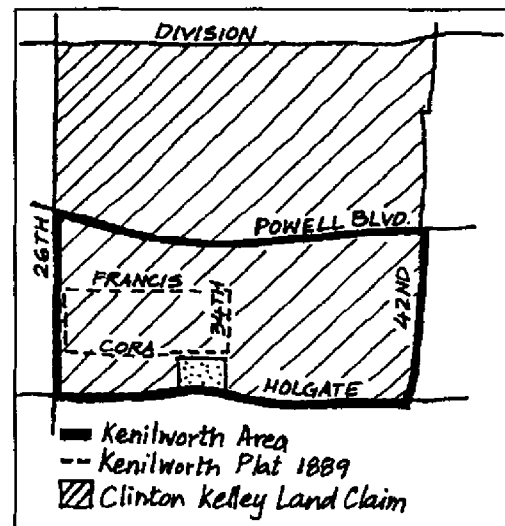


Donation Land Claims

The Kenilworth Area

The present day Kenilworth area was named after the Kenilworth plat in southeast Portland. This area was part of the Clinton Kelley land claim which covered one square mile bounded by present day SE Holgate, SE Division, SE Twenty-sixth, and SE Forty-second. Clinton Kelley, a Methodist minister, his wife and extended family arrived from Kentucky to this area in 1848. Threat of a civil war and the prospects of free land in the west prompted them to migrate to Oregon. Being the first to settle this property in 1849, they acquired legal right to it. They built their first structure, a two-story log cabin, on the north side of SE Powell near SE Thirty-eighth. The government deed to the land was filed in 1875.

The Kenilworth plat began as a portion of the Clinton Kelly land claim. In November of 1882, sixty acres of the land claimed by the Kelleys were sold for \$15,000 to John Kiernan, from Illinois, and his two partners, George Marshall and John Cofran. The 60 acres were bordered by present day SE Francis to the north, SE Thirty-fourth to the east, SE Cora to the south, and SE Twenty-sixth to the west. Seven years later this land was sold once more to William Jones for \$60,000, who filed the plat and dedication for Kenilworth on March 20, 1889. Today the Kenilworth plat is located within the Creston Kenilworth neighborhood.



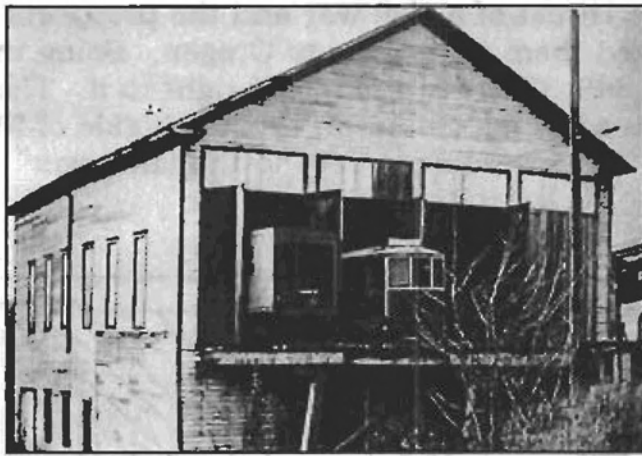
Clinton Kelley Land Claim

The name "Kenilworth" came from a Sir Walter Scott novel, as did a number of other neighborhood street names in southeast. The east-west streets of SE Cora, SE Gladstone, and SE Francis today bear their original names. Today's north-south numbered avenues originally had names like Bryant (26th), Playfair (27th), Ferguson (28th), Kenilworth (28th Place), Lister (29th), Sands (30th), Sims (31st), Draper (32nd) and Mott (33rd). The original Gross Street is now SE Thirty-third Place, and Flint Street is now SE Thirty-fourth.

The Kenilworth plat, initially used for farming by the Kelleys, was subdivided into lots for development of homes. It had no water supply of its own so a deal was made to pipe in water from the springs on the

I. NEIGHBORHOOD HISTORY

property to the north. The property was located near SE Thirty-first and SE Thirty-second, between SE Francis Street and SE Powell and owned by Emma and Perry Tomlinson. Southeast Gladstone Street was made 80 feet wide to accommodate the streetcar, while SE Cora and SE Francis were only 30 feet wide initially. Later in 1906 they were widened to the 60 foot standard.



Car barn at SE 28th and Powell Boulevard.

Source: *Fares Please*

In the late 1880s the Waverly-Woodstock line which operated within and south of the city of East Portland provided access to the Kenilworth and Woodstock areas. Originally a horsecar, the line was later electrified because of a number of mechanical difficulties. It was also on this line that the first double truck electric streetcar was operated successfully.

The Kenilworth area was a valuable investment for Mr. Jones because on August 29, 1890, the Thompson Houston Electric Company started a trolley service along the newly extended Gladstone line, creating easy access to downtown Portland. The alignment followed SE Twenty-sixth and at SE Powell it curved behind what is now St. Vincent de Paul's over to SE Twenty-eighth Avenue. On the corner of SE Twenty-eighth and SE Powell, a car barn and powerhouse were constructed to provide this line with electricity. It then turned east up SE Gladstone and south on SE Forty-second. Evidence of the trolley route can still be seen at SE Forty-second and SE Holgate where the old easement angles off to the southwest towards SE Forty-first in Woodstock. Later in 1926, the opening of the Ross Island Bridge spurred new development in this area.



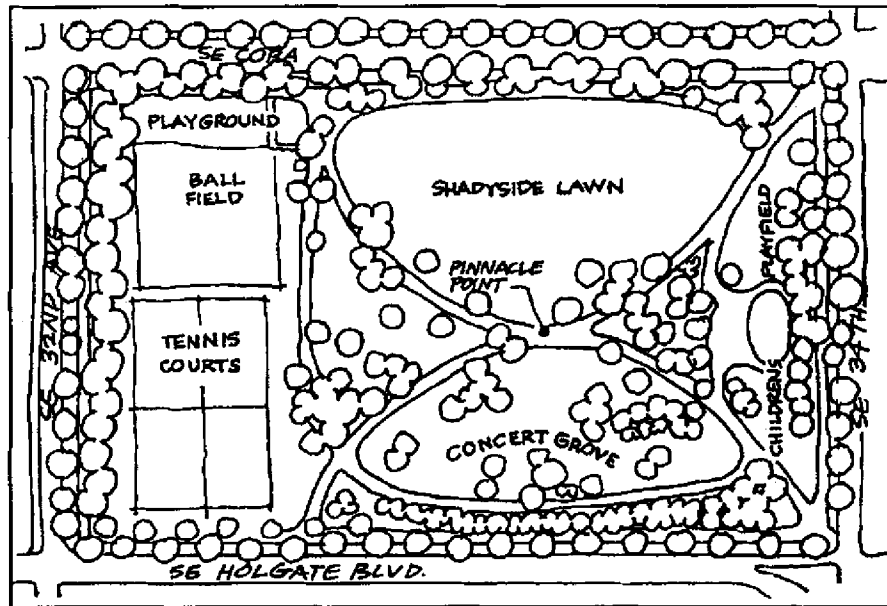
View of the old streetcar line easement at SE 41st Avenue and Holgate Boulevard. This is where the line traveled south to Woodstock Boulevard.

Significant features within the Kenilworth Area

The Kenilworth area, with its adequate water supply, roads and a trolley system, had its infrastructure laid out for the development of a community. As plots of land were sold, what was once a wilderness and then a farm, slowly began to develop into clusters of homes with significant community features.

An important feature in the Kenilworth area that has been a part of the residents' social and recreational life is Kenilworth Park. The Kenilworth Park site located at SE Thirty-fourth and SE Holgate covers 8.6 acres. The site was acquired by Portland Parks and Recreation in 1909. The preliminary plan for the park was developed in 1910 by Emil T. Mische, the city's park superintendent, who designed several local parks in Portland including Columbia and Sellwood. He was influenced by Frederick Law Olmsted's designs for parks.

When Mische started work on the Kenilworth Park, a small lake with foul and stagnant water and a dilapidated fence was located in the northeast portion of the site. He had the site cleaned up and drew a plan that divided the site into three sections. The park was designed to emphasize the feeling of separation and accommodate the needs of pedestrians and children.

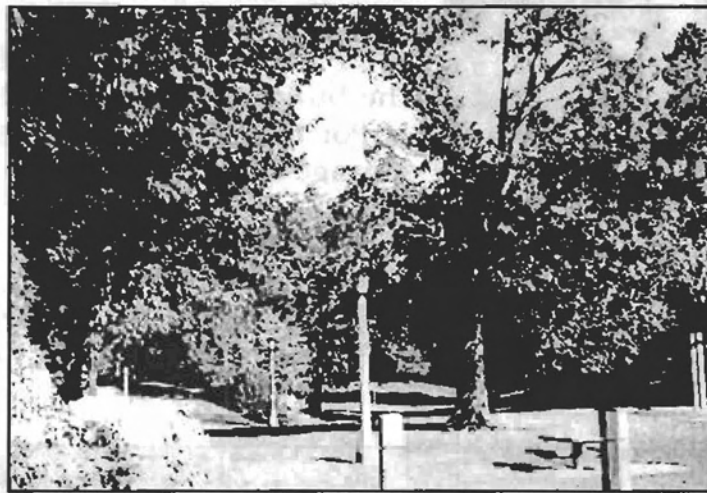


Kenilworth Park - 1910 plan

The southeast section, the highest point in the park, overlooked the valley in the northeast section of the park. It took advantage of the existing fir trees as a grove and provided for sitting and walking on turf covered areas. Mische called this the Concert Grove and positioned the bandstand so that the musicians could be seen from a natural amphitheater and the audience looked south undisturbed by the sun's rays.

In the northeast section, Mische eliminated the lake to create a pleasant sense of distance through the use of small hills or undulating swells in the ground. He called this the Shady Side Lawn area. The walkways were planned to meander in an elongated figure eight configuration and at the intersection in the center of the park, an elevated resting place and congregating area called the Pinnacle Point was created. This area offered views of the city. The entrances to the park were located such that they would not intrude into the active recreation areas. At the eastern boundary, a triangular shaped lawn space was a children's play area with a wading pool, sand courts, and play equipment. The third section, located on the west, was solely devoted to open grounds, a ball field and tennis courts. Comfort stations and a picnic shelter are nestled into the bank formed by the elevated southeastern section. A dense planting of rhododendrons and hardy shrubs screen the south and east sides of the park, with an intent to achieve a "note of autumnal coloring of foliage."

Most of Mische's plan was implemented and can be experienced today with some modifications. The lake and swampy area around it was drained, filled to form undulations, and planted with lawn in 1934 under the Parks Bureau's supervision. Some of the lawn in the children's play area was changed to accommodate small children's play equipment. The view from Pinnacle Point is obscured by the new residences built around the park. An enclosed recreational structure built in the park was designed by Ellis Lawrence in the Twentieth Century Classical style in 1912. It is significant for its cubist form and decorative brickwork. The park's design and ambiance recalls to the imaginative mind scenes from Sir Walter Scott's romantic stories.



Walkway in Kenilworth Park

Grout Elementary School, located next to the Kenilworth Park, was built and opened in November 1927. It displaced the Clinton Kelley Elementary School which functioned between 1893 and 1927 in the Kenilworth area. The Grout School, a Twentieth Century Romanesque building, was named after Daniel Grout, who was a school superintendent for School District #1 during the period between 1893 and 1927. The building is identified in the City's Historic Resources Inventory of 1980 as a Rank II landmark by virtue of its architectural importance. Major additions were made to the school in 1955.



Grout Elementary School



Community Music Center

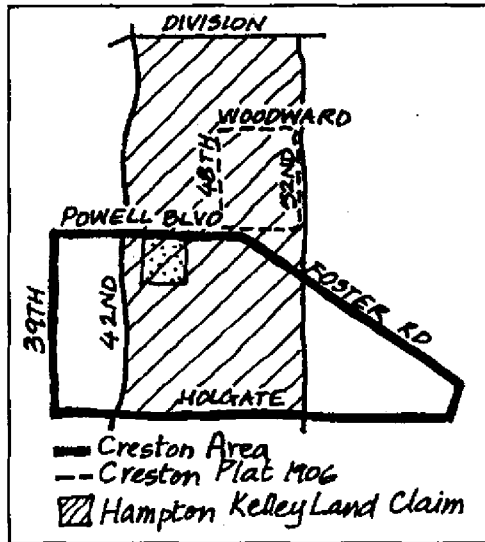
In 1912, the first fire house on the east side of the river was built at SE Thirty-third and SE Francis in the Kenilworth plat. Designed and built by Emil Schacht and Son, it is designated as a city landmark. It is a two storied, modified English Tudor style brick building, with half timber and stucco, and a concrete basement. It was designed for horse-pulled wagons. It is one of only two fire houses in Portland with towers, which were used as a hose drying space. After abandonment as a fire station, the building was acquired by the City of Portland in 1965 and used as a storage and repair shop.

In 1968, the building was remodeled by Robert Oringdulph and converted to a space for music instruction. It is now owned by Portland Parks and Recreation and called the Community Music Center. The building is a significant example of historic preservation for updated uses and alterations.



A 1951 photo showing the Brooklyn yard in foreground, Mt. Tabor in distant background and Creston and Kenilworth Parks with tall trees in the middle. Source: City of Portland Archives

The Creston Area



Hampton Kelley Land Claim

The Creston area was named after the Creston plat in southeast Portland. This area was originally held in two donation land claims that belonged to Hampton Kelley, Clinton Kelley's son, and James Abraham.

In 1862 Hampton Kelley claimed the portion bounded by SE Division to the north, SE Fifty-second Avenue to the east, SE Holgate to the south, and SE Forty-second to the west. The land to the east of his claim belonged to James Abraham. For the next 40 years both lands were primarily used for farming and were sold several times. Various sales, mortgages, and

repossessions later, on July 13, 1906, George and Fred Strong filed the plat for a 35 acre area, naming it "Creston." The boundaries of the Creston plat, as established in 1906, encompassed the area bounded by present day SE Woodward to the north, SE Fifty-second to the east, SE Powell to the south, and a line that runs between SE Forty-seventh and SE Forty-ninth Avenues to the west. During the first 10 years of Creston's establishment, no house could be built within 15 feet of the street nor could any house cost less than \$750. Today, the Creston plat is located outside the Creston Kenilworth neighborhood. However, the area and the school south of the plat were named after it.

While the street pattern in the Creston plat and in the area to the south of it has not changed since 1906, the north-south streets were changed to numbered streets. The blocks bounded by SE Gladstone, Fifty-second, Cora and Forty-second were developed with alleys, a relatively rare occurrence in the inner southeast area of Portland.

As with the Kenilworth plat, the Creston area too was linked to downtown by trolley service. The Hawthorne Boulevard line established in 1888 along SE Hawthorne Boulevard connected downtown Portland with the Mt. Tabor neighborhood. It began as a steam car and in 1890 it was converted to an electric trolley system that ran along SE Fiftieth Avenue. In 1892, one extension went to Lents via SE Fiftieth and SE Foster, serving the Creston subdivision



A 1931 photo showing sewer repairs at SE 35th and Gladstone, and the trolley tracks

and the area to the south of it. This resulted in the development of a business district along SE Foster Road.

Southeast Powell Boulevard was known originally as Powell Valley Road, named after a valley located about a mile east of Gresham and settled by James Powell, Jackson Powell and J. P. Powell. Both SE Foster Road and SE Powell were primarily a farm to market road, linking the Powell and other farms in the far east and southeast areas to the town of East Portland and the downtown market on the west side of the river. Southeast Powell Boulevard was not a busy thoroughfare prior to the middle of this century. In 1923 there were two gas stations, a lunch counter and a beauty shop at SE Thirty-ninth and Powell. At SE Fiftieth and SE Foster there were a few small stores, a garage and a movie house. Between the two intersections was a lumber yard, pansy gardens, and the old wooden Creston School. There were no cement sidewalks between SE Twenty-sixth and SE Fiftieth and to the south; SE Thirty-ninth was an oiled macadam road. Major changes in the form of eating places and stores developed along this road in 1924 when a cross-town bus served the area along SE Thirty-ninth Avenue. It also generated some auto and pedestrian traffic. The early development of the automobile and Motor Age transportation had a major impact on the growth and expansion of Portland's east side. In 1926 the completion of the Ross Island Bridge opened up both the Creston and Kenilworth areas to automobile access and spurred new developments.

Significant features within the Creston Area

The Creston subdivision had convenient transit access, which prompted new developments in and around it. Several community features began to develop along with the homes.

An important feature in Creston is the Creston Park covering 14.63 acres. It was acquired by the Bureau of Parks and Recreation in three parts from different owners at different times. Ten acres were acquired from Ida and T. J. Krueder in September 1920. One lot was acquired from Oscar and Jeanne Gehrig in July 1924 and 4.77 acres were obtained from Marc B. Miller in 1944.



A 1935 photo showing the Creston Park swimming class

Creston School, located next to the Creston Park was named after the Creston subdivision. The school traces its history back to 1907, when it was first opened at the corner of SE Powell and SE Forty-seventh. Franklin High School had some rooms in this building until 1944. The building burnt down in 1944 and while a new one was being built on the current school site at 4701 SE Bush Street, students were housed in the Marysville Elementary School at 7733 SE Raymond. The present Creston School building has served the community since January 1949. A major addition to the building was made in 1967.

II. NEIGHBORHOOD CHARACTERISTICS

The Neighborhood Today

Creston Kenilworth today is an urban, residential area, in proximity to downtown Portland and the employment and industrial areas of Central Eastside. Residents have convenient access to services by car and bus, and to main streets such as SE Division and SE Hawthorne, transit corridors and highways. Yet, access to services and businesses on foot is less direct and time consuming. Residents tend to drive to locations outside of the neighborhood to meet their needs, resulting in less informal interaction between neighbors. The neighborhood is relatively bicycle-friendly and has low traffic congestion.

The topography in the neighborhood rises at certain locations, providing extensive views of the cityscape and the west hills. In addition, the area is a relatively safe place, quiet and affordable. These qualities make it a desirable place to live. The two public parks, Creston and Kenilworth, are among the most valued features of the neighborhood and serve as important recreational and gathering places. Powell Park is located on the western edge of the neighborhood. Creston School near Creston Park and Grout School next to Kenilworth Park serve the educational needs of the residents. Besides the schools, other important gathering places include the Community Music Center, the Community Gardens, Kenilworth Presbyterian Church, Cavalry Bible Church, Oregon Buddhist Church, United Methodist Church, St. Vincent de Paul, and YMCA.

The Creston Kenilworth neighborhood is predominantly residential. In 1990, 26 percent of the housing units (3,629) were in buildings that had 10 to 49 units.



Single-family dwellings in Creston Kenilworth

II. NEIGHBORHOOD CHARACTERISTICS



Multidwellings in Creston Kenilworth

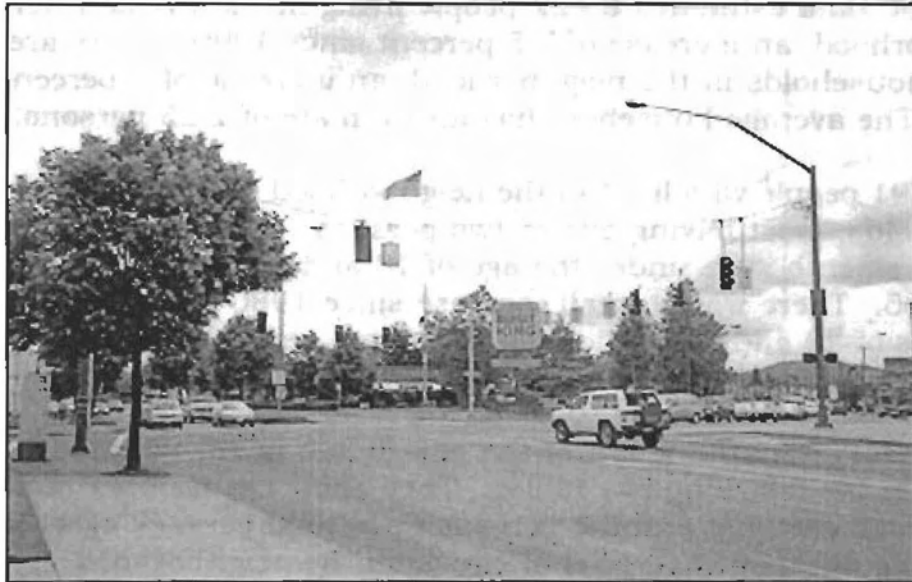
Most of the neighborhood's multifamily housing is in large apartment complexes constructed during the 1970s. They are mainly concentrated in the vicinity of SE Thirty-ninth Avenue and are on superblocks that interrupt several east-west streets in the neighborhood. Almost 46 percent of the neighborhood's housing units are detached single-dwelling units. None of the commercial areas located in the neighborhood have the type of business to draw local residents and create a vibrant retail core. Small concentrations of commercial development exist along SE Holgate at SE Twenty-eighth, Thirty-ninth, Forty-second and Fifty-second. Southeast Gladstone Street has commercial development at SE Thirty-ninth and on scattered parcels at several other intersections.

Southeast Powell Boulevard and SE Foster Road became the commercial and social hubs of the suburban community that developed after World War II. They are now lined with light industrial and auto-oriented uses. The buildings fronting the streets are a mix of streetcar era, with little or no setback, and auto era, with large parking lots in front. The buildings along these two streets that form the edge of the neighborhood have no cohesive character, contributing to an unfriendly pedestrian environment.

Major centers of employment in and around the neighborhood include the Multnomah County Southeast Health Center, Grout School, Creston School, Safeway, Les Schwab, St. Vincent de Paul, Fred Meyer, Cameron-Ashley, and the Roofing Supply Company. There are a number of small retail businesses that employ smaller numbers of people. The neighborhood lacks major institutions like a community center that can bring people together to create a sense of community. The single family housing stock contributes to the residential character, while many of the existing apartment buildings of the '70s are not pedestrian-friendly or attractive.

Southeast Francis and SE Gladstone are the only east-west streets running continuously through the neighborhood. Southeast Francis makes a few turns between SE Forty-eighth Avenue and SE Foster

Road. The traffic calming project on SE Gladstone, completed in 1997, discourages speeding and through traffic along that street. Southeast Thirty-ninth is a major arterial and functions as a dividing line within the neighborhood. Southeast Powell Boulevard, Foster Road, and Holgate Street carry significant amounts of traffic and are barriers rather than defined edges. Southeast Fifty-second Avenue with its large volumes of traffic is also a barrier.



SE Powell Boulevard, a state highway, has commercial development that caters to the automobile.



SE Foster Road commercial development is auto-oriented, featuring off-street parking and drive-through establishments.

The People and Demographics

Once a blue-collar suburb, the Creston Kenilworth neighborhood now includes people of diverse income levels, social backgrounds, ages and races. Families, couples, single adults and seniors make up the population.

The 1996 data estimates 8,422 people living in the Creston Kenilworth neighborhood, an increase of 7.5 percent since 1990. There are about 3,735 households in the neighborhood, an increase of 8 percent since 1990. The average household has an estimate of 2.25 persons.

The 7,791 people who lived in the neighborhood in 1990 were in 3,437 households, most having one or two persons. About 21 percent of these residents were under the age of 18 and 11 percent were over the age of 65. There was a small increase since 1980 in people between the ages of 20 and 64, indicating that most new residents have tended to be young single adults.

The educational attainment of the population in the neighborhood is shown in the following two tables. They show the number of persons under each category and the percentage of total persons aged 25 and older who attained each level of education by neighborhood.

Creston Kenilworth: 1980 Educational Attainment

Less than 9th grade	1 to 3 years of high school	4 years of high school	1 to 3 years of college	4 or more years of college	Total Pop. aged over 25 years
526 12%	615 14%	1705 38%	922 20%	758 17%	4526 100%

Creston Kenilworth: 1990 Educational Attainment

Less than 9th grade	9th-12th grade	HS Grad.	Some College	Associates Degree	Bachelor's Degree	Grad./Prof. Degree	Total Pop. Aged over 25 years
302 6%	785 16%	1770 35%	1107 22%	331 7%	562 11%	199 4%	5,056 100%

Student enrollment, in both elementary and high schools serving the neighborhood, has shown a steady increase since 1970. Enrollment reached its peak in 1990, with only Franklin High School making an exception. A comparison of the 1980 and 1990 enrollments shows an 11.5 percent increase at Creston Elementary School and a 48.8 percent

increase at Grout Elementary School. Current enrollment at Creston School (378 students) shows a decline of about 7.6 percent and at Grout School (393 students) of about 29 percent since 1990.

Creston Kenilworth Area School Enrollment

Year	Creston Elementary School	Grout Elementary School	Cleveland High School	Franklin High School
Oct. 1997	378	393	1232	1564
1990	409	555	1444	1381
1980	367	373	1250	1497

In 1990, Franklin High School had a 7.5 percent decrease in enrollment since 1980. Currently the number of students has increased by 13.3 percent since 1990. Enrollment at Cleveland High School increased by 15.5 percent between 1980 and 1990 and has decreased by 14.7 percent since 1990.

Creston Kenilworth is racially diverse in comparison to many other adjoining neighborhoods in inner southeast Portland. In 1990, about 84 percent of the population was White, three percent was Black and 11 percent were Asian and Pacific Islander. The inner southeast parts of Portland are 89 percent White, two percent Black and seven percent Asian and Pacific Islander. The number of residents classified as Asian and Pacific Islander in the Creston Kenilworth neighborhood tripled between 1980 and 1990.

Creston Kenilworth: Population by Race

Population	1980	1990	% change
White	6805 (91.7%)	6539 (83.9%)	-4%
Black	126 (1.7%)	193 (2.5%)	53%
Asian/Pacific Islander	253 (3.4%)	819 (10.5%)	224%
Native American, Eskimo, and Aleut Population	75 (1.0%)	131 (1.7%)	75%
Other races	163 (2.2%)	109 (1.4%)	-33%

In 1990 the neighborhood had about 140 American Indians, 143 Chinese, 92 Phillipinos, 53 Japanese, 57 Korean, 26 Asian Indian, 259 Vietnamese, 135 Cambodians, 85 Laotians, and about 192 Mexicans. Most of the Vietnamese population live to the east of SE Thirty-ninth Avenue. Of the total population, 96.7 percent are from a non-Hispanic origin.

II. NEIGHBORHOOD CHARACTERISTICS

In 1990, 32 percent of Creston Kenilworth's work force was employed in technical, sales, or administrative positions and 29 percent worked as operators, fabricators, laborers, or in precision production. Of the remaining 39 percent, 20 percent worked in professional or management positions; 19 percent worked in service related fields.

The 1996 data shows an estimate of Creston Kenilworth's median household income to be approximately \$28,000. This is lower than the median income of most other adjoining neighborhoods. Creston Kenilworth is one of several inner southeast neighborhoods eligible for federal Community Development Block Grant funding because of its lower than average incomes.

Creston Kenilworth: Median Household Income*: 1980-1996

Year			% Change		
1980	1990	1996	1980-90	1990-96	1980-96
28,130	28,131	27,649	0%	-2%	-2%

* All figures are adjusted to reflect inflation and are expressed in 1995 dollars. Percentage change is the percentage change in real buying power of the median income.

In 1990, while residents owned and occupied only 34 percent of the housing units, the remaining units were single family homes or apartments with tenants. Between 1980 and 1990, the number of single family detached units and the buildings with five or more units have not increased considerably. Though renters occupy a large portion of the housing in the Creston Kenilworth area, there are a growing number of first home buyers, mostly consisting of young professionals. Many residents are committed to improving their homes and making the neighborhood more livable.

As in most other inner southeast neighborhoods, residents rely heavily on their cars to drive to work. In 1990, 61 percent of the residents drove alone to work, and only 13 percent used transit. Residents using transit decreased by 10 percent between 1980 and 1990, while those driving cars increased by nine percent.

NOTE: The 1980 and 1990 demographics are from the *Neighborhood Profiles Reports* prepared by the Center for Population Research and Census at Portland State University. These reports aggregate block and block group level information by recognized neighborhood areas. Some distortion in the comparisons may exist due to differences in the aggregation techniques used for 1980 and 1990 profiles.

The 1996 demographics are from estimates prepared for the Bureau of Planning by CACI Marketing Systems, a national firm that provides population updates and forecasts. CACI estimates of population and households are based on trends modeled from local estimates and changes in the U.S. Postal Service's delivery statistics.

III.

A Vision for the Future

This section presents the Creston Kenilworth neighborhood's vision for the next 20 years. It reflects the ideas expressed at the public forums and in the surveys of 1996 and 1998. The vision statement is accomplished by implementing the urban design concept that follows the vision statement. The vision statement is presented as described by the neighborhood.

Vision Statement

Adopted as part of Portland's *Comprehensive Plan Vision*

We envision Creston Kenilworth to be an urban, residential place where we can live, work and play. Our goal is to develop a sense of community and make our neighborhood a cohesive place. Our neighborhood plan focuses on enhancing the existing features contributing to our livability, as well as improving the aspects that detract from the area's character and sense of a community.

We will achieve a sense of community by encouraging everyone who lives, works and owns property in our neighborhood to participate in neighborhood programs and activities. In addition, we will develop new places that will attract visitors and facilitate social interaction.

Neighborhood programs, fairs, watches, clean-ups, and block parties will encourage participation and bring people together. The physical, structural and social changes we make in our neighborhood will also make it a safer place. We will support diversity in our populations, income levels, social backgrounds, and ages. We will remain an unpretentious and friendly place to live and work. To create a sense of ownership and stability in our neighborhood, we will achieve a balance between home owners and renters. We will continue to promote a diversity of housing options including affordable and livable housing.

We will work with businesses, developers and other agencies to promote development that is friendly to pedestrians and helps build community. We will encourage pedestrian-friendly developments on some vacant lots and lots with vacant or run-down buildings. They will include landscaping, open space and tree plantings, where appropriate.

III. A VISION FOR THE FUTURE

New development will offer housing options including accessory dwelling units, duplexes, rowhouses, and garden court apartments, balanced with smaller open or green spaces. We will preserve existing open spaces and parks. Home businesses will also be encouraged.

We will accomplish our vision for the neighborhood by implementing the Creston Kenilworth urban design concept (see page 37). Our urban design concept calls for concentration of new developments along major corridors and key intersections in our neighborhood. Development fronting the corridors will present a pleasant and attractive walking and biking experience. At the key intersections, identified and described in the urban design concept, new development will form mixed-use nodes and neighborhood-oriented nodes. The nodes will be made up of clusters or concentrations of development that generate public activity. At SE Twenty-eighth and Holgate, SE Thirty-ninth and Holgate, and SE Fifty-second and Holgate we will support mixed-use and new residential developments with enhanced public realms that make the nodes attractive places to visit. Along SE Gladstone, at SE Forty-second, Thirty-eighth, Twenty-eighth and Twenty-sixth and along SE Holgate at Forty-second, we will have retail and neighborhood serving businesses. They will also have housing and enhanced public areas. The new developments will step down to relate to the scale of existing single family homes. There will be adequate infrastructure and public facilities to support existing and new development. Older developments having distinct building character will be preserved.

We will create a central gathering place in the vicinity of SE Gladstone and SE Thirty-ninth. It will become a focus that draws people from the two disparate halves of our neighborhood on the east and west of SE Thirty-ninth. Tree-lined streets of SE Thirty-ninth, Gladstone, and Holgate will lead to the focus. The focal place will be a mixed-use node with public places where we can gather, have coffee and dine.

An enhanced recreational route for walking and bicycling will form a pedestrian parkway in the neighborhood. This parkway will connect places of interest and public attractions within and outside the neighborhood along a route identified in the urban design concept. Our major streets including SE Holgate, Gladstone, Powell, Foster, Twenty-sixth, Thirty-ninth, Forty-second and Fifty-second will accommodate safe bike and pedestrian paths to provide access to the businesses and residences. We will encourage alternate means of travel while maintaining and improving the access to transit, that contributes to the livability of our area. **The vision will be accomplished by implementing the Creston Kenilworth neighborhood urban design concept.**

Creston Kenilworth Neighborhood Urban Design Concept

Adopted as part of Portland's *Comprehensive Plan Vision*

The Creston Kenilworth neighborhood urban design concept emphasizes the elements that contribute to the neighborhood's character, history, identity, and form. The urban design concept and map guide implementation of the neighborhood's vision, policies and objectives. The urban design concept highlights the major elements that create the neighborhood's character and describes their role in implementing the vision. These major elements are:

SE Powell and SE Foster Corridors

Sites fronting the SE Powell and SE Foster corridors will be redeveloped to strengthen the north and east edges of the neighborhood. They will be landscaped to encourage pedestrian movement. Along SE Powell Boulevard, new development will include medium and small scale pedestrian-friendly commercial and residential development. This will include auto-oriented retail and services, intermixed with offices and multidwellings. SE Foster Road will include similar uses. Buildings fronting SE Foster Road will be transit-oriented, and will encourage pedestrian activity. Both SE Powell and SE Foster will also be furnished with transit amenities such as bus shelters. They will serve as transit corridors, linking the neighborhood to downtown and other parts of the city.

SE Holgate Boulevard Corridor

The SE Holgate Boulevard corridor will be strengthened by including medium scale multidwellings that orient to the transit street. They will be clustered closer to the mixed-use nodes at SE Twenty-eighth, Thirty-ninth and Fifty-second Avenues. SE Holgate Boulevard will be a transit corridor with wider sidewalks and street trees that will enhance the pedestrian character.

SE Thirty-ninth Avenue Corridor

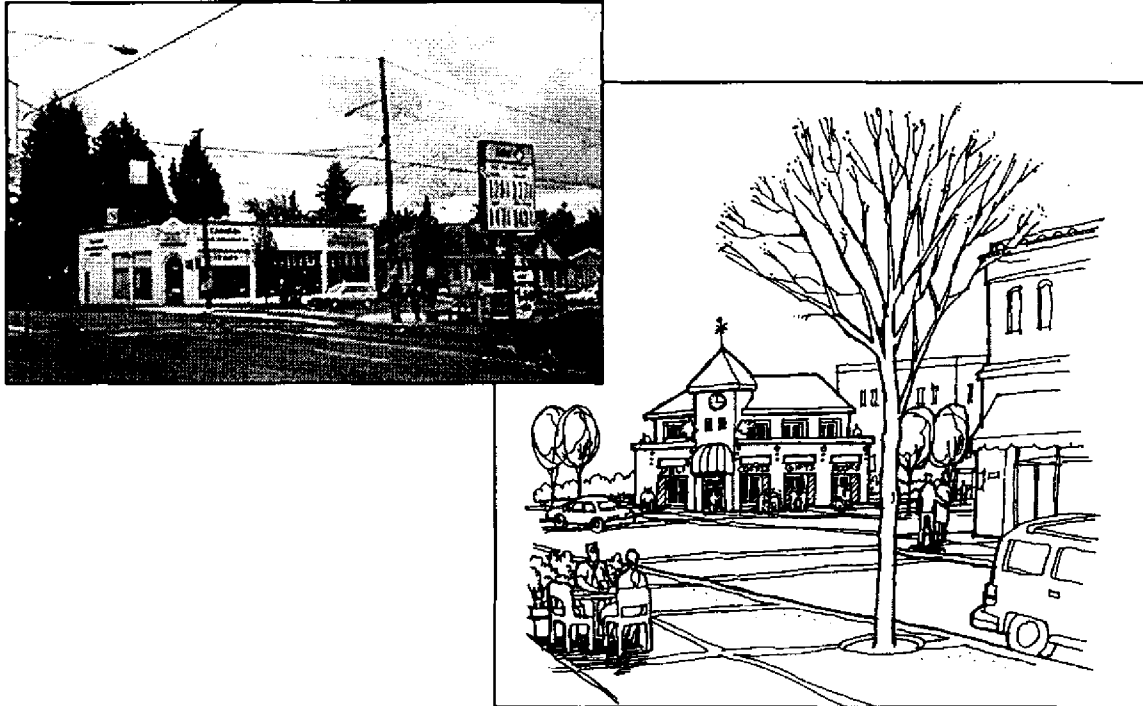
The SE Thirty-ninth Avenue corridor will be defined by small to medium scale multidwellings, including rowhouses and duplexes. They will be oriented to the street. It will be the major north-south transit corridor. Street trees, wider sidewalks with transit amenities, and on-street parking, where feasible, will contribute to the pedestrian environment.

III. A VISION FOR THE FUTURE

SE Fifty-second Avenue Corridor

The SE Fifty-second Avenue corridor is a major transportation corridor with transit lines along it. Development in the form of small scale multidwellings, including duplexes and rowhouses, and single family homes will help define it.

Neighborhood Focal Point at SE Thirty-ninth and SE Gladstone



Existing conditions and concept sketch for the future at the intersection of SE Thirty-ninth and SE Gladstone

SE Thirty-ninth Avenue at SE Gladstone will serve as a neighborhood meeting place that draws people from all parts of the neighborhood. Structures around this intersection will serve as points of reference for both the residents and visitors. They will have a mix of medium and small scale mixed-use, retail and services that draw people from the inner southeast area. New development around this intersection will incorporate restaurants, shops and a plaza that will serve as a gathering place. The developments may also house a small neighborhood office, an activity center or possibly a community center. This will serve as a resource center with a bulletin board for providing information about the neighborhood and announcing community events. Residents will have access to computers at the center and the neighborhood association will have space for holding meetings. This activity/community center will be developed in conjunction with interested businesses in the area.

The focal point will be linked with other neighborhood features and points of interest by the pedestrian parkway. Tree-lined streets of SE Gladstone, Holgate, and Thirty-ninth will lead to the focus.

Intersection of SE Foster, SE Powell and SE Fifty-second Avenue

The intersection of SE Foster, SE Powell and SE Fifty-second Avenue functions as an entry point into the neighborhood. The sense of entry into the neighborhood will be symbolized by designing a gateway in the vicinity of this intersection.



Concept sketch of mixed-use development at the intersection of Foster and Powell

The traffic median at the intersection will be landscaped and art

work that enhances the sense of entry into the neighborhood could be created. Developments adjoining the intersection will include retail and other shops that will make it a vibrant place. They will orient to the street, be transit-friendly, and contribute to the pedestrian character.

Mixed-use Nodes Along SE Holgate at SE Twenty-eighth, Thirty-ninth, and Fifty-second

The mixed-use nodes will include small scale retail that serves the residents or small professional offices and housing. Examples of offices include a veterinarian's office and an accountant's office. The developments will have pedestrian-oriented fronts that contribute to making the nodes an attractive place to visit.

Neighborhood-oriented Retail Nodes Along SE Gladstone at SE Forty-second, Thirty-eighth, Twenty-eighth, and Twenty-sixth, and along SE Holgate at SE Forty-second

The neighborhood-oriented nodes will include small scale retail and services that meet the daily needs of the residents. Examples of these services include a frame shop, cafe, restaurant, tavern, deli, pet wash or a hair dresser. The businesses will preferably be owned by local residents. The developments will have pedestrian-friendly ground floors, oriented to the street. If on-site parking is provided, it will be under the building. The nodes at SE Forty-second and SE Twenty-eighth Avenue may have housing above the retail uses.

Gateways

Major Gateways: As described under neighborhood focal point, structures around the intersection of SE Fiftieth Avenue, SE Foster and SE Powell will serve as a major gateway, emphasizing the entry into the neighborhood.

Minor Gateways: Minor Gateways will occur at the following intersections:

- SE Foster and SE Holgate Boulevards;
- SE Twenty-sixth and SE Holgate;
- SE Twenty-sixth and SE Powell;
- SE Thirty-ninth and SE Holgate; and
- SE Thirty-ninth and SE Powell.

The sense of entry may be enhanced by distinct signs, or art work symbolizing these major and minor entry points into the neighborhood.

Public Attractions

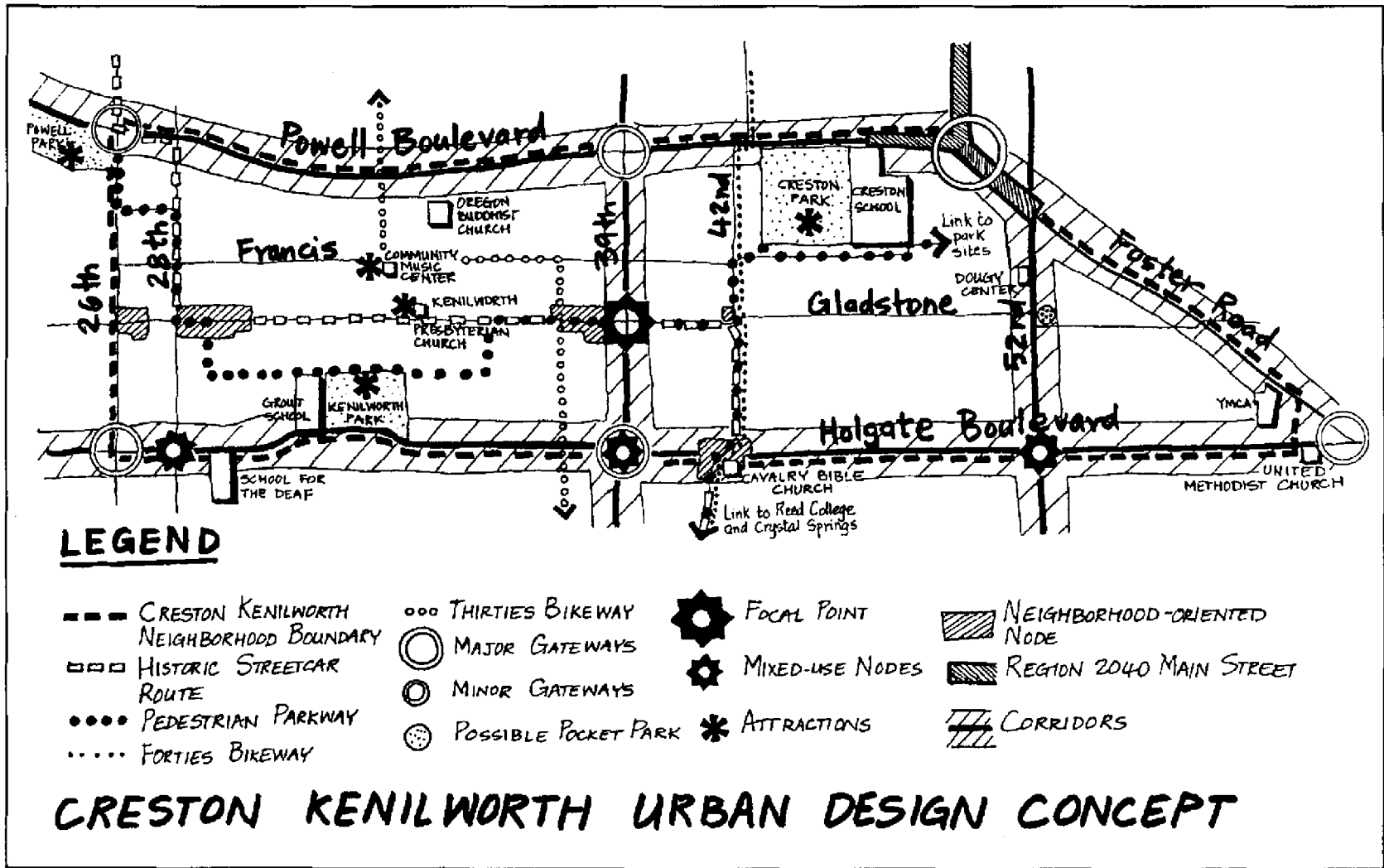
Public attractions in the neighborhood are major buildings or places of community importance that are of interest to the residents and visitors to the area. They are features that draw people from within and outside the neighborhood. Examples of public attractions include the Community Music Center, Kenilworth Presbyterian Church, St. Vincent de Paul, and the Creston, Kenilworth and Powell Parks.

Pedestrian Parkway

The pedestrian parkway is envisioned as an enhanced recreational route for walking and bicycling. The parkway will emphasize the historical streetcar route on SE Gladstone and SE Forty-second. It will connect major institutions, parks, historical landmarks, places of interest, and other neighborhood features and attractions within and outside the neighborhood. It will also link the neighborhood focal point at SE Thirty-ninth and Gladstone with the neighborhood-oriented retail node at SE Forty-second and Gladstone and SE Forty-second and Holgate. Enhancements along the route will include:

- special street signage;
- distinctive paving;
- commemorative signs in the paving on sidewalks; and
- street trees; and other pedestrian-oriented amenities.

NOTE: The urban design concept map on the following page depicts the ideas envisioned for making the neighborhood a better place. The urban design concept will be implemented by applying the policies and objectives adopted as part of Portland's *Comprehensive Plan*, and implementing the listed actions when funding is available. These policies, objectives and actions are identified in Section V.



IV. NEIGHBORHOOD POLICIES, OBJECTIVES AND ACTIONS

Creston Kenilworth Neighborhood Policies, Objectives and Actions

Adopted by Creston Kenilworth Neighborhood Association only. Not a part of
Portland's *Comprehensive Plan*

(This section is presented as described by the neighborhood)

Community is developed out of a shared need for each other. Without a sense of community we are a mere collection of independent individuals within a shared space. Community is embodied in the quality of life that we share. It is the key to making our living environment a better place.

This section of our neighborhood plan identifies two policies that are integral to the development of community. Policy A involves developing community values through communication, participation in activities, and sharing. Policy B is about organizing community services that facilitate sharing and interaction with each other. The implications of these policies overlap in many ways, and they share a common intent of improving the sense of community and livability of our neighborhood. Actions related to building community are identified. At the workshops held in January 1998, participants prioritized actions that can be implemented by applying for Housing and Community Development block grant funds. The neighborhood's priorities are listed in Appendix VI.F.

Section IV will be adopted by the Creston Kenilworth Neighborhood Association only. It will not be part of Portland's *Comprehensive Plan*. The policies, objectives and actions identified in this section form the basis for the identification of specific policies and actions affecting our physical environment, in section V. As the Creston Kenilworth Neighborhood Association becomes more important to the neighbors' lives, they will be more involved in implementing these policies, objectives, and actions.

Policy A: Community Values

Adopted by Creston Kenilworth Neighborhood Association only. Not a part of Portland's *Comprehensive Plan*

Encourage and develop the values that will strengthen our identity as a neighborhood. Increase pride and sense of community through neighborhood grass roots activity, diversity, and increased stability in the neighborhood.

Objectives:

- A.1 Promote a sense of belonging among residents by involving them in neighborhood activities, and decision-making and planning processes for the neighborhood.
- A.2 Create a community atmosphere which encourages and enhances diversity in residents, and income levels, ethnic groups and age among our neighbors.
- A.3 Support active participation by all our diverse neighbors, including members of varying social, ethnic and religious communities.
- A.4 Support formal and informal activities that involve children, youth, adults and seniors.
- A.5 Promote a sense of community by encouraging group activities that bring people together. Activities must include and involve youth as part of the community, and focus on making the neighborhood a better place to live, work and play.
- A.6 Promote good neighbor policies with institutions and businesses.

Action Chart: Community Values

Adopted by Creston Kenilworth Neighborhood Association only. Not a part of Portland's *Comprehensive Plan*

#(3)	ACTIONS (1)	Time				Implementors (2)
		Adopt With Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
CV 1.1	Develop good neighbor policies with major businesses and institutions in the neighborhood.		X			CKNA
CV 1.2	Organize annual social, cultural and entertainment events to bring people together; for example, theme fairs, festivals, ice-cream socials, potlucks in the park, street dances and fairs, games, sports, contests and block parties.		X			CKNA
CV 1.3	Seek more volunteers for distributing the neighborhood newsletter.		X			CKNA
CV 1.4	Use the neighborhood newsletter as a means to create a sense of community and improve communications within the neighborhood. Make it an effective tool by sharing information in a timely manner, and increasing the delivery network.		X			CKNA
CV 1.5	Develop a phone tree system to notify neighbors of important events and issues affecting the neighborhood and encourage their participation.		X			CKNA
CV 1.6	Hold educational activities such as energy conservation and environmental walking tours, historic tours, neighborhood garden tours, and government and nonprofit service education fairs in the parks.			X		CKNA
CV 1.7	Inform residents through fliers and newsletters about activities and educational programs for youth and children, including those conducted at the Community Music Center.			X		CKNA
CV 1.8	Inform the Community Music Center about events in the neighborhood to encourage their participation whenever feasible.		X			CKNA

Action Chart: Community Values (continued)

Adopted by Creston Kenilworth Neighborhood Association only. Not a part of Portland's *Comprehensive Plan*

CV 1.9	Work with businesses to design and install a bulletin board at a public place, such as the focal point, to announce neighborhood events and provide information.			X		CKNA, GBBA, FABA, business owners, local designers
CV 1.10	Strengthen the neighborhood association by encouraging participation and increasing representation of diverse neighborhood interests.		X			CKNA
PROGRAMS						
CVpg 1.1	Develop activities and programs that encourage participation of children and youth in neighborhood activities and make them active members of the community. Work with the Creston School, Grout School, and the Kenilworth Presbyterian Church to sponsor and conduct the activities.			X		CKNA
CVpg 1.2	Develop an outreach program that encourages residents, home owners and tenants, to participate in neighborhood activities. Consider activities such as neighborhood clean-ups, block parties, and social/educational events. A first priority focus is to involve residents living east of SE 39th Avenue.		X			CKNA
CV pg 1.3	Establish relationships with the ethnic groups in the neighborhood by communicating with all their representatives and involving them in neighborhood activities. Organize cultural events for residents to share their heritage.			X		CKNA, CSSC, ROSS

Notes:

1. The Community Values Action Chart have been adopted by the Creston Kenilworth Neighborhood Association (CKNA) only. It has not been adopted by the Portland City Council.
2. Identification of an action implementor other than CKNA indicates an expression of interest and support with the understanding that circumstances will affect the ability of all implementors to take action.
3. The numbering, or order of actions, conveys the neighborhood's priority ranking.



Neighborhood fair at the park

Policy B: Community Services

Adopted by Creston Kenilworth Neighborhood Association only. Not a part of Portland's *Comprehensive Plan*

Promote community services that will assist neighbors and help improve the livability of our neighborhood.

Objectives:

- B.1 Involve interested service agencies and institutions to help achieve Creston Kenilworth neighborhood's vision.
- B.2 Develop programs to involve neighbors to assist other neighbors.
- B.3 Encourage neighbors to help City bureaus and other nonprofit organizations to better maintain public property in the neighborhood.

Action Chart: Community Services

Adopted by Creston Kenilworth Neighborhood Association only. Not a part of Portland's *Comprehensive Plan*

#(3)	ACTIONS (1)	Time				Implementors (2)
		Adopt With Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
CS 1.1	Develop and maintain a list of resources for neighbors who need physical and financial assistance for home and yard maintenance. Obtain information from BHCD, SE Works, REACH, YMCA, and SEUL.			X		CKNA
CS 1.2	Conduct annual neighborhood cleanups and tree planting events.		X			CKNA, SEUL, FOT
CS 1.3	Identify ways in which residents and businesses can work with neighborhood institutions/agencies to meet neighborhood's needs and goals.			X		CKNA
CS 1.4	Work with the county to plan library services for the neighborhood; for example, organize funding for a mobile library service.			X		CKNA, MCo.
CS 1.5	Explore options for obtaining a neighborhood meeting place or activity center in local school facilities, PP&R facilities, or other community areas. The center must be close to the neighborhood and easily accessible by foot or transit. (See Action # PR 2.9)		X			CKNA
	PROGRAMS					
CS pg 1.1	Develop and implement a response / information program to aid neighbors in dealing with nuisances. Work with the Police Bureau and ONI to include information regarding: <ul style="list-style-type: none"> • current nuisance ordinances; • neighbor etiquette; • conflict resolution; • pet regulations; • stray animal problems; • tenant landlord issues; • illegal activities; and • family issues. Prepare a resource guide with a phone list, and conduct workshops on the above topics.			X		CKNA, SEUL

Action Chart: Community Services (continued)

Adopted by Creston Kenilworth Neighborhood Association only. Not a part of Portland's *Comprehensive Plan*

CS pg 1.2	Build a pool of volunteers and form annual work parties to help residents who are not able to maintain their properties.		X			CKNA, REACH
CS pg 1.3	Advocate for seniors and disabled residents who are unable to address nuisances and other problems on their own.			X		CKNA
CS pg 1.4	Create pools of volunteers in the neighborhood to manage informal tool banks for sharing home maintenance and repair tools, skills and other services.			X		CKNA

Notes:

1. The Community Values Action Chart have been adopted by the Creston Kenilworth Neighborhood Association (CKNA) only. It has not been adopted by the Portland City Council.
2. Identification of an action implementor other than CKNA indicates an expression of interest and support with the understanding that circumstances will affect the ability of all implementors to take action.
3. The numbering, or order of actions, conveys the neighborhood's priority ranking.



Neighborhood tree planting event



Traffic at the intersection of SE Foster Road, 50th Avenue, and Powell Boulevard

V.

COMPREHENSIVE PLAN POLICIES, OBJECTIVES AND ACTIONS

Traffic And Transportation

Currently, Creston Kenilworth is physically divided by SE Thirty-ninth Avenue, a major city traffic street. Southeast Powell and SE Foster, also major city traffic streets, become barriers for pedestrians and bicyclists. Southeast Fifty-second Avenue, Holgate, and Twenty-sixth are neighborhood collectors that carry large volumes of fast traffic. Appendix VI.B. describes the adopted policies, state and regional designations, city street classifications, and traffic volumes for streets in Creston Kenilworth. It includes a map with pedestrian and bike accident locations. The largest number of accidents have been reported along SE Powell, a state highway. The neighborhood is also served well by transit and has some designated bike lanes. Existing and proposed projects are also described in Appendix VI.B.

Sixty-six percent of the 1996 survey respondents noted speeding as their third important concern. One traffic calming project has been planned and another implemented along SE Gladstone Street in the recent years. Traffic signals and signs were considered adequate by over 60 percent of the respondents. Fifty-seven percent of the survey respondents said that street maintenance was important. Almost all streets in the area have sidewalks. Appendix VI.B. shows an inventory of sidewalks. Southeast Cora Street between SE Twenty-eighth and SE Thirty-fourth, and some alleys to the east of SE Forty-second are unimproved.

The Traffic and Transportation policy addresses several traffic, transit, pedestrian and bike related problems identified by the neighborhood. It has strategies and actions that the neighborhood can undertake with the help of the City and other agencies. These strategies include measures for controlling traffic, encouraging pedestrian-friendly buildings and walkways, promoting bike ridership, providing amenities for transit users, and informing neighbors about traffic safety.

Policy 1: Traffic and Transportation

Adopted as part of Portland's *Comprehensive Plan*

1A: Reduce reliance on the private automobile and improve access to all parts of the neighborhood by encouraging walking, bicycling, and riding public transit.

1B: Support transportation improvements that enhance the appearance and livability of SE Powell Boulevard, SE Foster Road and SE Thirty-ninth Avenue.

Objectives

- 1.1 Enhance access to public transportation and support improved transit facilities and service.
- 1.2 Support transit choices such as the bus, light rail and streetcar systems which will serve the residents of the neighborhood.
- 1.3 Make walking safer within the neighborhood through use of traffic engineering, code enforcement, and education.
- 1.4 Provide an enhanced pedestrian and bicycle route through the neighborhood to link the residential areas to existing parks and other open spaces including the Willamette Greenway. (See page 41.)
- 1.5 Improve bikeways along routes designated in the *Bicycle Master Plan* and enhance walkways within the neighborhood.
- 1.6 Encourage the use of SE Powell as the major east-west corridor to reduce the volume of through traffic on local streets and the negative impacts traffic has on the neighborhood, including speeding, noise, and air pollution.¹
- 1.7 Enhance the appearance and safety of SE Foster Road and SE Powell Boulevard.²
- 1.8 Enhance pedestrian safety and comfort along SE Thirty-ninth, while recognizing it as a major north-south street for autos.³
- 1.9 Support street connectivity for bikes and pedestrians when large blocks are redeveloped in the neighborhood.

¹ Similar objectives have been adopted by the HAND and Richmond neighborhoods.

² A similar objective has been adopted by the Brooklyn neighborhood.

³ A similar objective has been adopted by the Richmond neighborhood.

Action Chart: Traffic and Transportation

#(3)	ACTIONS (1)	Time				Implementors (2)
		Adopt With Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
T1.1	Request that PDOT select the pedestrian parkway identified in the urban design concept map (see page 41) as a Green Street Project in the <i>Pedestrian Master Plan</i> . Consider installing curb extensions at key crossing points along the pedestrian parkway.			X		CKNA, PDOT
T1.2	Implement traffic calming along SE 42nd between SE Powell and SE Holgate.				X	Property owners, PDOT
T1.3	Support the following Pedestrian Crossing projects identified in the <i>City's Pedestrian Master Plan</i> : <ul style="list-style-type: none"> • SE Powell at 21st Avenue; • SE Powell at Foster Road; • SE Powell at 50th Avenue; and • SE 39th Avenue at Francis Street 	X				CKNA, PDOT
T1.4	Implement solutions to traffic problems at intersections where existing traffic conditions pose a serious threat to safety of all users. Intersections with problems are: <ul style="list-style-type: none"> • SE Holgate and 35th; • SE Powell and 36th; and • SE Powell and 28th/32nd. 			X		CKNA, Local businesses, PDOT, ODOT
T1.5	Work with adjacent neighborhoods to develop a link from CKNA's walkways and bikeways to the Eastside Esplanade and Willamette Greenway.			X		CKNA, PDOT
T1.6	Work with other eastside neighborhoods to advocate for eastside light rail and trolley/streetcar options that serve the neighborhood.		X			CKNA

Action Chart: Traffic and Transportation (continued)

T1.7	Implement bike projects identified in CKNA as part of the <i>Bicycle Master Plan</i> and the <i>Capital Improvements Program (CIP)</i> . They are: <ul style="list-style-type: none"> • SE Holgate: SE 28th-82nd Avenue Bike Lane Improvement Program; • bikeway through the 20s and 50s blocks of the neighborhood; • recommended bikeway on SE Gladstone east of SE 42nd, and along SE 52nd and SE 42nd; • improving safety of bike crossings at SE 28th and Holgate; and • other east west routes connecting the neighborhood to downtown. 			X		PDOT, CKNA
T1.8	Request that Tri-Met: <ul style="list-style-type: none"> • provide service on Sundays and increase frequency on all days for Harold #10; and • provide 24 hour service, 7 days a week for Powell #9 bus route. 		X			CKNA
T1.9	Improve bike and pedestrian facilities along SE Cora between SE 28th and SE 31st by forming a local improvement district (LID).			X		CKNA, property owners
T1.10	Support street connectivity for bikes and pedestrians when large blocks are developed at the following streets: <ul style="list-style-type: none"> • SE Cora Drive between SE 34th and 37th; • SE 36th between SE Francis and Powell; and • SE 31st between SE Francis and Powell. 			X		PDOT, CKNA and Property Owners
T1.11	Consider placing stop signs on the following streets based on the City's adopted criteria for new stop signs. <ul style="list-style-type: none"> • two way signs on SE Francis at 37th; and • two way signs on SE Francis at 42nd. 			X		CKNA, PDOT
T1.12	Extend SE 22nd to SE Holgate and provide connectivity for truck traffic from the industrial area to the east.				X	CKNA, BAC, Fred Meyer, and PDOT
T1.13	Create a street connection in the vicinity of SE Lafayette from SE 26th to SE 22nd when future development occurs in that area.				X	CKNA, BAC, Fred Meyer, PDOT, and GBBA,

Action Chart: Traffic and Transportation (continued)

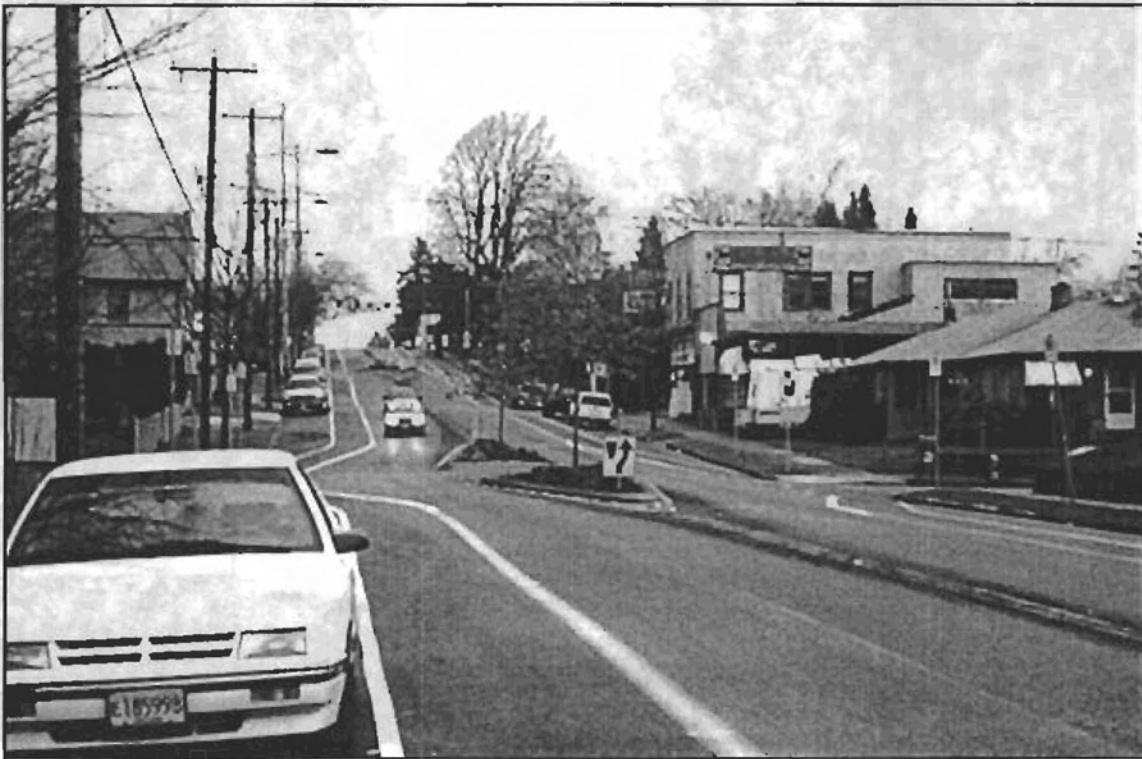
T1.14	Work with PDOT and ODOT to improve safety and appearance of SE Powell Boulevard. Consider ways to make pedestrian crossings safe. Study the impact of installing medians/islands on traffic and pedestrian crossings and trees and landscaping on medians/islands.				X	CKNA, ODOT, GBBA
T1.15	Request that Tri-Met include bus shelters and other transit amenities westbound at SE 28th/Gladstone, eastbound at SE Powell/ 28th, and northbound at SE 28th/Holgate.			X		CKNA
T1.16	Request that Tri-Met post bus schedules at all stops located in the neighborhood.			X		CKNA
T1.17	Examine traffic flow when allowing left turns from SE 26th to SE Powell Boulevard in the north bound direction. (Traffic gets backed up on SE 26th all the way till SE Rhone.)			X		PDOT, ODOT
T1.18	Plan for a new North-South bikeway along the 30s blocks and include it in the City's <i>Bicycle Master Plan</i> . (See map on page 41.)		X			PDOT, CKNA
T1.19	Support the Pedestrian Corridor project along SE Holgate between SE 39th to SE 52nd, identified in the City's <i>Pedestrian Master Plan</i>	X				CKNA, PDOT
T1.20	Work with Tri-Met to install signal lights or signs announcing arrival and departure of buses at major bus stops.				X	CKNA, local businesses
T1.21	Work to reduce conflicts between autos and bikes on the street by informing neighborhood residents and employees of traffic rules through neighborhood newsletters.		X			CKNA, PDOT
T1.22	Request that PDOT install signs along the pedestrian parkway to facilitate bike access to parks.			X		CKNA
T1.23	Improve police monitoring of the stop sign traffic rule at SE Francis and SE 28th Place.			X		PB, CKNA
T1.24	Consider ways to improve the safety for left turning drivers on 39th and SE Holgate.			X		CKNA, PDOT

Action Chart: Traffic and Transportation (continued)

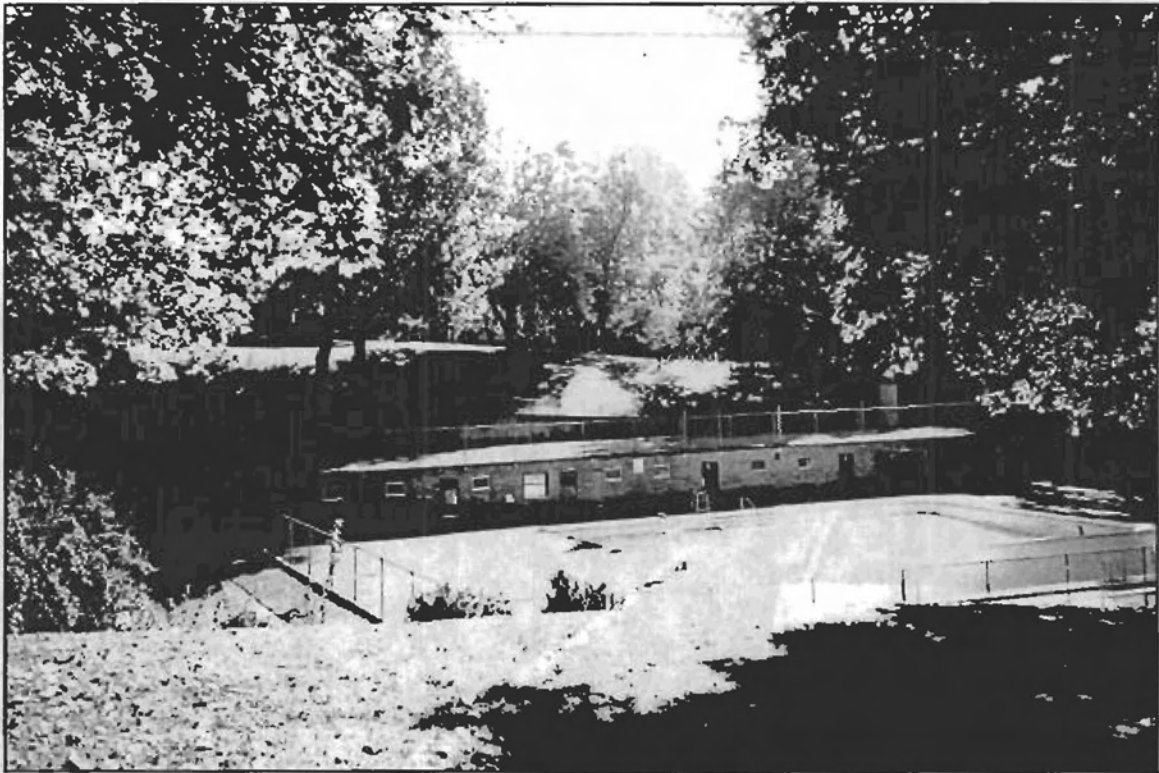
T1.25	Implement the formal design boulevard treatment on SE Foster Road as designated in the beautification policy of the <i>Transportation Element</i> of the <i>Comprehensive Plan</i> .				X	PDOT
T1.26	Work with property owners to form a local improvement district to build the sidewalks in location where they are missing.			X		CKNA , PDOT, and property owners
PROGRAMS						
T pg 1.1	Establish a neighborhood speed watch program. Focus on SE Francis, SE 52nd, SE 42nd, SE 26th, SE 28th Avenue, east of SE 28th Avenue on SE Holgate, SE Gladstone, SE Cora east of SE 39th, and SE 37th between SE Holgate and SE Gladstone.			X		Local businesses, residents, and CKNA
T pg 1.2	Work with volunteers to install safe and accessible bike racks at businesses to support bicycle riders.			X		CKNA, local businesses
T pg 1.3	Identify projects to submit to the Office of Transportation, that will qualify for PDOT's Pedestrian Spot Improvement Program and the Bicycle Spot Improvement Program.			X		CKNA
T pg 1.4	Utilize the "Buy a Bump" program on SE Francis between 26th and 39th, SE 31st between Gladstone and Holgate and other appropriate locations.				X	CKNA, property owners
T pg 1.5	Provide incentives such as a discount on bus passes, to residents and business employees to ride transit.			X		CKNA, local businesses
T pg 1.6	Inform residents about the Reclaiming Our Streets Program through newsletter articles.			X		PDOT, CKNA
T pg 1.7	Work with Tri-Met to inform residents about the benefits of using transit.			X		CKNA

Notes:

1. This action chart has been approved by the Portland City Council by resolution. It is a starting place. All actions have at least one identified implementor. Actions have been adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals based upon the implementation leader's ability to take action.
2. Identification of an implementor for an action is an expression of interest and support. The ability to carry out the action may change with unforeseen circumstances which will affect and require the actions be changed or replaced with others.
3. The numbering, or order of actions under PROJECTS and PROGRAMS, conveys the neighborhood's priority ranking.



Traffic calming project on SE Gladstone



Creston Pool in Creston Park

Parks, Recreation, and Environmental Resources

The Creston and Kenilworth Parks in the neighborhood are key features that contribute to the quality of life of neighbors and visitors from all over the city. Recent projects focused on improving these parks and other community facilities are described in Appendix VI.B.

About 76 percent of the 1996 survey respondents and attendees at the public forums have indicated that parks and open spaces are very important to them. It ranked the highest on the list of the neighborhood's concerns. Recreational areas and options for kids were considered inadequate by 34 percent of the respondents. This ranked second among their top three concerns. The third concern was lack of community gathering places, especially to serve seniors and youth.

While the existing parks meet most of the neighborhood's recreational needs, there is a desire for more green spaces to balance increased development in the neighborhood. The neighborhood envisions that new multifamily development will be linked with increase in park land and open spaces that enhance the neighborhood's public realm. These may be in the form of small pocket parks. Neighbors and the City have noted that the area east of SE Fifty-second Avenue is park-deficient.

The Parks, Recreation and Environmental Resources policy focuses on promoting a variety of programs for children, youth, adults and seniors in the parks involving local institutions, schools and churches. Planting street trees, maintaining the parks, protecting and enhancing the natural environment, and maintaining adequate stormwater and sewer systems are also important to the neighbors.

The plan envisions a public gathering place at the focal point identified in the urban design concept (see pages 37 to 41). It also delineates a pedestrian parkway which provides the neighborhood with a pleasant, attractive, and safe recreational pedestrian route. The neighborhood will also work jointly with surrounding neighborhoods to identify suitable sites and potential partners for building and maintaining a community center.

Policy 2: Parks, Recreation, and Environmental Resources

Adopted as part of Portland's *Comprehensive Plan*

2A: Maintain a safe, active, attractive and accessible parks system that accommodates active and passive recreational needs of children, youth, adults, and seniors.

2B: Create new private and public open spaces that balance increased residential density and enhance neighborhood livability.

2C: Maintain and enhance the quality of the urban forest in the neighborhood.

2D: Protect and enhance the environmental resources in the neighborhood and maintain an effective stormwater system.

Objectives

- 2.1 Continue to support upcoming *Parks Bond Projects* and other financial programs to improve parks in the neighborhood.
- 2.2 Encourage residents to use the parks by supporting recreational programs and facilities in parks including the pedestrian parkway.*
- 2.3 Encourage inclusion of private open spaces in conjunction with new developments built in the neighborhood. Encourage small pocket parks* to better serve the triangular area bounded by SE Fifty-second, SE Foster and SE Holgate as part of the *Foster Target Area Plan*.
- 2.4 Consider the impacts and tradeoffs involved when planning for future buildings on park sites in and around the neighborhood.
- 2.5 Support the Combined Sewer Overflow (CSO) reduction project and encourage "green solutions," i.e. projects that include planting of vegetation to reduce stormwater run-off and pollutants, along with the conventional remedies to sewer and stormwater problems.

*(See urban design concept on page 37)

Action Chart: Parks, Recreation, and Environmental Resources

#(3)	ACTIONS (1)	Time				Implementors (2)
		Adopt With Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
PR 2.1	Plant trees and provide amenities to enhance the pedestrian parkway linking the residential areas with the existing parks. (See urban design concept map on page 41 and T 1.1 on page 55.)			X		PP&R, CKNA
PR 2.2	Identify suitable vacant lots, unused paved areas and other sites that can be developed into neighborhood-friendly, safe, and accessible public spaces. An example is the vacant lot next to the Reedwood Care building on SE Francis. Seek partnership agreements with their owners to improve their appearance and reduce stormwater run-off by either: a. landscaping them with native plants where appropriate; b. making them pocket parks; or c. creating community gardens.			X		PP&R (for technical support), BES, CKNA and property owners
PR 2.3	Organize summer music events and performances in the Creston and Kenilworth Parks.			X		PP&R, CKNA
PR 2.4	Maintain existing community garden spaces in the neighborhood.			X		PP&R, CKNA
PR 2.5	Install "pooper-scooper" stations in parks to provide park users with tools for cleaning and disposal of pet waste.			X		PP&R
PR 2.6	Design and install an information bulletin board to announce neighborhood events and provide information. Locate the board in the Kenilworth Park at SE 32nd and Cora. Work with PP&R to design and install a bulletin board near the parking lot of the Creston Park.		X			PP&R, CKNA (CKNA will maintain the bulletin boards)
PR 2.7	Care for and preserve the older trees in the neighborhood.			X		CKNA, City Forester
PR 2.8	Plant new street trees, especially along the SE Holgate corridor, SE Gladstone, SE Francis, SE 52nd Avenue, SE 42nd Avenue, SE 28th Place and SE 39th Avenue.		X			CKNA, FOT, City Forester

Action Chart: Parks, Recreation, and Environmental Resources (continued)

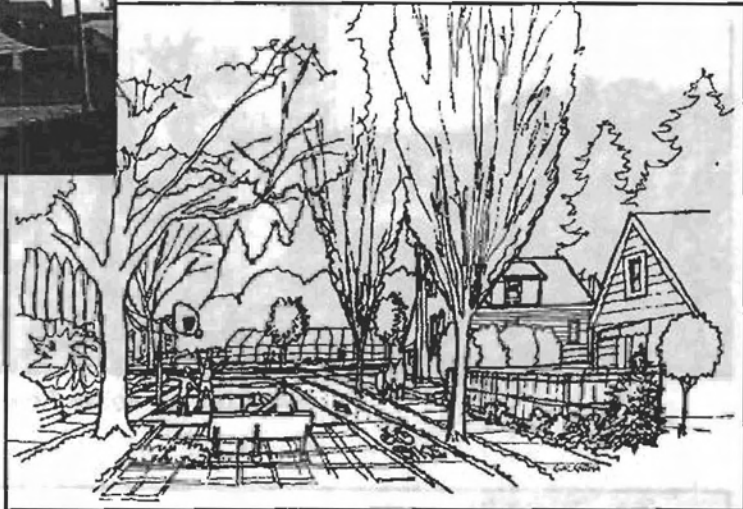
PR 2.9	Identify suitable sites and potential partners for building and maintaining a community center.		X			PP&R, CKNA, adjoining neighborhood associations and other agencies
PR 2.10	Develop "green solutions" such as growing vegetation on vacant lots, storing rain water, and landscaping, in conjunction with the sewer improvements identified in the Insley Taggart sewer project.			X		BES, interested property owners, CKNA
PR 2.11	Improve Creston Park by: a. building comfortable sitting areas (other than picnic benches); b. pruning shrubs in the parks to maintain appearance and safety; and c. planting native plant species where appropriate.			X		CKNA, PP&R
PR 2.12	Identify sites for reclaiming green spaces along the path of the historic stream that once ran through the neighborhood. Consider sites located in the area between SE Francis, SE Powell Boulevard, SE 31st and SE 32nd.				X	CKNA
PROGRAMS						
PR pg 2.1	Provide supervised activities and programs for children in the local parks.			X		CKNA, PP&R, private agencies
PR pg 2.2	Create an active "Friends of the Parks" group or "Parks and Streets" program to solicit neighbor and other organizations' assistance with park clean up and maintenance. Tie into PP&R's "Adopt-a-Park" program, Friends of Trees, Native Plant Society and the Urban Forestry Division Neighborhood Tree Liaison program.			X		PP&R, CKNA, other interested organizations
PR pg 2.3	Inform residents about native plant species, their availability, and how to use and maintain them.			X		CKNA, PP&R
PR pg 2.4	Create a land trust to protect existing park spaces and acquire new parks.				X	CKNA, non-profit agencies

Notes:

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V. COMPREHENSIVE PLAN POLICIES, OBJECTIVES AND ACTIONS

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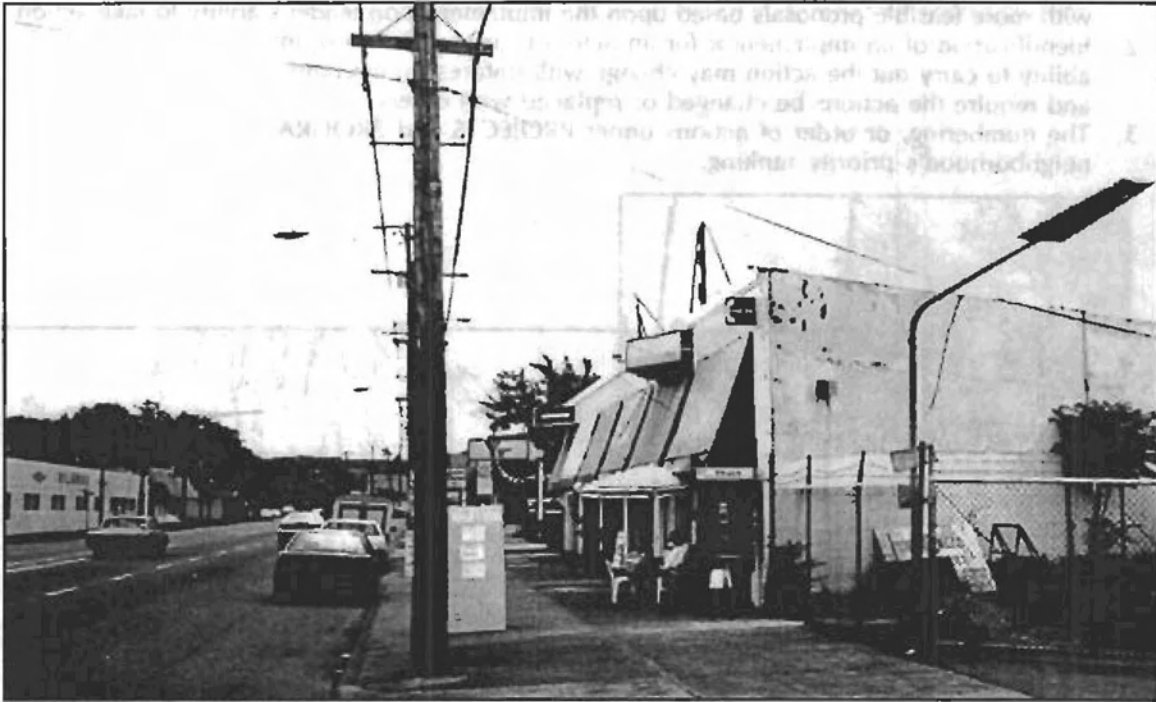


SE Cora Street at SE 30th Avenue as existing and concept sketch of the pedestrian parkway along SE Cora Street at SE 30th Avenue



Kenilworth Park

V. COMPREHENSIVE PLAN POLICIES, OBJECTIVES AND ACTIONS



Storefront on Foster Road



Commercial uses along Powell Boulevard

Business and Economic Development

Fifty-six percent of Creston Kenilworth's residents are low-income according to 1990 census data. Eighteen percent of households live below the poverty level. These households are concentrated in the area bounded by SE Fiftieth, SE Holgate, and SE Foster, which meets the criteria for eligibility of Housing and Community (HCD) funds. The neighborhood is currently utilizing these funds to develop a *Foster Target Area Plan* with adjoining neighborhoods. Appendix VI.B. provides information on this plan.

Creston Kenilworth neighbors recognize that economy is an integral part of a healthy community. Thirty-seven percent of the 1996 survey respondents have indicated that the variety of neighborhood businesses are inadequate. The appearance of businesses is also a major concern. Family-oriented restaurants, a hardware store, a deli, a book store, day cares and coffee places are some of the services residents would like to see.

The Business and Economic Development policy encourages a variety of businesses and employment opportunities, including home businesses, to locate in the neighborhood. They also include measures to promote use of nonpolluting and sustainable materials, the pedestrian character of the neighborhood, mass transit ridership and other alternative means of transportation.

The relationship of businesses with residents is critical in the economic development of a neighborhood. Creston Kenilworth seeks to form good neighbor policies with key businesses and employers, to ensure compatibility. The residents and the business owners seek to meet the needs of the residents, be economically viable, and contribute to the area's public life, diversity, and sense of community.

As described in the urban design concept, public enhancements and improvements will be designed in the neighborhood. They will include a pedestrian parkway, pocket parks, and a focal point with community gathering places. These enhancements will stimulate private investments and development at the focal point and commercial nodes on major traffic and transportation corridors of the neighborhood. They will provide incentives for new neighborhood scale businesses to locate in the area, making it a vibrant and self-sufficient neighborhood.

Policy 3: Business and Economic Development

Adopted as part of Portland's *Comprehensive Plan*

Support local businesses that serve the resident's needs, provide a public forum for interaction, and bring diversity to the neighborhood.

Objectives

- 3.1. Encourage businesses that will serve as neighborhood gathering places and support community related activities through their streetscape and orientation.
- 3.2 Promote a spatial clustering of businesses at the commercial and mixed-use nodes consistent with the urban design concept.*
- 3.3 Support efforts by commercial and civic enterprises to improve their storefront appearance and make them attractive, safe and pedestrian-friendly places to visit.
- 3.4 Support development of living wage employment opportunities within a two mile radius of the neighborhood.
- 3.5 Support businesses that conserve resources and focus on being energy-efficient.
- 3.6 Encourage locally owned businesses and businesses owned and operated by cooperatives.
- 3.7 Encourage home businesses in the neighborhood.
- 3.8 Encourage patronage of businesses in and around the neighborhood. Encourage businesses to use local suppliers of materials and services.
- 3.9 Support new proposals for businesses that provide employment to local residents and support the neighborhood plan's vision.
- 3.10 Support development of affordable high quality day care facilities in the neighborhood, in conjunction with new and existing employment opportunities.

* (See urban design concept on page 37)

Action Chart: Business and Economic Development

#(3)	ACTIONS (1)	Time				Implementors (2)
		Adopt With Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
BE 3.1	Work with property owners and other agencies to rehabilitate and occupy abandoned businesses, especially along SE Foster and SE Powell, and within the Foster target area.			X		CKNA, PDC
BE 3.2	Work with the business associations and seek funds to improve viability, character and types of businesses along SE Foster.			X		CKNA, GBBA, FABA
BE 3.3	Form a business search committee to actively solicit businesses that encourage more pedestrian traffic, serve household needs, and diversify the neighborhood's economic base. Businesses may include: <ul style="list-style-type: none"> • cafes with outdoor seating; • coffee houses with a gathering place; and • a bookstore. 			X		CKNA, FABA, GBBA, and interested agencies
BE 3.4	Seek funding for storefront improvements and provide amenities including awnings, community information boards in business area, signs, and lighting, especially in the Foster target area.			X		CKNA, BHCD, PDC, GBBA, FABA, involved business owners
BE 3.5	Develop a "Good Neighbor-Business Policy" with guidelines which promote good business and neighborhood relations. Encourage residents and businesses to follow these agreements.			X		business owner, SEUL, GBBA, FABA, CKNA, PB, interested neighbors
BE 3.6	Solicit sponsorships for the newsletter to increase residents' awareness of the variety of services available locally. Feature one neighborhood business in each issue of the neighborhood newsletter.		X			CKNA, GBBA, FABA

Action Chart: Business and Economic Development (continued)

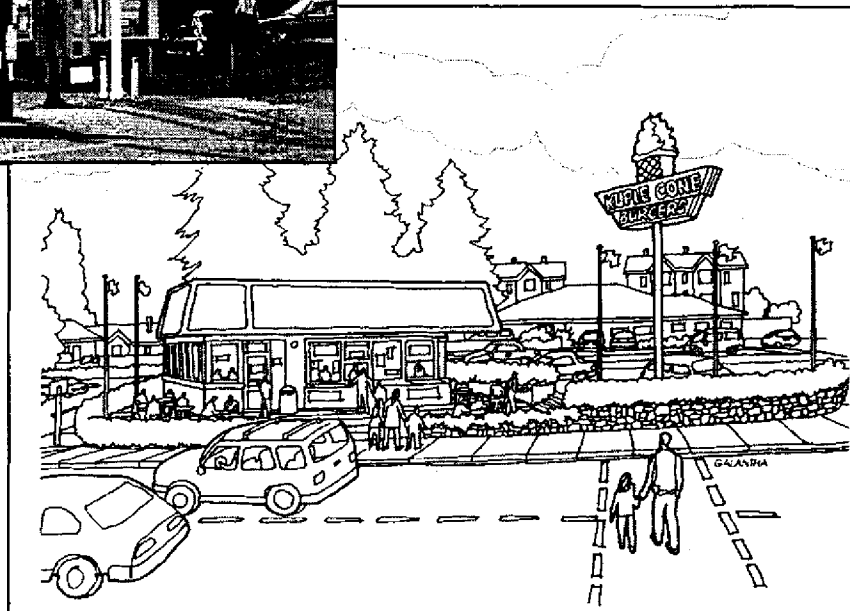
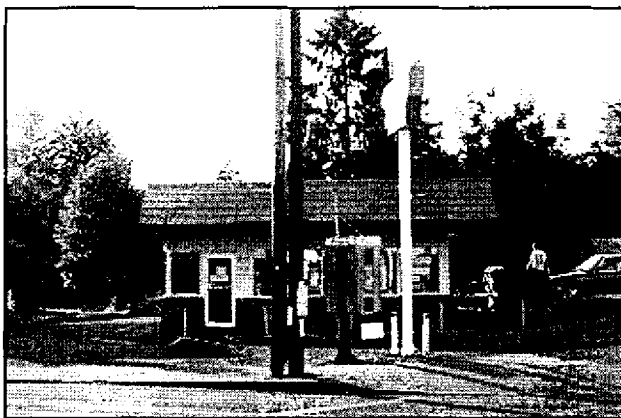
BE 3.7	Conduct an inventory of all businesses within the neighborhood, within one-half mile of the neighborhood boundaries and all home businesses. Compile a Creston Kenilworth neighborhood business directory that includes the name, location, owner, type of business, description of services offered, permits and licenses, and number of employees. Update the directory by conducting inventories every two years.		X			CKNA, FABA, GBBA, APNBA
BE 3.8	Clean up trash in surface parking lots accessory to businesses.			X		CKNA, Involved businesses, GBBA, FABA
BE 3.9	Reach out to minority business owners and encourage them to participate in neighborhood and business association activities.			X		CKNA, GBBA, FABA
BE 3.10	Work with auto-oriented business owners to make their property more friendly to pedestrians. This may be done by using improved signage and landscaping their parking lots.			X		CKNA, GBBA, FABA
BE 3.11	Inform residents about and utilize the employment training programs available at local agencies, schools, and nonprofits including AARP, SE Works, and Portland Community College. Advertise training and educational opportunities in the neighborhood newsletter. Sponsor career days with employers and educational/training organizations.		X			CKNA, FABA, GBBA
	PROGRAMS					
BE pg 3.1	Start a program to help small new businesses with shared support services like photo-copying, telephone answering service, word processing, etc.			X		CKNA, SE Works, and interested agencies

Action Chart: Business and Economic Development (continued)

BE pg 3.2	Find innovative and efficient ways to conserve natural resources and prevent pollution through their programs such as the "Business for an Environmentally Sustainable Tomorrow"- BEST- Program.				X	Energy Office, CKNA
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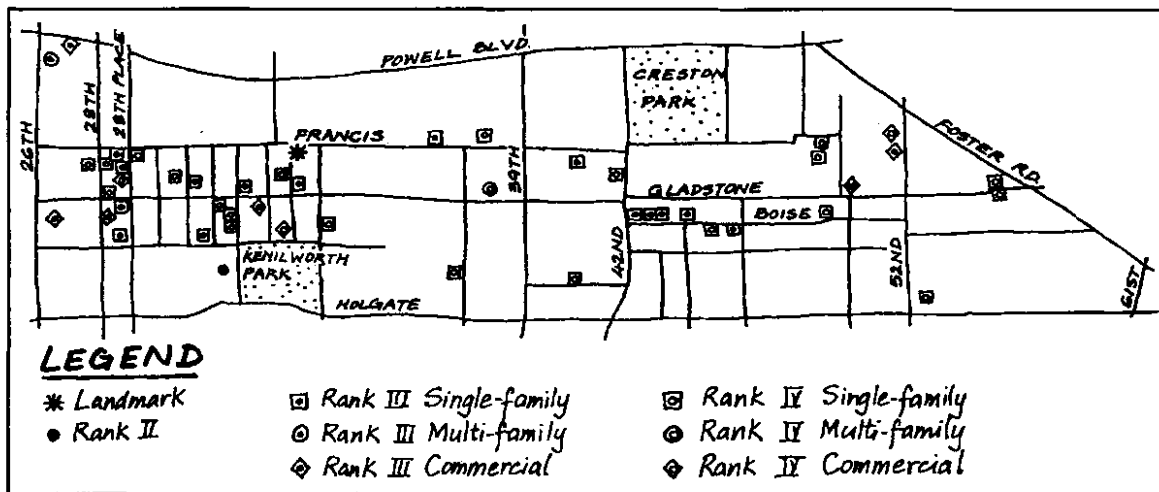
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Existing business at SE 39th and SE Holgate and concept sketch showing its improved appearance

V. COMPREHENSIVE PLAN POLICIES, OBJECTIVES AND ACTIONS



Distribution of historic properties

Land Use, Urban Design and Historic Preservation

Creston Kenilworth is a pleasant residential area with a variety of housing types and some commercial uses. Its buildings range in style from the streetcar era to the modern times. The streetcar era buildings are scattered along SE Gladstone. Auto-oriented buildings of the late 1900s are concentrated along SE Thirty-ninth Avenue and SE Powell Boulevard. Other sections of the area have a mix of pre- and post-World War II housing. The neighborhood's unique features include the Community Music Center which is a regional attraction and a city landmark. The Creston and Kenilworth Parks are citywide attractions that contribute also to the neighborhood's character.

Historic Resources

Forty-nine structures in the neighborhood have been included in the City of Portland's historic resources inventory. Thirty-six of them are single-family homes, nine are multifamily, two are streetcar era commercial buildings, and two are institutions. Two trees, an American Sycamore at 4234 SE Thirty-third Place and a Tulip tree at 3104 SE Gladstone are on the City's heritage tree list. Preservation of these historic features will ensure a legacy for future generations. They will serve as physical reminders of the neighborhood's past and help retain its cultural identity.

The map on the facing page shows the distribution of the historic properties in the neighborhood. They are located within 200 feet on either side of SE Gladstone Street, a historic streetcar route. Most of them are concentrated in the area bounded by SE Twenty-sixth, SE Thirty-fourth, SE Francis and SE Cora, and a couple are located at SE Twenty-sixth and SE Powell. There is a small concentration along SE Boise Street, east of SE Thirty-ninth Avenue,. Others are scattered along SE Forty-second, SE Fiftieth, SE Fifty-second and SE Foster.

The Community Music Center ranks highest as a city landmark and Grout School is designated as Rank II. Of the remaining 47 properties, 18 are Rank III, and 29 are Rank IV. Five of the Rank III properties are multifamily, one is commercial, and 12 are single-family homes. They were built between 1889 and 1930. Among the 29 Rank IV properties, four are multifamily, one is commercial, and 24 are single-family. They were built between 1890 and 1951. For rank descriptions and information on historic preservation, see Appendix VI.B.

Land Use and Urban Design

The land use pattern in Creston Kenilworth has not changed drastically in the last 10 years, although small changes are occurring in scattered areas. Within the last five years, five new rowhouse projects have sprung up in areas zoned for attached and multifamily housing. Appendix VI.B. shows the existing zoning and comprehensive plan designations and a diagram of land uses.

Commercial uses have not changed much, with the exception of a Walgreen's pharmacy that will be built at SE Thirty-ninth and SE Holgate. Retail is scattered at intersections along major transit and traffic routes. Appendix VI.B. shows a map of vacant parcels in the neighborhood. There is a potential for infill housing on these vacant lots and redevelopment of selected commercial lots for mixed-uses.

The neighborhood finds that there is no central activity hub that draws people together in their area. They desire an active business cluster like the Woodstock or Hawthorne area. The lack of a central gathering place for the community was a top concern for 54 percent of the 1996 survey respondents. Thirty-nine percent responded that they wanted a mix of commercial and residential uses, especially along transit streets. The desire for controlling the design of apartment buildings was also expressed by many public forum participants.

The Land Use, Urban Design and Historic Preservation policy focuses on implementing the urban design concept plan described in section III. The concept indicates the neighborhood's preferred development patterns. The policy's intent is to create a cohesive and fine grained pattern of diverse uses that will accommodate the housing, recreational, social, and business needs of the neighbors. It supports development of commercial uses in small clusters along major traffic and transit corridors of SE Powell, SE Holgate, and SE Thirty-ninth. Developments clustered around SE Thirty-ninth and SE Gladstone will include a gathering place and become a focal point. The clusters will include additional housing in mixed-use developments, while maintaining the existing single-family homes. Developments will be friendly to pedestrians and transit.

Public amenities and open spaces will contribute to the area's public realm. The neighborhood's historical features will be enhanced and preserved to contribute to the neighborhood's identity. The neighborhood has also developed voluntary design guidelines, included in Appendix VI.G., that will enhance the area's character, appearance and livability.

Policy 4: Land Use, Urban Design and Historic Preservation

Adopted as part of Portland's *Comprehensive Plan*

4A: Promote development that is pedestrian-friendly, has human scale and contributes in its design and form to the livability of the neighborhood.

4B: Preserve and enhance the existing historical character and elements of the neighborhood to reinforce Creston Kenilworth's unique neighborhood identity.

Objectives

- 4.1 Implement Creston Kenilworth's urban design concept.*
- 4.2 Strengthen and define the SE Powell, SE Foster, and SE Holgate corridors of the neighborhood.*
- 4.3 Step down new larger development built along the corridors to the scale of the existing adjacent buildings in the established residential areas.
- 4.4 Provide convenient, safe and attractive pedestrian links from the SE Powell, SE Foster, and SE Holgate corridors to the residential areas. Maintain convenient transit access to the neighborhood.
- 4.5 Strengthen the neighborhood's focal point at SE Thirty-ninth and SE Gladstone*, by encouraging mixed-use, civic and multidwelling development. Include amenities such as street trees, awnings, art work and special paving.
- 4.6 Develop mixed-use nodes at SE Twenty-eighth, SE Thirty-ninth, and SE Fifty-second on SE Holgate.*

* (See urban design concept on page 37 for a description of corridors, focal point and nodes.)

Policy 4: Land Use, Urban Design and Historic Preservation (continued)

Adopted as part of Portland's *Comprehensive Plan*

- 4.7 Promote development of neighborhood-oriented retail nodes along SE Gladstone at SE Twenty-sixth, SE Twenty-eighth, and SE Thirty-eighth, and along SE Holgate at SE Forty-second.*
- 4.8 Use special signs and/or art work at neighborhood gateways* to celebrate the sense of entry.
- 4.9 Create an enhanced pedestrian parkway* to strengthen Creston Kenilworth's sense of community and link areas in and outside the neighborhood to the focal point and other neighborhood features and attractions.
- 4.10 Encourage developers to recognize historical themes in the designs of new development.
- 4.11 Preserve and enhance all developments in Creston Kenilworth that are historically and architecturally significant.
- 4.12 Promote good design in areas where intense commercial and multifamily development will occur, especially along the SE Powell, SE Foster, SE Thirty-ninth, SE Fifty-second and SE Holgate corridors.
- 4.13 Encourage developers to follow the design themes in Creston Kenilworth's urban design concept* and be consistent with the voluntary design guidelines. •

* (See urban design concept on page 37)

• (See Appendix VI.G)

Action Chart: Land Use, Urban Design and Historic Preservation

#(3)	ACTIONS (1)	Time				Implementors (2)
		Adopt With Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
LUD 4.1	Work with local artists to design murals, and special signage, paving and art work for the gateways, historical features, and points of interest along the pedestrian parkway described in the urban design concept.			X		CKNA, local artists, local businesses
LUD 4.2	Work with agencies to provide local developers with incentives to build retail with housing at the small mixed-use nodes on SE Holgate at SE 28th, SE 39th and SE 52nd, and the focal point at SE 39th and SE Gladstone.		X			CKNA, PDC, GBBA, FABA, BHCD, other nonprofit agencies
LUD 4.3	Support rehabilitation and occupancy of dilapidated and abandoned buildings in the neighborhood.			X		CKNA, PDC
LUD 4.4	Utilize the voluntary design guidelines developed by the neighborhood to evaluate new commercial/mixed-use, and multifamily proposals and make recommendations to developers.			X		CKNA
LUD 4.5	Increase residents' awareness of the neighborhood's history, architecture and other significant features that contribute to its identity by developing brochures/newsletter articles and videos to document them.			X		CKNA
LUD 4.6	Coordinate with adjoining neighborhood groups to guide new development consistent with Creston Kenilworth's urban design concept.		X			CKNA
LUD 4.7	Enforce building regulations to rehabilitate abandoned buildings such as those at SE Powell and SE 31st.		X			CKNA, BOB
LUD 4.8	Work with the Foster-Powell neighborhood to develop community gathering places along SE Foster Road.				X	CKNA

Action Chart: Land Use, Urban Design and Historic Preservation (continued)

LUD 4.9	Consider the area at the intersection of SE Powell, SE Foster and SE 50th in future projects for developing main street standards.			X		BOP, CKNA
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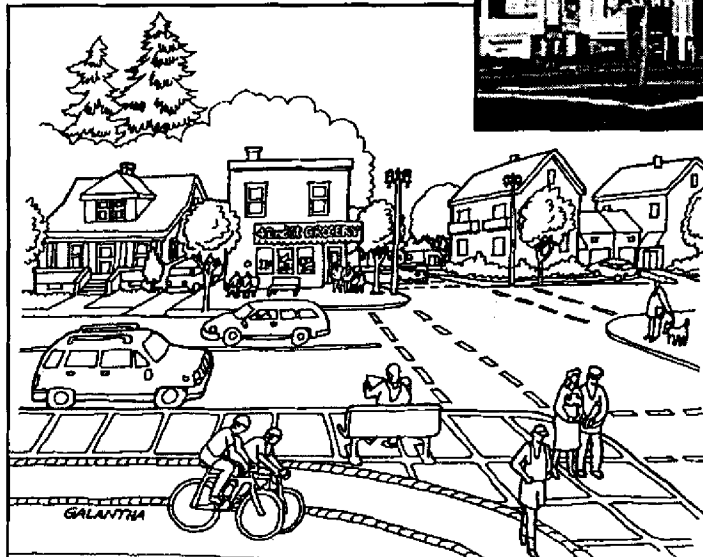


Existing development at SE 29th and SE Gladstone and concept sketch showing possible redevelopment

V. COMPREHENSIVE PLAN POLICIES, OBJECTIVES AND ACTIONS



Existing development at SE 42nd and Holgate and concept sketch showing possible redevelopment and historic streetcar gateway

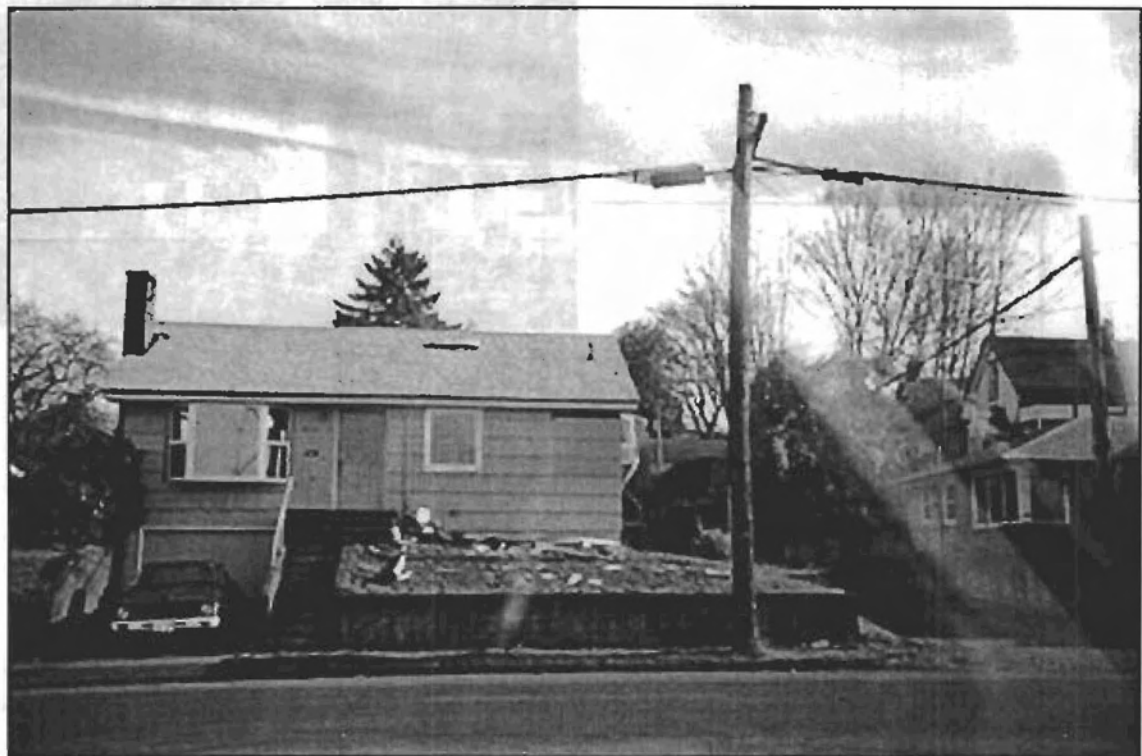


Existing street intersection at SE Gladstone and SE 42nd Avenue and concept sketch showing possible improvements

V. COMPREHENSIVE PLAN POLICIES, OBJECTIVES AND ACTIONS



New rowhouse development on SE Francis



An abandoned house – an eyesore to the neighbors

Housing

Creston Kenilworth is primarily a low and moderate income residential neighborhood. In 1990 it had a total of 3,629 housing units, 46 percent of which were single-family detached homes. Between 1980 and 1990 the number of single-family homes declined by one percent. Other than the single-family detached homes, the housing stock was composed of one percent single-family attached homes, 18 percent homes with two to four units, and 34 percent homes with five or more units. In recent years, the number of single-family attached homes, especially in the form of rowhouses, have been increasing.

Only 34 percent of the housing was owner occupied as per the 1990 census, which is less than most inner southeast neighborhoods, with the exception of Buckman, Reed, Sunnyside and Kerns. The high percentage of renter occupied housing has contributed to a decreased sense of ownership in the neighborhood and poor maintenance of the housing stock. One hundred and eighty-six units were vacant in 1980, and by 1990 the number decreased by 24 units. The neighborhood desires to increase owner occupancy while keeping the neighborhood affordable for renters too.

The 1996 census estimates 3,735 households in Creston Kenilworth, a 10 percent increase from the 3,396 households of 1980. The 1996 average household size was 2.25 persons per housing unit. Thirty-seven percent of the 1990 households had one person living alone.

The 1996 and 1998 survey asked residents and property owners what would help improve the neighborhood. The most frequent responses were to have better maintained homes, cleaned up rentals, and fewer, large run-down apartments. Thirty-seven percent of the 1996 survey respondents supported accessory dwelling units (add-a-rentals) as a means of increasing housing affordability. Garden court apartments were favored by 26 percent and infill on vacant lots by 23 percent. Some supported large homes converted into low-income apartments.

The policies and actions in this plan focus on protecting the single-family housing stock and encouraging a wide variety of housing types that serve a range of incomes in the neighborhood. It focuses on increasing owner occupancy, improving housing conditions, and maintaining the affordability of housing, all of which are growing concerns of the neighborhood.

Policy 5: Housing

Adopted as part of Portland's *Comprehensive Plan*

- 5A:** Improve and rehabilitate the existing housing stock.
- 5B:** Encourage infill housing development along transit streets and at the commercial and mixed-use nodes.
- 5C:** Encourage a diversity of housing types that serve a range of income levels and types of households.

Objectives

- 5.1 Promote affordable home ownership opportunities and programs.
- 5.2 Promote programs that improve the quality and living conditions of rental housing in the neighborhood, and the relationship between landlords and tenants.
- 5.3 Encourage developers, realtors and contractors to build a variety of housing types such as accessory dwelling units, co-housing, duplexes, rowhouses and mixed-use buildings. Target housing at locations that support commercial activity, including the nodes on SE Holgate at SE Twenty-eighth, SE Thirty-ninth, and SE Fifty-second, and on SE Gladstone at SE Twenty-eighth, and SE Thirty-ninth. Target housing along the SE Powell and SE Foster corridors, especially at SE Fiftieth Avenue.*
- 5.4 Encourage new housing and remodels to be well-designed and friendly to pedestrians.
- 5.5 Create new open spaces along with new housing in the neighborhood. (See Policy 2.)
- 5.6 Encourage programs for interested renters to purchase the homes they rent.

* (See urban design concept on page 37)

Action Chart: Housing

#(3)	ACTIONS (1)	Time				Implementors (2)
		Adopt With Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
H 5.1	Form a committee to <ul style="list-style-type: none"> • identify homes and rental properties that are run down; and • seek funding to upgrade and improve them or buy the property and redevelop them. 				X	CKNA
H 5.2	Work with nonprofits and City agencies to buy or build affordable housing in the neighborhood. Work with them to secure low interest loans for property owners to improve their property.		X			CKNA, REACH, BHCD
H 5.3	Consider designating portions of the neighborhood east of SE 50th as a distressed area to allow qualified homeowners to be eligible for limited property tax assessment when making home improvements, rehabilitating, or constructing new owner occupied single-family homes.			X		CKNA, BOP, PDC, BHCD
H 5.4	Utilize the voluntary design guidelines developed by the neighborhood to evaluate new housing proposals and make recommendations to developers.		X			CKNA
H 5.5	Feature homes in the neighborhood newsletter to acknowledge owners efforts in cleaning up, maintaining and improving their homes.			X		CKNA, and interested residents
	PROGRAMS					
H pg 5.1	Create a program for distributing brochures that inform residents about landlord-tenants rights, and landlords about tenant screening methods. Obtain information from Portland Housing Center, Oregon Housing NOW, SEUL and BHCD.			X		CKNA
H pg 5.2	Inform residents about home improvement programs and weatherization methods to make their homes energy efficient, safe and livable.			X		Portland Energy Office, PGE, CKNA
H pg 5.3	Seek funding to create a land trust to own and protect affordable housing in the neighborhood.				X	CKNA, non-profit agencies

V. COMPREHENSIVE PLAN POLICIES, OBJECTIVES AND ACTIONS

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Public Safety and Health

Creston Kenilworth is a relatively safe neighborhood. Like most other inner southeast neighborhoods, residents and businesses have experienced incidents of crime, mostly related to thefts from autos and other larceny. Vandalism is also a common act in the area's parks and public places. Appendix VI.B. shows statistics of crimes and fires in the neighborhood.

About 93 percent of the 1996 survey respondents indicate that they felt safe in the neighborhood. Out of these, 28 percent felt safe only during the day. The area was considered generally safe for kids by almost 84 percent of the respondents, out of which 34 percent felt it was safe for kids only during the day. The neighborhood is relatively clean and well kept, with a few exceptions of dilapidated homes with absentee owners.

Seventy-one percent of the 1996 survey respondents indicated that visible police presence and law enforcement was their second most important concern. Graffiti removal, street cleanliness and conducting neighborhood watch programs ranked among the top 10 concerns for more than 60 percent of the respondents.

The intent of the Safety and Health policy is to develop an awareness among neighbors about unsafe and unhealthy situations and promote measures to improve them. Residents and businesses will create good neighbor policies and partnership agreements with key institutions and businesses to maintain safety, health, and cleanliness. The neighborhood will involve youth, children, and seniors in programs to keep the area safe. With the help of Southeast Uplift and the Portland Police Bureau, the neighborhood will inform residents of health and safety issues. Information will also include unsafe transportation and pedestrian conditions.

The policy also promotes clean air and water and a decrease in noise pollution. It promotes new development with windows and porches facing the streets and mixed-uses to help residents and businesses keep an eye on street activities. Neighbors are also encouraged to watch out for each other and call each other in case of emergency or when any suspicious activities or unsafe conditions are observed.

Policy 6: Public Safety and Health

Adopted as part of Portland's *Comprehensive Plan*

Encourage measures that promote the safety and health of the neighbors, and contribute to the area's livability.

Objectives

- 6.1 Improve air and water quality.
- 6.2 Promote awareness of facilities and opportunities available for neighbors to maintain their safety and health.
- 6.3 Decrease noise pollution.
- 6.4 Encourage neighbors to participate in community based emergency preparedness, planning, training and cooperative efforts to enhance the community and emergency responder's ability to respond effectively in emergencies.
- 6.5 Improve the sewer system in the neighborhood.



Sketch of possible storefront police precinct

Action Chart: Public Safety and Health

#(3)	ACTIONS (1)	Time				Implementors (2)
		Adopt With Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
PS 6.1	Create more "eyes on the streets" and a safer neighborhood environment by encouraging developers to build <ul style="list-style-type: none"> residential development with front porches, windows facing the streets, and pedestrian-friendly sidewalks; and residential uses in the commercial areas. 		X			CKNA
PS 6.2	Inform businesses about the advantages of using less toxic materials, recycling, and disposal of waste in an environmentally-friendly way.			X		CKNA, FAB A, GBBA
PS 6.3	Create phone trees to establish connections between neighbors, to call others during emergencies, and inform others when suspicious activities are observed.		X			CKNA
PS 6.4	Work with adjoining neighborhoods to find solutions for keeping the neighborhoods safe and healthy and to pool resources to implement the solutions.			X		CKNA, FAB A, GBBA, other neighborhood and business associations and organizations
PS 6.5	Assist with information on identification and removal of drug houses in the neighborhood.			X		CKNA, PB
PS 6.6	Seek funds to install exterior lighting for all businesses in the neighborhood to enhance street safety. Lighting must be directed down to minimize light pollution.			X		CKNA, FAB A, GBBA
PS 6.7	Inform residents of health facilities in and around the neighborhood, and availability of medically trained people living in the neighborhood and willing to volunteer during emergencies.			X		CKNA
PS 6.8	Work with the school district to establish block homes for children in the neighborhood.			X		PB, CKNA

Action Chart: Public Safety and Health (continued)

PS 6.9	Establish citizen foot and bike patrols in the following areas: <ul style="list-style-type: none"> • Creston and Kenilworth Parks; • all neighborhood streets; and • locations with frequent crime reports (chronic call locations), including along SE 37th between SE Cora and SE Gladstone and along SE 39th Avenue. 			X		SEUL, ONI
PS 6.10	Work with the police neighborhood response teams to conduct crime prevention activities and increase law enforcement in locations with frequent crime reports (chronic call locations).			X		CKNA, PB
PS 6.11	Use signs or educational fliers at key public locations to encourage residents to keep pets under control, clean up dog waste, and avoid littering in public places.			X		CKNA, residents
PS 6.12	Use the neighborhood newsletters and meetings to share information about public safety and health related activities including: <ul style="list-style-type: none"> • DEQ data about pollution; • reports on health effects of industrial areas and high voltage power lines; • recent crime incidents in the neighborhood; • crime prevention measures; and • solutions for keeping the neighborhood safe and healthy. Reprint articles from the Community Police News, published six times a year		X			CKNA, SEUL, DEQ
PS 6.13	Explore residents' and businesses' interest in volunteering to set up a community contact office in the neighborhood. If interest prevails, make a request to the commander in charge of the SE Precinct to consider setting up the office.			X		CKNA
PS 6.14	Improve the sewer conditions to prevent sewer back-ups and implement green solutions to improve the health and safety of residents.		X			BES, CKNA

Action Chart: Public Safety and Health (continued)

	PROGRAMS					
PS pg 6.1	Work with community organizations, such as local churches and schools, to organize positive structured activities for youth, especially after school hours, in the evenings and on weekends.			X		CKNA
PS pg 6.2	Inform residents of the Neighborhood Block Watch program and encourage interested residents to participate and organize watches for their block.		X			CKNA, SEUL
PS pg 6.3	Conduct community based programs focusing on fire and medical incident prevention with the assistance of the neighborhood fire stations.			X		CKNA, FB
PS pg 6.4	Work with the property owners to ensure that all developments have adequate water/fire hydrants to protect structures of the area from damage due to fire.				X	FB, WB

Notes:

1. This action chart has been approved by the Portland City Council by resolution. It is a starting place. All actions have at least one identified implementor. Actions have been adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals based upon the implementation leader's ability to take action.
2. Identification of an implementor for an action is an expression of interest and support. The ability to carry out the action may change with unforeseen circumstances which will affect and require the actions be changed or replaced with others.
3. The numbering, or order of actions under PROJECTS and PROGRAMS, conveys the neighborhood's priority ranking.

VI. APPENDICES

VI.A. Implementing Ordinance and Resolution

This section contains copies of the ordinance and resolution that was adopted by Portland City Council on June 10, 1998 to show approval of the *Creston Kenilworth Neighborhood Plan*.

The ordinance shown on the following pages is only an excerpt from Ordinance # 172365 adopted by Portland City Council. For the complete ordinance, please contact the City of Portland's Bureau of Planning at 823-7700. It also includes Resolution # 35701 adopted by the Portland City Council.

Ordinance No. **17 2 3 6 5**

Adopt and Implement the Creston Kenilworth Neighborhood Plan (Ordinance).

The City of Portland ordains:

Section 1. The Council finds:

General Findings

1. On May 11, 1994, the Portland City Council adopted a *Community and Neighborhood Planning Program* by Ordinance No. 167650 and Resolution No. 35276 to update Portland's *Comprehensive Plan Map*.
2. In July 1994, the City Council modified the *Community and Neighborhood Planning Program* to expedite the completion of the first round of community plans citywide. Based on the revised schedule, the *East Portland Community Plan* was scheduled to start in late 1996.
3. During the budget hearings and discussions for FY 1995-96, the southeast neighborhoods, and Southeast Uplift Board of Directors requested City Council to accelerate the *East Portland Community Plan* process. As a result, City Council provided funds to start the *East Portland Community Plan* in January 1996. Creston Kenilworth is one of the 17 neighborhoods included in this community plan area.
4. The Creston Kenilworth neighborhood is designated as a low-income area by the Department of Housing and Urban Development (HUD) based on the 1990 census data. This qualifies the neighborhood to use federal housing and community development block grant funds for neighborhood improvements. The Bureau of Housing and Community Development partially supported a planning process for Creston Kenilworth using the block grant funds. The Bureau of Planning provided staff assistance to the effort in April 1996.
5. In June 1996 a partnership agreement was signed between the Creston Kenilworth neighborhood and the Bureau of Planning to develop a neighborhood plan.
6. In November 1996, the passage of Ballot Measure 47 brought about changes to the budget of FY 1997-98. The City Council directed the Bureau of Planning to reduce its neighborhood and community planning program budget by 20 percent. This resulted in the termination of the *East Portland Community Plan*. However, the Creston Kenilworth neighborhood continued to receive federal block

172365

grant funds through the Bureau of Housing and Community Development to complete its neighborhood plan.

7. On March 24, 1998, the Portland Planning Commission held a public hearing on the *Proposed Creston Kenilworth Neighborhood Plan*. At this time, the Planning Commission unanimously recommended approval of the neighborhood's vision, urban design concept, comprehensive plan policies and objectives to the City Council. These recommendations are included in Sections III and V of Exhibit A: *Recommended Creston Kenilworth Neighborhood Plan*.
8. On April 9, 1998, a notice of the proposed amendment to the *Comprehensive Plan* was mailed to the Oregon Department of Land Conservation and Development (DLCD) in compliance with the post-acknowledgment review process required by OAR-660-020.

Statewide Planning Goals Findings

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals. The following findings address Portland's compliance with the statewide planning goals for the *Creston Kenilworth Neighborhood Plan*. Because of the limited scope of the amendments in this ordinance, only the state goals addressed below apply.

9. **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of the *Creston Kenilworth Neighborhood Plan* has provided numerous opportunities for public involvement. The plan is supportive of this goal in the following ways:
 - i. The Creston Kenilworth Neighborhood Association initiated work on their plan in 1995. Since the Spring of 1996, the Planning Bureau worked with the neighborhood to plan public events and opportunities for the community to participate in the planning process. A total of six public forums were held and two surveys were distributed to receive input at various stages of the planning process.
 - ii. In June 1996, about 3,500 copies of a survey, designed to assess the neighborhood's needs, were distributed door-to-door to residents and businesses and about 800 were mailed to non-owner occupied addresses.
 - iii. The first public forum was conducted on June 18, 1996, at the Kenilworth Presbyterian Church from 7:00 p.m. to 9:00 p.m. This event was announced in the June 1996 survey and the neighborhood newsletter. In addition, fliers were posted at key

172365

NOW, THEREFORE, the Council directs:

- a. The Planning Commission's *Recommended Creston Kenilworth Neighborhood Plan* dated May 1998, attached to this ordinance as Exhibit A, and the findings in this ordinance are hereby adopted.
- b. Ordinance 150580, City of Portland *Comprehensive Plan*, is hereby amended to incorporate the recommendations of the Planning Commission on the *Creston Kenilworth Neighborhood Plan* attached hereto as Exhibit A based on the findings of this ordinance. The amendments include:
 1. Incorporating the vision statement and urban design concept in Section III of Exhibit A as part of the *Comprehensive Plan's* vision statement; and
 2. Incorporating policies 1 through 6 and the objectives associated with each policy in Section V of Exhibit A as part of the *Comprehensive Plan's* policies and objectives. This is reflected by amending Policy 3.6 (Neighborhood Plan) of the *Comprehensive Plan* to add the *Creston Kenilworth Neighborhood Plan* to the list of adopted neighborhood plans; and to add the following objective to the policy:

"Ensure that Creston Kenilworth remains a stable, safe, affordable, diverse, and attractive place to live. Use the Creston Kenilworth neighborhood plan to focus on building a sense of community; creating a sense of identity; enhancing the livability; and improving the housing and economic conditions of Creston Kenilworth."

Passed by the Council,

JUN 10 1998

Commissioner Charlie Hales
Brinda Sastry
May 11, 1998

BARBARA CLARK
Auditor of the City of Portland
By *Butta Olson*
Deputy

Resolution No. 35701

Adopt and Implement the Creston Kenilworth Neighborhood Plan (Resolution).

WHEREAS, the policy elements of the *Creston Kenilworth Neighborhood Plan* are recommended to be adopted by ordinance as a part of the *Comprehensive Plan*, the action charts are not part of the *Comprehensive Plan*.

WHEREAS, the *Creston Kenilworth Neighborhood Plan* is attached as Exhibit A.

WHEREAS, the action charts describe the proposed projects and programs. They identify an appropriate time frame for implementation and identify public, nonprofit and private agencies and partnerships to lead or oversee the implementation of the item.

WHEREAS, the Portland Planning Commission has recommended that the City Council adopt the *Recommended Creston Kenilworth Neighborhood Plan* vision and urban design concept in Section III of Exhibit A as part of the City of Portland *Comprehensive Plan's* vision.

WHEREAS, the Portland Planning Commission has recommended that the City Council adopt the *Recommended Creston Kenilworth Neighborhood Plan* policies and objectives in Section V of Exhibit A as part of the City of Portland *Comprehensive Plan*.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the City Council adopt the action charts of the *Recommended Creston Kenilworth Neighborhood Plan*, as shown in Exhibit A, and that:

- a. The implementation actions associated with the *Recommended Creston Kenilworth Neighborhood Plan* action charts are approved by Council as a starting place for projects and programs which will help implement the policies of the neighborhood plan.
- b. Proposals for projects and programs approved by this resolution are understood to be a starting place. All actions have an identified implementor. They will be adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action.

35701

- c. The City Council authorizes the City agencies identified on the action charts as implementors, to engage in activities aimed at implementing the projects and programs called for in the neighborhood plan action charts.

BE IT FURTHER RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the City Council authorizes and directs the Bureau of Planning to make corrections to the action charts of the *Creston Kenilworth Neighborhood Plan* in order to correct typographical errors and ensure parallel construction.

ADOPTED by the Council,
JUN 10 1998

Commissioner Charlie Hales
Brinda Sastry
May 11, 1998

BARBARA CLARK
Auditor of the City of Portland

By *Britta Olson*
Deputy

VI.B. Background Information on Policies

This section presents background information on the policies identified by the Creston Kenilworth neighborhood and adopted by City Council. It provides an understanding of the intent of the policies identified in section V. The background information includes:

- Explanations of relevant adopted state, regional and city policies and designations;
- Descriptions of existing conditions;
- Statistics that explain the existing conditions; and
- Descriptions of relevant projects completed in recent years.

1. Traffic and Transportation

Adopted Policies Applicable to the Neighborhood

Portland's Transportation Element: Policies 11 and 5 in the *Transportation Element* of the *Comprehensive Plan* address traffic issues.

Policy 11 - SE Thirty-ninth Avenue Land Use and Access: Limit left turn access to auto-oriented land uses along SE Thirty-ninth Avenue.

Explanation: Southeast Thirty-ninth Avenue does not have the capacity to serve the high number of turning movements from auto-oriented land uses. Left turn lanes on SE Thirty-ninth are neither desirable nor feasible because of expensive right-of-way costs and neighborhood impacts.

Potential Actions:

- Consolidate new driveways, where feasible.
- Design driveways to be as narrow as function will allow.

Policy 5 - Foster Road Improvements: Future modification to SE Foster Road west of I-205 should recognize its importance as a shopping street for Southeast Portland, as well as its classifications as Major Traffic and Major Transit Streets.

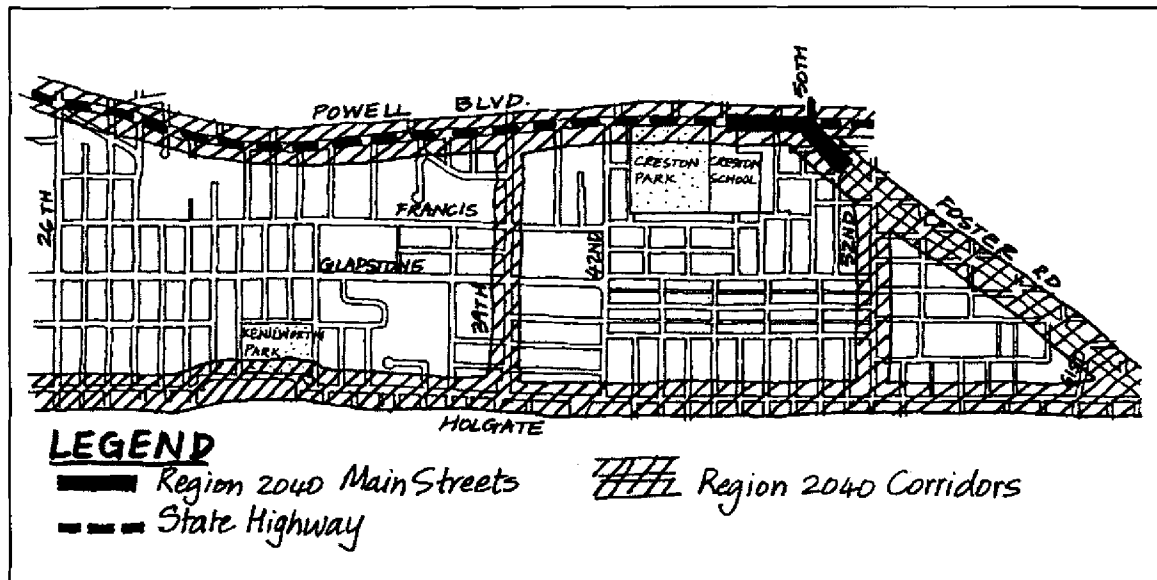
Explanation: Businesses along SE Foster Road have little off-street parking. Protected pedestrian crossings on SE Foster Road are limited. Numerous driveways, narrow sidewalks, and a lack of street trees create an uncomfortable environment for people.

Potential Action:

- Improve SE Foster Road as a Major City Traffic Street with adequate off-street parking, crossings, and pedestrian-oriented treatments.

State And Regional Designations

The map below shows state and regional level street designations.



Region 2040 designations and state owned streets

SE Powell Boulevard: Sometimes known as US 26 east, this is a district-level state highway owned by the Oregon Department of Transportation (ODOT). Policies that restrict the number of curb cuts along SE Powell Boulevard apply to all properties adjoining this street. Any changes or improvements on or along SE Powell Boulevard need to be reviewed and approved by ODOT.

Regional Transportation Plan Street Classifications: The draft *Regional Transportation Plan* designates SE Powell Boulevard as a regional street, major arterial, main roadway route for freight and primary bus route.

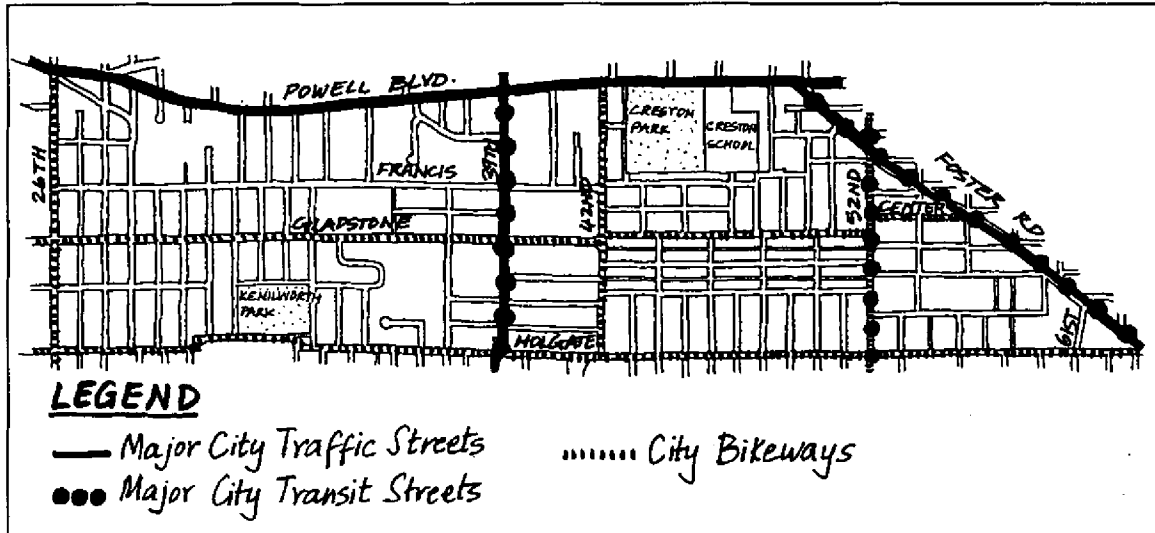
Region 2040 mixed-use areas: In the *Region 2040 Growth Concept* map, the following mixed-use areas are identified within the neighborhood:

- SE Powell from SE Forty-seventh to SE Fiftieth is a main street;
- SE Foster Road from SE Fiftieth to SE Fifty-second is a main street;
- and
- SE Powell Boulevard, SE Foster Road, SE Thirty-ninth Avenue, SE Fifty-second Avenue and SE Holgate Boulevard are corridors.

Refer to Appendix VI.H. for a description of main streets and corridors.

City Designations

The *Transportation Element of the Comprehensive Plan* has classified streets in the city to establish a framework within which transportation projects and plans are developed. The following are street classifications in Creston Kenilworth. Classifications are defined in Appendix VI.H.



Neighborhood street classifications

Traffic Classifications:

- Major City Traffic Streets: SE Thirty-ninth, SE Powell Boulevard and SE Foster.
- Neighborhood Collectors: SE Holgate, SE Fifty-second and SE Twenty-sixth.

Transit Classifications:

- Major City Transit Streets: SE Foster, SE Fifty-second and SE Thirty-ninth.
- Minor City Transit Streets: SE Powell Boulevard, SE Holgate, SE Thirty-third from SE Powell to SE Francis, SE Thirty-fourth from SE Francis to SE Holgate, SE Twenty-sixth from SE Powell to SE Gladstone, SE Twenty-eighth from SE Gladstone to SE Holgate, SE Gladstone from SE Twenty-sixth to SE Twenty-eighth and SE Francis from SE Thirty-third to SE Thirty-fourth.

Bicycle Classifications:

- City Bikeways: SE Twenty-sixth, SE Forty-second, SE Fifty-second, SE Gladstone from SE Twenty-sixth to SE Fifty-second, SE Center from SE Fifty-second to SE Foster, and SE Holgate.

Pedestrian Classifications:

- City Walkways: SE Powell Boulevard, SE Holgate, SE Thirty-third from SE Powell to SE Francis, SE Thirty-fourth from SE Francis to SE Holgate, SE Twenty-sixth from SE Powell to SE Gladstone, SE Twenty-eighth from SE Gladstone to SE Holgate, SE Gladstone from SE Twenty-sixth to SE Twenty-eighth and SE Francis from SE Thirty-third to SE Thirty-fourth.

Truck Classifications:

- Major Truck Streets: SE Twenty-sixth, which forms the east boundary of the truck district, SE Powell and SE Holgate from SE Twenty-sixth to SE Thirty-ninth.
- Minor Truck Streets: SE Thirty-ninth, SE Fifty-second, SE Foster, and SE Holgate from SE Thirty-ninth to SE Foster.

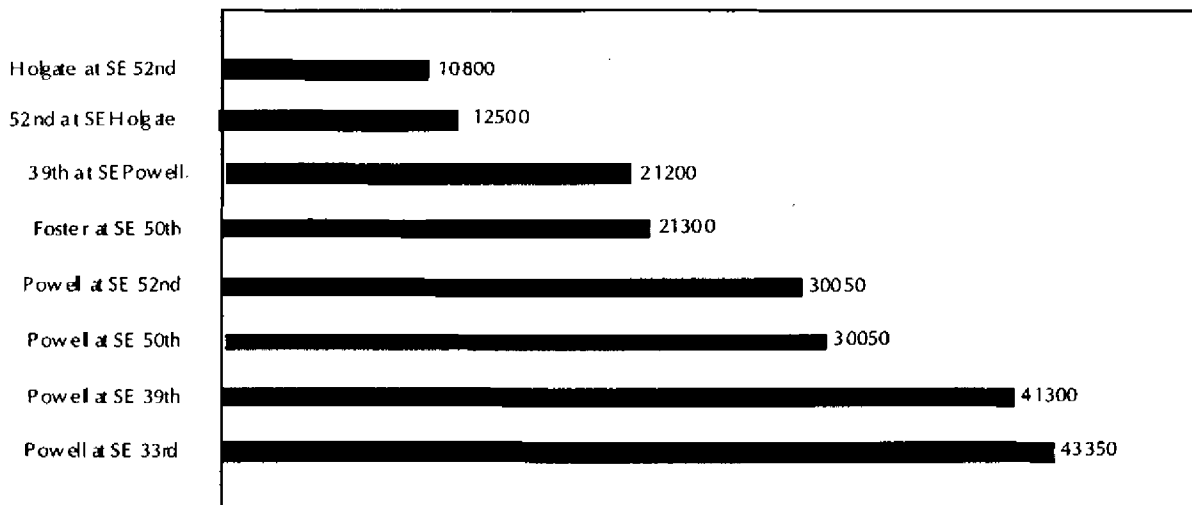
Design Boulevards

The beautification map in the *Transportation Element* designates the arterial streets of SE Foster, SE Powell, SE Thirty-ninth, and SE Fifty-second as formal design boulevards.

Existing Conditions

Traffic Volumes in Creston Kenilworth

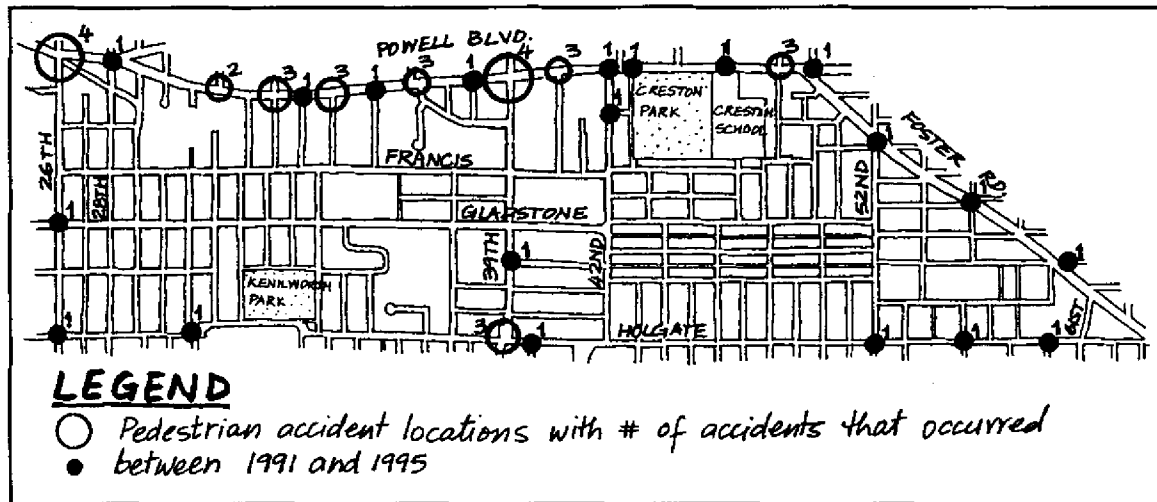
The following chart compares 24-hour weekday traffic volumes near the listed intersections. In cases where volumes changed at these intersections the higher figure is displayed. The volume data was collected between 1993 and 1995, and is not adjusted for truck traffic or seasonal variations.



Source: Portland Bureau of Traffic Management, *Traffic Flow Map*, Sept. 24, 1996.

Pedestrian Accidents in Creston Kenilworth: 1991-1995

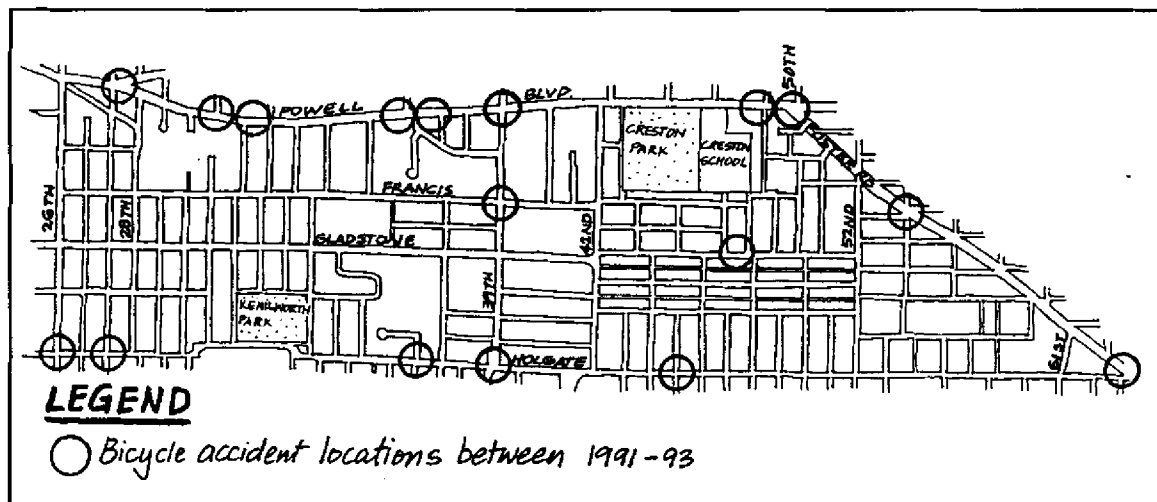
The highest number of pedestrian accidents (four at each location) between 1991 and 1995 have occurred on SE Powell at Thirty-ninth and Twenty-sixth. Three accidents occurred at SE Thirty-third and Thirty-fourth on Powell, and at SE Thirty-ninth and Holgate. One or two accidents occurred at 12 other locations on SE Powell, six locations on SE Holgate, four locations on SE Foster, and one location each on SE Thirty-ninth and Twenty-sixth. The map below shows these locations.



Pedestrian accidents locations 1991-1995

Bicycle Accidents in Creston Kenilworth: 1991-1993

In the neighborhood, bike accidents causing major injury, but not fatality, have occurred on SE Powell at Thirty-third/Thirty-fourth, on SE Foster at Francis, and on SE Holgate at Twenty-sixth. Accidents causing moderate and minor injuries are shown in the map below.

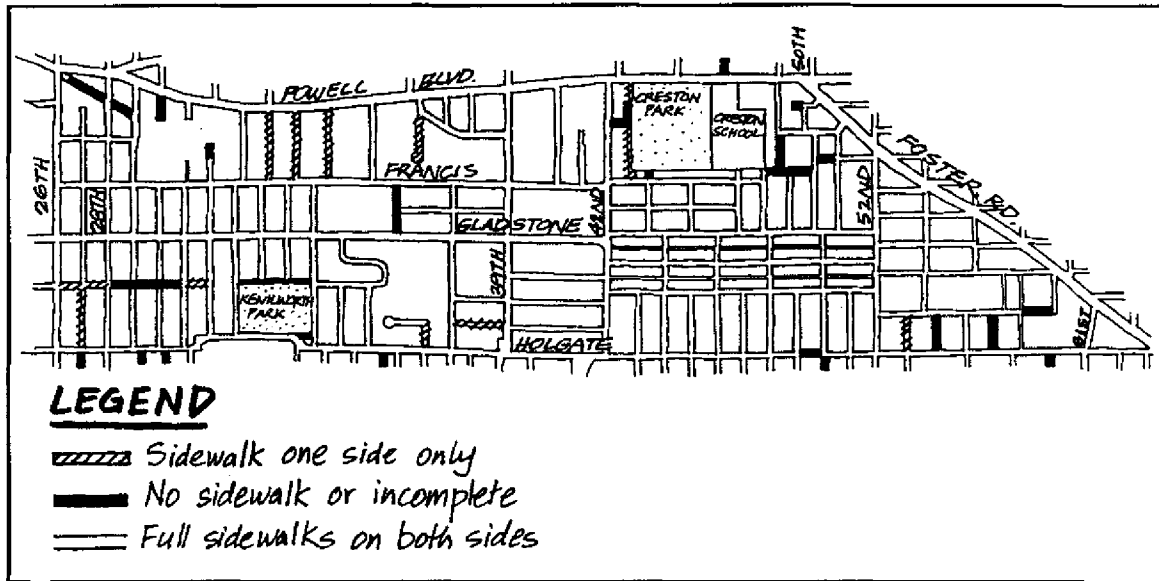


Bicycle accident locations 1991-1993

VI. B. BACKGROUND INFORMATION ON POLICY ITEMS

Inventory of Sidewalks in Creston Kenilworth

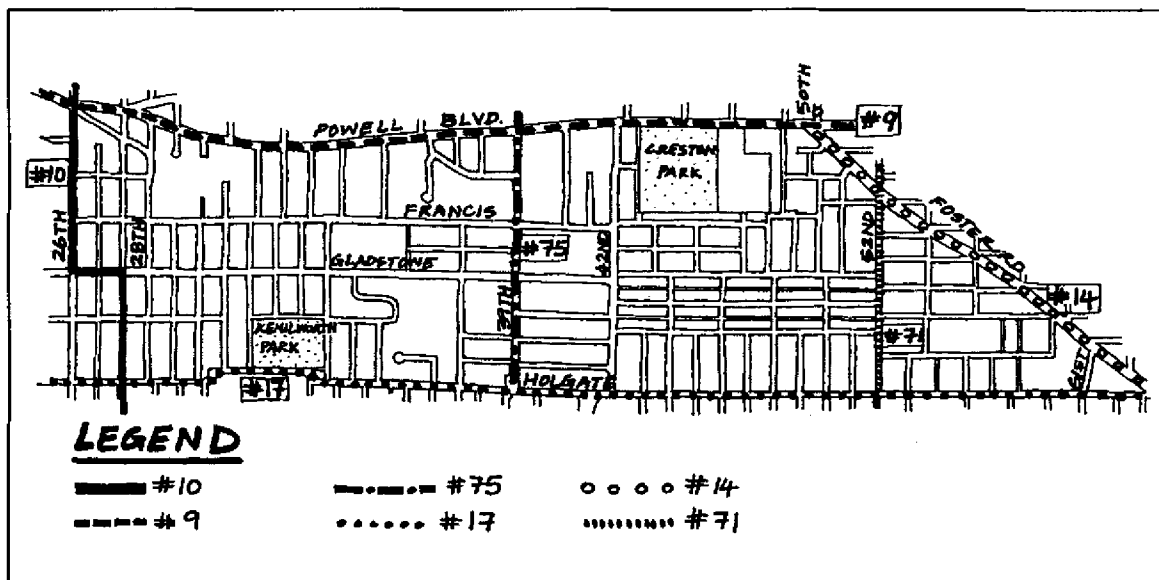
Most of the neighborhood streets have sidewalks on both sides. Streets with sidewalks on one side and no sidewalks are shown in the map below.



Sidewalks inventory

Transit service in Creston Kenilworth

The map shows existing transit lines that run through the neighborhood.



Transit routes

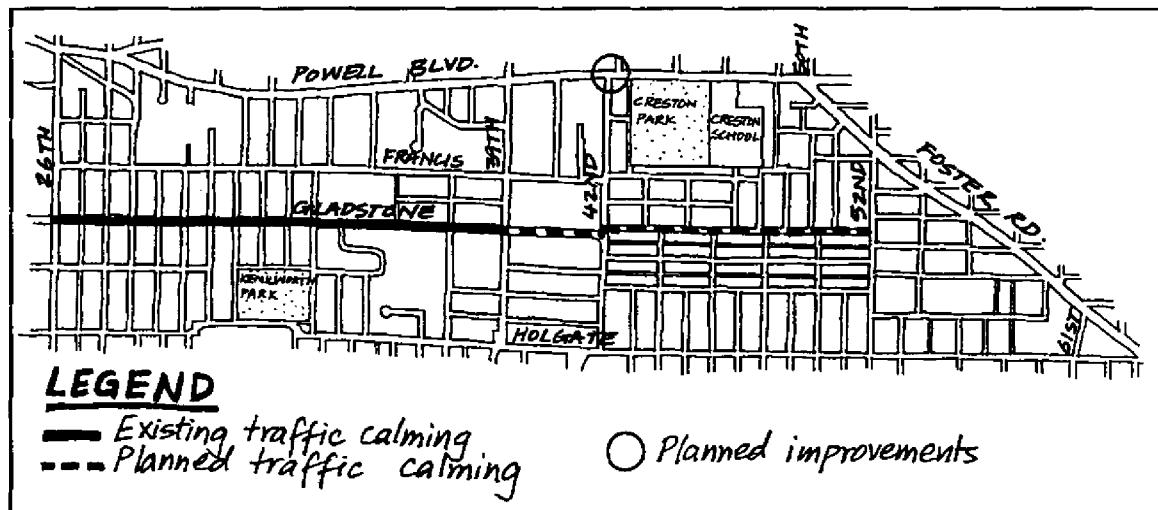
Existing and Proposed Projects/Studies

Traffic Related Projects

Recent and ongoing projects to improve traffic conditions in the neighborhood include:

- Traffic calming on SE Gladstone between SE Twenty-sixth and SE Thirty-ninth completed in 1997; and
- SE Gladstone between SE Thirty-ninth and SE Fifty-second has been approved by adjacent property owners for a streamlined speed bump project. This project is expected to be completed by June 30, 1998.
- ODOT Safety Corridor Project on SE Powell Boulevard/US 26 will include minor signing, traffic signal and pavement marking improvements where needed. All signing will be replaced or reconditioned to current standards. Improvements include relocation or replacement of traffic signal heads for improved visibility at several locations, and having left turn signal arrows in place of round ball indications at numerous locations. Pavement marking changes and additions will be included where improvements are needed.

Currently, improvements have been planned for the intersection of SE Forty-second/Forty-third and SE Powell to reduce pedestrian and vehicle conflict. They are scheduled to be implemented in the spring of 1998. Improvements include removal of two crosswalks and putting in a new striping for pedestrian crossing with improved visibility, separated signal phases, new/revised signal heads, and improvements for convenient and safe bike traffic along the planned bikeway in the forties blocks.



Existing and proposed traffic-related projects/studies

Bicycle Projects

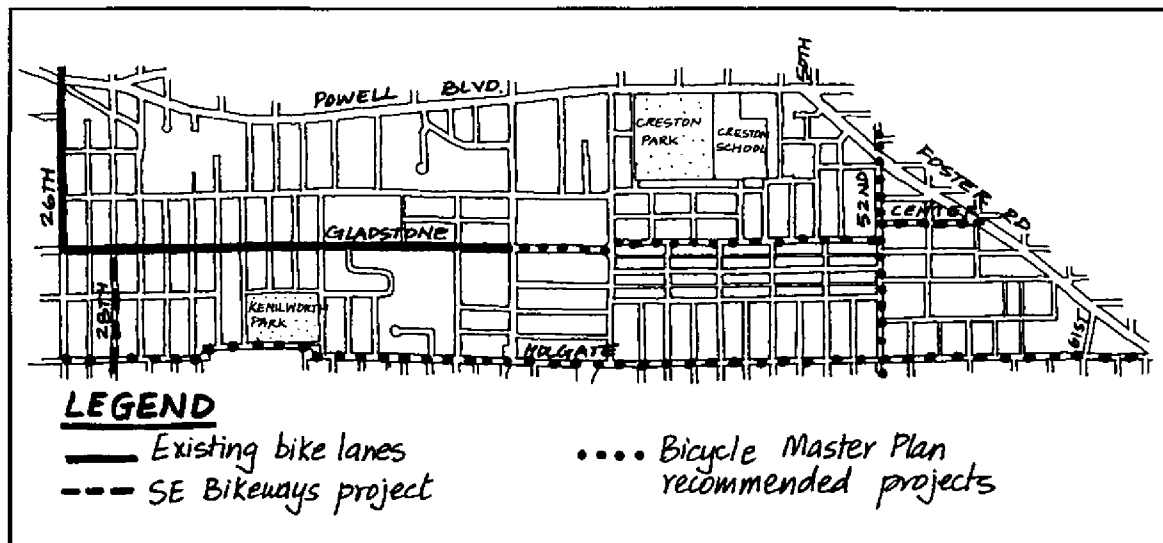
Existing lanes: Bike lanes already exist on SE Twenty-sixth and SE Gladstone.

The Bicycle Master Plan: recommends implementation of bike lanes on SE Forty-second, SE Fifty-second, SE Holgate and SE Gladstone between SE Thirty-ninth and SE Fifty-second, and SE Center between SE Fifty-second and SE Foster.

The Southeast Bikeways Project: conducted by the Office of Transportation has planned a bikeway on SE Twenty-eighth from SE Gladstone going south to SE Bybee.

Capital Improvements Program (CIP) projects for 1997-98: Portland's Office of Transportation has identified projects in its Capital Improvements Program (CIP) for 1997-98, including:

- the north-south bikeway projects that run along the fifties, forties and twenties blocks of this neighborhood; and
- the SE Holgate bike lanes project from SE Forty-first to the city limits.

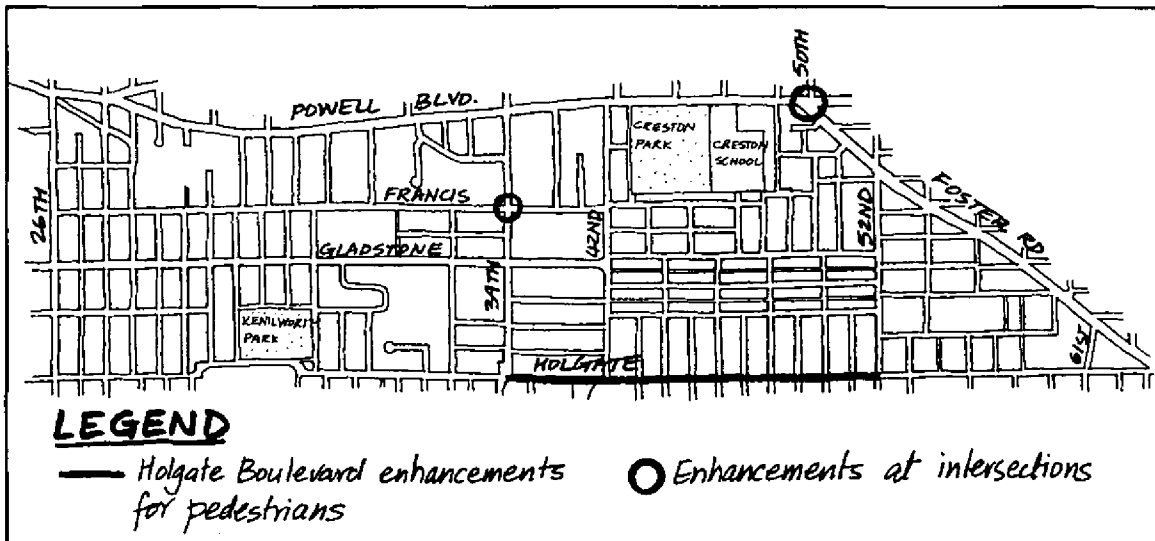


Existing and proposed bicycle projects

Pedestrian Projects

Projects identified as part of the draft *Pedestrian Master Plan* at workshops held in the winter of 1997 include:

- enhancements along Holgate Boulevard from Thirty-ninth to Fifty-second; and
- enhancements to pedestrian crossings at the intersections of SE Thirty-ninth and Francis, SE Powell and Foster, SE Powell and Twenty-first, and SE Powell and Fiftieth Avenue.



Existing and proposed pedestrian projects

Transit Projects

The Caruthers Crossing alignment, one of the options in the South/North Light Rail Project, best serves Creston Kenilworth. In this option, the station closest to the neighborhood is located at SE Holgate and Seventeenth Avenue.

2. Parks, Recreation and Environmental Resources

Projects funded by the Bureau of Housing and Community Development (BHCD)

In 1981, the BHCD worked with Creston Kenilworth on a five year program to identify and rank park improvements in the neighborhood. Improvements to the Kenilworth Park, that ranked high on the neighborhood's priority list, were completed in the following years and they included:

- resurfacing of the tennis court
- lighting the tennis court
- general lighting of the park
- developing a play area
- putting in benches
- constructing a new restroom/recreation building
- strategic planting of shrubs and trees
- putting in an irrigation system

Improvements to the Creston Park included installation of two new drinking fountains, a new play area, a new tot-lot near the picnic tables, general lighting, tennis court lighting, irrigation, shrubbery and plantings, resurfacing of pathways, picnic tables, and benches. It also involved the conversion of the women's restrooms into a recreation office while adding women's restrooms to the existing men's restroom.

The improvements to the Creston pool involved lighting the pool entrance, new fixtures in the bathhouse and the creation of handicapped access to the pool.

Portland Parks and Recreation Bond Project

Portland Parks and Recreation has targeted Kenilworth Park for improvements as part of phase II of the Parks Bond Project. The neighborhood has worked with the City to identify improvements other than the ones identified and implemented in the 1980s and early 1990s. Planning and design for these newly identified items began in 1996. Construction is scheduled to be completed by 1998.

The project includes the following improvements:

- renovating the playground,
- providing wheelchair access to facilities in the park by putting in new asphalt paths, and
- improving irrigation, rest room facility, plantings and tennis court lighting.

As part of the Parks Bond Project, park improvements such as renovation of playground, paths, irrigation, restroom and outdoor kitchen, and development of a new picnic shelter were carried out in recent years.

Other Parks and Recreation Projects

Creston Pool and Bathhouse: Construction of the pool and bathhouse was started late in the fall of 1997 and completed by the summer of 1997. Updated mechanical systems and new decking, renovation of the dressing rooms, creation of a lobby and family changing rooms were some of the improvements made. The bathhouse roof was strengthened to facilitate its possible transformation into a roof garden.

Community Music Center: Improvements identified by the Parks Bond Project for the Community Music Center involve modifying the heating, ventilation and air-conditioning (HVAC) system to balance temperature in entryway and auditorium with interior spaces, and making minor improvements to sound proofing. The design stage of this project began in November 1996. Additional building improvements identified include meeting the Americans with Disabilities Act (ADA) standards, bringing the building up to the seismic codes and making modifications necessary to address the City's design review requirements. Implementation of these improvements will depend on the budget available in the subsequent years.

Environmental Services Projects

Insley Taggart Sewer Project: The Creston Kenilworth sewer system is in various stages of renovation. As part of its Combined Sewer Overflow (CSO) reduction project, the Bureau of Environmental Services (BES) has conducted the Insley Taggart sewer project. This project focuses on assessing the sewer conditions in the neighborhood and

surrounding areas. BES has identified basement flooding as a problem in Creston Kenilworth.

In 1996-97, BES repaired the SE Cora sewer line between SE Thirty-fourth and SE Thirty-seventh. Currently, a project is being designed to repair other structural deficiencies in the Cora trunk and provide extra in-line capacity to relieve basement flooding. Construction is scheduled to begin as early as fall of 1998. The sewer reconstruction project in this area will be intermittent for the next few years as different phases are implemented.

This year, BES determined that the worst flooding occurs along SE Twenty-sixth. Some sewer line deterioration problems have also been identified and BES is planning to address them.

In the next two years, the northern and eastern parts of the neighborhood will be studied. The capacity and system condition deficiencies will be identified and corrective measures will be proposed. In addition to conventional remedies, like in-line tanks (large pipes) to prevent sewer back-ups, other "green solutions" will be considered. These may include surface or parking lot detention storage of stormwater, roof top storage, or rain drain disconnects. BES will be working with the neighborhood to develop these "green solutions."

3. Business and Economic Development

Current Projects

Foster Target Area Plan

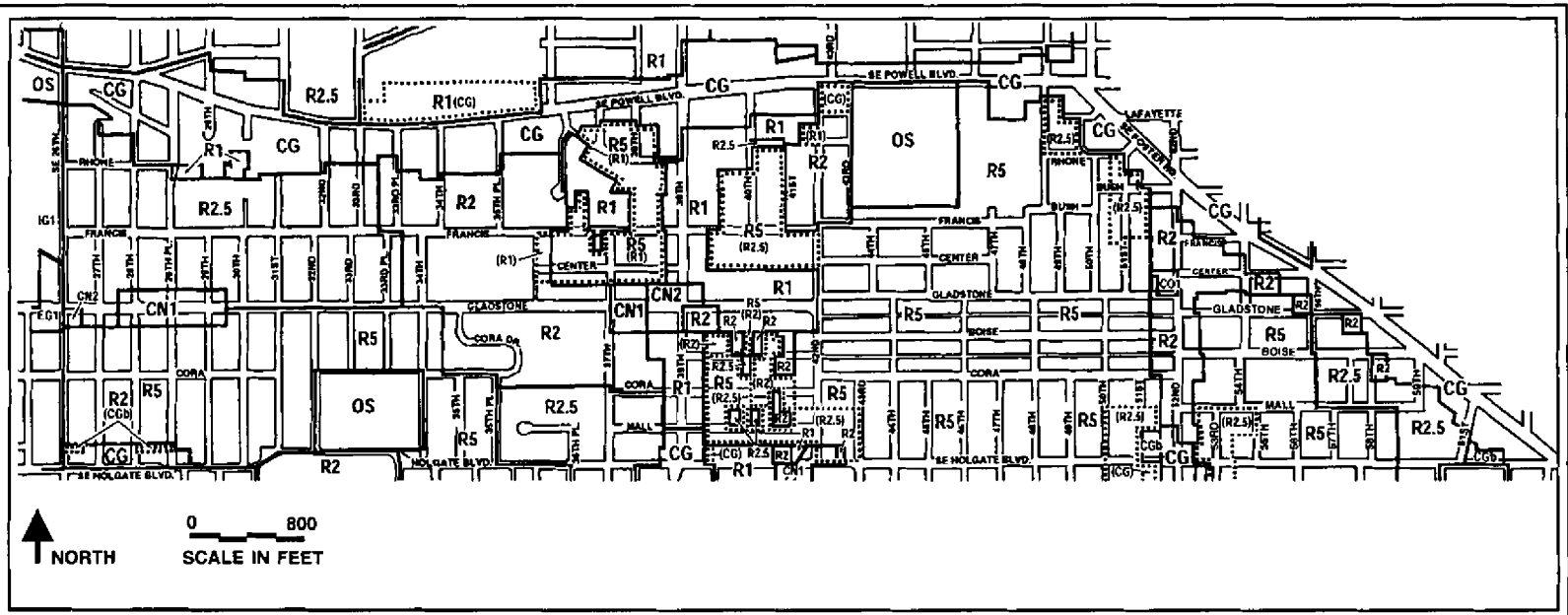
Currently, the Bureau of Housing and Community Development is funding a *Foster Target Area Plan* in Creston Kenilworth under its Target Area Program. The study area for the plan includes the portion of Creston Kenilworth east of SE Fiftieth Avenue. Representatives from all neighborhoods involved in the plan are working with Southeast Uplift to develop a work program, and identify issues of importance and possible projects to implement.

The *Foster Target Area Plan* will address problems in the area east of SE Fiftieth Avenue, in Creston Kenilworth, as part of its work program. In this area the plan will address several issues including:

- improving the housing stock;
- locating a pocket park;
- supporting and improving businesses along SE Foster Road;
- improving appearance of businesses and homes; and
- providing pedestrian amenities along SE Foster Road.

The plan is tentatively scheduled to be completed by September 1998. Implementation of identified actions will continue after the completion of the plan. For more information on this plan, contact Southeast Uplift at 232-0010.

4. Land Use, Urban Design and Historic Resources

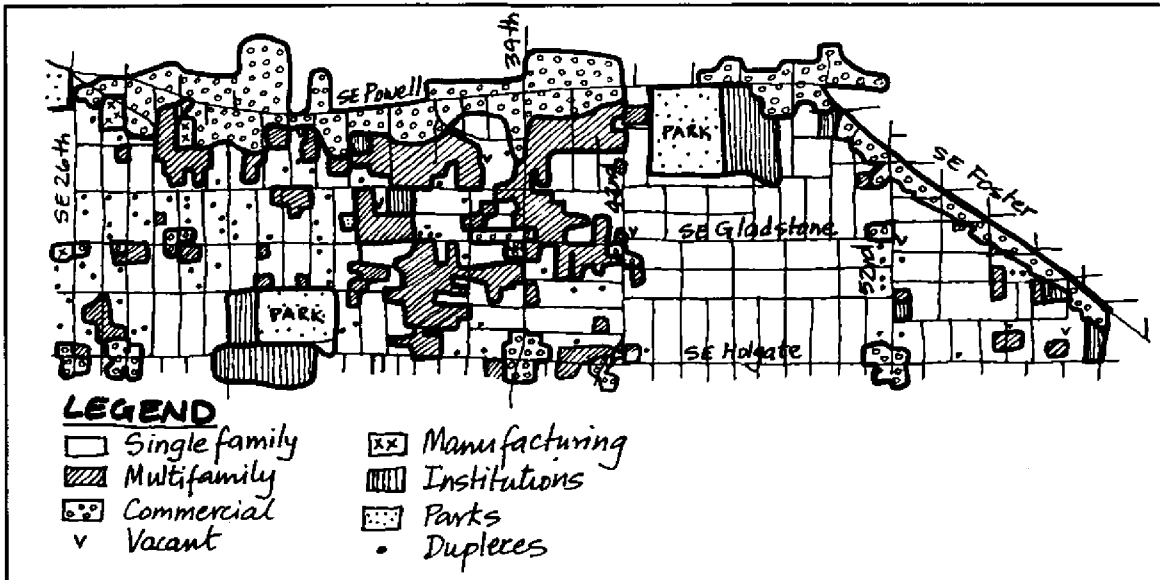


LEGEND

- OS - Open Space
- R1 - Residential 1,000
- R2 - Residential 2000
- CG - General Commercial
- R2.5 - Residential 2500
- NC (CN1 & CN2) - Neighborhood Commercial
- R5 - Residential 5000
- OC (CO) - Office Commercial

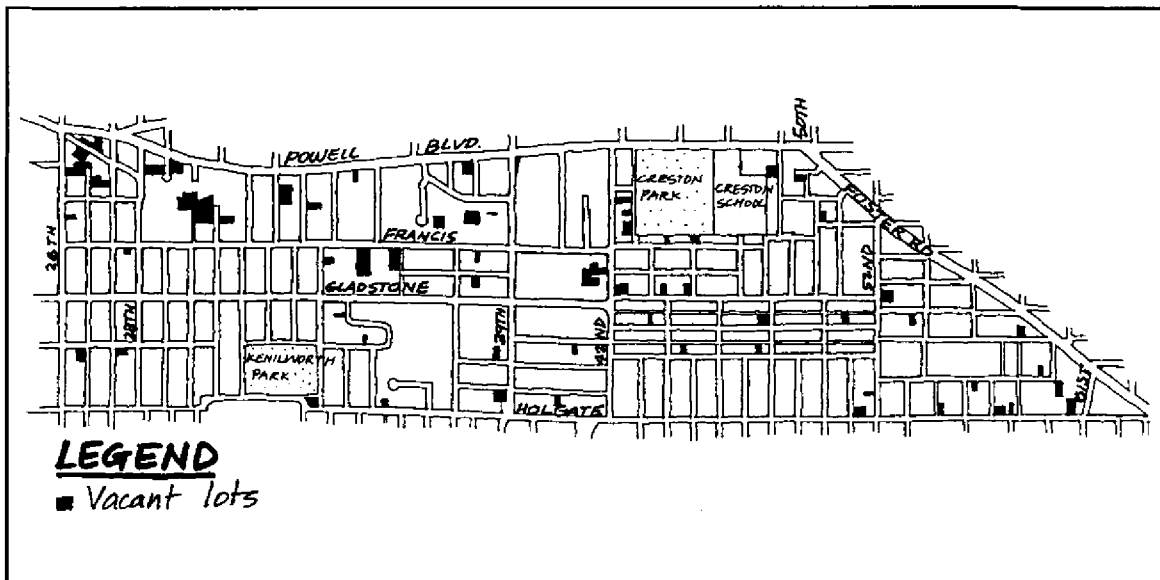
EXISTING ZONING AND COMPREHENSIVE PLAN DESIGNATIONS

Existing Land Use Diagram



Existing landuse diagram

Vacant Lots Map



Vacant lots

Historic Resources in Creston Kenilworth

The City of Portland's historic resources Inventory ranks all properties citywide based on design/construction, history, rarity, environment, and integrity of each property. A definition of each rank follows.

Rank I: Individually the most important properties in the city, distinguished by outstanding qualities of architecture, historical values, and relationships to the environment. Highest priority for landmark designation: eligible for National Register.

Rank II: Properties which are of individual importance by virtue of architectural, historical, and environmental criteria. Secondary priority for landmark designation; eligible for National Register.

Rank III: Buildings which provide the setting for more important buildings and which add richness and character to the neighborhood; properties associated with personages and events of secondary importance or which illustrate particular stages in the development of the city. These properties may be eligible for the National Register as part of a district.

Rank IV: Properties that are significant and can be potentially included in the historic resources inventory.

To find out more about preserving historic resources, contact the City of Portland's Planning Bureau at 823-6879.

5. Housing

The following tables describe the housing conditions in Creston Kenilworth.

Creston Kenilworth Population, Households, and Income : 1980-1996

	1980	1990	1996	% change ('80-'96)
Population	7,422	7,791	8,422	13%
Households	3396	3437	3735	10%
Average persons/Hhld.	2.19	2.27	2.25	increased
Median Hhld. Income*	28,130	28,131	27,649	-2%

* All figures are adjusted to reflect inflation and are expressed in 1995 dollars. Percentage change is the percentage change in real buying power of the median income.

Creston Kenilworth Housing Units: 1980-1990

		1980	1990
Number of Housing units		3584	3629
Housing Units by Building Type (owner + renter occupied)	Detached Single Family Houses	47%	46%
	Attached Single Family Houses	4%	1%
	2 to 4 Unit Structures	14%	18%
	5 or more Unit Structures	35%	34%
Housing Units by Tenure	Owner Occupied	1316 (37%)	1248 (34%)
	Renter Occupied	2080 (63%)	2219 (66%)
Vacant Housing Units (owner + renter occupied)	Vacant Units	186	162
	Percentage of Total Units	5%	4%

NOTE: The 1980 and 1990 demographics are from the *Neighborhood Profiles Reports* prepared by the Center for Population Research and Census at Portland State University. These reports aggregate block and block group level information by recognized neighborhood areas. Some distortion in the comparisons may exist due to differences in the aggregation techniques used for 1980 and 1990 profiles.

The 1996 demographics are from estimates prepared for the Bureau of Planning by CACI Marketing Systems, a national firm that provides population updates and forecasts. CACI estimates of population and households are based on trends modeled from local estimates and changes in the U.S. Postal Service's delivery statistics.

6. Public Safety and Health

Crime Statistics in Creston Kenilworth

A comparison of Creston Kenilworth's 1990 and 1996 crime data shows that the number of crimes reported have reduced. The highest type of crime reported in 1996 were thefts from autos. The number of vandalism acts reported were equal to those reported in the adjacent Richmond neighborhood, but higher than those reported in Brooklyn, Hosford Abernethy, Reed, Woodstock or Foster-Powell neighborhoods. The following tables compare Creston Kenilworth's crime statistics in 1990 and 1996. This information was obtained from the City of Portland's Bureau of Police.

Reported Crimes in Creston Kenilworth: 1990 - 1996 Comparison

Crimes	1990	1996	Crimes	1990	1996
Murder	0	0	Non Resid. Burglary	39	31
Rape/Sodomy	14	7	Arson	12	10
Molest	12	11	Theft from Auto	180	159
Robbery	41	34	Bike Theft	23	12
Aggravated Assault	91	84	Other Larceny	193	186
Residential Burglary	122	58	Auto Theft	122	89
			Vandalism	151	134

Total Crimes in Creston Kenilworth: 1990 - 1996 Comparison

	Total Crimes	Crimes per capita (per 1000 population)
1990		
Creston*	558	84.9
Kenilworth*	442	113.4
		(using 1980 census population)*
1996	815	104.6
		(using 1990 census population)
1996	815	96.8
		(using 1996 estimated population)

* In 1980, Creston and Kenilworth were two separate neighborhoods with boundaries that did not coincide with the 1990 or current boundaries of the Creston Kenilworth neighborhood. Total population in 1980 for Creston = 6,571 and for Kenilworth = 3,898.

Fire Statistics in Creston Kenilworth

The following table shows the number of fires reported in the census tracts 8.02 and 9.02 for the year 1995-1996. These tracts cover the Creston Kenilworth neighborhood and also a small triangular portion south of Powell Boulevard and west of SE Sixtieth Avenue that is outside the neighborhood.

Fires are displayed by type (e.g. structural fires causing damage to residential structures totaling less than \$1,000).

Reported Fires by Census Tract: Fiscal Year 1995-96

Census Tract	Structure: Residential < \$1,000	Structure: Residential > \$1,000	Structure: Non Resid. < \$1,000	Structure: Non Resid. > \$1,000	Other: < \$1,000	Other: > \$1,000	Total Fires
8.02	4	2	1	2	10	3	22
9.02	2	2	1	0	5	2	12

VI.C. Implementors of Plan Actions


The following are the explanations of the abbreviations used for action implementors in Sections IV and V of the plan.

APNBA	Alliance of Portland Neighborhood Businesses
BAC	Brooklyn Action Corps
BES	Bureau of Environmental Services
BHCD	Bureau of Housing and Community Development
BOB	Bureau of Buildings
BOP	Bureau of Planning
CKNA	Creston Kenilworth Neighborhood Association
CSSC	Chinese Social Service Center
DEQ	Department of Environmental Quality
FABA	Foster Area Business Association
FB	Fire Bureau
FOT	Friends of Trees
GBBA	Greater Brooklyn Business Association
MCo.	Multnomah County
METRO	Metropolitan Regional Government
ODOT	Oregon Department of Transportation
ONI	Office of Neighborhood Involvement
PB	Bureau of Police
PDC	Portland Development Commission
PDOT	Portland Office of Transportation
PP&R	Portland Parks and Recreation
ROSS	Russian Oregon Social Services
SE Works	Southeast Works
SEUL	Southeast Uplift
Tri-Met	Tri-County Metropolitan Transportation District of Oregon
WB	Bureau of Water


VI.D. Neighborhood Surveys

Two sets of surveys were distributed to all residents and businesses and property owners in the neighborhood as described in the community involvement section on page six. This section summarizes the results of these surveys.

**CRESTON KENILWORTH
NEIGHBORHOOD ASSOCIATION
SURVEY 1996**



Survey results will be presented at a Neighborhood Forum on
June 18th, 7:00pm at Kenilworth Presbyterian Church, SE 34th and Gladstone



Bureau of Planning
City of Portland
Room 1002, 1120 SW 5th Ave.
Portland, OR 97204-1966

Creston Kenilworth Neighborhood Association
April 1996

Dear Creston-Kenilworth Residents,

Welcome to the first big step of our Neighborhood Plan. This questionnaire is being delivered throughout the Creston Kenilworth neighborhood. We are asking for information from you for a specific purpose: to find out your values and concerns about the neighborhood.

The City of Portland is developing an inner Southeast Community Plan which is scheduled for adoption by City Council late in 1998. This plan will create the comprehensive policy and strategic framework to guide the decisions that will manage growth and changes in land use over the next 20 years.

The Creston Kenilworth Neighborhood lies within the inner southeast plan area. The neighborhood's Planning Committee, made up of residents and property owners, is responsible for developing the plan and presenting it to the neighborhood association. The plan will take a year or more to develop. We will be working with the City to address things such as housing density, traffic and transit, and livability issues which may concern you. They will be addressed with the understanding that there are some tradeoffs we will have to make to achieve our desired neighborhood character. To be approved, the plan must comply with the adopted State and City policies and meet the City's density requirements, while maintaining the livability of the area. Your participation is important to the success of the neighborhood plan.

Please take fifteen minutes to complete the questionnaire and enclose five to mail or deliver it. We need to receive it by May 17, 1996. Additional questionnaires can be obtained by contacting one of the individuals below. Please note that each individual questionnaire is confidential, we do not need to know your name or address.

We will be holding a forum on June 18th, at 7:00pm at Kenilworth Presbyterian Church at SE 34th and Gladstone to discuss the results of the survey and provide another opportunity to participate in our neighborhood plan and the City's planning efforts. If you would like to help with the planning process, or hear about the progress of the plan, please contact us. Thank you for your response.

Sue Rubin
Chair, Planning Committee
233-8198

Pear Ford
Chair, Neighborhood Association
233-3830

1996 CRESTON KENILWORTH NEIGHBORHOOD SURVEY

A. To assist us in gauging your priorities and issues regarding our neighborhood, please rate your level of concern about the following factors in the Creston Kenilworth Neighborhood.

	1	2	3	4	5
TRANSPORTATION					
1. On Street Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Improved crosswalks on busy streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Improved bicycle network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Traffic noise and pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Street maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. More frequent transit service (i.e., buses every 7 minutes on main routes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NEIGHBORHOOD LIVABILITY & SAFETY					
7. Police presence and enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Street cleanliness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Yard and home maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Street trees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Availability of affordable housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Control of speeding traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Graffiti removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Neighborhood Watch Programs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Accessibility for disabled people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NEIGHBORHOOD LIVABILITY & SAFETY (continued)

	1	2	3	4	5
16. Physical appearance of neighborhood businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Public gathering places	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Places for entertainment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Parks/open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. To help us understand how you perceive the current facilities and services in our neighborhood, please rate the level of adequacy of the following:					
20. Convenient bus routes & stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Bus connections to other areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Traffic signals & signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Bike paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24. Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25. Parks & greenspaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26. Gathering places	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27. Recreational areas & options for kids	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28. Street lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
29. Variety of neighborhood businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. D. NEIGHBORHOOD SURVEY

What do you think?

30. What kinds of services are needed and appropriate for our neighborhood?

<input type="checkbox"/> retail stores	<input type="checkbox"/> auto services
<input type="checkbox"/> laundromat	<input type="checkbox"/> book store
<input type="checkbox"/> day care	<input type="checkbox"/> deli
<input type="checkbox"/> coffee place	<input type="checkbox"/> grocery store
<input type="checkbox"/> senior/youth center	<input type="checkbox"/> florist
<input type="checkbox"/> other services (please list) _____	

31. Where would you locate these neighborhood commercial and retail services within your community?

<input type="checkbox"/> 29th and Gladstone	<input type="checkbox"/> 39th and Holgate	<input type="checkbox"/> 39th and Powell
<input type="checkbox"/> 26th and Gladstone	<input type="checkbox"/> Along Foster	<input type="checkbox"/> Along Powell
<input type="checkbox"/> Other (please indicate street locations): _____		

32. What kind of development and land use is most important for our neighborhood?

- office/commercial development
- commercial/residential (mixed use) development along main transit streets
- infill on vacant lots
- neighborhood gathering places (parks, open spaces)
- additional opportunities for home based businesses
- additional housing opportunities:
 - row houses (shared wall housing)
 - add-a-rentals to single family homes (converted garages, basements, etc.)
 - garden court apartments (apartments arranged around a courtyard)
 - moderate density housing (1-3 stories)
 - high density housing (4-6 stories)
 - other (please note) _____

34. Please list the three things you like best about the neighborhood.

a. _____

b. _____

c. _____

33. What three things would you like to see improved in the Creston-Kenilworth Neighborhood?

a. _____

b. _____

c. _____

What about your life in the Creston Kenilworth Neighborhood?

35. Do you work at home? Y___ N___ Retired___

36. Do you regularly use our existing parks and facilities? Y___ N___

37. How often do you socialize or talk with your neighbors?

daily___ weekly___ monthly___ yearly___ never___

38. Do you feel the neighborhood has a sense of community? Y___ N___

39. Do you feel safe in Creston-Kenilworth Neighborhood?

always___ usually___ day only___ rarely___ never___

40. Do you think Creston-Kenilworth Neighborhood is safe for kids?

always___ usually___ day only___ rarely___ never___

Who Are You? (This section is optional and confidential)

41. Where do you live? Place an L on the map where you live, a B where you own a business, and an O where you own property not already marked with an L or B.

42. Do you---
rent___ own and occupy a home___ own rental property___
in our neighborhood?

43. How many people live in your household?

44. What is your yearly household income?

	less than \$5,000
\$5,000-\$9,999	\$10,000-\$14,999
\$15,000-\$19,999	\$20,000-\$24,999
\$25,000-\$34,999	\$35,000-\$44,999
	\$45,000+

45. Please indicate your age range: less than 18___ 18-34___
34-64___ 65 or more___

46. Please indicate your race: White___ Black___ Eskimo/Alut___
American Indian___ Asian/Pacific Island___ Other___

47. Do you usually receive a Creston Kenilworth Neighborhood Association Newsletter? Y___ N___

Are you interested in participating in the Creston Kenilworth Neighborhood Plan or Inner Southeast Community Plan committees and/or workshops?

CKNA Plan Yes___ No___ Inner SE Community Plan: Yes___ No___

My address is _____ My phone number is: _____

name _____

address _____

Done?

Thank you for completing the CKNA Planning Questionnaire. You can either mail it to us at the address below or drop it off at:

JK's Video Den 3822 SE Powell Blvd. Open 10am-10pm, 7 days a week

Community Music Center 3350 SE Francis St. OK to use mail slot on SE 33rd Ave.

If you are mailing the survey, just fold it in half with the address below showing, attach a stamp and put it in the mail.

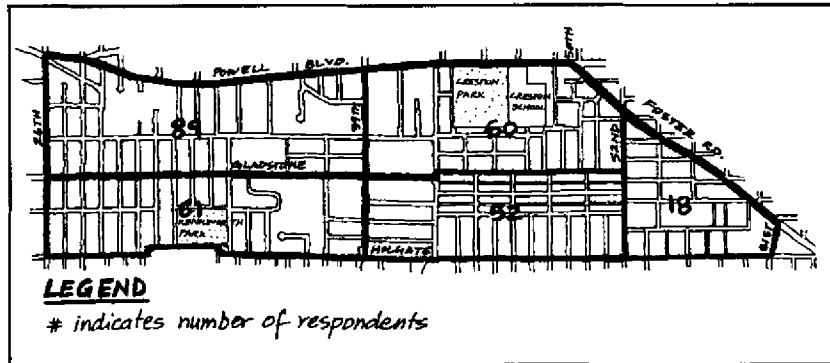
Place
3¢ cent
stamp here

Creston Kenilworth Neighborhood Association
c/o Southeast Uplift
3534 SE Main St.
Portland OR 97214

Summary of the Results of the 1996 Creston Kenilworth Neighborhood Survey

About 307 responses, approximately 8 percent of the total number of responses from residents, businesses and property owners, were received. The map shows location of residents and businesses who

responded to the survey. A summary of information obtained follows. The number of people who supported each idea is indicated wherever the data is available.



Distribution of survey respondents

Top 10 Concerns:		Top 5 Services Identified as Needed in Neighborhood	
•Police presence and enforcement	218	•Day Care	165
•Graffiti removal	195	•Bookstore	155
•Physical appearance of businesses	192	•Coffee place	153
•Neighborhood watch programs	178	•Senior/Youth center	136
•Street maintenance	175	•Deli	132
•Parks/Open spaces	232	Top 5 Important Development and Land Uses	
•Control of speeding traffic	202	•Neighborhood gatherings places	165
•Street cleanliness	194	•Commercial/Residential (mixed use) along transit streets	121
•Traffic noise and pollution	187	•Add-a-rentals to single family homes	113
•Yard and home maintenance	177	•Garden court apartments	79
		•Infill on vacant lots	71

Top 3 Facilities and Services Chosen as Adequate		Top 3 Facilities and Services Chosen as Inadequate	
•Sidewalks	236	•Variety of neighborhood businesses	113
•Traffic signals and signs	200	•Recreational areas and options for kids	105
•Parks and green spaces	196	•Gathering places	98

VI. D. NEIGHBORHOOD SURVEY

Comments on businesses/development people would like to see:

Restaurants	Retail	Services
Coffee shops	hardware store	bank/credit union
more variety of dining	natural food store	fitness center
less fast food	drug store	bicycle & BMX park
ice cream parlor	Fred Meyers	movie/theater
family restaurant w/ play area for kids	pet store	doctors, dentists
vegetarian restaurants	antique store	copy shops
on-line cafe	produce market	recreation fountains
pub		senior housing complexes
bakery		art center
		library branch
		rock climbing wall in park
		gym
		recycling center
		nursery
		after-school activities

Suggested other locations for development

52nd & Holgate	along Francis	28th & Holgate
42nd & Gladstone	along Gladstone	28th & Gladstone
26th & Holgate	52nd & Powell	52nd & Foster

General comments

•control design of apartment buildings - more friendly	•need business cluster like Woodstock or Hawthorne area
•no more development	•need neighborhood gathering places
•large homes converted into low-income apartments or communal living spaces	•livable low income apartments w/ green places
•single family home on infill lots	•more community garden space
•only single family homes	•no large retail development
•no more apartments	•no Fred Meyer
•no lower income housing	•more parking
•if increased density, more green spaces	

Most Frequent Answers to: What do you like best about Creston Kenilworth Neighborhood?

Parks	Neighbors
•Kenilworth, Creston 73	•friendly 55
•street and neighborhood trees 13	•diversity 21
Homes	Business/Services
•well-kept yards & gardens 34	•good variety of stores and services 9
•well-maintained homes 20	•good mix of auto services 7
•affordable 20	•visible police presence (good interactions) 6
•good variety of architectural styles 13	•adequate grocery stores - Safeway, Trader Joes 6

Convenience & Transportation	General Community
•proximity to downtown, main transit routes 87	•sense of community, strong neighborhood feeling 13 - open neighborhood appearance - walkable neighborhood w/others walking
•easy access to shopping, work 66	•relatively safe 24
•accessible to transit routes 39	•quiet 42
•good variety of stores and services 39	
•good variety of restaurant option 11	
•close to good schools 15	

Most Frequent Answers to what would help improve our neighborhood?

Traffic	General Community Issues
•improve traffic management 7	•plant more street trees 16
•minimize speeding 50 (42nd, Francis, Gladstone, Cora, 52nd, 42nd, 26th, Powell, Holgate, 28th)	•better communication & consideration between neighbors 11 - (less noise, parking)
•more stop signs & signals 19 (Francis & 37th, 42nd)	•more/better street lighting 12 - (42nd & Powell, etc)
•reduce traffic volume 12	•improve upkeep of vacant lots (maybe plant flowers, garden) 11
•improve bus service, access and schedule 16 - Sunday bus service on Harold line #10 - 24 hr Powell #9 service - Gladstone - increased schedules at night - move 28th bus to 26th	•clean up neighborhood, sidewalks, yards & vacant lots 16 - clean up neighborhood trash - residents clean up litter in yards and sidewalks
•better upkeep of streets & sidewalks - Cora, 42nd, etc. 18	•get rid of abandoned cars parked on streets 9
Homes	Safety
•Better maintained homes 21	•more visible police presence 23 - (walking, in parks, at night etc)
•Clean up yards 20	•clean up graffiti 21 - get Cleveland High kids to help
•Better maintenance, clean up of rentals 14	•reduce crimes (shootings & property crimes) 20
•Fewer large rundown apartment complexes 8	•stop gang and drug activity 17
	•reduce car theft 11
Parks & Open spaces	
•more green spaces 3	
•cover pool for more/better use 4	
•more organized activities for kids in park 3	

Summary of the January 1998 Survey Results (distributed with flier)

A total of 62 survey responses were received. About 959 were mailed to property owners/businesses and about 3,000 were distributed door to door in the neighborhood. Answers to the four questions are summarized below.

1. Which of the following locations do you think is better for a community gathering place:

•39th & Holgate	21	•39th and Gladstone (move parking at empty café)	38
•39th & Holgate too busy & horrible intersection	1	•Neither, no more development	3
•39th & Gladstone too close to where rapist lives	1	•The old Hobbit Restaurant	1
•39th too busy, better if off 39th	1	•26th and Gladstone	1

2. What uses would you like to see at the community gathering place?

•Space for community activities	46	•Art gallery	1
•Coffee shop	30	•Postal service shop	1
•Quality coffee (Starbucks, Coffee People, Torrefazione) Noah's Bagels	1	•Classes like yoga, tai chi, & meditation available to all ages at reasonable cost	1
•Book store	40	•Non-smoking pub	1
•Powell's bookstore	1	•Variety store	1
•Deli	26	•Ethnic restaurant/eateries	1
•Library/lending used books	2	•Sporting goods store	1
•Child care center or mothers' meeting place	2	•More activities for kids like team sports year round	1
•Senior Center/Elderly community center	2	•Anything to keep kids off streets	1
•Teen and senior activities	2	•Indoor playground for kids	1
•Youth Center	1	•Playground for children	1
•More places safe for children living within CKN	1	•Garden seed/bulb exchange & info center	
•Lending Center	1	•Hobbies, arts & crafts	1
•Computer access	1	•Community garden space	1
•Copy, fax, computer facility	1	•Space, brick street, hanging flower pots	1

3. What three things should we do to keep our neighborhood diverse and affordable? (The answers have been categorized under policy area topics.)

TRAFFIC AND TRANSPORTATION

- Maintain mass transit/add services to calm traffic
- Get rid of speed bumps on Gladstone
- Need center lane to allow left turn
- Need bike lanes
- Reduce speed of cars in the area
- Return of Tri-met bus over to SE Gladstone (2)
- Restore Tri-Met service on Gladstone between 26th and 42nd
- Encourage alternate transportation

- Encourage good service by public transit
- Slow traffic off Powell
- Better public transportation
- Upkeep streets and sidewalks
- Streets and sidewalks well maintained
- Make streets safer for bicycles
- Make streets inconvenient for police chases and teenage speeding
- More frequent bus service on Holgate; bus route south on 52nd to Woodstock would be wonderful

PARKS, RECREATION AND ENVIRONMENTAL RESOURCES

- Upgrade public park services for children to include workshops
- Further develop public greenspaces
- More open spaces and pedestrian walkways
- Update play areas in Creston Kenilworth park
- Plant evergreens along 26th for sound proofing
- Plant more trees (2)
- Good lighting and parks well maintained

BUSINESS AND ECONOMIC DEVELOPMENT

- Encourage more neighborhood business character as on Hawthorne
- Promote neighborhood businesses and encourage residents to walk to bicycle
- Close some streets for pedestrian mall and neighborhood shops and plaza
- Offer affordable shopping solutions to the malls
- Movie house or other entertainment not requiring driving
- Solicit ethnic shops, cafes, etc.
- Encourage ethnic zone of restaurants, businesses, shops and housing
- Need stores closer for elderly
- Need a community center like Woodstock has serving all age groups
- Clean up develop property at 39th & Holgate (where abandoned restaurant is located)
- Encourage small businesses
- Need computer/book access for school work
- Local schools offer community based adult classes, as in ESL
- Mixed use development (commercial/residential)
- Restrict businesses to quality operations (established names) especially in the new community gathering place

HOUSING

- Increase ownership subsidies for first time and/or targeted buyers
- Keep up properties
- Inform property owners how they can improve their properties
- Better upkeep around homes
- Improve cleanup of rental properties
- Affordable yard maintenance
- Promote neighborhood clean-up day with neighbors helping neighbors
- Continue projects such as REACH Paint-a-thon and yard clean ups, including low-income and seniors
- Develop low cost programs for paint and maintenance and repair of properties
- Help direct residents toward money for rehabilitation
- Rent control
- Allow manufactured homes on some small lots
- Zone for small lot development
- Encourage row houses and mixed use development
- Keep multiple residences at 28th and 39th and Gladstone
- Keep lot sizes the same
- Encourage rental units

VI. D. NEIGHBORHOOD SURVEY

- Allow all partition/adjustment applications w/ city for development of smaller parcels
- Ban new construction that has a prominent garage facing street
- Ban unsightly chintzy apartment buildings
- Inclusionary zoning for any new construction
- Start neighborhood fund to help folks fix up their homes/get rid of garbage, etc.
- Provide more outreach to elderly, low-income neighbors who need assistance maintaining and living in their homes so they don't have to sell
- Publicize low-income home ownership programs
- Keep lots small
- Try to maintain the area as a primarily single family modest homes
- Low interest loans for apartment improvement (less energy usage)
- Subsidize apartment conversion to ownership (condos)
- Subsidize apartments for elderly
- Limit number of multi-family dwellings, e.g., apartments
- Return to owner-occupied houses rather than rentals
- Continue community development plan for improvements to homes with a low interest rate
- Houses refurbished rather than torn down for businesses

SAFETY AND HEALTH

- Public safety: better lighting
- Increase & encourage neighborhood Watch Programs
- Fight crime and improve lighting
- Encourage neighborhood watch programs to keep it safe
- Close down all drug houses and gang houses
- Close down all adult video stores
- Close down all taverns
- Discourage businesses like taverns, adult videos, convenience stores,
- Provide adequate SAFE play & activity space for children in apt. dwellings - this means walk to & from must be safe as well
- Encourage local apt. complexes to donate one unit to police - either rent free to officer to live on site - or break/meeting place for police

GENERAL COMMUNITY BUILDING/DIVERSITY/URBAN DESIGN

- Continue to encourage community involvement
- Continue and improve community information programs
- Continue communication and updates on progress of neighborhood
- Encourage people to meet each other and take part in protecting each other's property while away
- Need athletic club, place to play bingo
- Hold neighborhood events like picnics at park
- Activities for children and elderly
- Maintain what is here rather than spending money on development
- We have enough diversity and affordable rentals already
- Promote a community atmosphere and pride
- Ensure housing diversity
- Enhance historical elements
- Work w/neighborhood to our east (Lents?) to develop Foster into a community gathering/walking place
- Community art/murals - culturally neighborhood appears to have no identity
- Celebrate different ethnicities by having resources at common gathering place for diverse groups , i.e. bilingual, books, ethnic foods, etc.
- Have summer neighborhood fairs - ask various ethnic groups to participate and demonstrate aspects of their culture.
- Hold community diversity training
- It already is diverse
- Adding character - a community center is a great idea

- Keep residential with residential, business with business

OTHER

- Make use of federal funding
- Lower or place cap on property taxes
- Neighborhood is already low income; if we "improve it" it will no longer be affordable
- Keep things simple, keep things clean, spend less \$
- Higher population density
- Unsure

4. What three things need immediate attention in the neighborhood? (The answers have been categorized under policy area topics.)

TRAFFIC AND TRANSPORTATION

- Decrease traffic
- Need traffic speed limit controls
- Return of Tri-met bus route to SE Gladstone
- Control speeding (4)
- Make many streets one way for traffic
- Install traffic bumps and signage to slow traffic around Creston school (Gladstone, 48th to 49th)
- Control traffic speed and noise east of 39th, on 42nd, Holgate and side streets between 39th and 52nd
- Control excessive speeding on 39th\ Reduce speeding
- Speed bumps
- Kiosks for bus stops
- Get rid of abandoned cars
- Get rid of cars parked in front of houses for days
- Get rid of cars parked on Holgate all day from people parking and busing to town
- Control junk cars abandoned on streets
- Police "junk vehicles" parked on streets
- Cars park too long on Gladstone
- Traffic and overnight sleeping in cars on SE Cora between 29th and 28th Place
- Need street improvements like curbs and sidewalks to make it safer for pedestrians
- Allow diagonal parking by removing double wide sidewalks
- Need curbs and sidewalks on all streets (Bush between 48th and 50th)
- Elimination of parking spaces by building on lots
- Holgate Blvd - very dangerous for pedestrians & cyclists
- Holgate is dangerous for pedestrians between 34th & 39th
- Removal of all vehicles w/expired tags & wrecked or disabled vehicles
- When extra lots are built on, see that off-street parking is retained for the original house
- Cars and trucks go too fast on Francis above 42nd

PARKS, RECREATION AND ENVIRONMENTAL RESOURCES

- Maintain parks / Keep up the parks (2)
- Convert unimproved roads to only pedestrian walkways (i.e. Cora between 28th Ave. and 28th Pl.)
- Establish positive places for community with trees, benches, lighting, and safe crosswalks
- Would like to see more concerts held at Community Music Center
- Suggest to St. Vincent's to make a community garden in their open lot
- More street tree planting (3)
- Save above chestnut tree at 30th and Cora and retaining walls
- Plant more trees
- Encourage residents to plant more street trees
- Wish we had a library or a Parks Bureau community center around

VI. D. NEIGHBORHOOD SURVEY

- Would like to see more park renovations with spaces that encourage informal contact among visitors
- Enclose Creston Park pool for year-round swimming
- Enclose hollow area next to Creston tennis courts

BUSINESS AND ECONOMIC DEVELOPMENT & URBAN DESIGN

- Clean up neighborhood
- Improve tacky looking commercial properties
- Clean up business properties, including post office
- Clean up vacant lots and alleys
- Fix or tear down abandon building near 34th and Powell (behind Super 8)
- Upgrade depressed properties and generally cleanup landscapes
- Replace abandoned and deteriorated buildings with new
- Make old abandoned buildings/businesses usable
- Develop 39th/Gladstone as focal point
- Need better shopping complex than available at 39th and Powell
- Need a McMenamin's style pub, more gathering places
- More and varied retail on Gladstone like flower shop, vet, dog groomer, or ethnic restaurant is needed
- Make 39th/Powell focal point by renovating Safeway, adding destination attractions
- Establish useful business (community center) at 39th/Holgate restaurant site
- Need daycare in neighborhood
- Prevent infill development to decrease population, since more crowding would decrease livability
- Need to develop more businesses like bookstores, coffee shops ...
- Need more businesses on Gladstone - more places to shop w/o cars
- St. Vincent de Paul - it's a disgusting mess outside
- Most businesses in area could use new paint & some landscaping help

HOUSING

- Home improvement opportunities to upgrade/weatherize targeted homes
- Fix up houses requiring repairs and clean up
- Keep lawns mowed and shrubs trimmed
- Clean up front yards and haul away trash
- Clear out trash and junk from front yards
- Yard/house maintenance assistance
- Encourage residents to clean up their yards
- Clean up rentals and ask property owners to be more responsible and accountable
- Clean up and repair large apartment complexes in neighborhood
- Clean up trash, especially around apartment complexes
- Better property management
- Clean up and repair rental homes, duplexes and triplexes in CKN
- Increase the REACH Paint-a-thon and tree planting program
- Stay with bungalow style architecture on residences
- Improve poorly kept residential properties, including cars parked across sidewalks
- Some apartment complexes need better upkeep
- Too many low income multifamily housing not well maintained
- No more apartment complexes
- Rehab older homes
- Enforcement by Building Dept/Tax Dept of empty houses

SAFETY AND HEALTH

- A community wide supported watch program
- Better security in the parks
- More visibility of police
- Need control of barking dogs between 28th and 32nd between Gladstone and Reed College

- Encourage neighborhood safety measures
- Improve safety
- Maintain safety from crime, auto accidents, etc.
- Safety and public protection via all means of cooperation by the community
- Address underlying causes of graffiti
- Clean up graffiti
- Crime control
- Clean up drug dealing in apartments around Safeway (Powell)
- Control youth and gangs; need more police presence
- Control gang activity
- Control crime, including graffiti, drug traffic in apartments on 39th
- Remove gang graffiti
- Prevent drug activities and prostitution
- Be alert for illicit drug using, dealing
- 24hr surveillance of gang houses
- 24 hr surveillance of adult video outlets to stop prostitution
- Put a stop to prostitution on corner of 52nd & Foster & surrounding area
- Get rid of adult bookstore establishments on 52nd & Foster
- Start a campaign for a drug and alcohol free zone and follow-up with a smoke free zone by year 2000
- Control gangs and gang related (drugs) activities
- Prevent crime on 39th from Powell to Holgate
- Vandalism/stricter curfew enforcement - teens
- Remove smut shops and prostitution
- Area unsafe; too much crime
- Need more police visible on streets, and not in coffee shops
- Too much noise after 10 p.m. and loud TV and radio during day
- Better lighting on main streets
- Need to start safety classes for kids & adults to deal with threats of rapist. We are so frightened by his presence; we are considering moving especially because we have a little girl
- Keep high-profile police presence throughout neighborhoods and encourage our police chief and mayor to work on training police in better conflict management tactics. How to uphold the law firmly, yet politely
- Step up police patrols around parks
- Reduce petty crime, vandalism
- Police are personally invisible and always in cars and usually are from out of the area

GENERAL COMMUNITY BUILDING/OTHERS

- Encourage participation from residents living east of 39th
- Better distribution of newsletter east of 39th
- Establish a shelter to house homeless, at least in winter
- Neighborhood clean up
- Reduce litter
- Strong emphasis on cleaning up buildings and surrounding areas
- Sustained cleanup of debris, shopping carts on sidewalks, streets, and multiple housing properties
- Garbage cans at key corners
- Petition St. Vincent's De Paul to clean up and beautify premises
- Improve/clean up properties on SE 37th between Gladstone and Holgate
- Street drains not kept free of leaves and debris
- Trash on the street (on my street generated from 39th & Powell)
- Rats
- Frequent street cleaning of leaves & debris
- Listen to the desires of residential homeowners
- Make sure that black children do not feel threatened or left out by others

VI. D. NEIGHBORHOOD SURVEY

- Pay attention to kids fighting and picking on others on the way home from school (on Francis)

OTHER

- Also, what is wrong with existing neighborhood? Who is pushing this development and why?

VI.E. Neighborhood Advocacy Agenda

Not a part of Portland's *Comprehensive Plan*

Neighborhood advocacy agenda actions are ones that the neighborhood wishes to pursue, but are not included as part of the *Creston Kenilworth Neighborhood Plan* or Portland's *Comprehensive Plan*. They are only for the neighborhood association's guidance for future projects and programs. Some actions deal with improvements in City services or specific projects that the neighborhood desires from the City.

The advocacy agenda is divided into two parts. Part I includes actions that lack implementors. Implementors are organizations or agencies which agree to take the lead responsibility for carrying out an action.

Actions that conflict with City policy are identified in Part II. The neighborhood association may want to lobby the state legislature or City Council for actions in Part II.

These statements are included in this document out of respect for the hard work the Creston Kenilworth neighbors have put in to complete this planning process. These actions have not been adopted nor endorsed by the City in any way. They are not a part of the City's *Comprehensive Plan* or the *Adopted Creston Kenilworth Neighborhood Plan*.

Part I

- Have a branch library in neighborhood
- Stop pesticide use in parks
- Return some of the traditional topographies run-off to get ponds, running water
- Institute design standards for key commercial areas
- Have a community policing local office in community
- Change zoning to allow alternate forms of housing
- Control design of apartment buildings, make them nicer
- Have fewer large, rundown apartment complexes
- Give neighborhood associations more power over commercial zoning decisions and control over types of businesses which could negatively affect neighborhood. (City doesn't restrict power - need to work this out with business associations and Southeast Uplift.)
- Implement traffic calming on SE Foster Road. (SE Foster Road is a district collector and major city traffic street so it does not qualify for installation of speed bumps or traffic circles. Feasibility of other alternatives for calming needs to be examined.)
- Adequate on site parking for SE Powell businesses

VI. E. NEIGHBORHOOD ADVOCACY AGENDA

- Pedestrian overpasses or “walk-overs” on Foster and on Powell near Cleveland High School, Creston Park, Coffee People, and at spots used by children
- Bring back the street car
- Tear down and redevelop the triangular area east of SE 50th (portion within the *Foster Target Area Plan*) with a new pattern of clustered higher density housing and open spaces
- Ban flag lots in the Foster Target Area
- Explore using electric buses as alternate means of transportation
- Get rid of parking lots and bring buildings up to the street
- Create pullouts for buses on SE 52nd, SE 39th and SE Powell from Cleveland High School
- Light rail - use SE Powell and Foster to Oregon City
- Make SE Gladstone a bus route
- Increase service for #75 on 39th
- Create a bus fare-free (fareless) zone for neighborhood
- Change SE Holgate to three lanes at rush hour instead of four lanes
- Orient buildings to back up to Powell
- Introduce rapid transit along SE Powell to serve suburbs
- Add more river crossings for bikes and pedestrians
- Widen SE Powell Boulevard to six lanes
- Include center planting circle or triangle at SE 42nd and SE Gladstone - intersection is big, empty and ugly
- Introduce a \$10,000 system development charge for new housing including each new apartment or condominium (The City has a transportation system development charge for all types of new housing. Call 823-6108 for more information.)
- Get rid of abandoned cars (Call 823-6814 to report abandoned autos)

Part II

- lower taxes
- have no more/less commercial properties
- have no increase in density
- have fewer topless bars
- have fewer fast food restaurants
- don't want subsidized housing development
- reduce amount of rental property
- tunnel from Ross Island Bridge to I-205

VI.F. Projects Eligible for Housing and Community Development Funds

The Bureau of Housing and Community Development asks neighborhoods eligible for federal funds to identify and rank, in order of importance, projects that could be funded with Housing and Community Development (HCD) funds. They require that identified projects primarily benefit low to moderate income households. The Creston Kenilworth neighborhood is eligible for HCD funds based on the 1990 Census information on household income. This could change when the 2000 Census is taken. If household incomes improve within this 10 year period, the neighborhood might not be eligible for HCD funds in the year 2000.

Actions that may be implemented by applying for the HCD funds were ranked during the public forums on January 27 and 31, 1998. The following table lists these actions in the order of the neighborhood's priorities.

Ranking of Actions That May Be Implemented Using HCD Block Grant Funds

Rank	Action #	Actions	Implementors
1	H 5.1	Form a committee to <ul style="list-style-type: none"> • identify homes and rental properties that are run down; and • seek funding to upgrade and improve them or buy the property and redevelop them. 	CKNA
2	BE 3.1	Work with property owners and other agencies to rehabilitate and occupy abandoned businesses, especially along SE Foster and SE Powell, and within the Foster target area.	CKNA, PDC
3	PR 2.1	Plant trees and provide amenities to enhance the pedestrian parkway linking the residential areas with the existing parks.	BP&R, CKNA
4	CS pg 1.2	Develop and implement a response / information program to aid neighbors in dealing with nuisances. Work with the Police Bureau and ONI to include information regarding current nuisance ordinances; neighbor etiquette; conflict resolution; pet regulations; stray animal problems; tenant landlord issues; illegal activities; and family issues. Prepare a resource guide with a phone list, and conduct workshops on the above topics.	CKNA, SEUL
4	CS 1.1	Develop and maintain a list of resources for neighbors who need physical and financial assistance for home and yard maintenance. Obtain information from BHCD, SE Works, REACH, YMCA, and SEUL.	CKNA

VI. F. PROJECTS ELIGIBLE FOR HOUSING AND COMMUNITY DEVELOPMENT FUNDS

Rank	Action #	Actions	Implementors
4	BE 3.4	Seek funding for storefront improvements and provide amenities including awnings, community information boards in business area, signs, and lighting, especially in the Foster target area.	CKNA, FABBA, PDC, GBBA, BHCD, involved business owners
5	CV pg 1.2	Develop an outreach program that encourages residents, home owners and tenants, to participate in neighborhood activities. Consider activities such as neighborhood clean-ups, block parties, and social/educational events. A first priority focus is to involve residents living east of SE 39th Avenue.	CKNA
6	PR pg 2.1 and PS pg 6.1	Provide supervised activities and programs for children in the local parks. Work with community organizations, such as local churches and schools, to organize positive structured activities for youth, especially after school hours, in the evenings and on weekends.	CKNA, BP&R, and other private agencies
6	BE 3.3	Form a business search committee to actively solicit businesses that encourage more pedestrian traffic, serve household needs, and diversify the neighborhood's economic base. Businesses may include: <ul style="list-style-type: none"> • cafes with outdoor seating; • coffee houses with a gathering place; and • a bookstore. 	CKNA, FABBA, GBBA, and interested agencies
7	LUD 4.1	Work with local artists to design murals, and special signage, paving and art work for the gateways, historical features, and points of interest along the pedestrian parkway described in the urban design concept.	CKNA, local artists, local businesses
7	PR 2.8	Identify suitable sites and potential partners for building and maintaining a community center.	BP&R, CKNA, adjoining neighborhood associations and other agencies
8	CV 1.2	Organize annual social, cultural and entertainment events to bring people together; for example, theme fairs, festivals, ice-cream socials, potlucks in the park, street dances and fairs, games, sports, contests and block parties.	CKNA
8	CS 1.2	Conduct annual neighborhood cleanups and tree planting events.	CKNA, SEUL, FOT
8	CV pg 1.3	Establish relationships with the ethnic groups in the neighborhood by communicating with all their representatives and involving them in neighborhood activities. Organize cultural events for residents to share their heritage.	CKNA, CSSC, ROSS
8	T pg 1.2	Work with volunteers to install safe and accessible bike racks at businesses to support bicycle riders.	CKNA, local businesses

Rank	Action #	Actions	Implementors
8	CV 1.9	Design and install neighborhood information bulletin boards to announce neighborhood related events and provide information. Work with businesses to locate the boards in key public places such as the gathering place or neighborhood mixed-use nodes.	CKNA, GBBA, FABA, business owners, local designers
8	PS 6.6	Seek funds to install exterior lighting for all businesses in the neighborhood to enhance street safety. Lighting must be directed down to minimize light pollution.	CKNA, FABA, GBBA, REACH
9	H pg 5.1	Distribute brochures informing residents about landlord-tenants rights, and landlords about tenant screening methods. Obtain information from Portland Housing Center, Oregon Housing NOW, SEUL and BHCD.	CKNA
10	CS 1.5	Explore options for obtaining a neighborhood meeting place or activity center in local school facilities, Parks Bureau facilities, or other community areas. The center must be close to the neighborhood and easily accessible by foot or transit. (See Action # PR 2.8.)	CKNA
10	LUD 4.5	Increase residents' awareness of the neighborhood's history, architecture and other significant features that contribute to its identity by developing brochures/newsletter articles and videos to document them.	CKNA
10	BE pg 3.2	Find innovative and efficient ways to conserve natural resources and prevent pollution through their programs such as the "Business for an Environmentally Sustainable Tomorrow"(BEST) program.	Energy Office, CKNA
not ranked	H 5.2	Work with nonprofits to buy or build affordable housing in the neighborhood. Work with them to secure low interest loans for property owners to improve their property.	CKNA, REACH, BHCD
not ranked	H 5.3	Consider designating portions of the neighborhood east of SE 50th as a distressed area to allow qualified homeowners to be eligible for limited property tax assessment when making home improvements, rehabilitating, or constructing new owner occupied single-family homes.	CKNA, BOP, PDC, BHCD

VI.G. Design and Development Guidelines

Not a part of Portland's *Comprehensive Plan*

The design and development guidelines presented in this appendix are voluntary design guidelines. They have not been adopted by City Council and are not a part of Portland's *Comprehensive Plan*. Although many of the guidelines are already a part of the City's *Community Design Standards and Guidelines* and the zoning code, they are included in this appendix to serve as a guide for the neighborhood. Some guidelines may be in conflict with the City's zoning code.

Creston Kenilworth Neighborhood Design Guidelines

The Creston Kenilworth Planning Committee has included the following guidelines for development and preservation in order to protect the character of the neighborhood. The guidelines are intended to maintain and enhance the desirable qualities which make the neighborhood a quiet, friendly place. They are not intended to be strict, inflexible standards; rather they serve to direct development in a manner which best complements the special qualities of Creston Kenilworth. These guidelines may be more restrictive than the zoning code allows. They are not intended to preclude development which may occur by right.

General Guidelines

1. Fences and retaining walls on front and side yards which abut a street should be visually open to the street. Hedges, retaining walls and fences which visually obscure front yards are discouraged.
2. Crime prevention elements should be included in the design, with specific attention to landscaping, parking areas, walkways, lighting, entries and visibility. Windows and entries should not be obscured. Parking areas, walkways, and entries should be adequately illuminated for visibility.
3. Energy conservation elements should be included in the design as feasible. These include natural daylighting, solar heat, solar preheat of water, air lock entry, building alignment on an east-west axis, minimized north facing windows, shade trees against west facing walls, and street trees.
4. Building materials used should be nontoxic whenever possible.

New Residential Construction and Renovation

The current homes and apartments in the neighborhood represent a variety of periods and styles. The guidelines are intended to ensure maximum compatibility of new buildings with the existing. These guidelines apply to all new detached single-family and small multi-family structures and to building additions which require a foundation.

1. Siting

All new buildings should face the street and should maintain the historic front yard setback on the block, usually ten feet. The original topography and grade of building sites should be maintained.

2. Building Height

In areas zoned for single-family residential use, new buildings should not be less than one and one-half stories or more than two and one-half stories, or thirty feet in height. In all other areas new buildings should not exceed three stories or forty-five feet in height.

3. Foundations

Structures should have foundations which are three to four feet in height and constructed of masonry materials, such as ornamental concrete block, poured concrete with a stucco wash, or stone when possible.

4. Exterior Siding Material

Materials used on new buildings should be consistent with the predominant materials used on buildings of a similar use within the neighborhood: horizontal wood siding, wood shingles, brick, stucco, or a combination of these materials. The following materials are discouraged: plywood, imitation brick or stone, exposed concrete block. Restoration and maintenance of original siding materials is encouraged. Materials used on additions should match or be compatible with the predominant materials used on the original structure.

5. Roof Form

Residential buildings should have gable or hip roofs with medium to steep pitch. Dormers and gabled roof projections are encouraged. Repair and alteration of roofs should retain the original roof shape and pitch, as well as original structural and decorative features. New roof features should be compatible in size, scale, material and color with the original building.

6. Building Additions

Building additions should be in keeping with the original architectural character, color, mass, scale, and materials of a buildings. Additions should be designed to have the least impact upon character-defining features of a building and should be located inconspicuously when viewed from the street.

7. Front Facade Detailing

Front porches and projecting features, such as balconies, bays and dormer windows are encouraged. Trim and details on fascia board ends, columns, porch railings, and other architectural features are encouraged. Blank facades with no windows are discouraged. When possible, original entrances to buildings, front porches and dormer windows should be retained or restored.

8. Windows and Doors

Whenever feasible, original windows and doors, including trim, should be retained or restored. New windows should match or be compatible with original windows in form, material, type, pattern and placement of openings.

9. Porches

Front porches are encouraged and should be of adequate size to function as an outdoor room, about six feet minimum depth and eight feet minimum width. Roof, columns, beams and railings should embody the spirit of early 20th century porch styles.

10. Landscaping

The retention of mature trees and shrubs is encouraged. Landscaping with ground cover, flowers, shrubs, grasses, vegetable and herbal gardens, and lawns are all encouraged.

11. Parking

Parking areas are discouraged in the front yard. Required on-site parking should be located in the rear yard or beneath new construction. Parking areas should be screened from adjacent properties; hedges and canopy trees are recommended as screens.

Multifamily Construction and Renovation

Apartment structures built in the 50s and 60s, often referred to as motel style, are common in Creston Kenilworth. These structures can be adapted to better integrate with the neighborhood's character through parking lot and landscaping redesign, window trim addition, and modification of architectural details. The guidelines for residential construction and rehabilitation and commercial construction and renovation should be used as appropriate for multifamily structures.

Outdoor amenity space needs to be increased. A minimum should be provided on the site for all new construction and renovation when possible. This could be a common shared space. A children's play space should also be provided whenever possible within one-eighth mile.

Commercial Construction and Renovation:

Creston Kenilworth has commercial structures along Powell, Foster, 39th, Holgate and Gladstone. Though the neighborhood does not have a neighborhood commercial center currently, plans for development of neighborhood business nodes in the future are discussed in the Business and Economic Development and Urban Design sections of the plan. These guidelines are intended to ensure maximum compatibility and functionality for new buildings, and help restore old buildings.

1. Siting

Commercial buildings should be pedestrian oriented and have a zero front yard setback. In rehabilitating existing buildings, the architectural integrity of facades oriented to a street should be maintained or developed. Additions and structural alterations should adopt the character of the existing building or be minimally visible from the street, unless the alteration will improve the character of the structure so that it better fits into the surroundings. The original topography and grade of building sites should be maintained.

2. Streetscape

Awnings, fixed overhangs, and recessed entries add depth, light, and shadow, and provide sheltered transitions between the sidewalk and the building. Primary entrances to buildings should be oriented to the street rather than to a rear or side yard. Use transparent windows and doorways to add interest by allowing a view of the building's interior. Include sidewalk-scaled streetlights and street trees, which add to the qualities and safety of the sidewalk. Support the building of curb extensions which create corner "places" at intersections for pedestrians.

3. Foundations

Commercial buildings should have floor heights which are within six inches of the sidewalk elevation. Changes to a foundation should match or be compatible with the original foundation in height and materials.

4. Exterior Siding Material

For commercial and large multifamily structures, stucco, brick or horizontal wood siding are recommended. Materials used on additions should match or be compatible with the predominant materials used on the original structure.

5. Roof Form

Commercial buildings should have flat roofs with parapets or false fronts or low to moderate pitched roofs. Detailing of the parapets with cornices and stepping is encouraged. Original structural and decorative features should be retained. Mechanical and service equipment should be inconspicuous when viewed from the street.

6. Building Additions

Building additions should be in keeping with the original architectural character, color, mass, scale, and materials of the building. Additions should be designed to have the least impact upon character-defining features of a buildings.

7. Development Impacts

All new development should be designed and operated to minimize potential adverse impacts upon surrounding residences and to reduce conflicts with residential uses. Factors to be considered are traffic generation, deliveries, parking, noise, lighting, crime prevention, hours of operations and activity, visual effects and buffering. Solar access of neighboring structures should be protected.

8. Windows and Doors

Storefront windows with large fixed panes below and smaller panes above are encouraged. Blank facades with no windows are discouraged. Restoration of commercial storefront windows and facades is especially encouraged.

9. Awnings

Retractable fabric awnings which are architecturally compatible with existing commercial structures are encouraged.

10. Front Facade Detailing

Original entrances to buildings and detailing should be retained. New construction should include design elements compatible with original structures.

11. Signs

Make sure that new signage is legible and interesting for both the pedestrian and the automobile browser. Creativity is good here, but avoid slick, high-tech signage. Whenever possible, retention or restoration or original pre-1940 signs is encouraged. Wall signs, window signs, canopy and projecting signs attached to the building are encouraged; freestanding signs are discouraged. Signs should not be the dominant feature of a building or site.

12. Parking

On-site parking should be located at the rear of the building. Parking areas should be screened from adjacent properties; hedges and canopy trees are recommended as screens.

13. Amenities

The provision of amenities such as flower baskets and planters, appropriate sidewalk furniture (where space permits), and community bulletin boards is encouraged. Add street trees, pedestrian-scale street lamps, on-street parking, sidewalk mosaics, and other layered features which all contribute to the sense of enclosure and attractiveness of outside places that pedestrians enjoy.

Acknowledgments

Thanks to the Buckman neighborhood for developing their guidelines as part of their neighborhood plan, August 1991, the *Belmont Business District Design Recommendations* by Portland Community Design, and also to the AIA Housing Committee's *The Ten Essentials for North/Northeast Housing*.

VI.H. Glossary of Terms

This glossary provides definitions for an alphabetical list of specialized terms. Sources for term definitions are given when the definitions were taken from adopted public documents. In cases where sources are not cited, definitions were taken from the *East Portland Community Plan Background Document*.

Action Charts

The charts developed in neighborhood plans to list actions for implementation of the policies and objectives, along with a time frame and the names of implementing agencies. Action charts are adopted by resolution.

Adjustment Review

This land use review allows an applicant to ask for changes to certain base zone development standards, such as building setbacks or building height.

Section 33.805. 040, Approval Criterion B: If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area.
Excerpt from Portland's Zoning Code.

In determining "livability," the Bureau of Planning and an adjustment committee rendering the decision may rely on neighborhood plan policies and a vision statement to define the character of the area. With that definition, one can better determine if an adjustment to certain development standards will adversely affect the overall character of an area.

Auto-Oriented Development

Development which is designed with an emphasis on customers who use autos to travel to the site, rather than those which have an emphasis on pedestrian customers. This type of development usually has more than the minimum required number of parking spaces. The main entrance is oriented to the parking area. In many cases, the building will have parking between the street and the building. Other typical characteristics are blank walls along much of the facade, more than one driveway, and a low percentage of the site covered by buildings.
Source: Auto-Accommodating Development; Source: Portland Zoning Code, Section 33.910.030.

Bureau of Planning

The professional staff responsible for providing the Portland Planning Commission with the research and information necessary for the commission's recommendations to the Portland City Council. *Source: Portland Comprehensive Plan.*

City Bikeways

Designed to establish direct and convenient bicycle access to all significant destinations within the city. Areas that should be served by city bikeways are employment centers, commercial districts, transit stations, institutions, recreational destinations, and regional and town centers. Auto-oriented land uses should be discouraged on city bikeways not classified as major city traffic streets. Factors to consider in determining appropriate design treatment are: traffic volume, speed of motor vehicles, and street width. Design treatments to be considered for city bikeways are bicycle lanes, extra width lanes, wide shoulders, bicycle boulevards, and signage for local street connections. On-street motor vehicle parking may be removed on city bikeways to provide bicycle lanes, except where deemed essential to serve adjacent land uses. All destinations along a city bikeway should have long- and/or short-term end-of-trip facilities to meet bicyclists' needs. city bikeways should be maintained to minimize surface hazards such as

grates, potholes, and loose sand and gravel. Crossings of city bikeways and all other rights-of-way should be designed to minimize conflicts and provide adequate bicycle crossings. *Source: Transportation Element of the Comprehensive Plan.*

City Walkways

Intended to provide safe, convenient and attractive pedestrian access to activities along major streets, to provide connections between neighborhoods, and to provide access to transit and recreational and institutional destinations. Should provide safe and convenient crossing opportunities for pedestrians. Usually located where there is dense zoning along streets, on streets with commercial zoning, and in and between major activity centers. Where auto-oriented land uses are allowed, site development must address the needs of pedestrians for access. City walkways have sidewalks on both sides of the street. Design treatments such as landscape strips, street trees and on-street parking shall be considered, consistent with the street's other classifications to buffer pedestrians. Where two city walkways cross, crossing design should minimize the crossing distance and direct pedestrians across the safest route. Pedestrian crossings should not be prohibited for distances greater than 400 feet. Special design treatments may be considered with main street design treatment designation. *Source: Transportation Element of the Comprehensive Plan.*

Central City Parking Review

The city requires this review prior to allowing additional parking in the Central City Plan District area.

Section 33.808.100, Approval Criterion A: The proposal will not by itself, or in combination with other parking facilities in the area, significantly lessen the desired character of the area. The desired character is determined by City-adopted area, neighborhood, or development plans..... *Excerpt from Portland's Zoning Code.*

Comprehensive Plan

The current adopted *Comprehensive Plan* of the city of Portland.
Source: Portland Zoning Code, Section 33.910.030.

A comprehensive plan is a generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs. The term "comprehensive" means all-inclusive, both in terms of the geographic area covered and functional and natural activities and systems occurring in the area covered by the plan. The term "general nature" means a summary of policies and proposals in broad categories and does not necessarily indicate specific locations of any area, activity or use. A plan is "coordinated" when the needs of all levels of governments, semi-public and private agencies and the citizens of Oregon have been considered and accommodated as much as possible. The term "land" includes water, both surface and subsurface, and the air. *Source: Oregon Revised Statutes (ORS) 197.015 (5).*

The *Comprehensive Plan* of the City of Portland, was adopted in 1980 and is continuously updated. It includes district plans and neighborhood plans. The City's zoning code is a major implementation tool of the *Comprehensive Plan*, but it is not a part of the plan.

- District (Community) Plans - Multineighborhood plans that encompass a large area and address land use and related issues in a single planning and implementation study.
- Neighborhood Plans - Individual neighborhood plans that seek to preserve and reinforce stability and diversity and improve the city's residential quality and economic vitality.
- Area Plans (e.g. Subarea Studies) - May be undertaken in industrial/commercial areas in response to development activity.

Source: Transportation Element of the Portland Comprehensive Plan.

Comprehensive Plan Land Use Designation Map

The *Comprehensive Plan* map designates the zoning for the entire city of Portland. These designations set forth zoning that complies with the needs for future development in Portland. Zoning and *Comprehensive Plan* map designations are the same on most properties. When there is a difference, the *Comprehensive Plan* map designation is of a greater intensity or higher density. In these situations an applicant may seek a zone change in compliance with the *Comprehensive Plan* map. The request is approved if services to the site are adequate to support the more intensive use.

Conditional Use

The city requires this review for institutions such as schools and churches in residentially-zoned areas.

Section 33.815.100, Approval Criterion D: The proposal is consistent with any area plans adopted by the City Council such as neighborhood or urban renewal plans. *Excerpt from Portland's Zoning Code.*

This criterion makes neighborhood or other policy plans significant in judging the facility.

Density

The average number of persons, households, or dwellings per acre of land. *Source: Portland Comprehensive Plan.*

Design Guidelines

A set of design criteria for development that apply within a design "d" overlay zone. The guidelines are adopted public statements of intent and are used to evaluate the design acceptability of a project. There are design guideline documents developed to address the special design characteristics of different areas of the city. Examples: *Central City Design Fundamentals* and *Albina Community Plan Design Guidelines*. The design guidelines contained in Appendix G of this plan are voluntary.

Historic District

An area containing a number of lots, blocks and buildings that has special historical, architectural or cultural significance as part of the heritage of the city. In Portland, these districts are identified by the Historical Landmarks Commission. *Source: Portland Comprehensive Plan.*

Impact Mitigation Plan

This review is applicable for major institutions, zoned Institutional Residential Zone (IR) when a master plan must be updated or the institution is seeking changes not approved through the master plan.

Section 33.848.050, Approval Criterion M: The proposal is consistent with the policies and objectives of any plans applicable to the campus's location which have been adopted by the City Council as part of the *Portland Comprehensive Plan*. *Excerpt from Portland's Zoning Code.*

The neighborhood plan can play an important role in shaping development for a large institution such as a college or medical facility.

Industrial Sanctuary

The industrial sanctuary designation is intended for areas where city policy is to reserve land for existing and future industrial development. A full range of industrial uses are permitted and encouraged. Nonindustrial uses are limited to prevent land use conflicts and to preserve land for industry. The corresponding zones are General Industrial 1 (IG1), General Industrial 2 (IG2), and Heavy Industrial (IH). *Source: Portland Comprehensive Plan.*

Infill

Infill development is the construction on scattered vacant lots in developed neighborhoods as opposed to building on large parcels of vacant land in relatively undeveloped areas. *Source: Portland Comprehensive Plan.*

Infrastructure

The utilities and basic services, such as roads and sewers, essential for the development, operation and growth of a city. *Source: Portland Comprehensive Plan*

Land Use

The way in which land is used. Land use is generally described in terms of such things as the size of the lot, the size and location of the structure on the lot and the activities that take place within the structure. Activities not directly associated with land, such as housing construction, population growth, traffic flow and job development are influenced by the way land is used. *Source: Portland Comprehensive Plan.*

Light Rail Line

A public rail transit line that usually operates at grade level and that provides high capacity, regional level transit service. A light rail line is designed to share a street right-of-way although it may also use a separate right-of-way. Existing and future light rail lines are designated on the regional transitways map in the *Arterial Streets Classification Policy*. Low capacity, district level, or excursion rail transit service, such as a vintage trolley line, is not included. *Source: Portland Zoning Code, Section 33.910.030.*

Local Service Street

Intended to provide the following: distribute local traffic and emergency vehicles access; access to local residences or commercial uses; visual setting or entryway to land uses; pedestrian circulation system; meeting place for residences; and play area for children in locations where a woonerf street treatment has been implemented. Auto-oriented land use should be discouraged from using Local service streets as their primary access. Local service streets give preference to access to individual properties, and also to the special needs of residents and property owners along the street. Access for motor vehicles may be selectively restricted on local service streets to allow for nontraffic uses or improved safety, using the established city process. Local service streets are intended to provide on-street parking and access to local residences or commercial uses. *Source: Transportation Element of the Comprehensive Plan.*

Major City Traffic Streets

They serve as the principal routes for traffic and emergency vehicle movements which have at least one trip end within a transportation district. major city traffic streets should provide connections to regional trafficways and serve major activity centers within each transportation district. Auto-oriented land uses and major development centers should be encouraged to locate adjacent to major city traffic streets. A major city traffic street is intended to provide concentrated traffic access for those living or doing business within the district. On-street parking on major city traffic streets can be removed and additional right-of-way purchased to provide adequate traffic access. *Source: Transportation Element of the Comprehensive Plan.*

Major City Transit Street

Intended to provide concentrated transit services to connect and reinforce major activity centers and residential areas and to provide for local, limited and express transit operations. Facilities at transfer points should provide a safe and convenient covered waiting area, a means of transfer between transit route and transit route information and access for pedestrians and bicyclists. Locate stations and stops to provide convenient access to neighborhoods and commercial centers. Stations located within 25 minutes travel time of downtown should primarily be served by feeder bus connections. Those areas beyond 25 minutes travel time, should be served by either park-and-ride or feeder bus service. Transit-oriented land uses should be encouraged to locate along major city transit streets. Auto-oriented land uses should

be discouraged, except where the street is also classified as major city traffic street. Encourage land use densities along major city transit streets to vary directly with the planned capacity of transit service. Major city transit streets are intended to provide service for living and doing business within the transportation district. Where neighborhood commercial uses occur, pedestrian and bicycle improvements and on-street parking should be encouraged. Employ preferential transit service, including transit priority treatment (such as signal pre-emption or exclusive lanes), which may involve removing on-street parking or acquiring additional right-of-way. Adequate pedestrian and bicycle crossings should be provided along a major city transit street at or near transit stops. *Source: Transportation Element of the Comprehensive Plan.*

Minor Transit Street

Minor Transit Streets are intended to provide for district transit service. Facilities at transfer points should provide an adequate covered waiting area and transit information and direct and convenient pedestrian and bicycle access. Encourage direct and convenient pedestrian and bicycle access between transit stops and land uses. The density of development should be encouraged to vary directly with the planned capacity of transit service. Transit movement is not the primary function. Parking removal, or purchase of additional right-of-way for transit purposes should not be undertaken except at specific locations, in order to provide for transit stops and intersection improvements. The size and type of vehicle used on Minor Transit Streets should be appropriate to the needs of the land uses being served along the entire route. *Source: Transportation Element of the Comprehensive Plan.*

Major Truck Routes

Intended to serve truck trips with one or both trip ends in a transportation district. Major truck routes should distribute truck traffic from regional truck routes to minor truck routes. Encourage land uses which attract large numbers of truck trips from inside and outside transportation district. In new or reconstructed major truck routes, residential uses adjacent to these routes should be buffered from noise impacts where warranted. *Source: Transportation Element of the Comprehensive Plan.*

Minor Truck Routes

Intended to serve truck trips with both trip ends in a transportation district. Minor truck routes should distribute truck trips from major truck routes to local service streets to and from shipping and receiving points. Discourage land uses which require high truck use, such as regional truck terminals, from locating on Minor Truck Routes. Discourage nonlocal truck trips from using minor truck routes. *Source: Transportation Element of the Comprehensive Plan.*

Metropolitan Service District (METRO)

A directly-elected regional government, the first of its kind in the nation, responsible for metropolitan aspects of land use planning and other regional services. *Source: Portland Comprehensive Plan.*

Mixed-Use

The combination on a site of residential uses with commercial or industrial uses. *Source: Portland Zoning Code, Section 33.910.030.*

Multimodal

Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, it means providing for many modes within a single transportation corridor. *Source: Transportation Element of the Portland Comprehensive Plan.*

Neighborhood Collector

Intended to serve as a distributor of traffic from a major city traffic street or district collector street to the local service streets, and to serve trips which both start and end within an area

bounded by major city traffic streets and district collector streets. Interdistrict, nonlocal traffic should be discouraged from using neighborhood collector streets. New land uses and major expansions of existing land uses which attract a significant volume of traffic trips from outside the neighborhood area should be discouraged on neighborhood collectors. Parking removal or additional right-of-way purchase should not be undertaken on neighborhood collectors except at specific problem locations or special circumstances to accommodate the equally important functions of traffic movement and access to abutting properties. Nonlocal, interdistrict trips should be discouraged on neighborhood collectors. *Source: Transportation Element of the Comprehensive Plan.*

Pedestrian-oriented Development

Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site. *Source: Portland Zoning Code, Section 33.910.030.*

Portland City Council

The City Council is composed of the mayor and four commissioners. This body is responsible for adopting Portland's *Comprehensive Plan* after a series of public hearings. *Source: Portland Comprehensive Plan.*

Portland City Planning Commission

The Planning Commission is composed of nine citizen members appointed by the Mayor and approved by City Council. The commission's role is advisory to the City Council. *Source: Portland Comprehensive Plan.*

Region 2040 Growth Concept

A concept that establishes a general policy direction for managing growth in the metropolitan region through the year 2040. It states the preferred form of the regional growth and development, including where and how much the urban growth boundary (UGB) should be expanded, what densities should characterize different areas, how to protect open spaces and natural resources, and how to maintain air and water quality. The growth concept was adopted by the Metro Council in December 1994 and will serve as a guide for developing the *Region 2040 Framework Plan*.

Region 2040 Growth Concept Mixed-Use Areas

A common set of regional "mixed-use areas" used to describe the *Region 2040 Growth Concept* and illustrate it in the form of a map. The mixed-use areas that are referred to in the discussion of the *Creston Kenilworth Neighborhood Plan* are described below.

MAIN STREETS: Neighborhood shopping areas along a main street or at an intersection, sometimes having a unique character that draws people from outside the area. In Creston Kenilworth, portions of Powell and Foster are designated main streets.

CORRIDORS: Key transportation routes for people as well as goods. Corridors are not as dense as main streets and are located along good transit lines. Corridors may be laid out in a linear or circular pattern. Each provides an opportunity for densities that are somewhat higher than today and features a high quality pedestrian environment and convenient access to transit. In Creston Kenilworth, Powell, Holgate, Foster, 39th, and 52nd are designated as corridors.

NEIGHBORHOODS: Residential neighborhoods are a key component of the *Region 2040 Growth Concept* and fall into two basic categories.

- **Inner Neighborhoods:** Areas in Portland and other older suburbs that are primarily residential, close to employment and shopping areas, and have small lot sizes of about 5,720 square feet and higher population densities than outer neighborhoods.
- **Outer Neighborhoods:** (Not applicable to the *Creston Kenilworth Neighborhood Plan*). Areas in the outlying suburbs such as Forest Grove, and Sherwood, that are primarily residential, farther from employment and shopping areas, and have larger lot sizes of about 7,560 square feet and lower population densities than inner neighborhoods.

EMPLOYMENT AREAS: Areas set aside for industrial activities and other supporting uses as well as mixed-use employment and residential areas with convenient transportation access.

Southeast Uplift

A neighborhood coalition office that assists 22 neighborhoods located in Southeast Portland. It receives funds and grants from various agencies and organizations to assist neighborhoods with activities including planning projects.

Technical Advisory Committee (TAC)

A group of representatives from the city bureaus and other local public and private agencies that review proposed plan policies and actions. They also provide information on which plan alternatives are most likely to facilitate the orderly and efficient provision of infrastructure and services.

Transit-Oriented Development (TOD)

A mix of residential, retail, and office uses and a supporting network of roads, bikeways and walkways focused on a major transit stop and designed to support a high level of transit use. The key features of transit-oriented development include:

- A mixed-use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;
- High-density residential development proximate to the transit stop sufficient to support transit operation and neighborhood commercial uses within the TOD;
- A network of roads, bikeways and walkways to support high levels of pedestrian access within the TOD and high levels of transit use;
- A lower demand for parking than auto-oriented land uses.

Source: Transportation Element of the Portland Comprehensive Plan.

Transportation Element (TE)

The *Transportation Element* is a set of policies, street classifications and descriptions, definitions, and implementation directives which guide transportation activities in Portland, most elements of which are adopted as part of the *Comprehensive Plan*. *Source: Transportation Element of the Portland Comprehensive Plan.*

Transportation Planning Rule (TPR)

The TPR is a state administrative rule that requires all jurisdictions in Oregon to reduce the amount of vehicle miles traveled by 20% over the next 30 years.

Transit Street

Under the TPR, any street that has public transit service with peak hour headways of 20 minutes or less is a transit street.

Truck Districts

Intended to provide for convenient truck movement in areas serving large numbers of truck trip ends. Truck districts should include truck terminals and industrial sanctuaries. All streets should be available for use by trucks. Encourage large industrial centers with high truck use and national and international shippers near intermodal facilities. Street improvements in truck

districts should be designed to serve industrial areas. *Source: Transportation Element of the Comprehensive Plan.*

Transportation System Plan (TSP)

The *Transportation System Plan* is a state mandated amendment to Portland's *Comprehensive Plan* which must be completed by the end of 1998. When completed, the TSP will describe a complete transportation system for Portland, including modal plans for pedestrians, bicycles, public transit, and automobiles; transportation demand management; and system management for air, rail, water and pipeline transportation and for parking. The TSP will be based on the regional transportation system as established by Metro's updated *Regional Transportation Functional Plan*.

Zoning

In general, the demarcation of a city by ordinance into zones and the establishment of regulations to govern the use of the land and the location, bulk, height, shape, use and coverage of structures within each zone. *Source: Portland Comprehensive Plan.*