

INTERSTATE CORRIDOR

Urban Renewal Area

Community Livability Implementation Strategy



ACKNOWLEDGEMENTS

Many people worked on the development of this Community Livability Implementation Strategy. We thank everyone who participated in the process of creating this document which will help shape development in the Interstate Corridor and enhance the life of its residents.

COMMUNITY LIVABILITY WORKING GROUP MEMBERS

Joseph Annett Kenton	Neighborhood Association
Pam Arden	Caring Community of North Portland
Nathalie Chandler	Mississippi Historic Target Area
Carol Chism	Interstate Firehouse Cultural Center
Richard DeWolf	Overlook Neighborhood Association
Susan Erickson	Humboldt Neighborhood Association
Abe Farkas	Portland Development Commission
Cathy Galbraith	Bosco-Milligan Foundation
Kim Hartley Arambula	Kenton Neighborhood Association
Lu Hodges	Elders in Action
Nancy Johnson	King Neighborhood Association
Mark Kirchmeier	University of Portland
Ann O'Reilly	Advocates for a Lombard Library
Stephaine Parrish-Taylor	Vocational Rehabilitation Division
Betsy Radigan Piedmont	Neighborhood Association
Cynthia Sulaski	Overlook Neighborhood Association
Walter Valenta	Bridgeton Neighborhood Association

AGENCY/TECHNICAL ADVISORY COMMITTEE

Susan Barthel	Bureau of Environmental Services
Deborah Bischoff	Bureau of Planning
Mary Carroll	Commissioner Cruz's Office
Julia Gisler	Bureau of Planning
Roberta Jortner	Bureau of Environmental Services
Cielo Lutino	Bureau of Planning
Beckie Lee	Commissioner Cruz's Office
Marcy McInnelly	UrbsWorks, Inc.
Stephen Pearson	Multnomah County, Office of Sustainable Community Development
Kathleen Wadden	Portland Parks & Recreation

PORTLAND DEVELOPMENT COMMISSION STAFF & CONSULTANTS

John Southgate	Interstate Corridor Development Manager
Estee Segal	Interstate Corridor Project Specialist
Marilyn Hurtley	Interstate Corridor Senior Administrative Specialist
Anne Rutherford	Full Circle Consulting

I. EXECUTIVE SUMMARY

The Interstate Corridor Urban Renewal Area covers over 3,700 acres and parts of ten neighborhoods in North and Northeast Portland. It is a diverse collection of historic communities, comprised of a variety of residential neighborhoods, commercial and industrial corridors, parks, trails and natural features. Urban renewal is a method of financing capital improvements in a specific area by issuing bonds on future tax revenues. It presents the opportunity to invest public dollars in infrastructure and capital needs in the area.

Neighborhood parks, natural areas, existing community facilities and building stock make the Interstate Corridor distinctive and create its unique identity. These assets will need to be honored, preserved and enhanced to ensure the Corridor's long-term livability as new development begins to increase housing and job densities.

Based on this premise, the Community Livability Working Group was formed after the Interstate Corridor Urban Renewal Plan was adopted by the Portland City Council in August 2000. The Working Group met over 9 months to gather information, research and write an implementation strategy to guide urban renewal funding decisions related to:

Parks & Open Space
Community Facilities
Historic Preservation & Urban Design

The Interstate Corridor Advisory Committee decided that these elements should be addressed together. However, subcommittees were formed within the Working Group to further identify specific goals and strategies unique to each of these topics.

This strategy document presents short-term (5-year) and long-term (20-year) goals, strategies and recommendations for implementing Community Livability projects & programs in the Interstate Corridor Urban Renewal Area. It is projected that there will be approximately \$40 million of urban renewal funds invested in Community Livability improvements over the 20-year life of the project. These funds should leverage significant additional dollars towards these project costs.

Ideas for specific projects and programs to be funded by urban renewal have come from a variety of sources, including members of the Community Livability Working Group, the Albina Community Plan, Albina Neighborhood Plans, and suggestions from community members at urban renewal meetings held since 1999. The Working Group recommends that Community Livability projects and programs in the early years (2001 – 2006) should:

- Mitigate the negative impacts of light rail construction along Interstate Ave.
- Improve the pedestrian environment & increase greenery in the area
- Leverage additional private and public dollars
- Build tax increment in the early years
- Relate to (and integrate with) the goals and focus of the other three Working Groups
- Provide technical support, planning and research to better implement project goals in the later years (2006 – 2020)

The strategy establishes a selection process for projects and programs to be funded by urban renewal dollars that includes ongoing input from community members and stakeholders. The ‘Project/Program Proposal Worksheet’ (page 45 of this document) is essentially an application form that project proponents (community members, agency staff, etc.) will prepare to provide standardized information on project ideas. This document is intended to direct proponents to put forward those projects that meet established goals set forth in the Interstate Urban Renewal Plan and this implementation strategy. Proposed projects will be evaluated for funding using the information detailed in this application.

This strategy also establishes a method for evaluating and monitoring projects and programs as they are implemented. Ongoing public involvement will be sought to update this strategy as market and economic conditions change over time. Through the careful allocation and leveraging of urban renewal dollars, the Interstate Corridor will be enhanced and improved over time, to benefit both long-time and new residents attracted to this unique part of Portland.

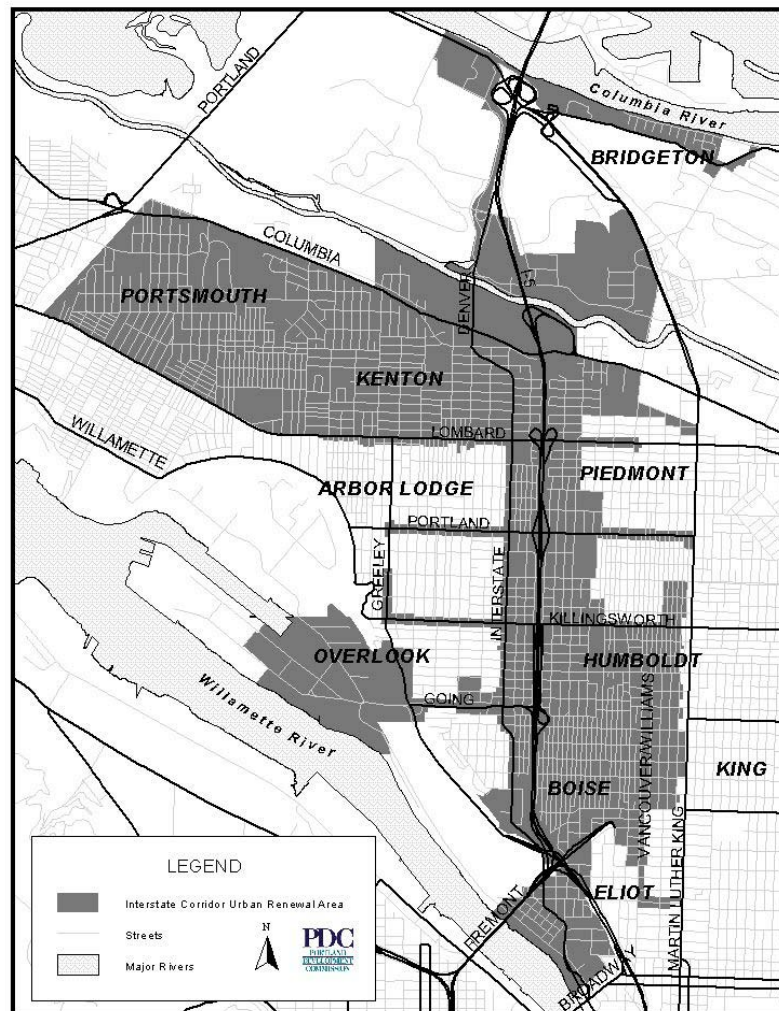


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II. INTRODUCTION

This Community Livability Implementation Strategy document aims to clarify how various public policies, plans and projects that support identified Community Livability goals and objectives in the Interstate Corridor Urban Renewal Plan will be implemented in the Interstate Corridor Urban Renewal Area (URA). It provides direction for future public projects and investments. It also gives guidance to private and nonprofit investors and developers.

All expenditures that are proposed for the life of the urban renewal project must fit with the goals of the urban renewal plan and additional goals stated in this strategy. In addition, urban renewal funding is limited to capital investments. This strategy lays out the mechanism by which community members will relay information to PDC and the Interstate Corridor URA Advisory Committee regarding which projects to fund over the life of the urban renewal plan.

From November 1999 to May 2000, a 54-person Advisory Committee met at least monthly to prepare recommendations for urban renewal boundaries, guiding principles, revitalization goals, funding priorities and to write the urban renewal plan. The Interstate Corridor Urban Renewal Plan was adopted in August 2000 after this extensive community outreach and planning process. Using the *Albina Community Plan* as a policy framework for revitalization, the Advisory Committee recommended that urban renewal dollars go towards building and improving parks, streets and commercial corridors, and creating wealth and housing. Through a financing method called “tax-increment financing” there is expected to be over \$200 million to spend on capital and infrastructure improvements within the boundary.

After the City Council adoption of the plan in October 2000, four Working Groups began meeting to move the project from pre-planning to strategy development, budget recommendations and project implementation. The Community Livability Working Group, made up of seventeen neighborhood residents and stakeholders appointed by the Mayor, was charged with gathering information and community input that would go into the creation of a strategy to guide funding decisions for the life of the urban renewal plan.

The Working Group solicited information from numerous public agencies to understand key issues related to planning for parks, open space, community facilities, historic preservation and urban design. In the Interstate Corridor, it is the neighborhood parks, natural areas, existing community facilities and building stock that make it distinct and create its unique identity. These assets give the area its foundation and character. As new development begins to increase housing and job densities, it is critical to honor, preserve and enhance these assets to ensure the long-term livability of the area.

It should be noted that while the term ‘community livability’ applies to the overall well being of an area, in this process and document it relates to three specific topic areas of the Interstate Corridor Urban Renewal Plan. In crafting the urban renewal plan, the Interstate Corridor

Advisory Committee categorized the following three sub-topics as essential elements of ‘Community Livability’:

Parks & Open Space
Community Facilities
Historic Preservation & Urban Design

Issues of Housing, Economic Development, and Transportation were taken up in their own individual Working Groups. It should be noted that general ‘community livability’ issues – such as improving sidewalks, increasing commercial options, and addressing safety issues – are incorporated and coordinated with the other Working Groups’ strategies.

The basis for this strategy comes from previously completed community planning efforts and existing public policies relevant to North/Northeast Portland. It also incorporates a more recent assessment of the needs of the area created through dialogue and discussion in Working Group meetings from October 2000 to June 2001. It documents the Working Group’s broad vision for development at the outset of the urban renewal project by reporting viewpoints of community members, agency staff and potential developers.

It is intended that this Community Livability Implementation Strategy will be referred to throughout the life of the Interstate Corridor Urban Renewal Plan. The community will be involved in monitoring, updating and modifying the strategy in response to changing market/neighborhood conditions. This strategy lays out a number of priority goals, projects and programs to be implemented with urban renewal funds. A specific section of this document addresses the monitoring and evaluation process.

There will be on going planning efforts by the Portland Development Commission and the Interstate Corridor Advisory Committee that will further identify and define public projects to be implemented in the area. Over the life of the Interstate Corridor Urban Renewal Plan, this Community Livability Strategy will guide the development of annual budgets and the implementation of projects and programs by the Portland Development Commission.

III. GUIDING POLICY DOCUMENTS

This strategy has been prepared within the context of a thorough and broad-ranging policy framework, including state, regional, city and neighborhood plans. The Community Livability Working Group members devoted considerable effort to understanding this framework. These policies influence the development and implementation of the Community Livability Implementation Strategy. The following plans provide the primary direction for this strategy.

A. Interstate Corridor Urban Renewal Plan

The Interstate Corridor Urban Renewal Plan was adopted by the Portland City Council on August 23, 2000 with a set of goals and objectives that reflect a broad-based community involvement effort. It established principles, goals and objectives for seven different sub-topics (Housing, Economic Development, Transportation, Revitalization, Historic Preservation/Urban Design, Parks/Open Space and Community Facilities/Public Buildings). It also set General Principles that apply to all decisions affecting the urban renewal area. The urban renewal plan makes broad suggestions for projects and programs to be funded, describes the area within the urban renewal boundary and lays out a proposed budget for the 20-year project.

General Principles

The General Principles listed below are broad language that applies to all decisions affecting the urban renewal area. They are the ‘backbone’ of the urban renewal plan and guide the implementation of projects and programs. (Note that these principles and the specific Community Livability Principles that follow reflect recently adopted revisions related to sustainability.)

- 1. Outreach.** The planning and implementation of the Interstate Corridor Urban Renewal Area will be founded on a thorough, ongoing, and inclusive community involvement process. This process will build capacity within the community, by providing specific, consistent, and culturally appropriate opportunities for all community residents, businesses, and organizations to access and impact urban renewal decision-making, and by providing educational resources necessary to an informed decision. To assure accountability, an Advisory Committee will remain in place for the duration of the URA, with broad and diverse representation from the community. Information will be accessible to the community. Particular emphasis will be given to engaging those sectors of the community not typically involved in this type of project, including the elderly and those who do not speak English. Communications will be in an accessible format where needed.
- 2. Benefit the Existing Community.** The Interstate Corridor URA will primarily benefit *existing* residents and businesses within the urban renewal area, through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which enhance the quality of

life within the urban renewal area. A special emphasis will be placed on providing benefits to groups most at risk of displacement (e.g., the elderly, people of color, small businesses, low-income people, and the disabled).

3. **Coordination.** To optimize the effectiveness of urban renewal investments, the Commission will coordinate and integrate urban renewal efforts with the URA Advisory Committee, TRI-MET, Oregon Department of Transportation, and other agencies, as well as the efforts of the private and nonprofit sectors.
4. **Stability and Sustainability.** Urban renewal efforts will strive to stabilize and revitalize the Interstate Corridor, building on the diverse cultural, historical and natural resource assets of the area. These efforts will strive for sustainability, as measured in the responsible use, protection and enhancement of limited resources, improvement of environmental quality and commitment to the improvement in the lives of those who live, work, and play in the area.
5. **Albina Community Plan.** The Albina Community Plan and its associated neighborhood plans, adopted by City Council in 1993, will serve as the cornerstone for the Interstate Corridor Urban Renewal Plan. Specifically, the Albina Community Plan will be the framework plan for the urban renewal area, recognizing that the specific urban renewal implementation measures will be sufficiently flexible to evolve in response to new challenges and opportunities as they arise. For the Portsmouth neighborhood, a planning framework (e.g., neighborhood plan) will be created prior to any major capital expenditures occurring within Portsmouth.
6. **Optimize Light Rail Investment.** Recognizing this as a unique opportunity to link urban renewal to a major new transit facility, urban renewal will serve to optimize the public investment in the Interstate light rail line by ensuring that the entire area benefits from this investment, in particular through the creation of catalyst projects near light rail stations and other key locations.
7. **Focus Investment along Interstate.** Areas immediately abutting the light rail line will bear the highest degree of impacts and opportunities associated with the light rail line, and therefore these areas will be an important focus of urban renewal investment.
8. **Distribution of Resources.** It is essential that there be a fair distribution of urban renewal resources throughout the entire urban renewal area, so that all areas benefit from urban renewal.
9. **Return on Investment.** Consideration should be given to focusing tax increment dollars, especially in the early years of the urban renewal area, on projects which are likely to attract significant private investment which, in turn, will generate more immediate tax increment dollars using a return on investment (ROI) analysis. It is recognized, however, that some programs and projects may not provide a strong ROI but are nonetheless supportive of other goals and objectives of the urban renewal plan and therefore merit early funding.

10. **Strategic Use of Resources.** Tax increment dollars should be used strategically; other sources (private investment, other agency funds, etc.) should be utilized to the maximum extent possible. To achieve the maximum efficiency in the use of tax increment funds, they should serve to leverage other investments whenever possible.
11. **Condemnation.** There will be no condemnation as part of the Urban Renewal Area until and if the Interstate Corridor URA Advisory Committee decides that it wants to amend the Urban Renewal Plan to include condemnation. There will be no condemnation in the Eliot Neighborhood Association for the life of the Plan.
12. **Other Funding Sources.** The availability of funds should not cause other City programs or agencies to allocate resources which would otherwise be earmarked for north/northeast Portland to other parts of the City. Where appropriate, City programs or agencies should consider shifting resources away from capital projects eligible for urban renewal funds, towards other north/northeast Portland community needs which are ineligible for urban renewal funding.

Community Livability Principles

Following the General Principles in the Interstate Corridor Urban Renewal Plan are more specific principles organized around seven topic areas. As explained in the introduction, the Interstate Corridor Advisory Committee categorized the topics of **Parks/Open Space, Community Facilities and Historic Preservation/Urban** in one broad group called ‘Community Livability.’ The following principles are taken directly from the Interstate Corridor Urban Renewal Plan. They guide the implementation of urban renewal projects related to these issues.

Parks/Open Space

1. **Existing Assets.** Protect, maintain, and improve existing parks, school grounds, facilities and open space assets within the corridor.
2. **Linkages.** Enhance, extend, and create pedestrian and bicycle linkages between area residents, jobs, and light rail, and parks and open spaces, including places such as the Columbia Slough, North Portland Harbor, and the Willamette River at Swan Island
3. **New Development.** Incorporate suitable, high quality parks and open spaces within or near large-scale new development.
4. **Community Needs.** Meet the recreational and open space needs of the community.
5. **Preserve and Enhance Natural Areas.** Preserve and enhance natural areas such as the Columbia Slough, Bridgeton Slough and the Willamette riverbanks and greenway.
6. **Pocket Parks.** Acquire vacant/abandoned sites for pocket parks, especially in areas that are under-served in terms of open space.

Community Facilities

1. **Existing and Future Facilities.** Maintain, enhance and connect existing and future community services and facilities to meet the needs of current and future residents.
2. **Location Coordination.** Coordinate the location and operation of community facilities with transportation and housing investments.
3. **Intergenerational.** Create new intergenerational community facilities, i.e. targeting youth, seniors, childcare, the disabled, etc.

4. **Accessibility.** Provide facilities that are accessible and affordable to residents and employees and which enhance employment opportunities.
5. **Multiple Benefits.** Design and operate current and future infrastructure to balance and integrate social, economic and natural resource benefits

Historic Preservation/Urban Design

1. **Target Street Improvements.** Target streetscape improvements to complement light rail use and to leverage appropriate private investment.
2. **Development Quality.** Promote high quality development that recognizes and builds on the existing architectural character and assets of the area and that uses high-quality, long-lasting materials that complement existing adjacent buildings.
3. **Historic Preservation.** Make preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities. Place an emphasis on resources that are reflective of the area's social and cultural history.
4. **Design Review.** On urban renewal-funded projects, utilize a design review process, with community input, to assure that major new development is compatible with the existing character of the area.
5. **Heritage.** Recognize, honor, and preserve buildings, sites, and other features associated with the diverse cultural and social heritage of the area, particularly that of the African-American community.
6. **Art & Parks.** Encourage development near light rail to incorporate public art and pocket parks. Where possible and appropriate, join TRI-MET in investing in public art and greenspaces and encourage private investment as well. Public art should reflect the history of the area and should utilize local artists.
7. **Sustainable Development.** Promote and encourage resource and energy efficient design in accordance with the City's Green Buildings policy and standards.

B. Albina Community Plan

The Albina Community Plan (ACP), adopted in 1993, and its Action Charts revised in 2000, serve as the framework for the development of the Interstate Corridor Urban Renewal Plan. The ACP is a comprehensive documentation of the needs, goals, and visions for redevelopment in North/Northeast Portland. It is an update of the Comprehensive Plan specific to the Albina area. The ACP was developed through an extensive community planning process that included many of the same long-standing community residents, organizations and business representatives who are participating in the Interstate Corridor URA planning process today. Urban renewal funding will be the means to achieve many of the action items that have not yet been accomplished.

The Albina Community Plan sets specific policies and objectives for issues that encompass Community Livability issues such as Environmental Values, Community Image and Character (which includes Historic Preservation and Urban Design) and Family Services. Community Livability Working Group members reviewed sections of the ACP that relate to livability issues in forming the potential urban renewal project lists.

C. Albina Community Neighborhood Plans

There are ten neighborhoods that fall partially or entirely within the Interstate Corridor URA. Eight of these neighborhoods have individual neighborhood plans completed as part of the ACP process in 1993 including Boise, Eliot, Arbor Lodge, Humboldt, King, Piedmont, Kenton and Bridgeton. The Kenton Neighborhood Plan was updated in 1997 and again in 2001. The Overlook Neighborhood has not completed a neighborhood plan.

The Portsmouth Neighborhood, located outside of the Albina Community Plan boundaries, is in the process of developing their own neighborhood plan (a criterion for acceptance within the Interstate URA boundary.) The neighborhood is working with the Bureau of Planning, the Housing Authority of Portland and PDC to involve residents and stakeholders in developing a thorough plan. Many of the visions, goals, and action items detailed in these individual neighborhood plans could be implemented using urban renewal dollars.

D. City of Portland Comprehensive Plan

The purpose of the Comprehensive Plan is to provide a coordinated set of guidelines for decision-making to guide the development, redevelopment and future growth of the city. The goals and policies of the city's Comprehensive Plan provide the context for land-use planning, guidance for major capital projects and other funding decisions. State law requires that major development and urban renewal plans are consistent with the Comprehensive Plan. Portland City Council updated and adopted elements of the Comprehensive Plan in January 1999.

There are elements of the Comprehensive Plan that support and give credence to goals of the Interstate Corridor URA project and, specifically, Community Livability issues. There are a number of specific sections within the Comprehensive Plan that relate to Community Livability issues, such as Neighborhoods, Environment, Public Facilities, and Urban Design.

E. Sub-Area Revitalization Plans & Strategies

Some neighborhoods and/or commercial corridors throughout the urban renewal area have developed their own visions or strategies for development by involving community residents in public meetings and forums. It is important to note these documents and the processes undertaken to create them. These documents will serve to pave the way for potential urban renewal project ideas. Over the course of time, new sub-area plans and strategies will likely be developed which, like the following plans and strategies, need to be coordinated with the Community Livability Strategy.

Vancouver/Williams Infill Strategy

The Vancouver/Williams Task Force has prepared an Infill Strategy to guide future public and private actions within the Vancouver/Williams Corridor. City Council adopted the strategy in November 2000. Key elements of the community's vision include commercial revitalization, incentives for infill development, affordable housing development, predevelopment and storefront programs, increased minority business ownership and streetscape improvements.

Kenton Action Plan/Downtown Plan

The Kenton Action Plan has successfully moved toward specific goals: (1) establishment of the North Interstate Urban Renewal District; (2) construction of the Interstate MAX; (3) integration of the Kenton Downtown Plan into the City's Comprehensive Plan; and (4) application for a National Historic Register designation for the Kenton Business District. Now that these goals have been accomplished, the organization is starting to set new goals and develop further resources.

Mississippi Historic District Target Area

The Mississippi Historic District Target Area project focuses on residential and business revitalization along Mississippi Avenue and in the surrounding Boise neighborhood. One of its main goals is to prevent residential displacement by increasing homeownership and supporting renters in the Boise neighborhood. A recently completed study gathered community design ideas that will enhance the Mississippi Avenue Main Street and generate ideas for developing voluntary design guidelines, streetscape improvements, and enhanced access to the Interstate MAX light rail. An Economic Development Strategy is also in the process of being developed for the area.

Humboldt Target Area

The Humboldt Target Area focuses on revitalization efforts along Killingsworth and Albina Avenues. Currently the target area is working on a project called the "Heart of Humboldt," which will emphasize the educational and cultural center of Albina by creating a shared public space. Transportation linkages are also important along Killingsworth Ave., as it is the major east-west thoroughfare in the district that links both sides of the freeway.

Interstate MAX Station Area Revitalization Strategy

The Lombard, Portland Blvd., Killingsworth, Prescott and Overlook light rail stations have been the focus of a coordinated effort to create a design vision for investment priorities around the Interstate MAX Light Rail Line. The strategy evolved out of a series of community workshops that took place between November 2000 and May 2001. The strategy describes actions needed to implement the station concepts. The station concepts will be guided by the recommendations of the Interstate Corridor URA Working Groups and Advisory Committee. Development opportunities identified in this strategy may be appropriate urban renewal projects that meet Community Livability goals.

IV. DEMOGRAPHIC DATA SUMMARY

In planning for parks, open space, community facilities, and design of new developments, it is important to note the basic demographics of the area. *The Interstate Corridor URA Base Data and Trends* report, issued in September 2000 by PDC, presents data using the 1990 Census and 1996 American Community Survey. (A copy of this document may be obtained by calling 503/823-3367.) As 2000 census data becomes available, it will be added to this report and used to update this strategy.

In this report 'Interstate' refers to the 17 census tracts that most closely align with the Interstate Corridor Urban Renewal Area Boundary. Data collected at the census tract level allows for demographic trends to be measured and monitored over time. Although these census tracts encompass significantly more area than the Interstate URA boundary itself, it is relevant to use this geography because issues that affect Community Livability affect an area larger than just what is inside the urban renewal boundary.

The following is a summary of basic demographic data that impacts Community Livability issues within the Interstate Corridor. This data and information was taken into consideration as Working Group members developed goals and strategies. It also serves as a report of the base/existing conditions, before urban renewal implementation.

- In 1990, there were a total of 45,198 people living in the 17 census tracts that touch all or some part of the Interstate Corridor URA Boundary. In 1996, there were 47,440 in the same area, an increase of 5%.
- There are 10 neighborhoods that fall at least partially within the Interstate Corridor URA Boundary. The size of these neighborhoods range widely. The Portsmouth neighborhood had the largest number of persons, 7,952, in 1996, while Bridgeton had the least number of persons, 222, in 1996.
- The number of "households" (includes family households, households with unrelated individuals and single-person households) in the Interstate Corridor increased by 6.7% between 1990 and 1996 (from 17,462 to 18,628).
- The number of children under the age of 18 increased just slightly in Interstate from 1990 to 1996 from 13,203 to 13,233.
- The number of persons 65 years and older decreased from 1990 to 1996, from 5,956 to 5,777.
- The number of men between the ages of 16 and 64 with disabilities that prevent them from working has increased significantly between 1990 and 1996 in Interstate (from 817 to 1219).

- In 1996, the percentage of people in poverty in Interstate was 23.2%, which is significantly higher than the percentage of people in poverty in the City of Portland (15.1%) but a slight decline from the 25.5% of people in poverty in 1990.
- In 1996, nearly 40% of all homeowners in Interstate had lived in their homes for twenty or more years, while less than 7% had lived in their homes less than two years.
- The number of female-headed households with children increased in Interstate from 1,191 to 2,510 (111%) from 1990 to 1996.
- The following table compares the 1990 and 1996 racial breakdown of three geographic areas for comparison purposes.

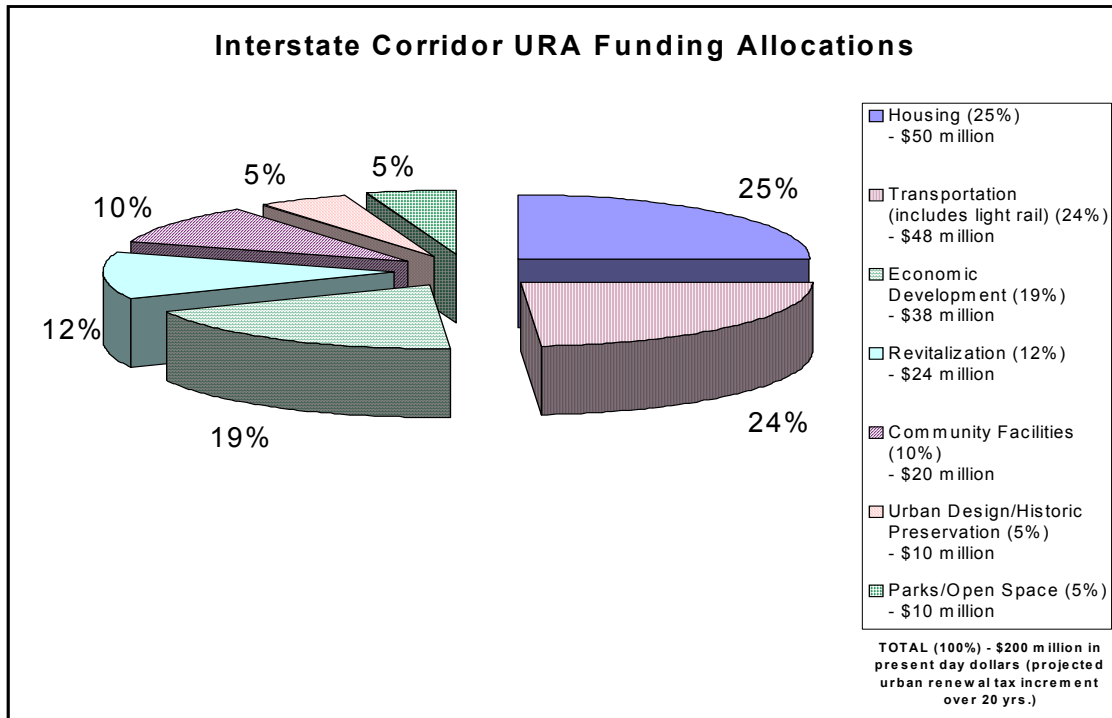
Race	Interstate		North/Inner Northeast		City of Portland	
	1990 % of Total Pop.	1996 % of Total Pop.	1990 % of Total Pop.	1996 % of Total Pop.	1990 % of Total Pop.	1996 % of Total Pop.
White	65.0%	63.4%	64.4%	62.1%	84.8%	81.9%
Black	26.3%	27.1%	27.6%	28.6%	7.6%	8.7%
Native Amer.*	2.0%	2.0%	2.1%	2.2%	1.3%	1.2%
Asian**	4.9%	5.6%	4.2%	4.9%	5.2%	6.4%
Other	1.9%	2.0%	1.7%	2.2%	1.0%	1.8%
Minority Pop****	35.0%	36.6%	35.6%	37.9%	15.2%	18.1%
Hispanic***	5.0%	6.8%	4.6%	7.3%	3.0%	4.3%

* American Indian, Eskimo, or Aleut
** Asian or Pacific Islander
***US Census calculates Race and Hispanic origin separately. The numbers of people of Hispanic origin are also "double counted" in the White, Black and Other Race categories.
****Minority Population includes Non-White people of Hispanic Origin

Sources: 1990 Census and 1996 American Community Survey

V. BUDGET PRIORITIES

Community Livability projects and programs will be implemented to the extent that the urban renewal project budget allows. The Advisory Committee made recommendations for general budget allocations when the Interstate Corridor Urban Renewal Plan was adopted in summer 2000. The Community Livability budget combines Parks & Open Space, Community Facilities and Historic Preservation & Urban Design categories to make up 20% of the overall project budget, as noted in the figure below.



Source: Interstate Corridor Urban Renewal Plan

One of the goals of the urban renewal project is to make public investments in projects that are expected to increase the overall amount of tax increment financing generated in the urban renewal district. Projects that support and encourage private sector business and housing developments will increase the amount of tax increment funds available to spend on community-designated projects. Rising tax revenues are the means for future investments; as property values increase in the district due to new investment, the rise in tax revenues will be used to further urban renewal projects and programs.

It is important to note that properties that are owned by the city, the county, churches and non-profit entities are tax-exempt and will not contribute to the amount of urban renewal funding. This means that improvements to properties of this type, while extremely important, will not directly generate tax-increment. Many of the parks, open space areas and community facilities either pay no taxes or realize significant tax breaks.

Thus, most of the Community Livability proposed projects and programs will not, themselves, directly increase the amount of funds available to reinvest in the area. However,

Community Livability projects are expected to *indirectly* raise tax-increment by improving the overall livability of the area. Enhancing parks, access to trails, and community facilities will improve the area for existing residents and may serve to draw more residents and attract people to work in the area because it will be a nicer place to be in general.

A draft five-year budget, based on preliminary tax-increment projections made by PDC, was presented to the Advisory Committee in January 2001. These numbers are subject to change but give a general idea of the amount of money that will be available for Community Livability urban renewal projects (as well as other sub-topics) in the first five years.

Projected Five Year Urban Renewal Funding Available by Topic Area

Urban Renewal Project Topic Area	FY 01-02	FY 02-03	FY 03-04	FY 04-05	FY 05-06
Community Livability	\$180,000	\$230,000	\$850,000	\$850,000	\$850,000
Economic Development	\$810,000	\$935,000	\$820,000	\$820,000	\$820,000
Housing	\$960,000	\$1,160,000	\$1,100,000	\$1,100,000	\$1,100,000
Revitalization	\$220,000	\$270,000	\$530,000	\$530,000	\$530,000
Transportation	\$130,000	\$180,000	\$375,000	\$375,000	\$375,000
Project Subtotal	\$2,300,000	\$2,775,000	\$3,675,000	\$3,675,000	\$3,675,000
Urban Renewal Administrative Expenses	FY 01-02	FY 02-03	FY 03-04	FY 04-05	FY 05-06
Project Mgmt/Outreach	\$250,000	\$225,000	\$225,000	\$225,000	\$225,000
Debt/Overhead			\$1,000,000	\$1,000,000	\$1,000,000
Contingency	\$150,000	\$200,000	\$300,000	\$300,000	\$300,000
Administrative Subtotal	\$400,000	\$425,000	\$1,525,000	\$1,525,000	\$1,525,000
Five Year Budget Total	\$2,700,000	\$3,200,000	\$5,200,000	\$5,200,000	\$5,200,000

It is projected that \$2,960,000 tax increment dollars will be available for Community Livability programs in the first five years of the urban renewal project.

Working Group members recommend that for the first year (2001 – 2002), when available funds will be minimal because the project is new and more dollars will be spent to address anti-displacement issues, Community Livability dollars be divided evenly among sub-topics. Thus, the \$180,000 allocated for Community Livability (noted in the table above) is recommended to be allocated as follows:

Parks & Open Space	\$60,000
Community Facilities	\$60,000
Historic Preservation & Urban Design	\$60,000

As project and program plans and costs become more specific, this allocation will vary based on which projects are ready to be implemented. In later years of this urban renewal project, as more needs are presented and priorities further developed, the Working Group may recommend allocating dollars among Community Livability sub-topics differently. This will be done through the yearly monitoring and update process of the strategy.

VI. PARKS & OPEN SPACE

A. Key Implementation Issues

The North and Northeast communities in the Interstate Corridor Urban Renewal Area (ICURA) enjoy an extremely wide range of parkland, open space and natural habitat resources. Some of these resources have been well developed while others have been sorely neglected. The urban renewal area represents both new opportunities as well as challenges for these communities. There are opportunities for improving sub-standard neighborhood parks and realizing long-term goals for natural areas and trail-ways. There is also the challenge of addressing the added demand for new and existing parks and open spaces as the area grows. These new demands are associated with the development proposed along the Interstate MAX line and elsewhere in the urban renewal area that will bring new businesses, new housing, and new residents into a more densely built environment.

The single greatest consideration when implementing a Parks/Open Spaces investment strategy for the ICURA is the recognition that Parks and Open Spaces are an essential part of city infrastructure. Parks and open spaces are highly valuable community assets that strengthen and serve their communities in varied and unique ways. They are integral to the stability and livability of the communities in which they are located. Parks and open spaces also contribute to urban form, community image and neighborhood identity. Thus public investments should focus on fully meeting the needs of existing and future residents of the Interstate URA.

Meeting the needs of current residents requires improvements to the existing 120 acres of neighborhood and community parks within the urban renewal area boundaries presently owned by Portland Parks and Recreation. This should include making existing parks more attractive to different age groups (including small children and the elderly) with appropriate equipment and infrastructure. Ongoing outreach to current and future patrons needs to be undertaken in designing and planning parks – people should be asked what their needs and desires for parks and open space are before each new project design is planned.

An analysis was completed by the Portland Parks & Recreation Department (PPR) based on projected population increases and average demand for park services. It calls for the acquisition and development of 40 new acres of parkland with additional recreational facilities to meet the needs of the urban renewal area's *future* residents. The PPR analysis suggests that the need for parkland could be addressed with 3.62 acres of pocket parks, 7.25 acres of neighborhood parks and 29.0 acres of community parks. The need for recreational facilities by 2017 could be addressed, depending on community preferences, with 17 basketball courts, 3.36 community gardens, 2 community centers, 10 group picnic areas, 10 outdoor volleyball courts, 10 playgrounds, 10 soccer fields, 10 softball fields, 10 tennis courts and 2 swimming pools.

Because of the concentration of new development projected for the areas around the Interstate MAX Stations, particular focus on the needs around the station areas is necessary. Given the projected increases in jobs and housing density for the station areas, according to PPR, an average of 3 new acres of parkland per station area should be targeted for acquisition

and development. The additional recreational facilities needed in these areas could be addressed, depending on community preferences, with 4 basketball courts, 1 community garden, 2.24 group picnic areas, 2.24 outdoor volleyball courts, 2.24 playgrounds, 2.24 soccer fields, 2.24 softball fields, 2.24 tennis courts, and .56 swimming pools.

Urban renewal can also advance the area's goals for better accessibility to natural areas, especially to the Columbia Slough and the Columbia and Willamette Rivers. The community's proximity to these tremendous waterways would be greatly enhanced by stronger connections linking residents to these nature spaces. Trail connections are also needed for the 40 Mile Loop and the Peninsula Crossing Trails to create a community-wide trail system that gives all residents the opportunity to access the natural resources that exist within their own community.

The Interstate URA is a predominantly urban area that consists of older, established residential neighborhoods with little vacant land. Meeting future parks and open space needs in this area will require an implementation plan that is well coordinated with and complements the Housing, Economic Development and Transportation Working Group strategies. The limited amount of URA funds available for Parks/Open Space uses will also require an investment strategy that is creative, resourceful, and pro-active. Working in partnership with Tri-Met, Metro, Portland Public Schools and other City of Portland agencies will be essential.

B. Goals & Strategies

Working Group members summed up the key implementation issues stated above into the following long-term and short-term strategies.

Long-term Strategies (2001 - 2021):

1. Protect and enhance the 120 acres of existing parks
 - a. Assess the need for the repair and upgrades at existing parks
 - b. Identify partnerships to fund the needed repairs and upgrades
2. Develop new parks and open spaces
 - a. Identify opportunities to create 40 acres of new parks, recreation facilities and open spaces in the Interstate Corridor URA
 - b. Assess each Interstate MAX Station Area for its needs and opportunities in order to develop an average of 3 acres of new parks and recreation facilities per station area
 - c. Consider how co-location with local schools could contribute to meeting the need for park space and new recreation facilities for the Interstate Corridor URA and its Station Areas
3. Develop new access to nature areas and waterways
 - a. Provide better access and connections for the 36 miles of existing trails that are located in the Interstate Corridor URA
 - b. Complete all segments of the 40 Mile Loop Plan that are located within the Interstate Corridor URA
 - c. Provide access to the Columbia Slough
 - d. Provide access to the Columbia and Willamette Rivers

- e. Coordinate with Portland Parks & Recreation (PPR) and the Bureau of Environmental Services (BES) in identifying priorities and projects for restoring natural areas.

Short-term Strategies (2001 - 2006):

1. Develop a strategy for site acquisition for new park land; examine additional funding sources other than tax increment financing, such as the next General Obligation Bond Initiative (GOBI)
2. Begin land acquisition, setting Interstate MAX Station Areas as the priority for acquisition activities
3. In cooperation with Portland Parks and Recreation, conduct a needs assessment of the existing parks to determine needed repairs and upgrades
4. Fund small-scale projects

C. Ideas for Projects & Programs

This section lists potential Parks & Open Space projects and programs that may be funded in whole or in part with urban renewal dollars. Projects are broken out in subcategories by ‘project type’ and, when possible, it is noted in parentheses where/with whom the idea originated (see Appendix E for a Glossary of Abbreviations.) This list is a combination of specific projects at particular sites as well as general ideas for projects that need further definition. It will be critical to partner with other bureaus, agencies and organizations for project implementation and a list of potential partners can be found in Appendix D.

This list is a record of all of the ideas suggested to date, but is by no means exhaustive. It rather aims to document ideas for projects at the outset of the urban renewal project. New ideas for Parks & Open Space projects may be added at any time. Projects will ultimately be selected for funding after completing the Project/Program Proposal Sheet (see Appendix F) described later in this document.

The Parks & Open Space Subcommittee prioritized the following list of project and program ideas. Projects in bold font are those that the Working Group Subcommittee has deemed most important to focus on first (in years 1-5.)

City Parks Improvements

Peninsula Park currently has several dysfunctional spaces which should be made more useful and kid-friendly, including the sandbox, tennis courts, and wading pool
Farragut Park – re-program former parking lot for better use
Create sandbox play area in Columbia Park (Elizabeth Humphrey)
Entranceway and path improvements to Overlook Park (SAR process)
Improvements to Patton Park such as small covered area, handicap accessibility, landscaping, buffer to water tower (SAR process)
Increase lighting in Kenton Park. (ACP-IURA)
Install ball park with seating, BBQ pits, sports equipment shed in Unthank Park (Boise NP)

Dawson Park improvements
Improvements to the Rose Gardens at Peninsula Park
Install a Robert Leathers designed play structure/playground in one of the local parks (Overlook, Arbor Lodge or Columbia) (Chris Kruell – Overlook resident)

Community Gardens Improvements/Development

Develop a community garden site at north end of Patton Home, 4619 N. Michigan (Cynthia Sulaski)
Renovate the Overlook Community/Beach Garden at N. Campbell and N. Going Court (Cynthia Sulaski)

New Park Development

Consider a public square and a “skinny” Waterfront Park in Bridgeton along the south channel of the Columbia River, providing a pleasant pedestrian connection from Bridgeton to the Expo Center MAX station (Walter Valenta)
Develop a small park east of Interstate & Prescott at Maryland (the triangle) based on proposed housing/jobs density increases (SAR process)
Provide public access to the Willamette Riverfront through creation of a new riverfront park in Eliot with viewpoint, water taxi stop, recreation options (Eliot NP)
Develop new park in Humboldt to support the recreational needs of the neighborhood (Humboldt NP)
Parkway/green space around and under Stanton Yards/Fremont Bridge could be turned into a park

School District Parks/Playground Improvements

Ockley Green Middle School park/playground improvements (SAR process, Kerry Hampton)
Kenton School playground and open space improvements
Kenton School playground – conversion of east or south segment for park, plaza, retail and/or housing – or possible library site (SAR process, Steve Iwata, Kerry Hampton)
Jefferson High School empty lot on the south side of Alberta could be developed as a park (Kerry Hampton)
Replace chain link fence at Ockley Green MS with a student-designed art wall that incorporates elements that highlight the area’s diversity (David Lichtenstein – teacher OG)
Improve access to the Columbia School play field for Bridgeton residents (ACP-IURA, Bridgeton NP)

Trail/Waterway Connections

Complete portion of the 40 Mile Loop along the north bank of the Columbia Slough (Kenton NP)
Develop water access, a boat rental facility, signage and small recreation sites along the Columbia Slough (Jerry Rust, ACP-IURA, Kenton NP)
Trail connections to Swan Island/Willamette River (Lenny Anderson)
Build a promenade for pedestrians/bicyclists on top of the dike along the newer part of Bridgeton Road, which is part of the 40 Mile Loop Trail (ACP-IURA)

Post signs to indicate locations of area bikepaths, natural areas, scenic viewpoints, etc. (Kenton NP)
Build Willamette River Greenway Trail from Steel Bridge to St. Johns Bridge (ACP)
Construct a public dock and public access to the river from the dike in Bridgeton (ACP-IURA)
Develop a hiking, jogging and bicycle path next to Willamette River/along N. Willamette Blvd. (ACP-IURA, Arbor Lodge NP)
Create a public walkway connecting the residential areas north and east of Lower Albina to the waterfront. (Eliot NP)
Improve connections to 40 Mile Loop from Kenton and Piedmont neighborhoods (ACP, KAP, Piedmont NP)
Improve connections from Interstate & Denver Avenues to East-West Delta Park (Pam Arden)
Pathway/trail along south-side of Overlook Park north to Going St. (SAR process)

Greening Projects/Natural Area Improvements

Update the City of Portland’s Scenic Resources Inventory in the Albina Community (ACP)
Landscape the slope between Interstate Ave. and Larrabee St. with flowering plants (ACP-IURA)
Improve lighting on neighborhood streets and open spaces – particularly between Unthank Park and Humboldt School (Boise NP, Bridgeton NP)

Gateway/Plaza Development

Jefferson High School track/plaza improvements along north side of school at Killingsworth (Carl Flipper, Kerry Hampton)
Develop a plaza or major work of art near the intersection of Killingsworth & MLK to mark this location as center of the Albina Community (ACP)
Gateway into Mississippi neighborhood on ODOT land at Mississippi & Monroe (PSU Workshop student project, Mississippi Target Area)

Parks/Open Space Additional Planning

Undertake a thorough Parks Bureau assessment of each park within the Interstate URA and include opportunities, constraints, community desires for capital improvements
Identify opportunities to create 40 acres of new parks, recreation facilities and open spaces in the Interstate URA
Assess each Interstate MAX Station Area for its needs and opportunities in order to develop an average of 3 acres of new parks and recreation facilities per station area

D. Data Summary

Over nine months of meetings, the Working Group collected information relevant to Community Livability issues in the Interstate Corridor. This section of the strategy aims to present an existing-conditions report on what is present in the area as of 2001. It is important to document what is currently within the urban renewal area as changes begin to take place. It is also important to note existing conditions at the start of this effort, to be able to monitor and measure changes over time.

The Portland Parks & Recreation (PPR) Department, the Bureau of Environmental Services (BES) and the Portland Public School District (PPSD) all play a role in the provision of parks and open space areas within the urban renewal boundary. The following information aims to present basic data on current features in the area.

Parks

There are currently thirteen parks within the boundary managed by PPR:

Park Name	Type	Acreage	Neighborhood
Beach	n/a	n/a	Overlook
Columbia	Community Park	33.31	Portsmouth
Dawson	Neighborhood Park	2.05	Eliot
Farragut	Community Park	14	Piedmont
Kenton	Community Park	12.22	Kenton
Madrona	Habitat	8.46	Overlook
Northgate	Community Park	10.65	Portsmouth
Overlook	Neighborhood Park	12.12	Overlook
Patton	Neighborhood Park	1.18	Overlook
Peninsula	Community Park	16.56	Piedmont
Trenton	Neighborhood Park	2.29	Kenton
Unthank	Neighborhood Park	4.65	Boise
University	Community Park	16.41	Portsmouth

A recent needs assessment, conducted by PPR, suggests improvements to be made to each of these parks. PPR relies on the passage of bonds to fund these improvements. Urban renewal could be a potential source of matching funds for some of the identified needed improvements.

The 2020 Vision Plan is a new comprehensive master plan done for Portland Parks & Recreation which was adopted by City Council in July 2001. It is a broad-based, citizen-driven plan that presents the vision, guiding principles, issues, opportunities and recommendations for Portland Parks and Recreation for the next 20 years. It should be referred to for more detailed data on parks and recreation needs and opportunities.

School District Open Space

There are five Portland Public Schools in the area that have playgrounds that local residents also use as open space/recreational areas. These include:

Beach Elementary School
Clarendon Elementary School
John Ball Elementary School
Kenton Elementary School
Ockley Green Middle School
Portsmouth Middle School

Jefferson High School

Open Space/Natural Areas

PPR manages and maintains open spaces and trail connections on land owned by BES within the boundary. The following environmental features are within or adjacent to the URA boundary:

The Columbia Slough
The Willamette River at Swan Island
McCarthy Bluff on Swan Island
The Columbia River at Bridgeton
Beach School Natural Area
Portion of the 40-Mile Loop Trail
Swan Island/Overlook Bluff

Community Gardens

Portland Parks and Recreation also runs the Community Garden Program. There are currently 25 sites within the city of Portland and a waiting list of 400 people who would like to have a garden plot. In the entire Interstate area there is only one city-run community garden.

Boise-Eliot Community Garden, 318 N. Fremont
Portsmouth Middle School

Neighborhood Pocket Parks

There are a few community-managed pocket parks within the Interstate boundary including:

Humboldt Target Area park at Albina & Sumner
Mississippi Target Area park at Mississippi & Shaver (still an idea under development)

VII. COMMUNITY FACILITIES

A. Key Implementation Issues

Urban renewal funds should be used to build cornerstone projects that meet community needs and set high standards for development and design quality in the area. There should be a focus on rehabilitating (when feasible) underutilized cultural centers, clubs, schools, theaters, and other structures originally designed for community activities. Co-location of community services should be a goal. Facilities and infrastructure should be designed and operated to balance and integrate social, economic, and natural resource benefits. Special emphasis should be placed on developing facilities that meet the needs of the disabled and disenfranchised members of the community.

The Albina Community Plan notes that construction of new facilities, school buildings and libraries must keep pace with the increasing population. Working Group members recommend the development of additional cultural/art centers, small meeting facilities, senior centers, health care clinics and childcare facilities. Recreational opportunities for youth that offer activities during the day, evenings and weekends should be expanded. (The closure of the Lombard Boys & Girls Club created a gap.) There is an identified need for a multi-service senior center in North Portland that offers health, education, and transportation services.

Community facilities must have adequate capacity to meet the needs of the existing and future community including classrooms, information boards, and space for recreational and cultural activities. Residents would like to develop a multi-purpose community center in the area but feel that a needs-assessment, outlining the details of what size and type of facility would be appropriate, should be completed first. The Kennedy School, on 33rd near Killingsworth, offers a good model for development because it combines commercial use with community facilities and meeting space, serving a wide-array of community needs.

Many local residents would like to enhance and expand the physical space and services at the Interstate Firehouse Cultural Center (IFCC) on Interstate Ave. This historic building sits at a highly accessible location and is adjacent to Patton Park. It could be expanded to offer social, educational and recreational alternatives to youth and young adults. A language resource center, with translation facilities to serve the multiple languages spoken in the area, could be incorporated at this site.

Community facilities developed at light rail stations should be a priority because they will be accessible to both local and regional residents. Community facilities may help to leverage private investment, which produces tax increment revenues for the over-all urban renewal area. Locating new community facilities along commercial corridors will also help to minimize the impact of development on established residential neighborhoods.

The private, for-profit sector should be encouraged to develop facilities that enhance the quality of life for area residents. When PDC evaluates private proposals that include a public financing component, the selection criteria should include a provision encouraging the incorporation of facilities that meet public needs. For example, a major family housing

project at a transit node may ideally incorporate a childcare facility. A mixed-use project at a light rail station should include ground floor commercial uses that fill gaps in needed services in the area.

B. Goals & Strategies

Working Group members summed up the key implementation issues stated above into the following long-term and short-term strategies.

Long-term Strategies (2001 - 2021):

1. Maintain and enhance existing community facilities in the Interstate URA
 - a. Increase access to and use of existing facilities by improving physical and social design of structures
 - b. Increase the amount of usable space in existing facilities by expanding and rehabilitating buildings where possible
 - c. Convert under-used facilities to better serve the community
2. Create new facilities based on documented needs and demographics
 - a. Ensure the inclusion of under-served and disenfranchised groups in the planning of new facilities
 - b. Maximize the light rail investment by siting new facilities near the Interstate MAX line
 - c. Locate and/or integrate new facilities with new housing and job development
3. Coordinate the location and operation of existing and new facilities with projects and programs being implemented by the Housing, Economic Development and Transportation Working Groups, recognizing that community facilities add significantly to the overall livability of the area

Short-term Strategies (2001 - 2006):

1. Compile existing data, information and reports to document and assess gaps in community facilities in the following areas:
 - a. Childcare
 - b. Health/Social Service
 - c. Cultural/Recreational
2. Assess and maximize the current use of facilities in the area
3. Conduct a feasibility study to identify the needs for and elements of developing a new community center to serve the multi-cultural/ethnic population that live/work in the URA
4. Utilize and integrate information gained through the Interstate MAX Station Area Revitalization process to inform community facilities planning

C. Ideas for Projects & Programs

This section lists potential Community Facilities projects and programs that may be funded in whole or in part with urban renewal dollars. Projects are broken out in subcategories by 'project type' and, when possible, it is noted in parentheses where/with whom the idea

originated (see Appendix E for a Glossary of Abbreviations.) This list is a combination of specific projects at particular sites as well as general ideas for projects that need further definition. It will be critical to partner with other bureaus, agencies and organizations for project implementation and a list of potential partners can be found in Appendix D.

This list is a record of all of the ideas suggested to date, but is by no means exhaustive. It rather aims to document ideas for projects at the outset of the urban renewal project. New ideas for Community Facilities projects may be added at any time. Projects will ultimately be selected for funding after completing the Project/Program Proposal Sheet (see Appendix F) described later in this strategy.

The Community Facilities Subcommittee prioritized the following list of project and program ideas. Projects in bold font are those that the Working Group Subcommittee has deemed most important to focus on first (in years 1-5.)

Improve Existing Community Facilities

Support and strengthen home-based child care businesses through the development of grant/loan fund for capital improvement projects and equipment purchases (ACP, Mary Carroll)
Masonic Temple (property owned by PPSD) conversion – ideas for site include: neighborhood community center, housing, workforce training center (Carl Flipper, Humboldt, Kerry Hampton, Jane Olberding)
Enhance the Interstate Firehouse Cultural Center's (IFCC) identity and use/expand as a major community arts and cultural center (Carol Chism, ACP)
Increase ADA accessibility at Peninsula Park Community Center and swimming pool and other park facilities. (ACP-IURA, Piedmont NP)
University Park Recreation Center facility & Columbia Villa/Tamarack needs renovation/improvement in association with HOPE VI project (Ron Johnson)
Remove paving at Humboldt School and replace with landscaping (Humboldt NP)
Repair/upgrade Columbia Park pool
Improve connections to Columbia Villa/Tamarack (HOPE VI) facilities
Combine King/Humboldt neighborhood offices in one central building (Kerry Hampton)

Develop New Community Facilities

Partner with Multnomah County to replace the library branch that was closed in the Portsmouth neighborhood where there is currently a gap in service provision. The library could be a multi-use facility with meeting space and classrooms. Preference is for the county to be able to <i>own</i> rather than lease the site (ALL, Comm. Cruz's Office)
Reestablish the Albina Arts Center with public facilities for painting, sculpting, weaving, potting and other arts (ACP)
Develop a community center on the order of Gabriel Park or Mt. Scott (Chris Kruell)
Develop a Native American cultural/recreation/social service center – possible mixed use building with housing above near light rail (Julie Meltcalf-Kinney, ACP)
Relocate the Native American Rehabilitation Association (NARA) Health Clinic where Indian peoples are able to access needed care services. (Michael Sorensen, Multnomah Co. Health Dept.)

Develop a "Centro" - a community center for the Hispanic community in N/NE Portland - which includes economic development, work information, educational materials, Spanish language capability, housing information, access to social services, adequate room for community events (meetings, forums, community functions, etc..) and more near Killingsworth & Albina. A Centro is needed to create a sense of community and provide access to opportunities to the Hispanic community (Carolina Hess, Latino Network, Commissioner Cruz's office, Hispanic Roundtable, SAR)
Establishing a permanent museum to exhibit art and artifacts brought back to the USA by returned Peace Corps Volunteers and to highlight the stories of those volunteers. (Martin Kaplan – Committee for a Museum of the Peace Corps Experience-CMPCE)
Create a Museum of Portland Music on Russell Street, featuring live performances in a setting similar to Preservation Hall in New Orleans (ACP-IURA, Eliot NP)
Create a new facility on Russell Street to house an Albina Yard Interpretive Center and the Columbia Gorge Model Railway (ACP-IURA, Eliot NP)
Work with the community and the school district to consider the potential for redeveloping the Portland Public Schools Headquarter site (at N. Dixon) as a community-serving facility
Create an open-air market/plaza where products of the community can be sold (Humboldt NP)
Develop a portion of Kenton School park as a community center, possibly serving seniors and/or young children (Pam Arden)
Develop a center specifically for seniors in the area (John Sellers)

Community Facilities Additional Planning

Evaluate child care provision facilities in the area – quantify the need for additional facilities
Planning for IFCC expansion and renovation
Investigate the opportunity to develop recreational & cultural center for mix of activities, attractive to multi-generations. Collect and analyze the information already available on community needs and the specifics of developing such a center (ACP, King NP)
Planning for an Albina Art Center

D. Data Summary

There are many public and private community facilities, which serve a broad array of needs for area residents. The following information details some of these facilities, but is by no means a complete list of *all* facilities. This section of the strategy aims to present an existing-conditions report on what is present in the area as of 2001.

Multnomah County provides and maintains many of the community-based facilities and services that are located within the Interstate Corridor URA boundary. The Library Department, the Department of Aging and Disability Services and the Department of Health all manage and run programs within the area. In addition, the Portland Public School District plays a large role in providing community facilities services in the area.

Libraries

The newly renovated North Portland Library is the only library branch within the Interstate Corridor URA.

North Portland Branch Library, 512 N. Killingsworth

A Library Department Service Study reveals a gap in library services (based on the location of existing library branches) within the Interstate Corridor URA between the North Portland and St. John’s branches. A citizen-based group of residents is advocating for a new branch library to fill this gap. Multnomah County is working with those residents and other community members to find a location for a new branch within the urban renewal district.

Health Centers

Multnomah County runs a number of health service facilities within the urban renewal area including health centers (community and school-based), dental offices, field team offices and neighborhood access sites.

SEI Healthy Birth Initiative
North Portland Health Center
Common Bond Lead Screening (4616 N. Albina)

There are two school-based health centers and a number of neighborhood access sites within the urban renewal area.

Portsmouth Middle School
Jefferson High School
North Portland Nurse Practitioner Community Health Clinic
Bethel Neighborhood Drop-In Center
Self-Enhancement Inc.

There are a number of vocational rehabilitation centers and shelters in the area.

Portland Progress House
Project Network
Safe Haven Shelter, YWCA
Unity, Inc.

Family Resource/Senior Centers

The Aging and Disability Services Department provides a range of quality services that assist seniors and persons with disabilities to live as independently as possible and remain in their own communities. There is no Senior Center located in the urban renewal area; the closest is at the NE MultiCultural Center on Killingsworth & MLK. The Department does operate a Disability Services Office in the area.

North Disability Services Office , 4925 N. Albina

Family Resource Centers are designed to develop a single entry access to human services and opportunities within a given community. These centers work to integrate, coordinate and promote through collaboration the development of services to fulfill family needs.

Jefferson Family Resource Center
North Portland Community & Youth Center
Columbia Villa/Tamarack Family Resource Center
Northeast Youth and Family Service
North Portland Community & Family Services

Two Caring Communities integrate services and organize around pressing issues within the urban renewal area and the broader community.

Caring Community of North Portland
Jefferson Caring Community

Childcare Facilities/Youth Program Centers

A number of public and private childcare centers are located in the area.

Peninsula Children’s Center
Albina Headstart
Early Headstart Family Center of Portland
Janus Youth Program Portsmouth
Volunteers of America – Common Bond
Salvation Army Child Development Center
Columbia Villa/Tamarack Resident Association Child Development Center
North Portland Community & Family Services
Churches with day care programs

Public Schools

There are eight elementary, two middle and one high school located within the Interstate Corridor URA.

Clarendon Elementary School
Ball Elementary School
Peninsula Elementary School
Kenton Elementary School
Humboldt Elementary School
Beech Elementary School
Boise-Eliot Elementary School
Portsmouth Middle School
Ockley Green Middle School
Jefferson High School

In addition there are a number of private and alternative schools in the area.

Cultural/Recreational Centers

There are a number of additional centers that provide educational and recreational opportunities to area residents.

Peninsula Community Center
University Park Community Center
Columbia Park Pool
Interstate Firehouse Cultural Center
Salvation Army
PCC-Cascade

Emergency Food Box Sites

There are a number of sites that distribute emergency food boxes to people in need in the area.

Good Samaritan Center of North Portland
Saint Vincent DePaul Blessed Frederic
Carpenters Food Bank
Saint Vincent DePaul Holy Redeemer
New Hope Missionary Baptist
Saint Vincent DePaul Immaculate Heart

VIII. HISTORIC PRESERVATION & URBAN DESIGN

A. Key Implementation Issues

The Albina Community has a rich and long history that is expressed in the built and social environment. It is important to know and celebrate the histories of the people and structures in the community. An “historic or cultural resource” is a significant property that, by appearance and/or association with persons or events, provides the community with a sense of the past and place, and a strong sense of community. These properties have enduring value for their historical associations and/or appearance, and have strong associative attachment within the community.

North/Northeast Portland is a group of urban neighborhoods that include the traditional home of the African American community. The neighborhoods in the Interstate URA contain diverse resources that represent the community’s development over time; there are significant concentrations, linkages, and a continuity of buildings and sites that are united historically. Historic and cultural significance can be found throughout Portland in buildings, sites, structures and areas that:

- are associated with the lives of persons significant in the settlement, growth, and change of the community,
- are associated with events that have made a significant contribution to the broad patterns of history, or that represent patterns of everyday living that were distinctive to the community prior to 1975,
- embody the distinctive characteristics of a type, period or method of construction, or that represent a distinguishable and significant physical entity.

With this in mind, all of the identified historic properties in the City’s *Historic Resources Inventory*, as well as properties associated with African Americans noted in the 1998 Bosco-Milligan Foundation’s *Cornerstones of Community* document, should be mapped. Effort should be made to add to these inventories and to continue to collect the stories of long-time residents.

City programs that are already in place, such as the Storefront Improvement Program and the Housing Rehabilitation Program, should favor applications for historic buildings. These programs should be available to properties that are owned by non-profits or are public buildings; private property owners should also be able to access these programs. Technical assistance needs to be provided to aid the owners of historic properties to do mini-assessments of building condition and appropriate preservation-rehabilitation work. Historic buildings that are particularly significant need to be targeted for assistance early on so that the urban renewal area has some high-quality examples to set the pace for preservation work and to serve as examples to other property owners. Public investment in good design could inspire positive response from the private sector, thus increasing tax increment funds for the overall urban renewal project.

Historic preservation is about more than just preserving buildings themselves. It includes preservation of such items as signs, objects, scenic views, trees, parks, and public

art/sculpture. Effort needs to be made to enhance and preserve these features, especially in the cases of vacant or threatened historic buildings.

What we build in the future must fit with different cultures present in the area. The community needs to have the opportunity to influence the design of new projects and buildings through the thoughtful integration of community ideas and goals. Development needs to incorporate principles of sustainability by promoting and encouraging resource and energy efficient design in accordance with the City's Green Buildings policy and standards. Specific principles to guide the design process should include: high quality built environment (especially with regard to publicly sponsored projects), sustainability, and universal access.

Urban design principles need to stem from the *Community Design Guidelines* or other design guidelines specific to particular areas, and incorporate goals unique to the Interstate Corridor. Where applicable, design review must allow for oversight of proposed projects by the IURA Advisory Committee, neighborhood associations, the Portland Planning Bureau and other interested parties. There needs to be a mechanism for enforcement of building permits and construction according to approved plans.

Multiple neighborhood plans suggest the development of design themes unique to Albina residential, commercial, and employment districts that reinforce their positive characteristics. Design of light rail station areas will aim to highlight urban design elements and incorporate art components that relate to the peoples and histories of the surrounding neighborhoods. Light rail station artwork and information kiosks will be tied to the historic identity of the area and reflect the art and culture present there. Tri-Met and other public agencies must be involved and coordinated with urban design planning for the area.

B. Goals & Strategies

Working Group members summed up the key implementation issues stated above into the following long-term and short-term strategies.

Long-term Strategies (2001 - 2021):

1. Develop meaningful economic incentives for the renovation and continued use of existing historic buildings
2. Establish additional Historic and /or Conservation Districts, as appropriate
3. Develop design guidelines for districts/areas of the Interstate URA, as appropriate
4. Continue to recognize the importance of historic buildings and high-quality design of new developments in meeting the Housing and Economic Development goals in the URA

Short-term Strategies (2001 - 2006):

1. Undertake high-quality demonstration projects in areas of high visibility
2. Demonstrate the positive impact of URA funds through concentration of project funding, where appropriate

3. Incorporate the preservation of existing buildings into criteria for URA development projects
4. Limit eligibility for historic preservation funds to properties that have been designated a Historic or Conservation Landmark, are included in the City's 1984 and 1993 updated Historic Inventories, or are included in the Bosco-Milligan Foundation's 1998 *Cornerstones of Community African American Buildings History* document
5. Establish design review for URA-funded projects, to assure that new development is of high-quality and compatible with the scale and development patterns of the community
6. Use the Secretary of the Interior's Standards for the review and approval of projects related to historic properties, in the absence of specific district design review standards

C. Ideas for Projects & Programs

This section lists potential Historic Preservation & Urban Design projects and programs that may be funded in whole or in part with urban renewal dollars. Projects are broken out in subcategories by 'project type' and, when possible, it is noted in parenthesis where/with whom the idea originated (see Appendix E for a Glossary of Abbreviations.) This list is a combination of specific projects at particular sites as well as general ideas for projects that need further definition. It will be critical to partner with other bureaus, agencies and organizations for project implementation and a list of potential partners can be found in Appendix D.

This list is a record of all of the ideas suggested to date, but is by no means exhaustive. It rather aims to document ideas for projects at the outset of the urban renewal project. New ideas for Community Facilities projects may be added at any time. Projects will ultimately be selected for funding after completing the Project/Program Proposal Sheet (see Appendix F) described later in this document.

The Historic Preservation & Urban Design Subcommittee prioritized the following list of project and program ideas. Projects in bold font are those that the Working Group Subcommittee has deemed most important to focus on first (in years 1-5.)

Historic/Design/Cultural Heritage Enhancement Projects

Provide funding for the difference between the two-lantern streetlights, versus the cobra-head lights in a highly visible block or area, for better urban design. Ideas for locations include: Russell Street between King and Interstate; Mississippi Historic District; Vancouver/Williams Corridor (WG subcommittee, ACP-IURA, Boise NP, Eliot NP)
Establish technical assistance and public information programs to encourage the preservation through the rehabilitation of historic and potentially historic buildings. (WG subcommittee, ACP)
Secure a waiver of the \$2,000 application fee for local Historic Landmark designations, for applications within the Interstate URA (WG subcommittee)
Develop district and neighborhood gateways that mark the entrances to the ACP area and between sub-districts such as Bridgeton, Boise, Eliot, Humboldt, Kenton, and King. Include

flags, drinking fountains, kiosks, ornamental lighting in the design of gateways (ACP, Bridgeton NP, Eliot NP, Humboldt NP, Kenton NP, King NP)
Gateway into Mississippi neighborhood on ODOT land at Mississippi & Monroe (PSU Workshop student project, MTA)
Create walking tour brochures of historic districts in Albina to be distributed at key locations (ACP, multiple NPs)
Preserve historic features such as horse rings, stamping and street names found on sidewalks and other places throughout area (Arbor Lodge NP, Kenton NP)
Install a plaque in Unthank Park explaining its name and history (Boise NP)
Place signs on major freeways and arterials that indicate the presence of historic districts and other points of interest in Albina (ACP)

Historic Preservation Projects

Provide funding for the removal of substitute siding (aluminum, vinyl, asbestos, etc.) from historic and potentially historic properties in the URA. (WG subcommittee)
Provide funding for a Paint Program, for historic and potentially historic residential, commercial and institutional properties, targeted to an area of the district for maximum visibility. (WG subcommittee, J. Southgate, J. Reese)
Identify special or historic structures throughout the neighborhoods and seek ways to retain/protect them – and add them to City’s Historic Resources Inventory (ACP-IURA, Boise NP, Bridgeton NP, Humboldt NP, King NP, Piedmont NP)
Designate Columbian Pioneer Cemetery as a historic landmark and seek National Landmark status (ACP)
Designate Mock’s Crest area for local historic protection (ACP)
Preserve historic buildings along Russell Street as a mixed-use area (ACP-IURA)
Acquire and preserve Palmer House at Mississippi & Skidmore for the purpose of providing housing and community services (Shafia Monroe, Virginia Sumner)

Historic Data Collection

Provide up to \$2,000 to assist the Bureau of Planning in GIS mapping of properties on the City’s Historic Inventories (early 1980s and 1993 update) that are in the Interstate URA. (The Planning Bureau is already pursuing the updating of its databases. The Bosco-Milligan Foundation is already pursuing a database and GIS mapping of properties with African American significance.)
Develop and distribute a listing of and information about contractors, craftspersons and trades-persons located in North/Northeast, including MBEs, DBEs, and WBEs, for historic preservation projects and new construction. (WG subcommittee)
Masonic Temple historic preservation feasibility study (Carl Flipper, Humboldt, Kerry Hampton)
Planning for Lower Albina Historic District (SAR Project Report 2)
There are hundreds of serviceable “good old buildings” that are threatened by demolition or inappropriate modification, not on any official inventory, and even the official program is voluntary. Use GIS mapping to get the word out to property owners. Need to identify buildings before inappropriate change starts to occur. (Cathy Galbraith, Eliot NP)
Inventory and make available information about significant historic sites remaining from the City of Vanport (ACP)

Asset mapping of historic assets with Caring Communities/PSU IMS/Capstone

Grant/Loan Program Development

Provide technical assistance to owners of historic and potentially historic properties (residential and commercial), to prepare applications for the Storefront Improvement Program. Technical assistance will include an assessment of alterations over time, appropriate restoration or rehabilitation work, and design work. (WG subcommittee)

Redevelop the ‘Urban Conservation Fund (UCF) Program’ – which used to be a program in UR districts where PDC would make 3% loan for restoration of historic façade of exterior of building and opportunity for “2nd position loan.” Typical loans were in \$100,000 range and were packaged with other tax credits. (John Southgate)

‘Favorable Term Loans’ for historic renovations where monthly debt service is reduced to help out property owners or small developers (John Southgate)

Seismic retrofit loan program, especially for historic properties – replicate PDC pilot program in NW (Ross Plambeck)

ADA improvement program (WG subcommittee)

Grants to repair historic houses, based on income guidelines

Architectural design assistance for disadvantaged businesses

Urban Design Guideline Development

Implement the requirement for design review, to include community input, for all new URA funded development projects, to assure compatibility of scale, design details and materials for infill projects. (WG subcommittee)

Improve the quality of new development by requiring design review in prominent locations (ACP-IURA)

Develop standards (quantitative), guidelines to ensure compatibility of new infill projects with the character of nearby existing development (ACP, Eliot NP)

Encourage new development to reflect the Albina community’s African American heritage (ACP)

Consider enhancements to the Community Design Standards that govern building height step-downs to improve transitions between different building heights and types (ACP)

Update design standards specifically for Interstate URA

Develop and apply the “a” alternative design density overlay to provide opportunities for increased density and design compatibility (ACP)

Ensure new residential, commercial and industrial construction is compatible with existing character in the Boise, Kenton, Piedmont and Bridgeton Neighborhoods (ACP-IURA)

Develop ornamental street lighting standards (ACP-IURA, multiple NPs)

Require public art as a condition of approval of land use action (Humboldt NP)

D. Data Summary

In 1980, the Bureau of Planning began a citywide inventory of its historic resources. A historian and an architectural historian selected a preliminary list of properties to be included in the inventory; they then shared that list of properties with neighborhood committees. Each committee added or removed properties that were either representative of their neighborhood or significant to their neighborhood’s history. After a final list of properties had been selected, project staff and neighborhood committees ranked each property based on criteria

for local landmark designation and listing in the National Register of Historic Places. cursory research for each property (such as its original owner) was also conducted. Completed in 1984, the inventory totaled 5,158 properties, 1,577 of which are in North and Northeast Portland.

As part of the Albina Community Plan project, an effort to update the inventory began in 1991. A committee of members with historic preservation expertise reviewed all properties on the inventory, on a neighborhood by neighborhood basis. Residents participated in the review process. Properties were consistently evaluated and properties were added to the inventories in neighborhoods that had been under-surveyed earlier. The update added a number of properties to the inventory and designated seven local Conservation Districts, five of which are either entirely or partially located within the Interstate Corridor Urban Renewal Area.

All properties within a Conservation District are subject to local historic design review; some properties within the district are subject to a 120-day demolition delay. The five Conservation Districts located either entirely or partially within the Interstate Corridor URA are:

Kenton Conservation District
Russell St. Conservation District
Eliot Conservation District (partially within)
Mississippi Ave. Conservation District
Piedmont Conservation District (partially within)

Historic Designations

In addition to being included in the inventory, the owner of a property may apply for individual designation at the local or federal level. A property may also be included within a local or federal historic district. These designations are described below:

LOCAL LEVEL (administered by the City of Portland Bureau of Planning)	
Historic Landmark	An individual structure, site, tree, landscape, or other object of historic, architectural, cultural, or archaeological significance. These landmarks are thoroughly documented.
Conservation Landmark	An individual structure, site, tree, landscape, or other object of historic, architectural, cultural, or archaeological significant at the local or neighborhood level.
Historic District	A collection of resources sharing historic, architectural, cultural, or archaeological significance. Each property within the district is thoroughly documented.
Conservation District	A collection of resources sharing historic, architectural, cultural or archaeological significance at the local or neighborhood level. These districts do not need to be as well documented as Historic Districts.
FEDERAL LEVEL (administered by the State Historic Preservation Office)	

National Register of Historic Places	The nation’s official list of districts, sites, buildings, structures, and objects significant in American history, archaeology, architecture, and culture.
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A property may be designated at one or more of the levels described above. For example, a property may be listed in the inventory, designated a local Historic Landmark, and listed in the National Register.

Within the Interstate Corridor Urban Renewal Area, there are 1,577 historic properties that are listed in the Citywide Historic Resources Inventory. In addition, there are three local Conservation Landmarks, twenty-three local Historic Landmarks, and twelve properties individually listed in the National Register of Historic Places, as displayed in Appendix C.

In addition, the Bosco-Milligan Foundation’s *Cornerstones of Community* 1998 publication details a number of properties significant for their associations with African-Americans. These properties will be accessible in a database and mapped in 2001.

Historic Design Review

Individually listed properties, such as Historic Landmarks or properties within Conservation Districts, are subject to historic design review to ensure that new development and alterations to existing structures contribute to the integrity of the property or district. Historic design review provides an opportunity for public evaluation of new construction and exterior changes to historic buildings and sites. The review process evaluates a project’s architectural composition, compatibility, and design quality for new construction and exterior changes. Building materials, landscaping, and location of parking are specific elements considered during design review.

The approval criteria used to evaluate a project during historic design review vary according to the designation status of the building or site. All landmarks are subject to a modified version of the U.S. Secretary of the Interior’s *Standards for the Rehabilitation of Historic Properties*.

Design Review – Two-Track System

Properties within Conservation Districts or in areas that have a design overlay (‘d’ in the zoning code – see map in Appendix B) and which are not individually designated as landmarks are generally subject to a “Two-Track System” of design review. The “Two-Track System” allows an applicant to choose between two sets of approval criteria – the Community Design Standards (“Plan Check” option) or the *Community Design Guidelines* (“Land Use Review” option).

“Plan Check” Option	Requires that the applicant comply with the Community Design Standards in Chapter 33.218 of Portland’s Zoning Code. The Standards are non-discretionary, that is, they don’t require qualitative judgement, and they are quantifiable. This option is intended to provide applicants with an optional non-discretionary track. (Not all projects are eligible to use this option.)
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“Land Use Review” Option	Requires the applicant to prove compliance with the <i>Community Design Guidelines</i> , and review of the project takes place through a discretionary Land Use Review. This option is intended for applicants who either cannot meet the Community Design Standards of Zoning Code section 33.218, or desire more flexibility.
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The “Plan Check” Option provides more certainty for the applicant and is a faster process. Compliance with the Community Design Standards is determined as part of the building permit process. The “Land Use Review” Option allows more flexibility, while ensuring compatibility. Because the “Land Use Review” Option is discretionary and requires a judgement by the staff and/or the Design or Landmarks Commission, the process offers less certainty for the applicant. The process also takes longer; even when no hearing takes place, the process can take 2-3 months.

IX. EARLY YEARS IMPLEMENTATION RECOMMENDATIONS

There will be limited tax increment dollars available for urban renewal projects in the first five years because of the bonding commitment to fund the local portion of the Interstate light rail line and because tax increment funds build slowly over time as assessed values rise year by year. Tax increment funds for Community Livability projects will be especially limited in the first two years, due to the Advisory Committee decision to put more funding to projects that focus on anti-displacement efforts in the Housing and Economic Development categories. (The Interstate Advisory Committee made this decision in their deliberations in spring 2000.)

Because of these realities, the Community Livability Working Group emphasized the need to be very strategic in the spending of urban renewal dollars in the first five years. They concluded that first-year projects should mitigate the negative effects of light rail construction along Interstate Ave. Construction of the light rail line will take a minimum of three years and there will be significant impacts along Interstate Ave. from the Rose Quarter to the Expo Center. Streets and sidewalks will be torn up, traffic diverted and the overall streetscape seriously impacted. Projects that make small, sustainable improvements to parks, open spaces and facilities along Interstate Ave. should be funded first to mitigate the “torn up” look and feel of the street. Projects that improve the pedestrian environment and increase greenery (trees, shrubs, flowers, grass, etc.) throughout the entire district should be given priority because they significantly increase the attractiveness and livability of the area.

Working Group members emphasized the importance of focusing on projects that create partnerships with public and private agencies to leverage additional dollars, especially dollars needed for operation or staffing costs (those that urban renewal cannot fund.) Though most Community Livability projects will not be direct “income generators,” it is important to analyze projects to determine whether they might be catalysts for other projects that *will* increase overall tax increment and encourage private sector development.

Community Livability projects should fit with the goals and targets established by the other three Working Groups. If, for instance, the Housing Working Group designates a portion of their tax increment funds to develop a new affordable housing project in which the developer also proposes to preserve a historic building or construct a childcare facility, this should be a ‘priority’ Community Livability project. In this way, one project may meet multiple goals of various Working Groups.

In summary, projects in the early years should be ones that:

- Mitigate the negative impacts of light rail construction along Interstate Ave.
- Improve the pedestrian environment & increase greenery in the Corridor
- Leverage additional private and public dollars
- Build tax increment in the early years
- Relate to (and integrate with) the goals and focus of the other three Working Groups (housing, economic development and transportation)
- Provide technical support, planning and research to better implement project goals in the later years (2006 – 2020)

X. SELECTION PROCESS FOR PROJECTS AND PROGRAMS

The list of projects and programs within this strategy represent a broad array of ideas presented to Working Group members and staff since the inception of the urban renewal project. These lists have come from a variety of sources including members of the Community Livability Working Group, the Albina Community Plan, the Albina Community Plan Framework for an Interstate Urban Renewal Area, individual Albina Community Neighborhood Plans, and projects that have been suggested by community members at urban renewal meetings since summer, 1999.

Subcommittees worked to prioritize project lists based on the information and understanding gained over 9 months of meetings and discussions. Priority projects are those that subcommittee members thought best meet the goals and principles called forth in the Interstate Corridor Urban Renewal Plan and this Community Livability Strategy. However, the list of projects within this strategy is not exhaustive, and it is expected that ideas for projects and programs will be continuously updated and expanded, based on changing community needs and visions.

The Working Group identified the importance of developing a tool to use to consider proposals for Community Livability urban renewal projects and programs as they are brought to Working Group members, PDC staff and the Advisory Committee over time. The Working Group developed a 'Project/Program Proposal Worksheet' (see Appendix F), which is essentially an application form that project proponents will prepare to provide standardized information on project ideas. The Project/Program Proposal Worksheet is intended to direct proponents to put forward those projects that meet established goals set forth in the Interstate Urban Renewal Plan and this strategy. This form is expected to be completed by individual community members, neighborhood associations, partner organizations, city bureau staff, as well as PDC staff. Proposed projects will be evaluated for funding using the information detailed in this application. PDC will accept new project ideas at any time, and intends to formally solicit project proposals at least twice a year.

This form and the associated goals and principles to which it refers will be made widely available. The Community Livability Working Group, Interstate Advisory Committee and neighborhood associations will help spread the word as the annual Interstate Urban Renewal budget process nears and projects are considered for funding. If overall goals and priorities of the Interstate Corridor Urban Renewal Project change over time, this proposal sheet will be updated accordingly.

The role of the Community Livability Working Group will transform from overall strategy development (carried out from 10/2000 – 7/2001) to soliciting new ideas for projects, reviewing completed proposal sheets and making recommendations for projects to fund. Working Group and Advisory Committee members will make recommendations to PDC staff to move forward on project implementation. In addition, there may be 'ad-hoc' groups of community members and agency staff convened to further consider and define proposed projects. PDC will have the final say in project selection and implementation, but will

always base its actions on the direction provided by the community as expressed in the strategy and the urban renewal plan itself.

It has been proposed that Working Groups continue to meet on a quarterly basis after the Community Livability Strategy is adopted. The Interstate Advisory Committee is also scheduled to meet quarterly, but Working Group meetings will be scheduled in opposite months so as not to coincide with Advisory Committee meetings. A possible schedule for future Working Group meetings is:

September	Project updates, solicit Project/Program Proposal Sheet, review strategy
December	Project updates, review & recommend projects to fund
March	Project updates, solicit Project/Program Proposal Sheet, review strategy
June	Project updates, review & recommend projects to fund

** Note that schedule could change after first year of project implementation*

In summary, PDC will be authorized to fund projects and programs that meet the following criteria:

1. They are legally eligible to be funded by urban renewal, that is they focus on capital and infrastructure improvements, as opposed to operational or programmatic funding.
2. A Project/Program Proposal Worksheet has been submitted in time for the bi-annual Working Group review and recommendation meeting. (Note that proponents need not submit an updated worksheet every time PDC solicits new project ideas.)
3. PDC determines that they fit with the appropriate sub-topic's short-term or long-term goals and/or are designated as a priority project as listed in this strategy.
4. The Working Group members have reviewed and recommended the project or program for implementation by PDC.

PDC will aim to implement projects or programs in order of the Working Group's recommendations, however there may be instances where this is not possible due to technical considerations, equitable geographic distribution, available funding or leveraging potential.

XI. EVALUATION AND MONITORING

Evaluation of how implementation of Community Livability projects and programs are meeting established overall project goals is absolutely critical. An annual report written by PDC staff will detail how the year's activities are meeting established overall urban renewal project goals, including progress on implementing the selected projects and programs. This report will demonstrate how the selected projects and programs advance the guiding principles of the Interstate Corridor Urban Renewal Plan. It will detail the projects and programs selected for funding and progress that has been made to date.

Part of this evaluation will monitor the geographic distribution of urban renewal projects that have been selected for funding. One of the guiding principles in the Interstate Corridor Urban Renewal Plan focuses on the distribution of resources throughout the area and states that it is "...essential that there be a fair distribution of urban renewal resources throughout the entire urban renewal area, so that all areas benefit from urban renewal." Areas that have not received funds will be placed higher on the list for future allocation of urban renewal funds. Efforts will be made to ensure that projects are being implemented in the areas and communities that are most in need.

Where relevant, issues of gentrification and displacement will be addressed in the evaluation and monitoring process. How projects are contributing to or affecting the forces of gentrification and/or displacement in the area will be analyzed using the most current data available.

Specific data will be collected from appropriate bureaus and agencies to be used to determine the effects of urban renewal projects. Parks and community facilities usage data will be collected from Portland Parks and Recreation Department and Multnomah County to be analyzed to understand any significant changes. If programs are developed around Historic Preservation or Urban Design issues, data will be compiled on the number of applications received and grants/loans issued for particular programs.

It is possible that a community-wide survey will be developed to ask residents for input on Community Livability issues and projects on an annual basis. Community members would be asked how the projects implemented to date have affected their lives and neighborhoods – both positively and negatively. Neighbors and residents near to any major catalyst projects may be interviewed for more in-depth information.

Every fifth year, the strategy will be analyzed for updates and amendments based on market and social changes that have taken place. Priority project goals, principles and project lists will be updated in this review as well.

XII. ROLE OF PUBLIC SECTOR AND OTHER PARTNERS

PDC staff will manage the overall urban renewal project, including general outreach, coordination, and communication with stakeholders, residents, agencies and partners. PDC's on-going role in the project is to facilitate relationships, leverage knowledge and secure dollars from other agencies to enhance urban renewal goals. Staff's work will involve taking the recommendations made by the public involved in the strategy development process and written into the strategy, and implementing them. PDC will make final decisions on which projects receive urban renewal dollars.

From October 2000 to July 2001, the Community Livability Working Group met monthly to discuss relevant issues and develop this implementation strategy. In these meetings, many ideas were generated, topics discussed and issues debated. The goal was to listen to community members' ideas about needs to be addressed and improvements to be made in the area using urban renewal dollars. Another goal was to further educate and inform community members as to the issues at play with other key city agencies and bureaus related to the Community Livability topics. Through this process, Working Group members established relationships with many city agencies and organizations related to Community Livability issues. The relationships established and issues identified during this process will aid in future implementation efforts.

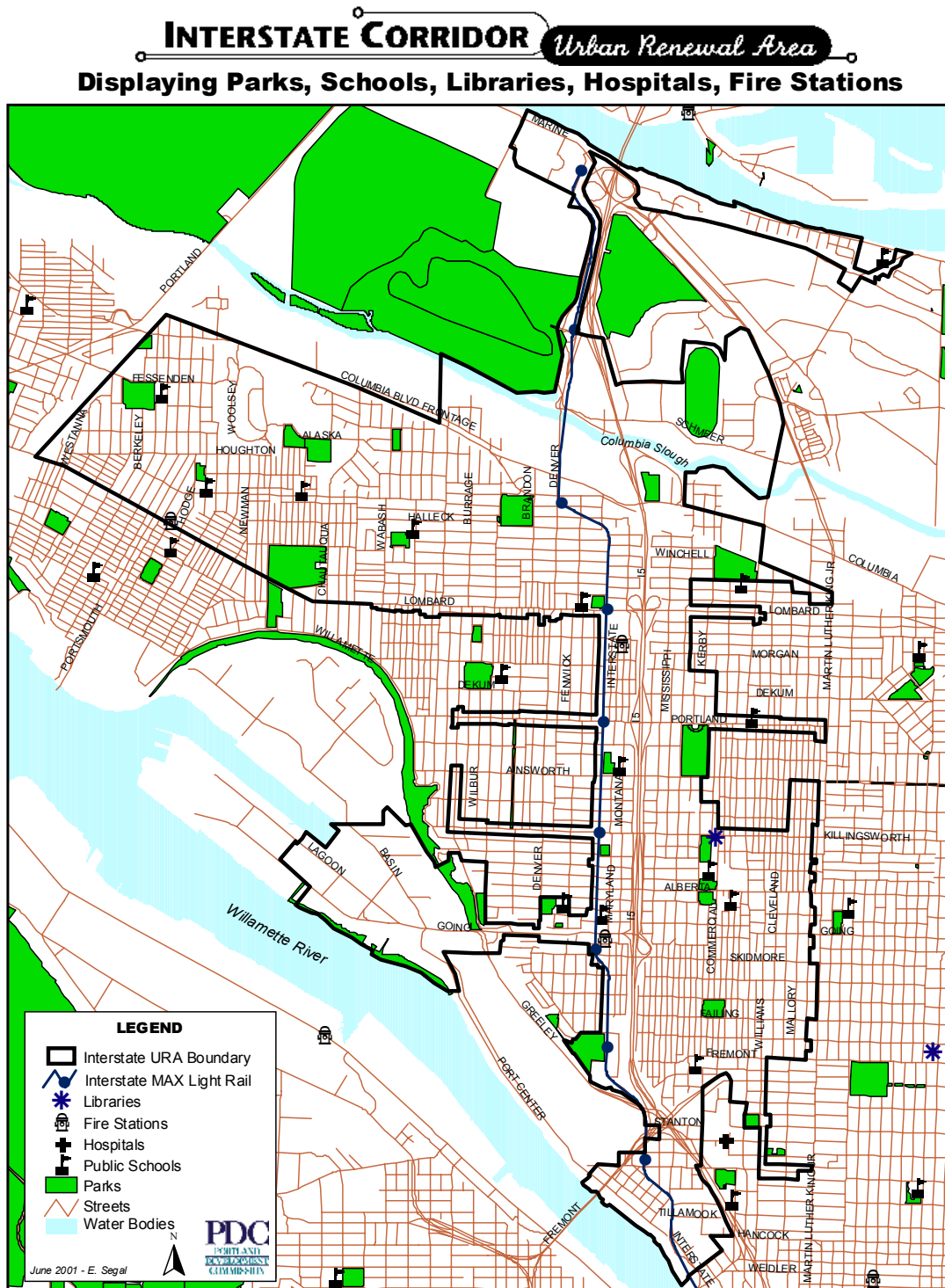
Relationships have been established with the Portland Parks & Recreation Department to coordinate around Parks/Open Space issues. The Parks Planning Department (Kathleen Wadden) and the Community Garden Program (Leslie Pohl Kosbau) have given presentations at Working Group meetings. The Bureau of Environmental Services (Susan Barthel and Roberta Jortner) has also been involved in meetings and has given information on how urban renewal projects can increase access to wildlife areas and heighten awareness around sustainability issues. Relationships with the Columbia Slough Watershed Council and Friends of Trees have also been established.

Multnomah County has been very involved with the Working Group around Community Facilities issues. Staff people from the County's Library Department, Department of Aging and Disability Services, and Department of Health gave detailed information on the state of County services and how partnerships with urban renewal could work to address pressing needs in the area. Serena Cruz, Mary Carroll, Beckie Lee, and Steve Pearson have all been actively connected with the Community Livability Working Group planning process. In addition, the group has connected with Kerry Hampton, Property Manager for the Portland Public School District, around school facilities issues.

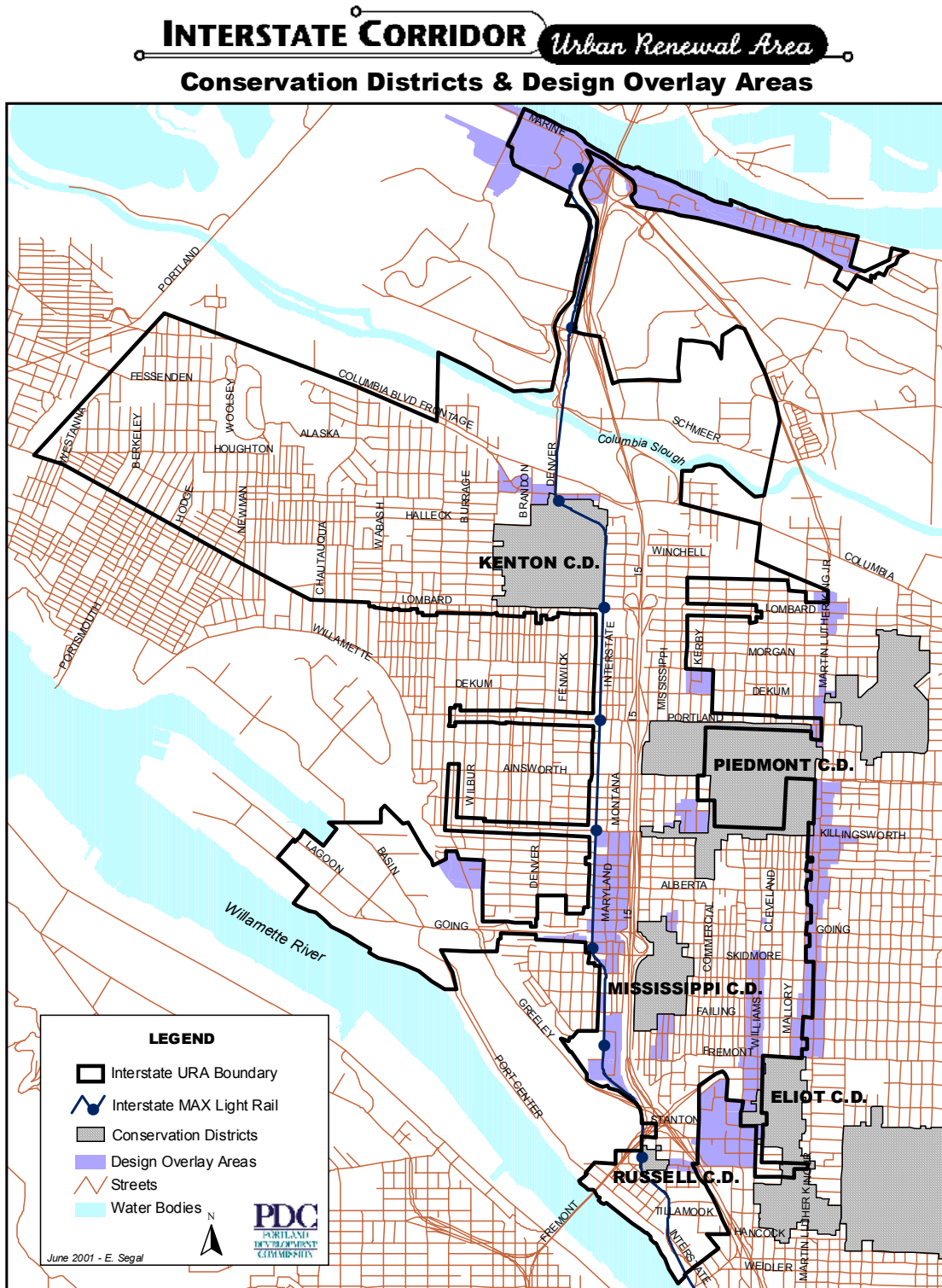
Around the issues of Historic Preservation/Urban Design, relationships have been established with the Portland Bureau of Planning (Cielo Lutino and Julia Gisler), the Office of Planning and Development Review and the Bosco-Milligan Foundation (Cathy Galbraith). Ongoing communication and relationships are expected to continue with the State Office of Historic Preservation, the Landmarks Commission and the Portland Design Commission.

XIII. APPENDICES

A. Map of Community Assets



B. Map of Conservation Districts & Design Overlay Areas



C. List of Designated Landmarks within the Interstate Corridor URA

Property Address	Historic Name	Conservation Landmark	Historic Landmark	National Register Property
N Ainsworth St & Albina Ave	Peninsula Park Bandstand		x	
4107 N Albina Ave	Jeppesen, Peter, House		x	
4543-4545 N Albina Ave	Albina Saloon		x	
7835 N Brandon Ave	Kenwood Land Company House	x		
8105 N Brandon Ave	Kenton Firehouse		x	
7807 N Denver Ave	Paterson, Thomas & Alla, House		x	x
8202-8208 N Denver Ave	Dupey Block		x	
1416 N Failing St	N/A	x		
5115 NE Garfield Ave	Tunturi, Fred, House		x	x
5125 NE Garfield Ave	Bramhall, Jennie, House		x	x
3832 N Interstate Ave	Polish Library		x	
3910 N Interstate Ave	St. Stanislaus Polish Church		x	
5340 N Interstate Ave	Interstate Firehouse # 24		x	
211 NE Jessup St	Greene, Thomas E., House	x		
2410 N Lombard St	Lombard Branch Library		x	
1441 N McClellan St	Cole, David, Residence		x	x
2017 N McClellan St	Kenton Hotel		x	x
4314 N Mississippi Ave	Palmer, John, House		x	x
3425 N Montana Ave	Town Hall		x	
801-813 N Russell St	Davis Block		x	x
816-820 N Russell St	Frederick Torgler Building		x	x
836-838 N Russell St	Hryszko Brothers Saloon		x	x
921 N Russell St	Smithson Block		x	x
943 N Russell St	McKay Brothers Block		x	x
2910 N Williams Ave	Immaculate Heart Church		x	
5310 N Williams Ave	Emerson Apartments		x	x

D. List of Potential Partners/Funding Sources for Projects & Programs

Parks & Open Space

Portland Parks & Recreation <ul style="list-style-type: none"> • System Development Charges (SDC) – fee charged to developers for residential developments • General Obligation Bond Initiative (GOBI) – will require a vote, between \$5-8 million • City’s General Fund
Bureau of Environmental Services
METRO <ul style="list-style-type: none"> • Acquisition dollars for land • Green spaces grant program • Local share dollars
Portland Public School District
Tri-Met
40-Mile Loop Foundation
North Portland Enhancement Grant Program

Community Facilities

Multnomah County <ul style="list-style-type: none"> • Library Department • Health Department
Portland Public School District
Housing Authority of Portland
Public and private childcare providers
Regional Arts & Culture Council
Portland Parks & Recreation <ul style="list-style-type: none"> • Facilities
Portland Community College
Portland Police & Fire Bureaus

Historic Preservation & Urban Design

State Office of Historic Preservation
Bureau of Planning <ul style="list-style-type: none"> • Historic Preservation Program • Urban Design

E. Glossary of Abbreviations

ALL	Advocates for a Lombard Library
ACP-NP	Albina Community Neighborhood Plan
ACP	Albina Community Plan
ACP-IURA	Albina Community Plan Framework for an Interstate Urban Renewal Area
BES	Bureau of Environmental Services
BOP	Bureau of Planning
ICURA	Interstate Corridor Urban Renewal Area
ICURAC	Interstate Corridor Urban Renewal Advisory Committee
SAR	Interstate MAX Station Area Revitalization Strategy
NP	“neighborhood plan”
OPDR	Office of Planning and Development Review
PDOT	Portland Department of Transportation
PPR	Portland Parks & Recreation Department
PPSD	Portland Public School District
TIF	Tax-increment financing
PDC	The Portland Development Commission
URA	Urban renewal area

F. Project/Program Proposal Worksheet

INTERSTATE CORRIDOR *Urban Renewal Area*

**COMMUNITY LIVABILITY
PROJECT/PROGRAM PROPOSAL WORKSHEET**



Worksheets will be considered for funding two times a year.

Deadlines for submission:

November 1st for December review

April 1st for June review

This form may be completed by hand or electronically. An on-line version may be obtained from the contact below. The form may also be accessed from the Interstate Corridor URA project website at www.portlanddev.org/interstate

Please direct questions and completed worksheets to:

Estee Segal, Project Specialist
Portland Development Commission
1900 SW 4th Ave., Suite 7000
Portland, OR 97201
(503) 823-3317; (503) 425-1170 (fax)
segale@portlanddev.org



I. WORKSHEET DESCRIPTION

The Interstate Corridor Community Livability Working Group developed this **Project/Program Proposal Worksheet** as part of the Interstate Corridor Urban Renewal Area - Community Livability Implementation Strategy. This is an application that project proponents may complete to be considered to receive urban renewal funds. It is intended to direct proponents to put forward those projects that meet established goals set forth in the Albina Community Plan, the Interstate Corridor Urban Renewal Plan and the Interstate Corridor Community Livability Implementation Strategy.

Who Can Apply:

Individual community members, neighborhood associations, partner organizations, as well as city bureau staff may apply for urban renewal funds by completing this form. PDC intends to solicit and publicly review project proposals twice a year, in December and June.

Decision Making Process:

Using information gathered from this form, the Advisory Committee and members of the public will make recommendations to PDC staff on projects to implement. PDC will have the final say in project selection and implementation, but will always base its actions on the direction provided by the community as expressed in the strategy and the urban renewal plan itself.

This worksheet makes reference to specific plans, documents and boundaries related to the Interstate Corridor Urban Renewal Area. Goals and principles within these documents will be used in reviewing and evaluating these worksheets. Thus, projects that clearly demonstrate that they support these goals, principals and plans will be favored. Most of the documents can be found on the Interstate Corridor project website at <http://www.portlanddev.org/interstate> or by calling the contact person listed on the front of this document. Technical assistance in completing this form is also available by contacting PDC.

II. ELIGIBILITY CHECKLIST

It is important to note that there are both policy and legal limitations on how urban renewal dollars can be allocated. To ensure initial eligibility of your project idea, please work through the checklist below.

- Is the project located within the Interstate Corridor Urban Renewal Area boundary?
- Does the project focus on infrastructure or bricks & mortar improvements, or the planning associated with implementing such improvements? (*Urban renewal dollars can not be used to fund operation or program costs.*)
- Does the project focus on improvements to parks, open spaces, community facilities, historic buildings or developing urban design elements?
- Does the project support the applicable general goals and principles contained within the Albina Community Plan or the Interstate Corridor Urban Renewal Plan?

If all of the boxes are checked, please proceed to complete the rest of this worksheet. If you have questions or blank boxes, please call the contact person listed on the cover.

III. CONTACT INFORMATION

Name: _____ Organization: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

IV. BASIC PROJECT INFORMATION

(Please complete with brief responses; may attach additional sheet if necessary.)

1. Project title and a 1-2 sentence project description:

2. Project location address/neighborhood (may include site map):

3. Proposed start date and timeline for completion:

4. Identified project partners (agencies, organizations, individuals):

5. Dollar amount requested from urban renewal:

6. Include overall budget and sources of matching funds other than urban renewal:

7. How will the project be maintained/supported over time (financially & physically)?

V. DETAILED PROJECT DESCRIPTION

(Please describe in detail, one page or less, the idea and need for your project/program.)

VI. Coordination with Interstate Corridor Urban Renewal

Goals & Principles *(May attach additional sheets for responses if necessary.)*

1. How have (or will) local residents/business owners been included and solicited for input on this project?
2. How will the project benefit existing residents and businesses in the urban renewal area?
3. How will the project identify and involve partner agencies and organizations?
4. How will the project be a stabilizing force that supports existing community assets in the urban renewal area?
5. How will this project leverage other sources of funding or create strategic partnerships?
6. How does the proposed project support goals and principles in related neighborhood plans or city policies?