

NORTHEAST DISTRICT PROFILE



CITY OF PORTLAND, OREGON
BUREAU OF PLANNING

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Introduction

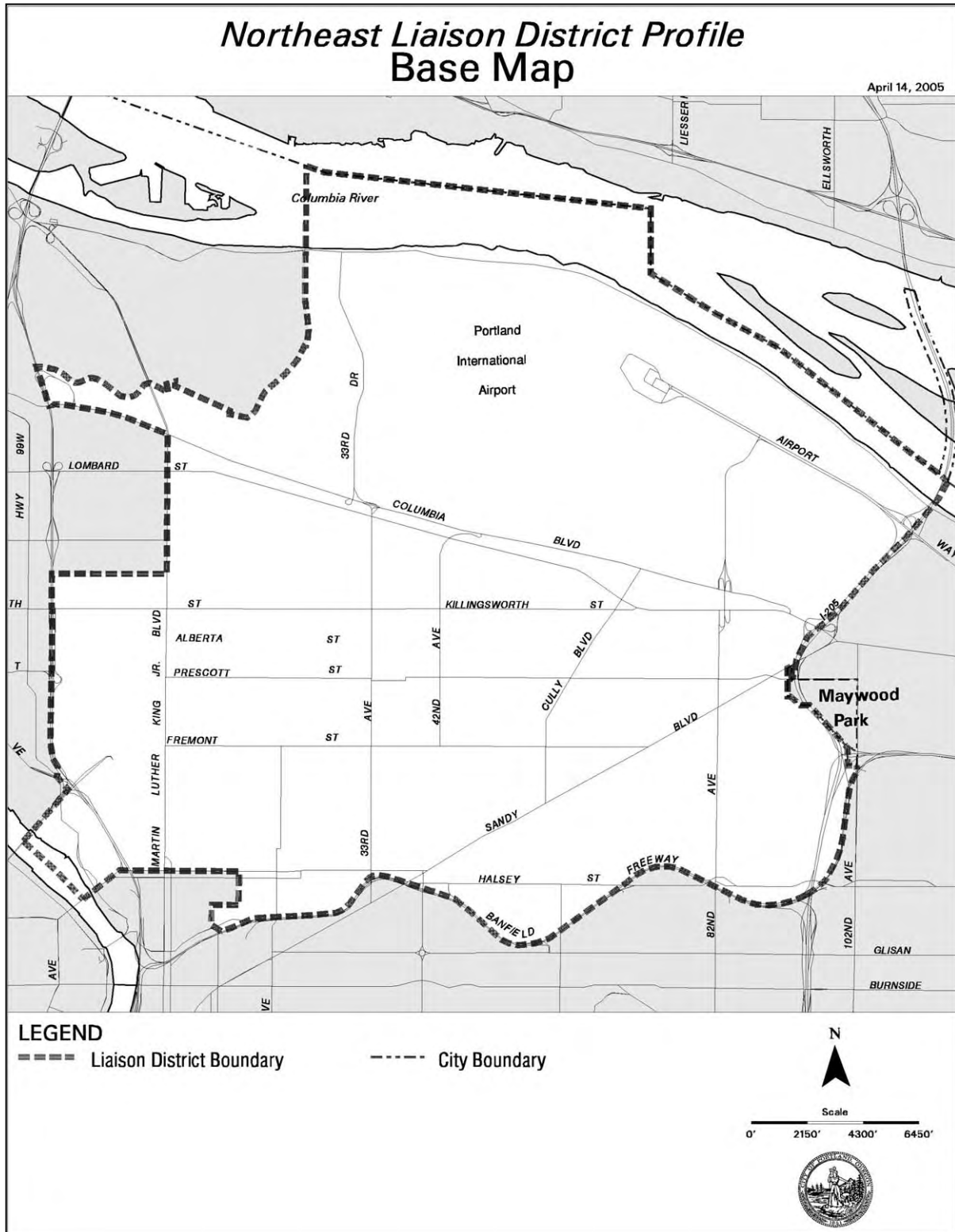
In 2004 the Bureau of Planning launched the District Liaison Program which assigns a City Planner to each of Portland's designated liaison districts. Each planner acts as the Bureau's primary contact between community residents, nonprofit groups and other government agencies on planning and development matters within their assigned district.

As part of this program, District Profiles were compiled to provide a survey of the existing conditions, issues and neighborhood/community plans within each of the liaison districts. The Profiles will form a base of information for communities to make informed decisions about future development. This report is also intended to serve as a tool for planners and decision-makers to monitor the implementation of existing plans and facilitate future planning. The Profiles will also contribute to the ongoing dialogue and exchange of information between the Bureau of Planning, the community, and other City Bureaus regarding district planning issues and priorities.

PLEASE NOTE: The content of this document remains a work-in-progress of the Bureau of Planning's District Liaison Program. Feedback is currently being solicited from the community on this initial version of the District Profile.

Boundaries

The Northeast District is bounded by the Willamette River to the north, I-84 to the south, I-205 to the east, and the west boundary ranges from MLK Boulevard to the Willamette River. The Northeast District covers over 15,000 acres or 24 square miles, 16% of the total city area.



In 2000, the Northeast District population represented roughly 20% of the City's population and grew by just over 5,000 people between 1990 and 2000. The NE District's rate of growth (5.16%) is below that of the City as a whole (8.7%). However, the number of persons/acre in the District (6.44) was higher than the City as a whole in 2000. The average number of persons per household has not changed between 1990 and 2000.

Population

	NE District 1990	NE District 2000	NE District % change 1990-2000	Portland % change 1990-2000	Portland 2000	District % of Portland 2000
Total Acres	15,993	15,993			97,060	16.5%
Persons per Acre	6.1	6.4			5.5	
Population	97,925	102,977	5.16%	8.7%	530,638	19.4%
Households	39,059	41,161	5.38%	8.6%	224,425	17.4%
Persons per HH	2.5	2.5			2.4	

Source: US Census Bureau (1990, 2000); RLIS

Portland International Airport covers 2,815.4 acres (based on the Master Plan Area) and makes up a significant portion of the districts northern end. The airport property was excluded from the following calculations of district acreage in order to get a more precise picture of population density in the district. Population density in the district is 7.8 persons per acre excluding the airport property.

	NE District	Portland International Airport	NE District without PDX Airport
Total Acres	15,993	2,815	13,178
Persons per Acre			7.8

Source: US Census Bureau (2000)

Income

The median household income in the NE District mirrors the City as a whole. However, figures vary significantly throughout the district, particular between Northeast Coalition of Neighborhoods (NECN) area. Alameda, Grant Park, Irvington and Sabin combined have an average median income 42% higher than the other coalition neighborhoods combined (Boise, Eliot, Concordia, Humbolt, King, Sullivan's Gulch, Vernon and Woodlawn).

In the Central Northeast Neighborhood coalition, the Beaumont-Wilshire neighborhood median income is the highest at \$67,519; Cully neighborhood is the lowest at \$37,725.

Of all the neighborhoods in the NE District, the percentage of households below poverty is highest in Boise (28.2%), Eliot (27.8%), King (25.5%), and Humbolt (23.1%) neighborhoods.

Households below poverty decreased from 1990 to 2000 for inner Northeast neighborhoods as higher income households moved to the area. This trend is expected to continue.

Area	CNN 2000	NECN 2000	NE District 2000	Portland 2000
Median Household Income	\$41,889	\$48,290	\$46,532	\$50,271
Households Below Poverty	16.23%	11.0%	13.9%	12.9%

Source: US Census Bureau (2000); RLIS

*Note: The total area for this analysis only includes areas within a defined neighborhood boundary.

Demographic

Race/Ethnicity

The Northeast District is one of the most racially diverse areas in the City. Over half of the City's black population lives in this District. Neighborhoods with a higher percent of minority residents than white residents include Eliot, Boise, Vernon, King, Humbolt and Woodlawn.

The District's Hispanic population is particularly significant in Boise, Humbolt, King and Vernon neighborhoods. Current trends indicate the Hispanic population has increased in the Cully neighborhood.

The Madison-South neighborhood is comprised of a significantly higher Asian population (18%) compared with the other neighborhoods in the district (5.1%).

Area	CNN 2000	NECN 2000	NE District 2000	Portland 2000
White	79.0%	55.2%	63.2%	81.0%
Black	6.5%	28.6%	17.6%	6.7%
American Indian	0.9%	0.8%	0.9%	1.0%
Asian & Pacific Islander	9.6%	2.2%	5.1%	6.7%
Hawaiian	0.4%	0.7%	0.4%	0.4%
Other race	0.2%	0.2%	0.2%	0.2%
Two or more races	4.9%	4.6%	4.4%	4.0%
Non-Hispanic	91.5%	92.6%	91.9%	93.2%
Hispanic	8.5%	7.5%	8.1%	6.8%

Source: US Census Bureau 2000; RLIS

*Note: The total area for this analysis only includes areas within a defined neighborhood boundary.

Neighborhood coalitions and associations

The Northeast District is comprised of 20 neighborhood associations and two neighborhood coalitions. Central Northeast Neighbors coalition includes eight neighborhood associations and is located in the eastern half of the district. The Northeast Coalition of Neighborhoods includes twelve neighborhoods and is located in the western half of the district. The figures below are based on the 2000 Census.

Neighborhood**	Population	Total Acres	Households (HH)	Median HH Income	% Below Poverty
Central Northeast Neighbors (CNN)					
Beaumont-Wilshire	5,122	462	2,168	67,519	3.82%
Cully	12,959	1,755	4,685	37,725	16.70%
Hollywood	1,061	115	758	47,837	11.68%
Madison South	6,918	959	2,538	47,391	15.66%
Rose City Park	8,903	751	3,859	52,249	10.03%
Roseway	6,185	517	2,647	47,563	8.05%
Sumner	255	36	110	42,256	7.99%
Sunderland	607	1,205	62	43,783	10.38%
Northeast Coalition of Neighborhoods (NECN)					
Alameda	4,012	314	1,630	72,955	2.90%
Boise	3,119	276	1,168	25,484	28.20%
Concordia	9,564	849	3,769	43,811	11.04%
Eliot	3,299	536	1,500	23,437	27.88%
Grant Park	3,469	292	1,364	66,310	5.31%
Humboldt	5,061	352	1,921	35,207	23.07%
Irvington	6,684	415	3,159	48,711	14.65%
King	5,979	409	2,148	32,342	25.49%
Sabin	3,192	234	1,299	45,388	13.68%
Sullivan's Gulch	3,043	204	1,804	36,477	10.40%
Vernon	2,883	186	1,036	36,402	18.37%
Woodlawn	4,889	469	1,854	36,145	18.21%

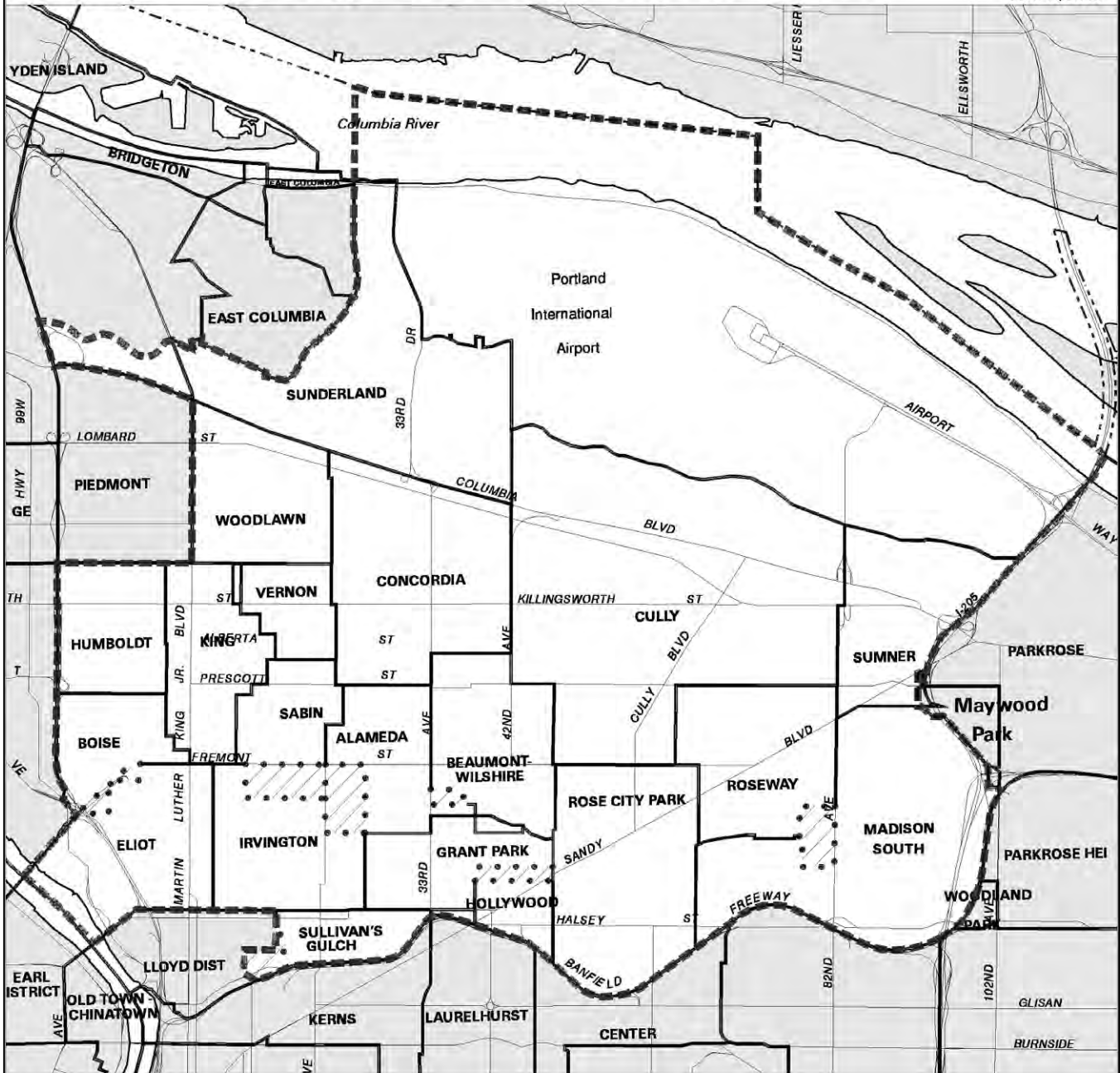
Source: US Census Bureau (2000); RLIS

**The data presented above is based on the 2000 US Census. Although both census block groups and neighborhood boundaries are defined by streets, the boundaries have no relationship to one another. Neighborhood demographics may vary dependent on the methodology for selecting census block groups for inclusion.

Find neighborhood associations, coalitions and business associations using [ONI's searchable database](#)
 For more information on each neighborhood, go to [ONI neighborhood demographics site](#)

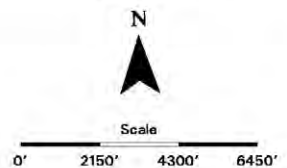
Northeast Liaison District Profile Neighborhood Associations

June 10, 2005



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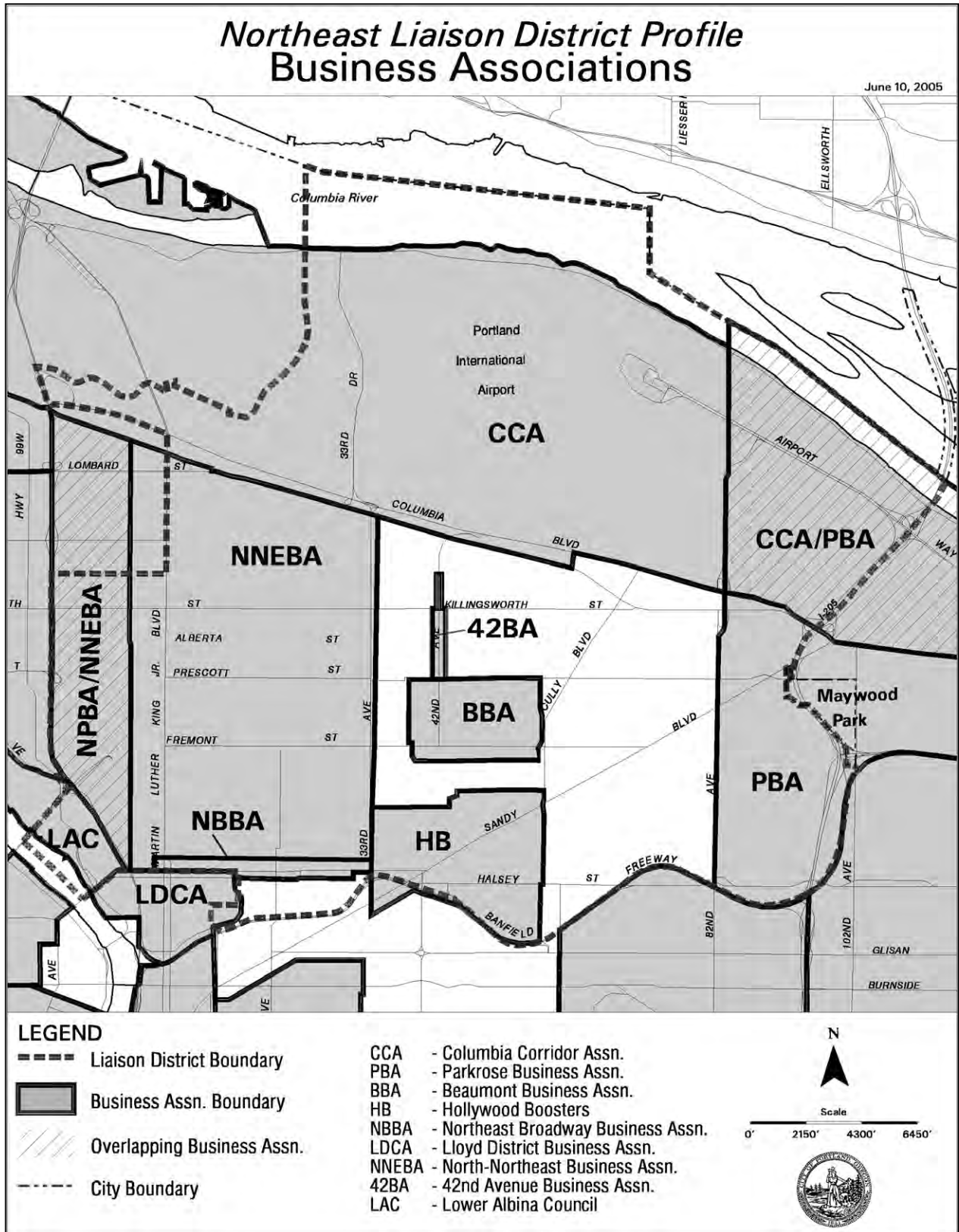
- Liaison District Boundary
- City Boundary
- Neighborhood Boundary
- Overlapping Neighborhoods



Organization

Business Associations

The Northeast District is comprised of ten business associations of varying activity. These associations include: Columbia Corridor, Parkrose, Beaumont, Roseway, Hollywood, Northeast Broadway, Lloyd District, North-Northeast, 42nd Avenue, and the Lower Albina Council.



Neighborhood Services

Neighborhood Services

There are numerous schools, libraries, parks, open spaces and community resources in the Northeast District as identified below. These institutions do not meet all of the community needs and changes to these resources will occur overtime. For example, Whitaker Middle School is closed due to building health concerns and Portland Public Schools decided recently not to rebuild a new middle school at the site. Community members would like to see a community center or other community use at this site. The disposition of the Whitaker Middle School property is not known at this time, but it is likely to be deemed surplus land by the school district.

Schools/Libraries

Type	Type	#	Notes
Elementary School*	Public	15	Alameda, Boise-Eliot, Faubion, Hollywood, Humboldt, Irvington, King, Lee, Meek, Rigler, Rose City Park, Sabin, Scott, Trillium Public Charter, Vernon, Woodlawn
Elementary School	Private	4	Archbishop Howard, Madeleine, St Charles, Trinity Lutheran
Middle School*	Public	3	Beaumont, Fernwood, Gregory Heights, Trillium Public Charter, Tubman
Middle School	Private	2	Rosemary Anderson, St. Andrews Nativity
High School*	Public	4	Grant, Jefferson, Madison and Joseph L. Meek Prof/Tech
High School	Private	1	Rosemary Anderson
Higher Education	Private	1	Concordia University
Higher Education	Public	2	PCC Cascade Campus & Portland Metropolitan Workforce Training College
Multnomah County Library Branches **	Public	4	Albina, Gregory Heights, Hollywood and North Portland

*For more information visit [Portland Public Schools](#)

** For more information visit [Multnomah County Library](#)

Northeast Liaison District Profile Schools

June 10, 2005

PORTLAND PUBLIC SCHOOLS

- 1 - Jefferson HS
- 2 - Humboldt ES
- 3 - King ES
- 4 - Woodlawn ES
- 5 - Vernon ES
- 6 - Faubion ES
- 7 - Joseph L. Meek Prof. Technical
- 8 - Rigler ES
- 9 - Scott ES
- 10 - Sacajawea Center (Head Start)
- 11 - Helensview HS
- 12 - Boise-Eliot ES
- 13 - Tubman MS
- 14 - Trillium ES
- 15 - Irvington ES
- 16 - Sabin ES
- 17 - Alameda ES
- 18 - Beaumont MS

P.P.S.(cont.)

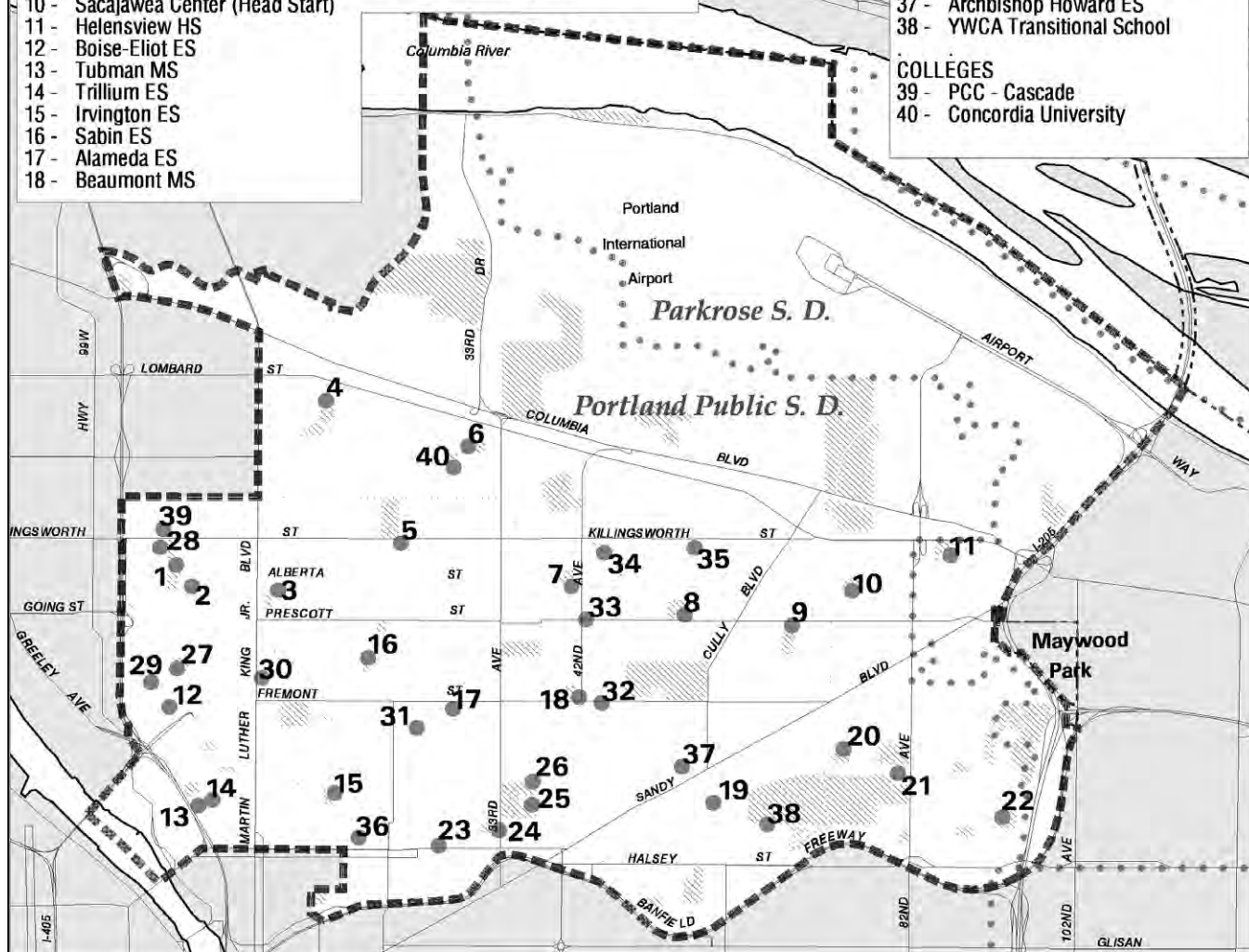
- 19 - Rose City Park ES
- 20 - Gregory Heights MS
- 21 - Madison HS
- 22 - Lee ES
- 23 - Youth Employment Institute
- 24 - Fernwood MS
- 25 - Grant HS & PDX Night HS
- 26 - Hollywood ES
- 27 - SEI Academy MS

PRIVATE SCHOOLS

- 28 - Portland Opportunities Indus Ctr
- 29 - Albina Youth Opportunity School
- 30 - Oregon Outreach Inc
- 31 - Madeleine ES
- 32 - Sylvan Learning Ctr
- 33 - Community Learning Center
- 34 - De Paul Treatment Cts Inc.
- 35 - Trinity Lutheran ES
- 36 - Hancock Street Preschool
- 37 - Archbishop Howard ES
- 38 - YWCA Transitional School

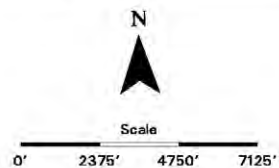
COLLEGES

- 39 - PCC - Cascade
- 40 - Concordia University



LEGEND

- Liaison District Boundary
- School
- City Boundary
- School District Boundary
- ▨ Parks



Parks and Recreation Services

Type	#	Notes
Parks	30	Ainsworth Blocks, Alberta, Fernhill, Frazer, Glenhaven, Grant, Hancock, Holladay West, Holman and 13 th , Irving, Joseph Wood Hill, King School, Klickitat Mall, Lilis-Albina, Lotus Isle, Mallory Meadows, Normandale, Oregon, Rocky Butte, Rose City, Sacajawea, Sumner, Thomas Cully Community, Two Plum Garden, Unthank-Denorval, Vernon Ross Veterans Memorial, Vernon Tank, Wellington, Wilshire, Woodlawn
Golf Course*	4	Rose City, Broadmoor, Colwood, and Riverside
Community Gardens	6	Rice, Patton, Cully, Woodlawn, Kennedy School, Boise-Eliot, Sabin
Cemeteries	2	Rose City, Columbia

*Note: There are four golf courses mostly located in the northern part of the district. The property owner of the Colwood Golf Course is considering a request to rezone this property to Industrial Sanctuary.

Portland Parks and Recreation (PP&R) 2020 Vision

The Portland Bureau of Parks and Recreation’s 2020 Vision identifies recommendations for parks, open space, and trails in the Northeast District. Some recommendations call for renovation and repair of existing facilities such as Grant Park. Other recommendations call for acquiring land and developments – such as for a new community center. Still other recommendations call for expansion of pedestrian and bike trails including development of Sullivan’s Gulch multi-modal trail to connect the Gateway area to the Eastbank Esplanade along the Willamette River.

Parks in the Northeast District designated to receive improvements under the 2020 Vision include:

- Alberta Park
- Lilis-Albina Park
- Fernhill Park
- Frazer Park
- Glenhaven Park
- Grant Park
- Hancock Park
- Holman and 13th
- Irving Park
- Joseph Wood Hill Park
- King School Park
- Lotus Isle Park
- Mallory Meadows
- Normandale Park
- Oregon Park
- Rose City Park
- Two Plum Garden
- Unthank-Denorval Park
- Wilshire Park
- Woodlawn Park

New parks designated for development in the NE District under the Vision include:

- Sacajawea Park
- Sumner Street Property
- Two Plum Garden – new acquisition
- Whitaker Park

The recommendations in 2020 Vision are based on identified deficiencies and needs:

- Need for community center to serve most of the district (existing centers are located on the western fringe)
- The Cully (Parkrose) area is parks deficient
- Aquatic facilities are small and inadequate. Existing pools need renovation
- Hollywood Town Center lacks urban squares, small parks and plazas
- Lack of Habitat parks and completed contiguous trails
- Need for more diverse tree plantings in right-of-way and more tree planting on private property to increase urban tree canopy

For more information visit [Portland Parks and Recreation](#)

Portland Parks & Recreation (PP&R) 2020 Vision – Park Acreage by Sub-Area

PP&R Sub-Area	Existing Parks	Natural & Habitat Areas	Park Acreage	Population	Persons / Park Acre	New Parks Planned (2020)
Central City/ Northwest	20	6	5,062	47,900	9	2
North	19	6	1,232	51,500	42	0
Southwest	15	22	837	64,400	77	5
East Portland	14	5	879	134,230	153	13
Southeast	29	10	898	154,000	171	5
Northeast	24	5	508	103,800	204	4

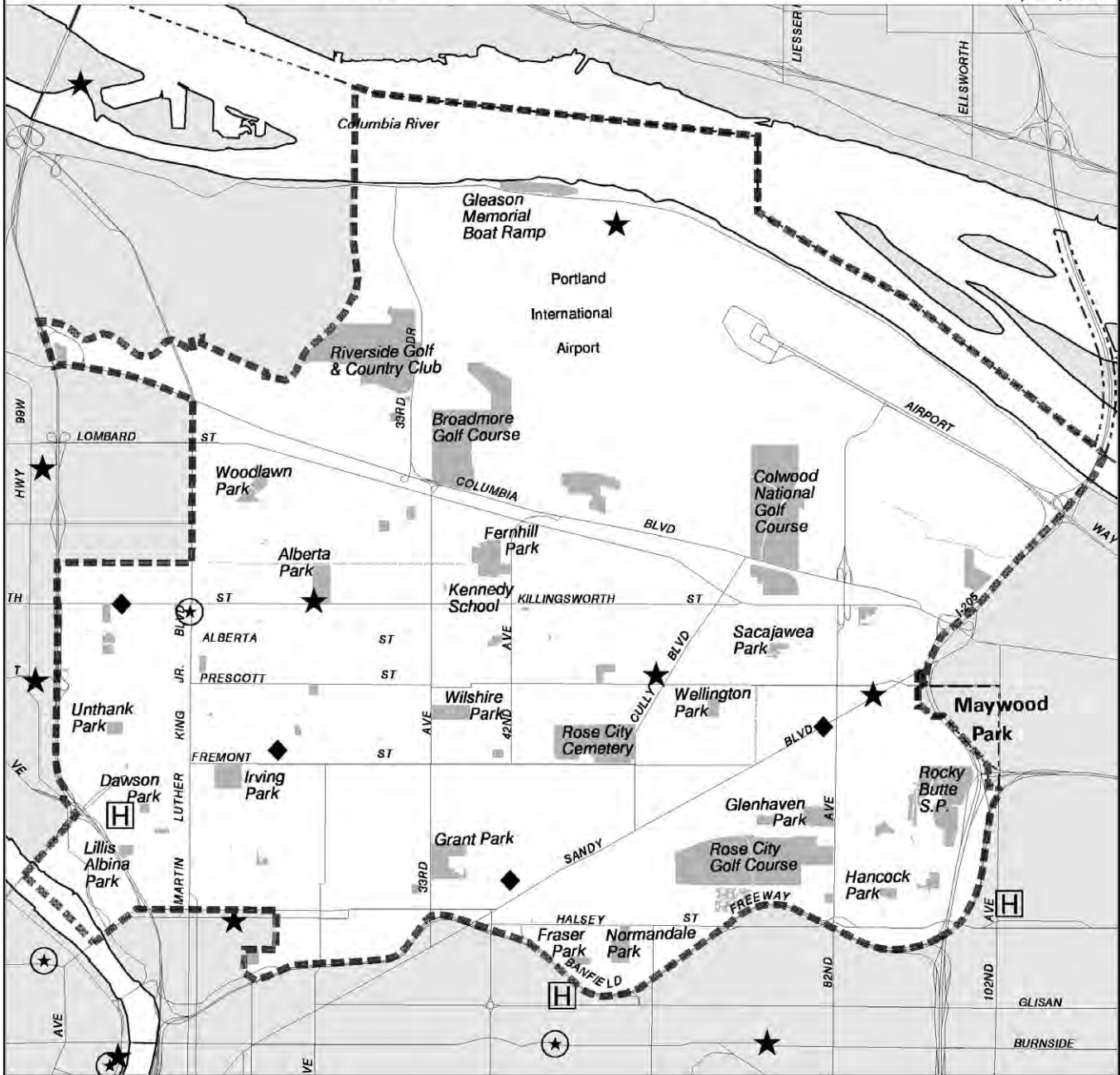
Source: Portland Parks and Recreation - 2020 Vision (July 2001)

Community Resources

Name	Type	Focus
Albina CDC	Non-profit	Low-income housing development
Hacienda CDC	Non-profit	Latino low-income housing development
Sabin CDC	Non-profit	Low-income housing development
Portland Community Reinvestment Initiative	Non-profit	Affordable rental housing
Columbia Slough Watershed Council	Non-Profit	Environmental
Hollywood Senior Center	Non-profit	Senior services
Hollywood Community Center	Non-profit	Recreation services
Housing Authority of Portland	Public	Affordable housing
La Clinica de Buena Salud	Public	Health care
Northeast Health Center	Public	Health care
Portland Impact	Non-profit	Poverty alleviation

Northeast Liaison District Profile Neighborhood Services

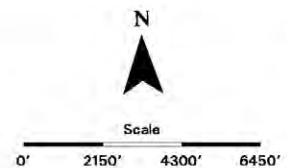
April 14, 2005



LEGEND

- Liaison District Boundary
- ◆ Library
- [H] Hospital
- ★ Fire Station
- ★ (in circle) Police Station

- City Boundary
- Parks, Cemeteries, Golf Courses & Community Gardens



Urban Renewal

Urban Renewal Areas

There are three Urban Renewal Area (URA) boundaries within the District: Airport Way, Convention Center, and Interstate Corridor (refer to map on following page). They are located at the western edge and northeastern corner of the district. The Convention Center and Interstate Corridor URAs have similar objectives, whereas the Airport Way URA is more focused on employment. The Portland Development Commission (PDC) administers and implements URA projects with the community.

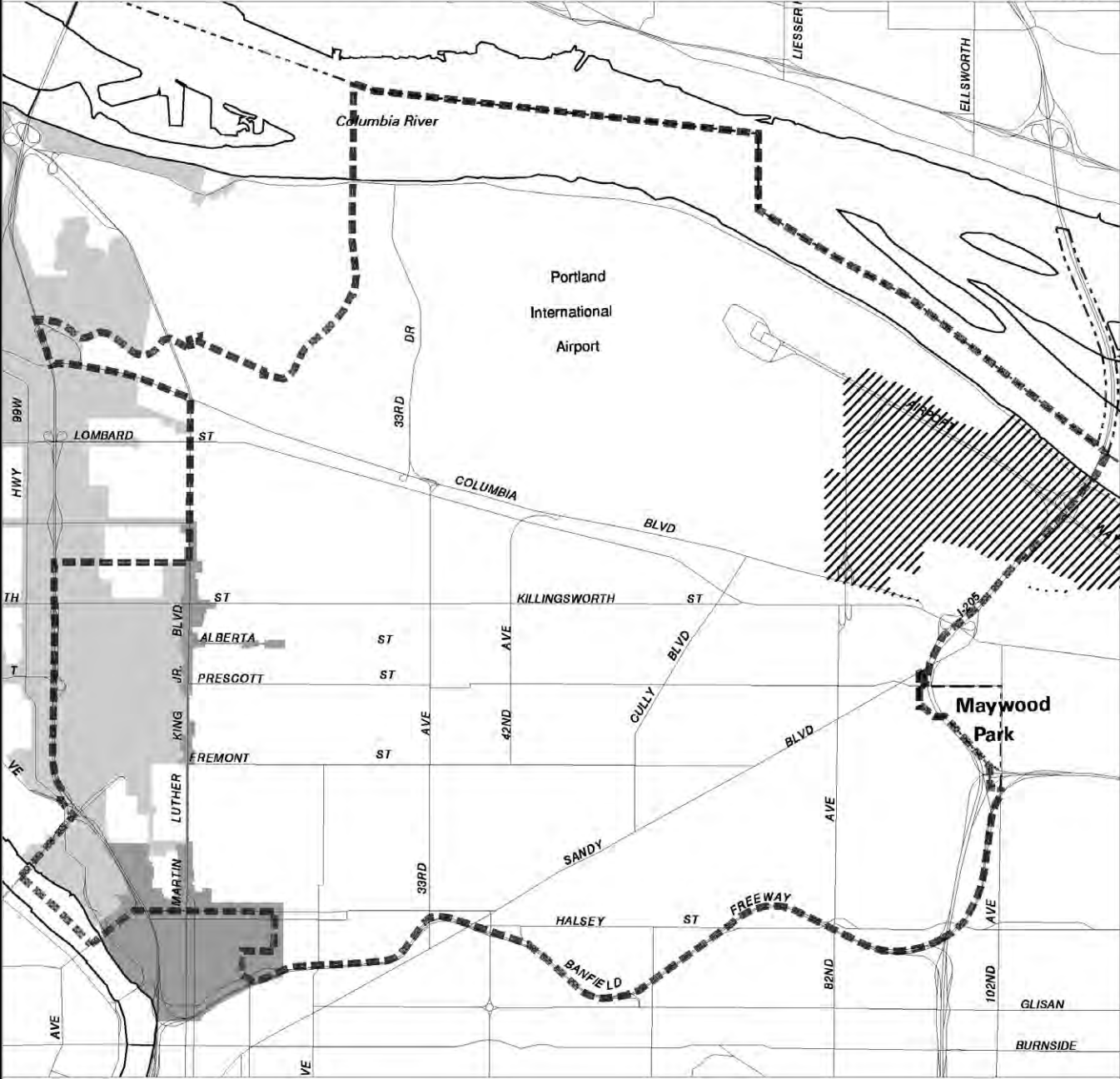
Name	Size	Expiration	Max. Debt Capacity/ Remaining Amount	Annual Budget	Objectives
Airport Way	2,780 acres 19% TTL	May 2011	\$72 M \$0 remaining	\$11.5 M	<ul style="list-style-type: none"> ▪ Facilitate development as a major employment center with diverse economy by attracting and retaining business ▪ Support development of infrastructure, transit, and protection of natural resources ▪ Encourage employers to provide quality job opportunities to residents of economically disadvantaged communities
Convention Center	601 acres	June 2013	\$167 M \$98 M remaining	\$28.2 M	<ul style="list-style-type: none"> ▪ Assist the community in achieving its vision as defined by the Albina Community Plan and associated neighborhood plans. ▪ Support private activities that promote commercial revitalization, increase community wealth through local ownership and employment ▪ Preserve and create middle-income and affordable owner and rental housing opportunities ▪ Improve the streetscape environment ▪ Meet community needs for local goods and services
Interstate Corridor	3,710 acres	June 2021	\$335 M \$329 M remaining	\$7.0 M	Invest in projects and programs that enhance the corridor and create community wealth by construction/preservation of housing options, new family-wage jobs and the infrastructure investment to support these efforts, including the new Interstate Max line.

Source: Portland Development Commission 2004






For more information refer to [PDC's URA site](#)

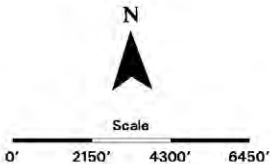
Northeast Liaison District Profile Urban Renewal Areas

April 13, 2005



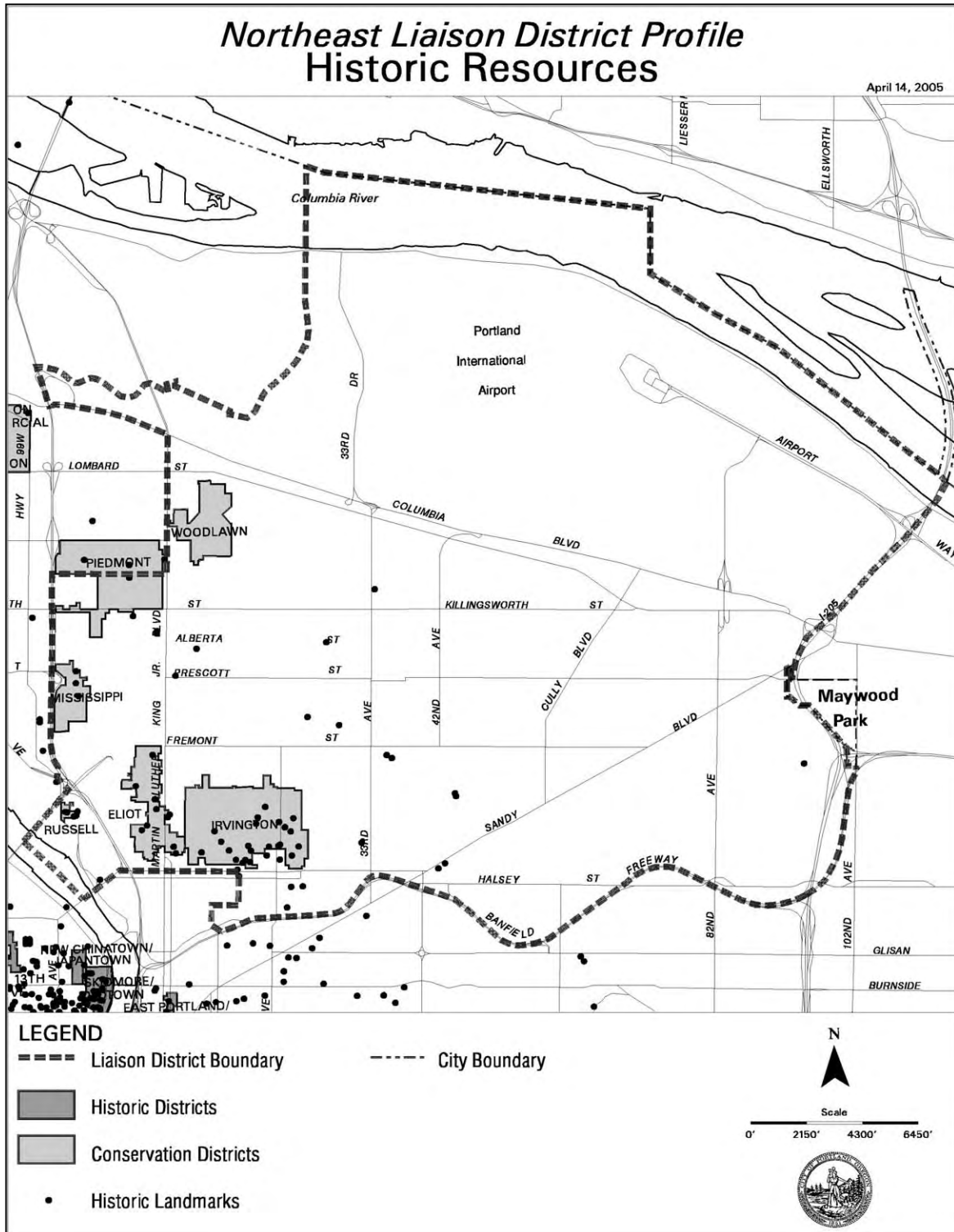
LEGEND

-  Liaison District Boundary
-  City Boundary
-  Interstate
-  Convention Center
-  Airport Way



Historic Resources

Historic Resources are structures or objects of historic significance, such as Historic and Conservation Districts. The NE District is home to four Conservation Districts: Eliot, Irvington, Mississippi, and Woodlawn. These districts include a collection of individual resources that are of historical or cultural significant at a local or neighborhood level. Information supporting the designation is found in the City's Historic Resource Inventory. New developments or alterations to existing developments in these districts must comply with established design guidelines.



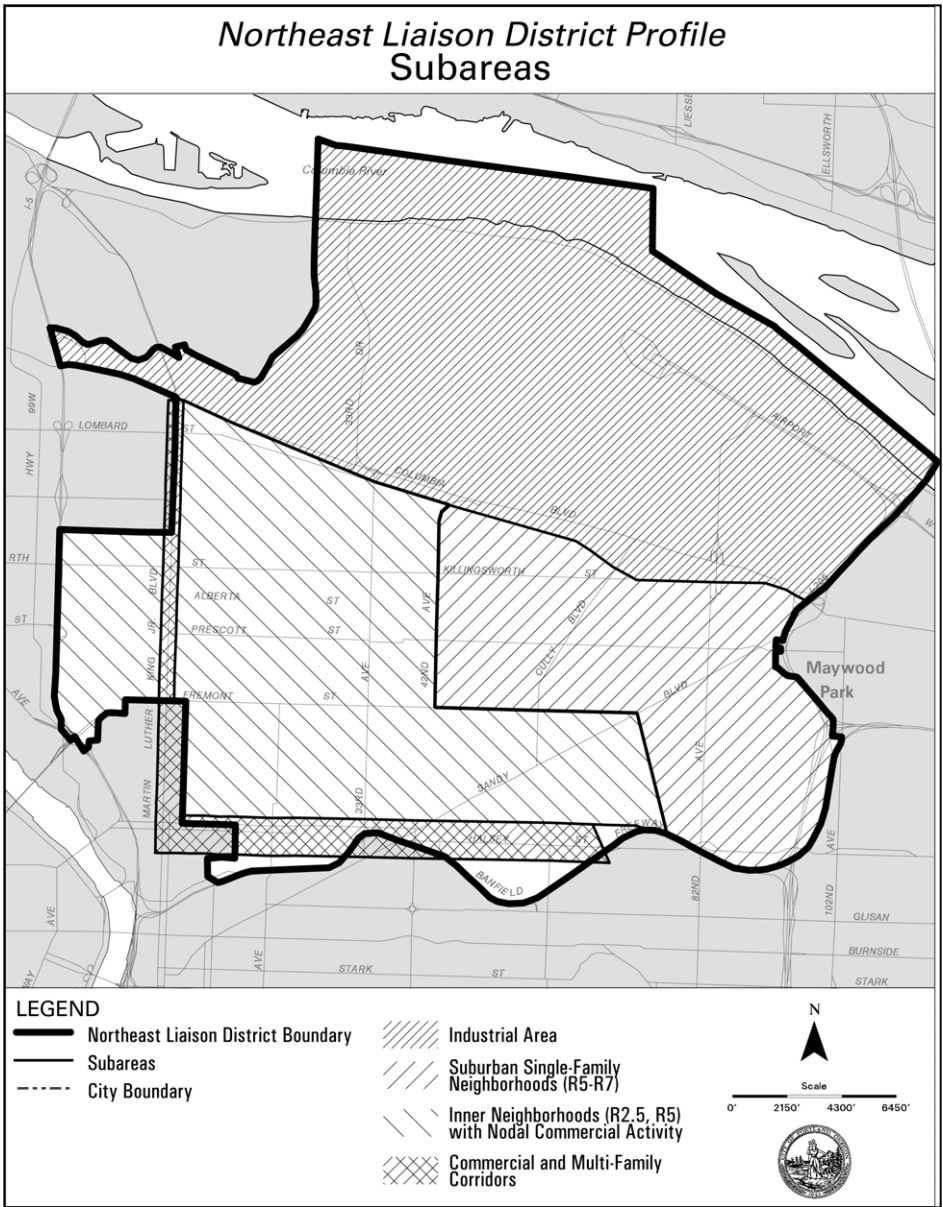
Land Use

District Land Use Characteristics

The Northeast District land use is comprised of four primary subareas. First, the northern industrial area includes the Portland International Airport and other industrial uses bordering the Willamette River and the Columbia Slough, an important natural habitat and open space. Second, the residential neighborhoods to the northeast such as Cully, Madison South and Sumner are suburban/rural in nature with zoning of R5 and R7. The third section, inner neighborhoods, is more urban in nature with R5 and R2.5 zoning interspersed with commercial main street and nodal activity. The last section is comprised of commercial and multi-family corridors at the western and southern district boundaries.

Commercial activity in the district is comprised of local and regional-serving corridors including: MLK Blvd., Killingsworth Ave., Alberta St., Fremont St., Sandy Blvd., 82nd Ave, Broadway St., Mississippi Ave. and the Hollywood District.

Business mix is primarily storefront commercial and other streetcar era development combined with auto-accommodating regional activity along MLK Blvd, NE 82nd Avenue, and Sandy Blvd.

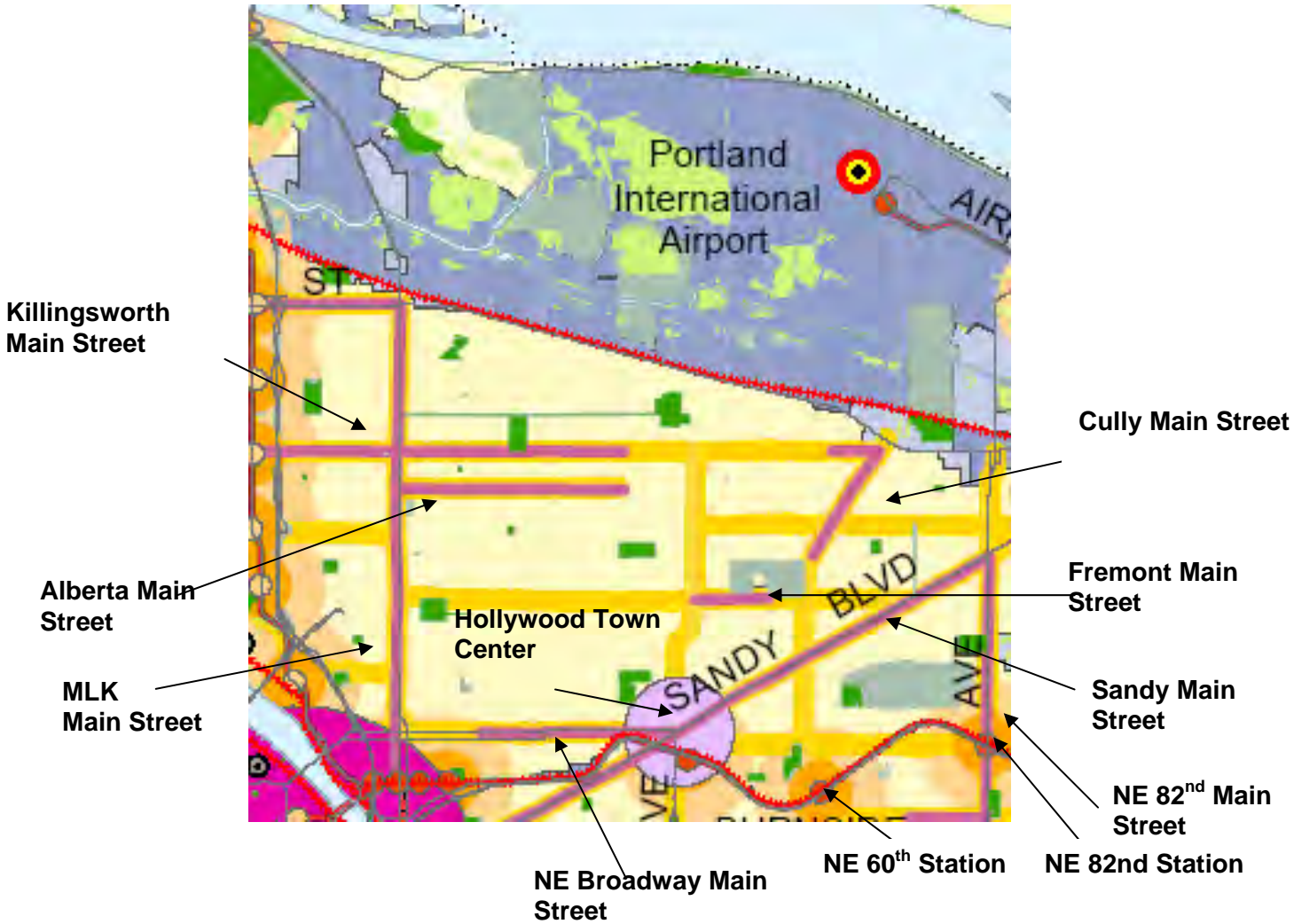


Land Use

Metro 2040 Designations

The *Region 2040 Growth Concept* was adopted by Metro as a strategy and tool for managing future regional land use patterns. This *Growth Concept* incorporates land-use and transportation policies to direct growth to a hierarchy of interrelated mixed-use centers and increase development along transit corridors. The 2040 designations located within the NE District are shown in the table and map below. For more information refer to [Metro 2040 Growth Concept](#).

Location	Designation
Eliot	Central City
Hollywood	Town Center and Station Community
Alberta, Killingsworth, Broadway, MLK, Cully, Fremont, Sandy, NE 82 nd	Main Streets
Albina/Mississippi, Rose Quarter, Lloyd Center, Hollywood, NE 60 th , NE 82 nd , Sumner/Parkrose	Station Communities



Zoning

The NE District comprises over one quarter of all industrial zoned land in the City of Portland. Industrial zoned land accounts for 33% of the District acreage which includes the Portland International Airport.

Other significant zones in the NE District include “single-family residential” comprising 39% of the District total and “open space” (13%). Multi-family residential zones represent 6% of District which is slightly less than the city as a whole (9%).

Zone	Northeast Acres	Portland Acres	NE District Share of Portland
Commercial	599	6,203	10%
Employment	744	2,831	26%
Industrial	5109	19,414	26%
Residential Multi-dwelling	912	8,408	11%
Residential Single-dwelling	6043	41,388	15%
Open Space	2021	16,494	12%
Multnomah County	0	1,049	0%
Non-City	0	1,095	0%
Total	15,428	96,881	16%

Source: Portland Bureau of Planning (2004)

Note: Areas outside the city limits are labeled "MC" for Multnomah County or "Non-city" for other areas.

Category Composition by Acre

Zone	Northeast	Portland
Commercial	4%	6%
Employment	5%	3%
Industrial	33%	20%
Residential Multi-dwelling	6%	9%
Residential Single-dwelling	39%	43%
Open Space	13%	17%
Multnomah County	0%	1%
Non-City	0%	1%
Total	100%	100%

Source: Portland Bureau of Planning (2004)

For more information refer to the [Portland Zoning Code](#)

Liquor Outlets

The Bureau of Licenses, Drug and Vice Division of the Police Bureau, ONI and Noise Control all coordinate in the processing of liquor license applications for premises located within the City of Portland. The NE District accounts for just over 15 percent of the liquor outlets in the City and has the third highest number of outlets among all districts. The Cully Neighborhood has the most liquor establishments making up over 10% of the District's total.

Liquor Outlets by Liaison District

Liaison District	Number of Licenses	Percent of Total	Persons per Liquor Outlet	Liquor Outlets per Square Mile
Southeast	588	29.6%	245	26.13
Central City	534	26.8%	79	24.44
Northeast	300	15.1%	326	12.45
Outer East	258	13.0%	478	8.75
North	211	10.6%	271	6.19
West	98	4.9%	650	2.89
All Districts	1,989	100%	151.43	13.13

Source: Office of Neighborhood Involvement (March 2005)

Liquor Licenses by Neighborhoods

Neighborhood	Number of Licenses	Percent of Total
Cully	30	10.9%
Eliot	25	9.1%
Irvington	24	8.7%
Rose City Park	23	8.4%
Concordia	18	6.5%
Hollywood	18	6.5%
Beaumont-Wilshire	15	5.5%
Roseway	14	5.1%
Boise	13	4.7%
Vernon	13	4.7%
Madison South	12	4.4%
Humboldt	11	4.0%
King	11	4.0%
Sullivan's Gulch	11	4.0%
Sumner	11	4.0%
Grant Park	10	3.6%
Sabin	8	2.9%
Sunderland	5	1.8%
Woodlawn	2	0.7%
Alameda	1	0.4%

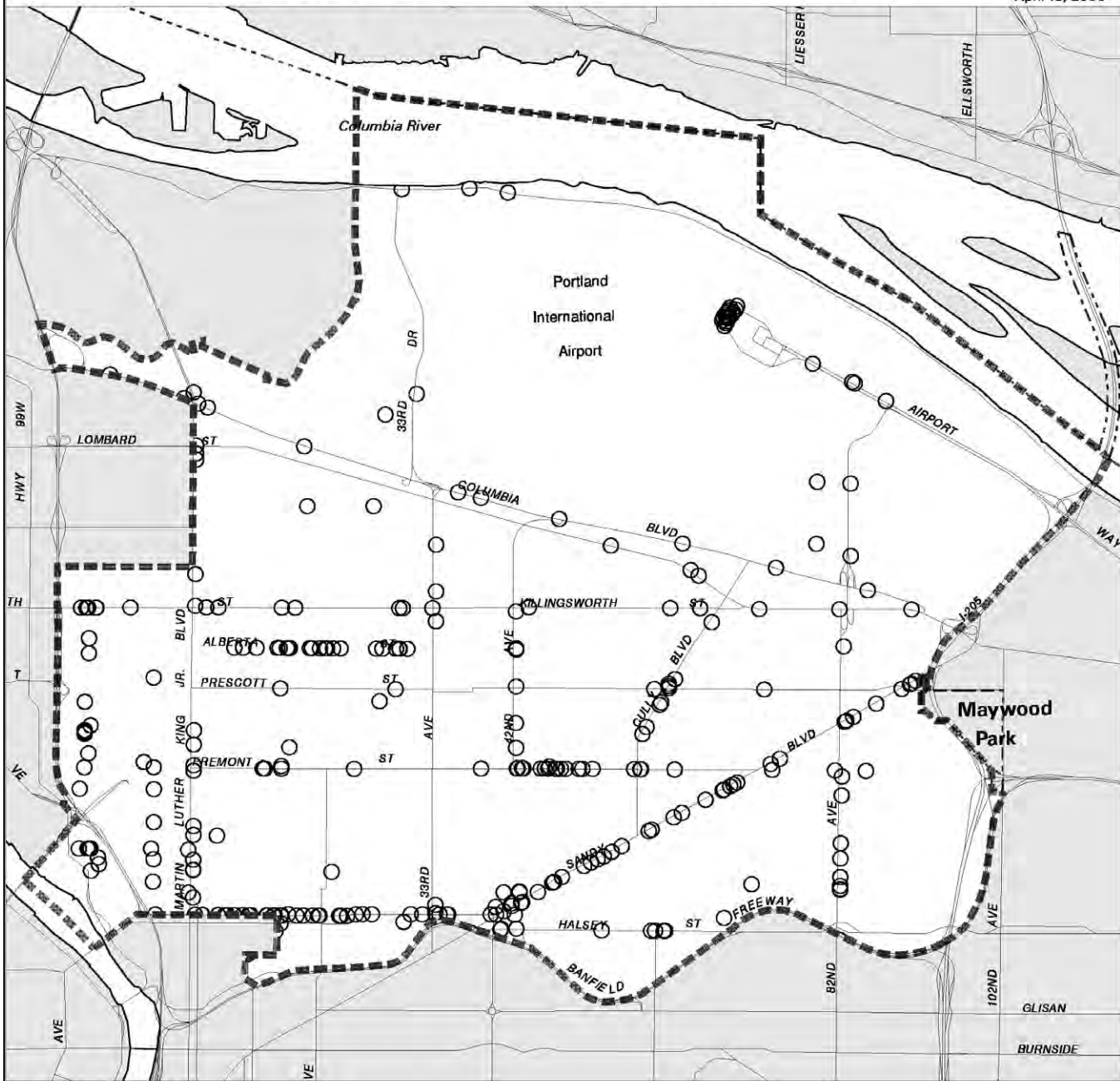
Source: Office of Neighborhood Involvement (March 2005)

*Note: This analysis only includes areas within a defined neighborhood boundary.

For more information see [ONI's Liquor Licensing site](#)

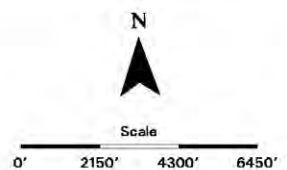
Northeast Liaison District Profile Location of OLCC Liquor Licenses

April 13, 2005



LEGEND

- Liaison District Boundary
- City Boundary
- Liquor License Issued



Environmental Considerations

The Northeast District is primarily located within the Columbia Slough Watershed and includes a significant amount of area in the environmental conservation [c] zone. The environmental ‘conservation’ zone [c] conserves important resources and functional values in areas where the resources and functional values can be protected while allowing environmentally sensitive urban development. The area within the [c] zone is primarily located in the northern portion of the district along the Columbia River. Other environmental areas are located near the Columbia Slough at the northern edge of the district. The environmental ‘protection’ zone [p] provides the highest level of protection to the most important natural resources and functional values. Development will be approved in the environmental protection zone only in rare and unusual circumstances.

The NE District does not contain a high percentage of environmental significant lands compared to percent overall in the City. However there is a higher percentage of the district’s land in the 100 Year Floodplain compared to the City overall. This again can be found in the northern part of the district

The only steep slope and landslide hazard areas in the district are located along the eastern edge in the Rocky Butte vicinity.

	Northeast Acres	% of total Northeast	Portland Acres	NE % of total Portland
Environment Protection Zone [p]	242	1.5%	10,080	2.4%
Environmental Conservation Zone [c]	1783	11.2%	9,792	18.2%
100 Year Floodplain	2357	14.7%	16,917	13.9%
Wetlands	195	1.2%	2,482	7.9%

For more information refer to Zoning Code [Chapter 33.430 - Environmental Zones](#)

By the end of 2005, the Bureau of Environmental Services is scheduled to complete a Portland Watershed Management Plan (PWMP) for all the City’s watersheds, including the Columbia Slough, Willamette River, Fanno Creek, Tryon Creek and Johnson Creek watersheds. The PWMP will describe the City’s vision for watershed health, summarize watershed conditions, describe strategies and actions to improve watershed health, and describe a watershed management system based on principles of adaptive management. The NE district encompasses areas within the Columbia Slough Watershed and the Willamette River Watershed.

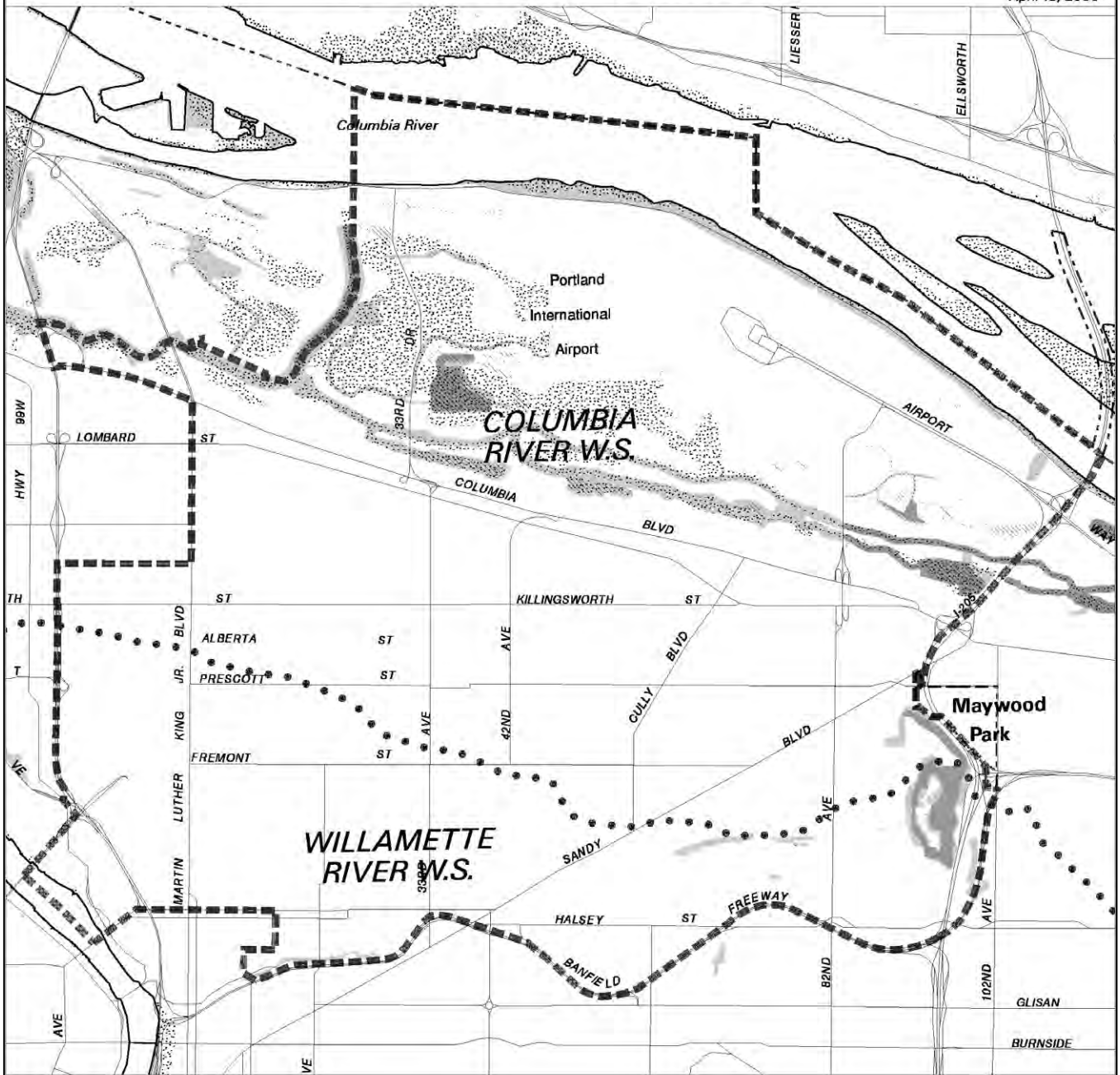
Columbia Slough Area

The Columbia Slough is a 60-mile long remnant of lakes, wetlands and slow-moving channels in the southern floodplain of the Columbia River. Today the 40,000 acres of watershed contains 24,000 homes, 3,000 businesses, and is home to 1/10 of all the jobs in Oregon. Each year more than 13.7 million people and over 275,000 tons of freight come through the watershed. Impacts from 150 years of development have left a legacy of environmental problems in the Slough: contaminated fish and sediment, diminished wildlife habitat, and water pollution from both point and non-point sources. The area between the Columbia River and Sandy Boulevard is a managed flood plane, controlled by the dyke adjacent to the river. The Columbia South Shore Plan District was the city’s first environmental overlay zone area. Overlays are applied narrowly to resources, and have unique development regulations.

The Columbia Slough Watershed Council was formed to address issues in the area. The Council completed its Action Plan in the Summer of 2003. The goal of the Action Plan is to establish a unified, holistic approach to protect, enhance and restore the natural resources in the Columbia Slough watershed. The Action Plan identifies 85 top- and high-priority projects and programs for implementation over the next five to ten years by stakeholders.

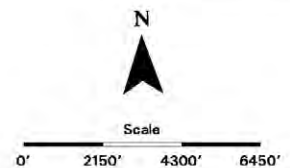
Northeast Liaison District Profile Natural Environment

April 13, 2005



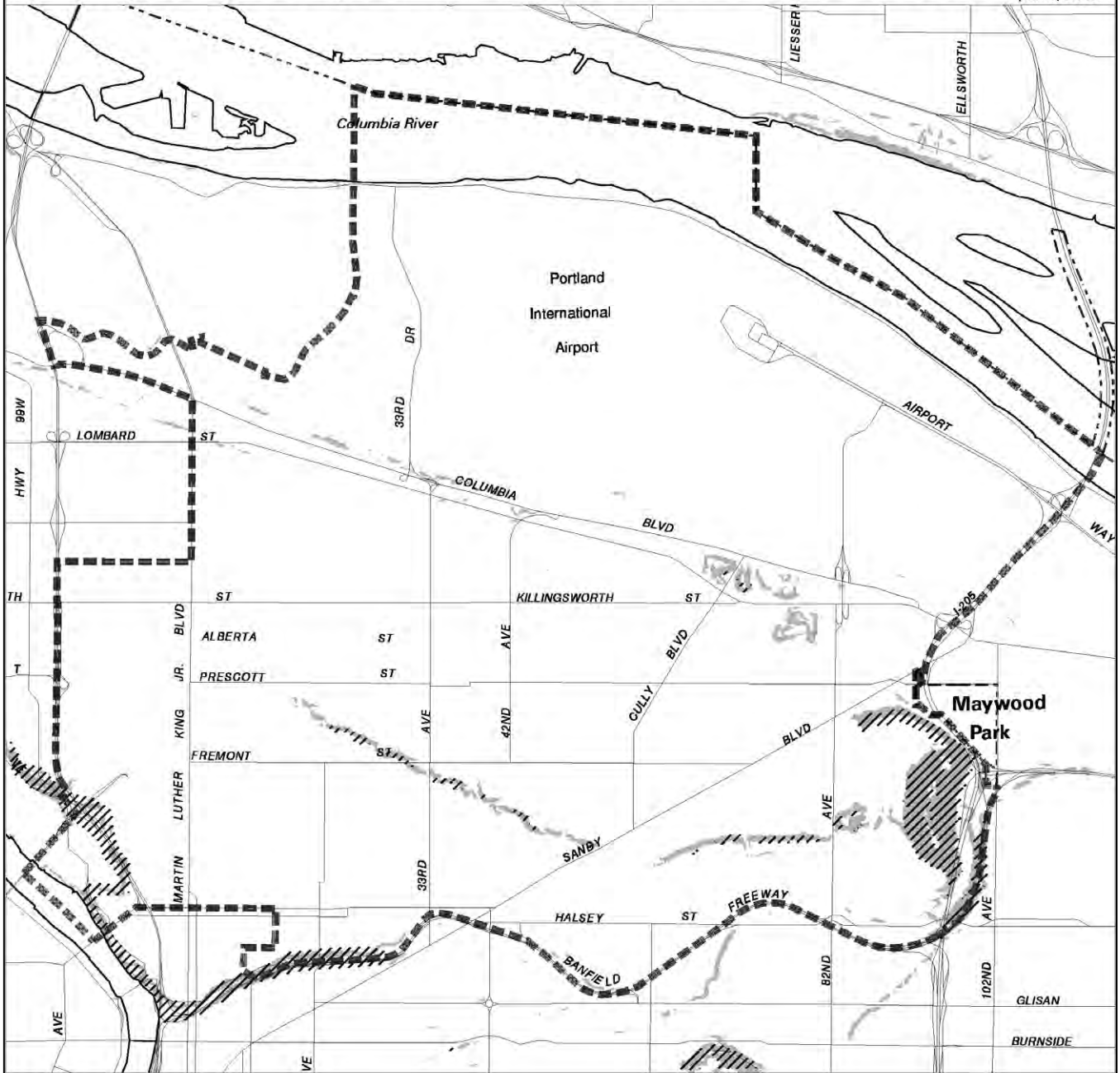
LEGEND

- Liaison District Boundary
- City Boundary
- Conservation overlay
- Protection overlay
- Floodplain
- Wetlands
- Watershed Boundary







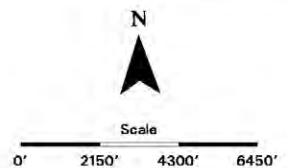
Northeast Liaison District Profile Steep Slopes & Landslide Hazard Areas

April 13, 2005



LEGEND

-  Liaison District Boundary
-  City Boundary
-  Slopes greater than 20%
-  Landslide Hazard Areas



Residential Real Estate¹

Residential home prices and rents for the NE District are slightly lower than the Portland Metro area averages. The area is experiencing a faster than average market time for residential sales reflecting a strong demand for housing in the area. Rental prices in the district have been lower than the Metro Area averages for new and older units. Vacancy rates have been slightly higher than the regional average.

Sales

Year-to-date	NE Portland	Portland Metro Area	% of Portland
New Listings	5,041	45,807	11%
Average Sale Price	\$240,800	\$246,000	
Median Sale Price	\$198,400	\$204,500	
Average Market Time	43	56	

Source: Market Action published by RMLS 4th Quarter 2004 Reporting Period

Rental Apartments

	NE Portland	Portland Metro Area	NE Portland	Portland Metro Area
Building Construction	<i>Avg. Rent</i>	<i>Avg. Rent</i>	<i>Avg. Vacancy</i>	<i>Avg. Vacancy</i>
1979 and earlier	\$596	\$625	11.4%	8.3%
1980-1995	\$624	\$691	10.9%	8.3%
New Construction	\$618	\$751	8.6%	8.2%

Source: Millette & Rask Report Fall/Winter 2003

Commercial Real Estate¹

Mixed use and commercial redevelopment is occurring along Alberta St., Mississippi Ave. and MLK Blvd. Other redevelopment projects in the planning stages are along Broadway St., 82nd Ave. and in the Hollywood District. Vacancy rates for different types of uses fluctuate from the Metro Area averages.

Retail	Eastside	Portland Metro Area
Vacancy Rate	2.36%	4.48%
Avg. Asking Lease Rate (\$ SF/YR)	\$15.68	\$16.79

Office	Airport Way	Eastside	Portland Metro Area
Vacancy Rate	14.55%	19.82%	13.72%
Avg. Asking Rate (\$ SF/YR)	\$15.91	\$15.15	\$17.94

Industrial	Northeast	Portland Metro Area
Vacancy Rate	8.59%	8.70%
Avg. Asking Shell Rate	\$0.32	\$0.32

Source: CB Richard Ellis Market Index Brief 4th Quarter 2004

¹ Geographic reporting areas do not correspond with the boundaries of the liaison district.

Single-family Housing Sales Prices

Housing prices in the Northeast District vary widely. Nearly half of the neighborhoods in NE exceed the City average sale price. The most expensive neighborhoods to purchase housing are Irvington, Alameda and Sullivan's Gulch. The most affordable neighborhood is Sumner. The neighborhoods with the biggest percent increase in housing sale prices for the ten year period evaluated are Madison South, Vernon, and Boise. Inner NE neighborhoods known in the 1990s for the affordable housing are approaching the City's average sale price with an increasing rate of property sales.

Neighborhood	1990-1994		1995-1999		2000-2004		change from 90-94 to 00-04	
		T/O		T/O		T/O		
Alameda	130,000	14%	206,050	18%	315,000	27%		142%
Beaumont-Wilshire	92,100	13%	161,000	20%	233,000	26%		153%
Boise	28,500	12%	77,000	25%	130,000	31%		356%
Concordia	57,000	15%	112,000	22%	165,500	30%		190%
Cully	57,500	13%	105,000	21%	139,500	29%		143%
Eliot	33,000	13%	105,000	24%	163,750	28%		396%
Grant Park	117,500	16%	187,000	20%	289,000	25%		146%
Hollywood	94,000	17%	157,000	18%	239,400	32%		155%
Humboldt	37,500	13%	89,200	24%	149,000	28%		297%
Irvington	125,000	14%	220,000	18%	345,000	25%		176%
King	26,946	10%	87,000	23%	151,650	33%		463%
Madison South	71,975	13%	114,000	20%	139,500	26%		94%
Rose City Park	89,000	14%	150,000	19%	213,500	30%		140%
Roseway	69,900	14%	120,950	19%	158,950	30%		127%
Sabin	62,500	14%	131,850	20%	216,400	29%		246%
Sullivans Gulch	122,000	15%	170,000	24%	259,500	25%		113%
Sumner	50,000	13%	89,975	20%	117,213	31%		134%
Sunderland	102,500	11%	115,000	13%	155,000	24%		51%
Vernon	32,179	13%	86,979	23%	153,000	32%		375%
Woodlawn	40,600	12%	89,000	19%	133,000	33%		228%
City of Portland	\$75,000		\$125,000		\$160,500			114%

Source: Multnomah County Assessor, 2004

Residential Permits

New residential infill development is occurring in the district, particularly in Cully, Woodlawn and Concordia neighborhoods. New multi-dwelling development is also occurring along Killingsworth Street from NE 40th to 60th Avenues. Residential permit data suggests that the Northeast District overall has a relatively small number of permits approved and units being built.

Residential Permits

Northeast - # Permits	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Family Permits	87	58	78	59	52	61	56	83	91	72	697
Rowhouse Permits	16	31	115	48	27	36	43	20	24	13	373
Total Multi-family Permits	6	22	26	27	47	11	16	10	35	21	221
Total Permits	109	111	219	134	126	108	115	113	150	106	1,291
NE % of Portland	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Family Permits	9%	6%	9%	6%	7%	7%	6%	7%	9%	7%	7%
Rowhouse Permits	11%	19%	38%	20%	14%	24%	22%	9%	10%	8%	18%
Total Multi-family Permits	5%	10%	10%	12%	29%	11%	13%	5%	15%	9%	12%
Total Permits	9%	8%	15%	9%	12%	9%	9%	7%	10%	8%	10%

Source: Bureau of Development Services, New Building Permits, 2005.

New Residential Units

New Northeast Units	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Family Units	89	58	78	60	52	61	56	84	91	72	701
Rowhouse Units	16	31	117	48	29	38	46	20	26	13	384
Multi-family Units	102	312	303	84	138	68	103	24	153	434	1,721
Northeast Total	207	401	498	192	219	167	205	128	270	519	2,806
NE % of Portland	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Family Units	9%	6%	9%	6%	7%	6%	6%	7%	9%	7%	7%
Rowhouse Units	11%	18%	39%	20%	14%	24%	23%	9%	10%	7%	18%
Multi-family Units	12%	20%	12%	3%	13%	7%	12%	1%	4%	22%	10%
Total Units	10%	15%	13%	5%	11%	8%	10%	4%	6%	16%	10%

Source: Bureau of Development Services, New Building Permits, 2005.

Housing Stock

The Northeast District accounts for slightly less than 20% of total housing units in the City. Most are single-family detached; while 80% percent of all housing units have 2 or 3 bedrooms.

Units in Structure

	Northeast	%	Portland
Total Housing Units	43,440	18%	237,954
1 detached	71.9%		60.4%
1 attached	1.7%		2.7%
2 attached	4.4%		4.2%
3-4 attached	4.4%		5.1%
5-9 attached	3.9%		4.9%
10-19 attached	4.7%		5.9%
20-49 attached	3.1%		6.4%
50 plus attached	4.5%		8.7%
mobile home	1.2%		1.4%
other	0.2%		0.2%

Source: U.S. Census 2000

Number of Bedrooms

	Northeast	%	Portland
Total Housing Units	43,440	18%	237,954
No bedroom	4%		7%
1 bedroom	16%		18%
2 bedrooms	32%		31%
3 bedrooms	31%		30%
4 bedrooms	14%		11%
5 bedrooms	4%		3%

Source: U.S. Census 2000

The Northeast District includes a high percentage of transportation jobs (14.6% of the district) compared the City as a whole (8%). This is attributed to the Portland International Airport, with large employers such as Horizon Air and United, and freight operations. Top employer data does not include public employees such as the Port of Portland. However, unofficial information indicates that in 2003 there were 1,250 federal and Port employees at the airport. Other top employers beside passenger airlines include the military, freight airliners/couriers, and rental car companies. Jobs in the service sector account for roughly 46% of the district's employment. Aside from the service-related and transportation jobs, the District's composition of employer types generally resembles the composition of employment in City overall.

Employment by Type

Industry	Northeast	NE % composition	Portland % composition	% of Portland Total
Agricultural Services & Extraction	290	0.5%	0%	17%
Construction	3,276	5.3%	5%	16%
Manufacturing	5,218	8.5%	11%	12%
Transportation	8,981	14.6%	8%	29%
Communication & Utilities	223	0.4%	3%	2%
Wholesale Trade	5,059	8.2%	7%	18%
Retail Trade	7,371	12.0%	16%	12%
Finance, insurance, real estate	1,838	3.0%	8%	6%
Services	28,046	45.6%	37%	19%
Government	1,059	1.7%	4%	6%
Nonclassifiable	128	0.2%	0%	15%
TOTAL	61,489	100.0%	100%	16%

Source: ES 202, Oregon State Department of Employment

For more information refer to the [Oregon Employment Department's website](#)

Northeast District Top Employers (250+ employees)

Employer Name	Type of industry	# employees
ABM Janitorial Services	Building Maintenance Services	500+
Horizon Air-Flight Operations	Air Transportation - Scheduled	500+
Sapa Anodizing Inc	Special Industry Machinery	500+
Legacy Emanuel Hospital	Medical/Hospital	500+
Portland School District 1-J	Public Education	500+
Consolidated Freightways	Trucking - Except Local	250-499
T C Advertising Inc-Plant	Commercial Printing	250-499
Huntleigh USA	Armored Car Services	250-499
Providence Home Services	Medical and Hospital	250-499
Laidlaw Transit Inc	School Buses	250-499
United Airlines	Air Transportation Scheduled	250-499
Owens Brockway Glass Containers-Div	Glass Containers	250-499
Fred Meyer One Stop Shopping	General Merchandise Store	250-499
Halton Company	Construction and Mining Machinery	250-499
Legacy Emanuel Children's Hospital	Medical/Hospital	250-499
American Red Cross	Medical	250-499

Source: Inside Prospects 2005

Industrial Land

Three industrial districts (Airport, Banfield, and Lower Albina) are located within the boundaries of the Northeast District as depicted in the Citywide Industrial Districts Atlas (2004).

District	Acres	Industrial Zones	Employment Zones	% of Portland industrial districts	Sites	Jobs	% Vacant acres
Airport	5,686	86%	14%	37%	874	23,938	25.3%
Banfield	117	28%	72%	1%	73	1592	24.8%
Swan Island/ Lower Albina	1,063	92%	8%	7%	258	11,309	14.3%

Source: Industrial Districts Atlas, 2004

The **Airport District** is Oregon's hub location for air transportation. Portland International Airport (PDX) is the defining feature of the expansive 5,700-acre district. The PDX complex (Port of Portland ownership) spans 2,700 acres and has a public and private workforce of 8,000. The runway site itself covers an expansive 1,100 acres, surrounded by aircraft maintenance, air cargo, military, and travelers' services facilities.

The distribution sector employs half of the district's 24,000 workers, the highest share among Portland's industrial districts. Its specialty industries relative to other Portland industrial districts and the region are air transportation, trucking, transportation support activities, durable goods wholesalers, and fabricated metal products manufacturing. Thirty percent of the metro area's 30,000 transportation jobs are here.

Located between the I-5 and I-205 freeways, 63% of the district acreage is on sites within one mile of a freeway ramp, and 97% is within two miles. Sites larger than 50 acres make up 59% of the district (the airport accounts for 47%). Heavy industrial facilities use 45% of the occupied developed land. Pockets of mixed commercial and industrial development with General Employment zoning (10 % of the district) are concentrated along Airport Way, 82nd Avenue, and MLK Boulevard.

The district has 770 acres of vacant buildable private land, 42% of the total supply among Portland's industrial districts. All but 16 acres of that land is affected by availability or use limitations, and 320 acres of it is on sites that may be affected by environmental cleanup or investigation. An additional 430 acres of partly buildable vacant land is affected by floodplain or habitat constraints. Most of the district's buildable vacant land is within the PDX complex or at Cascade Station east of PDX.

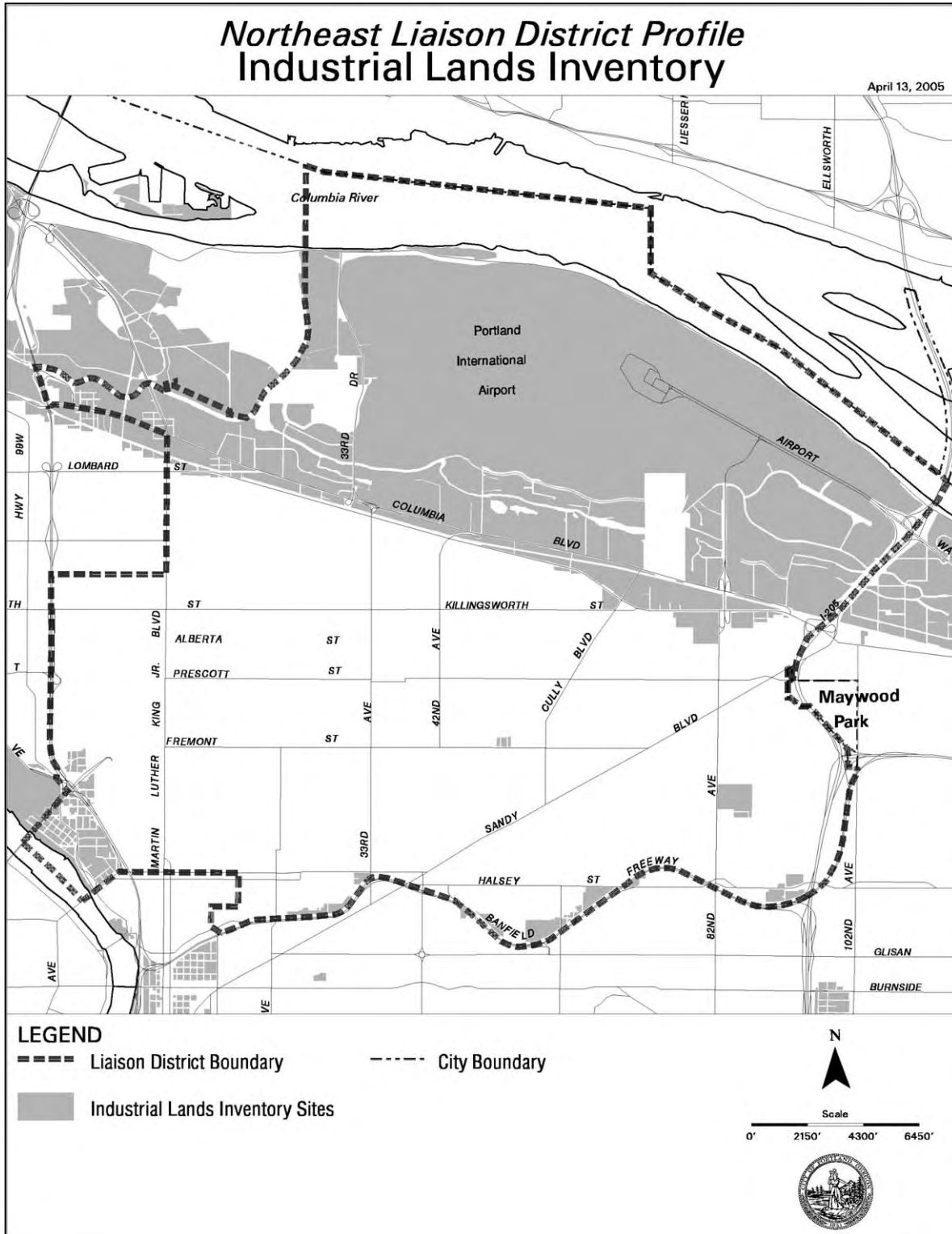
The **Banfield District** is a collection of small, dispersed areas (totaling 117-acres) along the Banfield (I-84) Freeway. While the other districts have primarily industrial zoning, 70% of the acreage in Banfield has general employment zoning. Multi-tenant, flex space facilities make up 58% of the occupied, developed land, compared to 18% in all of the city's industrial districts.

The district has a "business park" mix of commercial and industrial uses. The service sectors provide 59% of the employment, compared to an average 32% among all of Portland's industrial districts. Specialty industries here relative to other districts are administrative and support services (e.g. janitorial), wholesale trade, publishing, and non-store retailers (e.g., fuel sales).

Banfield's small size, mix of employment uses, and fine grain—average site size is 1.6 acres—limit the potential for adverse industrial impacts on residential neighbors. No heavy industrial facilities are located here. The district also provides surrounding neighborhoods with a source of jobs and a buffer from freeway noise. In turn, the area's freeway, light rail (adjacent to the freeway), and bus access are advantageous for industrial use. Every site in the district is within a ten-minute walk (quarter mile) of a bus stop, and 97% of the district is on sites within a mile of a freeway ramp. Although most of the district is built out, it also includes a 28-acre unimproved site on 82nd Avenue.

The southern segment of the **Swan Island/Lower Albina District** cuts into the boundaries of Eliot Neighborhood. The entire Industrial District covers 1,060 acres in the southeast quarter of Portland's working harbor. Distribution is the leading employment sector in this District, providing 40 percent of the district's 11,309 jobs. It is a regional freight hub location with harbor access and Union Pacific's busiest metro area rail yard. The District covers a mix of distinct areas with industrial park, heavy industrial, office headquarters, or small-lot urban character.

For more information refer to the [BOP's Industrial Districts Atlas](#)



Transportation

Street Classifications

The transportation maps on the following pages show the designated street classifications within the Northeast District for traffic, transit, pedestrians, bicycles, freight, and emergency response. These classifications are based on the Portland Department of Transportation’s (PDOT) Transportation System Plan (TSP), a long range plan (20-year) to guide transportation investment throughout the City. Street classification descriptions and designations describe the types of motor vehicle, transit, bicycle, pedestrian, truck, and emergency vehicle movement that should be emphasized on each street.

Traffic classifications describe how a traffic street within the district should function (what kinds of traffic and what kinds of trips are expected) and what types of land uses the street should serve.

Transit classifications describe how streets and transit lines within the district should accommodate the movement of transit vehicles for regional, interregional, inter-district, and local trips.

Pedestrian classifications describe the system of pedestrianways within the district which serve different types of pedestrian trips, particularly those with a transportation function.

Bicycle classifications describe the system of bikeways within the district which serve different bicycle users and types of bicycle trips.

Freight classifications describe the system of truck streets and districts and other freight facilities within the district.

Emergency Response classifications describe the network of streets designated to facilitate prompt emergency response.

For more information refer to [PDOT’s Transportation System Plan](#)

Non-auto

There is a diverse range of non-auto modes of transportation within the district which provide alternative means of accessing central areas, such as Downtown, Gateway Regional Center and the Airport. Four areas in the district are identified as pedestrian districts. Also, the district offers a high degree of access to bikeways, bus lines, and light-rail lines.

Type	#	Notes
Pedestrian Districts*	4	Woodlawn, Killingsworth, Eliot, and Hollywood
City Bikeways**	47	NE 7 th , 9 th , 15 th , 27 th , 28 th , 29 th , 33 rd , 37 th , 38 th , 42 nd , 47 th , 53 rd , 57 th , 67 th , 72 nd , 91 st , 92 nd Avenues, MLK, Vancouver, Williams, Interstate, Larrabee, Flint, Hancock, Russell, Columbia, Lombard, Cornfoot, Cully Blvd, Alderwood, Dekum, Ainsworth, Portland Blvd, Killingsworth, Skidmore, Prescott, Fremont, Klickitat, Stanton, Siskiyou, Knott, Broadway, Weidler, Multnomah, Sandy, Tillamook, Halsey.
Light Rail Lines	3	Blue Line, Red Line, Yellow Line
Bus Lines	19	Including #75, the 2nd most used bus line in Portland

* Pedestrian Districts are areas with a dense mix of land uses, frequent transit service, and a compact and walkable size.

** Bikeways are designed to establish direct and convenient bicycle access to all significant destinations.

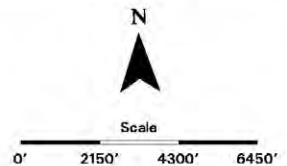
Northeast Liaison District Profile Pedestrian Classifications

April 27, 2005



LEGEND

- Liaison District Boundary
- City Boundary
- City Walkway
- Off-street Path
- Pedestrian Districts
- Local Service Walkway



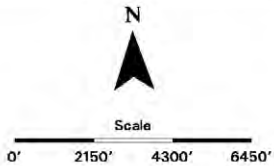
Northeast Liaison District Profile Bicycle Classifications

April 27, 2005



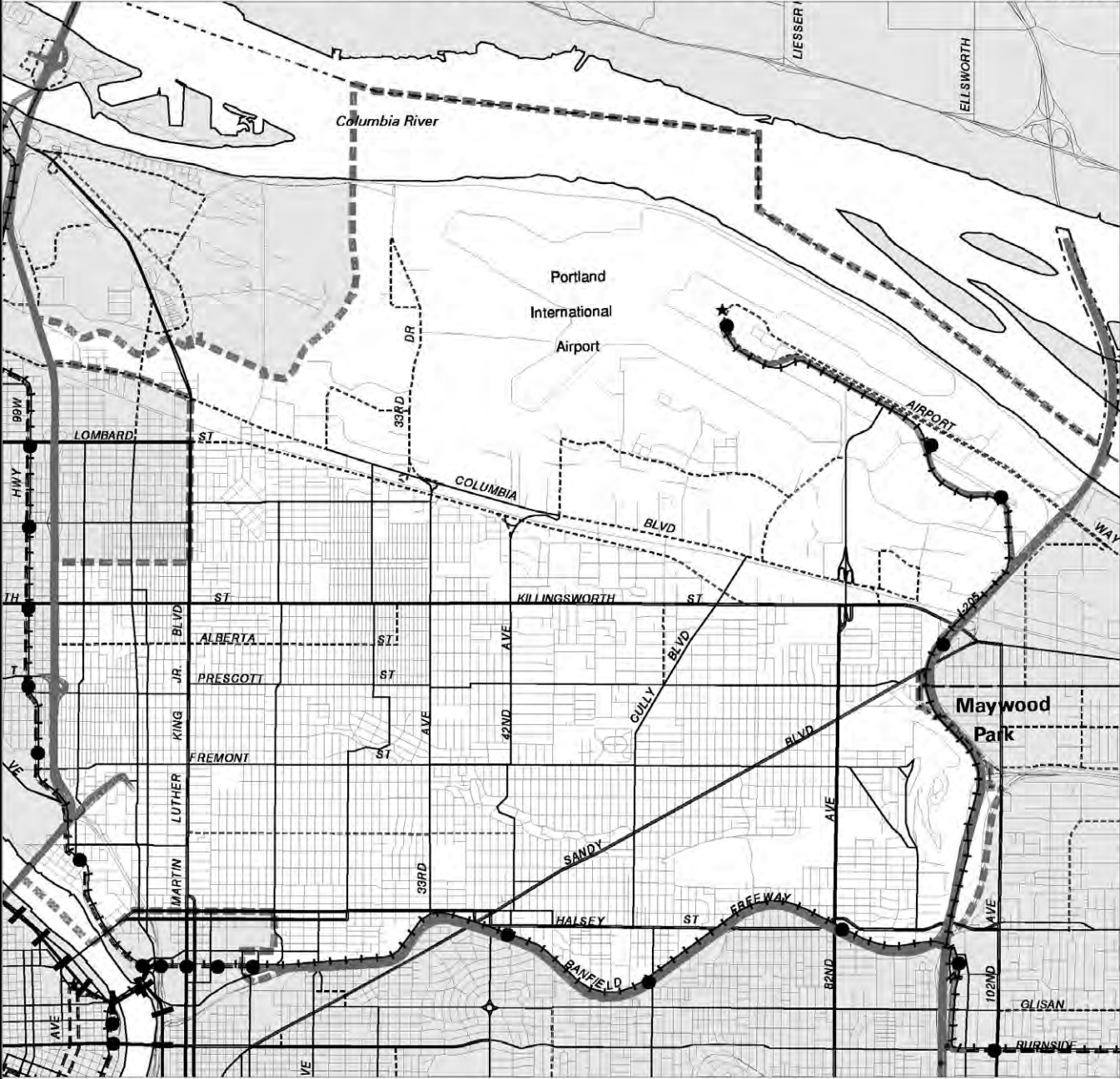
LEGEND

- Liaison District Boundary
- City Boundary
- City Bikeway
- Off-street Path
- Local Service Bikeway



Northeast Liaison District Profile Transit Classifications

April 27, 2005



LEGEND

- Liaison District Boundary
- City Boundary
- Regional Transitway
- Regional Transitway & Major Transit Priority Street
- Existing Light Rail Line/Stops
- Intercity Passenger Rail
- Major Transit Priority Street
- Transit Access Street
- Community Transit Street
- Local Service Transit Street
- * Passenger Intermodal Facility

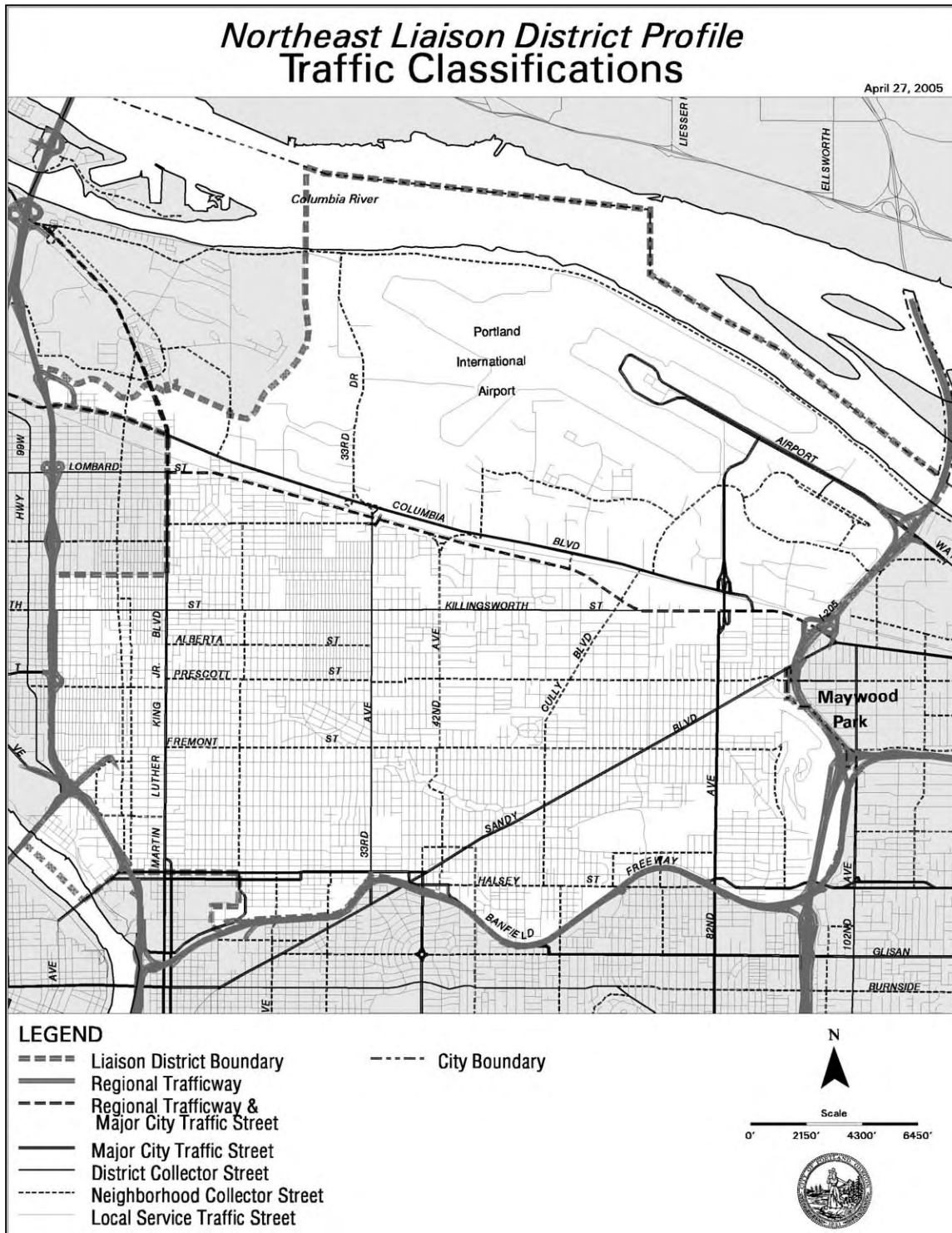
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Scale

0' 2150' 4300' 6450'

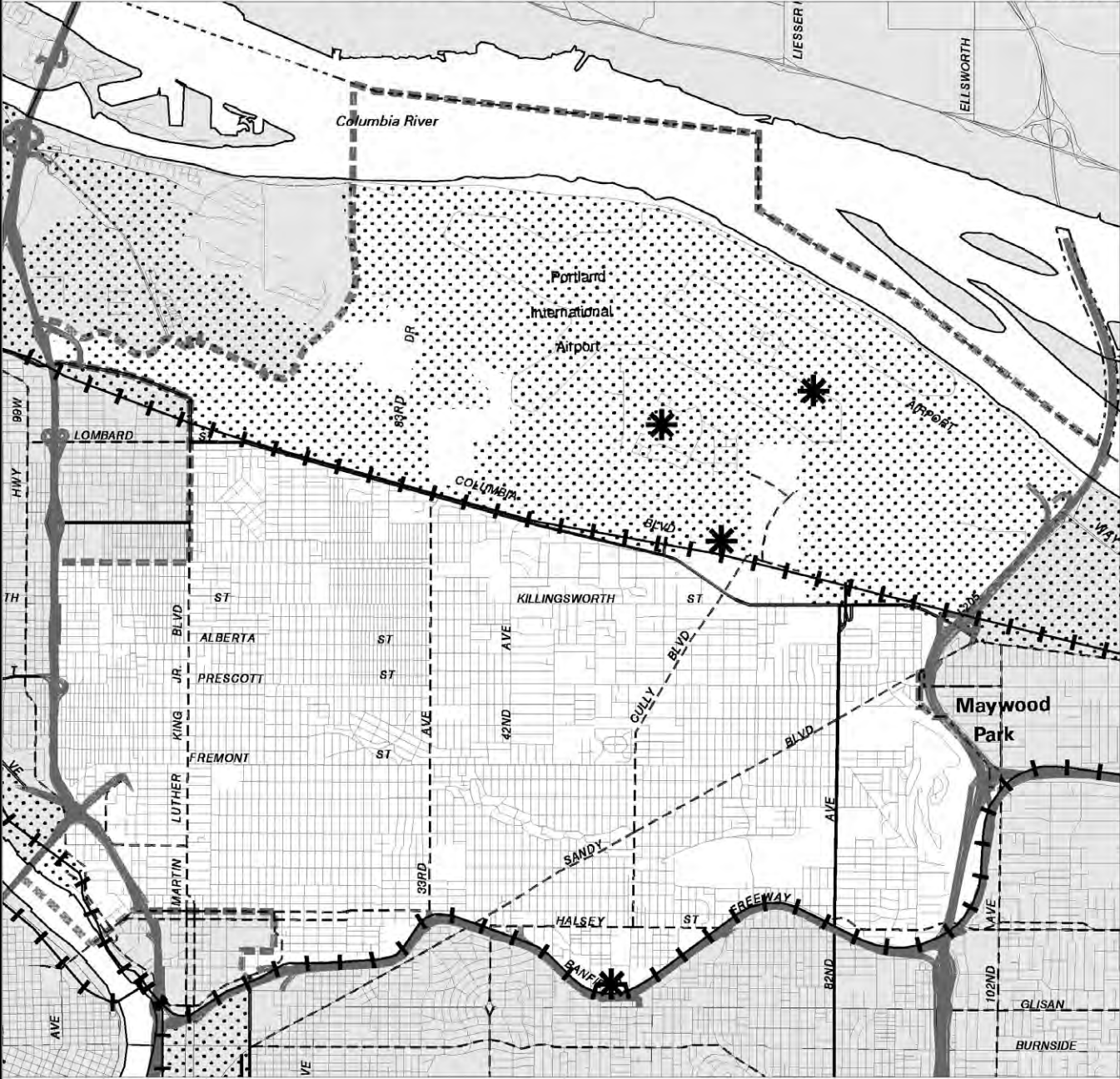
Auto

Type	#	Notes
Major Traffic Street	7	MLK, Broadway/Weidler, Sandy, Columbia Blvd., NE 82 nd , Airport Way
District Collector Street	2	Killingsworth, NE 33 rd Ave.
Neighborhood Collector	20	NE 15 th , 33 rd , 42 nd , 47 th , 57 th , 92 nd , Vancouver, Williams, Dekum, Alberta, Prescott, Skidmore, Fremont, Cully Blvd, Alderwood, Cornfoot, Marine Drive, Russell, Halsey, and Tillamook.



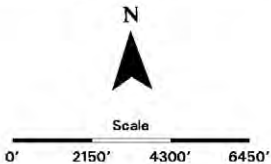
Northeast Liaison District Profile Freight Classifications

April 27, 2005



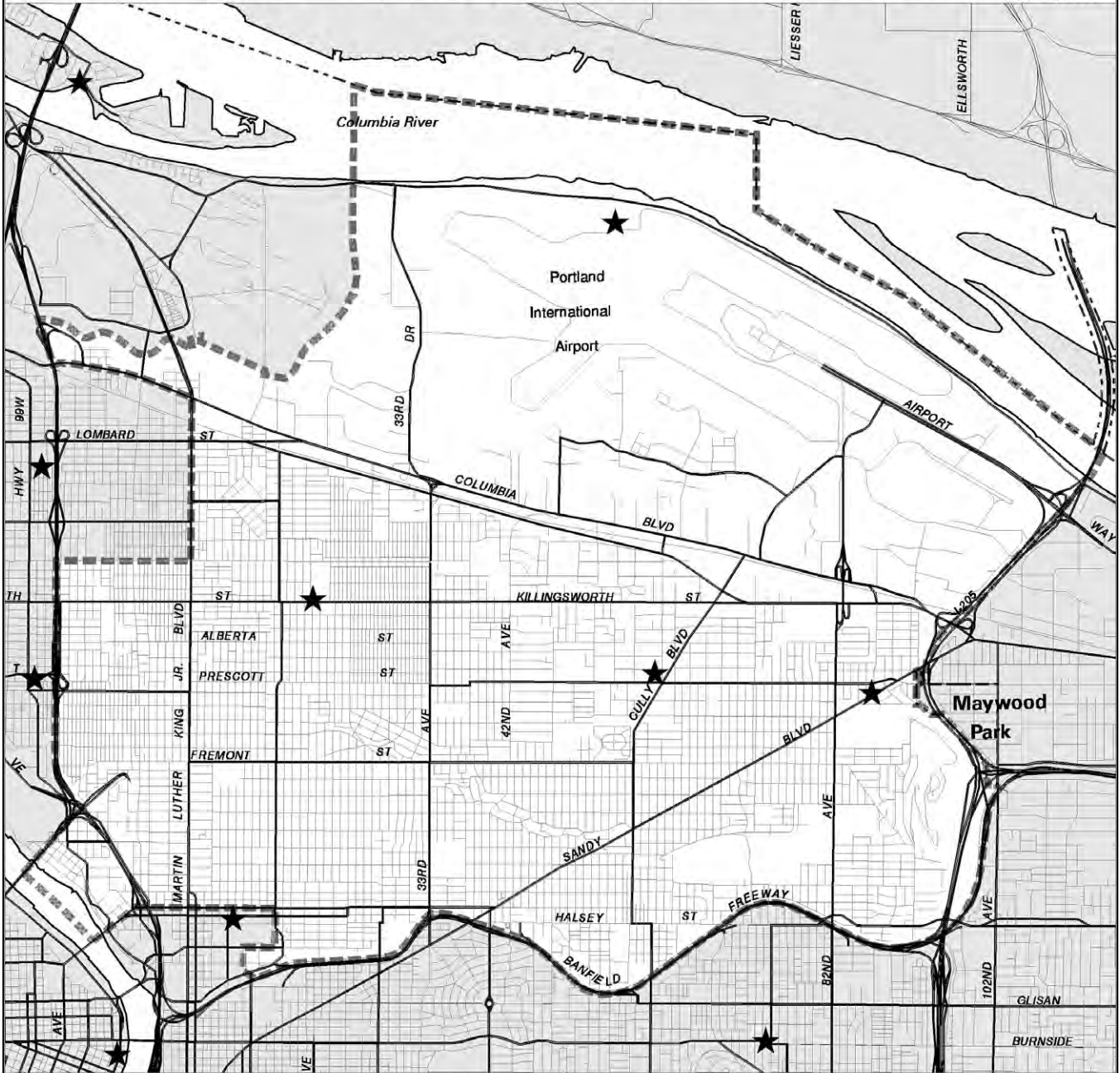
LEGEND

- Liaison District Boundary
- Regional Truck Street
- Major Truck Street
- Minor Truck Street
- Local Service Truck Street
- Main Railroad Line
- City Boundary
- Freight Facility
- Freight District



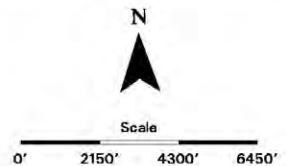
Northeast Liaison District Profile Emergency Response Classifications

April 27, 2005



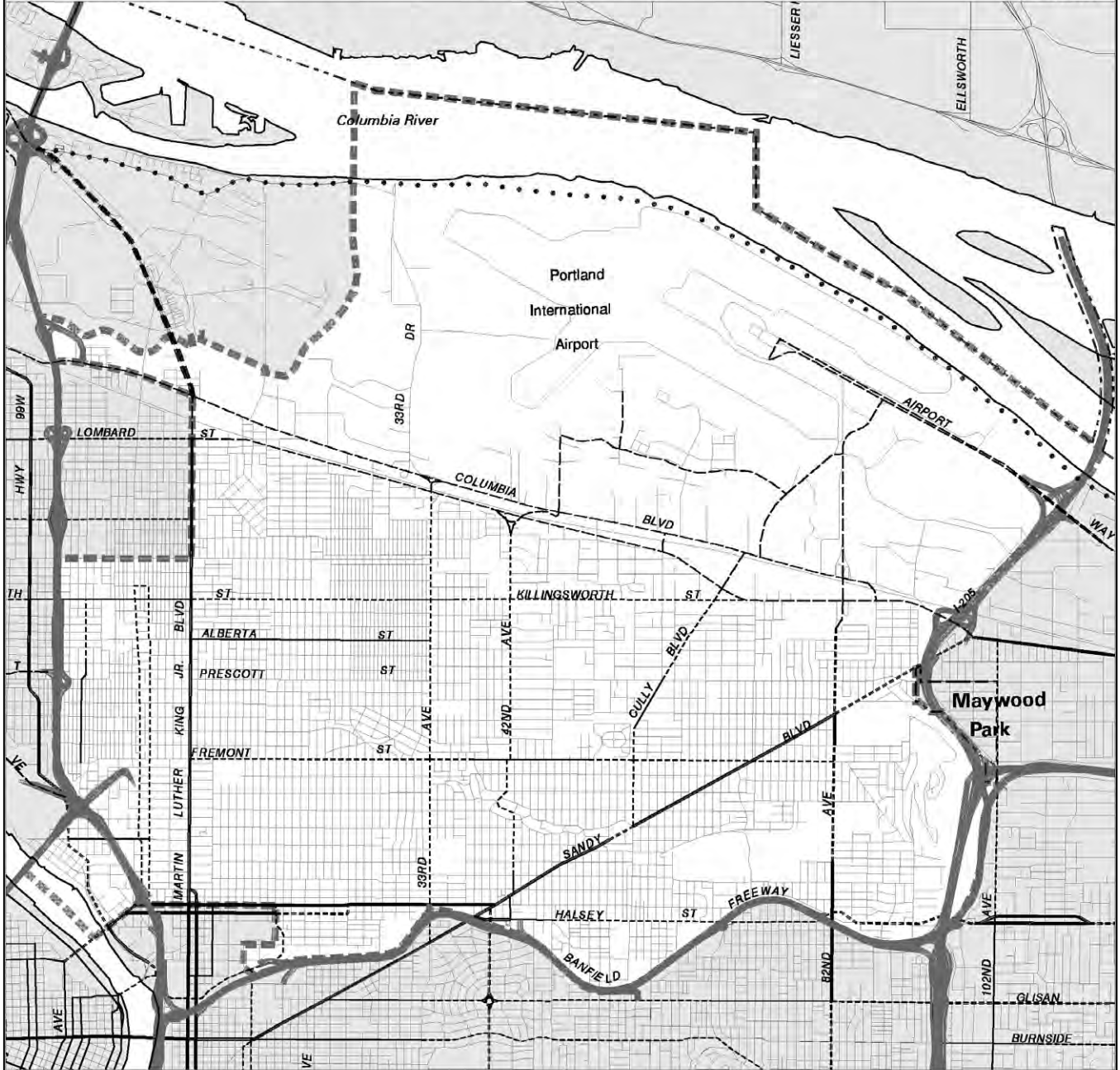
LEGEND

- Liaison District Boundary
- City Boundary
- Major Emergency Response Street
- Minor Emergency Response Street
- ★ Fire Station



Northeast Liaison District Profile Street Design Classifications

April 27, 2005



LEGEND

- | | |
|--|--|
| <ul style="list-style-type: none"> --- Liaison District Boundary — Urban Throughway - - - Urban Highway — Regional Main Street — Community Main Street - - - Regional Corridor - - - Community Corridor - - - Urban Road | <ul style="list-style-type: none"> - - - City Boundary •••• Regional Greenscape Street •••• Community Greenscape Street •••• Local Greenscape Street — Local Street |
|--|--|

N

Scale

0' 2150' 4300' 6450'

Adopted Community Plans

1. Albina Community Plan (Adopted 1993, Updated 2000)

Adopted Neighborhood and Area Plans

1. Sullivan's Gulch Neighborhood Plan(1987)
2. Cully Neighborhood Plan (1992)
3. Boise Neighborhood Plan (1993)
4. Concordia Neighborhood Plan (1993)
5. Humbolt Neighborhood Plan (1993)
6. Irvington Neighborhood Plan (1993)
7. King Neighborhood Plan (1993)
8. Sabin Neighborhood Plan (1993)
9. Woodlawn Neighborhood Plan (1993)
10. Hollywood and Sandy Plan (2000)

For more information refer to [BOP Community, Area and Neighborhood Plans](#)

Other Neighborhood Plans, not adopted by the City

1. Roseway Vision Plan (2002)

Zoning Code Plan Districts

1. Albina Community
2. Columbia South Shore
3. Cascade Station/Portland International Center
4. Hollywood
5. North Cully
6. Rocky Butte

Urban Renewal Area Studies

Convention Center

1. King Neighborhood Commercial Strategy (PDC, 2000)
2. Vancouver/Williams Infill Strategy (PDC, 2000)
3. Fremont/MLK Vision Strategy (PDC, 2001)

Interstate

1. Interstate Urban Renewal Plan (PDC, 2000)
2. Interstate MAX Station Area Revitalization Strategy (PDC, 2002)
3. Mississippi Historic District Target Area Economic Development Strategy (PDC, 2002)

Other Studies/Reports

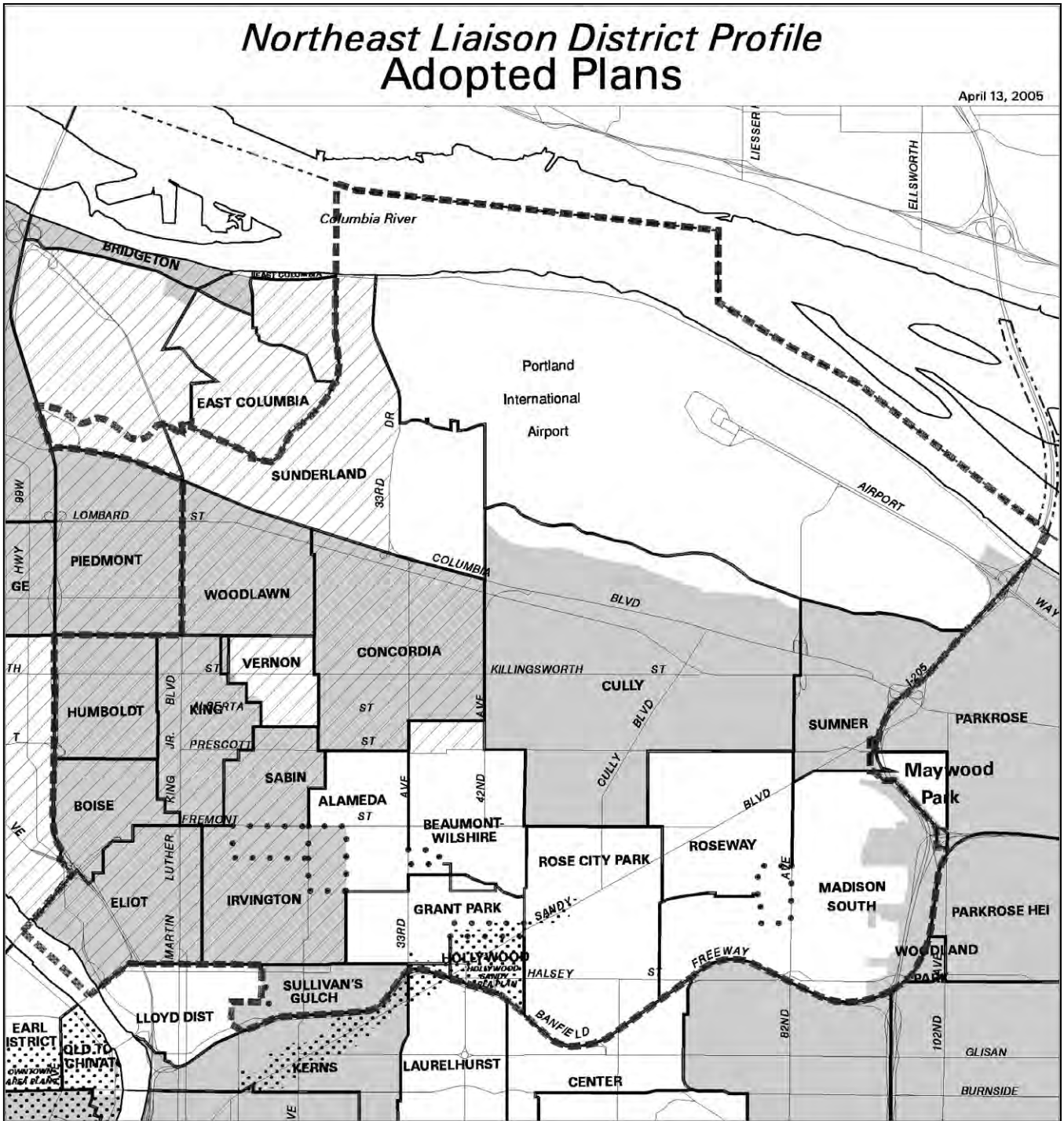
1. Alberta Streetscape Plan (PDOT, 2000)
2. NE 42nd Avenue Target Area Market Study (ED Hovee, 2002)
3. Albina Fuel Site Redevelopment Strategy (Transport & Growth Management/Sullivan's Gulch Neighborhood Assoc. 2004)
4. Sullivan's Gulch Trail Study (PSU, 2004)
5. Cascade Station/Portland International Center (1999, 2000,2005)

City-wide Planning Efforts

1. Infill and Development Strategies (1994)
2. Transportation System Plan (2002)
3. Parks 2020 Vision Master Plan (2003)
4. Industrial Lands Inventory and Assessment (2003)
5. Freight Master Plan (in process, expected adoption 2005)
6. Combined Sewer Overflow Program

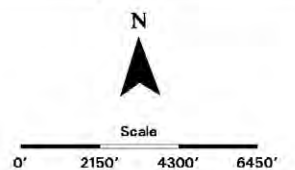
Northeast Liaison District Profile Adopted Plans

April 13, 2005



LEGEND

- Liaison District Boundary
- City Boundary
- █ Adopted Neighborhood Plan
- █ Existing Neighborhood Boundary
- Adopted Area Plan
- Overlapping Neighborhood Boundary
- ▨ Albina Community Plan



Major Capital Improvement Projects

Name	Location	Description	Timeline	Lead Bureau or Agency
NE 33rd replacement over Columbia Slough	NE 33 rd and Columbia.	Replacement of the existing overpass one-half at a time so as to allow traffic to continue on NE 33 rd .	Construction will take place in 2005 (or potential for 2006)	Portland Department of Transportation
East Columbia to Lombard Connector	82 nd Avenue and Columbia Blvd.	The project will replace the existing Columbia Boulevard-Killingsworth street intersection with a roadway that begins at the 82 nd Avenue over-crossing to improve the flow of traffic between NE Columbia Blvd. and NE Lombard street.	The project is in the preliminary engineering phase and is expected to begin construction in early 2006.	Portland Department of Transportation
Hollywood Sewer Reconstruction Project	Hollywood district between NE Broadway and Thompson Street from 37 th to 38 th Avenues	The project will reconstruct old sewers, which will reduce basement flooding from sewer back-up, and reduce peak flows to Sullivan Gulch trunk sewer.	Final design is expected spring 2004 to early 2005 and construction to begin spring 2005, taking 9-12 months.	Environmental Services
MLK Street Improvements	MLK from Broadway to Lombard	PDOT is undergoing a 'grind and pave' repavement project. The Alberta to Killingsworth section will be completed at a later date in conjunction with Phase 4 of MLK Blvd street improvements including street trees, ornamental lights and street modifications to allow for on-street parking.	The work is expected to begin after July 4 th 2004 and to last 90 days.	Portland Department of Transportation
North Killingsworth	N. Killingsworth from Interstate to MLK Blvd.	PCC Cascade will complete \$650,000 in ROW improvements in conjunction with their expanded facilities. These improvements will include pedestrian and bike safety changes.		Portland Department of Transportation
Portland Community College Expansion	N. Killingsworth and Albina (?)	Portland Community College is expanding the Cascade Campus.....	Timeline?	PCC

Major Capital Improvement Projects

Name	Location	Description	Timeline	Lead Bureau or Agency
Sandy Boulevard Resurfacing and Streetscape Plan	Sandy Boulevard between 13 th and 47 th Avenue	This project implements the recommendations in the adopted <i>Hollywood and Sandy Plan</i> by improving the pedestrian environment including access to transit, vehicle movement and on-street parking. Related projects include: PDOT signal upgrades/replacements along Sandy Boulevard and Tri-Met Streamline Bus Project which proposes curb extensions at 16 th , 24 th , 37 th and 42 nd Ave on Sandy Blvd.	PDOT is beginning implementation of the plan that City Council approved on April 6, 2005. This project is in coordination with the Hollywood Sewer Project.	Portland Department of Transportation
South Airport Sewer Projects	South Airport area between NE 42 nd Avenue on the west, NE Alderwood Road on the east, Columbia Boulevard on the south and the Columbia Slough on the north.	The project will bring sewer service to the area of Cully Neighborhood that is not currently served by sanitary sewers. The project will include construction of new pump stations and sewers.	Beginning summer 2004 continuing through 2005.	Environmental Services
Cully Boulevard Green Streets Project	Cully Boulevard between NE Prescott and NE Killingsworth	Metro awarded federal transportation funds for planning of Green Street alternatives such as wider sidewalks, planting strips or street wells, permeable pavement parking lanes, bulb-out infiltration wells, median swale and intersection improvements to NE Cully/NE Prescott and NE 60 th .	There has been no funding designated for this project.	Portland Department of Transportation