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LPA Portland Development Commission

LOCALITY Portland, Oregon

PROJECT NAME Albina Neighborhood Improvement Project

PROJECT NO. Oregon R-8

FINAL PROJECT REPORT Part I of Application for Loan and Grant

BINDER No.

DATE September 4, 1962

September 4, 1962

TO: Portland Development Commission

FROM: City Planning Commission
Lloyd T. Keefe, Director

SUBJECT: Albina Neighborhood Improvement Project

This report, along with related maps of statistics and graphic data, is submitted to fulfill the conditions of our agreement to provide planning services for the Albina Neighborhood Improvement Project (City Ordinance 114574, dated January 3, 1962; and as amended by City Ordinance 115466, dated July 11, 1962).

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Contract Responsibilities

* Items of joint responsibility

R-203 -- PROJECT PHOTOGRAPHS

1. The enclosed aerial photograph of the project area indicates the general pattern of development in the area. The Boise elementary School is located at the bottom of the photograph.

2. Also enclosed is a series of close-up photographs which illustrate existing conditions and some of the structures considered to be subject to clearance or conservation.

3. A scale model of the proposed park and the contiguous residential development will be constructed at a later date.

R-211 -- GENERAL PLAN

The Urban Renewal Plan for the project conforms with the Portland's Comprehensive Development Plan, adopted June 12, 1958 by the City Planning Commission and submitted to the Housing & Home Finance Agency with the first South Auditorium Project Urban Renewal Plan. The city's comprehensive plan covers proposals for land development, major traffic arterials, schools, parks and shopping facilities. A new Zoning Ordinance passed in 1959 prescribes a pattern of land use which is generally consistent with the land development proposals contained in the Comprehensive Development Plan.

The Housing and Home Finance Agency, during review of the revised redevelopment plan for the South Auditorium R-1 project in December, 1961, again determined that the city's Comprehensive Development Plan met the General Plan requirements established by the Federal Government. Also since initial certification of its Workable Program in 1957, Portland has continued to satisfy the requirements for a General or Comprehensive plan.

Currently the Portland City Planning Commission and the Portland Metropolitan Planning Commission (with the aid of a 701 grant) are conducting planning studies which will be of value when reviewing and updating the city's

comprehensive plan and for preparing detailed plans for sections of the city.

Portland soon plans to undertake a Community Renewal Program study which will be useful in the preparation of a capital improvements program based on the city's comprehensive plan, by providing a thorough appraisal of the adequacy of the city's physical plant.

R-212 -- PROJECT AREA REPORT

Since the submission of the Survey and Planning Application for this Project, certain boundary changes have been made.

The west boundary of the project area was originally the west property line of the alley between N. Mississippi Avenue and N. Albina Avenue. A portion of this boundary has been changed to include the entire block bounded by N. Failing Street, N. Albina Avenue, N. Beech Street and N. Mississippi Avenue.

A zone change request was approved by the Portland City Planning Commission and the City Council, and became effective on November 2, 1961, to permit the location of a bowling alley on the block. The zone change was approved because the construction of any building, as well as the required off-street parking, would have to maintain the same setbacks as the residential properties across N. Albina Avenue. Also no entrances or exits would be allowed across such yards. The plot plans submitted show the proposed bowling alley to be located approximately in the center of the block. The original project boundary would have passed through the center of the bowling alley; therefore, the boundary was extended so that this proposed development could be treated as one unified area.

As presented in the original Survey and Planning Application, the northern project boundary was the southern property line of N. Skidmore Street and the eastern boundary was the west property line of N. Vancouver Avenue.

Since the original submission, the following improvements have been considered in connection with these boundaries:

1. The Bureau of Public Works is considering the possibility of widening both N. Skidmore and N. Vancouver to facilitate traffic movement from and to the Minnesota Freeway and the proposed Fremont Bridge.

2. With the construction of the proposed street diverters within the project, Skidmore and Vancouver, being secondary major thoroughfares, will undoubtedly show an increase in traffic volume.

Any future improvement or alteration to these streets would directly influence the project. As a result, the following detailed boundary changes were made. The northern boundary was moved from the south property line of N. Skidmore Street to the north property line. The eastern boundary was moved from the west property line of N. Vancouver Avenue to the east property line.

Figure 3, designated "Structure Condition", shows the outline of each building, property lines and condition of structures according to the following classifications:

1. Minor or No Repairs
2. Repairs Needed
3. Possible Demolition

Figure 2, designated "Existing Land Use", dated March, 1962, shows the project boundary, existing land use of each property within the project, and the commercial strips bordering the project on the east and west. This figure also identifies the land in public and mixed use and each vacant parcel within the project area determined to be residential in character.

ADDENDUM
R-212 -- PROJECT AREA REPORT

LAND USE PROVISIONS AND BUILDING REQUIREMENTS

The general categories of land uses permitted are illustrated on Figure 7, Project Proposals. The City of Portland Planning and Zoning Code lists the specific requirements regulating each use. The following is a summary of the uses permitted in each classification.

1. Residential

   A2.5 (apartment residential) zoning will continue and is proposed in those areas that are primarily residential in character. Attached hereto are Figures 2 and 6, designated Existing Land Use and Project Zoning; which illustrates the areas that are presently residential in usage and those areas recommended for A2.5 zoning.

   A2.5 zoning permits only single family dwellings and/or apartment dwellings. The basic requirement of A2.5 zoning is that the minimum lot area shall be 2,500 square feet per dwelling unit in structures containing two or more dwelling units. The existing churches within the project are classified as Conditional Uses in A2.5 zoning.

2. Commercial

   C2 (general commercial) zoning permits primarily those uses of a public or commercial nature. Examples are retail stores, business offices, gas stations, medical offices, etc. Residential uses are also allowed in commercial zoning, but the Planning and Zoning Code restrictions are such that it is rather difficult to provide enough area for both uses on the same lot.

3. Light Manufacturing

M3 (light manufacturing) zoning permits public, commercial or controlled manufacturing uses. Typical uses permitted are grocery stores, real estate offices, dairy products processing and building materials retail outlets enclosed within a building.

4. Public Uses

The proposed project park will remain in A2.5 (apartment-residential) zoning.

Form approved
Budget Bureau No. 63-R884.4

H-6120
(3-61)

HOUSING AND HOME FINANCE AGENCY
URBAN RENEWAL ADMINISTRATION

SUMMARY OF PROJECT DATA
(Urban Renewal Program)

PROJECT LOCALITY: Portland, Oregon

PROJECT NAME: Albina Neighborhood Improvement Project

PROJECT NUMBER: Ore. R-8

INSTRUCTIONS: Place original and 2 copies in Binder No. 1, and one copy each in Binders No. 2, 3, 4, and 5.

A. CATEGORY OF PROJECT ELIGIBILITY *(Check one; see Urban Renewal Manual, Chapter 3-2)*

CATEGORY	PRESENT CHARACTER OF AREA	EXTENT OF PRESENT DEVELOPMENT	PROPOSED REUSE
[X] I	Predominantly residential	Built up	Any
[ ] II	Predominantly residential	Predominantly open land	Any
[ ] III	Not predominantly residential	Built up	Predominantly residential
[ ] IV	Not predominantly residential	Predominantly open land	Predominantly residential
[ ] V Nonresidential Exception	Not predominantly residential	Built up	Not predominantly residential
[ ] VI Nonresidential Exception	Not predominantly residential	Predominantly open land	Not predominantly residential
[ ] VII College and University	Any	Built up	Any
[ ] VIII College and University	Any	Predominantly open land	Any
[ ] IX	-	Open land	Predominantly residential
[ ] X	-	Open land	Not predominantly residential

B. TYPE OF TREATMENT OF AREA

[ ] CLEARANCE AREA ONLY *(Complete Blocks C, F, and G)*

[X] CONSERVATION AREA ONLY *(Complete Blocks C, H, and I)*

[ ] COMBINATION OF CLEARANCE AND CONSERVATION SECTIONS *(Complete Blocks C through I)*

[ ] RECONDITIONING AREA ONLY *(Complete Blocks C, H, and I)*

SUBMITTED BY:

Date

Signature

PORTLAND DEVELOPMENT COMMISSION
Local Public Agency

Executive Director
Title

C. ENVIRONMENTAL DEFICIENCIES *(Check and complete one)*

[ ] No change in descriptions given on Form H-6101, *Urban Renewal Area Data,* Block J, submitted for this project on _____, 19____

[X] See following descriptions

CONDITION	DESCRIPTION OF EXTENT TO WHICH CONDITION EXISTS *(Give source of information. If additional space is required, continue on a plain sheet and attach to this form)*
1. Overcrowding or improper location of structures on the land	
2. Excessive dwelling unit density	
3. Conversions to incompatible types of uses, such as roominghouses among family dwellings	Inconsistencies among land use determined through detailed surveys. Deficiencies in conversions of single-family units to multiple units. (LPA Survey)
4. Obsolete building types, such as large residences or other buildings which through lack of use or maintenance have a blighting influence	214 structures classified as "Repairs Needed". 27 structures classified as "Possible Demolitions." (Determinations made through detailed surveys by LPA; see Figure 3)
5. Detrimental land uses or conditions, such as incompatible uses, structures in mixed use, or adverse influences from noise, smoke, or fumes	Residence converted to neighborhood store; warehouse in residential area; seven commercial structures along east boundary. (LPA Survey)
6. Unsafe, congested, poorly designed, or otherwise deficient streets	Lack of alley paving; high curbs, substandard Macadam streets; inadequate traffic control throughout area; damaged sidewalks; broken curbs. (City Engineer, LPA Survey, ANIC Report)
7. Inadequate public utilities or community facilities contributing to unsatisfactory living conditions or economic decline	No park or recreation area except small paved school playground south of Project Area (Planning Commission, ANIC Reports)
8. Other equally significant environmental deficiencies	Need for control of rodents and trimming of street trees. (ANIC Report)

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DATA ON PROJECT AREA

(Complete this page only if project area includes both clearance and conservation sections)

D. PRESENT CHARACTER, CONDITION OF BUILDINGS, AND PROPOSED LAND USES

(Areas shall be shown to nearest tenth of an acre. Total area within perimeter boundaries of the project shall be accounted for, excepting only any sizable interior areas which have been excluded from the project area. Meanings of terms are identical with those in Urban Renewal Manual, Ch. 3-2, and criteria for "Building Deficiencies" in Ch. 3-1)

ITEM	ACREAGE						CONDITION OF BUILDINGS		ACREAGE BY PROPOSED LAND USES
	TOTAL	BY PRESENT CHARACTER			BY PROPOSED ACQUISITION		TOTAL BUILDINGS	NUMBER WITH DEFICIENCIES	
		IMPROVED		UNIMPROVED	TO BE ACQUIRED	NOT TO BE ACQUIRED			
		WITH BLDGS. OR STREETS	W/OTHER IMPROVEMENTS						
TOTAL	102.08	92.82	1.38	7.88	7.83	94.25	526	214	102.08
1. Streets, Alleys, Public Rights-of-Way, Total	40.15	36.31		3.84	.89	39.26			39.26
a. Major Transportation	8.24	8.24		---	---	---			8.24
(1) With Federal Highway Aid									-----
(2) Without Federal Highway Aid									-----
b. Other Streets, Alleys, Public Rights-of-Way	31.91	28.24		3.84	.89	31.02			31.02
2. Residential, Total	59.54	54.59	1.26	3.69	6.32	53.22	512	211	61.04
a. Dwelling Purposes	59.46	54.59	1.26	3.61	6.32	53.14	512	211	56.39
b. Related Public or Semipublic Purposes	.08	---	---	.08	---	.08	---	---	4.65
3. Nonresidential, Total	2.39	1.92	.12	.35	.61	1.78	14	3	1.78
a. Commercial	1.01	.89	.12	---	.37	.64	3	3	.64
b. Industrial	1.09	.74	---	.35	.24	.85	8	---	.85
c. Public or Semipublic (Institutional)	.29	.29	---	---	---	.29	3	---	.29
d. Open or Unimproved Land Not Included in 3a, b, or c above	---			---	---	---			

E. CONTEMPLATED TREATMENT

ITEM	TOTAL NUMBER	NUMBER TO BE CLEARED	NUMBER DESIGNATED FOR CONSERVATION OR RECONDITIONING	NUMBER TO BE RETAINED WITHOUT TREATMENT	NUMBER FOR WHICH TREATMENT NOT YET DETERMINED
1. Area *(in Acres)* of Parcels With Buildings	56.51	6.93	49.58	---	---
2. All Buildings	526	61	465	---	---
a. Residential Buildings	512	57	455	---	---
b. Nonresidential Buildings	14	4	10	---	---
3. All Dwelling Units	694	64	630	---	---
a. In Buildings With Deficiencies	292	43	249	---	---
b. In Standard Buildings	402	21	381	---	---

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DATA ON CLEARANCE AREA, OR CLEARANCE SECTIONS OF PROJECT AREA

F. PRESENT CHARACTER, CONDITION OF BUILDINGS, AND PROPOSED LAND USES

(Areas shall be shown to nearest tenth of an acre. Meanings of terms are identical with those in Urban Renewal Manual, Chapter 3-2, and criteria for "Building Deficiencies" in Chapter 3-1)

ITEM	ACREAGE						CONDITION OF BUILDINGS			ACREAGE BY PROPOSED LAND USES
	TOTAL	BY PRESENT CHARACTER			BY PROPOSED ACQUISITION		TOTAL BUILDINGS	NUMBER WITH DEFICIENCIES	NUMBER SUB-STANDARD WARRANTING CLEARANCE	
		IMPROVED		UNIMPROVED	TO BE ACQUIRED	NOT TO BE ACQUIRED				
		WITH BLDGS. OR STREETS	W/OTHER IMPROVEMENTS							
TOTAL										
1. Streets, Alleys, Public Rights-of-Way, Total										
a. Major Transportation										
(1) With Federal Highway Aid										
(2) Without Federal Highway Aid										
b. Other Streets, Alleys, Public Rights-of-Way										
2. Residential, Total										
a. Dwelling Purposes										
b. Related Public or Semipublic Purposes										
3. Nonresidential, Total										
a. Commercial										
b. Industrial										
c. Public or Semipublic (Institutional)										
d. Open or Unimproved Land Not Included in 3a, b, or c above										

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3. All Dwelling Units					
a. In Buildings With Deficiencies					
b. In Standard Buildings					

H-6120 (3-61)

DATA ON CONSERVATION OR RECONDITIONING AREA, OR CONSERVATION SECTIONS OF PROJECT AREA

H. PRESENT CHARACTER, CONDITION OF BUILDINGS, AND PROPOSED LAND USES

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I. CONTEMPLATED TREATMENT

ITEM	TOTAL NUMBER	NUMBER TO BE CLEARED	NUMBER DESIGNATED FOR CONSERVATION OR RECONDITIONING	NUMBER TO BE RETAINED WITHOUT TREATMENT	NUMBER FOR WHICH TREATMENT NOT YET DETERMINED
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a. In Buildings With Deficiencies	292	43	249	---	---
b. In Standard Buildings	402	21	381	---	---

FHLBB-Washington, D. C.

The criteria developed and used in classifying buildings as deficient was the tentative FHA Rehabilitation Requirements for 220 Loans and City fire, health, building, housing and planning and zoning codes. This criteria was then incorporated into standard exterior and interior structure survey forms. The data included in Form H-6120 was developed by conducting a detailed exterior structure survey on all structures in the area and by conducting a detailed interior survey on 38.4% of these structures. A feasibility survey was conducted on structures where the feasibility of rehabilitation was questionable.

Spot clearance will be accomplished for structures that are not economically feasible for rehabilitation and for those structures that are not compatible with the existing residential character of the project. (e.g. Gas station at N. Shaver St. and N. Vancouver Ave; warehouse at N. Beech St. and N. Kerby Ave.)

R-213 -- URBAN RENEWAL PLAN

Joint responsibility item to be printed by the urban renewal agency.

R-214 -- REPORT ON PLANNING PROPOSALS

1. Zoning Proposals -

   (a) A map showing existing zone district classifications in project area and in neighborhood, of which the project area is a part, is included as Figure 6.

   (b) The zone districts proposed for the project area and neighborhood are also indicated on Figure 6 of the Part I Application For Loan And Grant.

   (c) The zone change proposals include the following:

      1. To change the zone classification for the area located 100 feet north of N. Shaver Street, 100 feet north of N. Fremont Street, the center line of the alley or 108 feet west of N. Vancouver and the center line of the alley east of N. Vancouver from the existing C2 commercial zone district to an A2.5 (2500 sq. ft. per dwelling unit) Apartment Residential District.

The character of present development along N. Vancouver Avenue is predominantly residential. Vancouver Avenue, a project area boundary street, is a secondary traffic arterial serving as both a neighborhood collector and a through street. Its efficiency could be retarded by strip commercial

development. Also, the project area could be adversely affected by bordering on a narrow fringe development which would attract truck and vehicle traffic extraneous to the residential area. Therefore, residential zoning on Vancouver Avenue is deemed more appropriate than commercial.

2. To change the spot A1 apartment zone (1000 square feet per dwelling unit) located at the southwest corner of the intersection of N. Beech Street and N. Haight Avenue to an A2.5 Apartment House zone. This proposal is made to maintain a consistent pattern of zoning throughout the project.

(d) It is planned that the proposed zoning changes, identified in Figure 6, will be initiated by the City Planning Commission upon City Council adoption of the Urban Renewal Plan.

2. Basis for determination of:

(a) Proposed land uses:

HOUSING

Housing development at a density of 2500 square feet per unit is the predominant land use recommended in the improvement plan for the project area (Project Proposals, Figure 7).

The basis for this housing use proposal, which represents a reaffirmation of the desirability of the existing pattern of

residential development in the area, is Portland's long standing planning and zoning policy to maintain and support residential neighborhoods in close proximity to the central commercial area, thus affording people convenient access to major employment, shopping and recreation facilities.

The City's Comprehensive Development Plan and the Planning and Zoning Code* both substantiate this policy of preserving central area residential neighborhoods. The Comprehensive Development Plan designates the Boise School neighborhood, of which the project area is a part, as a residential district. Most of the project area is assigned a residential zoning classification (Project Zoning Figure 6) which has been the case since original adoption of a zoning ordinance by the City in 1924. The existing and proposed medium density A2.5 apartment residential zoning is held to be particularly valid for this central area residential section comprised of large dwellings which could lend themselves to legal conversion to two family dwelling units.

The project today contains 696 dwelling units mostly in one and two family structures, with the remainder in low

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*Portland Comprehensive Development Plan adopted by the City Planning Commission, June 1958

Portland Planning and Zoning Code adopted by City Council, July 1959

density apartment development. It is estimated that when the project area is developed to capacity -- including legal conversion of one family to two family dwellings and the construction of new units on vacant land -- the area will number approximately 815 dwelling units.*

The project area is in relatively close proximity to outstanding regional shopping and recreational facilities, including the Central Business District ($2\frac{1}{2}$ miles), the Lloyd Center (2 miles), a regional shopping center which contains and adjoins office facilities, and the Memorial Coliseum (1 mile), a metropolitan exposition and recreation facility. Also, the nearness to numerous community facilities (Community Facilities Figure 5), described below, constitutes additional desirable attributes for residential development in the project area.

An essential element of an improvement program for the project area is the elimination of the major and minor housing deficiencies (Structural Condition Figure 3) which now exist. A successful endeavor to upgrade existing housing and encourage new residential construction, combined with the improvement and development of existing and needed local facili-

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*Planning Commission dwelling unit analysis prepared for Land for Schools report 1958

ties described below, will be of lasting benefit to the residents of the project area, and should serve to stimulate other similar programs throughout the city.

PROJECT PARK

A 4.5 acre park is proposed for the center of the project. The basis for this proposal is the City Park Bureau standard that residents of a housing area should have access to a neighborhood park facility within one-quarter of a mile of their home.

The residents of the project area lack convenient access to a neighborhood park facility. The neighboring Peninsula, Overlook, Irving, and Lillis-Albina parks are all considerable removed from the project area; also, several major traffic arterials isolate the project residents from these facilities (Community Facilities, Figure 5). The Boise School, which is contiguous to and serves the project, lacks adequate playground space.

The lack of adequate recreation space for adults, as well as children, constitutes an environmental deficiency. Prior to undertaking survey and planning studies, 335 families were interviewed to ascertain problems in the project area. The lack of a neighborhood recreation facility was indicated as one of the major deficiencies. Therefore, the development of

a park facility, including facilities for small children, an active area for larger children, and a quiet area for adults, is an essential element of an improvement plan and program for the project area.

The recommendation for the precise location of the site was made jointly by the Albina Neighborhood Improvement Committee's Planning Sub-Committee and representatives of the various city agencies having an interest in such a development. These agencies were the Bureau of Parks, Portland Development Commission, Bureau of Traffic Engineering, Mass Transit Coordinator's Office, and City Engineer's Office. This group reviewed all possible considerations relating to the impact that a park development would have on the neighborhood and community. This analysis included: the allowable minimum size of a park; the costs of acquiring various alternate sites (five were studied); the number of housing deficiencies within alternate sites; the impact of the various alternate sites on internal and external traffic circulation, mass transit routes, and on overhead and underground utilities. Convenient and safe access to all users of the park and suitability for possible expansion to a full neighborhood park was also part of the analysis.

The recommended minimum size for a neighborhood park in the Portland area is ten acres. This standard was recently formu-

lated by the Portland Metropolitan Planning Commission in co-operation with local city planning and park officials. The project area dwelling unit count, when fully developed, is estimated to be 815 or approximately 40% of the Boise School neighborhood, expected to number 2,060 dwelling units. The recommended 4.5 acre project park, which includes two project blocks and the proposed vacation of 400 feet of N. Commercial Avenue and two alleys, represents a facility in scale with the area and the number of residents to be served; also the proposed project park is of sufficient size to contain the minimum amount of facilities to serve all age groups in the project area.

The park site, which has been selected, affords convenient and safe access to the project residents, does lend itself to possible expansion to a full neighborhood school-park facility (2 g) if such development were to be deemed necessary at a later date, and does not present any problems for traffic and bus circulation, and existing and future utility improvements.

BUSINESS DEVELOPMENT

In addition to residential and park development, a recommendation for a small amount of business development at the extremities of the project is encompassed in the project proposals (Figure 7). This includes (1) a proposed bowling alley development within the existing business development along N. Mississippi Avenue and (2) commercial development along N. Vancouver Avenue near the

intersection of N. Fremont Street. The proposed bowling alley development was reviewed by the Albina Neighborhood Improvement Committee and their recommendation to afford protection to adjacent residential property owners was implemented by the provision of a M3 buffer zone on property adjacent to residential development. The latter development, located at the intersection of two major traffic arterials does not have an adverse impact on neighboring housing, but rather offers a possibility for development of commercial facilities convenient to the project area.

(b) Proposed regulations

The controls contemplated for the properties to be acquired in the project area are contained in the city's Planning and Zoning Code and the Property Rehabilitation Standards for the project area.

The Planning and Zoning Code is a modern code adopted in July 1959 after several years of study of model codes throughout the country. This code affords assurance that new housing construction developed on any sites acquired within the project will have sufficient yards and building setbacks, and thus contribute to the project area.

The FHA Rehabilitation Requirements for the project have been devised by local FHA, regional HHFA and

Portland Development staff personnel after detailed analysis of model housing codes and the newly adopted Portland Housing Code. These requirements cover: yards and setbacks; natural light and ventilation; space requirements; access and privacy; plumbing and electricity; structural maintenance; height and density provisions; and, off-street parking. These regulations will also serve to effect new development which will enhance the project area.

(c) Adequacy of proposed zoning and other codes

The basis for determining the adequacy of the zoning and housing regulations proposed to protect the project area was a comparison of the standards contained in these codes with other comprehensive codes used throughout the country. Also, there is ample evidence in the city that in neighborhoods where application of the city's zoning regulations and pattern has been uniform, blight is absent or minimal. Therefore, the uniform zoning pattern and regulations proposed for the project should afford the desired protection.

(d) Modification of existing streets

MAJOR STREETS

The project area is bounded on all sides by secondary

traffic thoroughfares. The Bureau of Public Works has prepared a tentative plan, for study only, for widening the north boundary street, N. Skidmore Street and N. Vancouver Avenue at the east extremity of the project in order to effect a system of major streets integrated with the Interstate freeway, ramps, and bridges soon to be constructed in the vicinity of the project.

The Oregon State Highway Department, in cooperation with city, county and metropolitan traffic, transit and urban planning personnel, is preparing a comprehensive transportation plan for the Portland Metropolitan area. This plan will be helpful in determining the need and location of major streets improvements in the community.

The proposed modification of the interior street system of the project area, described below, will reroute traffic, now using the project streets as through routes, on to the collector streets at the periphery of the project; widening of the peripheral streets should be considered if future assigned design volumes being determined during the course of the preparation of the transportation plan indicates the need for greater arterial street capacity.

LOCAL STREETS

The project proposals plan (Figure 7) calls for the construction of four landscaped devices for routing through traffic from the project area on to the collector streets at the periphery of the project in order to insure a quiet, safe, livable residential district.

Such traffic control should reduce the number of accidents now prevalent in the area. Residents of the project are concerned about the lack of traffic safety that the present gridiron street system affords; therefore, the Albina Neighborhood Improvement Committee has endorsed the concept of developing means for achieving a more safe residential area. Five alternate schemes for diverting through traffic were studied by the representatives of various city and local bureau and agencies concerned with street development, including the Portland Development Commission, Bureau of Traffic Engineering, Bureau of Fire, Office of City Engineer, Mass Transit and Public Works Coordinator, local FHA planning personnel, and the City Planning Commission. Of the various feasible alternates considered, the interior street system indicated in the proposed plan was selected as having the most desirable impact on the project area.

(e) Areas to be excluded

No areas within the perimeter boundary of the project area are to be excluded from the project area.

(f) Incidental properties not to be acquired

Properties which are determined to have a deleterious effect on the project area will not be exempted from acquisition.

(g) Adequacy of proposed or existing-to-remain facilities

The determination of the adequacies of proposed and existing-to-remain commercial community, recreational, and public facilities within and outside, but serving the project area, are the planning standards embodied in the Comprehensive Development Plan, adopted by the Planning Commission, and standards established by Portland School District No. 1, Bureau of Parks, Bureau of Fire, Bureau of Water Works, and Office of City Engineer.

Following is a resume of the adequacy of the various service facilities and improvements which are requisite elements of optimum neighborhood development:

PUBLIC SCHOOL SERVICE

The project area is served by the Humboldt Primary School (kindergarten through 4th grade), the Boise Elementary School (kindergarten through 8th grade),

and the Jefferson High School. The Humboldt School provides primary school service for the portion of the project area north of N. Failing Street, and the Boise School affords primary school service for the remainder of the project and secondary service for the entire project.

The Humboldt School, constructed in 1959, was a development recommended in the Planning Commission's comprehensive school report LAND FOR SCHOOLS. It was proposed in this report that a full elementary school site and facility be developed to eliminate the school and site deficiencies of neighboring schools. This report did not proffer a specific recommendation for the Boise School, pending a possible urban renewal study which would include a detailed analysis as to site and building sufficiency.

The School District does plan, when funds are available, to expand the Humboldt primary site and facility into a full elementary school according to the Planning Commission recommendation. The present primary school is overcrowded and two classrooms are being constructed which will alleviate this condition.

The 33 class room Boise School, though 36 years old, is a well maintained facility. However, the 3.69 acre school

site is presently inadequate. The density ratio standard adopted by the Planning Commission and the School District for a two-story elementary school is 4.0 classrooms per acre; the Boise School measures 8.9, indicating a serious deficiency of space for playground activities and the parking of staff automobiles.

An analysis of enrollment when the school service area is fully developed and attendance boundaries are revised to effect safe transit to school, indicates that the Boise facility could be reduced to a 20 classroom facility which would require a 5 acre site to meet local standards. Therefore, the site should still be increased by at least 1.3 acres to afford optimum space for school recreation.

The location of the Boise School (Figure 5) contiguous to the impending freeway complex calls for consideration of eventually relocating the school facility. A location in the center of the project adjacent to a neighborhood park would be most appropriate; however, owing to the good quality of the present structure, relocation would not be feasible until the building becomes structurally or functionally obsolete. It is assumed that the present plant will continue in service for 15 or 20 years.

The school District intends to acquire a parcel of land contiguous to the Boise School measuring 0.35 acres, to provide off-street parking space for the staff. The Planning Commission also urges that additional adjacent land be acquired when funds are available to alleviate the playground deficiency.

RECREATION

Though now lacking a local neighborhood park, the project area does have access to several regional park facilities -- Peninsula, Overlook, Irving and Knott Street Center (Figure 5). These community parks all provide the necessary facilities to serve the population from a group of surrounding neighborhoods. The Peninsula Park contains a swimming pool and the newly developed Knott Street Center was so constructed to be expanded to include a swimming facility when funds become available.

FIRE STATIONS

The City recently completed a comprehensive modernization program of its fire protection service facilities. Two new stations were constructed in the general vicinity of the project area (Figure 5) and excellent fire protection is afforded residents of the project area.

WATER

Water service to all housing units in the project area is adequate to serve present and future requirements. The Water Bureau recently completed a construction program to improve water distribution facilities in North Portland. A new water tank recently developed, as part of this program, has upgraded the service to the project area and adequate pressure is now available at all times.

SEWER

The City Engineer's office has analyzed the sewer service now provided in the project and has rendered the opinion that these project facilities are adequate to serve present and future requirements.

POWER

The two utility companies which serve the project area, Portland General Electric and Pacific Power and Light, have been consulted to determine the adequacy of present service and any future plans for development in the project area. Present service is adequate. The Pacific Power and Light Company plans to reroute main distribution lines presently located in the project owing to disruption of the present system by the Interstate Freeway development.

STREET, CURBS, SIDEWALKS AND ALLEYS

The City Engineer's office has conducted a comprehensive survey of the adequacy of the streets, curbs, sidewalks and alleys in the project.

These facilities were checked against established city standards. A number of deficiencies were noted including inadequate street surface and sub-surface, high street crowns, high curbs, broken curbs, damaged sidewalks and unimproved alleys.

The recommended improvement plan for the project area includes the elimination of these deficiencies by new construction, repairs and the paving of those alleys which are not now improved.

STREET LIGHTS

The street lighting in the project area has, in the past, been inadequate. The voters of Portland have made funds available for the installation and conversion of luminaires in districts where residents indicated a desire to upgrade neighborhood street lighting. The Albina Neighborhood Improvement Committee has sponsored a petition drive to acquire signatures for better street lighting in the project area. Through their efforts a new street lighting program is soon to be completed which includes 30 new luminaires and 31 conversions.

STREET TREES

The project area contains tree stumps and street trees, most of which are oversized and cause curb and sidewalk breakage. A program to repair the curbs and sidewalks will include the removal of stumps and oversized trees. The utility companies serving the area are interested in a tree removal and planting program which will be compatible with the power lines. A joint committee of residents of the project area and the power companies, and other civic groups, has been formed to carry out such a program. The utility companies are also undertaking a program of modernizing their integrated wiring system.

MISCELLANEOUS COMMUNITY SERVICES

The project area residents have ready access to numerous other needed services including local shopping, YMCA, hospital, bus transportation, library facilities, postoffice and the before mentioned Memorial Coliseum, Lloyd Center, and the Central Business District. Such services are adequate and help to characterize the project area as a district having all of the facilities necessary for complete community living.

3. The plans for the neighborhood, of which the project area is a part, covering land uses, thoroughfares, recreational and

community facilities, are embodied in the Comprehensive Development Plan adopted by the City Planning Commission June 1958.

4. The City's Comprehensive Development Plan prescribes certain land use and traffic circulation proposals for the district of which the project area is a part. The Urban Renewal Plan calls for proposals which precisely conform to these elements of the Comprehensive Development Plan. Also, the Urban Renewal Plan closely adheres to the objectives of the City's Workable Program by offering a plan and program -- well supported by project area residents -- which is aimed at maintaining and improving the quality of one of the City's important residential areas.

R 221 CONSERVATION DATA

PROJECT ELIGIBILITY

The area has been a stable residential section of the City for many years and has retained its good residential characteristics. The 35 block area has similar structural and environmental conditions, paved streets, curbs and sidewalks throughout. Normal lot sizes are 50' X 100' and the greatest percentage (53.9%) of the buildings are structurally sound and need only minor or no repairs to meet Property Rehabilitation Standards. The prevailing zoning and the major peripheral streets (which serve as Project Area boundaries) both insulate the area from outside influences and help perpetuate the residential qualities of the area. The existing street pattern plan adequately serves the area. However, slight street plan modification (as described in R-224 and illustrated in Figure A will reduce the flow of traffic in the neighborhood and create a safer residential area. A check has been made with the Oregon State Highway Commission and their plans do not indicate any freeway or other construction that would be a detriment to the rehabilitation of structures within the Project Area.

Residents of the area have a concern in the type of public facilities that are available to them and most property owners have adequately maintained their properties. The area is near the Central Business District, the Memorial Coliseum, the Lloyd Center and the Northwest Industrial Area. Two elementary schools are within 3 blocks of the

Project and high school students attend a school 4 blocks to the north of the project boundary.

Because of the above mentioned items and because of the support generated in the Program by residents of the area, it is considered that the proposed rehabilitation activities will restore the area to a long-term sound condition. These factors and the scheduling of project activities indicate that it will be possible to complete the renewal of buildings and other Project activities within 3 years after the effective date of the Contract for Loan and Grant.

As a result of a detailed exterior structure survey on 523 structures, an interior survey on 201 structures and a feasibility study on 45 typical residential structures, it was determined that all properties designated to remain in the Project Area are feasible of upgrading to Property Rehabilitation Standards. The typical residential structures which were studied were:

1. Either single or multi-family units.
2. Structures that showed evidence of needing minor repairs.
3. Structures that showed evidence of needing major repairs.

The commercial structures which exist in the area were included in the detailed exterior structure survey and were found to be structurally sound.

Conferences and meetings have been held with local FHA officials and loan officers from the major lending institutions. They have offered assurance of their continued interest and support in the objectives of the Project Area. They have further indicated that they will cooperate and assist in providing mortgage funds for eligible owners as may be required for the improvement of the individual property. Conventional mortgage financing or FHA Section 220 loans, insured by FHA, will be available.

RELATIONSHIP OF PROPERTY REHABILITATION STANDARDS TO PLANNING OBJECTIVES

1. All of the city's codes and ordinances, which bear on construction, structure and property maintenance and use of land, have been thoroughly reviewed for adequacy as instruments for achieving an optimum level of property rehabilitation. Accordingly, proposals have been made for strengthening the city's Housing Code.

2. The City recently adopted the needed amendments to the Housing Code which now closely adheres to FHA property rehabilitation standards.

3a. The FHA requirements devised by the local FHA office, and reviewed by the regional FHA office, are particularly applicable for insuring properties in the

project area. No additional requirements are necessary to meet local planning objectives.

3b. FHA assistance is anticipated for residential properties in the project area. The property rehabilitation requirements for non-residential properties have been derived from local building, health, and zoning codes now in force in the city. These codes have been evaluated in light of the need for protection of the project area and are deemed satisfactory.

R-224 -- PROJECT IMPROVEMENTS

R 224 (1) TYPES OF IMPROVEMENTS

Both Item 1 and Item 2 improvements are contemplated for the project area. An Item 1 improvement will be paid for out of project funds (see R-226, Form H-6220 Supporting Schedule). An Item 2 improvement benefits the project area, but is financed by separate and non-Federal funds (See R-226, Form H-6200 Supporting Schedule).

The estimated costs of the proposed project improvements are based on current unit prices. Cost estimates have also been listed for each improvement showing the adjustment from the current unit prices to those expected to exist in 1964 when the work is scheduled to be placed under contract. Construction and labor costs have increased approximately 20 per cent in the last ten years; therefore, the adjusted project costs are approximately four per cent over present costs.

The following Item 1 improvements are proposed. These items are identified in accordance with the categories listed in Section 11-1-1 of the Urban Renewal Manual. For the purpose of clarity, Section (1) (a) Identification, (1) (b) Description, (1) (c) Justification, and (1) (d) Cost Estimates, have been combined in discussing each item.

A. Streets and Alleys

The improvements proposed are:

Reshaping and resurfacing certain project streets
Surfacing the unimproved alleys
Construction of four street diverters.

1. Street Improvements

Information on the proposed reshaping and resurfacing of particular streets within the project was determined from a survey conducted by the City Engineer's office. Their findings noted two major deficiencies:

(a) The existing street surfacing of oil-bound macadam does not meet city standards, therefore is not maintained by the city.

(b) High curbs and street crowns.

Figure 4, Street Surfaces, illustrates the existing surfacing of the project streets.

Many curbs throughout the project are two to four inches above the recommended standard height of six inches. This height is measured from the street gutter. The City Engineer's Office also recommends the height of the street crown be approximately the recommended standard height of the curb. The majority of the street crowns within the project are from one to four inches above the height of the curb.

To correct these deficiencies, the center of the streets will be scarified. The resulting loose material will be moved to the sides of the streets to decrease the depth of the gutters.

The streets will then be covered with a 2" layer of asphaltic concrete.

Manholes and sewer inlet drains will require adjustment in those street designated for improvement. Manholes will be lowered and inlet drains will be raised in accordance with the proposed grades of these streets.

Figure 7, Project Proposals, illustrates the streets to be re-shaped and repaved.

The estimates for paving and other improvements were estimated by using unit costs obtained from the Department of Public Works.

An estimate of $6.00 per lineal foot was used in determining the cost of improvements. This figure consists of asphaltic-concrete paving at $1.00 per square yard, reshaping and grading at $0.39 per square yard, adjustment of manholes (24 @ $35) and inlet drains (25 @ $25), and six per cent engineering costs and contingencies. The average width of those streets designated for improvements is 38 feet.

Avenues to be reshaped and repaved from the north property line of N. Fremont St. extended to the south property line of N. Skidmore St. extended:

	Length	Unit Cost	Total
N. Gantenbein Ave.	2,145.70	$6.00 lin. ft.	$12,874.20
N. Commercial Ave.	1,780.00	6.00 lin. ft.	10,680.00
Excluding N.Shaver St:			
N. Borthwick Ave.	2,104.51	6.00 lin. ft.	12,627.06
N. Albina Ave.	2,325.66	6.00 lin. ft.	13,953.96
	8,355.87	$6.00 lin. ft.	$50,135.22

North Haight Ave. will be reshaped and repaved from the south property line of N. Beech St. extended to the south property line of N. Skidmore St. extended:

	Length	Unit Cost	Total
N. Haight Ave.	1,745.70	$6.00 lin. ft.	$10,474.20

North Haight Avenue from N. Fremont St. to N. Beech St. Consists of a six inch layer of concrete. N. Kerby Ave. consists of a five inch concrete base, one inch binder layer and a two inch asphalt wearing surface. The present crown and curb height of these streets are such that no reshaping will be required. However, it is necessary to resurface these streets with a 1" layer of asphaltic concrete to restore them to a sound condition. The improvements will therefore be as follows:

North Haight Ave. from the north property line of N. Fremont St. extended to the south property line of N. Beech St. extended and N. Kerby Ave. from the north property line of N. Fremont St. extended to the south property line of N. Skidmore St. extended:

	Length	Unit Cost	Total
N. Haight Ave.	400.00	$2.00 lin. ft.	$ 800.00
N. Kerby Ave.	2,155.10	2.00 lin. ft.	4,310.20
	2,555.10	$2.00 lin. ft.	$5,110.20

The new paving required as a result of the construction of street diverters on all the above avenues has been included separately under item 3 (Street Diverters).

Streets to be improved from the west boundary of the project area to the west property line of N. Vancouver Avenue, extended:

	Length	Unit Cost	Total
N. Mason Street	1,303.08	$6.00 lin. ft.	$7,818.48
N. Shaver Street	545.05	6.00 lin. ft.	3,270.30
N. Failing Street	1,314.86	6.00 lin. ft.	7,889.16
N. Beech Street	1,317.70	6.00 lin. ft.	7,906.20
	4,480.69	$6.00 lin. ft.	$26,884.14

The widths of intersecting north-south avenues have not been included in the street lengths listed above. The new paving required as a result of the construction of street diverters on the above streets has not been included in the above estimates (See 3. Street Diverters in this Section). N. Shaver Street will only be improved from N. Commercial Avenue to N. Vancouver Avenue.

Total cost of street improvements:

14,582.26 @ $6.00 lin. ft. =	$87,493.56
2,555.10 @ $2.00 lin. ft. =	5,110.20
Total	$92,603.76

Estimated cost when work is placed under contract (1964):
$92,603.76 x 1.04 = $96,307.91

2. Alleys

The existing alleys are 16 ft wide and are either surfaced in concrete or unimproved. The City Engineer recommends that unimproved alleys be graded and surfaced with concrete.

Except for the park site within the project, alleys will not be vacated since the majority of the garages are oriented to gain access to and from the existing alleys.

Figure 4, Street Surfaces, illustrates the existing condition of the area's alleys and Figure 7, Project Proposals, shows which alleys will be improved.

The estimates for alley improvements were estimated by using unit costs obtained from the Dept. of Public Works (Bureau of Design).

An estimate of $9.00 per lineal foot was used in determining the cost of improvements. This figure includes six-inch concrete

paving at $4.50 per square yard, earth excavation at $1.00 per cubic yard and six per cent engineering costs and contingencies.

Alleys in the following blocks will be paved. Figure 1, Project Description, identifies the block numbers.

Addition	Block No.	Alley Length in lineal ft.	Cost of Improvement
Central Albina	7	400.0 @ $9 per lin. ft.	$ 3,600.00
	8	400.0	3,600.00
	9	400.0	3,600.00
	10	400.0	3,600.00
	11	400.0	3,600.00
	12	400.0	3,600.00
	14	400.0	3,600.00
	15	400.0	3,600.00
	16	400.0	3,600.00
	18	400.0	3,600.00
	19	400.0	3,600.00
	20	400.0	3,600.00
	23	400.0	3,600.00
	24	400.0	3,600.00
	25	400.0	3,600.00
	27	400.0	3,600.00
	28	400.0	3,600.00
	29	400.0	3,600.00
	30	400.0	3,600.00
	31	512.6	4,613.40
	32	418.8	3,769.20
	33	400.0	3,600.00
	34	400.0	3,600.00
	36	400.0	3.600.00
Multnomah	12	400.0	3,600.00
	13	400.0	3,600.00
	25	150.0	1,350.00
	36	577.0	5,193.00
TOTAL		11,258.4	$101,325.60

Estimated cost when work is placed under contract (1964):

$101,325.60 x 1.04 = $105,378.62

Figure 7, Project Proposals identifies the alleys to be improved.

3. Street Diverters

A street diverter will be located at each of the following intersections: N. Kerby Avenue and N. Shaver Street, N. Haight Avenue and N. Failing Street, N. Borthwick Avenue and N. Beech Street, and N. Gantenbein Avenue and N. Mason Street.

The diverter will consist of a concrete strip connecting two cater-cornered lots at a street intersection. It will contain a sidewalk and a landscape strip.

Figure 7, Project Proposals, illustrates the location of the street diverters and Figure 8, Proposed Improvements - Street Diverter, shows a more detailed drawing of a typical street diverter.

The estimates for a typical street diverter were estimated by using costs obtained from the Department of Public Works (Bureau of Design).

Removal of existing curb:	
82 lin. ft. at $0.20 lin. ft.	$ 16.40
Removal of existing sidewalk:	
320 sq.ft. at $0.10 sq. ft.	32.00
New Curb:	
392.5 ft. at $2.00 lin. ft.	785.00
New Sidewalk:	
800.70 sq. ft. at $0.50 sq. ft.	400.35
Landscaping	75.00
Storm Sewers:	
2 recommended at each diverter at $85.00 for each	170.00
Pipe - 6 feet @ $3.00 per lin. ft.	18.00
Total	$ 1,496.75

The required paving and reshaping of the street surfaces, as a result of the construction of the street diverters, will be accomplished at the same time as the improvements to the project streets.

An estimate of $7.00 per lin. ft. was used in determining the cost of paving and reshaping. This figure consists of repairing and new paving at $1.00 per sq. yd., reshaping and grading at $0.43 per sq. yd., gravel at $5.00 per cu. yd., and six per cent engineering costs and contingencies.

Street paving and reshaping for installation of each diverter	
125 lin. ft. @ $7.00 per lin. ft.	$ 875.00
Construction of each diverter	1,496.75
Total cost for each diverter	2,371.75
Total cost for 4 diverters	9,487.00

Estimated cost when work is placed under contract (1964)

$9,487.00 X 1.04 = $9,866.48

B. Curbs, Gutters and Sidewalks

The improvements proposed are:

Replacement and/or repair of sidewalks
Replacement and/or repair of curbs
Removal of tree roots
Decreasing depth of gutter

A survey was conducted by the City Engineer's office in January, 1962 to determine the condition of the sidewalks and curbs within the project. The findings of this survey reveal that many sidewalks and curbs have deteriorated and have also been damaged by trees growing in the narrow parking strip throughout the project. Therefore, many trees and roots will require removal in conjunction with repairing the project's sidewalks and curbs. Portland General Electric, a private utility company, will remove the trees down to ground level. The City requires that stumps and roots be removed down to the bottom of the curb (approximately 16" below ground level).

Figure 9, Project Improvements; Sidewalks and Curbs, illustrates curbs and sidewalks requiring repair and trees and roots requiring removal.

The City Engineer's Office recommends that the street gutters throughout the project be raised. The repaving and reshaping of the streets described under Item 1, Street Improvements, of this section will correct this deficiency.

The estimates for sidewalk and curb repair were estimated by using unit costs obtained from the Department of Public Works. The standard thickness of sidewalks is four inches. The recommended thickness of driveways and crosswalks is six inches. The estimates for removal of

damaged sidewalks, driveways and curbs are included in the estimated cost of improvements. A breakdown of the costs involved in removing damaged concrete is as follows:

Curbs:	$0.15/lin. ft.	
	0.43/lin. ft.	(tree roots involved)
Sidewalks	0.10/sq.ft.	
	0.20/sq.ft.	(tree roots involved)
Driveways	0.20/sq.ft.	
	0.30/sq.ft.	(tree roots involved)

REPAIR COSTS

	Sq. Ft.	Cost of Repairs	
4" Sidewalk @ $0.65 sq.ft.	20,339	$13,220.35	
4" " @ 0.90 sq.ft. (tree roots involved)	11,166	10,049.40	
6" Driveways @ $0.90 sq.ft.	4,834	4,350.60	
6" " @ 1.15 sq.ft. (tree roots involved)	154	177.00	
			$27,797.35
	Lin.Ft.	Cost of Repairs	
Curbs @ 1.60 lin. ft.	1,553	$ 2,484.80	
Curbs @ 3.50 lin. ft. (tree roots involved)	2,013	7,045.00	
			9,529.80
Tree Stump Removal: 56 stumps @ $20.00			1,120.00
Grand Total			$ 38,447.15

Estimated cost when work is placed under contract (1964)

$38,447.15 x 1.04 = $39,985.04

C. Parks

A 4.56 acre park will be located approximately in the center of the project. The basis for this proposal is the City Park Bureau Standard that residents of a housing area should have access to a neighborhood park facility within one-quarter of a mile of their home. At present the residents of the project area lack convenient access to a neighborhood park facility (see R 214, Report on Planning Proposals, Project Park).

The park will be bounded by N. Shaver Street, N. Kerby Avenue, N. Failing Street, and N. Haight Avenue. N. Commercial Avenue will be vacated for one block between N. Shaver Street and N. Failing Street. The existing alleys in the two blocks comprising the park site will also be vacated.

The park will contain a softball-football field, playground equipment, a picnic area, a neighborhood meeting building, and appropriate landscaping.

A house located on one of the blocks of the proposed park site will be retained and used for neighborhood activities. It cannot be determined at this time which structure will be utilized. However, estimates for moving and rehabilitating a typical structure to serve these needs are included in the estimates for park development included below.

Figure 7, Project Proposals, illustrates the location of the park.

The estimates for the development of the project park were estimated by using unit costs obtained from the City Park Bureau.

PROPOSED ALBINA PARK SITE (4.56 Acres)

1. Park Clearance Costs

Property Value	$ 239,400
Title	2,500
Assemblage 15%	35,910
Demolition (circa)	6,000
Total	$ 283,810

2. Land Improvement

Moving & rehabilitation of activity center	$ 10,000
Excavation & grading	1,800
Irrigation System	6,750
Seeding and fertilizing	3,200
Lighting (interior)	18,000
New sidewalks 342 sq.ft. @ $0.50	171
New curbs 114 lin.ft. @ $2.00	228
Engineering costs 6%	2,409
Total	$ 42,558

3. Installation Costs

Playground (Swings, teeters, slide, Miracle Whirl)	$ 1,200	(1 acre)
Wading Pool	2,500	
Softball	5,000	(2 acres)
Hard Court (multi-purpose)	2,500	(1 acre)
10 permanent picnic units @ $500 unit	5,000	(1 acre)
Electric picnic kitchen	1,500	
Total	$ 17,700	

4. Summary

Land Clearance Cost	$ 283,810
Land Improvement Cost	42,558
Installation Costs	17,700
Grand Total	$ 344,068

Estimated cost when work is placed under contract (1964)

Land Clearance Cost	$ 283,810
Land Improvement Cost $42,658x1.04	44,260
Installation Costs 17,700x1.04	18,408
Total	$ 346,478

The following Item 2 improvements will benefit the Project Area:

A. Addition to Humboldt School

A two-classroom addition to Humboldt School is presently under construction and expected to be completed by November 1, 1962 at a cost of $27,316.

This addition is to help alleviate overcrowded conditions now existing at the school. The classrooms will accommodate 30 students each and will raise the designed capacity of the school to 350 students. Through June 1962, fifty-three students from the Project Area attended this school and it is expected that eleven students who will use these new facilities will be from the Project Area. This estimate was arrived at by projecting Project Area students percentage use of present facilities to their use of the new facilities.

By applying the above data, the Project is eligible for $3,824 of the cost of this public facility.

COMPUTATION

1.	Present Capacity	290	Students
2.	Enrolled from Project Area	53	Students
3.	Designed Capacity of Additions . . . . . (School District #1)	60	Students
4.	Capacity After Completion of New Classrooms . .	350	Students
5.	Expected Project Area enrollment using new Additions . . . . . (School District #1)	11	Students

$$\frac{53 \text{ (Project Area students enrolled)}}{290 \text{ (Present designed capacity)}} = 18.3\%$$

60 (Capacity of new classrooms) x 18.3% = 11

$$\frac{11 \text{ (Expected Project Area students using new facilities)}}{60 \text{ (Designed capacity of new facilities)}} = 18.3\%$$

$27,316 (cost of facility) x 18.3 (% benefit to Project) = $4,999

B. Water Distribution Facilities

Construction on the City of Portland's "Vernon" water distribution facility began on June 29, 1961. This facility is located at N. E. 19th and Skidmore Street.

This facility, though constructed as a single unit, includes two separate water distribution tanks which operate independently. There is an upper level facility which serves the service area of which the Project Area is a part and a lower level facility which serves another service area.

The total cost of this facility was $466,600 and the designed capacity of the upper level tank is 2.5 million gallons, while the lower level has a capacity of 3 million gallons. By apportioning the total cost of the facility to these two separate capacities, the upper level was built at a cost of $212,303.

The Project Area has a population of 1,984; however, it is anticipated that the Improvement Program will induce development which will increase the population to 2,038.

Two annual city publications, covering the fiscal years 1959-60 and 1960-61, showed the average water consumption rate per person

per day to be 135 gallons. Also, the planned park facility will use as much water as a comparable size park already located in the city; namely, Wallace Park. City Water Bureau Revenue Division records showed the water consumption rate of such a park to be 12,000 gallons per day.

Application of this data indicates that this facility represents a direct benefit of 11.5% to the Project. The Project is eligible for $24,415 of the cost of this public facility.

COMPUTATION

1. Total population in Project Area 1,984
   (1960 U. S. Census of Housing)
2. Anticipated Project Area Population 2,038
3. Designed capacity of Storage Tank Facility . . . 2,500,000 Gallons
4. Average Water Consumption Rate Per Person . . . . . 135 Gallons
   (67th and 68th Annual Reports of Bureau of Water Works, Department of Public Utilities of City of Portland)
5. Wallace Park Water Consumption Rate Per Day . . . . 12,000 Gallons
   (Water Bureau Revenue Division)

```
  2,038
    135
 275,134  gallon capacity required for Project per day
  12,000  Projected gallons consumed by park per day
 287,134  Total gallons consumed in Project Area per day
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$$\frac{287,134 \text{ (gallons consumed in Project Area)}}{2,500,000 \text{ (designed capacity of tank)}} = 11.5\%$$

$212,303 (cost of facility) x 11.5% (direct % benefit to Project) = $24,415

C. Knott Street Center

The City of Portland's Knott Street Community Center is located at Northeast Knott and Rodney Avenue. Construction on this recreational facility, which is operated by the Park Bureau, began on March 1st 1960 at a cost of $329,424.

By referring to the enrollment records of the Community Center, the general service area for this facility was determined. The "1960 Census by Enumeration Districts and Advance Table PH-1 Population and Housing Characteristics by Census Tract" showed there to be 3,737 families in this service area. This publication showed there to be 488 families in the Project Area.

It is anticipated that the Improvement Program will induce enough development to raise the number of Project Area families to 526; thereby increasing the number of service area families to 3,775.

By applying the data developed, this facility represents a direct benefit of 13.9% to the Project and results in an eligible credit of $45,790.

COMPUTATION

Total Families in Service Area . . . . . (1960 U. S. Census)	3,737
Projected Families in Service Area . . .	3,775
Total Families in Project Area . . . . . (1960 U. S. Census)	488
Projected Families in Project Area . . .	526

$$\frac{526}{3,775} = 13.9\%$$

$$\$329,424 \times 13.9\% = \$45,790$$

D. Vancouver Avenue Resurfacing

Vancouver Avenue, included in the Project Area and serving as a boundary street, was resurfaced in August 1962.

This one-way arterial has two lanes for through traffic and two parking lanes the entire length of the Project Area.

The resurfacing was done according to City of Portland street resurfacing specifications at a cost of $4,437.

This improvement represents a direct benefit of 50% to the Project and results in an eligible credit of $2,219.

COMPUTATION

$4,437 (cost of improvement) x 50% (allowable % benefit) = $2,219

R 224 (2) SITE PREPARATION

No special site preparation or land protection problems exist which cannot be solved by grading. Likewise, there are no topographic, subsoil or flooding problems within the project area.

R 224 (3) DESIGN STANDARDS

The Department of Public Works (Bureau of Design) for the City of Portland has design standards for all contemplated physical improvements.

The Park Bureau has minimum standards governing the size of a neighborhood park and the type of apparatus to be installed. The proposed project park conforms to these design standards.

R 224 (4) SIZE AND CAPACITY OF IMPROVEMENTS

No project improvements of excess size or capacity are proposed for the project area.

R-225 -- LAND DISPOSAL REPORT

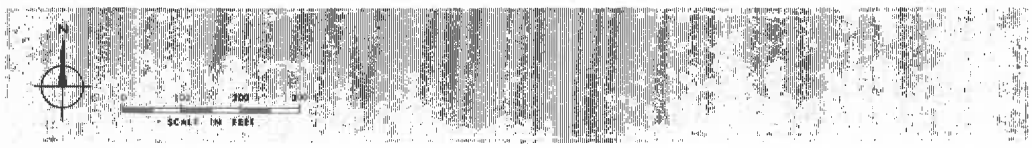
EXHIBIT A

Form of Tabulation of Land Disposal Estimates

REDEVELOPMENT	Approximate Number of Parcels	Area in Square Feet
1. Total Uses	33	341,090
2. Total public & quasi-public uses	4	198,800
a. Streets & other public R/W by dedication	--	------
b. Streets & other R/W	--	------
c. Parks, Playgrounds, etc., by dedication	4	198,800
d. Parks, Playgrounds, etc.	--	------
e. Public utility easements	--	------
f. Low rent public housing	--	------
g. Other public uses	--	------
h. Non-profit institutionals	--	------
3. Total Private Uses	29	142,290
a. Residential	29	142,290
b. Commercial	--	------
c. Light Industrial	--	------
d. Heavy Industrial	--	------
e. Other	--	------

R-226 -- COST ESTIMATE AND FINANCING REPORT

Joint responsibility item to be printed by the urban renewal agency.



PROJECT DESCRIPTION

FIGURE 1

OREGON R-8
MARCH 1962

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT PORTLAND, OREGON

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON

PREPARED BY
PORTLAND CITY PLANNING COMMISSION

LEGEND

SUBDIVISION BOUNDARY

100' TYPICAL BLOCK DIMENSIONS

175.8 SIGNIFICANT ELEVATIONS

EXISTING LAND USE

FIGURE 2

OREGON R-8
MARCH 1962

LEGEND

RESIDENTIAL

- 1 DWELLING UNIT
- 2 TO 4 UNITS
- 5 OR MORE UNITS
- VACANT PARCELS
- RESIDENTIAL - COMMERCIAL
- COMMERCIAL
- MANUFACTURING
- RELIGIOUS ORGANIZATIONS

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT PORTLAND, OREGON

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON

PREPARED BY
PORTLAND CITY PLANNING COMMISSION

STRUCTURE CONDITION

FIGURE 3

OREGON R-8
MARCH 1962

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT PORTLAND, OREGON

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON

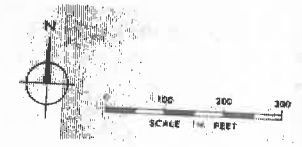
PREPARED BY
PORTLAND CITY PLANNING COMMISSION

LEGEND

- MINOR OR NO REPAIRS
- REPAIRS NEEDED
- POSSIBLE DEMOLITION

NOTE:

THE CONDITION OF THE PROJECT STRUCTURES WAS DETERMINED THROUGH INTERIOR AND EXTERIOR SURVEYS CONDUCTED BETWEEN NOV. 1961 AND MARCH 1962



STREET SURFACES

FIGURE 4

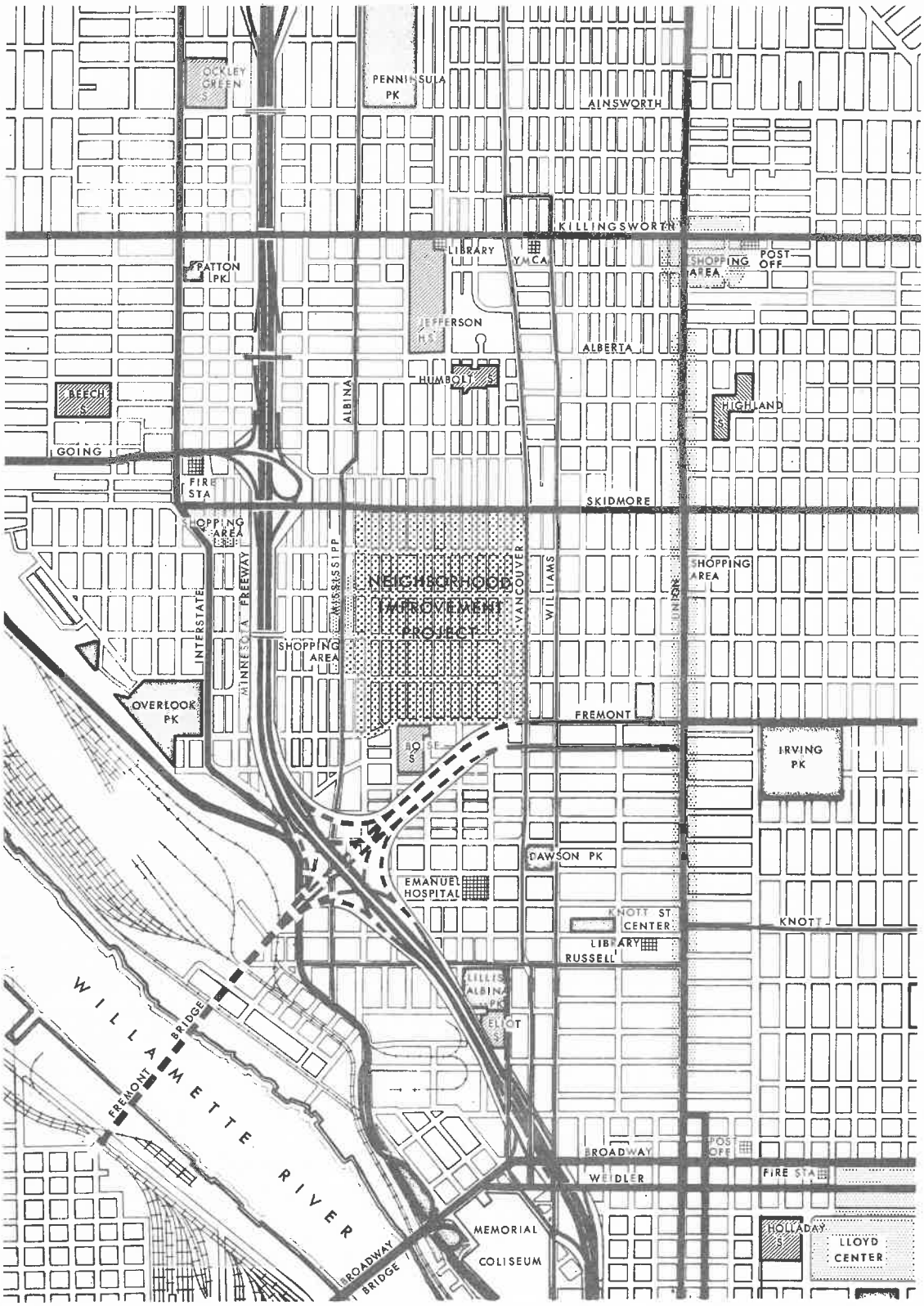
OREGON R-8
MARCH 1962

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT PORTLAND, OREGON

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON
PREPARED BY

LEGEND

- CONCRETE
- OIL-BOUND MACADAM
- ASPHALTIC CONCRETE
- CONCRETE ALLEYS
- UNIMPROVED ALLEYS



N

0 0.25 0.5
SCALE IN MILES

LEGEND

- MAJOR THOROUGHFARE
- SECONDARY ARTERIAL
- LOCAL STREETS
- FREEWAY UNDER CONSTRUCTION
- TENTATIVE ALIGNMENT

COMMUNITY FACILITIES

FIGURE 5

OREGON R-8
MARCH 1962

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT PORTLAND, OREGON

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON

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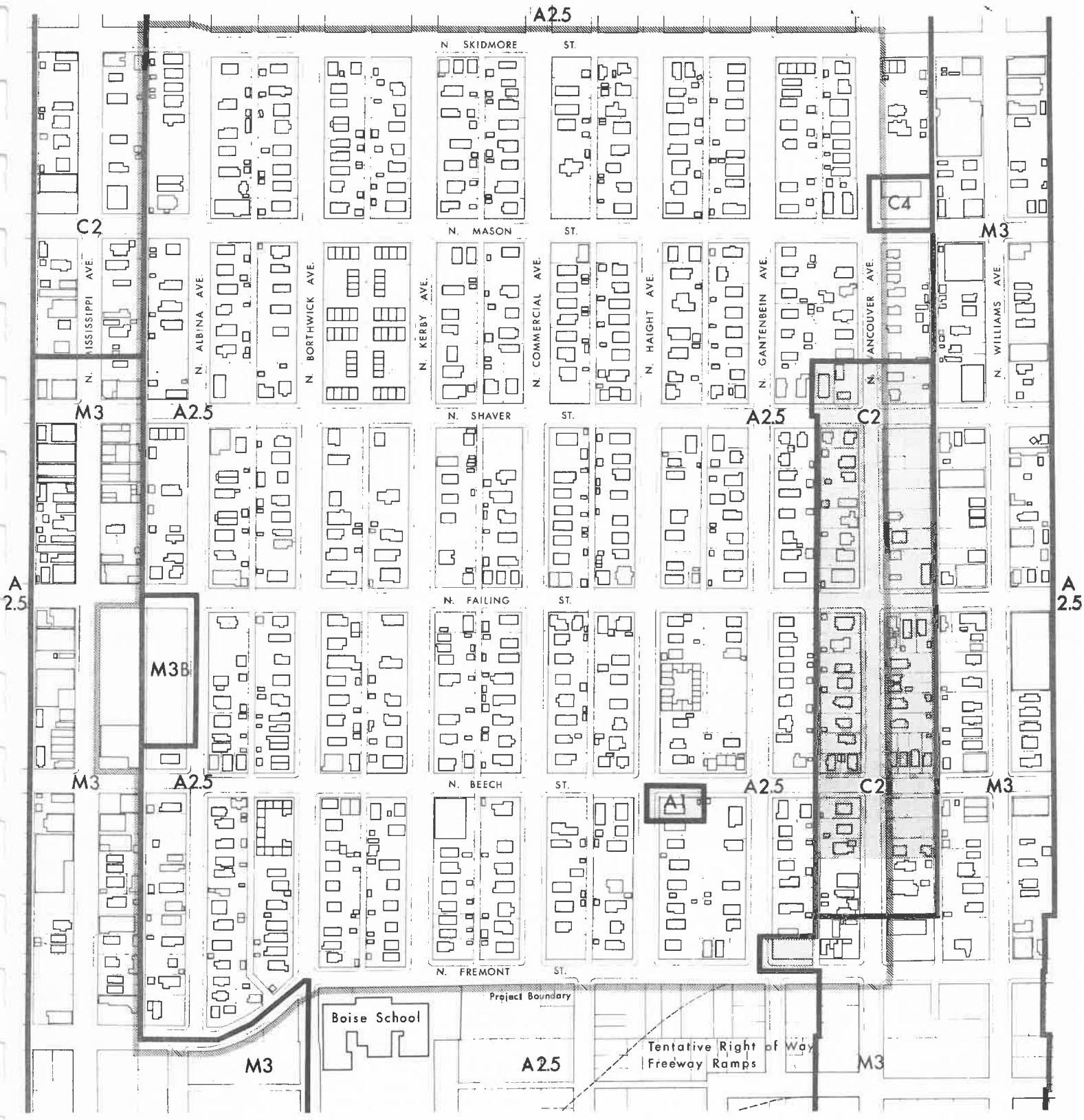
PORTLAND CITY PLANNING COMMISSION



N

0 100 200 300
SCALE IN FEET

PROJECT ZONING

FIGURE 6

OREGON R-8
MARCH 1962

LEGEND

EXISTING ZONING

- A2.5 APARTMENT RESIDENTIAL
- A1 APARTMENT RESIDENTIAL
- C4 LOCAL COMMERCIAL
- C2 GENERAL COMMERCIAL
- M3 LIGHT MANUFACTURING
- M3B LIGHT MANUFACTURING BUFFER

PROPOSED ZONING CHANGES

- A2.5 APARTMENT RESIDENTIAL

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT PORTLAND, OREGON

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N

0 100 200 300
SCALE IN FEET

LEGEND

LAND USE

- APARTMENT RESIDENTIAL
- COMMERCIAL
- LIGHT MANUFACTURING
- PROJECT PARK

STREETS AND ALLEYS

- SHAPING AND RESURFACING
- NO IMPROVEMENT REQUIRED
- SEWER, WATER, AND GAS EASEMENTS

PROJECT PROPOSALS

FIGURE 7

OREGON R-8
MARCH 1962

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT
PORTLAND, OREGON

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON

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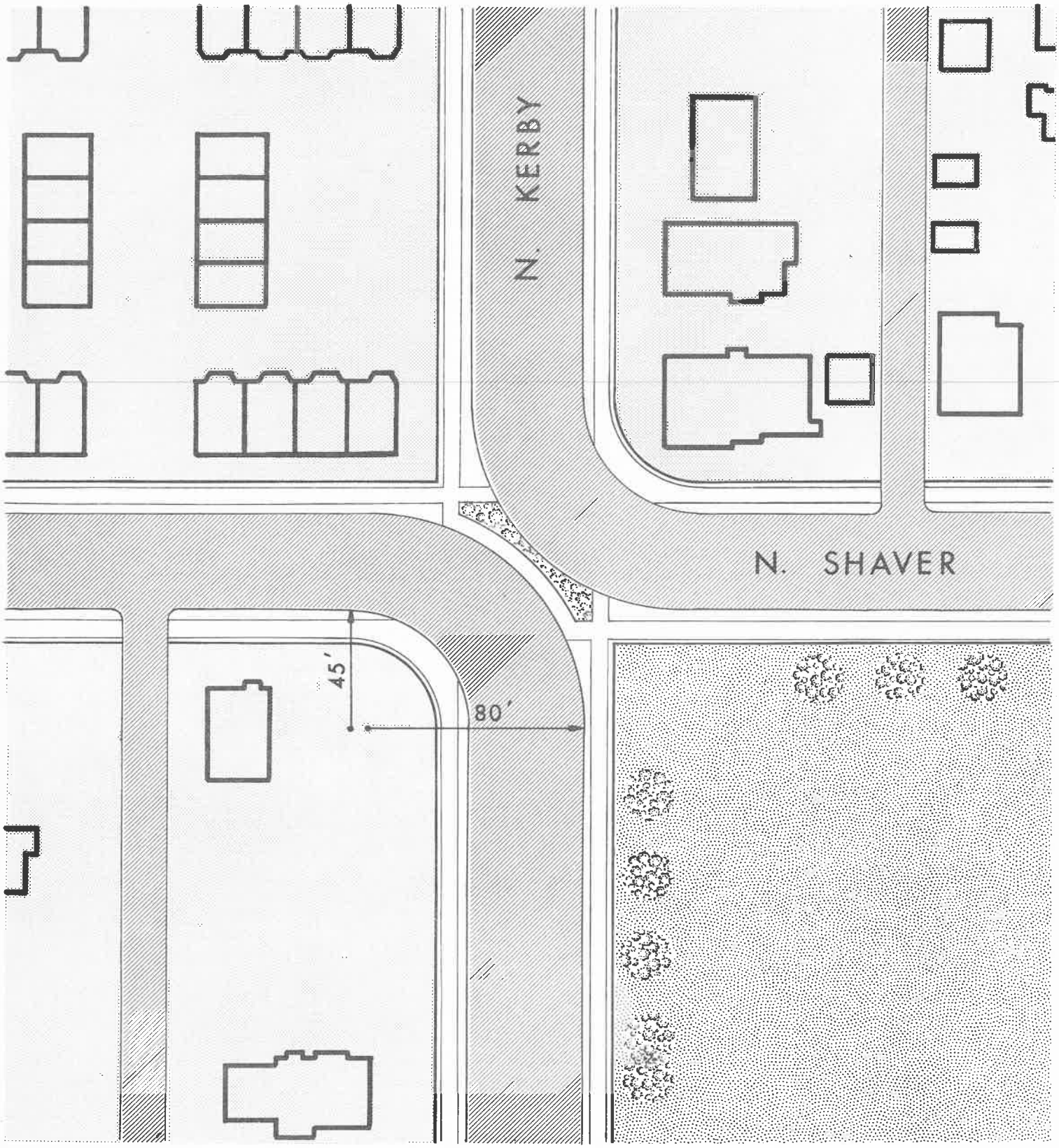

N

0 25 50
SCALE IN FEET

PROPOSED IMPROVEMENTS

STREET DIVERTER

FIGURE 8

OREGON R-8
MARCH 1962

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT PORTLAND, OREGON

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON

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N

SCALE IN FEET

PROPOSED IMPROVEMENTS

SIDEWALKS AND CURBS

FIGURE 9

OREGON R-8
MARCH 1962

LEGEND

- TREE REMOVAL
- CURB REPAIR
- TREE STUMP REMOVAL
- SIDEWALK REPAIR

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT PORTLAND, OREGON

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