

-Recommended-

Piedmont Neighborhood Plan

Developed as a part of the Albina Community Plan by:

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Illustrations of the Piedmont neighborhood of the future as envisioned by this Plan are presented in this report. These are an artist's concept of what a specific new development or improvement might look like. The illustrations are not intended as images of how things will look, or even should look, but how they might look. As development occurs, those working on the implementation of the idea of this plan will produce a final design of the projects. The illustrations in this document are intended as a starting place for the creative individuals who will work to implement the Piedmont Plan.



The Planning Process

Purpose of a Neighborhood Plan

The Piedmont Neighborhood will face many challenges in the next twenty years. The Piedmont Neighborhood Plan was developed to identify issues that need to be addressed and to establish priorities for actions. Neighborhood plans are intended to be community-driven and address the problems that residents of the neighborhood feel are important. This plan reflects issues that the neighborhood is willing to commit time and energy to, both during the planning process and into the implementation stage.

The City of Portland supports and facilitates the development of neighborhood plans for many reasons.

- A neighborhood plan provides guidance to decision-makers on matters of land use, social programs, capital expenditures and environmental issues.
- It stimulates a partnership between public and private interests to stabilize and improve neighborhood conditions.
- It encourages community leaders to undertake agreed-upon projects and to use community resources from neighborhood businesses and residents in these efforts.
- Finally, the development and implementation of a neighborhood plan involves Portland's citizens in the City's governmental process of decision-making. Neighborhood plans improve understanding and communication between citizens, City bureaus and decision-makers.

Relationship to the Albina Community Plan and Portland's Comprehensive Plan

The Piedmont Neighborhood Plan is a part of the Albina Community Plan. The Albina Community Plan creates an overall framework for a nineteen square-mile area of North/Northeast Portland. This framework establishes programs, policies, regulations and identifies actions which are applicable to the entire study area or are needed to benefit the entire Albina community.

During the development of the process for drafting the Albina Community Plan specific objectives were developed as guiding principles. These objectives are included in the Albina Community Plan Process document. The process document is available from the Portland Bureau of Planning. Since these objectives are the foundation for the policies of the Albina Community Plan each of the neighborhood plans has been developed as part of the community plan and must meet the objectives adopted for the community plan.

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The City's Planning Commission has reviewed this proposed plan against these objectives and believes that the plan and the objectives do not conflict. The process of refining this neighborhood plan includes the refinement of the relationship between the objectives for the Albina Community Plan and the Piedmont Neighborhood Plan. As the Piedmont Plan evolves through the adoption process we will be required to make reference to these objectives.

It is the Planning Commission's recommendation that the Albina Community Plan, and the neighborhood plans developed with it, be adopted as part of Portland's Comprehensive Plan. This will make those parts of the Piedmont Plan adopted by ordinance part of the state-wide planning system in Oregon. If policy language conflicts with other development regulations the policy language will be the controlling provision. The Piedmont Neighborhood Plan's status as part of the Comprehensive Plan assures that the goals, policies, and objectives of the plan will be carefully weighed when considering future land use actions within the Piedmont Neighborhood.

Comprehensive Plan Policy 2.25

2.25 Albina Community Plan

Promote the economic vitality, historic character and livability of inner north and inner northeast Portland by including the Albina Community Plan as a part of this Comprehensive Plan.

Comprehensive Plan Policy 3.8

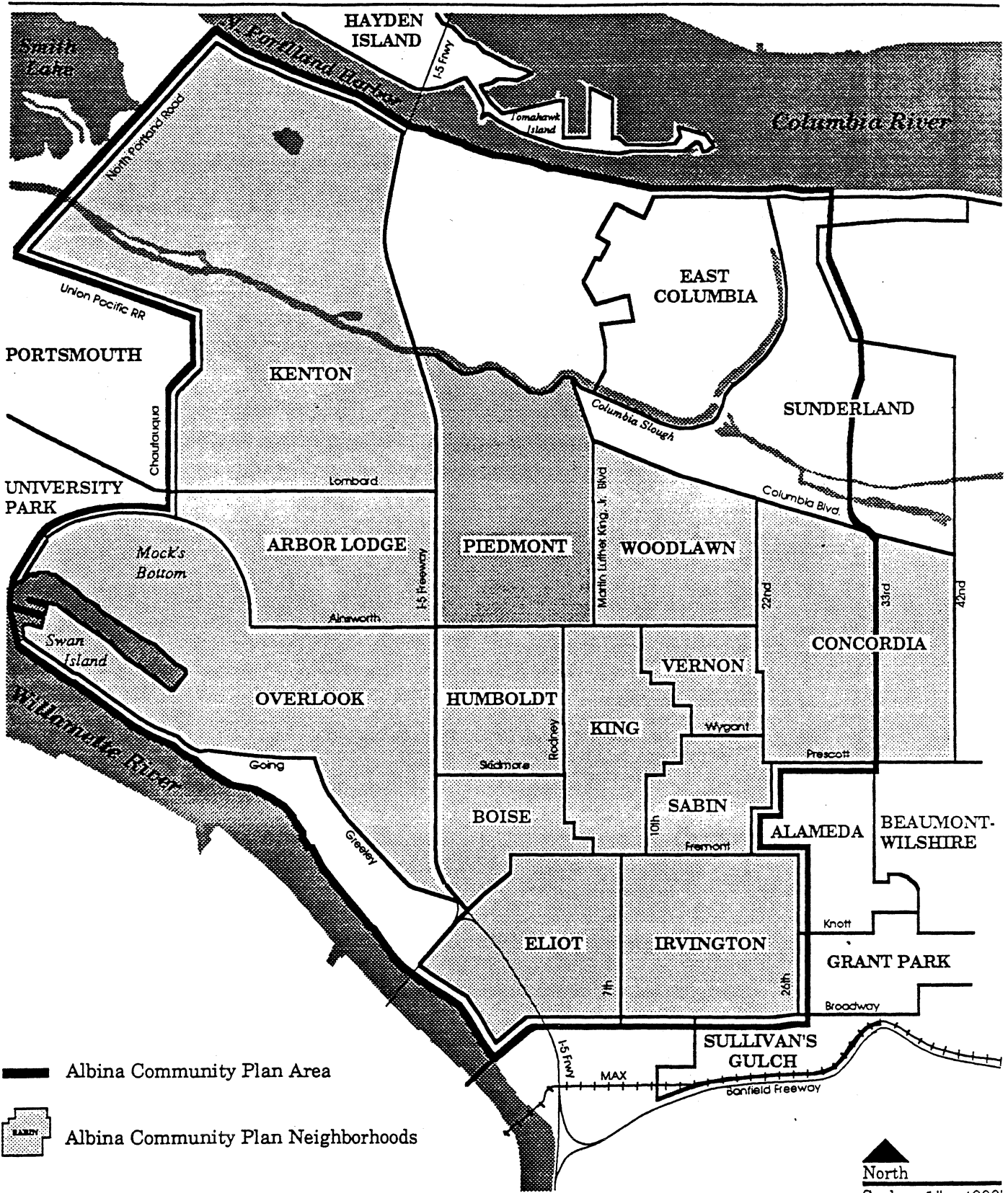
3.8 Albina Community Plan Neighborhoods

Include as part of the Comprehensive Plan neighborhood plans developed as part of the Albina Community Plan. Neighborhood plans developed as part of the Albina Community are those for Arbor Lodge, Boise, Concordia, Eliot, Humboldt, Irvington, Kenton, King, Piedmont, Sabin and Woodlawn.

***Objectives:**

- I. Reinforce Piedmont as one of Portland's premier residential neighborhoods. Protect the neighborhood's heritage of historic structures and sites. Improve the neighborhood livability while fostering the diversity of its residents. Use the Piedmont Neighborhood Plan to guide decisions on land use, capital improvement projects, urban renewal and community development activities within Piedmont.**

***Other objectives associated with Policy 3.8 have as their subjects the other neighborhoods within the Albina Community Plan study area which, like Piedmont, are developing neighborhood plans as part of the community planning effort.**



Albina Community Plan Background Report - January 1991

Piedmont Neighborhood

Neighborhood Planning Process

The Piedmont 20 Year Neighborhood Plan Committee, a subcommittee of the Piedmont Neighborhood Association, has been working on this plan since February 1990. The committee's charge was to develop a neighborhood plan by working with the staff of the Portland Planning Bureau as they developed a district plan for the entire Albina Community. In addition to their participation in the development of this Neighborhood Plan, many members of the Piedmont Neighborhood Association have actively participated in the development of the Albina Community Plan.

Neighborhood Planning Workshop- May 1990

The Piedmont 20 Year Neighborhood Plan Committee's first task was to host a Neighborhood Planning Workshop. This was held at Holy Redeemer School on Saturday, May 5, 1990. The Committee worked hard to involve as many people as they could with an extensive outreach program. Informational flyers were distributed to every housing unit in the neighborhood and the committee created a poster that was displayed in schools, local businesses, and churches. Julie Greene, committee chair, gave briefings on the progress of the plan at the Piedmont Neighborhood Association meetings in March and April and encouraged people to get involved.

Focused Planning Sessions- May 1990

After the workshop a series of five focused planning sessions featuring guest speakers were held in the evenings at the Peninsula Park Community Center. The sessions were designed to give residents the opportunity to talk with experts about issues affecting their neighborhood and allow them to further participate in the development of the neighborhood plan. The following is the schedule of the focused planning workshops that took place between May 9th and May 17th, 1990.

Topic: Transportation

Wednesday, May 9th

Barrow Emerson, Regional Light Rail, Bureau of Transportation

Michael Høglund, Arterial Street Classification Project, Bureau of Transportation

Krys Ochia, Alternative Transportation Program, Bureau of Transportation

Topic: Business, Growth Development and Jobs

Thursday, May 10th

Neil Kelly, N.E. Business Boosters

Jenny Portis, Livability Coordinator, N.E. Neighborhood Coalition

Colleen Acres, Economic Development, Bureau of Planning

Topic: Education and Family Services

Monday, May 14th

Stephen Griffith, Portland Public School Board Member

Howard Klink, Multnomah County Department of Human Services

Topic: Land Use, Housing, Historic Preservation and the Environment

Wednesday, May 16th

Michael Harrison, Albina Community Plan, Bureau of Planning

John Southgate, Landmarks Commission Staff, Bureau of Planning

Esther Lev, Environmental Issues, Consultant, Bureau of Planning

Topic: Public Safety, Parks and Recreation

Thursday, May 17th

Lt. Charles Moose, Neighborhood Revitalization, Bureau of Police

Sharon McCormick, Crime Prevention Coordinator

Discussion Draft Piedmont Neighborhood Plan

During the months of June and July the Committee met to develop the first draft of their policies, goals, and objectives which they presented to the Planning Bureau on August 1. At this point, the Piedmont Neighborhood Plan was integrated into the overall Albina Community planning process. Albina Community Planning staff worked Fall 1990 and Winter 1991 to complete the Discussion Drafts of the Albina Community Plan and the associated neighborhood plans.

Over the spring and summer of 1991 the Discussion Draft Albina Community Plan and the associated neighborhood plans were reviewed through a series of community and neighborhood meetings and workshops. Ten district wide workshops were conducted to review the Albina Community Plan. The Piedmont 20 Year Plan Committee hosted an evening workshop to review the neighborhood's Discussion Draft Plan. They compiled this information and presented the Planning Bureau with a list of recommended changes. These changes, as well as comments from the Albina Community's technical advisory committee, were incorporated into the Proposed Piedmont Neighborhood Plan.

The Proposed Piedmont Neighborhood Plan

The Proposed Piedmont Neighborhood Plan was submitted to the Portland City Planning Commission for their consideration in February of 1992. The Planning Commission held four initial public hearings on the Albina Community Plan and the associated neighborhood plans, including Piedmont's. Hearings were held on March 24, March 31, April 7 and April 14. Over the following three months the Commission held 14 working sessions where they considered the testimony and requested amendments. The Commission's consideration included inviting many who had testified at the initial four hearings back to participate in panel discussions on specific topics. Panel discussions were conducted on such topics as: housing, plan implementation, business growth and development, transportation and urban renewal. Following the panel discussions the Commission reviewed the requested amendments and took tentative action on each. The Planning Commission also made a number of changes that were suggested by members of the Commission. The Commission directed that the Plan be republished as the "Planning Commission's Draft Albina Community Plan."

The Planning Commission's Draft Albina Community Plan

The Planning Commission's Draft Albina Community Plan was published in September 1992. The Commission's draft changed the Albina Community Plan in hundreds of ways. Notice was provided to all those who had participated in the Commission's hearings process. Hearings on the Commission's draft were held on September 22, October 20, and November 3, 1992. Additional working sessions were held on October 27, November 17 and November 24, 1992. At these hearings and working sessions the Commission reviewed public comment on their draft, including comments on proposed changes to the Piedmont Neighborhood Plan. Over 100 additional changes were requested. During their working sessions the Commission approved many of these changes including five amendments to the Piedmont Neighborhood Plan. On November 24, 1992 the Planning Commission adopted the Albina Community and the Piedmont Neighborhood Plan as amended during their deliberations.

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At the same time that the Planning Commission was deliberating on the Albina Community Plan and Piedmont Neighborhood Plan the City's Design and Historical Landmarks Commissions were reviewing the plans. Both the Design and Historical Landmarks Commissions held public hearings and working sessions to consider the plans. Results of their consideration took two forms. Commission's decisions on the locations of historic design zones and design zones were advisory to the Planning Commission. The Commission's decisions on design guidelines were final and go with the Planning Commissions recommendations to the Portland City Council. The Design Commission, Historical Landmarks Commission and Planning Commission recommend approval of the historic design zones within the Piedmont Neighborhood. The two commissions have also completed their work on the development of design guidelines to govern the design review process in the new design zones they recommend be created in Piedmont, and elsewhere in the Albina Community.

The Next Step

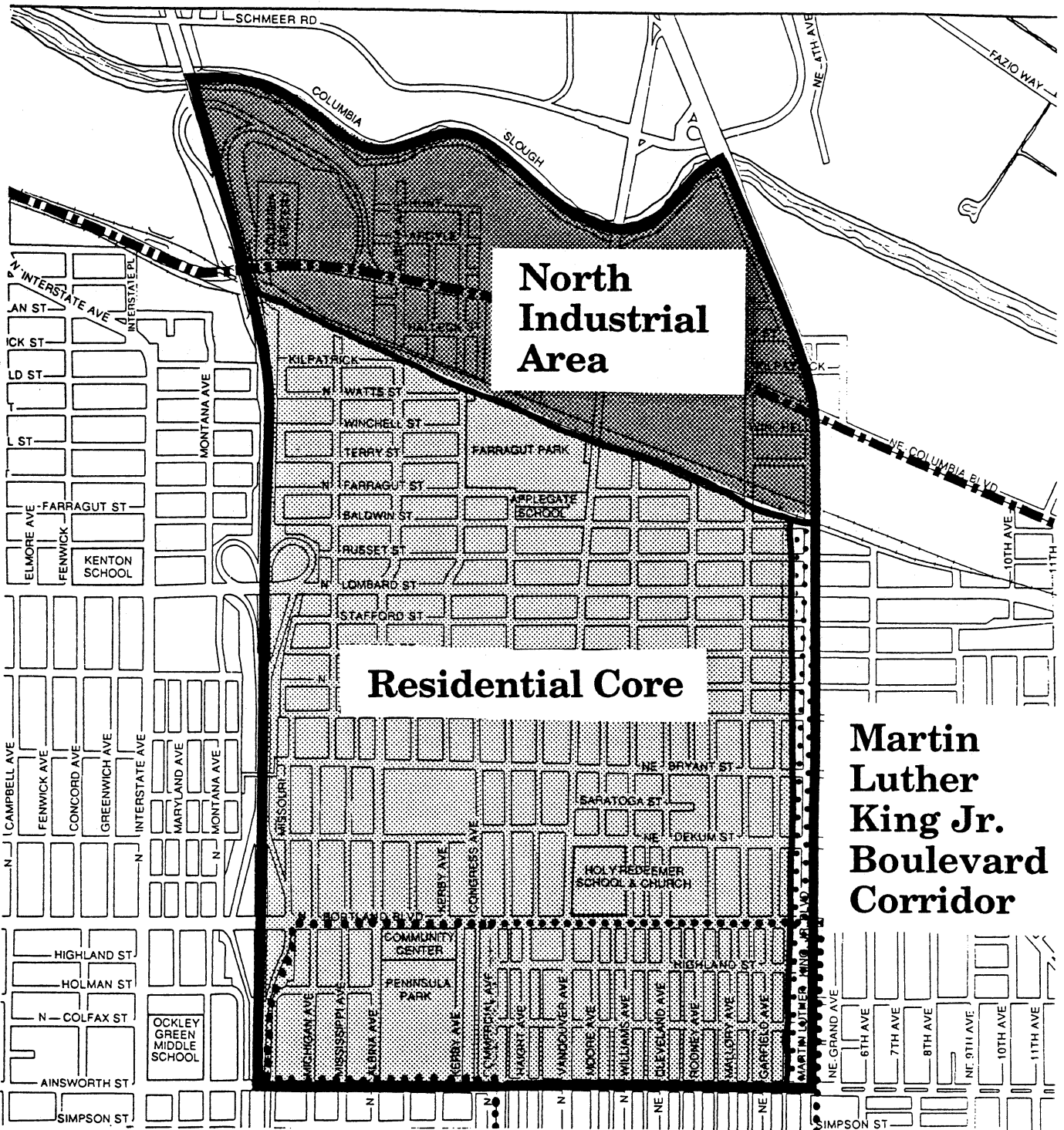
The Portland City Council will review the Recommended Piedmont Neighborhood Plan along with the Recommended Albina Community Plan and ten other associated neighborhood plans during the spring of 1993.

Following these hearings the City Council will meet to review the testimony and consider amendments. These will be public meetings. Additional public testimony may be taken. All those who testified to the Planning Commission (in person, in writing or through a representative) will be notified of the schedule of City Council hearings.

In addition to the City Council's hearings staff working on the Albina Community Plan will be available to meet with individuals and groups to discuss the district and neighborhood plans. Those wishing to meet with staff should call: **Portland Bureau of Planning, Community Planning Section (823-7700)**. Those wishing a schedule of the City Council hearings and meetings should contact Susan Gregory by calling **823-7831**.

Those reviewing this plan should also obtain a copy of the "Recommended Albina Community Plan." The policies, objectives and actions of the "Recommended Albina Community Plan" will be applicable to the Piedmont Neighborhood as well as to the district as a whole. **Copies of the "Recommended Albina Community Plan" may be obtained from the Portland Bureau of Planning, Room 1002, 1120 SW Fifth Avenue, Portland Oregon, 97204-1966.**

Following the completion of the Portland City Council's hearings process the plans will be revised to reflect the Council's decisions and published as the Adopted Piedmont Neighborhood Plan and the Adopted Albina Community Plan. City Council action is anticipated before the summer of 1993.



North Industrial Area

Residential Core

Martin Luther King Jr. Boulevard Corridor

- LEGEND**
- Neighborhood Boundary
 - - - Land Use Study Area Boundary
 - Proposed Historical District

Piedmont Subdistricts

Neighborhood Description

Piedmont Subdistricts

The Piedmont Neighborhood is located in the north central portion of the Albina Community Plan study area. The neighborhood has well defined boundaries which create an enclave of predominantly single-family homes. The western boundary is the I-5 freeway, the eastern boundary is Martin Luther King Jr. Boulevard, the northern boundary is the north bank of the Columbia Slough and the southern boundary is Ainsworth Street. In the Piedmont Neighborhood, three distinct subdistricts have evolved within the neighborhood as a whole. These subdistricts have individual histories, characteristics, and land use patterns which require special attention. For the purposes of this Plan these areas have been defined as the **Residential Core**, **Martin Luther King Jr. Boulevard Corridor**, and the **North Industrial Area**.

Residential Core

The largest subdistrict in the Piedmont Neighborhood is the Residential Core which is bounded by the I-5 freeway to the west, 100' west of Martin Luther King Jr. Boulevard to the east, Ainsworth Street to the south and the railroad tracks to the north. Except for Ainsworth Street, all of these boundaries sharply define the edge of the Residential Core. Ainsworth Street is the middle of the original Piedmont Subdivision, now a proposed historic district which the Piedmont Neighborhood shares with the King and Humboldt Neighborhoods. Except for several distinct commercial nodes on Lombard and Albina, and several apartment buildings along Vancouver Avenue and Portland Boulevard, the majority of the land use in Piedmont's Residential Core is single family homes. Also located within this subdistrict there are two elementary schools, (Holy Redeemer and Applegate), a church, (Holy Redeemer), two large public parks, (Peninsula and Farragut) and a community center with an outdoor swimming pool (Peninsula Community Center).



231 NE Ainsworth



6214 N Williams

North Industrial Area

Piedmont's North Industrial Area is bounded by the Columbia Slough to the north, the Union Pacific railroad tracks to the south, the I-5 freeway to the west and Martin Luther King Jr. Boulevard to the east. The area, though predominantly used for manufacturing and warehousing activities, also includes a scattering of residential, retail, and office uses. The change in topography and land use create a physical and visual distinction between the North Industrial Area and the Residential Core to the south. This subdistrict contains two resources that are city-wide destination points: the Columbia Slough and the Columbia Pioneer Cemetery. The Columbia Slough flows the entire length of Portland near the northern boundary. The 40 mile loop is planned to run along the northern bank of the slough. The Columbia Pioneer Cemetery, one of only two Portland Pioneer Cemeteries, is also located in Piedmont's North Industrial Area.



Martin Luther King Jr. Boulevard Corridor

Martin Luther King Jr. Boulevard runs the entire length of the Albina Community Plan area and will be addressed at the district level. The middle of Martin Luther King Jr. Boulevard is the boundary between the Piedmont and Woodlawn Neighborhoods. The commercial uses and impacts of Martin Luther King Jr. Boulevard on the Piedmont Neighborhood are significant enough to warrant a separate subdistrict within the neighborhood. As Piedmont addresses the portion of Martin Luther King Jr. Boulevard that is located in its neighborhood, it will be necessary to coordinate with the District Plan and the Woodlawn Neighborhood Plan.

Martin Luther King Jr. Boulevard is the main commercial street in the Piedmont Neighborhood. It is classified as a Major City Traffic Street in the City's Arterial Streets Classification Policy. There are several vehicular services that are supported by the high traffic volume on Martin Luther King Jr. Boulevard. However, there are also many vacant lots and abandoned buildings along the west side of the boulevard.

Much of Piedmont's crime is generated on and near Martin Luther King Jr. Boulevard. The Piedmont Neighborhood Association Foot Patrol was created in response to this problem and originally concentrated its patrols along Martin Luther King Jr. Boulevard. Today, the Foot Patrol covers the entire neighborhood.

History

The Piedmont Neighborhood has a rich heritage. Most of the neighborhood was established during the first half of this century. The entire Piedmont Neighborhood was platted by 1929 and 44% (805) of the structures were built between 1920 and 1939. Ninety-five percent of the structures in the Piedmont Neighborhood were built before 1959.

Piedmont Historic Design Zone

The Piedmont Historic Design Zone is one of seven historic design zones proposed in the Planning Commission's Recommended Albina Community Plan. The Piedmont Historic Design Zone, shared by the Piedmont, Humboldt, and King Neighborhoods has four distinct sub-areas:

- The original Piedmont subdivision bounded by Portland Boulevard, Martin Luther King Jr. Boulevard, Killingsworth Street and Commercial Avenue. (**Piedmont, Humboldt and King Neighborhoods**)
- Peninsula Park bounded by Portland Boulevard, Kerby Avenue, Ainsworth Street and Albina Avenue. (**Piedmont Neighborhood**)
- The Gainsborough Subdivision bounded by Portland Boulevard, Albina Avenue, I-5 Freeway and Ainsworth Street. (**Piedmont Neighborhood**)
- Portions of Killingsworth Street from the I-5 Freeway to Martin Luther King Jr. Boulevard. (**Humboldt Neighborhood**)

The following is an excerpt from the Portland Planning Bureau's Proposed Local Historic Districts in the Albina Community, May 1992.

Piedmont Subdivision

The quarter section of land which later became Piedmont was granted to Henry Walsh by the United States Government on March 10, 1866. Pursuant to an 1885 act of Congress, this land was a Bounty Land Claim for his military service in the Mexican-American War.

After changing hands several times between 1870 and 1888 with many legal questions over ownership, the entire parcel was sold for \$24,000 to The Investment Company on June 22, 1888. The Investment Company had recently been incorporated on October 1, 1887, by Edward Quackenbush, William M. Ladd, William Wadhams, and S. P. Lee with the primary intention of investing \$25,000 in developable real estate.

The Investment Company named this tract "Piedmont" due to its topography and mountain views. They invited the Portland and Vancouver Railway Company to extend its tracks to Piedmont. This was done by deeding that company a 20 foot strip of land along Piedmont's eastern edge under the condition that a railway line be built and maintained within that strip which would later become the west side of Martin Luther King Jr. Boulevard. In September 1888, the first rails were laid out along Martin Luther King Jr. Boulevard where they ran along the Piedmont Subdivision up to Portland Boulevard. At this point the line angled northeast into the Woodlawn area and on to the Columbia River.

On October 15, 1889 Piedmont was officially platted and deed restrictions and conditions of sales recorded for those desiring to settle in perhaps Portland's first planned community. Streets were designed to be 60' wide with 15' wide alleys. All water, gas, and sewer pipes as well as all electric, telegraph, and telephone lines except where absolutely necessary for street lights, were confined to the alleys. Cable, electric, and horse cars were allowed on

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any street as long as there was consent of two-thirds of the street's property owners. The electric system was provided through an exclusive contract between the Company and the City of Albina. This franchise was the last civic act of the independent City of Albina.

The Investment Company established a local water system to serve the Piedmont area. The Company drilled a 200 foot well and erected a large wooded water tower on Portland Boulevard and Williams Avenue. The structure itself became a well-known landmark. The water tower was over 100 foot high and also contained an observation deck and an assembly hall. The water tower burned down in 1917 by an act of arson.

Persons intending to construct homes were subject to additional conditions designed to create a high quality residential neighborhood. Homes had to be built at least 25' from the street and 15' from the side lot line. A minimum construction price for a house was set, depending on the lot, at \$2,500 or \$3,000. This was one of the first instances of such restrictions in the Albina community. Other areas that established such regulations were Irvington and later Mock's Crest.

The strict prohibitionist viewpoint of Edward Quackenbush, president of The Investment Company and organizer of the Portland Anti-Saloon League, is evident in the deed restricting any piece of Piedmont property "for the purpose of manufacturing or vending intoxicating liquors for drinking purposes." Industrial and commercial buildings were excluded from the subdivision as well.

Development of the entire subdivision was rapid. Between 1891 and 1907, each of the boundary streets were extended, except Commercial. By 1909, over 140 dwellings had been erected. The residents were primarily upper-middle class professionals who owned their own homes. Most of the workers commuted into Portland, but a few were employed by the Swift Meat Packing Company and the Monarch Lumber Mill, both located in the Kenton neighborhood along the Columbia Slough.

The pattern of primarily upper-middle class residents remained up to the Second World War. During the second World War, Kaiser Shipbuilding Corporation recruited large numbers of workers into the area. Quite a few of these workers moved into the Piedmont area to be close to the shipyards at Swan Island. This introduced more renters and the area began to lose its strictly owner occupied character.

Overall, most of the original large, single-family dwellings remain in good condition. There has been very little incompatible infill development in the heart of the Piedmont Subdivision; less than ten structures. There have been about 100 houses scattered throughout the district built between 1940 and 1967 that are compatible with the early homes. With the exception of the Piedmont Presbyterian Church and commercial structures along Martin Luther King Jr. Boulevard and Killingsworth Street, the area is exclusively a residential neighborhood.

Peninsula Park

The site for Peninsula Park was identified in the Park and Boulevard Plan for the City of Portland developed by the Olmsted Brothers in 1903. The seventeen acre park was purchased by the city in 1909 for \$60,000 with funds raised in a 1908 bond issue. Originally the site of "Liverpool Liz's Place", it had been a roadhouse and racetrack for quarter-mile horse racing. An auto-park and campground were also included in the original parcel. The park was designed by architects Ellis Lawrence and Ormond R. Bean and developed in 1912 as a part of Portland's City Beautiful Movement.

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The formal rose garden in the south portion of the park was designed by Emanuel T. Mische, a famous landscape architect, Park Board member, and later city commissioner. The rose garden was the showplace of its time, with 300,000 visitors in its first year. The official Portland rose, named "Mme. Caroline Testout" was cultivated in this garden. This rose, once planted by the thousands along the streets of Portland, earned Portland the name, "The City of Roses." In 1913, floral enthusiasts selected Peninsula Park as the location for an annual rose show. In 1917, Washington Park on Portland's west side was selected as the site of the International Rose Test Gardens and most of the rose show activities were moved there. However, Peninsula Park still plays an active role in Portland's Rose Festival by hosting the Junior Court coronation each year.

Overlooking the rose garden is an octagonal bandstand that was constructed in 1913. The bandstand is a National Heritage historical structure and was designated a Portland Historic Landmark in 1973. It is the last of its kind in the city. The community center, at the north end of the park, is Portland's first and oldest community center. The Portland Lavender Club, a dance and social group for women over age fifty, originated here, and others were organized after its example. The community center contains an outdoor swimming pool, and assembly hall and two gymnasiums- one for boys and one for girls. In 1915 Peninsula Park's yearly attendance far surpassed any other municipal playground in the city.

Physically, Peninsula Park remains relatively unchanged today. There have been some minor changes over the years, with the addition of a soccer field, picnic shelter, and other recreational facilities. The playground has been renovated with funds from the 1990 parks levy.

Unfortunately, over the years the park has experienced some crime. The Piedmont Neighborhood Association, with help from the Community Policing Program and the Portland Parks Department is working to reclaim the park as a safe neighborhood activity center. During the summer of 1991 they hosted a summer concert series.

Gainsborough Subdivison

The last section of the Piedmont Historic District to develop was the Gainsborough Subdivision. This residential area was eight blocks bound by Portland Boulevard, Albina Avenue, Ainsworth Street and Minnesota Avenue. The homes were built in the late 1920s and 1930s. What is unique about this group of homes is that they all have English Cottage and Tudor style elements in their design. Most of the houses were built during the depression and are small one and two story structures. However, the craftsmanship of the brick facade detailing and the leaded glass windows is exquisite. At the time of their construction the area was considered a "Street of Dreams".

In the early 1960s two and a half blocks of the Gainsborough Subdivision were razed for the construction of the Minnesota Freeway. The freeway runs along the western edge of what remains of the Gainsborough homes. Even though the freeway is depressed at this point and the State Highway Department is constructing a sound wall, it still has adverse impacts on the area. Despite the freeway, this area has remained in good condition with a high level of home ownership.

A Vision of Piedmont's Future

The mention of the name "Piedmont" brings instant recognition anywhere in the Portland area, but especially among people who are house hunting. Piedmont is a neighborhood where so many different types of people feel comfortable and "at home." Residents include singles, couples, and families; young, old and middle-aged persons; every income level and race is represented. All enjoy living in an unpretentious residential area that is a bit removed from the central city, but still only 15 minutes from downtown (less by light rail).

Visit the Piedmont Neighborhood and you'll notice the level of activity in the neighborhood all day, every day. The sidewalks are busy with people of all ages out for a walk to the store, to see a neighbor, to attend a community meeting, or just for the exercise. Look up and down the shady, tree-lined streets anywhere in the neighborhood and it is impossible to distinguish the rental homes from the owner-occupied homes. Pride is evident in the well-maintained yards and houses.

On most weekends, you'll notice residents mowing their lawns, tending their flower beds or finishing up a home repair job. Their porches and yards are places where small children play together safely, well within the hearing range of their parents. Older children are seen heading off to part-time jobs with local businesses, to after school-activities, or to one of the local parks. Peninsula Park is a recreational hub of the neighborhood. The Columbia Slough Parkway with its water and opportunities for natural science activities is another recreational amenity. Access to the Columbia Slough from Piedmont is safe and convenient by bike and foot paths that offer an alternative to busy arterial streets.

Most auto traffic is routed onto the main arterials around the residential core and flows smoothly along Martin Luther King Jr. Boulevard, Columbia Boulevard, and Lombard Street. Traffic control devices and enforcement of posted speed limits help to maintain traffic safety on neighborhood streets.

Traffic violations and disturbances are easily reported at one of the two Portland Police sub-stations within the neighborhood. They were developed as part of the City's Community Policing Program. Community Policing, which began in the late 1980s, is firmly in place. Its successes are especially evident in Piedmont where the trends of increasing drugs, gangs, and vice have been reversed. Residents walking through the neighborhood or waiting at bus stops feel safe and comfortable. Seniors living in the area feel safe walking together to the new Senior Center for the services that enable them to live independently in their own homes.



In many ways, Piedmont is its own small town. Residents from many different parts of the neighborhood know each other because their neighborhood offers many opportunities for residents to meet. They attend the monthly meetings of the Piedmont Neighborhood Association, Parent-Teacher Associations, and the Piedmont Historic Society. Each organization sponsors community events throughout the year. The Piedmont Foot Patrol is now the Piedmont Service League and funds projects to help improve the neighborhood- often in cooperation with the Piedmont Community Development Corporation.

Residents also meet one another at the day-care center, the fitness course at Holy Redeemer School, or one of the shops along Martin Luther King Jr. Boulevard or Lombard Avenue. They share the latest news about their jobs, their children, their home repair projects or local events. There is always news about a new development along Martin Luther King Jr. Boulevard or a new business relocating in the North Industrial Area. Business has prospered in the Columbia Corridor and many Piedmont residents who want to work close to home have found jobs there.

Piedmont neighbors and the North Industrial businesses both agree that the "industrial transition area" is what keeps their co-existence so pleasant. The transition from heavy industry to housing is accomplished by emphasizing light manufacturing and general employment uses in the area south of NE. Columbia Boulevard and north of the railroad tracks. The concept of buffering one type of use from another has been wisely applied throughout the entire Piedmont Neighborhood to retain livability while promoting business growth and development. Generous setbacks, landscaping and screening have been provided by new developments where potential conflicts with existing uses exist. This has been especially effective in the redevelopment of both Martin Luther King Jr. Boulevard and N.Vancouver Avenue.

Another achievement is the Piedmont Historic District located between Portland Boulevard south to Ainsworth Street and from Martin Luther King Jr. Boulevard west to I-5. The homes of historic significance are now marked with plaques and visitors can take self-guided walking tours of the area. Tourists visiting Portland make a point of seeing the Piedmont Historic District and Portland's original rose garden at Peninsula Park.

A promotional booklet for the Piedmont Subdivision called it an "emerald" back in 1894. Today, we can continue to call it the "emerald neighborhood". It is an accomplishment shared by many: committed residents, home owners, investors, public and private organizations. Although many played an important role, its true beginning is found in the people who were Piedmont residents in 1990. People whose hopes for the future were put into action and resulted in these changes.

Piedmont Neighborhood Policies, Objectives & Action Charts

Policies and Objectives

The Piedmont Plan has seven policies that will provide direction to help achieve the vision. Accompanying the policies are a series of objectives to provide specifics about how the policies are to be understood, applied and implemented. These policies and objectives, when adopted by ordinance by the City Council, will become part of the Portland Comprehensive Plan.

Action Charts

Another aspect of the Piedmont Neighborhood Plan that will not be part of the Comprehensive Plan are the action charts associated with the individual policies. The action charts consist of lists of ideas for capital projects and ongoing programs that will be submitted to the City Council for adoption by resolution. These are referred to as leadership items because accomplishment of these provisions is dependent on leaders in the community.

The action charts also suggest changes in the City's land use regulations and zoning map. These changes will be adopted by ordinance and become effective at the same time that the policy provisions of the plan go into effect. These actions included base zone changes, overlay zone changes (such as historic design zone and the alternative design zone), and those that are dictated by Title 33 (such as required guidelines of design acceptability that must accompany application of a design overlay zone and participation in a historic district advisory board).

The proposals in the action charts are assigned a time-frame for implementation (adopt with plan; on-going; next 5 years; 6 to 20 years), along with possible implementing agencies.

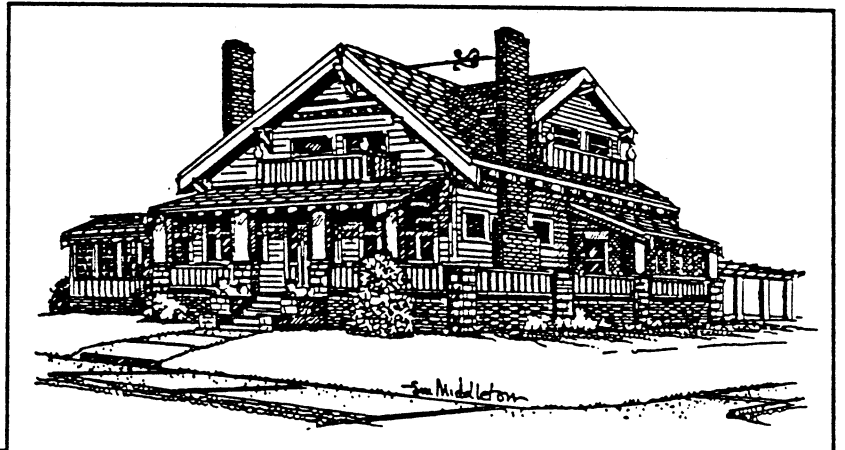
Policy 1: Housing

Promote and enhance Piedmont as a residential neighborhood consisting predominantly of single-family, owner-occupied homes whose residents represent a cross-section of the City's population, ethnically and economically.

(Policy to be adopted as part of Portland's Comprehensive Plan)

Objectives

1. Build name recognition for Piedmont throughout the Portland metropolitan area as a desirable urban residential neighborhood.
2. Promote owner-occupancy of homes within the Piedmont neighborhood's Residential Core.
3. Encourage and enforce responsible landlord management of rental property, through improved tenant selection and property maintenance.
4. Encourage new residential developments to be consistent with the existing character of the neighborhood.
5. Support multi-dwelling development along portions of Martin Luther King Jr. Boulevard. Full-block zoning should be used only where it has a minimal impact on existing housing and the Piedmont Historic Design Zone.



81 NE Ainsworth



6127 N Williams

Action Chart 1: Housing

#	Proposals for Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
H1	Present PNA awards for well-maintained and trouble-free rentals.		X			PNA
H2 *	Conduct a workshop for first time home buyers which promotes the Piedmont Neighborhood.		X			PNA, PDC, BCD, RE, PVT
H3	Hold periodic events, such as Piedmont Pride Days, that promote Piedmont as a "good place to call home".		X			PNA, BCD
	PROGRAMS					
H4 *	Hold joint landlord training sessions with Piedmont and its surrounding neighborhood associations.		X			PPB, PNA, WNA, HNA, KNA
H5	Meet with local real estate agents to increase their awareness of the positive aspects of the neighborhood and to inform them of the activities of PNA.		X			PNA, RE
H6	Establish an ongoing program that identifies and welcomes new home owners, tenants, and landlords to the neighborhood.		X			PNA
H7	Maintain an updated listing of houses on the market in the Piedmont Neighborhood.			X		PNA, RE
H8	Establish a Publicity Chair on the PNA Board that will promote the neighborhood.			X		PNA
	REGULATIONS					
H9 *	Identify and report landlords who violate City of Portland Codes, particularly building code standards and garbage removal requirements.			X		BOB, BOP, PNA
H10 *	Establish design review along Martin Luther King Jr. Boulevard to assure that all new residential development is compatible with adjacent lower density residential and historic areas.	X				BOP, PNA
H11 *	Consider zoning mechanisms that ensure future affordable housing options.	X				BOP
H12 *	Zone portions of Martin Luther King Jr. Boulevard to allow full-block multi-dwelling development with minimal impact to existing housing stock.	X				BOP

***This topic is also covered in the Albina Community District Plan.**

Note: Proposals for action are recommended for City Council adoption by resolution. They are a starting place. Some will need to be adjusted and others will be replaced with proposals found to be more feasible. For most actions an implementation leader is listed. This listing is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action.

Policy 2: The Emerald Neighborhood

Promote Piedmont as the "Emerald Neighborhood" by protecting and enhancing its parks, open spaces, and other natural resources. Continue to enhance local park programs and recreational resources to meet the needs of neighborhood residents.*

(Policy to be adopted as part of Portland's Comprehensive Plan)

*Piedmont- The Emerald, Portland's Evergreen Suburb, 1889, was the name of the investment company's promotional booklet for the Piedmont Subdivision.

Objectives

1. Develop a nature parkway with access to the water and opportunities for natural science activities along the Columbia Slough as part of the 40 mile loop. Provide safe pedestrian and bike access from the Piedmont Neighborhood.
2. Maintain and enhance existing neighborhood park structures and vegetation. Provide better handicap access to all park facilities.
3. Maintain and plant additional street trees within the Piedmont Neighborhood. (See Urban Design Map, page 33, for location of priority planting)
4. Work with local private groups to develop an additional recreational facility accessible to the public in the Piedmont Neighborhood.
5. Promote the use of Peninsula and Farragut Parks for neighborhood and city-wide activities.
6. Educate residents and businesses about the methods and benefits of recycling. Encourage the placement of recycling centers that are conveniently located for Piedmont residents.
7. Enhance the physical appearance of Piedmont by reducing litter and encouraging property owners and renters to maintain their yards and right of ways.
8. Create safe, attractive alleys by maintaining overgrown vegetation, eliminating debris accumulation and encouraging backyard lighting.



Action Chart 2: The Emerald Neighborhood

#	Proposals for Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
E1 *	Create a pedestrian/bike access to the Columbia Slough from the Piedmont Neighborhood that ties into the 40 mile loop and the city-wide bike system.				X	ATP
E2 *	Develop a self-guided nature trail along the Columbia Slough as part of the 40 mile loop with: • nature trail with signs in braille • a portion of the trail paved for handicap access.				X	BES, PNA, PARKS
E3 *	Develop a boat landing on the Columbia Slough for non-motorized vehicles.				X	PARKS
E4 *	Establish annual Earth Week clean-up of the Columbia Slough.			X		PNA, BES,
E5	Repair the Peninsula Park Community Center swimming pool. Improve handicap access.			X		PARKS, BCD
E6	Site a public recreational facility at the Holy Redeemer School.				X	HRS
E7	Establish annual neighborhood clean-up week.			X		PNA, BES
PROGRAMS						
E8	Implement an alley maintenance and cleaning program.			X		PDOT
E9 *	Offer recycling education programs to neighborhood residents, businesses, and schools.			X		METRO, PNA, PPS, BES
E10	Provide supervised parks and recreation after school programs for neighborhood youth in the Piedmont Neighborhood.			X		PARKS
E11	Organize and train volunteers to help maintain Peninsula Park's gazebo, fountains, and rose garden.			X		PARKS, PNA
E12	Continue a summer concert series in Peninsula Park.		X			PARKS, BCD, PNA
E13 *	Identify and plant street trees where needed throughout the neighborhood. (see urban design map)			X		CF, PNA
REGULATIONS						
E14 *	Monitor trash removal practices at rentals and businesses to ensure compliance with existing ordinances.			X		BOB, PNA

***This topic is also covered in the Albina Community District Plan.**

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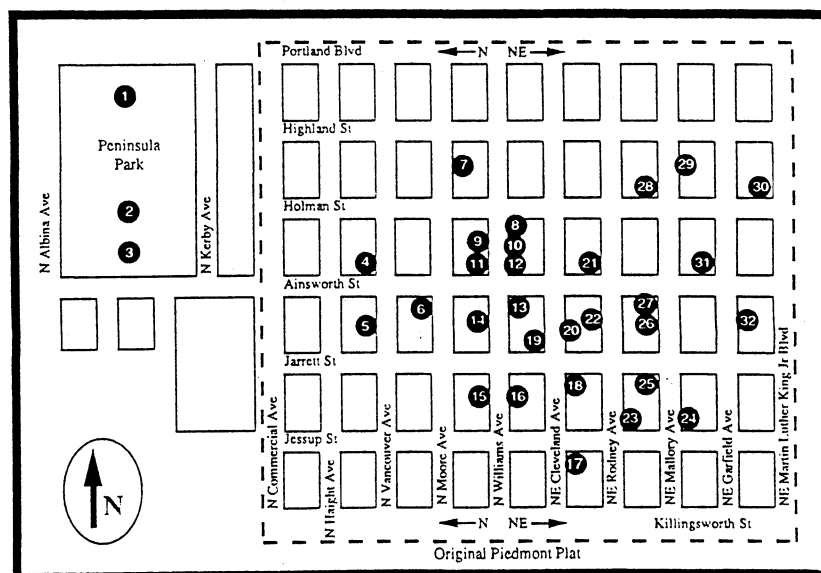
Policy 3: Historic Preservation

Cultivate neighborhood and city-wide appreciation for the architectural and cultural heritage of Piedmont. Strengthen the sense of neighborhood history in the Piedmont Neighborhood by encouraging restoration and preservation of the neighborhood's historic resources.

(Policy to be adopted as part of Portland's Comprehensive Plan)

Objectives

1. Establish a Piedmont Historic Design Zone in conjunction with Humboldt and King Neighborhoods to promote preservation and maintenance of the extensive inventory of fine old homes in the original Piedmont subdivision.
(See Urban Design Map, page 33, for Historic Design Zone boundaries)
2. Promote, preserve and restore historic structures within the boundaries of the neighborhood.
3. Require new development in and adjacent to the Piedmont Historic Design Zone to be compatible with the area's historic character.
(See Urban Design Map, page 33, for Historic Design Zone boundaries)
4. Preserve and maintain the Columbia Pioneer Cemetery by working with the county and interested private parties.
5. Promote Peninsula Park and the Piedmont Historic Design Zone as a destination for those visiting Portland.
(See Urban Design Map, page 33, for Historic Design Zone boundaries)
6. Encourage activities and programs that educate Piedmont residents about the historical and architectural heritage of their neighborhood.



Historic Piedmont Walking Tour Map

Action Chart 3: Historic Preservation

#	Proposals for Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
HP1 *	Update the City's Historic Resources Inventory for the Piedmont Neighborhood.			X		PNA, BOP
HP2 *	Develop a packet of historic preservation information to distribute to interested residents.			X		PNA, BOP, HPLO
HP3	Create and distribute a brochure for a self-guided walking tour through the Piedmont Neighborhood.		X			PNA, BCD
HP4	Form a Piedmont Historical Society to promote historic preservation and act as a liaison to others involved in historic preservation efforts.			X		PNA, OHS
HP5	Develop an emblem that can be used to identify the Piedmont Historic Design Zone.			X		PNA
HP6	Develop a pamphlet on the Columbia Pioneer Cemetery with a brief history and inventory.			X		PNA, OHS, BOP, MC
PROGRAMS						
HP7	Establish a collection of historic preservation information and resources that is easily accessible to residents interested in researching their house or neighborhood.			X		PNA
HP8 *	Establish a revolving fund for historic preservation activities in Piedmont.				X	PNA
HP9	Improve the level of maintenance of the Columbia Pioneer Cemetery.			X		MC, PNA
HP10	Establish an annual Piedmont Christmas Candlelight Tour of Homes.			X		PNA
REGULATIONS						
HP11	Establish a Piedmont Historic Design Zone.	X				BOP, PNA, KNA HNA, HLC
HP12 *	Establish and participate in a single Albina Historic District Advisory Board.	X				PNA, BOP, HLC
HP13 *	Develop and adopt design guidelines for the Piedmont Historic Design Zone.	X				BOP, PNA

***This topic is also covered in the Albina Community District Plan.**

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Policy 4: Transportation

Create a safe and pleasant experience for pedestrians, cyclists, motorists, and transit riders traveling in the Piedmont Neighborhood. Improve traffic safety and maintain circulation patterns that direct through-traffic to the periphery of the neighborhood.

(Policy to be adopted as part of Portland's Comprehensive Plan)

Objectives

- 1. Control traffic and enforce posted speed limits within the Piedmont Neighborhood. Give first priority to local neighborhood streets and streets within school districts.**
- 2. Improve all streets that are unpaved or in disrepair.**
- 3. Buffer the Piedmont Neighborhood from noise and other off-site impacts of the I-5 freeway.**
- 4. Improve public transit, bike and pedestrian access for Piedmont residents to primary employment centers.**
- 5. Improve public safety in buses and transportation facilities.**
- 6. Support the development of a northern light rail corridor that will serve Piedmont residents and businesses.**
- 7. Develop bicycle paths along designated routes that preserve on-street parking and connect to the city-wide bike system.**
- 8. Reduce the impact of truck traffic on the neighborhood by enforcing the use of established truck routes.**

Action Chart 4: Transportation

#	Proposals for Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
T1	Create an additional traffic lane or other traffic device on Portland Boulevard at the intersection of Vancouver Avenue that allows through traffic to merge safely.			X		PDOT
T2 *	Create pedestrian and bicycle paths along designated routes throughout the Piedmont Neighborhood that link with the Albina community and destination points beyond.				X	ATP, PDOT
T3	Determine where public transportation services have been eliminated in the neighborhood and replace with bus service or future light rail lines.			X		TM, PDOT, PNA
T4	Explore the feasibility of using the Neighborhood Stop Plan, a pilot program of PDOT, to conduct a comprehensive study of the stop sign placement throughout the Piedmont Neighborhood.			X		PDOT, PNA
T5	Continue support for the Neighborhood Traffic Management Program for Ainsworth and Dekum Streets (local service streets) in the Piedmont Neighborhood.			X		PDOT, PNA
T6	Continue to recommend Portland Boulevard and Vancouver Avenue (neighborhood collector streets) in the Piedmont Neighborhood as candidates for the Collector Recovery Program.				X	PDOT, PNA
T7 *	Create more efficient bus service to the Columbia Corridor and Swan Island Industrial Areas from the Piedmont Neighborhood.			X		TM, PDOT
PROGRAMS						
T8 *	Identify and establish Limited Improvement Districts where property owners want to pave unimproved streets.				X	PDOT, BOP
REGULATIONS						
T9 *	Determine what neighborhood streets should prohibit truck through traffic, post signs, and enforce regulation.			X		PDOT, PPB, PNA

***This topic is also covered in the Albina Community District Plan.**

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Policy 5: Community Development

Improve the effectiveness of public and private organizations and groups concerned with the welfare of Piedmont to provide the neighborhood and its residents opportunities for personal improvement, empowerment and community development.

(Policy to be adopted as part of Portland's Comprehensive Plan)

Objectives

1. Build a positive identity for Piedmont by its residents, neighborhood institutions and associations.
2. Foster the creation of a neighborhood-based community development corporation.
3. Build working relationships among the leadership of existing public and private organizations and groups concerned with the welfare of the Piedmont Neighborhood.
4. Develop neighborhood amenities and services that support and strengthen Piedmont as a residential neighborhood.
5. Provide social services information to Piedmont residents through neighborhood-based outreach efforts.
6. Develop specialized programs to meet the needs of Piedmont residents.
7. Provide a quality education and adequate school facilities for the growing number of neighborhood children.



Action Chart 5: Community Development

#	Proposals for Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
CD1	Reconfigure the public elementary school boundaries to include as much of Piedmont as possible in one district.				X	PPS
CD2	Develop and implement an action plan to alleviate the overcrowding problems in Ockley Green, Piedmont's middle school.			X		PPS
CD3	Improve system for forecasting enrollment projections and implement strategies to maximize school resources while preventing future overcrowding problems.		X			PPS
CD4	Locate a public library book drop within the Piedmont Neighborhood.			X		MC, PNA
CD5 *	Conduct neighborhood block parties as a vehicle for neighborhood-based outreach.		X			PNA, NEC, PPB
CD6	Prepare a community development plan to identify special needs of Piedmont residents and implement an action plan targeted to those needs.			X		PNA, NEC
	PROGRAMS					
CD7 *	Develop a list of resources for Piedmont senior citizens needing assistance.			X		PNA
CD8 *	Establish a liaison between community and business groups operating in the Piedmont Neighborhood.			X		PNA, NEBA, CCA

***This topic is also covered in the Albina Community District Plan.**

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Policy 7: Livability and Public Safety

Reduce crime in the Piedmont Neighborhood. Develop a partnership between Piedmont residents, the City and the Police Bureau to build a safer neighborhood.

(Policy to be adopted as part of Portland's Comprehensive Plan)

Objectives

1. Develop Neighborhood Watch networks throughout the Piedmont Neighborhood.
2. Develop cooperative efforts with the Neighborhood Crime Prevention Program, the Northeast Public Safety Action Committee and other neighborhood associations concerned with improving public safety in and near the Piedmont Neighborhood.
3. Develop a working relationship among City, County and other government agencies that will effectively address public safety issues.
4. Encourage site and building design that increases the sense of security within the neighborhood and discourages criminal activities.

PIEDMONT PRIDE DAY

"A Community Celebration"



Action Chart 7: Livability & Public Safety

#	Proposals for Action	Time				Implementors
		Adopt With Plan	On-Going	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
LS1	Remove gang graffiti from public view.			X		PNA, NEBA
LS2	Address the problem of crime activity associated with the footbridge over the I-5 freeway at Bryant Street.			X		PPB, PNA
PROGRAMS						
LS3*	Establish a network of Neighborhood Watch blocks.		X			CPO, PNA
LS4	Establish a program which makes youth aware of designated block homes.			X		PNA, PPB, CPO
LS5	Maintain and expand Piedmont's Foot Patrol.		X			PNA, PPB, CPO
LS6*	Coordinate training sessions with the Gang Enforcement Team for neighborhood residents and landlords.			X		PNA, PPB, CPO
LS7*	Coordinate training sessions with the Drug and Vice Squad for neighborhood residents and landlords.			X		PNA, PPB, CPO
LS8*	Establish horse or bike patrols in Peninsula Park and along the Columbia Slough trail.				X	PNA, PPB
REGULATIONS						
LS9	Require all commercial and industrial buildings to have outside lighting and encourage its use at night.			X		BOP, NEBA
LS10	Require all vacant commercial and industrial buildings to have night time lighting.			X		BOP, NEBA, PPB

***This topic is also covered in the Albina Community District Plan.**

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Standard Abbreviations-

ATP	Alternative Transportation Program
BCD	Bureau of Community Development
BES	Bureau of Environmental Services
BL	Bureau of Licenses
BOB	Bureau of Buildings
BOP	Bureau of Planning
CDC	Community Development Corporation
CF	City Forester
CPO	Crime Prevention Office
HAP	Housing Authority of Portland
HLC	Historical Landmarks Commission
HNA	Humboldt Neighborhood Association
HPLO	Historic Preservation League of Oregon
HRS	Holy Redeemer School
KNA	King Neighborhood Association
MC	Multnomah County
METRO	Metropolitan Service District
NA	Neighborhood Associations
NEBA	North/Northeast Business Association
NEC	Northeast Coalition of Neighborhoods
NECDC	Northeast Community Development Corporation
NPO	Nonprofit Organization
ODOT	Oregon Department of Transportation
OHRB	State of Oregon Human Resources Bureau
OHS	Oregon Historical Society
OLCC	Oregon Liquor Control Commission
PARKS	Bureau of Parks and Recreation
PDC	Portland Development Commission
PNA	Piedmont Neighborhood Association
PDOT	Portland Office of Transportation
PPB	Portland Police Bureau
PPS	Portland Public Schools
PVT	Private sector (including businesses and property owners)
RE	Local Realtors
TM	Tri-County Metropolitan Transit District