

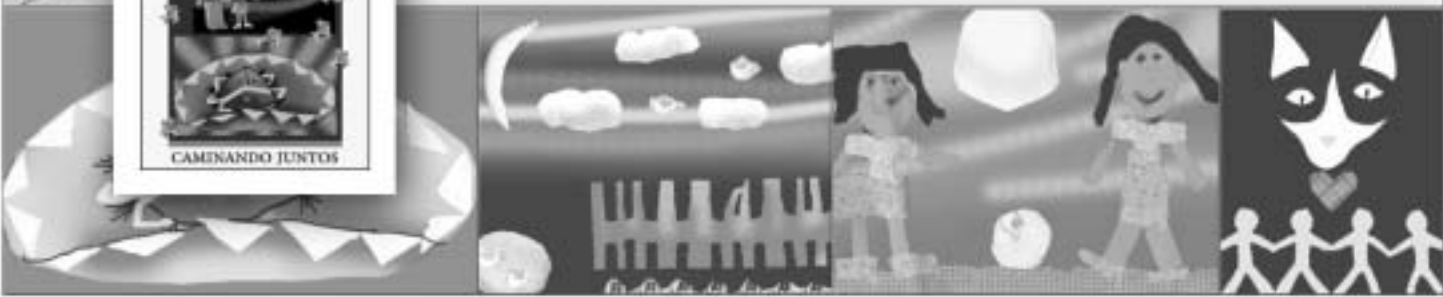


Adopted Portsmouth Neighborhood Plan

'Walking Together'



City of Portland, Oregon
Bureau of Planning
July 2002



For more information on the *Portsmouth Neighborhood Plan* please contact:

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Portsmouth Neighborhood Plan

Adopted by the Portland City Council June 26, 2002

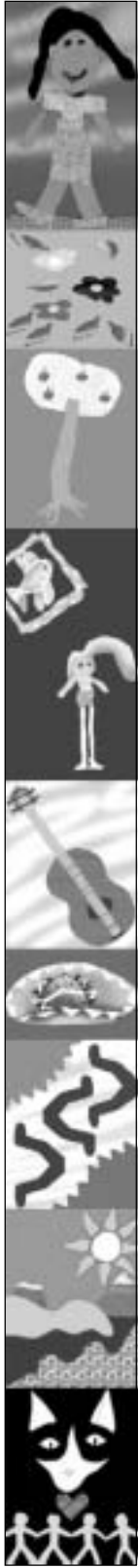
Ordinance No. 176614

Resolution No. 36081

Effective July 26, 2002



**City of Portland
Bureau of Planning**



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The *Portsmouth Neighborhood Plan* was sponsored by the Portland Development Commission, the Portland Bureau of Planning, the Portland Bureau of Housing and Community Development, and the Peninsula Community Development Corporation.

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Plan Adoption Process

Portland Planning Commission

The Portland Planning Commission held a public hearing on the *Portsmouth Neighborhood Plan* on February 26, 2002. The commission continued their discussion on March 12, 2002, and made the following recommendations to City Council.

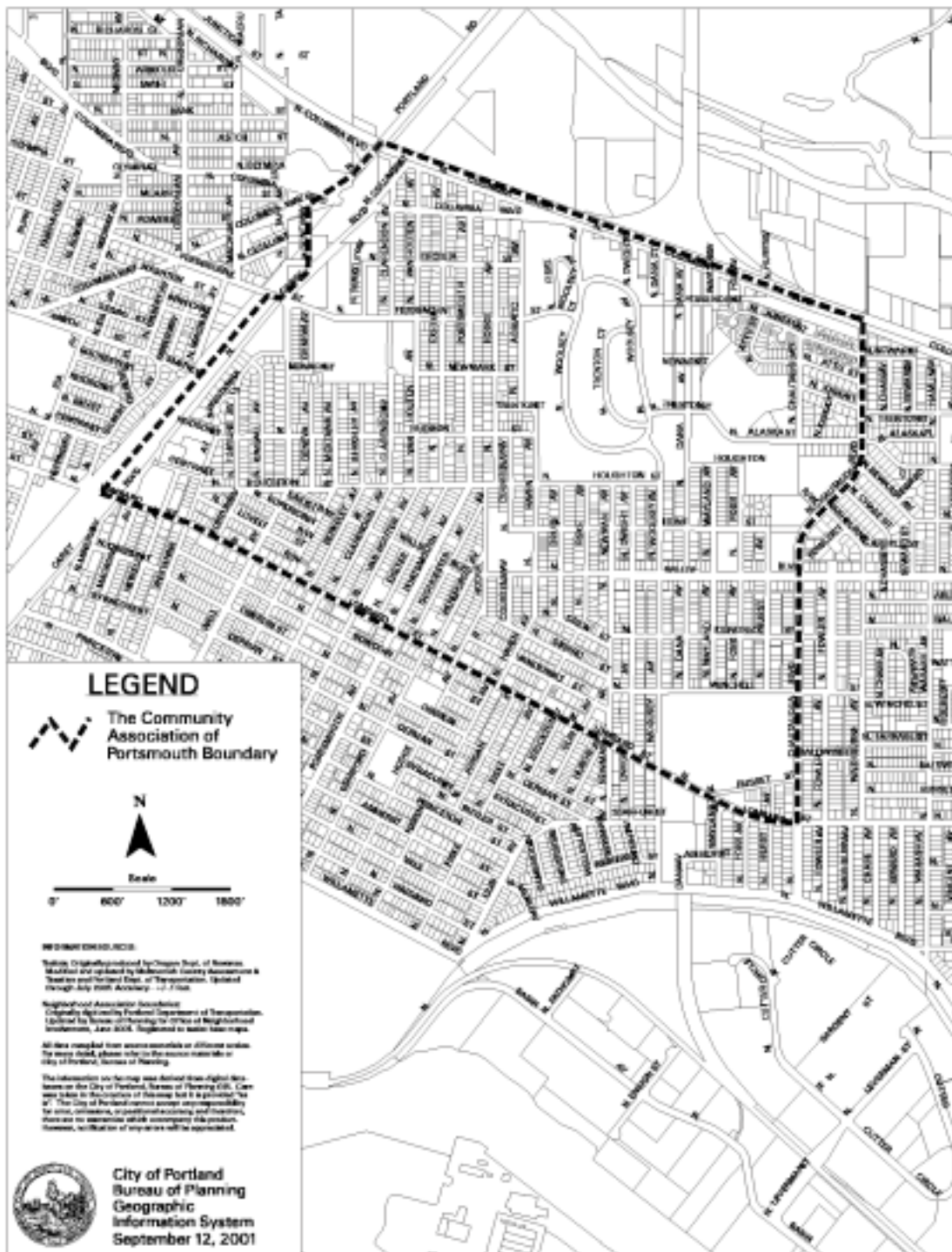
1. Adopt the ordinance that:
 - approves the *Portsmouth Neighborhood Plan*; and
 - amends the *Portland Comprehensive Plan* vision, policies and objectives, and the *Comprehensive Plan* map and the zoning map.
2. Adopt the resolution that approves the action charts, urban design map, and voluntary neighborhood design guidelines contained in the *Portsmouth Neighborhood Plan*.

Portland City Council

The Portland City Council held a public hearing on the plan on June 19, 2002. On June 26, 2002, the City Council voted unanimously to pass Ordinance No. 176614, which adopted the *Portsmouth Neighborhood Plan* vision statement, policies, objectives, and *Comprehensive Plan* map and zoning map designations. City Council also voted unanimously to pass, with one amendment, Resolution No. 36081 which accepted and implements the plan's action charts, urban design map, and voluntary neighborhood design guidelines. The city council amendment revised the action item that addresses the preservation of the Columbia Villa London Plane trees during the Hope VI redevelopment.

Introduction





Map 1: The Community Association of Portsmouth (TCAP)

Project Summary

The Portsmouth neighborhood consists of 675 acres located on the North Portland peninsula. The neighborhood shares boundaries with the Kenton neighborhood to the east (Chautauqua Avenue) and to the north (Columbia Boulevard), the University Park neighborhood to the south (Lombard Avenue), and the St. Johns neighborhood to the west (the Burlington Northern railroad cut). The official neighborhood association for the Portsmouth neighborhood is The Community Association of Portsmouth (TCAP). (See map opposite page for TCAP boundaries.)

Prior to the adoption of the *Portsmouth Neighborhood Plan*, the Portsmouth neighborhood was the only neighborhood within the Interstate Corridor Urban Renewal Area (ICURA) that did not have a neighborhood or community plan. While the neighborhood could participate in small scale projects funded by urban renewal, such as storefront improvements, single family rehabilitation, and traffic calming, the neighborhood could not access urban renewal dollars for major capital projects until a neighborhood plan was adopted. The completion of a *Portsmouth Neighborhood Plan* was called for in the *Interstate Corridor Urban Renewal Plan*, adopted by City Council in August 2000.

The *Portsmouth Neighborhood Plan* began March 2001, staffed with a city planner from the Bureau of Planning and a community planning coordinator from the Peninsula Community Development Corporation (PCDC). The community planning coordinator position was created to increase outreach activities in this culturally diverse neighborhood and to help coordinate citizen participation in the planning projects that are currently underway in the Portsmouth neighborhood. (See *Related Planning Projects* on page 8.)

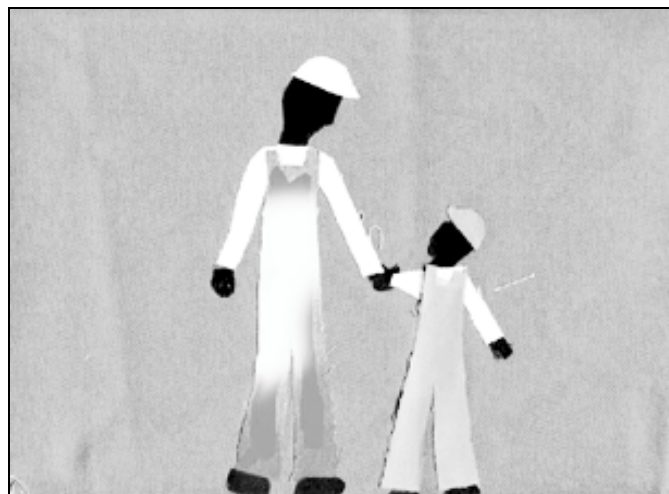
A Portsmouth Neighborhood Planning Committee, open to any one who lived, worked or owned property in the Portsmouth neighborhood, was established after the neighborhood plan kick-off event. The Portsmouth Neighborhood Planning Committee guided the development of the *Portsmouth Neighborhood Plan* throughout the planning process. A technical advisory committee (TAC) was also established and gave input at key points of the plan's development.

The *Portsmouth Neighborhood Plan* includes 1) a vision statement, policies and objectives that have been adopted into the city's *Comprehensive Plan*, 2) action charts with implementing action items, an urban design concept map, and voluntary design guidelines that City Council has accepted by resolution, and 3) a zone change for approximately 5.5 acres in the southeast corner of Columbia Villa. The plan also includes background information on the Portsmouth neighborhood's history, zoning, land uses, and demographics.

Highlights of the *Portsmouth Neighborhood Plan*

The *Portsmouth Neighborhood Plan* addresses neighborhood needs and concerns by establishing a policy framework for future development and activities. The process of developing a neighborhood plan brings the community together to prioritize neighborhood activities and identify partners in government, nonprofit, and private sectors that can help improve the quality of life for everyone. The *Portsmouth Neighborhood Plan* focuses on the following issues.

- **Sense of Community.** Portsmouth is a neighborhood that takes pride in ‘getting things done’ and taking care of each other. For these reasons, The Community Association of Portsmouth (TCAP) was recognized by the City of Portland as the Neighborhood of the Year 2001! The neighborhood plan calls for strengthening the neighborhood’s sense of community by promoting opportunities for people to get to know each other, celebrating the neighborhood’s history, and creating a unifying theme that reflects the neighborhood’s cultural diversity and increases neighborhood identity. The plan’s strategies for addressing public safety issues are grounded in the ability to create a strong sense of community—a neighborhood where people know and care about each other is a safer place to live.
- **Walking Together.** The neighborhood plan calls for promoting ‘walking together’ as the neighborhood’s theme. Originally, the theme came from the Portsmouth Vision 20/20 Street Banner project. Children from area schools created images that expressed the theme ‘walking together’ and depict children and adults engaged in positive activities in the community. Artist Ping-Khaw-Sutherland composed these images into street banners that are hung along Lombard Street from Fiske to Portsmouth. Each banner translates the theme, ‘walking together’, into one of the many languages spoken in the Portsmouth neighborhood. ‘Walking together’ reflects many important community values: encouraging people to walk in the neighborhood, strengthening neighborhood identity, supporting opportunities for people to interact with each other, and celebrating cultural diversity. It is the hope of many that these images be used as signature icons for the neighborhood in many projects that occur in the area. This will help to ensure that the spirit of ‘walking together’ lives on throughout the community.



- **Neighborhood Diversity.** Portsmouth is one of the most culturally diverse neighborhoods in Portland. A central focus throughout the neighborhood plan is to ensure that Portsmouth continues to be a neighborhood that welcomes people of different cultural traditions, economic resources, and family structures.
- **Affordable Housing.** In order to maintain the neighborhood’s diversity it is essential to preserve affordable housing. As property values rise in the Portsmouth neighborhood, low income households should not be involuntarily displaced. The plan calls for preserving existing viable housing and encouraging new housing in Columbia Villa and near and along Lombard Street.
- **Columbia Villa.** Columbia Villa—owned and operated by the Housing Authority of Portland (HAP)—is located in the Portsmouth neighborhood. The neighborhood plan calls for Columbia Villa to be more integrated into the rest of the Portsmouth neighborhood. The neighborhood plan supports the Hope VI plan for revitalizing Columbia Villa. The Hope VI plan proposes to eliminate the rigid boundary of Columbia Villa by continuing the street grid of the surrounding neighborhood into Columbia Villa and replacing most of the existing curvilinear street pattern. The Hope VI plan also proposes to create a ‘village square’ with retail and community services that could serve as a neighborhood civic node for the entire neighborhood. *(See page 11 for more information about the Hope VI plan).*
- **Lombard Street.** With the exception of limited retail in the proposed ‘village square’ of the Hope VI plan for Columbia Villa, Lombard Street is the only commercial area in the Portsmouth neighborhood. The neighborhood plan calls for a pedestrian-oriented commercial mixed-use node between Fiske and Portsmouth Avenues. This area along Lombard has the highest concentration of storefront commercial buildings. The neighborhood plan calls for protecting these buildings and encouraging new development to be compatible with their pedestrian-oriented characteristics. The policies and objectives in the *Portsmouth Neighborhood Plan* that address Lombard Street will be considered in the St. Johns/Lombard planning process that is currently underway.
- **Open Space and Natural Areas.** The neighborhood plan celebrates Portsmouth’s unique location between two major rivers by protecting and enhancing the neighborhood’s views and access to the nearby natural areas.
- **Neighborhood Livability Issues.** Every neighborhood has its own unique issues that affect neighborhood livability. Some of the livability issues addressed in the *Portsmouth Neighborhood Plan* include reducing litter, reducing the amount of speeding on neighborhood streets, eliminating code violations, planting more trees, encouraging more earth-friendly landscaping practices, and being vigilant about environmental issues that impact the neighborhood.

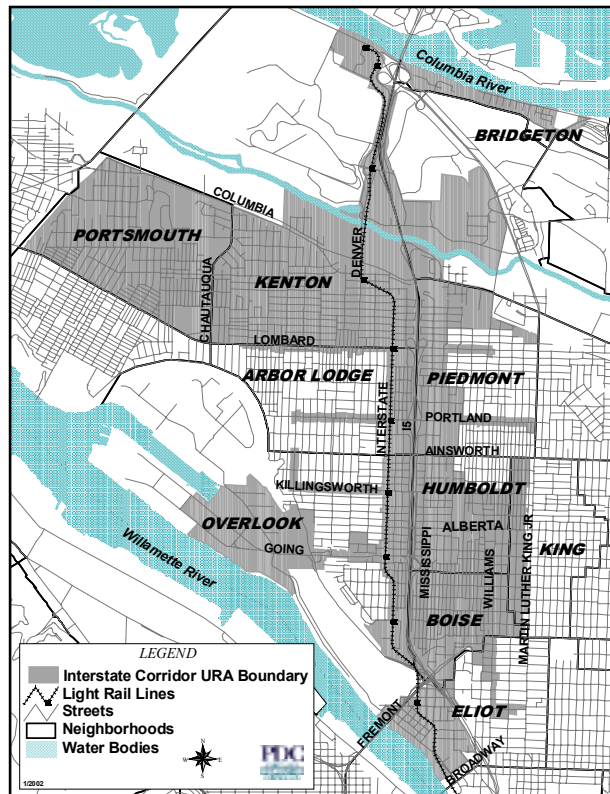
Related Planning Projects

Interstate Corridor Urban Renewal Area

In August 2000, the City Council approved the Interstate Corridor Urban Renewal Area (ICURA) for North/Northeast Portland, centered along Interstate Avenue. The Community Association of Portsmouth petitioned the Portland Development Commission (PDC) to be included in this urban renewal area. ICURA is a source of funding to help meet the local funding share for the Interstate Avenue light rail transit line. However, as originally planned over 85 percent of the urban renewal dollars generated are expected to be spent on projects, other than the construction of light rail, that promote community revitalization.

Members of the Portsmouth neighborhood have been active in the ICURA steering committee and various working groups. These groups, staffed by PDC and other city bureaus, have developed strategies for prioritizing the funding of projects within the urban renewal area. The *Portsmouth Neighborhood Plan* supports continued neighborhood involvement with these groups to ensure that, when possible, projects that further the neighborhood's priorities can be funded using urban renewal dollars. As mentioned previously, the Portsmouth neighborhood cannot access urban renewal dollars for major capital projects until a neighborhood plan is adopted.

For more information contact the Portland Development Commission at 503.823.3200.



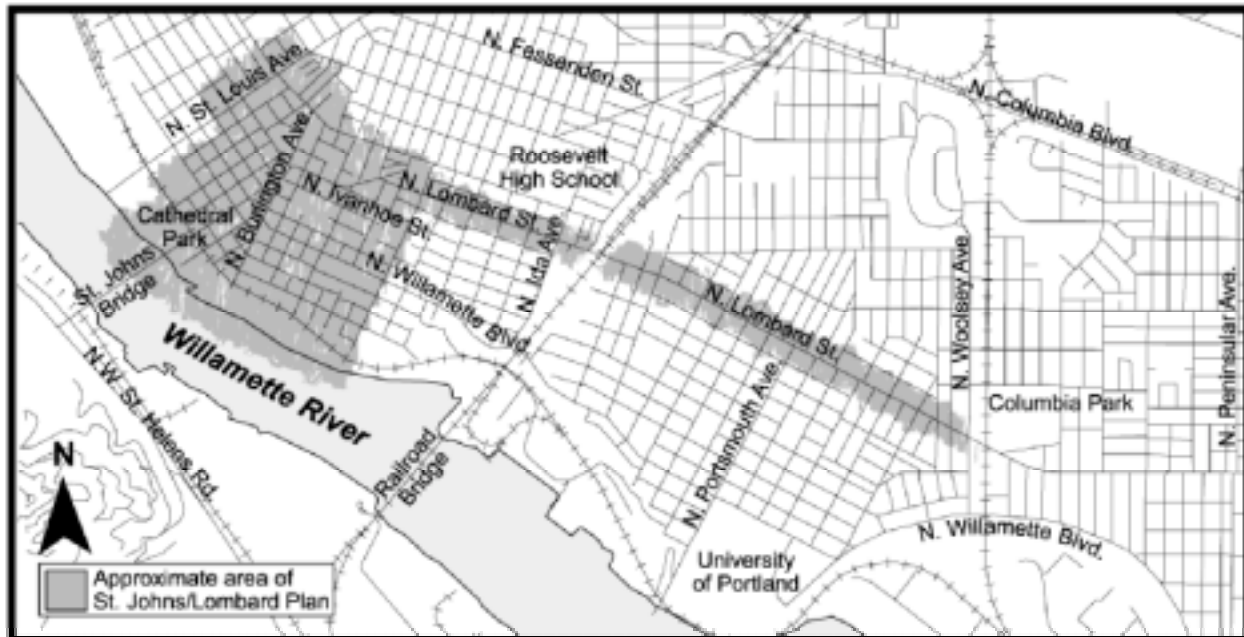
Map 2: Interstate Corridor Urban Renewal Area (ICURA)

St. Johns /Lombard Plan

The *St. Johns/Lombard Plan* will create a policy framework for community growth and development designed to guide future public and private investments in the St. Johns town center area and the Lombard Street main street corridor. The plan will address many facets of livability such as land use, transportation, housing and recreation. The planning area includes parts of four neighborhoods: St. Johns, Cathedral Park, University Park, and Portsmouth.

The northern side of Lombard Street, from Columbia Park west to the railroad cut, is in the Portsmouth neighborhood. The *Portsmouth Neighborhood Plan* addresses this section of Lombard Street in the plan's vision statement and policies. The policies of the *Portsmouth Neighborhood Plan* regarding Lombard Street will be considered in the *St. Johns/Lombard Plan*. There are a number of residents and business owners who are participating in both planning efforts. The *St. Johns/Lombard Plan* is scheduled to be completed in 2003. The *St. Johns/Lombard Plan* boundary depicted in Map 3, below, is a preliminary study area boundary. Adjustments to the final boundary may occur during the planning process.

For more information contact the Bureau of Planning at 503.823.7700.



Map 3: St. Johns/Lombard Plan Area



Map 4: Columbia Villa Hope VI Initial Site Plan Proposal

Columbia Villa Hope VI Plan

In June 2001, the Housing Authority of Portland (HAP) submitted a proposal to the U.S. Department of Housing and Urban Development (HUD) to redevelop Columbia Villa through a federal program called Hope VI. In September 2001, Columbia Villa's Hope VI proposal was approved by HUD. The Housing Authority is now in the process of refining the initial site plan shown on the opposite page.

The goal of the Hope VI plan is to deconstruct Columbia Villa with its 439 units of World War II temporary housing and replace it with a compact, pedestrian-friendly, mixed-use neighborhood for low and moderate income households that is integrated into the larger surrounding residential area. This will be done by:

- demolishing the existing looped street system and restoring the city's street grid to the site;
- designing a mixture of housing types and styles that blend with and enrich the entire neighborhood;
- building a new system of neighborhood parks, open spaces and playgrounds;
- building a 'village square'—a new community center that will integrate Columbia Villa and the Portsmouth neighborhood; and
- restoring the neighborhood with social and civic amenities of which the residents are proud.

Columbia Villa's Hope VI proposal was the result of a year-long process that included extensive citizen participation with the residents of Columbia Villa and the entire Portsmouth neighborhood. Many people involved in the development of the *Portsmouth Neighborhood Plan* also participated in the development of the Hope VI plan. The support for the Hope VI plan is clearly reflected in the *Portsmouth Neighborhood Plan*.

For more information call the Hope VI Hot Line at 503.802.8355.

Portsmouth Vision 20/20 Target Area

In the fall of 1997, the Portsmouth neighborhood applied for, and received, a target area designation (TAD) grant from the Bureau of Housing and Community Development. This five-year community development grant allowed Portsmouth the opportunity to reach out to its residents and plan for future neighborhood improvements. The grant included funding for a full-time TAD coordinator housed at Peninsula Community Development Corporation (PCDC).

The program was named 'Portsmouth Vision 20/20' (PV 20/20). In January of 1999, a steering committee of neighborhood interests adopted the *Portsmouth Action Plan*. This plan included overarching goals that reflected the major concerns of residents as identified through a community process. The *Portsmouth Action Plan* also listed projects, along with potential partners, that were needed to implement the goals.

The PV 20/20 target area coordinator and several steering committee members were active in the development of the *Portsmouth Neighborhood Plan*. The PV 20/20 steering committee is also listed as an implementer on several action items. Although City funding for the TAD ends July 2002, it is the goal of the steering committee that the *Portsmouth Neighborhood Plan* carry forward some of the uncompleted action items of the *Portsmouth Action Plan*.

For more information contact Peninsula Community Development Corporation at 503.283.1096.



These banners were created as part of the Portsmouth Vision 20/20 Street Banner project. They are currently hanging along Lombard Street.

How this Plan was Developed

The project timeline on the next page outlines the steps followed for the development and adoption of the *Portsmouth Neighborhood Plan*.

Kick-Off Event

The Portsmouth neighborhood planning process began with a kick-off on Saturday, June 2, 2001. This event was designed to bring the community together to talk about the benefits of developing a neighborhood plan. Representatives from the Portland Department of Transportation, Portland Development Commission, and the Bureau of Planning were available to discuss how their bureaus could help the neighborhood.

Portsmouth Neighborhood Planning Committee

At the kick-off event there were opportunities for people to sign-up to participate on the Portsmouth Neighborhood Planning Committee. This committee, staffed by Peninsula Community Development Corporation and the Portland Bureau of Planning, was open to anyone who lived, worked or owned property in the Portsmouth neighborhood. This group met during the summer of 2001 to talk about what they wanted to see in a *Portsmouth Neighborhood Plan*. Their discussions covered such topic areas as housing, parks and open spaces, human services, urban design, public safety, and community development. The work of this committee was the foundation of the ideas presented in the public review draft.

Public Review Draft

The public review draft of the *Portsmouth Neighborhood Plan* was available to the public on October 1, 2001. The public review draft was first presented at The Community Association of Portsmouth general meeting in October, 2001. During the month of October there were four community meetings to discuss the ideas presented in the public review draft. One of these meetings was a Spanish language forum that provided Spanish translations of the plan's proposed policies and objectives. At this forum there were also interpreters to assist people with their comments on the plan.

Proposed Portsmouth Neighborhood Plan

At the community meetings to discuss the public review draft, participants were invited to join the Portsmouth Neighborhood Planning Committee. This committee met on November 15, 2001, to review the comments received on the public review draft and make recommendations on revisions to the plan. Committee members were sent a copy of the *Proposed Revisions to the Public Review Draft* at the end of December to review and ensure that their recommendations had been correctly recorded. Revisions in this document were incorporated into the proposed *Portsmouth Neighborhood Plan*, which was available to the public on January 31, 2002. On February 20th there was a community meeting to discuss the contents of the proposed *Portsmouth Neighborhood Plan* and answer questions about the Planning Commission process.

Portsmouth Neighborhood Plan Project Timeline

<input checked="" type="checkbox"/> KICK-OFF WORKSHOP	Saturday, June 2, 2001
<input checked="" type="checkbox"/> Neighborhood Planning Committee meetings	June, July, and August
<input checked="" type="checkbox"/> Public review draft of the <i>Portsmouth Neighborhood Plan</i> available to public	October 1, 2001
<input checked="" type="checkbox"/> Community meetings to discuss public review draft of the <i>Portsmouth Neighborhood Plan</i>	October
<input checked="" type="checkbox"/> Technical advisory committee (TAC) review & discussions with potential implementers	October November and December
<input checked="" type="checkbox"/> Neighborhood planning committee meeting to review comments submitted on the public review draft and make recommendations	November 15, 2001
<input checked="" type="checkbox"/> Proposed revisions to the <i>Portsmouth Neighborhood Plan</i> sent to Portsmouth Neighborhood Planning Committee members. These changes were based on the Portsmouth Neighborhood Planning Committee's recommendations and TAC comments.	December 20, 2001
<input checked="" type="checkbox"/> Proposed <i>Portsmouth Neighborhood Plan</i> available to public	January 31, 2002
<input checked="" type="checkbox"/> Community meeting to discuss the proposed <i>Portsmouth Neighborhood Plan</i>	February 20, 2002
<input checked="" type="checkbox"/> Planning Commission public hearing	February 26, 2002
<input checked="" type="checkbox"/> Planning Commission's recommended <i>Portsmouth Neighborhood Plan</i> available to the public	May 29, 2002
<input checked="" type="checkbox"/> Community meeting to discuss the Planning Commission's recommendations to the Council	Thursday, June 13, 2002
<input checked="" type="checkbox"/> City Council public hearing to adopt plan	Wednesday, June 19, 2002

Portland Planning Commission

The Planning Commission held a public hearing on the proposed *Portsmouth Neighborhood Plan* on February 26, 2002. Over 25 people testified before the Planning Commission. The Peninsula Community Development Corporation provided a vanpool from their offices in the Portsmouth neighborhood to the Planning Commission hearing. The Planning Commission continued their discussion of the *Portsmouth Neighborhood Plan* at their March 12th meeting. At this meeting the Planning Commission voted to recommend to the City Council that they adopt the *Portsmouth Neighborhood Plan* with the following revisions:

- add action item to explore developing a skate board park;
- add action item to preserve as many as possible of the mature London Plane trees in Columbia Villa;
- add laundromat to the list of desired new businesses in Policy 6, Objective 1;
- change language in Policy 5, Objective 7, to 'Promote the Portsmouth neighborhood as ~~the~~ an ideal location for a new North Portland library branch; and
- limit the size of the CS zoning in Columbia Villa to that necessary to accommodate the 3.5 net acres of retail and community services identified in the 'village square' of the Hope VI plan.

Recommended *Portsmouth Neighborhood Plan*

The Planning Commission's recommended *Portsmouth Neighborhood Plan* was available to the public on May 29, 2002. There was an open house style meeting on Thursday, June 13, 2002, at Peninsula Community Development Corporation to discuss the plan and answer questions about the City Council process.

Portland City Council

The City Council public hearing on the *Portsmouth Neighborhood Plan* was held Wednesday, June 19, 2002 at 6:00 p.m. The council unanimously approved the plan at the second reading on June 26, 2002. The plan was effective 30 days later on July 26, 2002.

Technical Advisory Committee (TAC)

Staff from the Portland Department of Transportation, Portland Development Commission, Bureau of Planning, Office of Planning and Development Review, Bureau of Parks and Recreation, Bureau of Environmental Services, and Bureau of Housing and Community Development participated on the *Portsmouth Neighborhood Plan* Technical Advisory Committee (TAC). This group gave technical guidance throughout the development of the neighborhood plan.

Organization of the Plan

The *Portsmouth Neighborhood Plan* is organized into the following parts.

- **History and Existing Conditions**

This section provides a context for the main elements of the plan. It begins with highlights from the historical research Portsmouth residents compiled. This is followed by information about the neighborhood's demographics, land use and zoning.

- **Urban Design Concepts**

This section describes the urban design elements that define the physical and social character of the Portsmouth neighborhood. The Portsmouth urban design map identifies existing and possible urban design elements in the Portsmouth neighborhood. These elements include neighborhood gateways, commercial mixed-use nodes, regional and neighborhood attractions, city walkways and bikeways and recreational trails. This section also includes voluntary neighborhood design guidelines that describe desirable design characteristics of future development in the Portsmouth neighborhood.

- **Portsmouth Vision Statement**

The vision statement describes what the neighborhood would be like in twenty years if all the neighborhood plan's policies, objectives, and action items were implemented.

- **Policies, Objectives, and Action Charts**

There are eight policies areas in the *Portsmouth Neighborhood Plan*; 1) Portsmouth Identity; 2) Parks, Open Space and Recreation Trails; 3) Public Safety; 4) Neighborhood Livability; 5) Human Development; 6) Business Growth and Development; 7) Transportation; and 8) Housing. Each policy area has a set of objectives that provide specifics about how the policies are to be understood and implemented. To implement the policies and objectives each policy area has an action chart that lists action items. Each action item has a description of the action, a timeframe for completion, and identified implementer(s).

- **Columbia Villa Zone Change**

This section includes the zone change in Columbia Villa that implements the *Portsmouth Neighborhood Plan* by allowing the retail and community services called for in the 'village square' of the Hope VI plan.

History and Existing Conditions



Portsmouth Neighborhood History Highlights

It is important to understand the area's history in order to better plan for its future. Portsmouth resident Elizabeth Humphrey led the research effort to compile a neighborhood history. Her first draft of a neighborhood history can be found in Appendix A at the back of the plan.

Below are some of the highlights of the neighborhood history.

- The earliest settlers in the area arrived between 1846 and 1855. Prior to 1880, Portsmouth was farmland made up of few scattered farms and thickly covered with a growth of heavy timber, cleared in spots and patches.
- Eugene Snyder, author of *Portland Names and Neighborhoods*, speculated that the name 'Portsmouth' came from its location between two rivers.
- In the 1880s, a group of realtors attempted to create a 'City of Portsmouth' centered around what is now Portsmouth Avenue and Lombard Street.
- The University Park subdivision was platted by the Methodists who founded Portland University (now known as University of Portland). The Methodists named the streets in the platt after eastern colleges and well-known Methodist teachers, philosophers, and prominent bishops, ministers, and laymen. Most of the streets in present-day Portsmouth were named for Methodist teachers, philosophers, and clergy.
- The Willamette Bridge Railway Company opened a steam line that connected the city of Albina with the community of St. Johns in May 1890. Because of the push for electrification, this was the last steam line built in Portland. The line ran along Commercial Avenue, turned left on Killingsworth, turned right on Greeley, turned left on Lombard, and followed Lombard along the southern edge of the Portsmouth neighborhood to Macrum. The line then turned right on Macrum and crossed the Union Pacific Railroad gully on the Fessenden Bridge. The line followed Fessenden to St. Louis, and made a loop into downtown St. Johns on Lombard.
- Other than walking, the steam line was the only mode of transportation for many residents, as city dwellers did not typically own horses. Most houses in Portsmouth were built within walking distance of Portsmouth Station. Streets were unpaved and proved to be a challenge for pedestrians during typical northwest rainstorms.
- Portsmouth was incorporated into the city of Albina in 1891, the same year that the cities of Portland, East Portland, and Albina consolidated into one city.

- In 1891, prior to the consolidation of Portland, East Portland, and Albina, the City of Albina purchased thirty-three acres of wooded land that would later become Columbia Park.
- By 1910, Portsmouth maintained a pharmacy, meat market, millinery store, plumber, feed and fuel establishment, and other professions in the retail district along Lombard and Portsmouth Streets. Glass Bros. & Co. General Merchandise was located in a grand three-story brick building at the corner of Lombard and Portsmouth Avenues. Glass Bros. provided groceries, boots & shoes, hardware, crockery, and any other items needed by the families of Portsmouth and University Park neighborhoods. Several of the main streets were paved and the old steam engines had been replaced with electric trains that ran every 20 minutes. Schools, churches, and libraries were new additions to the neighborhood. A fire station was built near the schoolhouse. At this time the *Peninsula* newspaper advertised that there were no saloons on the entire Peninsula. Many Portsmouth residents worked in the industry nearby located along the Columbia Slough and in St. Johns.
- The first drydock on the Pacific Coast was built in St. Johns by the Port of Portland in 1910. The drydock was able to handle the largest vessels in use on the Pacific Ocean. The construction of the drydock was followed by an emerging shipping industry that employed thousands of North Portlanders during the first decades of the new century. With the onslaught of World War II, the St. Johns' shipyards dramatically expanded. By 1942, the shipyards employed 75,000 people with the Oregon Shipbuilding Corp. leading the industry. There were plenty of jobs for Portsmouth residents, and an electric trolley line to get them there.
- During World War II the demand for laborers in the shipyards brought with it the need for more housing. In June 1942, the Housing Authority of Portland began construction on 400 units of 'war housing' in Columbia Villa. Five months later, the first stage of the development was opened. This was followed by several other projects of varying sizes from 100 to 2200 units of both temporary and permanent housing constructed in north Portland. In December 1942, Vanport City, which would finally have 9942 units for housing 40,000 to 50,000 people, opened.

Neighborhood Demographics

The following demographics summary describes the population and housing characteristics of the Portsmouth neighborhood over the last 10 years.

The demographic data in this section comes from the following sources:

- U.S. Census, 1990 and 2000; neighborhood data compiled by the City of Portland, and
- American Community Survey, 1996.

Population

The total population of the Portsmouth neighborhood has increased over 6% since 1990. The total population in 2000 was approximately 8,300 up from 7,800 in 1990. Between 1990 and 2000 there was a slight increase in Portsmouth residents 17 and under (up 1%) and those between 18 and 64 years (up 2%). During this same period there was a 3% decrease in Portsmouth residents 65 and older.

Age	Portsmouth 1990	Portsmouth 2000	Portland 2000
17 and Under	32%	33%	21%
18-64	58%	60%	67%
65 and over	10%	7%	12%

Income

In the Portsmouth neighborhood median household income increased 36% between 1990 and 1996. The gap between Portsmouth neighborhood and the city of Portland median household incomes narrowed from 80% in 1990 to 89% in 1996. The 2000 Census data for education and income will be available in late 2002.

Median Household Income	1990	1996	2000
Portsmouth	\$20,503.50	\$28,064.40	N/A
Portland	\$25,592.00	\$31,524.00	N/A

Race and Ethnicity

In 2000 the residents of the Portsmouth neighborhood were 51% white, 14% black, 2% American Indian or Alaska Native, 7% Asian/Pacific Islander, 9% 'other race' and 17% Hispanic. Compared with the City of Portland as a whole the Portsmouth neighborhood is very culturally diverse.

There has been an increase in the Hispanic population (up 12% since 1990) and residents in the 'other race' category (up 3% since 1990). Conversely, there have been decreases in the percent of white residents (down 17% since 1990) and black residents (down 7% since 1990).

Race and Ethnicity	Portsmouth 1990		Portsmouth 1996		Portsmouth 2000		City of Portland 2000	
White		68%		65%		51%		78%
Black		21%		23%		14%		7%
American Indian or Alaska Native		2%		2%		2%		1%
Asian/ Pacific Islander		6%		8%		7%		7%
Other Race		3%		3%		9%		4%
Hispanic		5%		12%		17%		4%
Total Population	7,806	105%	7,952	113%	8,304	100%	529,121	101%

Note: The total percentages may not equal 100% because of rounding and respondents may also identify themselves as Hispanic in multiple race categories.

Housing Units

The census information shows an increase of 21 housing units from 3,016 units in 1990 to 3,037 units in 2000. In the last 10 years owner-occupied housing units have increased in the neighborhood (up 9% since 1990). In 2000 the percentage of owner-occupied housing units in the Portsmouth neighborhood was 51%, up from 42% in 1990. This trend brings the Portsmouth neighborhood closer to the citywide owner-occupied percent of 53%. During this same period, renter-occupied units have decreased (down 5% since 1990) as well as the percentage of vacant units (down 4% since 1990).

Tenure of Housing Units	Portsmouth 1990		Portsmouth 1996		Portsmouth 2000		Portland 2000	
Owner-Occupied		42%		47%		51%		53%
Renter-Occupied		52%		51%		47%		43%
Vacant		6%		2%		2%		5%
Total Housing Units	3,016	100%		100%	3,037	100%		100%

Median Value of Owner-Occupied Units

The median value of owner-occupied units in the Portsmouth neighborhood has risen substantially since 1990. The median value of owner-occupied housing units has jumped 120%. The city of Portland's median value of owner-occupied units jumped almost 100% in the same period. The Census 2000 data for median value of owner-occupied units will be available in late 2002.

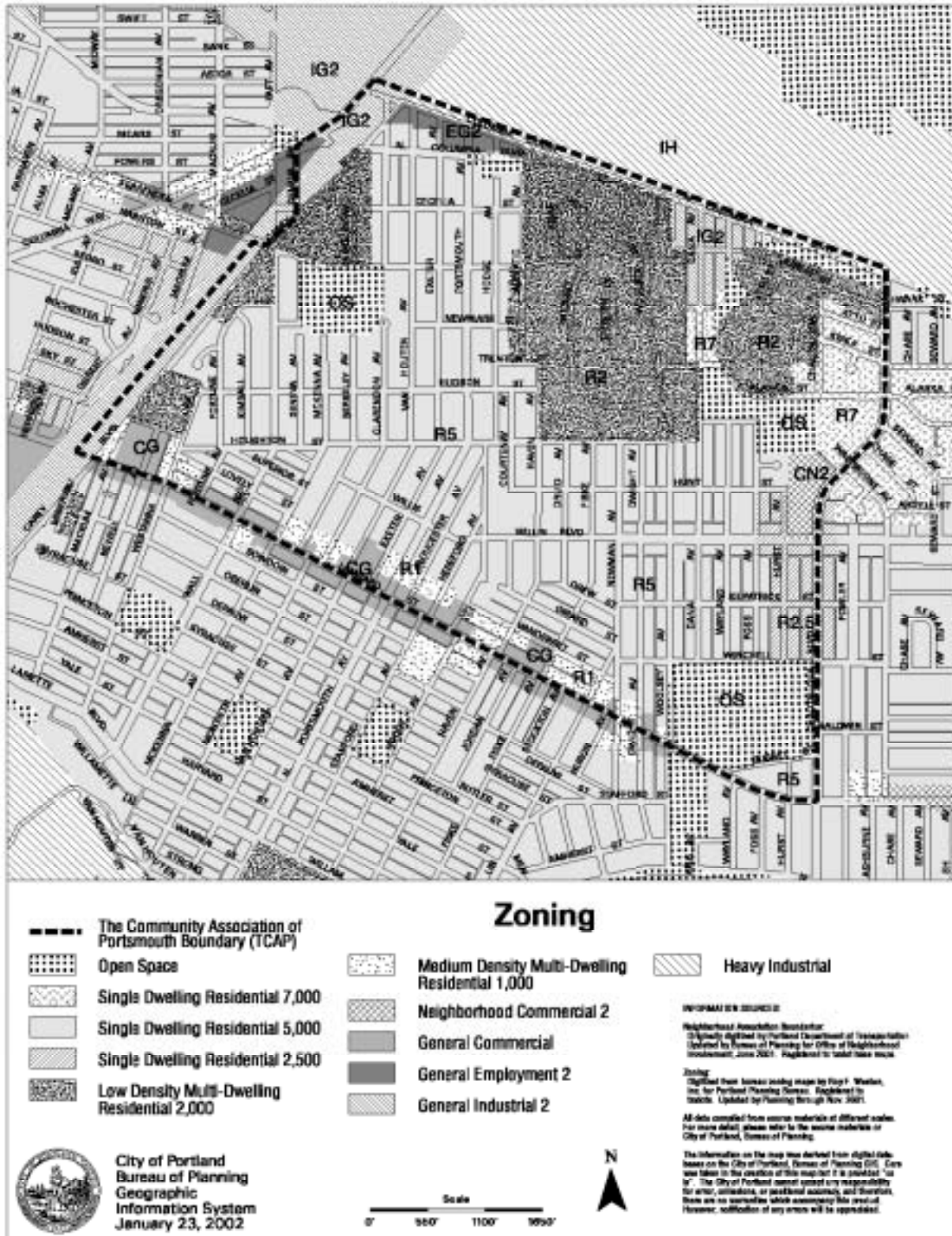
Median Value, Owner Occupied Units	1990	1996	2000
Portsmouth	\$39,150.00	\$87,500.00	N/A
Portland	\$58,600.00	\$120,000.00	N/A

Age of Structures

Data from 1996 shows 95% of the structures in the Portsmouth neighborhood at that time were built before 1979. There has been little new construction in the last 20 years in the Portsmouth neighborhood.

*Age of Structures	Built 1949 or Earlier	Built 1950-1979	Built 1980 or Later
Portsmouth	42%	53%	6%
Portland	53%	38%	9%

***Numbers from 1996**



Map 5: Zoning (Does not reflect the Columbia Villa zone change)

Land Use and Zoning

Map 5 (*opposite page*) shows the zoning designations in place during the development of the *Portsmouth Neighborhood Plan*. The map does not reflect the 5.5 acre zone change in Columbia Villa that was adopted as part of this neighborhood plan. (*See page 65 for more information.*)

The various types of zoning and associated land uses in the neighborhood are described below.

Single-Dwelling Residential

The majority of the land in the Portsmouth neighborhood is zoned R5 (single dwelling residential with a minimum lot size of 5,000 square feet). The R5 zoned area is located within the center of the neighborhood and consists primarily of detached single dwelling homes. There also are several churches, one middle school (Portsmouth), and two elementary schools (Ball and Clarendon) in this area.



St. Paul Baptist Church at Fiske and Drew.

There is a small area in the eastern edge of the neighborhood adjacent to Chautauqua Boulevard that is zoned R2.5 (single-dwelling residential with a minimum lot size of 2,500 square feet). Although it is zoned for attached housing (rowhouses), this area is predominately detached single-dwelling homes.

There are areas zoned R7 (single-dwelling residential with a minimum lot size of 7,000 square feet) in the northeast part of the neighborhood. Most of this land is developed as detached single-dwelling homes with a site at Chautauqua and Alaska owned by the U.S. Army and used for Army Reserve activities and equipment storage.



New detached single-family houses in the R2.5 zone.

Multidwelling Residential

The Portsmouth neighborhood has several large areas zoned R2 (low density multidwelling residential with a maximum density of one dwelling unit per 2,000 square feet of site area). The largest R2 zoned sites are the Housing Authority of Portland's Columbia Villa and adjacent Tamarack Apartments located in the northeast portion of the neighborhood. The current density of these sites is well below that allowed in the R2 zone. Other R2 zoned sites are located north of the Tamarack Apartments and along the western edge of the neighborhood adjacent to the railroad cut. There is also R1 (medium density multidwelling residential 1,000 with a maximum density of one dwelling unit per 1,000 square feet of site area) interspersed with commercial zoning along, and within one block of, Lombard Street.



The number of housing units in Columbia Villa is significantly below what the R2 zone would allow.

Open Space

There are OS (open space) zoned sites throughout the Portsmouth neighborhood. The largest OS zoned sites are Columbia Park, Northgate Park, and the University Park Community Center.



Columbia Park is located in the southeast corner of the Portsmouth neighborhood. This new play equipment was installed in 2001 at the park entrance at Woolsey and Winchell.



Northgate Park, adjacent to Clarendon Elementary School, is located in the northwest portion of the Portsmouth neighborhood.

Commercial

Most of the commercial zoning in the Portsmouth neighborhood is found along Lombard Street. The commercial zoning along Lombard Street is CG (general commercial). The official boundary of the Portsmouth neighborhood only includes the north side of the street with the south side included in the University Park neighborhood. However, on both sides of Lombard Street between Fiske and Portsmouth there are a number of storefront commercial buildings that are built up to the street with large storefront windows. Interspered with these pedestrian-oriented buildings are auto-oriented businesses, such as fast food restaurants, auto supply and auto repair. There are also apartments, churches, social services, and professional offices. Generally, in the area west of Portsmouth Avenue the businesses are more auto-oriented with buildings set further back from the street and more land devoted to parking lots.

Other commercially zoned sites in the neighborhood include a CN2 (neighborhood commercial 2) site along Chautauqua Boulevard between Willis Boulevard and Washburne Street. Previously, this property had a commercial use. Today, it is the site of the Mount Olivet Baptist Church. There is also a 5.5 acre area of CS (storefront commercial) zoning in the southeast corner of Columbia Villa that was designated as part of the *Portsmouth Neighborhood Plan*. (This zoning is not reflected on Map 5. See page 65 for more information.)



Lombard Street at the intersection of Portsmouth Avenue, looking east.

Employment and Industrial

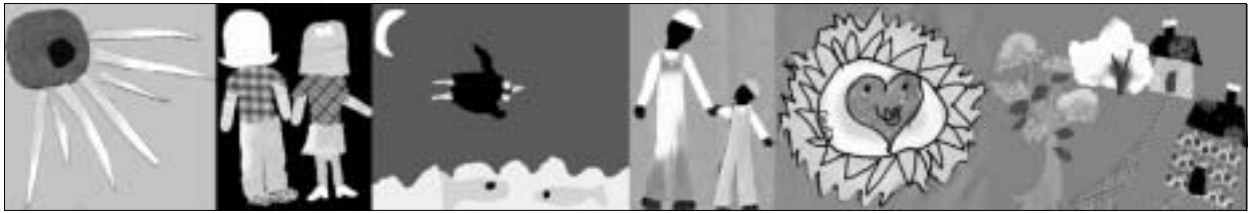
There is an area zoned EG2, (general employment 2) in the northwest corner of the Portsmouth neighborhood on the north side of Columbia Boulevard. It is adjacent to the large area of IH (heavy industrial) zoned land north of the Portsmouth neighborhood.

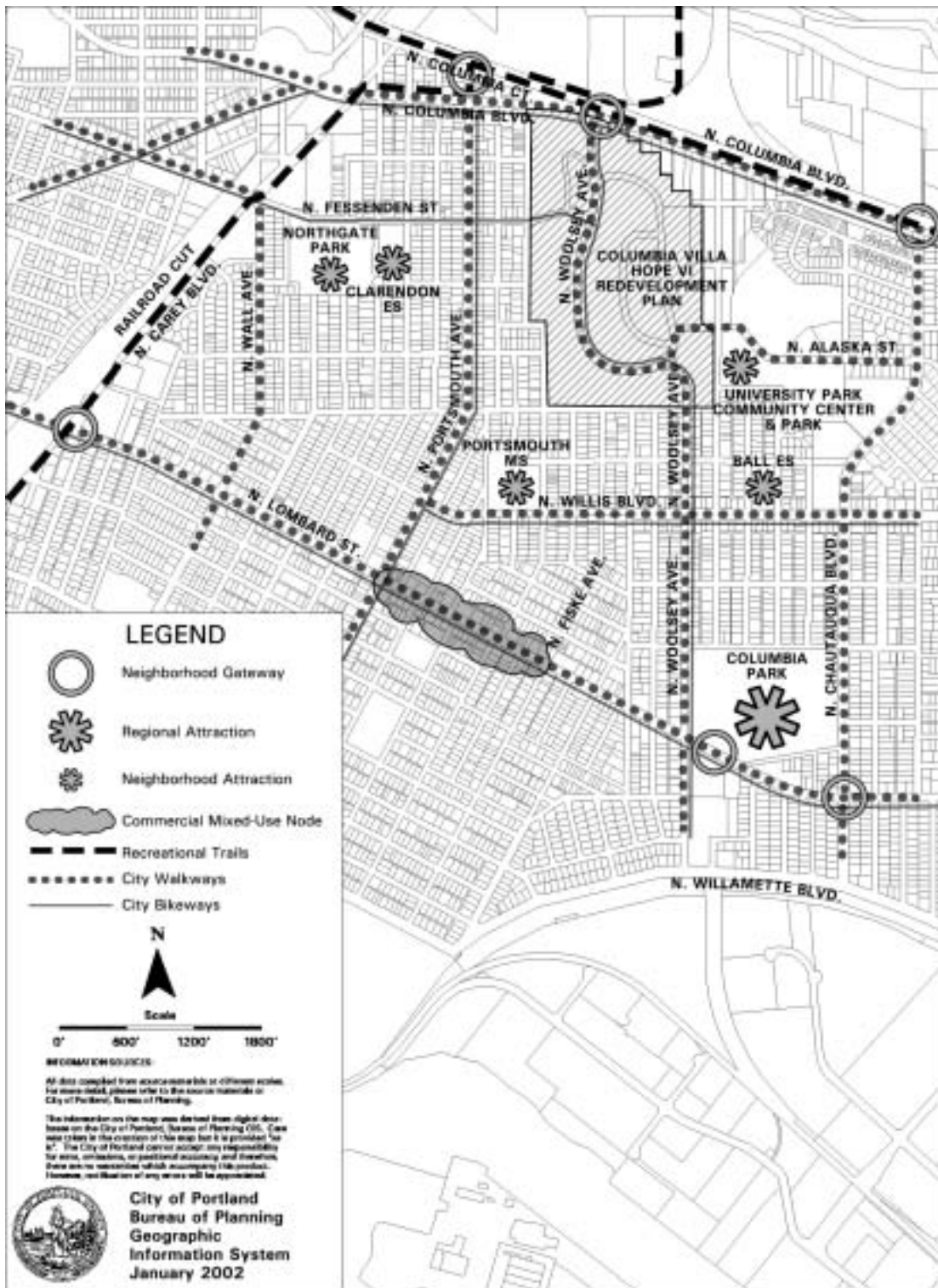
There is an area zoned IG2, (general industrial 2) along the railroad tracks and above the railroad tunnel between Columbia Villa and the Tamarack Apartments. IG2 zoning also has been applied to the railroad cut and the Peninsula Crossing Trail that mark the western boundary of the Portsmouth neighborhood.



The Peninsula Crossing Trail is located along the western edge of the neighborhood.

Urban Design Concepts





Map 6: Portsmouth Urban Design Map

Portsmouth Urban Design Elements

Urban design elements, such as neighborhood gateways, attractions, and bike and pedestrian circulation routes, contribute to the physical and social character of a neighborhood. A neighborhood plan can protect existing urban design elements, as well as introduce ideas for creating new urban design elements. The Portsmouth urban design map, on the opposite page, identifies existing and desired urban design elements.

Neighborhood Gateways

Neighborhood gateways are entrance points to the neighborhood. The *Portsmouth Neighborhood Plan* calls for strengthening the following neighborhood gateways:

- the western gateway along Lombard at the railroad cut;
- the eastern gateway along Lombard as the street goes through Columbia Park;
- the actual eastern boundary of the neighborhood at Lombard and Chautauqua;
- the northern gateways from Columbia Boulevard at Chautauqua and Woolsey, and
- pedestrian gateways at the north and south end of the Peninsula Crossing Trail.

Commercial Mixed-Use Node

A desired pedestrian-oriented commercial mixed-use node has been identified along Lombard Street, from Fiske to Portsmouth. This area has the highest concentration of storefront commercial buildings along Lombard. The neighborhood's historical research uncovered that the original plan for the 'City of Portsmouth'—which never materialized—had a commercial center at Portsmouth and Lombard.

Regional and Neighborhood Attractions

Attractions serve as meeting places and centers for activities in the neighborhood. There is one regional attraction in the Portsmouth neighborhood: Columbia Park. University Park Community Center, currently a neighborhood attraction, will be a regional attraction when the Bureau of Parks and Recreation carries through on its plans for an aquatic and regional facility on this site. Other neighborhood attractions are Ball and Clarendon Elementary Schools and Portsmouth Middle School. The proposed 'village square' at Columbia Villa will be a neighborhood attraction.

City Walkways and Bikeways

Designated 'city walkways' and 'city bikeways' connect the places people can walk and/or bike, such as local business areas, schools, parks, and recreational trails. It is desirable to focus street and sidewalk improvements on these routes in order to encourage people to walk and bike through the neighborhood.

Recreation Trails

The Portsmouth neighborhood is fortunate to have two recreation trails: the Peninsula Crossing Trail along the railroad cut and the 'Big Pipe' Trail along Columbia Boulevard.

Voluntary Neighborhood Design Guidelines

Neighborhoods in the city can adopt voluntary neighborhood design guidelines that describe desirable characteristics they would like to see in the design of new buildings in their neighborhood. These guidelines are advisory—which means developers are not required to meet them. Without a formal land use design review requirement, the neighborhood will not receive notice on new development in their neighborhood if it meets all the zoning and development requirements. Therefore, the neighborhood must proactively seek opportunities to work with developers. Many neighborhoods have found that voluntary design guidelines can be a valuable tool for the neighborhood to articulate desirable design concepts when working with developers.

The public review draft of the *Portsmouth Neighborhood Plan* proposed using voluntary design guidelines as a way to help the neighborhood guide future development. The comments received on the use of voluntary design guidelines were supportive, so members from the Portsmouth Neighborhood Planning Committee continued to work on this issue. Several committee members reviewed design documents used in other parts of the city to see if there were existing guidelines that could be applied to the Portsmouth neighborhood. If so, Portsmouth could avoid ‘reinventing the wheel’ and adopt existing guidelines for its neighborhood.

Committee members agreed that the document, *Building Blocks for Outer Southeast Neighborhoods, Neighborhood Design Guidelines for Residents and Developers*, covered issues they felt were important to the Portsmouth neighborhood. Even though Portsmouth is not located in Outer Southeast, there are similarities with the housing. Housing in the Portsmouth neighborhood—as in most Outer Southeast neighborhoods—is a mixture of styles. These styles include farmhouses, bungalows, and other houses built prior to World War II to more recent ranch-style infill housing. Most of the homes are modest in size making it important to think about scale when adding new structures nearby. There are also several streets in Outer Southeast that, like Lombard Street, the surrounding neighborhoods would like to see redevelop into more pedestrian-oriented places.

The Portsmouth Neighborhood Plan incorporated the *Building Blocks for Outer Southeast Neighborhoods*, with minor revisions presented on page 38 and 39, as the voluntary neighborhood design guidelines for the Portsmouth neighborhood.

Building Blocks for Outer Southeast Neighborhoods was developed as part of the *Outer Southeast Community Plan*. The document was prepared by Portland Community Design in cooperation with the Portland Bureau of Planning.

Copies of the document are available from the Portland Bureau of Planning. Call 503.823.7700 for more information.

Summary of Portsmouth Voluntary Design Guidelines

In the *Building Blocks for Outer Southeast Neighborhoods* there are three sets of voluntary design guidelines: 1) single and attached dwellings, 2) multi-unit dwellings and 3) mixed-use and commercial buildings. Each set of design guidelines discusses and offers guidance about the following key elements that most directly effect the impact new construction has on a neighborhood.

Streetscape

The largest public open space in any neighborhood is its network of streets and sidewalks. What is visible from the street and sidewalk shapes the character of the neighborhood. Encouraging outdoor porches, more landscaping, and minimizing parking can make the street more pleasant and safer for pedestrians and bicyclists. Using low landscaping and low fences allows people to interact with their neighbors and survey activities on the street. When appropriate, plant the largest possible trees for environmental and aesthetic purposes.

The houses below contribute to the streetscape by having low front yard fences, street-facing windows, and lots of landscaping. The fir trees of Columbia Park provide the backdrop for the houses on the right.



Interest and Compatibility

Architectural details, such as siding treatment, eaves, small paned windows, exposed-truss porches, and roof dormers, can add interest to a building. Adding architectural details that are found on surrounding buildings can make new buildings more compatible with the existing character of the neighborhood. Trees and landscaping can also add interest and help blend new development into the neighborhood. Breaking large facades into smaller areas can add interest to larger buildings. Buildings that are developed at a higher density than the surrounding area can be designed to ‘step down’ to the lower buildings, where appropriate.



The houses of the Portsmouth neighborhood have a variety of architectural styles. Details of nearby buildings can be incorporated into new construction to help them blend in with the existing character of the neighborhood.



New Construction

Existing House

The design of the new house on the left has incorporated elements of the existing house to the right. By having a similar roof line, garage location, and porch details, the new house is compatible with the architecture of the surrounding houses.

Front Entry

Front entrances should be visible and inviting. Front entries can be accentuated through the use of architectural detail, color and landscaping. A porch is an ideal entry because it offers a transition between the public street and the private house, shelters people at the front door, and provides an outdoor room that can result in more ‘eyes on the street’ and better neighborhood security.



The porch creates a visible and inviting entrance to this house. The porch also provides an ‘outdoor room’ that allows people the opportunity to participate in neighborhood activities.

Security

Streets where houses offer generous windows in active rooms at the front of the house allow neighbors to keep an eye on what is happening in the neighborhood. Residential units above commercial spaces add an around-the-clock presence to the street and the neighborhood. Active front yards send a clear signal to criminals to go elsewhere. Security can also be enhanced by: eliminating barriers to visibility such as high fences, hedges or protruding garages; encouraging low-level lighting throughout the neighborhood to increase nighttime security; and locating windows at the back of commercial buildings that face residential streets.

This building with housing located above the commercial uses offers additional neighborhood security by providing the opportunity for more ‘eyes on the street.’



Outdoor Rooms

'Outdoor rooms' can be created by the careful placement of buildings and parking areas that maximize the amount of usable outdoor space. This allows people to be outside more, and supports community and public safety goals. Creating 'outdoor rooms' along commercial streets can be accomplished by providing street furniture, special paving, street trees, awnings, and interesting building facades.



This commercial building on Lombard creates an 'outdoor room' by its location close to the sidewalk, its overhanging canopy, and by providing a place for people to sit.



This house has a side yard that is used as an 'outdoor room.'

Parking

Garages, driveways, and parking areas should not dominate the streetscape. The location and size of garages, driveways, and parking areas have an enormous impact on the appearance of a residential building. When possible, utilize alleys for parking access to get cars off the street and behind the building. Commercial off-street parking should be located in the rear or on the side of the building, not in the front. Existing parking lots between the sidewalk and the building should be buffered with plantings, low walls, or berms.



This house has a garage tucked behind it. This location allows a large garage without it overwhelming the view of the house from the street.



The entrance to the garage is located on the side of this house. This placement allows landscaping in the front of the house that is compatible with the surrounding houses.

Revisions to the Outer Southeast Sense of Place Guidelines for the Portsmouth Neighborhood

A 'sense of place' describes what is special about a neighborhood that should be protected and enhanced. In Outer Southeast the residents identified the existence of large trees, especially fir trees, as character-defining elements they wanted to protect. The following revisions to the sense of place guidelines of *Building Blocks for Outer Southeast Neighborhoods* reflect the unique characteristics of the Portsmouth neighborhood. These revisions will only apply to development within the Portsmouth neighborhood. The page numbers refer to the location of the guideline in the *Building Blocks for Outer Southeast Neighborhoods*.

Single and Attached Dwellings (pages 26 and 27 *Building Blocks for Outer Southeast Neighborhoods*)

Sense of Place Guideline

Enhance Portsmouth's unique location between two rivers high on the Peninsula bluff by preserving surrounding views to natural areas.

Sense of Place Description

Aligned between two rivers, Portsmouth was once filled with groves of tall fir trees. Few of the original trees remain in the neighborhood. Of those trees left, many are located in Columbia Park at the east entrance of the neighborhood. These trees are reminders of the booming timber industry of the past that was once the economic back bone of the Peninsula.

Though the scenery has changed, Portsmouth's location, high on the Peninsula bluff, provides residents a special sense of place. From the northern boundary, views of the Columbia River, Mt. Hood, Mt. St. Helens, and Mt. Adams can be seen. From southeastern locations in the neighborhood, the grand old firs of Columbia Park are in sight, offering sanctuary to all inhabitants. As the neighborhood continues to grow and change, trees and natural areas should be preserved and enhanced whenever possible.



The mature trees of Columbia Villa are a neighborhood asset. As Columbia Villa is redeveloped, steps should be taken to preserve as many of these trees as possible.

Multidwelling

(pages 42 and 43 of *Building Blocks for Outer Southeast Neighborhoods*)

Sense of Place Guideline

(No change)

Sense of Place Description

Remove the reference in the first paragraph to ‘butte, creek, pond.’

Mixed-Use and Commercial

(pages 58 and 59 *Building Blocks for Outer Southeast Neighborhoods*)

Sense of Place Guideline

Incorporate local history and Portsmouth’s natural features.

Sense of Place Description

(No change)



This is one of the original houses of the Portsmouth neighborhood. This Victorian house was built about the same time that the steam engine connected Portsmouth with downtown Portland.

Vision Statement





Portsmouth Vision 20/20 Street Banner Celebration
Photograph by Bill Vuch

Portsmouth Vision Statement

The vision statement describes what the Portsmouth neighborhood would be like in the year 2025 if the neighborhood plan's policies, objectives, and action charts were implemented. The City Council adopted the Portsmouth vision statement as part of Portland's *Comprehensive Plan*.

Rev. Jeanne Knepper, of the University Park United Methodist Church, prepared the first draft of the Portsmouth vision statement that was published in the public review draft. Rev. Knepper revised the draft to reflect changes that were made to the policies and objectives during the development of the *Portsmouth Neighborhood Plan*.

PORTSMOUTH DIVERSITY, STABILITY, AFFORDABILITY—A PLACE TO LIVE

The 2000 census determined that Portsmouth was the second most culturally diverse neighborhood in all of Portland. We celebrate and maintain that long-standing tradition. In 2025, diversity, stability and affordability still form the foundation of our neighborhood, a place where people can live, a place with a human scale.

Many different kinds of people make their homes and pursue their dreams in Portsmouth—different levels of economic resources, different cultural traditions, different family structures, different ages, different religions, different abilities and different dreams. Here they find a place where they can live safely and peaceably in a neighborhood that welcomes their presence, encourages their dreams, and facilitates their connections to each other. Community diversity feeds a creative spirit that has been frequently noted since Mayor Vera Katz gave the *Spirit of Portland* award to The Community Association of Portsmouth in 2001. A strong sense of community identity grounded in an appreciation for the history of the neighborhood and a creative spirit fed by neighborhood diversity continue to be hallmarks of the Portsmouth neighborhood.

Portsmouth is a neighborhood with a vital, energetic, pedestrian-friendly, commercial mixed-use district along Lombard Street from Fiske to Portsmouth. A stable population supports those local businesses, and public policies encourage first-time entrepreneurs as they begin small businesses in their homes. There are also retail and community services in Columbia Villa that attract people and visitors from all parts of the neighborhood and the North Peninsula as a whole. The 'village square' developed as part of the Hope VI plan for Columbia Villa has become a neighborhood civic node.

There is a wide range of housing, including higher density affordable housing along Lombard and in the restructured Columbia Villa and single family houses in the interior of the neighborhood. Land trusts and related programs have ensured that residents could remain in the neighborhood even as property values climbed. New construction and reconstruction have maintained the sense of neighborhood by harmonizing with neighborhood aesthetics that favor

street trees, porches, street-facing windows, and visually open front yards. The neighborhood actively seeks opportunities to work with developers to ensure that new development meets the voluntary neighborhood design guidelines.

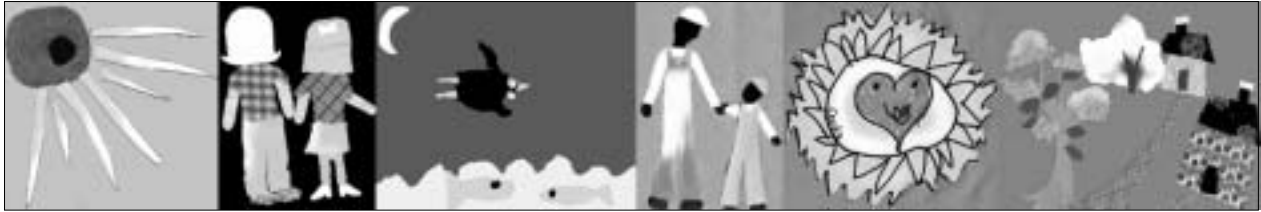
The Portsmouth neighborhood theme, 'walking together,' appears in five languages on banners that tie the neighborhood together. This is a neighborhood that encourages its residents to walk. There are pedestrian routes through the neighborhood that connect its parks, schools, and commercial and community services. These routes are well-marked and include amenities such as pedestrian scale lighting standards, water fountains, benches, litter cans, storefront businesses, and well-maintained, attractive parks. There is also easy pedestrian access from the neighborhood to the Columbia Slough, Smith and Bybee Lakes and both nearby rivers, the Columbia and the Willamette. The neighborhood makes good use of its wonderful location between these two mighty rivers.

Portsmouth is a neighborhood that has overcome threats to public safety through foot patrol, block watch and community policing programs. Residents feel safe as neighborhood events encourage them to meet and socialize with each other. Good lighting and traffic calming devices have improved safety within the neighborhood, especially around the schools. Careful attention to traffic safety and visibility issues along the major streets of Portsmouth has also improved the safety of the neighborhood.

Many children growing up in Portsmouth have parents who work away from the home. The community watches out for their well-being in many ways. Churches offer after-school play and study programs; fraternal organizations open their buildings to youth in the afternoons, and many public, faith-based and fraternal organizations work together to create a multitude of safe spaces for children and youth after school, including youth groups, teen game nights and coffee houses where young people can gather and socialize. The University Park Community Center offers a wide variety of programs and experiences for children and youth. Youth councils throughout the neighborhood provide youth to youth mentoring and tutoring programs, as well as drug and alcohol education and gang prevention programs that include teen mentors and facilitators. Youth participate in the planning of community events, projects, celebrations and volunteer often in community undertakings.

Because of its close proximity to industrial areas, and perhaps because it has historically been a neighborhood of modestly priced homes, Portsmouth has a history of nearby environmental challenges. Portsmouth is a truly attractive place to live because residents have been vigilant to improve and protect environmental quality. Neighborhood groups have worked proactively to encourage tree plantings, landscaping practices that protect waterways, and safe disposal of hazardous waste. Neighborhood residents, public facilities and private businesses have joined together to protect the environmental quality of life in Portsmouth, making it *A Place To Live!*

Policies, Objectives, and Action Charts





Portsmouth Neighborhood Planning Committee Meeting

Policies

The *Portsmouth Neighborhood Plan* includes eight policy areas.

- Policy 1: Portsmouth Identity
- Policy 2: Parks, Open Space, and Recreational Trails
- Policy 3: Public Safety
- Policy 4: Neighborhood Livability
- Policy 5: Human Development
- Policy 6: Business Growth and Development
- Policy 7: Transportation
- Policy 8: Housing

Each policy has an overall statement that the objectives and actions in the plan implement. The City Council adopted these policy statements as part of Portland's *Comprehensive Plan*.

Objectives

For each policy the neighborhood has developed a set of objectives to provide specifics about how the policies are to be understood and implemented. Objectives are independent of the time, resources, and energy necessary to carry them out. Like the policy statements, the City Council adopted the objectives as part of Portland's *Comprehensive Plan*.

Action Charts

To implement the policies and objectives, each policy area has an action chart. These action charts list the policy's action items. Action items are divided into projects, programs, and regulations. For each action item there is a description of the action, a timeframe for completion, and identified implementer(s). All action items will be approved with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementer 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. Some implementers are entities that actually carry out one or more elements on the action, while other implementers may only advocate for the action. The full names of listed implementers can be found on page 64.

The action charts were approved by City Council by resolution. They are not adopted as part of Portland's *Comprehensive Plan*.

Policy 1: Portsmouth Identity

Build a strong neighborhood identity that fosters a sense of pride and community among Portsmouth residents. Celebrate, and strive to maintain, the cultural and ethnic diversity of the neighborhood. Strengthen the sense of neighborhood history in the Portsmouth neighborhood.

Objectives

1. Use the neighborhood theme ‘walking together’ to develop a strong sense of identity for the Portsmouth neighborhood. *(See page 6 for more information about the ‘walking together’ theme.)*
2. Promote public recognition of neighborhood spirit and creativity to build a stronger sense of community identity and morale.
3. Support events that bring people together to socialize or work towards solving a neighborhood issue.
4. Enhance unity in the neighborhood by holding events that help bridge cultural, socio-economic, generational, and linguistic barriers that may exist between residents. Encourage ethnic groups to share their culture.
5. Facilitate participation of non-English speaking Portsmouth residents in neighborhood organizations and events.
6. Encourage activities and programs that educate Portsmouth residents about the historic and architectural heritage of their neighborhood.
7. Promote community participation in larger planning projects that can further neighborhood priorities. At the adoption of this plan, projects that have the potential to significantly affect the Portsmouth neighborhood are the Interstate Corridor Urban Renewal Area, the *St. Johns/Lombard Plan*, and the Hope VI plan for Columbia Villa.
8. Develop the proposed ‘village square’ of the Hope VI plan for Columbia Villa into a neighborhood civic node.

ACTION CHART 1: Portsmouth Identity

#	Proposals for Action	Time				Implementer
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
PI.1	Set up a program for maintaining the 'walking together' banners in the neighborhood.					PV 20/20, PCDC
PI.2	Use the images of the 'walking together' banners as a graphic way to promote neighborhood identity and awareness.					TCAP
PI.3	Continue to create and have available at neighborhood events the small refrigerator magnets of the 'walking together' banners.					TCAP, UPUMC
PI.4	Provide businesses "Proud to serve the Portsmouth neighborhood" signs to display in their windows.					TCAP
PI.5	Develop a Portsmouth neighborhood walking tour (with map and neighborhood signs) that highlight points of interest and historical facts.					TCAP, PV 20/20
PI.6	Continue to publish the Portsmouth Press and maintain efforts to translate articles into languages spoken in the neighborhood.					TCAP, PCDC, PV 20/20
PI.7	Research and publish a report on the history of the Portsmouth neighborhood.					TCAP
PI.8	Explore the use of neighborhood gateways in the locations identified on the Portsmouth urban design map on page 30.					TCAP, HAP, PV 20/20
PROGRAMS						
PI.9	Support programs that bring music into parks that are easily accessible to Portsmouth residents.					TCAP, FOCP
PI.10	Ensure that the Portsmouth neighborhood has representatives on Interstate Corridor Urban Renewal Areas citizen advisory committees.					TCAP
PI.11	Continue to promote communications and feedback regarding activities, initiatives, projects and opportunities that will impact the neighborhood. <ul style="list-style-type: none"> ▪ Use Portsmouth Press as a tool for communication. ▪ Explore using e-mail (i.e. list serve or e-mail distribution list) as a tool for communicating and gathering feedback. 					PCDC, HAP
PI.12	Hold at least one event per year that brings together the diverse Portsmouth population.					TCAP

Action Chart Notes. These notes apply to all action charts in the *Portsmouth Neighborhood Plan*.

- This action chart is approved by City Council Resolution. It is a starting place for implementing the plan. Actions are adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals based upon implementers' abilities to take action.
- Identified implementers have expressed interest and support with the understanding that circumstances may affect their ability to take action. Some implementers are entities that actually carry out one or more elements of the action, while other implementers advocate for the action. The full name of listed implementers can be found on page 64.

Policy 2: Parks, Open Space, and Recreational Trails

Celebrate the neighborhood's unique location between two rivers by protecting and enhancing Portsmouth's parks, open space and recreational trails. Encourage people to use Portsmouth's parks, recreation facilities, and open spaces.

Objectives

1. Maintain and enhance existing neighborhood parks by focusing park improvements for the neighborhood's children and youth and by providing better access to all park facilities for people with disabilities.
2. Support local park programs and recreational resources that meet the needs of neighborhood residents.
3. Encourage community gardens, pocket parks and other small parks and open space within the neighborhood.
4. Promote the creation of informal community gathering spaces, such as pocket parks, community bulletin boards, playgrounds and street benches that help to give the neighborhood civic focus, and allow residents to meet and interact with one another.
5. Work with the Housing Authority of Portland to ensure that Columbia Villa's open spaces and parks are well planned, maintained, and openly available to the surrounding community.
6. Celebrate the historic and architectural qualities of Columbia Park and promote it as a destination for people throughout the city of Portland.
7. Explore the use of parks and open space to develop gateways into the neighborhood along Lombard Street and Columbia Boulevard.
8. Develop a vision for the open space along the railroad cut.
9. Maintain and enhance the system of recreational trails in the Portsmouth neighborhood. (Peninsula Crossing Trail and the 'Big Pipe' Trail)
10. Develop better access from the neighborhood to the Columbia Slough, the 40-mile loop, and other natural amenities along the Willamette and Columbia Rivers.

ACTION CHART 2: Parks, Open Space, and Recreational Trails

#	Proposals for Action	Time				Implementer
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
P.1	Explore and request funds for possible park improvements at Columbia Park. <ul style="list-style-type: none"> • Install new toddler play structure. • Rehabilitate the Columbia Park pool. • Build a new bandstand or other designated place for music. • Convert the wading pool to children's sprinkler area. 					Parks, TCAP, FOCP
P.2	Explore and request funds for possible park improvements at Northgate Park. <ul style="list-style-type: none"> • Install new play structure. • Plant more trees. • Develop new soccer fields. 					Parks, TCAP, PV 20/20
P.3	Explore and request funds for park and open space improvements identified at Columbia Villa: <ul style="list-style-type: none"> • Develop park spaces that are designed and programmed with activities that encourage broad neighborhood use. • Develop area above railroad tunnel (on Dana Ave) as some type of recreation space, possibly soccer fields. • Cluster housing units around open space in a manner that allows adults to keep an eye on children playing outside from their houses. 					HAP
P.4	Explore and request funds to develop new soccer fields in the open space areas around the University Park Recreation Center.					Parks, TCAP
P.5	Support the development of the University Park Recreation Center as a regional recreation center with an aquatic center.					Parks, TCAP
P.6	Explore developing a skate board park that is easily accessible to Portsmouth youth.					Portsmouth Middle Schoolers
P.7	Develop nontraditional partnerships (ex. public/private, public/nonprofit) to create and maintain neighborhood open spaces.					PCDC
P.8	Participate in the Interstate Corridor Urban Renewal Area's parks assessment project.					PDC, Parks, TCAP
P.9	Name the new trail along the south side of Columbia Blvd. ('Big Pipe' Trail) and develop the area like a linear park.					PCDC, TCAP, Kenton
P.10	Enhance the Peninsula Crossing Trail with interpretive information about wildlife.					TCAP, BES
P.11	Encourage conveniently located canoe access to the Columbia Slough.					BES, Parks
P.12	Participate in events that celebrate the completion of the trail around the Water Treatment Plant that will connect the Peninsula Crossing Trail to the 40-mile loop.					TCAP, BES
P.13	Address the safety issues at Columbia Court that create barriers for the neighborhood to access the 40-mile loop.					TCAP, PPB PDOT

Policy 3: Public Safety

Create a secure and comfortable neighborhood where people feel safe in their homes, on the neighborhood's streets and in its parks and schools. Develop a proactive partnership between Portsmouth residents, the Police Bureau and other agencies to help maintain a safe neighborhood.

Objectives

1. Increase public safety activities and participation in block watches, block homes, block captains, and foot patrols to enhance the safety and livability of the neighborhood.
2. Continue the level of policing necessary to effectively respond to crime and safety issues as they arise.
3. Encourage residents to work together, street by street, to create solutions to problems as they arise.
4. Watch for the establishment of new drug houses and other illegal activities and quickly close them down.
5. Encourage residents to participate with the Neighborhood Emergency Team (NET) program of the Portland Fire Bureau.
6. Promote resources for residents and property owners to upgrade their properties and eliminate building and safety code violations. When violations continue, encourage and support residents to address the problems through informal discussion, or if necessary, through the city's code compliance process.
7. Increase visibility throughout the neighborhood by encouraging good tree pruning practices, adding more and better lighting, and adding front porches.

ACTION CHART 3: Public Safety

#	Proposals for Action	Time				Implementer
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
PS.1	Explore ways to make Columbia Park safer such as installing better lighting and foot patrols.					TCAP, FOCP
	PROGRAMS					
PS.2	Expand participation in the existing Neighborhood Watch, Community Foot Patrol, and Neighborhood Emergency Team programs in the Portsmouth neighborhood.					TCAP, PPB, CPO, PFB, CVTRA
PS.3	Hold neighborhood activities and events that promote greater use of the neighborhood's streets, parks, and other gathering places by area residents and visitors.					TCAP, PCDC
PS.4	Use the North Portland Public Safety Action Committee and other venues to help the neighborhood understand the available crime prevention programs and strategize how to resolve safety issues in the neighborhood.					TCAP, PSAC, CPO
PS.5	Support the continued presence of the Safety Action Team at Columbia Villa/Tamarack.					HAP, TCAP, PPB, CVTRA
PS.6	Encourage the use of the Senior Lock program to increase home security for low income seniors.					TCAP, CPO, PPB
PS.7	Empower citizens and local groups to identify problem areas and work with police and others to develop and implement safety plans that will address safety issues.					TCAP, CPO, PPB
PS.8	Train residents in mediation practices and explore establishing a satellite office of the Portland Mediation Center.					TCAP, ONI
PS.9	Support the creation of local Peace Action Zones and the work they do with residents and help implement "Community Fit for Children" peace plan.					CCNP, CVTRC
PS.10	Educate property owners, residents, and property managers on the benefits of tree pruning, better lighting, and building design for improving public safety.					TCAP, CPO

Action Chart Notes. These notes apply to all action charts in the *Portsmouth Neighborhood Plan*.

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Policy 4: Neighborhood Livability

Policy A: Environmental Health

Promote the public safety and environmental health of the community. Explore mitigation measures when land uses adversely impact the livability of the Portsmouth neighborhood.

Policy B: Neighborhood Appearance

Improve Portsmouth neighborhood's appearance by maintaining property, keeping the neighborhood clean, and planting more green and landscaped areas. Encourage new development to be compatible with the existing character of the neighborhood.

Objectives

1. Work with local businesses, industry, public agencies, and nonprofits to reduce all forms of pollution in the neighborhood, including air, water, noise, odor, and chemical.
2. Ensure that the neighborhood understands the city's land use processes. When possible, encourage neighborhood participation in decisions that affect:
 - the redevelopment of vacant or underutilized commercial sites, surplus government properties, and residential infill; and
 - the new siting or expanded uses of businesses that may adversely impact the environment and livability of the neighborhood.
3. Reduce litter in the neighborhood's streets, parks, sidewalks, school grounds, and commercial areas.
4. Encourage property owners and tenants to maintain their buildings and surrounding property. When maintenance problems occur, encourage and support residents to work with tenant and/or property owners to address these problems.
5. Encourage developers to construct buildings that are compatible with the neighborhood's voluntary design guidelines. *(See page 32, Voluntary Neighborhood Design Guidelines.)*
6. Protect and plant street trees throughout the Portsmouth neighborhood.
7. Encourage property owners to plant the largest possible trees, use native plants wherever possible, and use environmentally-friendly landscaping practices.

ACTION CHART 4: Neighborhood Livability

#	Proposals for Action	Time				Implementer
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
NL.1	Hold environmental activities, such as neighborhood clean-ups and tree planting events.					TCAP, BES, PCT, PCDC
NL.2	Ensure that residents have access to help and advice on how to plant the most environmentally-friendly gardens possible.					NPNS, BES
NL.3	Create a community vision and design guidelines for the eventual redevelopment of the U.S. Army Reserve property into a more vital and integrated part of the community.					TCAP
NL.4	Inventory neighborhood street trees.					PMS, PCDC, TCAP, BES
NL.5	Work with HAP to preserve or relocate as many as possible of the mature London Plane trees during the redevelopment of Columbia Villa.					TCAP
NL.6	Encourage reusing and recycling building components from Columbia Villa as it is being revitalized.					HAP
NL.7	Encourage developers to allow TCAP to have input on building and site design at the initial stages of design development.					TCAP
NL.8	When feasible, promote on-site drainage of new and existing development.					BES
	PROGRAMS					
NL.9	Help residents identify and abate lead-based paint.					PDC, TCAP
NL.10	When city dollars are involved, allow TCAP to have input on the design of projects in the Portsmouth neighborhood.					TCAP, PDC
NL.11	Identify and market programs available to help property owners resolve building and safety code violations.					PCDC, TCAP, PCD
NL.12	Support the use of nuisance abatement procedures and enforcement for derelict/abandoned buildings.					TCAP, OPDR
NL.13	Educate residents on their impact on stormwater and the drainage to the Columbia Slough. Promote innovate ways of detaining and treating stormwater, including eco-roofs, stormwater planters, and porous pavement.					BES
NL.14	Assist neighborhood schools with grounds maintenance and litter control.					PCT, NPNS
	REGULATIONS					
NL.15	Adopt the <i>Building Blocks for Outer Southeast Neighborhoods</i> , March 1996, as the voluntary design guidelines for development in the Portsmouth neighborhood. Add Portsmouth Sense of Place Guidelines.					TCAP, BOP

Policy 5: Human Development

Support the efforts of public and private organizations to provide human services that help all residents meet their basic physical, social and spiritual needs, with special emphasis on programs and resources that help youth, seniors, and parents with their specific issues and needs.

Objectives

1. Build working relationships among the leadership of existing public, community, faith-based, and private organizations concerned with the welfare of the Portsmouth neighborhood. Develop specialized programs to meet the needs of Portsmouth residents that recognize the cultural diversity of the area.
2. Explore ways that existing social services in the neighborhood can be supplemented by neighborhood volunteers to better meet the needs of neighborhood residents.
3. Provide social services information to Portsmouth residents through neighborhood-based outreach efforts.
4. Provide quality education for neighborhood children and youth that address the diverse backgrounds of the students. Support programs that help children and youth get to school, stay in school, and succeed in school.
5. Increase the number of safe, affordable, and convenient childcare options available to Portsmouth residents.
6. Recognize Portsmouth residents for academic, athletic, or community service achievements.
7. Promote the Portsmouth neighborhood as an ideal location for a new North Portland library branch.

ACTION CHART 5: Human Development

#	Proposals for Action	Time				Implementer
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
HD.1	Continue to update and distribute the Portsmouth Directory.					PCDC
HD.2	Locate a Latino center or multicultural center in, or near, the Portsmouth neighborhood.					PCDC, TCAP
	PROGRAMS					
HD.3	Continue the collaborative St. Andrew's Episcopal Church and William Temple House North Portland Social Service project to address emergency social service needs in and near the Portsmouth neighborhood.					SAEC, WTH
HD.4	Explore programs that enable adults, and other youth to mentor neighborhood youth. Ensure that multicultural mentor style service programs are available to the neighborhoods' youth.					PCDC, YO, HAP, CVTFRC
HD.5	Reopen the child development center within the current Columbia Villa/Tamarack boundaries.					CVTRA, HAP, PCDC
HD.6	Support residents working together with local service providers and schools to identify programs that will be helpful in providing services to children 6-12 years who live in this community.					CVTFRC, CSP, TCAP
HD.7	Encourage faith-based and fraternal organizations to use their facilities to house or provide programs for older children and youth in the afternoons and early evenings.					UPUMC, TCAP
HD.8	Provide resources for language development (sign, English, non-English).					CVFRC
HD.9	Support and create programs that enrich the lives of neighborhood children and youth (academic, recreational, sports, arts, and music).					CVFRC
HD.10	Expand neighborhood workforce readiness and employment by bringing new programs and approaches to HAP's existing partnerships in workforce development, education, and high-tech digital access.					HAP, PCDC
HD.11	Ensure that programs serving the needs of Portsmouth residents are available to non-English speaking residents, through such services as language translation and interpretation services whenever possible.					PCDC, HAP

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Policy 6: Business Growth and Development

Policy 6A: Lombard Main Street

Develop Lombard as a main street that provides neighborhood services and is a safe, pleasant environment for pedestrians and transit riders. Foster a pedestrian-oriented node along Lombard from Fiske to Portsmouth by protecting existing storefront commercial buildings and encouraging new pedestrian-oriented mixed-use, commercial, and residential developments.

Policy 6B: Residential Neighborhoods

Protect residential neighborhoods from adverse impacts of commercial uses. Promote home-based businesses in the neighborhood. Provide opportunities for retail and start-up businesses in Columbia Villa.

Objectives

1. Attract locally owned new businesses such as groceries, printing/faxing, laundromat, and restaurants to Portsmouth. Support existing businesses that currently serve the neighborhood.
2. Encourage businesses that provide affordable, healthy food to locate in or near the neighborhood.
3. Encourage buildings and landscaping along Lombard Street that create a safe, pleasant environment for pedestrians.
4. Support mixed-use buildings along Lombard Street with ground floor retail/services and housing or services on the upper floors.
5. Foster the development of additional housing within walking distance of Lombard Street to support neighborhood-serving businesses.
6. Take advantage of the existing alleys behind commercial buildings to accommodate more parking. Discourage off-street parking in front of buildings.
7. Encourage working relationships between the businesses and residential communities.
8. Provide opportunities for home-based businesses including training, access to capital, regulatory relief and exposure through local media.
9. Support local businesses by increasing the economic opportunities of Portsmouth residents through job training and small business development.
10. Support the development of youth-friendly businesses that provide a safe/fun place for the youth of Portsmouth to congregate.

ACTION CHART 6: Business Growth and Development

#	Proposals for Action	Time				Implementer
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
BG.1	Encourage residents to use local businesses in order to invest in the community.					TCAP
BG.2	Create a coordinated outreach strategy to communicate training, capital and technical assistance opportunities to local businesses.					PDC, PCDC
BG.3	Encourage Portsmouth residents and businesses to participate in the St. Johns/ Lombard planning process. This plan will develop a vision and implementation strategies for Lombard Street from Columbia Park to the St. Johns town center.					TCAP, PCDC, BOP
BG.4	Introduce a secondary grocery store to the revitalized Columbia Villa site.					HAP, Pvt.
	PROGRAMS					
BG.5	Identify programs that can be funded with urban renewal dollars and other city dollars to help Portsmouth businesses and support home-based businesses.					TCAP, PDC
BG.6	Promote tax and employment benefits offered by the empowerment zone designation, if approved, to both businesses and qualifying residents.					HAP, PCDC
BG.7	Inform residents how to identify and report illegal commercial activities that have adverse impacts on surrounding residential areas.					TCAP, OPDR
	REGULATIONS					
BG.8	Support the incorporation of the south side of Lombard from Chautauqua to the railroad cut into the Interstate Corridor Urban Renewal Area.					TCAP
BG.9	Participate in the St. John/Lombard planning process to determine if any zoning changes along Lombard are needed. Explore the application of CS zoning along Lombard between Portsmouth and Fiske.					TCAP, BOP
BG.10	Support the zone changes needed to allow the retail and community services called for in the Hope VI plan.					HAP, BOP, TCAP

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Policy 7: Transportation

Create a safe environment in which to walk, cycle, ride public transit, and drive. Protect neighborhood livability and the viability of commercial areas when making transportation improvements. Strive to ensure accessibility throughout the neighborhood and encourage people to use nonmotorized modes of transportation.

Objectives

1. Continue to maintain and improve the neighborhood's streets and sidewalks, and restore use of existing alleys throughout the neighborhood.
2. Discourage speeding on neighborhood streets, especially around schools.
3. Improve intersections throughout the neighborhood so that they are safe and work efficiently.
4. Promote public transit as an environmentally friendly commuting option. Ensure that public transit service and facilities meet the needs of Portsmouth residents, businesses, and business users, with special focus on low income residents.
5. Use the city's designated city walkways and bikeways to create pedestrian and bicycle linkages throughout the neighborhood that connect the places people could walk or bike, such as businesses on Lombard, schools, parks, and recreational trails. *(See Portsmouth urban design map, page 30 for location of the neighborhood's designated city walkways and bikeways.)*
6. Plan for the traffic impacts of future regional attractions and facilities, and mitigate their affect on neighborhood streets.
7. Maximize the number of on-street parking along Lombard Street as the main street redevelops over time.

ACTION CHART 7: Transportation

#	Proposals for Action	Time				Implementer
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
T.1	Address issues along Lombard Street that include, but are not limited to: <ul style="list-style-type: none"> • Lombard near Columbia Park where the street narrows to 2-lanes is dangerous; and • The pedestrian crossings on Lombard. 					PDOT, TCAP
T.2	Develop and complete Stop Sign Plan for local street network.					PDOT, TCAP
T.3	Reduce speeding in the neighborhood by complementing existing traffic calming approaches. Make the following identified problem areas the first priority; streets around Clarendon School, Fessenden, Woolsey, and Wall.					PDOT, TCAP
T.4	Transform the street pattern as part of the revitalization of Columbia Villa from the current circular pattern to a more traditional street grid that connects to the rest of the Portsmouth neighborhood. Address the issue of speeding through Columbia Villa when Columbia Blvd. is congested or a train is blocking through traffic.					HAP, PDOT
T.5	Develop designated city walkways and bikeways with a unified theme of improvements that could include: pedestrian-scaled lighting standards, water fountains, benches, pocket parks, street trees, wide well-maintained sidewalks, garbage cans, banners, and plaques in the sidewalk.					TCAP, PDOT
	PROGRAMS					
T.6	Participate in the process to identify transportation improvements that will be funded with future urban renewal dollars.					TCAP, PDC
T.7	Work with city to stripe bike lanes on designated city bikeways.					PDOT, TCAP
T.8	Explore ways to pave unpaved streets.					TCAP, PDOT
T.9	Add curb cuts to sidewalks throughout the neighborhood. Make first priority city walkways.					PDOT, TCAP
T.10	Encourage citizens to work with owners and the city to remove parked cars that do not meet the distance requirements for visibility at intersections.					PDOT, TCAP
T.11	Encourage citizens to work with owners and the city to ensure landscaping does not block visibility at intersections or along sidewalks.					PDOT, TCAP
T.12	Empower citizens to work with owners and the city to remove illegally parked and abandoned vehicles that take up on-street parking.					TCAP, PDOT, OPDR
T.13	Work with Tri-Met to improve transit services and facilities.					TCAP
	REGULATIONS					
T.14	Review Portsmouth's network of designated city walkways and bikeways; request revisions if necessary.					TCAP

Policy 8: Housing

Strengthen the residential base of the Portsmouth neighborhood by preserving viable existing housing and constructing new housing which is responsive to the needs of present and future generations of households. As property values rise, ensure that there continues to be affordable housing in the neighborhood.

Objectives

1. Provide a variety of housing types for neighborhood residents with different incomes, needs, desires, and physical abilities.
2. Encourage the development of programs and resources needed to assist property owners with building maintenance and weatherization.
3. Integrate Columbia Villa/Tamarack into the Portsmouth neighborhood. In so doing create a vibrant mixed-income community that celebrates diversity and values individuals from different cultural and socio-economic backgrounds.
4. Ensure that residents of Columbia Villa/Tamarack have the option of returning to the revitalized community.
5. Strive to ensure that elderly and low-income households are not involuntarily displaced.
6. Utilize alternative models for housing such as co-housing and land trusts to ensure long-term affordability.
7. Promote home ownership among the neighborhood's low and moderate income residents.
8. Encourage 'visitability' to residential buildings. *(Homes that have a ground floor living area, dining area, and bathroom accessible to people with disabilities.)*
9. Promote housing near, and along Lombard Street to support commercial development.

ACTION CHART 8: Housing

#	Proposals for Action	Time				Implementer
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
H.1	Implement the Hope VI plan for Columbia Villa. <ul style="list-style-type: none"> Ensure that the project creates a balance of public housing, affordable housing and homeownership housing. This balance should be reflective of market demand, City of Portland ordinances, neighborhood input and affordable housing need. Encourage participation of Portsmouth residents, community development corporations, private organizations, community-based organizations, and faith-based organizations in the redevelopment of Columbia Villa. 					HAP, TCAP
H.2	Stabilize Portsmouth through the development of affordable housing (ownership and rental) with different square footages to accommodate families with children.					PCDC, HAP
H.3	Acquire and maintain affordable rental housing as long-term assets for the community.					PCDC
H.4	Upgrade abandoned, unsafe or foreclosed properties in the Portsmouth neighborhood.					PCDC
	PROGRAMS					
H.5	Identify and market programs that can be funded with urban renewal dollars, and other city resources to help Portsmouth residents fight displacement and maintain their homes.					TCAP, PDC, BHCD, PCDC
H.6	Provide home repair and rehabilitation loans to low and moderate income homeowners at below market interest rates to address code violations, general property improvement needs, and handicap accessibility.					PDC, FM, Pvt.
H.7	Provide rehabilitation loans to property owners for the repair and rehabilitation of rental properties that are affordable to low income households.					PDC, Pvt.
H.8	Provide a range of homebuyer financial assistance products for low and moderate income households, including financing of rehabilitation at the time of purchase.					PDC, PHC, FM, PCLT, HUD, HAP, Pvt.
H.9	Continue to provide loans and other financial assistance for the development of new housing affordable to low and moderate income households with long-term affordability requirements.					PDC, Pvt.
	REGULATIONS					
H.10	Participate in the St. John/Lombard planning process to determine if any zoning changes along Lombard are needed to allow and encourage additional housing opportunities.					TCAP, BOP

Abbreviation of Implementers

BES	Bureau of Environmental Services
BHCD	Bureau of Housing and Community Development
BOP	Bureau of Planning
CCNP	Caring Community of North Portland
CPO	Crime Prevention Office
CVTFRC	Columbia Villa/Tamarack Family Resource Center
CVTRA	Columbia Villa/Tamarack Residents Association
FM	Fannie Mae
FOCP	Friends of Columbia Park
FOPCT	Friends of Peninsula Crossing Trail
HAP	Housing Authority of Portland
HUD	Federal Housing and Urban Development
ICURA	Interstate Corridor Urban Renewal Area Advisory Committee
Kenton	Kenton Neighborhood Association
NPNS	North Portland Neighborhood Services
NPSSP	North Portland Social Services Project
ONI	Office of Neighborhood Involvement
OPDR	Office of Planning and Development Review
Parks	Bureau of Parks and Recreation
PCT	Peninsula Clean Team
PCDC	Peninsula Community Development Corporation
PDC	Portland Development Commission
PDOT	Portland Office of Transportation
PFB	Portland Fire Bureau
PHC	Portland Housing Center
PM	Portsmouth Middle School
PPB	Portland Police Bureau
PSAC	North Portland Public Safety Action Committee
Pvt.	Private Sector (including business, developers and property owners)
PV20/20	Portsmouth Vision 20/20 Steering Committee
SAEC	St. Andrew's Episcopal Church
TCAP	The Community Association of Portsmouth
Tri-Met	Tri-County Metropolitan Transit District
UPUMC	University Park United Methodist Church
WTH	William Temple House
YO	Youth Opportunities

Columbia Villa Zone Change



Columbia Villa and the Portsmouth Neighborhood Plan

One of the major goals of the *Portsmouth Neighborhood Plan* is to see Columbia Villa become a more integrated part of the Portsmouth neighborhood. To this end, the plan's vision statement, policies, and objectives support the goals of the Hope VI plan which strive to make Columbia Villa a compact, pedestrian-friendly, mixed-use neighborhood for low and moderate income households that is integrated into the larger surrounding residential area. (See page 11 for additional information about the *Columbia Villa Hope VI plan*.)

The following excerpts from the *Portsmouth Neighborhood Plan* implement the neighborhood plan's vision for Columbia Villa.

Portsmouth Vision Statement

...There are also retail and community services in Columbia Villa that attract people and visitors from all parts of the neighborhood and the North Peninsula as a whole. The 'village square', developed as part of the Columbia Villa Hope VI Redevelopment Plan, has become a neighborhood civic node...

Policy 1: Portsmouth Identity

Objective 8: Develop the proposed 'village square' of the Hope VI plan for Columbia Villa into a neighborhood civic node.

Policy 2: Parks, Open Space, and Recreation Trails

Objective 5: Work with the Housing Authority of Portland to ensure that Columbia Villa's open spaces and parks are well planned, maintained, and openly available to the surrounding community.

Policy 6: Business Growth and Development

Policy 6B: Residential Neighborhoods: ...Provide opportunities for retail and start-up businesses in Columbia Villa.

Objective 2: Encourage businesses that provide affordable, healthy food to locate in or near the neighborhood.

Action BG4: Introduce a secondary grocery store to the revitalized Columbia Villa site.

Policy 7: Transportation

Action T4: Transform the street pattern as part of the revitalization of Columbia Villa from the current circular pattern to a more traditional street grid that connects to the rest of the Portsmouth neighborhood.

Policy 8: Housing

Objective 3: Integrate Columbia Villa/Tamarack into the Portsmouth neighborhood. In so doing create a vibrant mixed-income community that celebrates diversity and values individuals from different cultural and socio-economic backgrounds.

The Proposed Hope VI ‘Village Square’

The Columbia Villa Hope VI initial site plan submitted to the US Department of Housing and Urban Development (HUD) in June 2001 was developed through an extensive outreach program. The Housing Authority of Portland (HAP) conducted over 75 meetings with Columbia Villa residents, service providers, civic leaders, Portsmouth neighbors, and members of the larger North Portland community. Together, these people were involved with the decision to include a ‘village square’ with retail and community services as part of the Hope VI application.

The ‘village square’ in the Hope VI application, approved by HUD, is located in the southeast portion of Columbia Villa. (See page 10 for a map of the Columbia Villa Hope VI Initial Site Plan Proposal). At the time of the adoption of the Portsmouth neighborhood Plan HAP was in the process of refining the initial site plan that was submitted with the Hope VI application. Although this refining process may result in changes to the site plan, HAP has stated that the location of the proposed ‘village square’ will stay in this general proximity, near the University Park Community Center.

The development of a ‘village square’ will address the following neighborhood issues.

- **Create a community center that will integrate Columbia Villa with the rest of the Portsmouth neighborhood.** The *Portsmouth Neighborhood Plan* calls for developing the ‘village square’ of the Hope VI plan into a neighborhood civic node. The ‘village square’ has the potential to bring Portsmouth neighbors together by having amenities in Columbia Villa that serve a broader community than just Columbia Villa residents.

The Hope VI plan calls for a range of housing types and prices. The *Portsmouth Neighborhood Plan* supports this housing mixture as another strategy for integrating Columbia Villa with the rest of the Portsmouth neighborhood. The ‘village square’ can offer amenities that will help ensure the success of the market level housing which is of particular importance to many Portsmouth residents.

- **Allow by right the community services that are essential to helping the residents of Columbia Villa.** Before the zone change to CS (storefront commercial) the community services in Columbia Villa were allowed only through a conditional use review and approval in the R2 (multidwelling residential) zone. Community service providers testified at the Planning Commission hearing that the conditional use process is an expensive and time-consuming burden for services that are integral to Columbia Villa. Having zoning that would allow these community services by right would acknowledge that they are essential to supporting the residents of Columbia Villa.
- **Provide opportunity for limited retail.** The *Portsmouth Neighborhood Plan* and the Hope VI plan call for specific retail services in the ‘village square’ that have been identified in neighborhood surveys: laudromat, small banking facility, copy shop, and a small neighborhood-serving grocery store (4,000 sq. ft). The zoning of R2 prohibited retail uses.

The *Portsmouth Neighborhood Plan* calls for Lombard Street to be the main commercial area in the neighborhood. It is not the intent of the ‘village square’ to compete with Lombard Street, but rather to provide needed retail services to a population that has difficulty getting to them. At the time of the adoption of this plan, the nearest commercial area to Columbia Villa residents was Lombard Street located over half a mile from Columbia Villa’s southernmost boundary. Even if this section of Lombard Street provided the needed retail listed above, it would not be convenient for many Columbia Villa residents who do not own cars. The matrix below illustrates the relatively small size of the proposed ‘village square’ when compared with other nearby commercial areas.

Commercial Areas near Columbia Villa	Gross Acres Commercial Zoning	Net Acres Commercial Zoning (excluding R-O-W)
St. Johns Town Center (CN and CS)	57	36
Lombard Main Street (CG) (St. Johns to Columbia Park)	64	40
Kenton Downtown Plan District (CS)	16	9
<i>Columbia Villa ‘Village Square’ (CS)</i>	5.5	3.5

Commentary

In the proposed *Portsmouth Neighborhood Plan*, a 10 acre area in the southeast corner was proposed for CS zoning. This area—larger than the identified 'village square'—would have allowed HAP the flexibility to move the 'village square' if they needed to after they completed their site design refinement process. The Planning Commission was concerned that this was too large of an area of CS zoning and modified their recommendation to limit the size of the commercial zoning to only that necessary to accommodate the identified 3.5 net acres of retail and community services of the proposed Hope VI site plan. The Planning Commission passed this recommendation with a directive to the Planning Bureau to figure out the best way to implement it.

There is no mechanism for implementing a 3.5 net acre area of CS zoning without identifying a specific area on the zoning map. **Therefore, the Bureau of Planning—in consultation with staff from the Office of Planning and Development Review (OPDR)—recommended that the City Council approve a zone change for the 5.5 gross acres identified on Map 7. (This area includes 2 acres for public rights-of-way as recommended by PDOT representatives.)** The area was identified based on likely future street alignments. If the location of the 'village square' moves as part of the upcoming site design refinement process, HAP will be able to apply for a quasi-judicial zone change to relocate the CS zoned area.

The recommended zone change accomplishes the following.

- Allows by right the community services and retail called for in the 'village square' of the Hope VI plan that will implement goals of the *Portsmouth Neighborhood Plan*.
- Puts in place a zoning designation that supports the goals of the *Portsmouth Neighborhood Plan* and the Hope VI plan. The development and use standards of the CS zone are intended to create a pedestrian-oriented area by ensuring that buildings are close to and oriented toward the sidewalk. Although usually applied to older streets with existing buildings that have storefront characteristics, the CS zone is appropriate for Columbia Villa because there is the unique opportunity to CREATE a storefront pedestrian-oriented development pattern.
- Provides HAP with a mechanism for changing the location of the 'village square' should that be desirable after HAP completes its site design refinement process. This allows HAP to work with citizens and service providers during the refinement process without zoning that is 'set in stone.' To change the location of the CS zoned area, HAP would be required to go through a quasi-judicial process. However, with the CS zoning already on the site, HAP would not be subject to the 'no net housing loss' requirement.



- Community Assn of Portsmouth Boundary**
- Existing Zone Boundary/Zone (eg. R2)**
- Zone Change R2 to CS**
- 'Village Square' identified in the Initial Hope VI Site Plan**

INFORMATION SOURCES:

Taxlots: Originally produced by Oregon Dept. of Revenue. Modified and updated by Multnomah County Assessment & Taxation and Portland Dept. of Transportation. Updated through Apr. 2002. Accuracy - +/- .1 feet.

Neighborhood Association Boundaries: Originally digitized by Portland Department of Transportation. Updated by Bureau of Planning for Office of Neighborhood Involvement, June 2001. Registered to taxlot base maps.

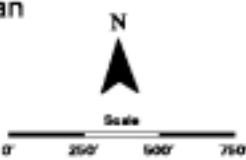
Zoning: Digitized from bureau zoning maps by Roy F. Weston, Inc. for Portland Planning Bureau. Registered to taxlots. Updated by Planning through Apr. 2003.

All data compiled from source materials at different scales. For more detail, please refer to the source materials or City of Portland, Bureau of Planning.

The information on the map was derived from digital databases on the City of Portland, Bureau of Planning GIS. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for errors, omissions, or positional accuracies, and therefore, there are no warranties which accompany this product. However, notification of any errors will be appreciated.



City of Portland
Bureau of Planning
Geographic
Information System
June 26, 2002



Map 7: Columbia Villa Zone Change

Columbia Villa Zone Change and the *Comprehensive Plan*

The proposed Columbia Villa zone change is an amendment to both the Portland *Comprehensive Plan* map and the city's zoning map. Portland's *Comprehensive Plan* is the city's broadest and most inclusive policy document. Adopted in 1980, and amended most recently in 1999, it outlines the community's values and goals, and sets courses of action for achieving them. The *Comprehensive Plan*'s vision statement, goals, policies, and objectives, and map provide guidelines for future development and redevelopment of the city.

The zone change was included as part of the *Portsmouth Neighborhood Plan* because it implements policies of the neighborhood plan. Legislative amendments to the *Comprehensive Plan* map must be found to be consistent with the goals and policies of the *Comprehensive Plan*, Statewide Planning Goals, and any relevant area plans adopted by the City Council. To ensure compliance with these plans, a complete set of findings will be included with the ordinance that goes to the City Council. Below is a summary of how the zone change supports several key policy areas.

- **Neighborhoods**

Residents in both Columbia Villa and the larger Portsmouth neighborhood would like to see Columbia Villa better integrated into the neighborhood. The Hope VI plan calls for a 'village square' with retail and community services that would be accessible to the entire Portsmouth neighborhood. The 'village square' would bring the neighborhood together by having amenities in Columbia Villa that serve more than just the residents at Columbia Villa.

- **Housing**

The Hope VI plan proposes to increase the housing on the Columbia Villa site from 437 units to 850 units. The Hope VI plan calls for a range of housing types, prices, and rents to create a culturally and economically diverse neighborhood, and allow those whose housing needs change to find housing that meets their needs within their existing community. The 'village square' will offer community amenities that will help to make this housing successful.

- **Economic Development**

Revitalizing Columbia Villa will have a positive effect on the entire Portsmouth neighborhood. The proposed 'village square' will give area residents opportunity for jobs and possible small business start-up opportunities.

- **Transportation**

The Hope VI plan locates residential uses conveniently close to retail and community services. The population of Columbia Villa relies heavily on public transit for their transportation needs. The proposed 'village square' will create a center of activity that can be well served by transit. Rezoning the area to a more transit-supportive *Comprehensive Plan* map designation of CS, Commercial Storefront, should discourage driving and encourage walking, bicycling, and transit use.

- **Environment**

The zone change supports the redevelopment of Columbia Villa by providing the opportunity to have retail and community services close to housing. Compact urban development called for in the Hope VI plan helps maintain natural resources by accommodating growth and development in urban areas and by protecting and conserving rural area natural resources. Compact mixed-use development with a balanced transportation system will reduce vehicle miles traveled in the study area, which in turn will reduce impacts on air quality.

- **Citizen Involvement**

The initial Columbia Villa Hope VI site plan was developed with a very extensive outreach program. The Housing Authority conducted over 75 meetings with Columbia Villa residents, service providers, civic leaders, Portsmouth neighbors, and members of the larger North Portland community. The recommended zone change will implement their collective decision to propose a 'village square' with retail and community services as part of the Hope VI application.

- **Community Services**

There is a need for community services associated with Columbia Villa. Many of the services there today have been there for years. Rather than allow them temporarily through conditional use approval, the proposed zone change would recognize their importance to the residents of Columbia Villa and ensure that they are allowed by right indefinitely.

Appendices



Appendix A: Portsmouth Neighborhood History

Appendix A includes the neighborhood's initial research on the Portsmouth neighborhood history.

According to *Portland Names and Neighborhoods*, written by Eugene Snyder, the meaning of the name, Portsmouth, is unknown, but Eugene speculated that because of its location, between two rivers, the word was suitable. He further says, 'The name goes back to one of the oldest cities in America, Portsmouth, New Hampshire, settled in 1623, and Portsmouth, England, a seaport and naval base.' Portsmouth was later incorporated into the city of Albina in 1891, the same year that the cities of Portland, East Portland, and Albina consolidated into one city.

Early Settlers

The earliest known settlers in the area (known today as the Portsmouth and University Park neighborhoods) arrived between 1846 and 1855. They settled and filed donation land claims (DLC) of 320 to 640 acres, depending on whether a single man or husband and wife filed.

- James Loomis made the six-month trek along the Oregon Trail with his wife Sarah and children in 1844 from Missouri. In 1846 James and Sarah settled on their 642-acre DLC that was bound by Burgard St., St. Johns Ave., and extended one mile northeastward from the Willamette River. James became the proprietor of the Willamette House (one of Portland's first hotels) and was a merchant in both St. Johns and Portland.
- Wesley Van Schuyver came to Oregon from Pennsylvania in 1849 when he was 30 years old. In October 1850, Wesley filed a 325-acre DLC in east St. Johns that extended eastward from Taft Ave. for about one-half mile, and northward from Cecelia St. across the Columbia Slough.
- Frederick Ramsey came to Oregon in October of 1844 from Pennsylvania at age 20. He was a volunteer in the militia organized to control the Cayuse Indians. Frederick settled his 282-acre DLC in March 1851, which was located north of St. Johns where the Columbia Slough flows into the Willamette River. He also acquired 200 acres under the Homestead Act, which is bounded by Fessenden, Dana, Houghton, and Westanna-Hudson-Clarendon on the west.
- Cuthbert Stump was born in Virginia and came to Oregon in 1851 by way of Missouri with wife Perlina and son, Cuthbert, Jr. The family settled on a 320 acre DLC along the Columbia Slough, east of St. Johns and west of the Van Schuyver DLC. Cuthbert was a farmer and a blacksmith.
- Captain John Waud was born in England and immigrated to Ohio with his parents in 1836 at the age of 14. John came to Oregon in 1850 with his wife Nancy from Missouri. They settled a 638-acre DLC in 1851 bound by Westanna,

Houghton, and Newman Streets, extending to the Willamette River. The area includes 'Waud's Bluff' where the University of Portland is now located. John operated several steamboats on the Columbia and Willamette Rivers from the 1850s to the 1870s.

- John Windle was born in Ohio and moved to Oregon from Missouri with his wife and four children in 1852 at the age of 30. They settled on a 314-acre DLC bounded by Dana, Lombard, and Washburn Streets, extending northward to the Columbia Slough.
- Henry A. Muck was born in Germany. He and his wife, Elizabeth, immigrated to Pennsylvania in 1843. In 1852, the family moved to Oregon from Missouri. They settled on a 317 acre DLC in January of 1853 that was bounded by Dana, Lombard, and Wabash Streets, extending to the Willamette River. The area includes 'Mock's Crest' and 'Mock's Bottom.'
- John Mock, son of Henry A. and Elizabeth Muck, was born in Pennsylvania and came with his parents to Oregon in 1852 at the age of 14. John changed his name to Mock when he was in his early 20s, most likely because of the suggestiveness to sludge, dung, etc. In 1864 John purchased a 'Military Bounty' certificate good for 160 acres of government land from Private Joseph Pain, a private in Captain McKay's company. John used the certificate to acquire 160 acres bounded by Newman, Houghton, and Dana Streets, extending to the Willamette River. The area was a narrow parcel of land between the DLC's of John Waud and his father. In 1868, Henry Muck sold his 317 acres to John for \$600 before Henry and Elizabeth made an extended trip to Germany. In 1874, John married Mary Sunderland, and in 1894 he built the Victorian mansion still standing on Willamette Boulevard know as 'Mock's Mansion.'

The 'City of Portsmouth'

Prior to 1880, Portsmouth was farmland made up of few scattered farms and thickly covered with a growth of heavy timber, cleared in spots and patches. In the 1880s, a group of realtors (C. H. Prescott, Charles Hodge, W. B. Fry, Theodore Wygant, Dudley Evans, William Jones, and A. E. Borthwick) attempted to create a City of Portsmouth around Portsmouth Avenue and Lombard Street (then Dawson St.). The Portsmouth Real Estate Association, as they were called, platted Portsmouth as a subdivision in 1883. This subdivision was a 290-acre tract on the old John Waud DLC. The tract was bounded by McKenna and Portsmouth Avenues and ran from the river's edge up to Dawson St. to the north. Their municipal ambitions didn't materialize, and in 1889 the realty operation, then known as Portsmouth Real Estate Company, was taken over by a corporate entity by the name of Electric Land Company. The Electric Land Company platted Portsmouth Villa in 1889, which extended the northern boundary to Houghton. The company also replatted the City of Portsmouth that same year to better coincide with the surrounding communities. Between 1889 and 1927, there were multiple extensions and annexations to Portsmouth Villa, pushing the boundary north, east, and west to its present day boundary.

Methodists...

Sometime after 1889, many of the streets in Portsmouth were renamed to coincide with those in the University Park subdivision to the east of Portsmouth and Portsmouth Villa. The University Park subdivision was platted by the Methodists who founded Portland University (now known as University of Portland). The Methodists followed a naming system comprised of eastern colleges and well-known Methodist teachers, philosophers, and prominent bishops, ministers, and laymen. Most of the streets in present-day Portsmouth were named for Methodist teachers, philosophers, and clergy.

Steam Engine comes to Portsmouth (1890)

With the acquisition of the 290 acres by the Electric Land Company in 1889, it had also become apparent that there was a connection between the City of Portsmouth and the streetcar system. H. C. Campbell, president of the Electric Land Company, was also one of the incorporators of the Willamette Bridge Railway Company. Around 1888 the Willamette Bridge Railway Company, which operated the Mt. Tabor Steam Line, began plans to build a second steam line to connect the City of Albina with the community of St. Johns. Because of the push for electrification, this was the last steam line built in Portland. The line ran along Commercial Avenue, turned left on Killingsworth, turned right on Greeley, turned left on Dawson Ave. (now Lombard Street), and followed Dawson along the Southern edge of the Portsmouth neighborhood to Macrum. The line then turned right on Macrum and crossed the Union Pacific Railroad gully on the Fessenden bridge. The line followed Fessenden to St. Louis, and made a loop into downtown St. Johns on Dawson. The line was finally completed in May 1890. The Willamette Bridge Railway Company acquired locomotive number five to operate the St. Johns line. By spring of 1891, travel over the St. Johns line grew and two more trains were added to the daily service.

Operation of the steam line to North Portland was essential to the growth and economic vitality of Portsmouth and surrounding communities. The steam trains carried Portsmouth residents back and forth to the manufacturing and industrial mills in St. Johns. During the early years, most houses in Portsmouth were built within walking distance of Portsmouth Station. Streets were unpaved and proved to be a challenge for pedestrians during typical northwest rainstorms. Other than walking, the steam line was the only mode of transportation for many residents, as city dwellers did not typically own horses.

An account from 'The Peninsula' advertising publication c. 1910 reads: It was not so many years ago when Portsmouth was the terminus of a steam motor line. The water storage tank which was built and maintained by the railroad company to furnish water for the engines operating on this line, was also the only source of supply available to the inhabitants residing in the adjacent vicinity. Nor was this water piped to the doors of the various homes, not by any means; each family was compelled to transport his daily supply of the precious fluid from the tank to his home; and the most aggravating feature of all was the fact that it was necessary to be

on hand when the engine pulled in for its supply, otherwise there was no means of extracting the water from the tank. Thus it used to be one of the important events of the day when the train pulled in, and it was met, without fail, by a complete delegation, representing every home in the community. Armed with pails, tubs, and tanks, with every means of conveyance at their command, this crowd of men, women and children was an amusing sight to behold.

Boom Development Years (1889 to 1929)

With the introduction of the St. Johns line to North Portland in 1889 and the railroad bridge across the Columbia River in 1907, development across the Peninsula exploded.

“It (Portsmouth) is a suburban and manufacturing district. A retail business section of some pretensions has built up along the lines of the street railway. Many men who find work in the mills have purchased homes in Portsmouth, and here they and their families find a happy, contented existence. Portsmouth, while one of the oldest localities in these parts, claims its present day substance from recent rapid growth of the Peninsula and the resulting industries that have located there. The Peninsula Lumber Company alone employs 500 men (and pays its employees on average \$70 per month). The shingle mill employs some 200 people (and pays its employees on average \$75 per month). Acme Lumber Company is the retail department for the Peninsula Mills, and supplies the home builders, close at hand, with finished lumber at a reasonable price.”

By 1910, Portsmouth maintained a pharmacy, meat market, millinery store, plumber, feed and fuel establishment, and other professions in the retail district along Dawson and Portsmouth Streets. Glass Bros. & Co. General Merchandise was located in the grand three-story brick building at the corner of Dawson and Portsmouth Avenues. Glass Bros. provided groceries, boots & shoes, hardware, crockery, and any other items needed by the families of Portsmouth and University Park neighborhoods. Several of the main streets were paved and the old steam engines had been replaced with electric trains that ran every 20 minutes. Schools, churches, and libraries were new additions to the neighborhood. A fire station was built near the schoolhouse. ‘The Peninsula’ advertises that an important feature that may well be touched upon here as elsewhere is the entire absence of saloons from the Peninsula as a whole. The Peninsula Lumber Company built several homes in Portsmouth and sold them to their employees. The company provided financing for the homes and deducted employee’s wages by the monthly payment amount.

By 1911 there were no less than twelve major manufacturing firms located along the Columbia Slough, making Kenton the second largest manufacturing center in Oregon behind St. Johns. Companies included Swift & Co. (formerly known as Union Meat Company) that employed 1,500 workers, North Portland Lumber Co., Aladdin Co. manufactured ready-cut houses, Columbia Wool Basin Warehouse, and Kenton Traction Co. provided trolley service from Lombard, through Kenton, to the Swift packing plant. St. Johns had also exploded with industry. Saw mills and veneer manufacturers such as Portland Manufacturing Co., Peninsular Lumber Co., A. S.

Douglas & Sons, and George W. Cone Lumber Co. employed 50 to 200 men each. Portland Woolen Mills relocated to St. Johns from Sellwood in 1905 and employed 300 people at their enormous new mill. The first drydock on the Pacific Coast was built by Port of Portland in 1910 at a cost of \$400,000. The drydock was 500 feet long and able to handle the largest vessels in use on the Pacific Ocean. The construction of the drydock was followed by two shipbuilding and repair companies. One built wooden ships and the other, the Grant, Smith, Porter, & Guthrie Co. built steel ships, employing 2,500 people by 1915.

The Depression (1930s)

The depression brought hard times on Portland, yet North Portlanders and residents of Portsmouth saw fewer hard days. The mills and shipyards continued to support the growth of the area. When times got tough, people found nontraditional ways to get by. In the 1930s, during the construction of the Bonneville Dam, several homes were built behind the dam for families of dam workers and officers. When construction of the dam was finished, the simple two-bedroom, one-bath homes had to be moved or perish in the high water. Because financing for new construction was hard to come by during the depression, in 1937 a real estate broker, Thomas G. Donaca, and his partner, Ivan Phipps, bought about a dozen of these homes and barged them down the Columbia River to North Portland. Some landed in Portsmouth, not far from the town of Vanport. The homes sold within two years. Many of the homes withstood the Vanport flood of 1942 and several are still standing today.

World War II

The shipping industry continued to grow and employ thousands of North Portlanders during the first decades of the new century. With the onslaught of World War II, the St. Johns' ship yards exploded. By 1942, the ship yards employed 75,000 people with the Oregon Shipbuilding Corp. leading the industry. There were plenty of jobs for Portsmouth residents, and an electric trolley line to get them there. The immediate demand for laborers in the ship yards brought with it the immediate need for housing. In June 1942, the Housing Authority of Portland began construction on 400 units of permanent "War Housing" in Columbia Villa. Five months later, the first stage of the development was opened. This was followed by several other projects of varying sizes from 100 to 2200 units of both temporary and permanent housing constructed in North Portland. In December 1942, Vanport City – which would finally have 9942 units for housing 40,000 to 50,000 people – opened.

1950s to Present...

Important Dates

- 1855-1880 Earliest settlers arrived and filed Donation Land Claims
- 1855-1881 Portsmouth was thickly covered with heavy timber that was cleared in spots to accommodate a few scattered farms
- 1880? The Methodists platted land and started university?
- 1883 Portsmouth Real Estate Association platted Portsmouth as a subdivision and attempted to create a City of Portsmouth with a commercial/civic center around Portsmouth Avenue and Lombard Street.
- 1889 Portsmouth Real Estate Association taken over by Electric Land Company. Re-platted City of Portsmouth to better match surrounding communities. Renamed many streets.
- 1890-1933 Boom development years, industry, retail, housing,
- 1890 Willamette Bridge Railway Company opens steam engine line to St. Johns with station in Portsmouth. Water needed for steam engine is also available to Portsmouth residents.
- 1891 Portsmouth was incorporated in the City of Albina. Later that year the City of Albina was incorporated in the City of Portland.
- 1907 Railroad bridge across the Willamette River (and railroad cut through neighborhood?)
- 1910 Commercial areas grow up along the streetcar lines. Portsmouth has pharmacy, meat market, millinery store, plumber, feed store, fuel establishment, and other professionals in retail district along Lombard and Portsmouth.

First dry dock on the Pacific Coast was built by the Port of Portland (where?) Shipbuilding and repair industry flourishes.
- 1930s Depression- but lots of industry continue to support the area...
- 1942 World War II—Vanport opens in December...(9,942 units with over 50,000 people at its height)

Beyond 1950 had not been researched at the time of this printing.

Appendix B: City Council Ordinance No. 176614

Ordinance No. 176614

As Amended

Adopt and implement the *Portsmouth Neighborhood Plan* vision statement, policies, objectives, and *Comprehensive Plan* map and zoning map designations. (Ordinance)

The City of Portland ordains:

Section 1: The Council finds:

General Findings

1. Portland's *Comprehensive Plan* was adopted on October 16, 1980, acknowledged for compliance with Statewide Planning Goals on May 3, 1981, and updated as a result of periodic review in June 1988, January 1991, March 1991, September 1992, and May 1995. On January 25, 2000, the Department of Land Conservation and Development issued a determination of satisfactory completion of periodic review (Order # 001132) reaffirming the plan's compliance with the Statewide Planning Goals.
2. *Oregon Revised Statutes* (ORS) 197.640 requires cities and counties to review their comprehensive plans and land use regulations periodically and make necessary changes to keep plans and regulations up-to-date and in compliance with Statewide Planning Goals and State laws. Portland is also required to coordinate its review and update of the *Comprehensive Plan* and land use regulations with State plans and programs.
3. Portland *Comprehensive Plan* Goal 10, Plan Review and Administration, states that the *Comprehensive Plan* will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development.
4. Portland *Comprehensive Plan* Policy 3.6 (Neighborhood Plan) encourages the creation of neighborhood plans to address issues and opportunities at a scale which is more refined and more responsive to neighborhood needs than can be attained under the broad outlines of the City's *Comprehensive Plan*.
5. The Interstate Corridor Urban Renewal Area (ICURA) was adopted by the City of Portland (ordinance #174829, effective August 23, 2000). The Portsmouth neighborhood is currently the only neighborhood within the ICURA that does not have a neighborhood or community plan. Without a neighborhood plan, Portsmouth cannot access urban renewal dollars for major capital projects. The completion of a *Portsmouth Neighborhood Plan* is called for in the *Interstate Corridor Urban Renewal Plan* (adopted by City Council, August 2000).

6. The *Portsmouth Neighborhood Plan* was staffed with a city planner from the Bureau of Planning and a community planning coordinator from the Peninsula Community Development Corporation (PCDC). The community planning coordinator position was created to increase outreach activities in this culturally diverse neighborhood and to help coordinate citizen participation in the related planning projects that were currently underway in the Portsmouth neighborhood.
7. A Portsmouth Neighborhood Planning Committee, open to anyone who lived, worked or owned property in the Portsmouth neighborhood, was formed and met throughout the planning process. This group formed the proposals in the public review draft and recommended revisions throughout the planning process.
8. On June 6, 2001, the Portland City Council adopted a resolution to support the Housing Authority of Portland's application for a Hope VI federal grant to redevelop Columbia Villa (resolution # 36001). The goal of the Hope VI plan is to create a compact, pedestrian-friendly, mixed-use neighborhood for low and moderate income households that is integrated into the larger surrounding residential area.
9. In June 2001, the Housing Authority of Portland (HAP) submitted their proposal to the U.S. Department of Housing and Urban Development (HUD) to redevelop Columbia Villa through a federal program called Hope VI. In September 2001, Columbia Villa's Hope VI proposal was approved by HUD.
10. Columbia Villa is a 70-acre site located in the northern part of the Portsmouth neighborhood. The *Portsmouth Neighborhood Plan* supports the goals of the Hope VI plan and the zone change necessary in the southeast corner of Columbia Villa to allow the retail and community services called for in the 'village square' of the Hope VI plan.
11. The *Portsmouth Neighborhood Plan* provisions implement or are consistent with the Statewide Planning Goals, the Oregon *Transportation Planning Rule*, the *Region 2040 Growth Concept Plan*, the *Metro Urban Growth Management Functional Plan*, and the *Portland Comprehensive Plan*. These rules, policies, and plans provide a basis for integrating new residential, commercial and mixed-use activities into the study area.
12. The *Portsmouth Neighborhood Plan* includes action charts, which are adopted by resolution. These action charts represent a commitment from public and private groups to help implement the *Portsmouth Neighborhood Plan*. Every listed implementer has agreed to the assigned action by verbal consent or by submitting a letter of support.
13. The Notice of Proposed Action and two copies of the *Portsmouth Neighborhood Plan* were mailed to the Oregon Department of Land Conservation and Development on January 7, 2002, as required by ORS 197.610.

14. On February 26, 2002, the Planning Commission held a public hearing on the *Portsmouth Neighborhood Plan*. The Planning Commission continued their discussion of the plan to their March 12th meeting where they unanimously voted to recommend that City Council adopt the *Portsmouth Neighborhood Plan*.
15. On May 7, 2002, the general membership at The Community Association of Portsmouth voted to support the Planning Commission's recommended *Portsmouth Neighborhood Plan*, including the recommendation for a zone change in Columbia Villa.
16. It is in the public interest to adopt the *Portsmouth Neighborhood Plan* because it reflects a partnership between the Portsmouth neighborhood, area nonprofits, and the city to direct and manage development in the Portsmouth neighborhood.

Statewide Planning Goals Findings

17. State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals. Because of the limited scope of the amendments in this ordinance, only the state goals addressed below apply.
18. **Goal 1, Citizen Involvement**, requires opportunities for citizens to be involved in all phases of the planning process. The preparation of the *Portsmouth Neighborhood Plan* and its amendments provided numerous opportunities for public involvement. Portland *Comprehensive Plan* findings on Goal 9, Citizen Involvement, and its related policies and objectives also support this goal. The amendments are supportive of this goal in the following ways.
 - a) The Portsmouth neighborhood planning process began with a kick-off on Saturday, June 2, 2001. This event was designed to bring the community together to talk about the benefits of developing a neighborhood plan. Representatives from the Portland Department of Transportation, Portland Development Commission, and the Bureau of Planning were available to discuss how their bureaus could help the neighborhood.
 - b) The Portsmouth Neighborhood Planning Committee, staffed by Peninsula Community Development Corporation and the Portland Bureau of Planning, was open to anyone who lived, worked or owned property in the Portsmouth neighborhood. This group met during the summer of 2001 to talk about what they wanted to see in a neighborhood plan. The work of this committee was the foundation of the ideas presented in the public review draft.
 - c) The *Portsmouth Neighborhood Plan* public review draft was available to the public on October 1, 2001. Copies of the document were available at the Bureau of Planning as well as Peninsula Community Development Corporation. The document was sent to all those who attended community meetings discussing the plan and over 40 service

providers who work with Portsmouth neighborhood residents. Group e-mail notices were also sent to service providers, residents and other interested people announcing the availability of the public review document.

- d) There were four community meetings held to discuss the public review draft of the *Portsmouth Neighborhood Plan*. These meetings were held during the month of October. All of the businesses along North Lombard were given announcements of these meetings, mailings were sent to all previous attendees, plus all residents of Columbia Villa/Tamaracks (over 600 households) received notice of community meetings. There was also an announcement in the *Portsmouth Press*, which is delivered to over 3,500 addresses in Portsmouth. One of the four meetings was a Spanish language forum that provided Spanish translations of the plan's proposed policies and objectives and interpreters to assist people with their comments on the plan. Announcements for the Spanish language forum were on El Noticia Latinas, a local Hispanic radio show, as well as in ESL programs in the neighborhood schools. In all, the public review draft of the *Portsmouth Neighborhood Plan* was presented to over 75 people.
- e) Notices of the February 26, 2002 Planning Commission public hearing were sent on January 25, 2002, 30 days prior to the event, to property owners and persons on the project's interested persons list. In addition, the notice was hand delivered to all housing units at Columbia Villa/Tamarack Apartments. Notice of the proposed plan amendments was also sent to the Oregon Department of Land Conservation and Development (DLCD) 45 days prior to the hearing.
- f) The Planning Commission public hearing was held on February 26, 2002. Over 25 residents, business owners, social service providers, and other interested persons gave their testimony on the proposed *Portsmouth Neighborhood Plan*.
- g) On May 30, 2002, notice of the City Council public hearing was mailed to those who presented oral and written testimony at the Planning Commission public hearing or expressed an interest in receiving a notice.
- h) The recommended *Portsmouth Neighborhood Plan* was available to the public on May 29, 2002. Copies were available at Peninsula Community Development Corporation in the Portsmouth neighborhood as well as the Bureau of Planning.
- i) On June 13, 2002, the Peninsula Community Development Corporation and the Bureau of Planning hosted an open house style meeting to review the recommended *Portsmouth Neighborhood Plan* and explain to people about the upcoming City Council hearing.
- j) On June 19, 2002, City Council held a public hearing and received public testimony on the recommended *Portsmouth Neighborhood Plan*.

19. **Goal 2, Land Use Planning**, requires the development of a process and policy framework which acts as a basis for all land use decisions and ensures that decisions and actions are based on an understanding of the facts relevant to the decision. Portland *Comprehensive Plan* findings on Goal 1, Metropolitan Coordination, and its related policies and objectives meet this goal. The amendments are supportive of this goal because they provide specific objectives and implementing actions to guide the development of land uses to meet the public policy objectives of the Portland *Comprehensive Plan*.
20. **Goals 3 and 4, Agricultural Lands and Forest Lands**, requires the preservation and maintenance of the state's agricultural and forest lands, generally located outside of urban areas. The amendments are supportive of this goal because the *Portsmouth Neighborhood Plan* policies support additional housing and commercial opportunities within an urbanized area, thereby reducing development pressure on agricultural and forest lands.
21. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan* celebrates the neighborhood's unique location between two rivers by protecting and enhancing the natural areas that surround the neighborhood. The following provisions in the *Portsmouth Neighborhood Plan* support the neighborhood's open spaces, scenic and historic areas, and natural resources.
 - a) Policy 2: Parks, Open Space, and Recreation Trails, calls for enhancing Portsmouth's parks, open spaces, and recreational trails and implements these policies with action items.
 - b) Policy 4: Livability, calls for protecting and planting trees and implements these policies with action items.
 - c) The *Portsmouth Neighborhood Plan* includes voluntary neighborhood design guidelines to encourage developers to build new construction that is compatible with the existing character of the neighborhood.
 - d) The *Portsmouth Neighborhood Plan* contains a neighborhood history to encourage the neighborhood to understand its history and protect its historic resources.
22. **Goal 6, Air, Water and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water and land resources. The amendments are consistent with this goal because the *Portsmouth Neighborhood Plan* policies and objectives encourage a more compact mixed-use development of commercial and residential uses in the Columbia Villa and along Lombard Street. The additional housing and mixed uses called for in the Hope VI plan for Columbia Villa helps maintain natural

resources by accommodating growth and development in urban areas and by protecting and conserving rural area natural resources. The amendments also emphasize a balanced multimodal transit system by encouraging the use of alternative modes, such as walking and transit. More compact mixed-use development with a balanced transportation system should reduce vehicle miles traveled in the study area and positively impact air quality. Portland *Comprehensive Plan* findings on Goal 8, Environment, and its related policies and objectives also support this goal.

23. **Goal 8, Recreational Needs**, requires satisfaction of the recreational needs of both citizens and visitors to the state. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan* objectives call for developing better access from the neighborhood to the Columbia Slough, the 40-mile loop, and other natural amenities along the Willamette and Columbia Rivers. The plan also supports local park programs and recreational resources that meet the needs of the neighborhood residents. The *Portsmouth Neighborhood Plan* does not change the Open Space (OS) designation on Columbia Park, Northgate Park, or the University Park Community Center.
24. **Goal 9, Economic Development**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan* Policy 6: Business Growth and Development objectives call for developing Lombard as a main street that provides neighborhood services and to provide opportunities for retail and start-up businesses in a small area of Columbia Villa. Portland *Comprehensive Plan* findings on Goal 5, Economic Development, and its related policies and objectives also support this goal.
25. **Goal 10, Housing**, requires provision for the housing needs of citizens of the state. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan* Policy 8: Housing, calls for strengthening the residential base of the Portsmouth neighborhood by preserving viable existing housing and constructing new housing which is responsive to the needs of present and future generations of households. The *Portsmouth Neighborhood Plan* supports the Hope VI plan to redevelop Columbia Villa. The Hope VI plan proposes to increase the number of housing units at Columbia Villa from approximately 437 to approximately 850 units. The *Comprehensive Plan* Map amendment to allow, by right, the retail and community services in Columbia Villa will increase the amenities of this additional housing and will promote its success. The amended zoning pattern will allow a 'village square' with commercial and community services near housing. Portland *Comprehensive Plan* findings on Goal 4, Housing, and its related policies and objectives also support this goal.
26. **Goal 11, Public Facilities and Services**, requires planning and development of timely, orderly and efficient public service facilities that serve as a framework for urban and rural development. The amendments are consistent with this goal because they will guide new development in the Portsmouth neighborhood. Portland *Comprehensive Plan* findings on Goal 11A and related policies and objectives also support this goal.

27. **Goal 12, Transportation**, requires provision of a safe, convenient and economic transportation system. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan Policy 7: Transportation*, calls for creating a safe environment in which to walk, cycle, ride public transit, and drive. There are action items that implement this policy. The *Comprehensive Plan* map amendment in Columbia Villa will increase commercial and community services amenities near housing.
28. These amendments are supportive of the State *Transportation Planning Rule (TPR)*, (OAR 660-12). The TPR calls for 'limiting allowed land uses' or 'altering land use designations, densities or design requirements to reduce demand for automobile travel.' The amendments accomplish this by changing approximately 5.5 acres of R2 (Low Density Multi-Dwelling) to a more transit-supportive *Comprehensive Plan* map designations of Urban Commercial (CS). Portland *Comprehensive Plan* findings on Goal 6, Transportation, and its related policies and objectives also support this goal.
29. **Goal 13, Energy Conservation**, requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The amendments are consistent with this goal because the policy objectives of the *Portsmouth Neighborhood Plan* encourage compact, urban mixed-use development along Lombard Street and in the southeast portion of Columbia Villa and better pedestrian and transit access throughout the neighborhood, which encourages walking and transit and thereby reduces the dependence on energy. Portland *Comprehensive Plan* findings on Goal 7, Energy, and its related policies and objectives also support this goal.
30. **Goal 14, Urbanization**, requires provision of an orderly and efficient transition of rural lands to urban use. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan* encourages additional housing development in Columbia Villa and along Lombard Street which is within the regional urban growth boundary and helps to reduce long-term regional pressures for conversion of rural lands to urban uses. Portland *Comprehensive Plan* findings on Goal 2, Urban Development, and its related policies and objectives also support this goal.

Metro Urban Growth Management Functional Plan Findings

31. State planning statutes require cities and counties within the Metropolitan Service District boundary to amend their comprehensive plans and land use regulations in compliance with provisions of the Metro *Urban Growth Management Functional Plan (UGMFP)*. Because of the limited scope of the amendments in this ordinance, only the UGMFP titles addressed below apply.

32. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the urban growth boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. The amendments are not inconsistent with this title because the *Portsmouth Neighborhood Plan* supports the Hope VI plan to redevelop Columbia Villa and increase the number of housing units from approximately 437 units to approximately 850 units. Employment potential is maintained through retention of the commercial designations along Lombard Street. Additional employment capacity is added by the *Comprehensive Plan* map amendment to Urban Commercial (CS) in Columbia Villa. In Portland, housing is a permitted use in all commercial zones.
33. **Title 2 of the Functional Plan** regulates the amount of parking permitted by use for jurisdictions in the region. The amendments are not inconsistent with this title, as parking ratios are being addressed on a citywide basis and are applicable to the Portsmouth neighborhood. Also, parking maximums were adopted by the City in October 2000 and these have been applied citywide, thus meeting the requirements of Title 2.
34. **Title 6, Regional Accessibility**, addresses the link between mode split, levels of congestion, street design and connectivity in creating an effective transportation system that supports the *2040 Growth Concept*. The amendments are consistent with the intent of Title 6 because the *Portsmouth Neighborhood Plan* promotes alternative travel modes and the *Comprehensive Plan* map amendment to Urban Commercial (CS) in Columbia Villa allows commercial/community services in a 'village square' adjacent to 64 acres of multi-dwelling housing.
35. **Title 7, Affordable Housing**, recommends that local jurisdictions implement tools to facilitate development of affordable housing. The amendments are consistent with the intent of Title 7 because the *Portsmouth Neighborhood Plan* supports the continued presence of affordable housing even as property values rise in the Portsmouth neighborhood. The housing policy action chart of the *Portsmouth Neighborhood Plan* includes implementation actions that address involuntary displacement and preserve affordable housing. This title will be addressed citywide.
36. **Title 8, Compliance Procedures**, outlines compliance procedures for amendments to comprehensive plans and implementing ordinances. The City submitted a compliance report in February 1999, an updated report in June 1999, and a final compliance report update in December 1999.

Portland *Comprehensive Plan* Goals and Policies

37. The Portland *Comprehensive Plan* was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the Statewide Planning Goals by the Land Conservation and Development Commission (LCDC) on May 1, 1981. On January 25, 2000, the Department of Land Conservation and Development issued a determination of satisfactory completion of periodic review (Order # 001132) reaffirming the plan's compliance with the Statewide Planning Goals.
38. **Goal 1, Metropolitan Coordination**, calls for the *Comprehensive Plan* to be coordinated with federal and state law and to support regional goals, objectives and plans. Coordination with state and regional planning efforts have been undertaken with the development of the proposed amendments. The Portsmouth neighborhood planning process has included participation of representatives from city, regional, and state agencies, ensuring consistency with applicable local, regional, and state plans.
39. **Goal 2, Urban Development**, calls for maintenance of Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan* supports additional mixed-use housing along Lombard Street. The plan also supports the Hope VI plan to redevelop Columbia Villa. The Hope VI plan proposes to increase the number of housing units at Columbia Villa from approximately 437 to approximately 850 units. The *Portsmouth Neighborhood Plan* Policy 6: Business Growth and Development objectives call for developing Lombard as a main street that provides neighborhood services, and to provide opportunities for retail and start-up businesses in a small area of Columbia Villa. Employment potential is maintained through retention of the commercial designations along Lombard Street. Additional employment capacity is added by the *Comprehensive Plan* map amendment to Urban Commercial (CS) in Columbia Villa. In addition, the *Portsmouth Neighborhood Plan* includes voluntary neighborhood design guidelines to encourage developments to be compatible with the character of the area.
- a) **Policy 2.6, Open Space**, calls for the provision of opportunities for recreation and visual relief by preserving existing open space, establishing a loop trail that encircles the city and promoting recreational use of the city's rivers, creeks, lakes and sloughs. The *Portsmouth Neighborhood Plan* objectives call for developing better access from the neighborhood to the Columbia Slough, the 40-mile loop, and other natural amenities along the Willamette and Columbia Rivers. The plan also supports local park programs and recreational resources that meet the needs of the neighborhood residents. The *Portsmouth Neighborhood Plan* does not change the Open Space (OS) designation on Columbia Park, Northgate Park, or the University Park Community Center.

40. **Goal 3, Neighborhoods**, calls for preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan* supports additional housing in Columbia Villa and along Lombard Street, but does not change the land use and zoning patterns in the existing single dwelling areas.
- a) **Policy 3.3 Neighborhood Diversity**, promotes neighborhood diversity and security by encouraging a diversity in age, income, race, and ethnic background with the City's neighborhoods. The Portsmouth neighborhood is one of the most culturally diverse neighborhoods in Portland. The *Portsmouth Neighborhood Plan's* vision statement and Policy 1: Portsmouth Identity, calls for celebrating, and striving to maintain the cultural and ethnic diversity of the Portsmouth neighborhood.
 - b) **Policy 3.5, Neighborhood Involvement**, provides for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. The amendments support this policy because many residents and business people participated in the development of the *Portsmouth Neighborhood Plan* through community meetings, and subcommittee meetings. See findings for State Goal 1, Citizen Participation.
41. **Goal 4, Housing**, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The *Portsmouth Neighborhood Plan* Policy 8: Housing calls for strengthening the residential base of the Portsmouth neighborhood by preserving viable existing housing and constructing new housing which is responsive to the needs of present and future generations of households. The *Portsmouth Neighborhood Plan* supports the Hope VI plan to redevelop Columbia Villa. The Hope VI plan proposes to increase the number of housing units at Columbia Villa from approximately 437 to approximately 850 units. The *Comprehensive Plan* map amendment to allow the retail and community services in Columbia Villa will increase the amenities of this additional housing and help ensure its success. The amended zoning pattern will allow a 'village square' with commercial and community services near housing.
- a) **Policy 4.2, Maintain Housing Potential**, calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential, or mixed-use. The amendments support this policy because the *Portsmouth Neighborhood Plan* supports a net gain of housing within the Portsmouth neighborhood.
- Objective A**, calls for the replacement of housing potential to be accomplished by such means as: 1) rezoning (and redesignating) existing commercial, employment, or industrial land to residential; 2) rezoning (and redesignating) lower density residential land to higher density residential land; and 3) rezoning to the CM zone, or 4) building residential units on the site or in a commercial or employment zone if there is a long term guarantee that housing will remain on the site. The *Comprehensive Plan* map

amendment in Columbia Villa will change approximately 5.5 acres of R2 (Low Density Multi-Dwelling) to the *Comprehensive Plan* map designations of Urban Commercial (CS). The lost housing potential is approximately 80 units. However, the amendment meets Objective A, 4), because the Housing Authority of Portland is building additional residential units on the Columbia Villa site. The Hope VI plan proposes to increase the number of housing units at Columbia Villa from approximately 437 to approximately 850 units.

42. **Goal 5, Economic Development**, calls for promoting a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments are consistent with this goal. The *Portsmouth Neighborhood Plan* Policy 6: Business Growth and Development objectives call for developing Lombard as a main street that provides neighborhood services and to provide opportunities for retail and start-up businesses in a small area of Columbia Villa.
- a) **Policy 5.1, Urban Development and Revitalization**, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities. The *Portsmouth Neighborhood Plan* supports the Hope VI plan for redeveloping Columbia Villa that will increase housing and employment opportunities in the neighborhood.
43. **Goal 6, Transportation**, calls for providing and protecting the public's interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system. The amendments are consistent with the policies and street classifications contained in the *Transportation Element* of the *Comprehensive Plan*. The amendments support Goal 6 by focusing growth and redevelopment in an area with an existing street system and developed infrastructure.

Lancaster Engineering completed a trip generation and trip distribution analysis for the Columbia Villa zone change and determined that the proposed zone change would not have a noticeable impact on neighborhood streets or significantly impact the capacity of any individual nearby intersections. This report was submitted to the Planning Commission on March 6, 2002.

- a) **Policy 6.1, Intergovernmental Coordination**, supports coordinating long-range transportation planning activities and facilities with development activities and regional transportation and land use plans. The amendments are consistent with the *Region 2040 Growth Concept Plan* and the *Regional Transportation Plan* by supporting the main street concepts for Lombard Street.
- b) **Policy 6.6, Urban Form**, supports a regional form composed of mixed-use centers served by a multimodal transportation system. The amendments are consistent with this policy by making *Comprehensive Plan* map changes and zoning code changes

- that will allow a community service/retail 'village square' in Columbia Villa. See findings for Goal 4, Housing, and Goal 5, Economic Development.
- c) **Policy 6.11, Pedestrian Transportation**, supports development of a pedestrian network that increases the opportunities for walking to shopping and services, recreational destinations, employment and transit. The *Portsmouth Neighborhood Plan's* urban design map identifies designated city walkways and calls for the city to focus street and sidewalk improvements on these routes in order to encourage people to walk to destinations in, and near, the Portsmouth neighborhood.
 - d) **Policy 6.14, Parking Management**, supports implementing measures to reduce off-street parking spaces per capita to achieve Portland's share of the mandated 10 percent reduction over the next 20 years. The amendments support this policy by proposing the Storefront Commercial (CS) zoning in Columbia Villa. The CS zone does not require any parking for commercial uses.
44. **Goal 7, Energy**, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city. The amendments are consistent with this goal because the *Portsmouth Neighborhood Plan* changes the zoning in Columbia Villa to provide the opportunity for more people to live, work, shop and recreate in the area. See findings for Goal 4, Housing. The amendments also encourage the use of walking and mass transit, all of which decrease the need for energy dependent auto use. See findings for Policy 6.11, Pedestrian Transportation.
45. **Goal 8, Environment**, calls for maintenance and improvement of the quality of Portland's air, water, and land resources, as well as protection of neighborhoods and business centers from noise pollution. The amendments are consistent with this goal because the *Portsmouth Neighborhood Plan* policies and objectives encourage a more compact mixed-use development of commercial and residential uses in the Columbia Villa and along Lombard Street. The additional housing and mixed uses called for in the Hope VI plan for Columbia Villa helps protect the environment by accommodating growth and development in urban areas and by protecting and conserving rural area natural resources. The amendments also emphasize a balanced multimodal transit system by encouraging the use of alternative modes, such as walking and transit. More compact mixed-use development with a balanced transportation system should reduce vehicle miles traveled in the study area and positively impact air quality.
46. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The amendments are consistent with this goal because the *Portsmouth Neighborhood Plan* planning process encouraged citizen involvement through participation in community meetings, availability of planning reports and notice of public hearings. Further, a citizen neighborhood planning committee provided input throughout the process. See findings for State Planning Goal 1.

47. **Goal 10, Plan Review and Administration**, requires that Portland's *Comprehensive Plan* undergo a periodic review. The amendments are consistent with this goal because this plan updates Portland's *Comprehensive Plan* for this area of the city. Area plans are the current method the City of Portland is using to update the *Comprehensive Plan* map for specific geographic areas.
- a) **Policy 10.5, Corresponding Zones and Less Intense Zones**, require that base zones either correspond to the *Comprehensive Plan* map designation or be a zone less intense than the corresponding zone. The amendments support this policy. The proposed amendments to the zoning map correspond to the proposed amendments to the *Comprehensive Plan* map.
 - b) **Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures**, requires that all proposed amendments to the *Comprehensive Plan* goals, policies, and implementing ordinances be reviewed by the Planning Commission prior to action by the City Council. The amendments support this policy because the *Portsmouth Neighborhood Plan* was reviewed by the Planning Commission at a public hearing on February 26, 2002, and approved by the commission on March 12, 2002, prior to City Council action.
 - c) **Policy 10.7, Amendments to the Comprehensive Plan map**, requires that all proposed amendments to the *Comprehensive Plan* map be reviewed by the Planning Commission prior to action by the City Council. The amendments support this policy because the *Comprehensive Plan* map amendments were reviewed by the Planning Commission at a public hearing on February 26, 2002, and approved by the commission on March 12, 2002, prior to City Council action.
 - d) **Policy 10.8, Zone Changes**, requires that base zone changes within a comprehensive plan map designation be to the corresponding zone stated in the designation. The policy also requires that such zone changes be granted when it is found that public services are sufficient. The amendments support this policy. The base zone changes proposed in the *Portsmouth Neighborhood Plan* are consistent with the proposed *Comprehensive Plan* designations and are implemented through this legislative process at the time of adoption of the plan. The public services have been determined sufficient to allow the proposed zone change. See findings for Goal 11A, Public Facilities, General.
48. **Goal 11 A, Public Facilities, General**, calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The amendments are consistent with this goal. Service bureaus have reviewed the plan, including changes in allowed land uses and densities, and have not indicated that services would be inadequate.

Lancaster Engineering completed a trip generation and trip distribution analysis for the Columbia Villa zone change and determined that the proposed zone change would not

have a noticeable impact on neighborhood streets or significantly impact the capacity of any individual nearby intersection. This report was submitted to the Planning Commission on March 6, 2002.

- a) **Policy 11.4, Capital Efficiency**, calls for supporting maximum use of existing public facilities and services by encouraging higher density development and development of vacant land within already developed areas. The amendments support this policy by encouraging infill development and redevelopment of underutilized sites in the plan area that have existing public facilities. The *Portsmouth Neighborhood Plan* supports the Hope VI redevelopment plan for Columbia Villa that will increase the number of housing units from approximately 437 to approximately 850 units. Currently, Columbia Villa is built significantly below the R2 density.
 - b) **Goal 11 F, Parks and Recreation**, calls for maximizing the quality, safety and usability of parkland and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The *Portsmouth Neighborhood Plan* amendments are consistent with this goal because the current open space designations in the neighborhood are preserved. Also, a new objective calls for development of a greenway that connects the neighborhood to the 40-mile loop trail.
49. **Goal 12, Urban Design**, calls for the enhancement of Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The amendments are consistent with this goal because they adopt an urban design map and voluntary neighborhood design guidelines for the *Portsmouth Neighborhood Plan*.
- a) **Policy 12.4, Provide for Pedestrians**, calls for providing a pleasant, rich and diverse experience for pedestrians which includes comfortable, safe and attractive pathways. The amendments support this policy because they include policies and objectives that promote a pedestrian-friendly and attractive environment in Portsmouth neighborhood. See findings for Policy 6.11, Pedestrian Transportation.
 - b) **Policy 12.6, Preserve Neighborhoods**, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places. The *Portsmouth Neighborhood Plan* supports this policy by adopting voluntary neighborhood design guidelines that will encourage new development to be compatible with the existing character of the neighborhood.

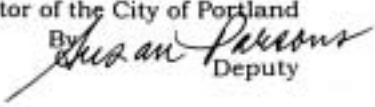
NOW, THEREFORE, the Council directs:

- a. Adopt the Planning Commission's recommended *Portsmouth Neighborhood Plan*, dated May 2002, attached to and incorporated in this ordinance as Exhibit A;
- b. Amend Portland's *Comprehensive Plan* to incorporate as part of the *Comprehensive Plan's* vision statement, the vision statement for the *Portsmouth Neighborhood Plan* as shown in Exhibit A;
- c. Amend Portland's *Comprehensive Plan* to incorporate the *Portsmouth Neighborhood Plan* policies and objectives as shown in Exhibit A;
- d. Use policies and objectives of the *Portsmouth Neighborhood Plan* as balancing policies for future legislative changes to planning and zoning provisions of the *Comprehensive Plan* that relate to the Portsmouth neighborhood, and for future quasi-judicial *Comprehensive Plan* map amendments in the Portsmouth neighborhood that require compliance with *Comprehensive Plan* goals and policies;
- e. Amend the Portland *Comprehensive Plan* map of the City of Portland to reflect the *Comprehensive Plan* zoning designations shown on page 71 of Exhibit A;
- f. Amend the Official Zoning Maps of the City of Portland to reflect the zoning shown on page 71 of Exhibit A; and
- g. Adopt the introduction and background material as an expression of legislative intent and as further findings to support City Council's action.

Passed by the Council, JUN 26 2002

Mayor Vera Katz
Julia Gisler
June 10, 2002

GARY BLACKMER
Auditor of the City of Portland

By  Deputy

Appendix C: City Council Resolution No. 36081

Resolution No. 36081

Accept and implement the *Portsmouth Neighborhood Plan* urban design map, voluntary neighborhood design guidelines, and action items. (Resolution)

The City of Portland resolves:

WHEREAS, neighborhood and area plans are intended to promote patterns of land use, urban design, infrastructure facilities and services which encourage and contribute to the economic, social, and physical health, welfare, and safety of the neighborhood and the City; and

WHEREAS, the *Portsmouth Neighborhood Plan* was developed by the City of Portland Bureau of Planning in cooperation with other City bureaus and agencies, Peninsula Community Development Corporation, and with participation from residents, social service providers, and other interested citizens; and

WHEREAS, the policy elements and *Comprehensive Plan* map of the *Portsmouth Neighborhood Plan* are adopted by Ordinance as part of the *Comprehensive Plan*; the urban design map, voluntary neighborhood design guidelines, and action items of the *Portsmouth Neighborhood Plan* are not adopted as part of the *Comprehensive Plan*; and

WHEREAS, the action items describe proposed implementation projects and programs of the *Portsmouth Neighborhood Plan*, and identify appropriate time frames for implementation and identify public, nonprofit and private agencies and partnerships to lead or oversee implementation of an action; and

WHEREAS, the Portsmouth urban design map and voluntary neighborhood design guidelines identifies existing and desired urban design elements in the neighborhood and provides guidance on the desired character of new development in the neighborhood; and

WHEREAS, the Portland Planning Commission recommends that the City Council adopt the urban design map, voluntary neighborhood design guidelines, and action items of the *Portsmouth Neighborhood Plan* to implement the policy elements of the *Portsmouth Neighborhood 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 accepts the *Portsmouth Neighborhood Plan* urban design map, voluntary neighborhood design guidelines, and action items included in attached Exhibit A.

BE IT FURTHER RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon that the implementation actions associated with the *Portsmouth Neighborhood Plan* action items are accepted by City Council as a starting place for projects and programs that will help implement the policies of the plan;

BE IT FURTHER RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon that the City Council accepts the *Portsmouth Neighborhood Plan* action items with the understanding that they may need to be adjusted or replaced with more feasible alternatives. Identification of an implementer for an action item is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action;

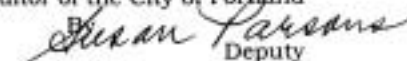
BE IT FURTHER RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon that the City Council authorizes City agencies identified as implementers for the action items of the *Portsmouth Neighborhood Plan*, to engage in activities aimed at implementing these projects and programs; and

BE IT FURTHER RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon that the voluntary neighborhood design guidelines associated with the *Portsmouth Neighborhood Plan* are accepted by City Council as advisory, not mandatory. The design guidelines are intended to be used as a tool for the neighborhood to articulate desirable design concepts for new development in their neighborhood.

Adopted by the Council, JUN 26 2002

Mayor Vera Katz
Julia Gisler
June 10, 2002

GARY BLACKMER
Auditor of the City of Portland


Deputy