

mike

BOISE/HUMBOLDT PLANNING PROGRESS REPORT

PORTLAND DEVELOPMENT COMMISSION

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1 May 1971

Portland Development Commission
1700 SW Fourth
Portland, Oregon 97201

Dear Chuck:

The following is the report as defined by the contractual agreement and clarified by your letter last week.

Submitted herewith is the report which hopefully evidences "substantial", but not complete, progress in the area of basic data collection, as well as analysis of same. An analysis of a questionnaire is also included in the body of the report. This is an initial attempt to get general neighborhood input, in terms of their choices and priorities.

If there are questions on any aspect of this report, I will be glad to discuss it with you.

Yours truly,

Ken Kaji
PLANNING CONSULTANT
BOISE/HUMBOLDT NEIGHBORHOOD

KK/dp

Enc.

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Neighborhood Conditions Map

STATEMENT OF PLANNING GOALS:

1. To competently accomplish the work program as defined by the contractual agreement.
- ~~2. To bring to PDC the widest range of information (on any given area of physical improvement) that can assist in policy decisions affecting same.~~
3. To meet the federal NDP guidelines of working with and through citizen involvement to effectuate physical improvement for the area.
4. To develop guidelines for physical improvement projects with strong support from the community and its leaders - a support which will be useful in project implementation.

BOISE/HUMBOLDT POPULATION CHARACTERISTICS

Demographic Data

Total population of the Boise/Humboldt Neighborhood is 10,124. 47.8% of the population is male and 52.2% is female. Black population is 56.6% of the total population. In contrast, the Model Cities area has a total population of 36,363; 49% is male and 51% is female. Black population is 46.18% of total Model Cities population. Model Cities population is 9.5% of the population of the City of Portland (382,619). Model Cities has 5.34% of the white population of Portland and 77.85% of its black population. Total number of whites in the City of Portland is 352,635 and total number of blacks is 21,572.

Family Composition

There are 1,687 (15%) husband/wife families in the neighborhood, 877 are black. Model Cities has 6,464 (17.8%) husband/wife families, while the City of Portland has 81,454 (21.3%).

There are 4,277 (42.2%) households in which relatives other than wife reside in the neighborhood (2,912 are black), 14,888 (34.8%) in Model Cities (8,488 are black) and 133,322 (40.9%) in the City of Portland (10,678 are black).

There are 117 (1%) male head of household families in the neighborhood (76 are black), 356 (1%) in Model Cities (165 are black), and 2,527 (.7%) in the City of Portland (194 are black).

There are 533 households (6.3%) headed by females in the neighborhood (366 are black), 1,892 (5.2%) in Model Cities (1,107 are black), and 12,689 (3.3%) in the City of Portland (1,356 are black).

There are 580 (5.9%) households with a male as the primary individual in the neighborhood (289 are black), 1,730 (4.8%) in Model Cities (710 are black), and 17,669 (4.6%) in the City of Portland (944 are black).

There are 706 (7.5%) households with a female as the primary individual in the neighborhood (289 are black), 2,561 (7.0%) in Model Cities (1,921 are black), and 30,743 (8.0%) in the City of Portland (757 are black).

There are 371 (3.0%) households that have non-relatives in residence in the neighborhood (194 are black), 1,373 (3.8%) in Model Cities (794 are black), and 11,356 (3.0%) in the City of Portland (730 are black).

Perhaps significant is the fact that the neighborhood has a higher percentage of female headed households and a lower percentage of husband/wife families than either Model Cities or the City of Portland.

Age Groups

There are a total of 1,000 under age 5 in the neighborhood; 67.4% are black. Model Cities has 3,171 under age 5; 57.1% are black. The City of Portland has 26,779 under age 5; 8% are black.

There are a total of 1,900 age 5-14 in the neighborhood (70.8% are black), Model Cities has 6,747 (61% are black), and the City of Portland has 59,594 (9% are black).

There are 1,900 age 15-24 in the neighborhood (61.2% are black), Model Cities has 6,505 (47% are black) and the City of Portland has 43,668 (5.2% are black).

There are 1,100 age 25-34 in the neighborhood (60.1% are black), Model Cities has 3,981 (49% are black), and the City of Portland has 43,668 (5.2% are black).

There are 900 age 35-44 in the neighborhood (64.9% are black), Model Cities has 3,097 (51.2% are black) and the City of Portland has 35,363 (9% are black).

There are 1,150 age 45-54 in the neighborhood (58.3% are black), Model Cities has 4,017 (46.1% are black) and the City of Portland has 46,333 (5% are black).

There are 1,000 age 55-64 in the neighborhood (48.8% are black), Model Cities has 3,907 (39.5% are black), and the City of Portland has 44,274 (4.1% are black).

There are 1,300 age 65 and over in the neighborhood (24.9% are black), Model Cities has 4,938 (20.6% are black), and the City of Portland has 56,682 (2.1% are black).

The largest segments of the population of the neighborhood are ages 5-24.

Population Change

Boise/Humboldt

<u>1960</u>	<u>1970</u>	<u>Change</u>	<u>% Change</u>
10,356	10,124	-232	-2.2%

Model Cities

<u>1960</u>	<u>1970</u>	<u>Change</u>	<u>% Change</u>
37,430	36,363	-1,067	-2.9%

Portland

<u>1960</u>	<u>1970</u>	<u>Change</u>	<u>% Change</u>
372,289	382,619	10,330	2.7%

Non-White Population

	Total Population	Non-white Population	% Non-white
Boise/Humboldt	10,124	5,730	56.6%
Model Cities	36,363	16,794	46.18%
Portland	382,619	21,572	5.64%

Non-White Population Change, 1960-1970

	<u>1960</u>	<u>1970</u>	<u>Change</u>	<u>% Change</u>
Boise/Humboldt	4,023	5,730	1,707	42.4%
Model Cities	12,019	16,794	4,775	39.7%
Portland	20,854	21,572	9,135	43.8%

In the last ten years there has been a slight decrease in total population of the neighborhood (-232). We find that perhaps the only significant change in population is the increase of non-whites in the area (1,707), however, without additional census data it is impossible to evaluate the effects of this increase.

EMPLOYMENT

Unemployment in the Model Cities Area during 1970 averaged 8.5%, well above the 5.6% for the SMSA as a whole. No figures specific to the neighborhood are available at this time.

Outside of the State division of employment located in the Multi-Service Center there are no other specific employment facilities located in the neighborhood. However, many agencies operate programs which are open to residents of the neighborhood such as the Urban League. Training programs such as Portland Opportunities Industrial Center, Neighborhood Youth Corp are operating in the neighborhood, while they service a larger radius of the population.

ENVIRONMENTAL CONDITIONS

There are no statistics on the number of people needing or requesting pest and rodent control services. It appears that Multnomah County Health Department of Pest Control has been the only governmental agency dealing with this problem. Mr. Arena, of the County Health Department, is the only man covering the entire N.E. area.

There are no statistics available on the number of people receiving garbage service (contracted Multnomah County Health Service, The Teamsters' Drivers' Union, State Sanitation Authority, City Garbage Dump).

Lighting appears to be inadequate. All of the equipment is maintained by PGE. A survey program was started in February 1965, the Albina Neighborhood Development District outline was followed. Many residents feel lighting is inadequate, some reports show it as adequate. We feel this is an area for further investigation.

The nearest fire station is at Interstate and Going, just outside of the neighborhood. This means that any area will be serviced in two to three minutes. In the winter the major factor contributing to fire statistics is defective oil furnaces. The major cause of fire in the spring and summer is arson. An overall factor throughout the year is children with matches and other flammables. Model Cities as a whole has 22% of the cities fires, statistics beyond this for specific neighborhoods are not available. Burnt out vacant houses are visible in the neighborhood.

Although there is no police station in the neighborhood, the Police Community Relations Office is located in the neighborhood. This agency is working for community participation in order to cut the crime rate as well as building better relations in the neighborhood with the police department. The neighborhood has one of the highest rates in the city for first and second class crimes which is more than twice the number of crimes than in other neighborhoods. In response to this the Police Department has established smaller districts for patrol.

Air pollution is worst between July to October and is most concentrated along arterials. During July to October industrial areas outside the neighborhood exert the greatest influence on air quality. During the remainder of the year, sources south of the Model Cities area exert the greatest influence.

The air quality factors of primary concern within the area are suspended particulate with attendant loss of visibility and soiling, particulate fallout and odors. Annual suspended particulate averages between 50-70 micograms per cubic meter with the highest levels occurring near the Fremont Bridge. The southwest portion of the neighborhood will experience the highest suspended particulate and particulate fallout levels during the period from July to October. The highest levels of carbon monoxide will occur along Union and the Minnesota Freeway, with the highest levels occurring in late fall and early winter. The exact levels of air pollution which would be created by an extension of Interstate 5 Freeway (average capacity of 62,600 autos per day) are unknown. However, it is expected that the proposed extension would materially increase pollution levels. The emissions along this stretch would be expected to be in the order of 10,330 pounds of carbon monoxide daily per mile of freeway, based on 62,600

autos per day. This volume would result in the standard of 20.0 ppm for any 8-hour period being exceeded, near the freeway this would be a problem. The proximity of Boise School should be noted, Boise will be in the effected area.

Neighborhood beautification has been undertaken in recent years, new flowering cherry trees have been planted on every street between Union-Fremont-Missouri-Blandena. In the area from Killingsworth-Union-Ainsworth-Missouri street trees are mature and plentiful.

REFERENCES

1. Environmental Protection & Development Report, Model Cities, 1970.
2. Interview with Freddie Petite, Model Cities Staff.
3. Interview with Lt. Smith, Police Community Relations.

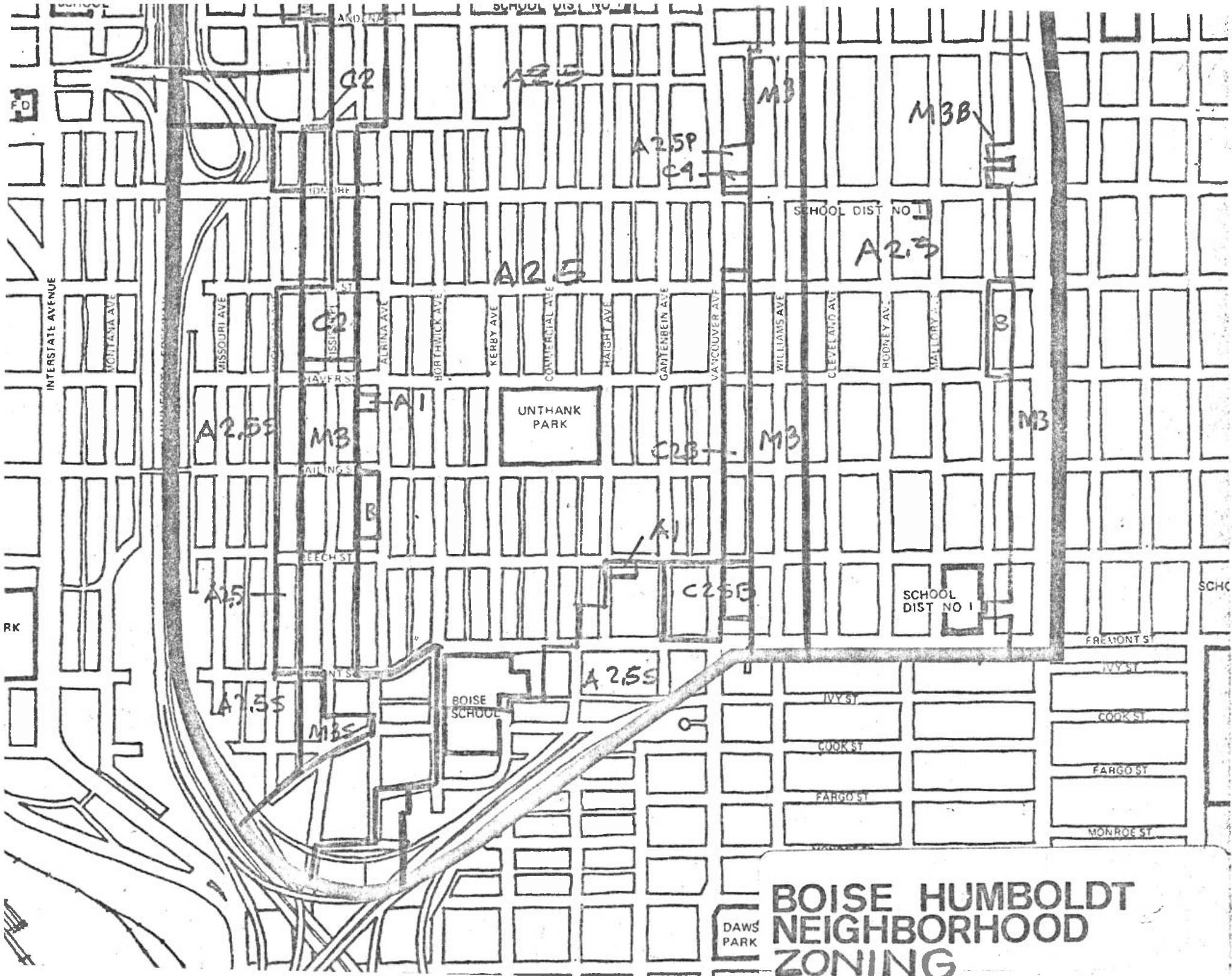
LAND USE

The total acreage within the Boise/Humboldt Planning Area is 718.3 acres. Of this total, 378.8 or 52.7% is in residential land use, of which 320.5 acres are occupied by single family dwellings and 58.3 acres are occupied by multi-family dwellings.

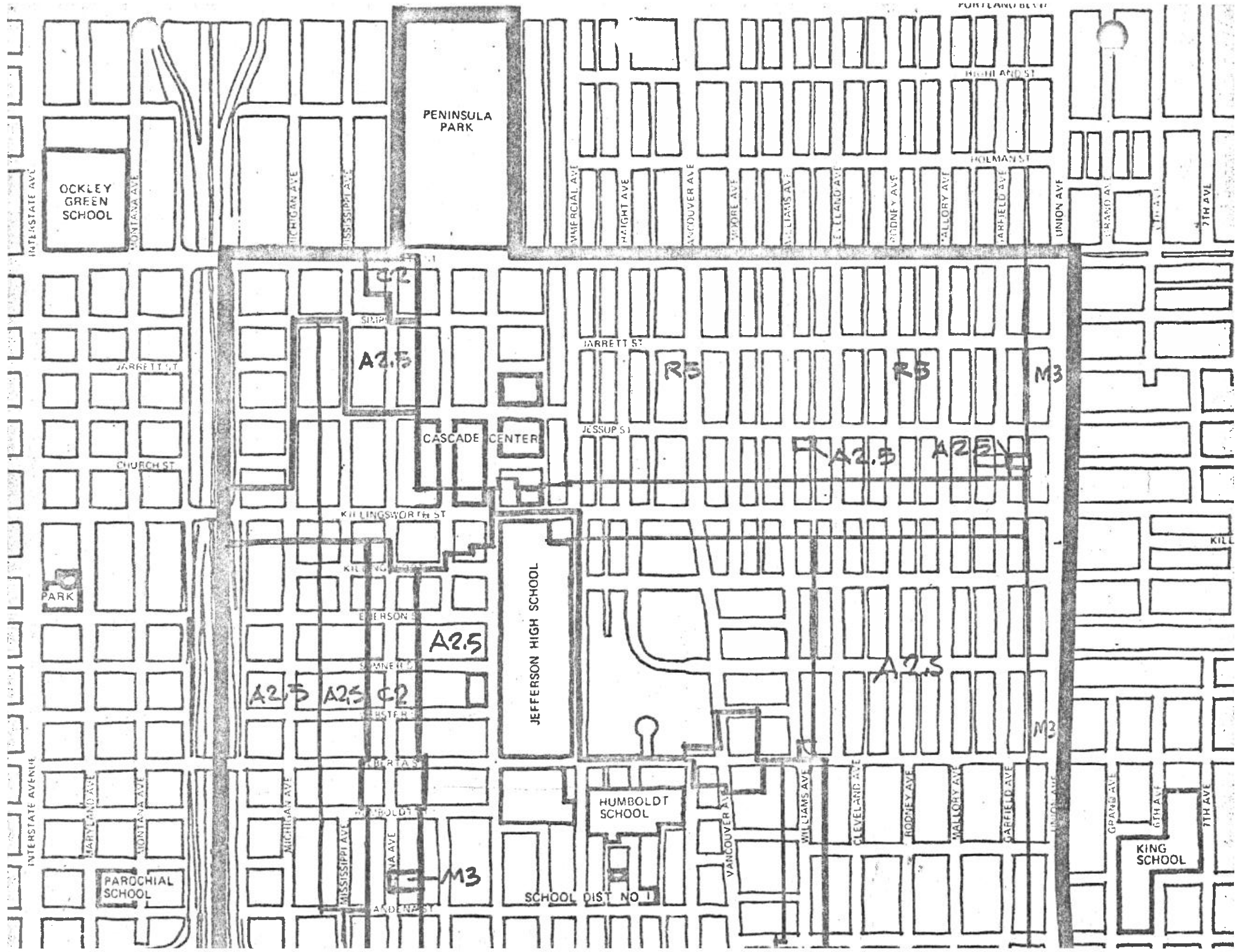
30.7 acres or 4.4% of total land is vacant land; the remainder of the land, 308.8 acres or 42.9% of total land, consists of commercial, industrial, public, semi-public, and transportation areas.

ZONING

Residential zoning acreage is 557.7 acres or 77.6% of the total acreage (718.3 acres). Residential zoning includes R5 zoning - 117.5 acres, A2.5 zoning - 397.2 acres, and A1 zoning - 43.0 acres. The remainder of the zoning acreage consists of commercial (all C zones) and manufacturing (all M zones).



**BOISE HUMBOLDT
NEIGHBORHOOD
ZONING**



OCKLEY GREEN SCHOOL

PENINSULA PARK

PARK

JEFFERSON HIGH SCHOOL

HUMBOLDT SCHOOL

KING SCHOOL

SCHOOL DIST NO 1

INTERSTATE AVE

MONTANA AVE

MICHIGAN AVE

MISSISSIPPI AVE

COMMERCIAL AVE

HAIGHT AVE

VANCOUVER AVE

MOORE AVE

WILLIAMS AVE

CLEVELAND AVE

RODNEY AVE

MALLORY AVE

GARFIELD AVE

UNION AVE

GRAND AVE

6TH AVE

7TH AVE

HULL AND ST

HOLMAN ST

JARRETT ST

CHURCH ST

SIMP

A2.5

JARRETT ST

R3

R3

M3

CASCADE CENTER

JESSUP ST

A2.5

A2.5

KILLINGWORTH ST

KILLINGWORTH ST

EMERSON ST

A2.5

SWANEE ST

A2.5

A2.5

C2

WALTER ST

WALTER ST

HUMBOLDT ST

ANDEN ST

M3

VANCOUVER AVE

WILLIAMS AVE

CLEVELAND AVE

RODNEY AVE

MALLORY AVE

GARFIELD AVE

UNION AVE

GRAND AVE

6TH AVE

7TH AVE

M2

HOUSING CHARACTERISTICS

The total housing units in the Boise/Humboldt Area is 3,568 units of which 1352 are sub-standard, or 37.9% of total units. 2,901 housing units, or 81.3% of the total were built before 1940. The total owner-occupied housing units is 1852 or 51.9% of total, of which 172 units or 9.3% of total have a value under \$5,000.00 The total renter-occupied housing is 1,524 or 42.7% of the total (All information from 1960 U.S. Census).

The area bounded by N. Commercial to the west, Union Avenue to the east, N. Alberta to the south, and N. Killingsworth to the north has undergone a conservation inspection by the City Building Inspection Dept. It is their finding that most of the housing in this area is safe, decent housing with minor or no repairs needed.

The area north of Killingsworth, south of Ainsworth and bounded by the same east-west boundaries as above is considered by the City Building Inspection Dept. as possessing the best maintained housing the area as a whole.

The remainder of the area, excluding the ANIP Area and the areas mentioned above, shows substantial signs of deterioration and a need for rehabilitation far beyond the scope of minor repairs.

Albina Neighborhood Improvement Project Area

The original ANIP Area is bounded by N. Skidmore Street to the north, N. Fremont Avenue to the south, N. Vancouver Avenue to the east, and N. Albina Avenue to the west. This area includes approximately 96 acres or 35 city blocks within the above boundaries.

The extension of the original ANIP Area includes an additional 33.2 acres or 13 1/2 city blocks bounded on the north by N. Blandena Street, on the east by N. Vancouver Avenue, on the south by N. Skidmore Street, and on the west by the alley between N. Mississippi and N. Albina Avenues from N. Skidmore to N. Prescott Street and N. Albina Avenue from N. Prescott to N. Blandena Street.

Structures in original ANIP Area (1)	525
Structures in Extension Areas (2)	209
Total Structures	<u>734</u>

Structures demolished - Area (1)	89
Structures demolished - Area (2)	16
Total Structure demolished	- <u>105</u>
Total Rehabilitation Workload	629

Structures rehabilitated to codes/standards	
Area (1)	419
Area (2)	166
	<u>585</u> or 95% of total

Structures remaining to be rehabilitated	44
Minimum structures remaining to be rehabilitated to complete requirements of HUD contract	13 structures

Sources for rehabilitation of structures in the ANIP Area are as follows:

118 structures or 20.2% of total structures:	312 loans	} \$787,518.00 or 63.2% of total rehabilitation money expended
169 structures or 28.9% of total structures:	115 grants	
258 structures or 44.2% of total structures - by all other financial sources:		
235 FHA Program	}	\$457,698.00 or 36.8% of total rehabilitation money expended
State GI		
FHA		
Bank		
Savings and Loan Institutions		

40 structures or 6.7% of total structures have minor or no deficiencies.

585 total structures - \$1,245,216.00 total rehabilitation money.

Of the total 105 structures demolished, or % were removed to make room for the Unthank Park Site and or % were vacant derelicts.

Of the total demolished structures, 93 dwelling units were replaced for a total cost of \$1,061,000.00. 18 dwelling units are in process at this time for a cost of \$255,000.00 and 1 dwelling unit has been moved in for a cost of \$10,000.00.

A total of 112 new structures have been built or moved in at a total cost of \$1,326,000.00

Summary

The residential capacity of the Boise/Humboldt Area with population projections indicates that there is adequate space to accommodate population growth over the next 20 years. However, the influx of displaced persons within the Eliot Area may render this projection inaccurate, if we assume that Model Cities residents prefer to stay within this area or approximately within a one (1) mile radius. If we take into account the fact that all school sites in the Boise/Humboldt Area are deficient in size and that in the years to come, if the schools are to be brought up to standards, that needed space will have to be taken out of residential use, thus increasing the shortage of residential acreage.

In the areas in need of rehabilitation and in the ANIP Area it is a safe assumption that the majority of the 29.5% (1960 census) with household incomes under \$3,000.00 is concentrated within these areas; therefore economic improvement would seem to be as important as rehabilitation if houses are to be maintained in the rehabilitated condition.

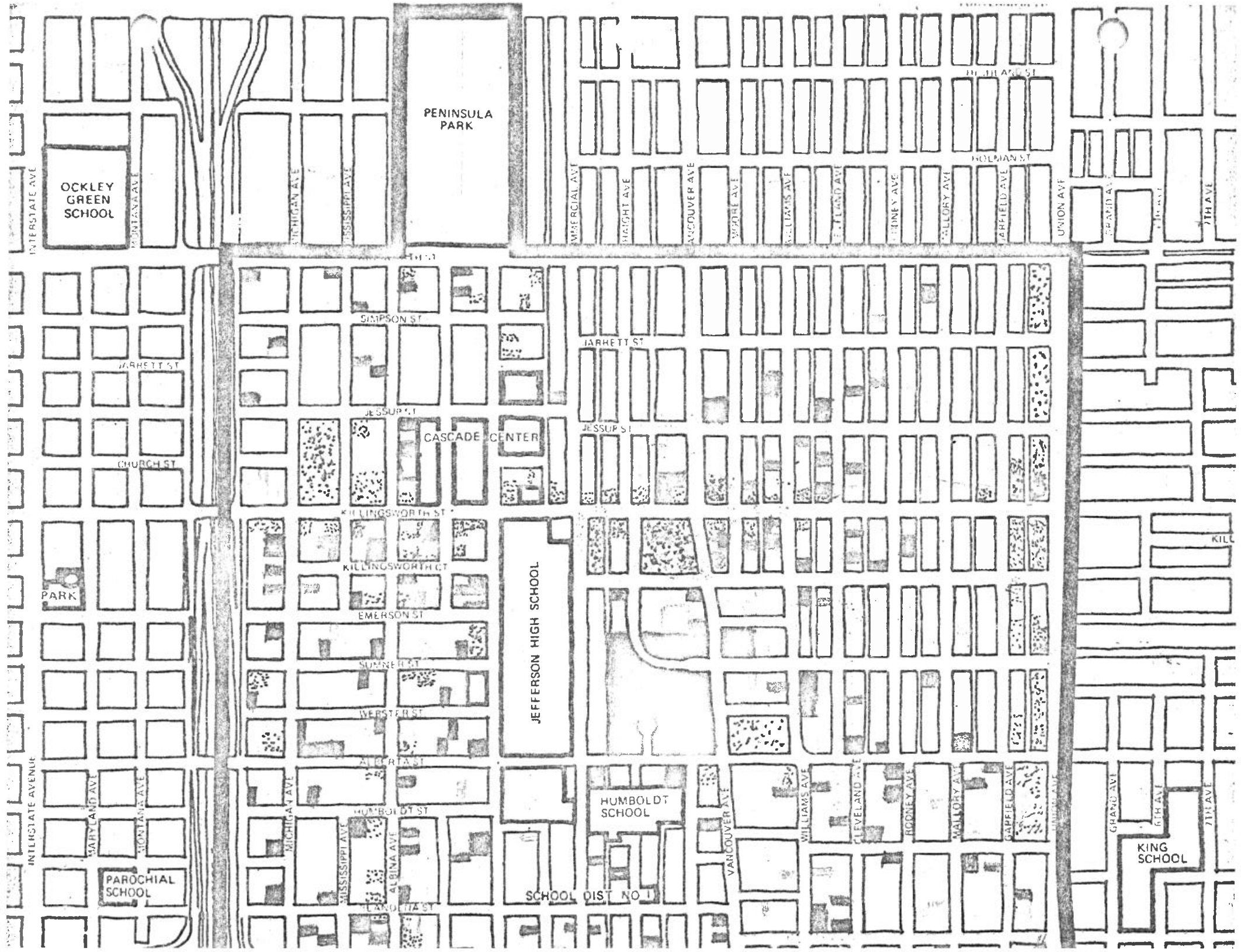
The fact that better housing in the area that is for sale has a tendency to remain unoccupied for long periods of time when housing is badly needed is also an example of needed economic improvement or expanded housing programs, such as the 235 FHA Program, to allow for low or no initial down payments and lower monthly payments based upon incomes.

New housing should be encouraged in the area to replace unrehabilitable housing with a mixture or not only low income housing but moderate to higher income housing, also. The absence of the latter has partially been due to the absence of land and by the absence of willing lending institutions to invest in the area.



SINGLE FAMILY RES. - [white square]
 MULTI-FAMILY RES. - [stippled square]
 OPEN SPACE - [white square with diagonal lines]
 COMMERCIAL, INDUSTRIAL, ETC. - [square with dots]

**BOISE HUMBOLDT
 NEIGHBORHOOD
 RESIDENTIAL
 LAND USE**



OCKLEY GREEN SCHOOL

PENINSULA PARK

INTERSTATE AVE
MONTANA AVE
MICHIGAN AVE
MISSISSIPPI AVE

COMMERCIAL AVE
HAIGHT AVE
VANCOUVER AVE
WISCONSIN AVE
ILLINOIS AVE
E. FLAND AVE
HONEY AVE
MALLORY AVE
GARFIELD AVE
UNION AVE

HILL AVE ST
HOLDMAN ST

SEWARD AVE
7TH AVE

JARHETT ST

SIMPSON ST

JARHETT ST

CHURCH ST

JESSUP ST

CASCADE CENTER

JESSUP ST

PARK

KILLINGSWORTH ST

JEFFERSON HIGH SCHOOL

KILLINGSWORTH CT

EMERSON ST

SUNNYSIDE ST

WEBSTER ST

ALBERTA ST

HUMBOLDT ST

HUMBOLDT SCHOOL

INTERSTATE AVENUE

MARYLAND AVE
MONTANA AVE
MICHIGAN AVE

PAROCHIAL SCHOOL

MISSISSIPPI AVE
ALBINA AVE
ALBERTA ST

SCHOOL DIST NO 1

VANCOUVER AVE
WILLIAMS AVE
CLEVELAND AVE
RODNEY AVE
MALLORY AVE
GARFIELD AVE

GRAND AVE
6TH AVE
7TH AVE

KING SCHOOL

TRANSPORTATION

The needs in transportation for the Boise/Humboldt area are generally similar to that cited by Model Cities and a recent transportation study. The transportation goals were identified as follows:

"The overall and long-range objective is to provide residents of the Model Cities Area with efficient and inexpensive transportation facilities which more adequately meets their current needs and demands. More specifically, the objectives for the first several years are as follows:

- A. To improve transportation for area residents by urging the consolidation of the present city transit lines with the five suburban lines into a single public metropolitan transit authority in order to provide for improved services at a reduced fare.
- B. To provide a focal point in the Model Cities Area to identify individual and group transportation problems and to coordinate efforts toward their resolution.
- C. To establish transportation links within the area and to outlying facilities, such as industrial complexes, university, hospital, and social welfare facilities.
- D. To reduce excessive expenditures on auto insurance and financing by providing area residents with information on reasonable and equitable rates and practices."

Special Characteristics

Boise/Humboldt as a pre-NDP planning area basically departs from the three previous and surrounding NDP planning zones in that the district (also true of Eliot) has a high degree of mix of commercial, semi-industrial and industrial land uses along with A2-5 residential. Woodlawn, Irvington and Vernon-King-Sabin's land use is predominantly R5 residential. Boise/Humboldt, as with Eliot, also has many social services centers which serve the entire model cities area. From the standpoint of transportation, these uses and services are seen as generators of traffic to and from other model cities neighborhoods as well as to and from districts outside the model cities area. Specific examples of both might be the multi-service center and the model cities office and Jefferson High School, in contrast to the more regional generators like the Albina City Warehouse Complex and the Portland Community College.

Existing Circulation

Data has been gathered to describe Boise/Humboldt's transportation needs in the form of existing services, proposed projection of these services which directly affect the area (see maps from DMJM Report on existing bus routes and projected routes).

The planning staff has ascertained that the completion of the Fremont Bridge and interchange will directly affect the Boise/Humboldt neighborhood. Inquiries have been made with the State Highway Commission both in Portland and Salem to determine specific peak-hour and daily car counts.

TRANSPORTATION

The Freeway

To ascertain specific facts on the probable impact of the Fremont Interchange and its effects on the Boise/Humboldt Neighborhood, interviews were conducted with the following traffic engineers:

1. Bob Schroeder, Division Engineer
State Highway Commission
Metropolitan Division
tel. 229-6971
2. John Hanks
Traffic Engineer
State Highway Commission
Salem, Oregon
tel. 378-6537
3. Bill Albright
CRAG and State Highway Commission
Salem, Oregon
tel. 378-6537

Specific up-to-date figures on actual traffic counts are pending upon authorization. The specific data that will be most important to Boise/Humboldt will be the traffic volume increase on Williams and Vancouver, Union and Fremont, and any diminishing traffic which will occur on Mississippi Avenue.

The projected construction of the Rose City Freeway in 1990 is of some concern since in terms of long range goals the Rose City Freeway will affect the traffic patterns in Boise/Humboldt. The following information was given in the interviews:

Question: Has the Rose City Freeway taken into account mass transit or the rapid transit proposed between the airport and downtown which could conceivably pick up some of the east-west traffic?

Answer: Realistically, no single rapid transit line or amount of mass transit can keep up with the demands of traffic that we will be faced with in twenty years. 17% of people who go downtown now go by transit. BART in San Francisco (suggested as a more reasonable alternative to more freeways) will be obsolete after one year of operation due to the rate of increase in traffic.

Question: Are there any figures for traffic increase in Portland?

Answer: None for Portland. 5 to 6% a year increase for the state of Oregon. The Interstate Bridge is up 5 1/2% over last year. The count on the Marquam Bridge is up 6.34%.

Question: What are your opinions on DMJM's Transit Study for Model Cities?

Answer: An interesting criticism that could be raised is that if migration of new low-income families into Model Cities slackens off due to lack of housing, or whatever, how long can the special transit service be expected to operate? In poverty

areas the mobility and prestige have high priority. The recipients of such service to widen their employment possibilities will buy an automobile the first chance they get. The project then should be looked at in terms of its operational feasibility and duration.

Question: What is the projected cost of the Rose City Freeway?
Answer: The CRAG projected cost is \$36,000,000 but I think this is a conservative figure and a more realistic figure would be closer to \$50,000,000.

Question: How realistic is the freeway?
Answer: The freeway proposed is not tied to any financial implementation, and as time goes on due to shifts in federal attitudes to freeways there seem to be less signs for any monies showing. Besides, the Rose City Freeway does not have high priority in comparison to other major arterials in the total network.

Question: What will be the causes which might change this picture?
Answer: The Port of Portland's plans for considerable expansion and growth for the airport, if implemented, will add pressure for alternative east-west traffic routes to downtown other than 80N.

Question: When will the Fremont Bridge be in operation?
Answer: In the summer of 1972 the Fremont Bridge opens. Traffic to it will largely be local traffic.

Question: Why local?
Answer: Unless feeders like Fremont, Williams and Vancouver are widened to carry the load they will have the capacity to carry only local traffic.

Question: What about Fremont?
Answer: There are at present low counts on Fremont under what it can carry. This will of course increase with the completion of the interchange in 1972, but Fremont will be able to carry the added load due to its present under use.

Question: What about Union?
Answer: Union as a major north-south axis, as far as the Bridge is concerned, will be replaced by the Williams and Vancouver couplet. This is because of technical reasons. A left hand turn on Union off the Bridge even with signalization will tie up traffic.

TRANSPORTATION

APPENDIX: Traffic counts in 1972 after completion of Fremont Bridge.*

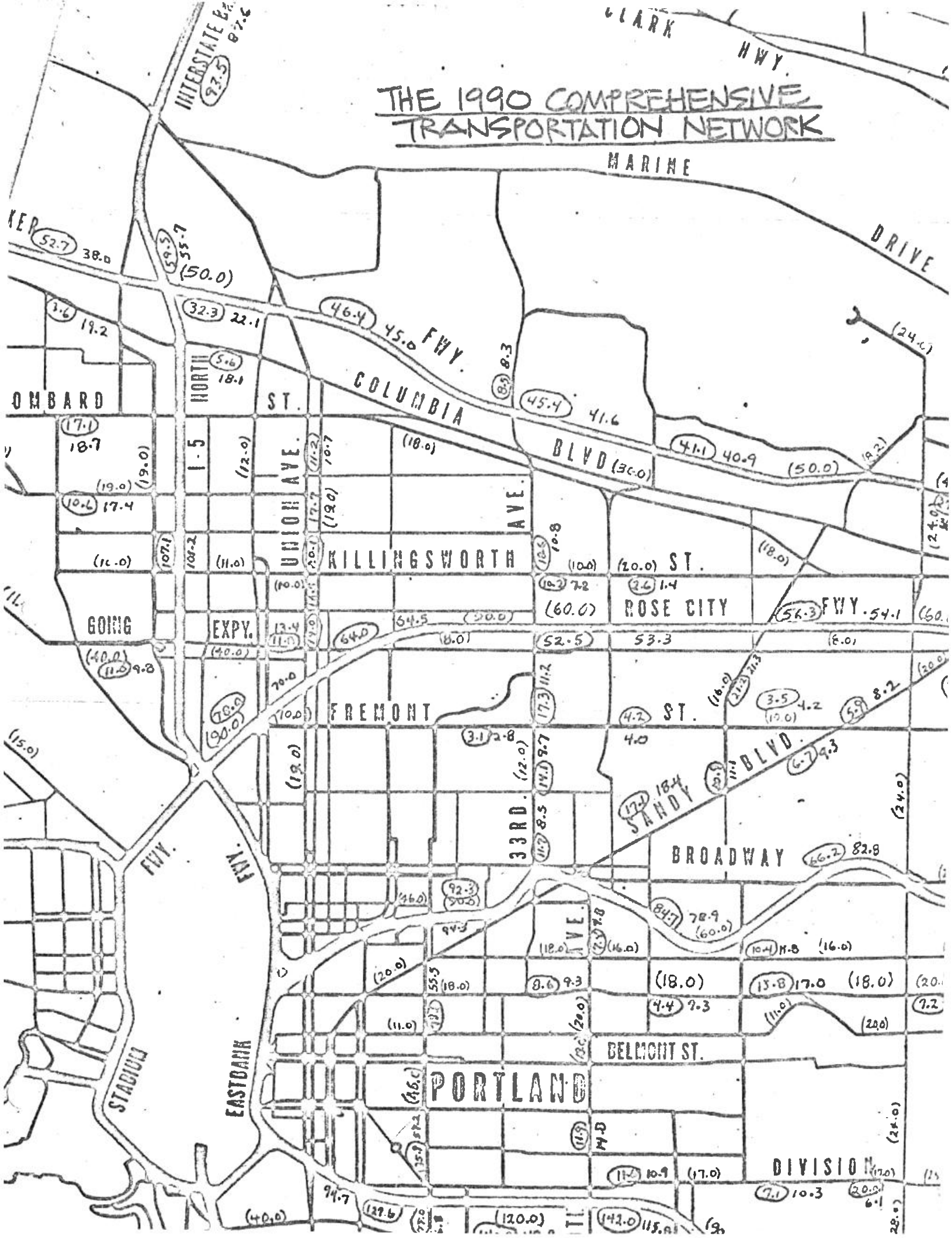
Source: Bob Schroeder.

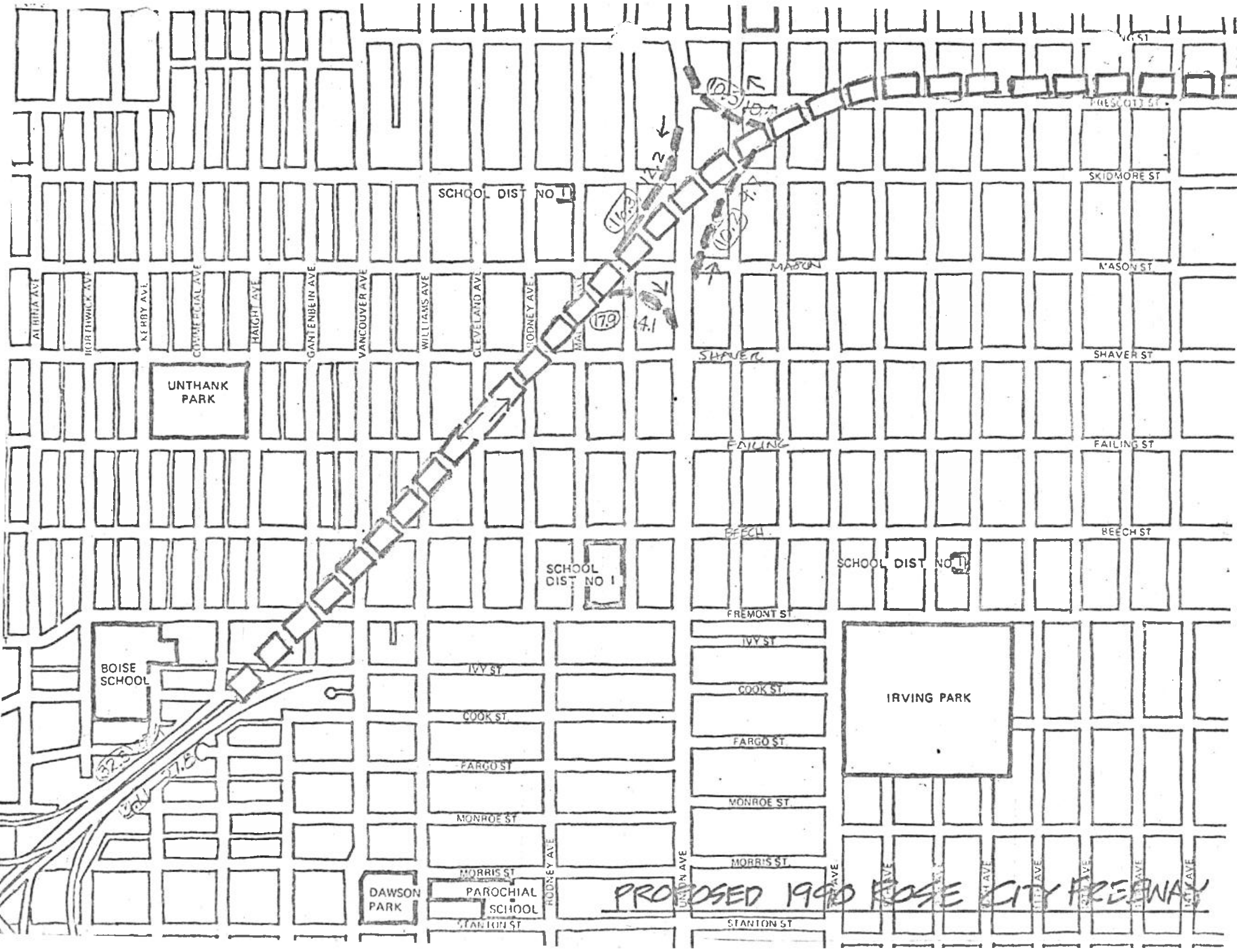
On and Off ramps at Fremont and Ivy		10,800 each
Fremont	Toward Boise School west of Commerical	2,000 each direction or 4,000 Total
	Fremont will be a one-way couplet as far as Williams, from this point east of Union	16,000 east bound, 5,100 east bound, 4,100 west bound, 400 goes to bridge
	East of Williams	14,900 Total east and west
	West of Williams	12,400
	Between Vancouver & Williams	9,200
Ivy	On Ivy just west of Vancouver	12,400
	Between Williams & Vancouver	12,500
	West Bound	1,600
Union	North of Fremont	9,600 south bound 10,100 north bound
	Between Ivy and Fremont	6,400 south bound 6,200 north bound
	South of Ivy	8,000 south bound 6,200 north bound

* These figures are A.D.T. (average daily traffic counts). Peak figures are 10% of A.D.T.

Williams	North of Fremont	8,400
	Between Fremont and Ivy	1,703
	South of Ivy	6,400
Vancouver	North of Fremont	8,600
	Between Ivy and Fremont	5,400
	South of Ivy	5,300

THE 1990 COMPREHENSIVE
TRANSPORTATION NETWORK





SCHOOL DIST NO 1

SCHOOL DIST NO 1

SCHOOL DIST NO 1

UNTHANK PARK

BOISE SCHOOL

DAWSON PARK

PAROCHIAL SCHOOL

IRVING PARK

PROPOSED 1990 ROSE CITY FREEWAY

ALMA AVE

NORTHWICK AVE

KERRY AVE

COMMERCIAL AVE

HAIGHT AVE

GANTEBAIN AVE

VANCOUVER AVE

WILLIAMS AVE

CLEVELAND AVE

RODNEY AVE

MASON

PRESOTT ST

SKIDMORE ST

MASON ST

SHAVER ST

SHAVER

FAILING

FAILING ST

BEECH

BEECH ST

FREMONT ST

IVY ST

COOK ST

FARGO ST

IVY ST

COOK ST

FARGO ST

MONROE ST

MONROE ST

MORRIS ST

MORRIS ST

STANTON ST

STANTON ST

RODNEY AVE

RODNEY AVE

RODNEY AVE

RODNEY AVE

RODNEY AVE

RODNEY AVE

RODNEY AVE

RODNEY AVE

RODNEY AVE

RODNEY AVE



LAND USE FIGURE A

EXHIBIT "A"

MAP

OREGON R-8
 February 1963
 Rev. September 1966

LEGEND

- LAND USE
- APARTMENT RESIDENTIAL
 - LIGHT MANUFACTURING
 - PROJECT PARK

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

ALBINA NEIGHBORHOOD
 IMPROVEMENT PROJECT
 PORTLAND, OREGON
 PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND
 MULTNOMAH COUNTY, OREGON
 PREPARED BY
 PORTLAND CITY PLANNING COMMISSION

TRAFFIC DIVERTERS IN BOISE



PFD

MASSACHUSETTS AVE

INTERSTATE AVENUE

MONTANA AVE

MISSOURI AVE

MICHIGAN AVE

ALBINA AVE

NORTHWICK AVE

KERBY AVE

COMMERCIAL AVE

HAIGHT AVE

SANTENBEIN AVE

LEVELAND AVE

RODNEY AVE

WALLABY AVE

UNTHANK PARK

SCHOOL DIST NO 1

SCHOOL DIST NO 1

BOISE SCHOOL

SCHC

FREMONT ST

IVY ST

COOK ST

COOK ST

FARGO ST

FARGO ST

MONROE ST

DAWS PARK

BOISE HUMBOLDT NEIGHBORHOOD

— EXISTING BUS SERVICE
 PROPOSED M.C. SHUTTLE
TRANSPORTATION



INTERSTATE AVENUE

INTERSTATE AVE

MARYLAND AVE

MONTANA AVE

MONTANA AVE

OCKLEY GREEN SCHOOL

PAROCHIAL SCHOOL

MICHIGAN AVE

MICHIGAN AVE

20 MIN PK
40 MIN BASE

MISSISSIPPI AVE

MISSISSIPPI AVE

JEFFERSON HIGH SCHOOL

CASCADE CENTER

PENINSULA PARK

COMMERCIAL AVE

HAIGHT AVE

15 MIN PK
20 MIN BASE

WISORE AVE

WILLIAMS AVE

DELLELAND AVE

RODNEY AVE

MALLORY AVE

SARFIELD AVE

12 MIN PK
25 MIN BASE

CLEVELAND AVE

RODNEY AVE

MALLORY AVE

GARFIELD AVE

GRAND AVE

6TH AVE

7TH AVE

GRAND AVE

7TH AVE

KING SCHOOL

30 MIN

HOLLYWOOD AVE

HOLLYWOOD AVE

CHURCH ST

JARRETT ST

JESSUP ST

SINCE ST

JESSUP ST

JARRETT ST

KILLINGWORTH ST

EMERSON ST

SWAN ST

WEBB ST

ALBANY ST

HARRIS ST

CLAY ST

CLAY ST

KILLINGWORTH ST

Commercial and Industrial

street	commercial total	vacancy total	%	industrial total
Mississippi	42	36	54	22
Williams	42	12	22	12
Vancouver	12	0	0	0
Killingsworth	52	14	21	0
Union	89	43	33	1
Totals	237	105	31	35

General characteristics

The results of the survey show Killingsworth as the most viable commercial strip in the Boise/Humboldt Planning Area. It has the second most commercial establishments with the least vacancies at 21%. In the total length of strip, Killingsworth is approximately half that of the north-south arterials. Mississippi, the Williams and Vancouver one-way couplet and Union are more comparable. Mississippi seems to be in the worst shape with 54% vacancies compared to 33% for Union. It is interesting to note that the notion that a strip development responds to convenience goods demands is reinforced by the fact that Williams, a work-to-home route has 42 commercial establishments as compared to 12 for Vancouver.

Industrial and semi-industrial uses both in size and number predominate on Mississippi with its access to Interstate.

What may not be apparent in the statistics and survey is the degree of blight along Union Avenue due to the frequent occurrence of used car lots, many of which have come vacant and non-operational. These large vacant, unused lots coupled with store vacancies and boarded-up windows of existing establishments give Union Avenue a particularly blighted appearance.

Union Avenue - The aggregate dollar investment is higher on this strip compared to the other streets, because the larger inter-neighborhood stores and services are located on Union. Safeway, Fred Meyer, major banks, large appliance stores and Penney's serve the entire model cities area.

Union Avenue is also a major north-south arterial, the circulation spine which interconnects the entire model cities neighborhoods along its north-south axis.

There is a concern for the future of Union Avenue. Recently Don Franks, Chevrolet and a Dodge dealer have moved out of Union Avenue. A continuing trend of blight and negative environmental conditions along with the projected decrease of traffic volume due to the Fremont Bridge connection into Williams and Vancouver will undoubtedly have a deleterious if not depressive effect on its future as a commercial street.

Killingsworth - As previously stated, it is now the most healthy of the commercial streets in Boise/Humboldt. The major and potential generators have enough variety to insure continued growth in the future (unlike Union which became predominantly an auto row). Albertsons, Penneys, a major bank, Portland Community College, Jefferson High School, and a potential nearby 68-unit housing project are all such generators for commercial attraction and growth.

Williams-Vancouver Couplet - The potential for commercial change is predictable on this couplet due to the projected increase in traffic volume, both in peak hour and daily counts.* This couplet according to the State Highway Commission will replace Union Avenue as a north-south feeder of local traffic to the bridge. The increase in traffic will have to be carefully analyzed in its effect on splitting the Boise/Humboldt Neighborhood along its axis, as well as its effects on commercial and housing.

Mississippi- The future encroachment and growth of operations such as Albina Corp and the City Warehouse Complex should be analyzed as to their effects on the neighborhood in terms of service vehicular traffic. Should traffic of this kind increase, origin and destination routes of service traffic should be ascertained to determine any conflicts with neighborhood needs. Commercial nodes such as that which occurs on Shaver and Mississippi should be reinforced as it fulfills a need for the west sector of the Boise Community.

* For comparative amounts see Appendix.

cross streetwest side of streeteast side of street

Monroe

City warehouse

City warehouse & yard

Cook

Vacancy

Paramount Oil Co.

Fremont Ave.

Vacancy

Hillside Cafe

Service yard

Vacancy (t.v. repair)

Pacific Intermountain
Express Co.

Marttis Garden Tavern

Future Products Co. (Die
Casting shop)

Wesco Furnaces

Korner shop (second hnd st.)

Beech

Fill's Tavern

Mobile Elec. Sales Inc.

Vacancy

Albina Corp. & yard

Vacancy

Vacancy

Vacancy

Vacancy

TEK Chemicals Inc.

Overlook Tavern

Vacancy

Vacancy

Failing

Vacancy

Roth & Miller (Body &
Fender)

Vacancy

Service yard

Second hand store

Janitors Service

Cannon's Cleaners

Insurance Broker

Vacancy

Vacancy (cafe)

Vacancy

M & S Market (grocery)

Store front church

<u>cross street</u>	<u>west side of street</u>	<u>east side of street</u>
	Vacancy	Vacancy
	Vacancy	Vacancy
	Leonard's Grocery	North Star Tavern
	Country Kitchen Grill	Vacancy
	Vacancy	
Shaver	Drug Store	Vacancy (laundomat)
	Vacancy	Vacancy
Mason	Florist & Greenhouse	Mitchell Plumbing
	Parking lot	PPL Sub station
	NW Testing Lab	Cabinet Shop
	Store Front Church	Service yard
		Laundrette
Skidmore	Vacancy	
	Vacancy	
Prescott		Vacancy
		Vacancy
		Vacancy
		Ardo Fumigators Exterminators
		D & F Plumbing
Blandena	Oregon Gas Equipt Co.	Office and warehouse
	Madies Beauty Salon	
	Chemical Co. (warehouse)	
	Sletta Co. Ceil. Contractor	
Humboldt	Gas Station	Albina Auto Parts
		Store front Church
lberta Avenue		Neil Kelly Co (residential remodeling)

cross streetwest side of streeteast side of street

Webster

Industrial Plastics Co.

Sumner

Beauty Parlor

Emerson

Plumbing Store

Barber

Killingsworth
Court

Gas Station

Furniture Store

Bee's Groceries

Chili Bar

Killingsworth

Vacancy
(now being remodeled)St. Vincint's
(Second Hand Store)

Bee Annex Furniture

Frankies Barber Shop

Vacancy

Top Knot Beauty Shop

Vacancy (Colonial Theatre)
formally used as auditorium
for Cascade College

Antiques

Gas Arc Welding Shop

Vacancy (t.v. repair)

Jessup

Vacancy

Simpson

Vacancy (grocery)

Vacancy

Gas Station

Ainsworth Ave.

note: Albina Transfer Co. is located between Bothwick
and Albina, Fremont and Cook

City Yard between Cook and Fargo, Borthwick
and Albina

Cross StreetWest side of streetEast side of street

Fremont Ave.

Dry Cleaners
Stacks Tavern
Fremont Grocery Store

Gas Station

Beech

Gas Station
Shopping Center:
Vacancy
Vacancy
Barbershop
Cleaners
Branch Library
More "4" Less
Supermarket

Ray Flemming Auto Parts
Office

House of Sound
Music Store

Sportsman Barber Shop

Beauty Shop

Vacancy

Failing

Vacancy
Friendly Barber Shop
Store front Church
Vacancy
Kings Tavern

Millers Brewery Warehouse

Vacancy

Giddings Resturant

Vacancy

Portland Cleaning Works

Arrow Glass Co.

Sunset Feul Lot

Bowers Saw and Tool Co.

Kennedys Body Shop

Shepler Refrig. & Air Cond.

Shaver

Aluminum Supply Co.

Vacancy (gas station)

Sunset Billiards Co.

Warehouse

Warehouse

Dansby Auto Service

Mason

Clarks grocery

cross streetwest side of streeteast side of street

Skidmore

Atlas Sheet Metal
 Atlas Hotel Supply Co.
 Large paved parking area

Genevas Resturant
 Used Resturant Equipt.
 Junk and scrap warehouse
 Enameling shop

Prescott

Vacant store
 Grocery
 Barber
 Storefront Church

Photographers Studio
 Dry Cleaners
 Friberg Elec. Contractors
 Ice cream parlor

Going

Wygant

City Wide Oil Co.
 Tavern
 Grocery Store
 Upholstery shop

Storefront Church
 Upholstery shop
 Storefront Church
 McKinny Real Estate

Alberta

Webster

Sumner

Roselawn Crt.

Funeral Chapel
 Albina Youth Opp. School
 Vacancy
 Vacancy

Christenson Elec. Power
 & Light
 Service Yard
 Vacancy

Killingsworth

Holiday Tavern
 Tavern

Albina Art Center
 Rocket Gas Station

cross streetnorth side of streetsouth side of street

Missouri

Jockey Club Tavern

Vacancy

Printing Shop

Graf Furniture Store

Vacancy

Elk Cleaners

Freight Damage Store

Michigan

Albertsons & Parking Lot

Body Shop

Cafe

Cleaners

Genes Shoe Repair

Barber

Mississippi

Mitchell's Uniforms

Janitor Control

Vacancy

Mick's Tow

Parkers Radio & t.v.

Vacancy

Goldhammer Custom Slipcover

Vacancy

Chiropractic Clinic

Bee Grocery(Frght. Dange)

Parragon Club Bar

Albina

Bee Furniture Outlet

St. Vincent DePaul
Second hand Store

Vacancy

Jewelers

Vacancy

Antiques

Vacancy

Vacancy

Vacancy

Borthwick

Tax Consultant

Hardware

cross streetnorth side of streetsouth side of street

Kerby

Consumer Protection Ctr.

Auto Body Shop

Rug Cleaners

Commercial

Gymnasium (Former Cascade
College)

Dry Cleaners

Jefferson Branch
Library

Dental Clinic

Dentists, Physicians
& Surgeons

Little Chapel of Chimes

Florists

Killingsworth Bldg.
(office)

Haight

Washington Sign Co.

Bun-n-Burger Drive in

Vancouver

Cafe

Vacancy

Texaco

Beauty Shop

Moore

Real Estate

Wash and Dry

YMCA

Massage Salon

Tavern

Tavern

Williams

Rocket Gas Station

Albina Art Center

E.K. Williams & Co.

Vacancy

Escrow

Vacancy

Cleveland

Parents Child Care

Vacancy (gas station)

Rodney

Furniture Store

Utility Sub Station

Mallory

ShoeRepair

Penny's

Union

Attorney

Paint Store

Bank

<u>cross street</u>	<u>west side of street</u>	<u>east side of street</u>
Killingsworth		Shoe Repair
Emerson		
Roselawn		
Sumner		
Webster	Gull Gas Station	
Alberta	Mobil Gas Station	
Humboldt		
Going		T.V. Radio Repair
Mason		Grocery
Shaver		Body & Fender Shop
		Real Estate
		Auto Repair
Failing		
Beech	Johansens Plumbing	Shopping Center (See Williams Ave,)
		Vans Olympic Cafe
		NW Tire Co
Fremont		

cross street

west side of street

east side of street *

Fremont

Wash & Dry

MacDonalds

Rummage Sale

State Liquor

Vacancy

Lincoln Park Food Mixers

Vacancy

Barney's Brake & Tune-up

Vacancy

Vacancy

Bail Bonds

Art's Tavern

Paramont Floor Covering

Vacancy

High Park Enterprises Inc.

Tempered Arc Inc.

NW Carbonic Gas & Elec. Co.

Sans Shoe Repair

Union Furniture Co.

Beech

Vacancy (Used Car Lot)

88 cent store

Vacancy

Pink Pelican Record Store

Vacancy

Police Comm. Relations

Janitors Service

Storefront Church

Vacancy

Vacancy

Rose City Piedmont Drug

Failing

Vacancy

Repp Bros. Grocery

Vacancy

Weimers Furniture & Appl.

Vacancy

Weimers Hardware

Vacancy

Burger Barn Cafe

Vacancy

Vacant Tavern

Shoes & Dry Goods

Barber Shop

Shaver

cross street

west side of street

east side of street

Mason

Salzman Auto Repair
 Mr. Burger (drive in)
 Auto Lot
 Repair Garage
 Vacancy

Finance Co.
 Garden Supply & Florist

Skidmore

Auto Body Repair
 Auto Lot
 Pollack Used Car Lot
 Food Market
 Vacancy (Parking Lot)
 Portland Oppor. Indus. Ctr.
 Floyd Auto Sales

Vacancy
 Vacancy
 Pollock Used Car Lot
 Dick's Radiator
 Vacancy
Vacancy

Going

Vacancy
 Carlson Cars

Vacant Used Car Lot
 Vacant Used Car Lot

Wygant

Used Car Lot
 Plumbing Co.
 Harolds Barber
 Tow Co.

Carpet Warehouse
 Realtor
 Vacancy
Vacancy

Alberta

Dentist
 Beauty Shop
 G. Van Alst Co.
 Radio Repair
 Vacancy
 Vacancy
 Vacancy
 T.V. & Appliances
 Walnut Park Theatre

Vacant Used Car Lot
 Bill's Bargain Car Lot
 Bel Air Restaurant
 Oregon Candy Co.
 Vacancy
 Wash and Dry
 Carpet Store
 Technical Training School
Vacant Used Car

Sumner

Vacancy

Vacancy
 Karate School

cross street

west side of street

east side of street

Emerson

Vacancy
 Parking Lot
 Montgomery Wards

Ray's Barber
 Bop City Records
 TV Repair

Killingsworth

Penneys
 Vacancy
 Vacancy
 US Bank
 Union Gas Station

Restaurant
Rose City Cab Co.
 Portland Muffler Service
 Restaurant
 Opticians

Jessup

Tavern
 Beauty Parlor
 St. Paul Mission
 Aquarium
 Trailer Sales
 Cleaners
 Industrial Sales Co.

Vacancy
Goodwill
Fred Meyer
Mobil Gas
 Union Gospel Mission -Thrift
 Model Cities Office

Jarrett

Shell Gas Station
 Vacancy (car lot)
 Custom Camera Craft
 Vacancy
 Vacancy
 Vacancy

Fashion Hut
Optometrist
 Restaurant
First National
 Used Car
 Gross Electric
Loan Co.
Safeway

Ainsworth

↓
 Lies outside Boise/Humboldt
 Plannin g Area, but needed
 for analysis.

PUBLIC FACILITIES, HEALTH FACILITIES AND SOCIAL SERVICES

Boise/Humboldt Neighborhood has a higher percentage of social service facilities than other neighborhoods throughout the city. The predominance of A2.5 zoning throughout the neighborhood allows for this pattern of land use.

Public facilities include Unthank Park, Peninsula Park, Peninsula Community Center, Cascade Community College, Portland Community College apprentice facility, Jefferson High School, Boise Elementary School, Humboldt Elementary School, two Head Start facilities, Child Service Center, Police Community Relations Office, Model Cities Office, Stanton Municipal Yard (6 block area in the southwestern corner of the neighborhood), Multi-Service Center, North Portland Branch Library, Albina Branch Library, Albina Art Center, Consumer Protection Agency, Legal Aid Office and the Albina Neighborhood Improvement Project Office.

Semi-public facilities include a Violin School, Salvation Army Community Center, Day Care Center, attorney offices, YMCA, Albina Youth Opportunity School, Portland Opportunities Industrial Center, The Urban League, four utility substations, Patton Home, churches, Teen Club, and medical and dental facilities.

Other semi-public facilities in the area are two private lodges (fraternal organizations) and the Seaman's Club.

The branch libraries are located at opposite ends of the neighborhood, the North Portland Branch near Jefferson High School and the Albina Branch in a shopping center at Fremont and Vancouver. There is no bookmobile service in the area as the two libraries are deemed sufficient to service the area.

There are 33 churches in the neighborhood. Many of these churches are small and have located in vacant stores and shops along commercial strips or in residences. Another important facet of the church organizations in the community is their multi-purpose function. The Berean Baptist Church near Humboldt School offers day care services for children ages 3 to 5. Hughes Memorial United Methodist Church operates a day care center in conjunction with 4-C. Public health services are provided through Multnomah County Health Department at First AME Zion Church and at New Hope Baptist Church. The Seventh Day Adventists operate a Free Clinic out of a residence on Missouri and Shaver. The churches have taken a leading role in providing greatly needed services to the community beyond their traditional functions.

Other day care centers include the Parent Child Care Center, Multi-Service Center facility, and two Head Start facilities.

Other health facilities located in the neighborhood include the Multi-Service Center which offers medical services, family services, the American Red Cross, mental health services and dental services. STAR program of mental health operates in the Walnut Park Building on Union and Killingsworth. Private clinics include a physician and surgeon, chiropractor and four dentists. School nurse visitation programs operate at Boise, Humboldt and Jefferson. Head Start Program provides health services to those children (ages 3-5) participating in the program.

The Multi-Service Center also houses juvenile court, welfare, food stamp program, vocational rehabilitation, motor vehicle division, correction division and the employment division.

Two attorneys operate private practices in the neighborhood and legal aid services are also housed in the area.

Recreation and cultural activities are minimal; other than the public school programs, there are only certain agencies located in the neighborhood which exist solely or devote a major share of their program to recreational and cultural needs. They are the North Branch of the YMCA, Salvation Army Red Shield Youth Club, the Portland Bureau of Parks and Recreation, Girl Scouts of America, Boy Scouts of America, and the Albina Art Center. Some of the churches also offer youth oriented programs, such as the Teen Club. Of these agencies only the churches, Red Shield, Boy Scouts and Park Bureau have a specific teen program.

The Albina Youth Opportunity School is a privately organized and operated facility aiming at providing meaningful educational opportunities for those young people which the school system has not been able to reach. However, this agency services only a specific segment of the youth population and does not include a recreational or cultural program.

The only commercial recreational facilities are pool rooms and an adult film theater (the other two theaters in the neighborhood are out of business). There are no bowling lanes or skating rink in the neighborhood. Swimming pools owned by the Park Bureau are open May through September; the only covered pool is owned by the YMCA and is only available to paying members. There is no coordination of youth services and no framework through which concerned agencies and citizens can express their concerns and ideas.*

* Portland Model Cities Second Action Year Plan, April 9, 1971, p.12.

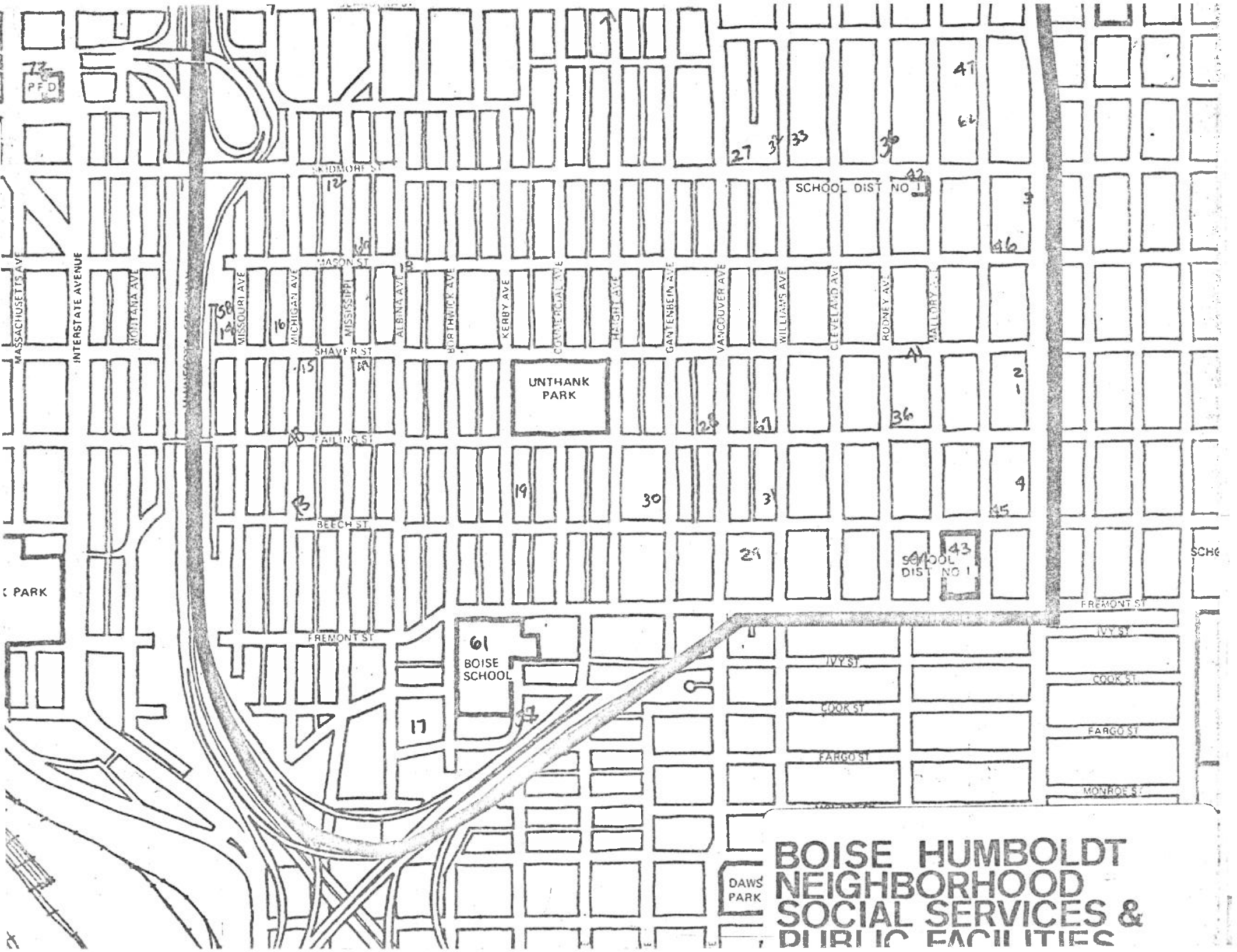
REFERENCES

1. Health Services Report, Model Cities, 1970.
2. Second Year Action Plan, Model Cities, 1970.
3. Interview with Mrs. Gilmore, Model Cities Staff.
4. Interview with Brenda Green, Model Cities Staff.
5. Interview with Helen Gordon, 4-C.

SOCIAL SERVICES & PUBLIC FACILITIES MAP

1. Police Community Relations Office
2. Church
3. Portland Opportunities Industrial Center
4. Dentist
5. Model Cities Office, Legal Aid Office, Urban League, STAR Program
6. Peninsula Community Center
7. Patton Home
8. Church
9. Church
10. Church
11. Church
12. Church
13. Church
14. Church
15. Salvation Army Community Center
16. Violin School
17. Stanton Municipal Yards
18. Church
19. Albina Neighborhood Improvement Project
20. Church
21. North Branch Library
22. Dentist
23. Medical/Dental Clinic
24. Church
25. Multi-Service Center
26. Church & Day Care Center
27. Church & Health Services
28. Church
29. Albina Branch Library
30. Church & Health Services
31. Church
32. Church
33. Church
34. Albina Youth Opportunity School
35. Church
36. Church & Day Care Center
37. Church
38. Church
39. Parents Child Care Center
40. Church
41. Church
42. Head Start Facility
43. Child Service Center
44. Church
45. Church
46. Church
47. Mennonite Voluntary Service Unit
48. Church
49. Boise/Humboldt Planning Office
50. Church
51. Chiropractic Clinic
52. Consumer Protection Agency

53. YMCA
54. Albina Art Center
55. Attorney at Law
56. Church
57. Church
58. Free Clinic
59. School Nurse Visitation
60. School Nurse Visitation
61. School Nurse Visitation
62. Church
63. Mt. Hood Masonic Temple
64. 100F Star Lodge
65. Attorney at Law
66. Utility Substation
67. Seaman's Club
68. Teen Club
69. Utility Substation
70. Utility Substation
71. Utility Substation
72. Nearest Fire Station
73. Head Start Facility



73
PFD

47
62

27 31 33

30

SCHOOL DIST NO 42

46

MASSACHUSETTS AVE

INTERSTATE AVENUE

MONTANA AVE

MISSOURI AVE

MICHIGAN AVE

MACON ST

MISSISSIPPI

ALBINA AVE

BORTHWICK AVE

KERRY AVE

COMMERCIAL AVE

HIGHT AVE

GANTENBEIN AVE

VANCOUVER AVE

WILLIAMS AVE

CLEVELAND AVE

RODNEY AVE

HALLORY AVE

158
14

16

15

SHAWFR ST

10

FAILING ST

3

BEECH ST

FREMONT ST

17

61

BOISE SCHOOL

UNTHANK PARK

28

31

36

21

19

30

31

4

45

29

SCHOOL DIST NO 43

PARK

SCHG

FREMONT ST

IVY ST

COOK ST

IVY ST

COOK ST

FARGO ST

FARGO ST

MONROE ST

DAWS PARK

**BOISE HUMBOLDT
NEIGHBORHOOD
SOCIAL SERVICES &
PUBLIC FACILITIES**

INTERSTATE AVE

OCKLEY GREEN SCHOOL

MONTANA AVE

MICHIGAN AVE

MISSISSIPPI AVE

6
PENINSULA PARK

COMMERCIAL AVE

HIGHT AVE

VANCOUVER AVE

MOORE AVE

SUTANS AVE

CLAND AVE

RODNEY AVE

WELLS AVE

JARFIELD AVE

UNION AVE

CLEAV AVE

CLAY AVE

7TH AVE

HIGHLAND ST

HOLMAN ST

SIMPSON ST

JARRETT ST

JARRETT ST

JESSUP ST

JESSUP ST

CHURCH ST

CASCADE CENTER

68

KILLINGSWORTH ST

JESSUP ST

KILLINGSWORTH CT

PARK

EMERSON ST

JEFFERSON HIGH SCHOOL

SUMNER ST

9

WEBSTER ST

8

ALPHA ST

HUMBOLDT ST

HUMBOLDT SCHOOL

INTERSTATE AVENUE

MARYLAND AVE

MONTANA AVE

MICHIGAN AVE

MISSISSIPPI AVE

ALBINA AVE

BLANDINA ST

SCHOOL DIST NO 1

VANCOUVER AVE

WILLIAMS AVE

CLEVELAND AVE

RODNEY AVE

WALLORY AVE

GARFIELD AVE

UNION AVE

GRAND AVE

6TH AVE

7TH AVE

KING SCHOOL

51

50

67

21

63

53

23

34

54

59

70

5

59

25

74

20

26

68

40

PAROCHIAL SCHOOL

56

KILL

SCHOOLS PARKS AND OPEN SPACE

Schools

Boise School is located south of Fremont between Borthwick and Kerby. Present enrollment is 623 including grades 1-8. The school site contains 3.69 acres, which, if not covered by the building is covered by asphalt. Improvements and expansion of the school is being considered at this time which may cut down even more on outdoor play area.

Humboldt Schools is located on Gantenbein Avenue between Alberta and Blandena Streets. It has an enrollment of 342 students. The school is on a 3.27 acre site with hard surface play areas and a small turf area. The desire to maintain a class load of 20 students per class would indicate the school's capacity would be 260 students far from the present enrollment. Humboldt School is just north of the center of the Boise/Humboldt Planning Area and could play an important role in providing meaningful play areas and programs for youth in the area.

Jefferson High School is located just south of Killingsworth Street between Commercial and N. Kerby Avenue. It has an enrollment of 1150 students in grades 9-12. The site is quite small consisting of 11.39 acres. The existing open space is used for softball and baseball fields, football practice field and one tennis court. Priority for the use of these areas must reflect the needs of the school athletic program and then use by the neighborhood.

Cascade College, operated by Portland Community College, is located north of Killingsworth Street between Commercial and Albina Avenues. They presently have 800 students enrolled. There is little open space connected with the College. P.C.C. also has a vocational program located in facilities on Fremont just west of Union Avenue. It includes an apprentice program in painting with 70 enrolled, and sheet metal, with 120 enrolled. The program is sponsored by local unions.

Parks

Unthank Park is a 5 acre park located between Kerby and Haight Avenue, and NE Shaver and Failing Streets. While developed to serve the immediate neighborhood, its many activity areas attract people from throughout the city. The design, which provides areas for all age groups, was developed with a neighborhood planning committee. Unthank Park provides much needed facilities in the form of play areas and open space.

Peninsula Park is a 16.56 acre park located north of Ainsworth between Albina and Kerby. It has major facilities including community center, swimming pool, ball diamonds and rose gardens. For persons from the Boise/Humboldt Planning Area to use the park, they must cross Ainsworth which is not suitable for the pre-school age.

Open Space

Open space resources consist of vacant lots, alleys and parking lots.

The following is a tabulation of data indicating what parks and playgrounds are used by residents as collected at a planning meeting on April 27, 1971, of which 40 persons were in attendance.

Area	No. Using	%
Boise playground	12	30.0
Humboldt playground	13	32.5
Jefferson School	6	15.0
Peninsula Park	18	45.0
Unthank Park	15	37.5
Vacant Lots	4	10.0
Library	12	30.0
YMCA	7	17.5

The following information was received in response to the question -
How could the public recreation program be improved?

	No.	%
More trained leadership	28	70.0
Larger variety of program	18	45.0
More parks	8	20.0
Neighborhood Center	12	30.0

MINIMUM LOCAL RECREATION STANDARDS

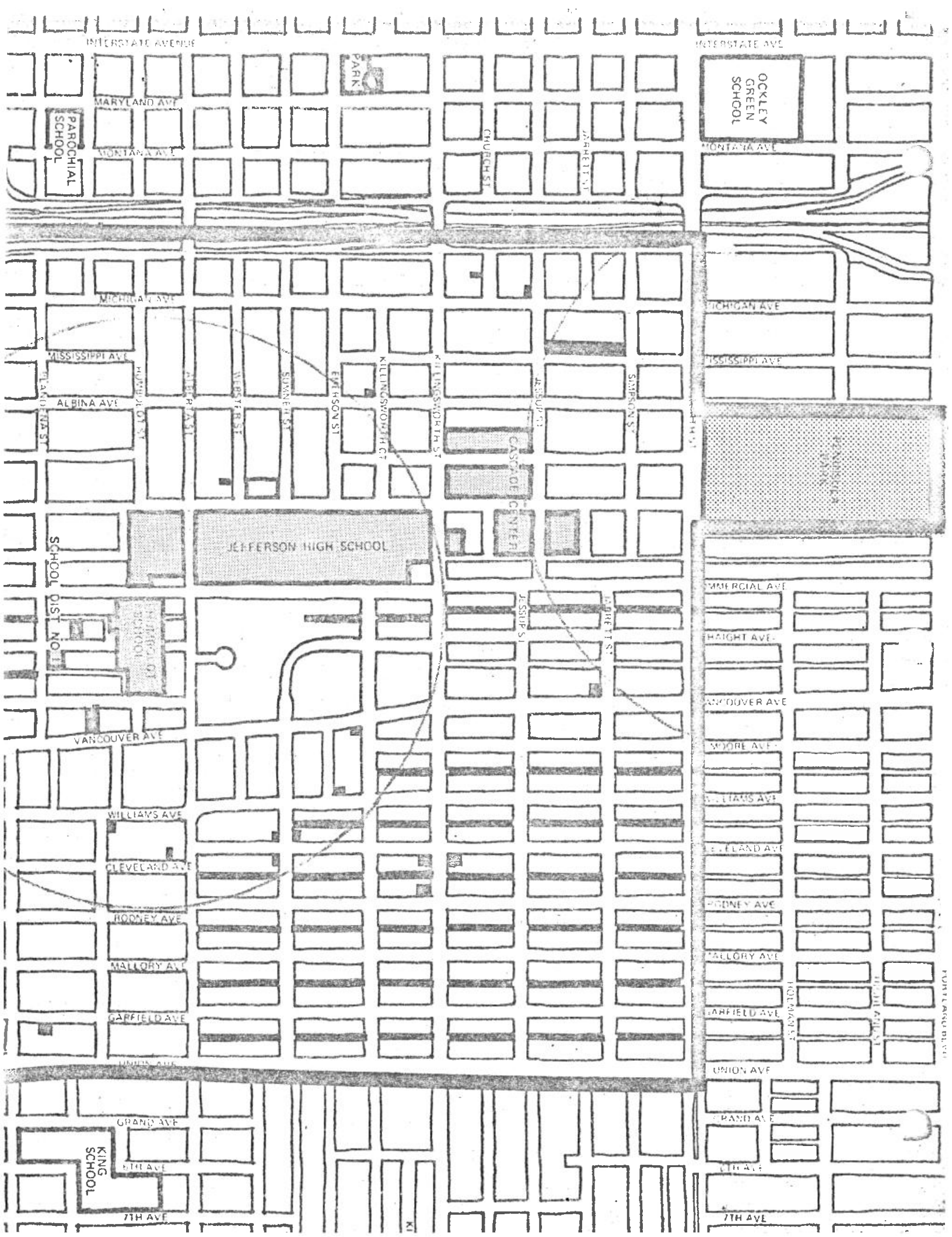
Facilities	Minimum Acres & Facilities per Thousand People	Minimum Acreage Per Facility	Accessibility (Distance from every home)
Play lot	1/4 acre per 1000 1 facility per 800	1/4 acre	1/8 mile
Neighborhood Playground	1 1/2 acres per 1000 1 facility per 3000	4+ acres	1/2 mile
Baseball Diamonds	1 field per 6000	3 acres	1/2 mile
Softball Diamonds	1 field per 3000	2 acres	1/2 mile
Neighborhood Parks	1 acre per 1000	6 acres	3/4 mile
Recreation Centers	1 facility per 40,000	5 acres	1 mile
Swimming Pools (outdoor)	1 facility per 40,000 (20 sq. ft. per swimmer - deck and water)	5 acres	1/2 to 1 mile
Tennis Courts	1 facility per 2000	2 acres (battery of 4)	1/4 to 1 mile



BOISE HUMBOLDT NEIGHBORHOOD

- Schools
- Parks
- Alleys
- Lots





INTERSTATE AVENUE

INTERSTATE AVE

MARYLAND AVE

MONTANA AVE

PAROCHIAL SCHOOL

OCKLEY GREEN SCHOOL

MONTANA AVE

CHURCH ST

JARRETT ST

MICHIGAN AVE

MICHIGAN AVE

MISSISSIPPI AVE

MISSISSIPPI AVE

ALBINA AVE

EMERSON ST

KILLINGSWORTH CT

KILLINGSWORTH ST

JESUIT ST

SIMPSON ST

REAR END PARK

SCHOOL DIST NO 11

JEFFERSON HIGH SCHOOL

CASCADE CENTER

COMMERCIAL AVE

HAIGHT AVE

VANOUVER AVE

MOORE AVE

WILLIAMS AVE

DELLAND AVE

RODNEY AVE

MALLORY AVE

GARFIELD AVE

UNION AVE

GRAND AVE

6TH AVE

7TH AVE

VANCOUVER AVE

WILLIAMS AVE

CLEVELAND AVE

RODNEY AVE

MALLORY AVE

GARFIELD AVE

LUNDY AVE

GRAND AVE

6TH AVE

7TH AVE

KING SCHOOL

PORTLAND, OREGON

BOISE/ HUMBOLDT
PLANNING CHECKLIST

April 27, 1971

1. Do you want to help in the (physical) planning of your neighborhood? yes ___ no ___

Will you serve on a committee? yes ___ no ___

Act as block leader? yes ___ no ___

2. Who should help in planning your neighborhood?

Model Cities Planning Board _____
City Planning Staff _____
Portland Development Commission _____
Property Owners _____
Neighborhood Residents _____
Planning Consultants _____
People _____

3. What are the areas you are concerned about?
(Number 1 to 6 in order of importance. No. 1 being the most important).

Beautification _____
Traffic control and safety _____
Housing _____
Recreation _____
Transportation _____
Shopping facilities _____
Work opportunities _____
Neighborhood services _____

4. Do you want to keep or change your neighborhood? keep ___ change ___

What change, if any? _____

5. Should your neighborhood plan have anything to do with the rest of the city's plans? yes ___ no ___

6. Is there existing housing that should be torn down in the next five to ten years? yes ___ no ___

7. Do you want to change the number of residents in your neighborhood? increase _____
decrease _____
same _____

8. What household kind would you want if you could get new housing? Order of importance?

Elderly single person	_____
Young single person	_____
Elderly couple	_____
Young couple	_____
Families - 1, 2, 3 or more children	_____

9. Do you want to mix different sizes of families? yes _____ no _____

Would you want families of one parent with children, both parents with children in same? _____

10. If new residential buildings are planned for your neighborhood, what kind of building would you want?

Single residence	_____
Duplex	_____
Fourplex	_____
Apartments	_____

11. If new housing is needed, where should it be placed? (Number 1 to 4 in order of importance. No. 1 being the most important).

Near parks center	_____
Near shopping areas	_____
Near schools	_____
Near bus lines	_____
Near neighborhood service centers	_____

12. What park near you do you and your family use?

School playgrounds:	Boise _____
	Humboldt _____
	Jefferson _____

Parks:	Peninsula _____
	Unthank _____

Other:	Vacant lots _____
	Library _____
	YMCA _____

13. How could the public recreation program be improved?

More trained leadership	_____
Larger variety of program	_____
More parks	_____
Neighborhood center	_____
Other	_____

14. Is the way traffic is going through your neighborhood bothering you? yes _____ no _____

15. Has proper consideration been given people walking near schools, churches and shopping centers in your neighborhood? Yes _____ No _____

16. Are there any shops that you think should be done away with? Yes _____ No _____

17. What kind of shopping center would you like?

- Many small shops grouped together _____
- Large multi-purpose shopping center _____
- Scattered small mom and pop stores _____
- Combination of above _____

18. What new community building or parks do you want most?

- Schools _____
- Library _____
- Parks _____
- Other _____

19. What age group should these buildings serve?

- Pre-school _____
- Elementary _____
- Junior high _____
- High school _____
- Young adults _____
- Adults _____
- Senior citizens _____

20. Personal information.

Age _____

Man _____ Woman _____

Family size _____

Work _____

Give the number of highest grade you attended:

1 2 3 4 5 6 7 8 9 10 11 12 College
1 2 3 4

If you could go back to school, would you? Yes _____ No _____

Are there enough night schools available? Yes _____ No _____

21. What improvements do you think are needed in the neighborhood?

- Street, alley and sidewalk repair _____
- Street cleaning _____
- Repair or removal of old buildings _____
- Bus service _____
- Utility repair or relocation _____
- Tree planting _____
- Shopping areas for food _____
- Shopping areas for clothing _____
- Other _____

22. Where do you park your car?

- On Street _____
- Off Street _____
- Both _____
- No Car _____

23. Where do you go for the following?

- Dentist _____
- Doctor _____
- Medicine _____

24. In the home in which you live, are you a:

- Owner _____ Renter _____

25. How many bedrooms in your home _____

26. What needs fixing in your home where you can receive some help?

- | | | | |
|------------|-------|----------|-------|
| electrical | _____ | roof | _____ |
| paint | _____ | plumbing | _____ |
| heating | _____ | bathroom | _____ |
| kitchen | _____ | other | _____ |

BOISE/HUMBOLDT
PLANNING CHECKLIST

Page 5

27. Number of parents at home _____

Adults over 65 _____

Children: Pre-School _____

Elementary _____

High School _____

28. How long have you lived in the neighborhood? _____

SURVEY DATA

April 27, 1971, a survey of the Boise/Humboldt Neighborhood was taken to determine interests and needs and to set priorities. 40 people completed the survey. Compilation of this data showed the following priorities:

1. Housing
2. Work Opportunities
3. Recreation
4. Traffic Control and Safety and Shopping Facilities
5. Neighborhood Services
6. Transportation and Beautification

The majority of respondents showed interest in participating in the physical planning of their neighborhood, over half were willing to serve on a committee, while only three percent showed interest in becoming block leaders. The majority of respondents realized the need for Model Cities Planning Board, City Planning Staff, Portland Development Commission, property owners, neighborhood residents, planning consultants and the people to be involved in the planning of their neighborhood.

Most respondents were ready to see change in their neighborhood and are concerned that improvements must be made. Most agree that their plan must be coordinated with the rest of the city's plans.

Housing

Over half of the respondents were home owners. 75% had noticed existing housing that should be torn down in the next five to ten years. Most respondents wanted about the same number of residents in the neighborhood as it is presently constituted. An overwhelming number answered that new housing should service families with 1, 2, 3 or more children, secondly they wished to see new housing for elderly couples and thirdly, young couples. Over half of the respondents believe that different sizes of families within the neighborhood should be mixed. The type of new housing most wanted is single family residences; second duplexes; third, apartments.

Parks

About thirty percent of the respondents use Boise and Humboldt School playgrounds, Peninsula and Unthank Park and the libraries. Other parks listed were Overlook, Irving and three respondents used none of the facilities listed. Fifteen percent of the respondents use the Jefferson playground and seventeen percent the YMCA. Ten percent indicated use of vacant lots. Most often improvement to the public recreation program listed was more trained leadership; second was a larger variety of program.

Traffic

75% of the respondents were bothered by the way traffic is routed through the neighborhood. Most believed that consideration given to pedestrians was inadequate.

Commercial

Many respondents have noticed shops that should be eliminated. Most prefer the large multi-purpose shopping center; least prefer small mom & pop stores.

Community Buildings and Parks

Highest priority given by respondents was for new schools; second, new libraries; third, parks. The majority agree that community buildings must serve all age groups - pre-school, elementary, junior high, high school, young adults, adults, and senior citizens.

Over half of the respondents would like to go back to school if they could and many indicated that there were not enough night schools available.

Neighborhood Improvements

Highest priority was given to street cleaning; second, repair or removal of old buildings; third, street, alley and sidewalk repair; fourth, bus service; fifth, tree planting; sixth, utility repair and relocation; seventh, shopping areas.

Figures for off and on street parking were even, half parked off-street, and half on-street and only two indicated having no car ownership.

Health Service

The majority of respondents receive medical and dental services from clinics and practitioners outside of the Boise/Humboldt Neighborhood. The University of Oregon Dental School was the facility listed by the highest number of respondents; downtown clinics were second; and only four respondents indicated that they were served by dentists in the neighborhood. Kaiser was listed most frequently for medical service. Fred Meyer was most frequently listed facility for buying medicine, with Kaiser a close second.

Home Repair Assistance

Most needed home repair assistance was electrical, plumbing and painting. Roofing and heating also received many responses. Gutter was listed by one. Three respondents indicated that no help was needed with repairs.

Demographic

Most respondents were from two parent families, average age was 40, most respondents were female, most had three or more children, most children were either high school age or pre-school age. Few 65+ were accounted for. Most respondents were residents for 10-25 years.

Validity of Sample

Based on the questionnaire it was evident that those most concerned about the neighborhood are long time residents and home owners. This leads us to believe that renters and transients as indicated by their lack of attendance, may feel that they have little influence in planning

the future of the Boise/Humboldt Neighborhood. Methods to broaden the representation from the citizens will be explored.