

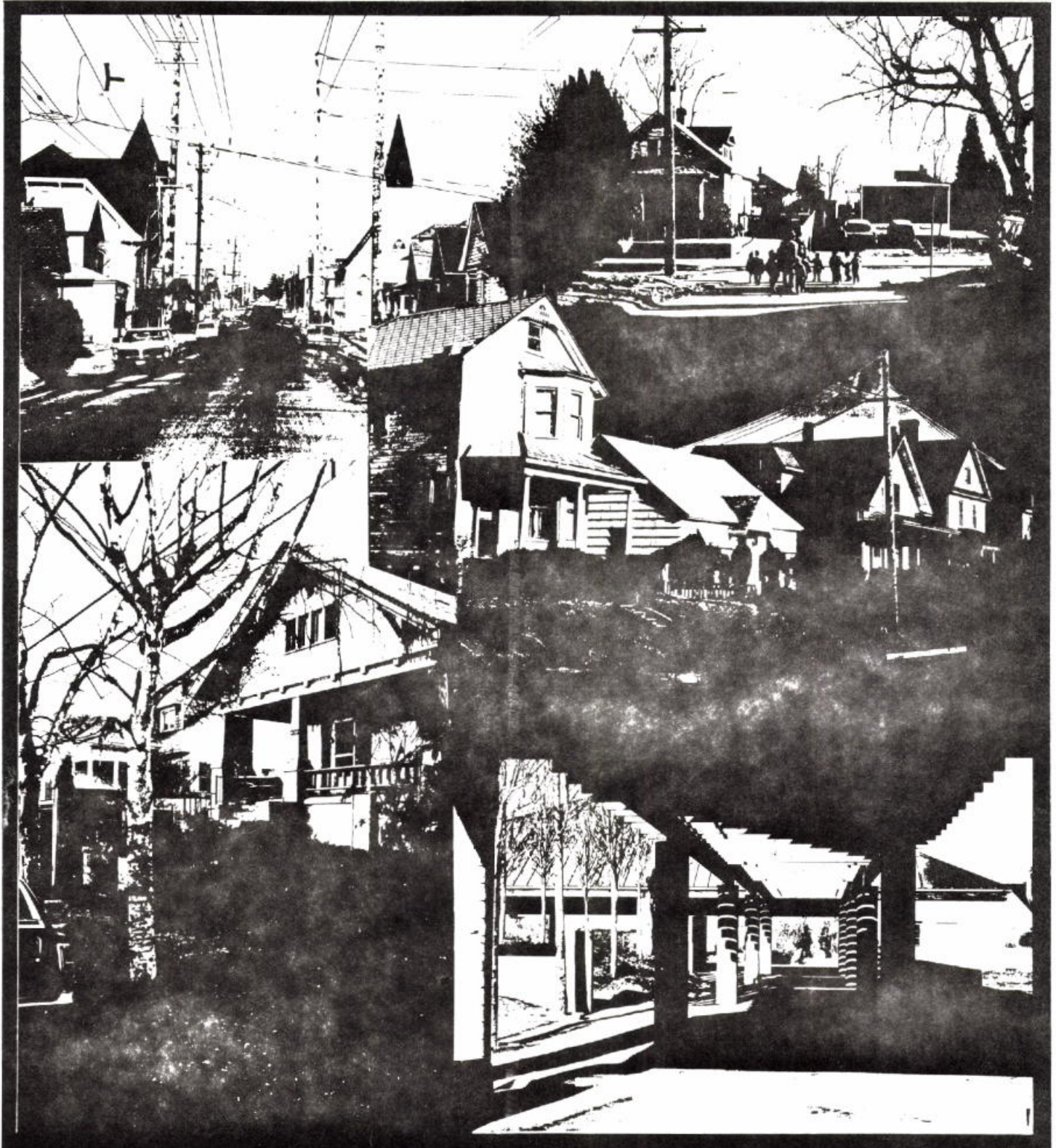
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REVIEW DRAFT

MODEL CITIES DISTRICT POLICY PLAN

MARCH
1977



MODEL CITIES POLICY PLAN

MARCH 1977

PORTLAND BUREAU OF PLANNING

MAYOR NEIL GOLDSCHMIDT

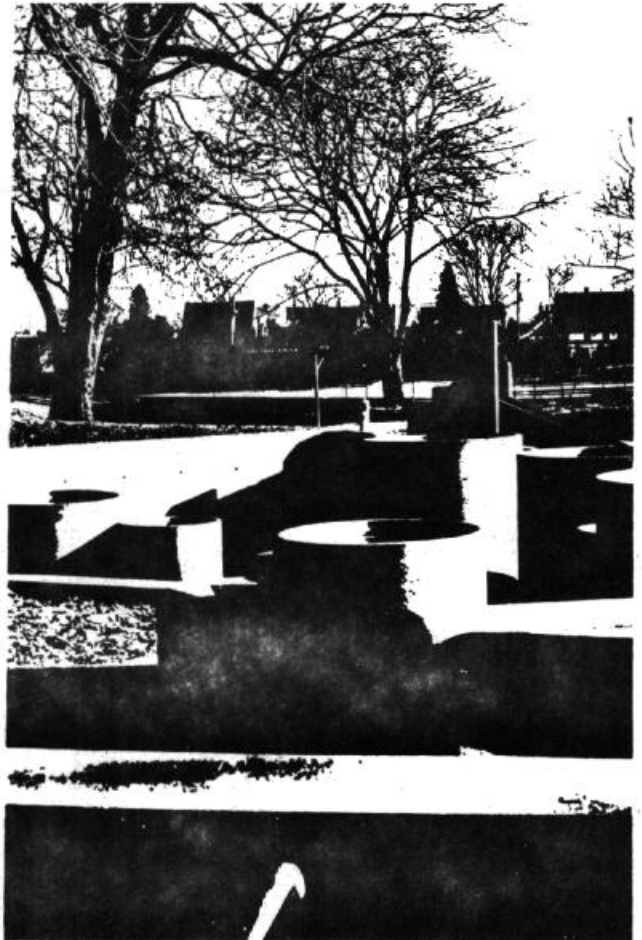
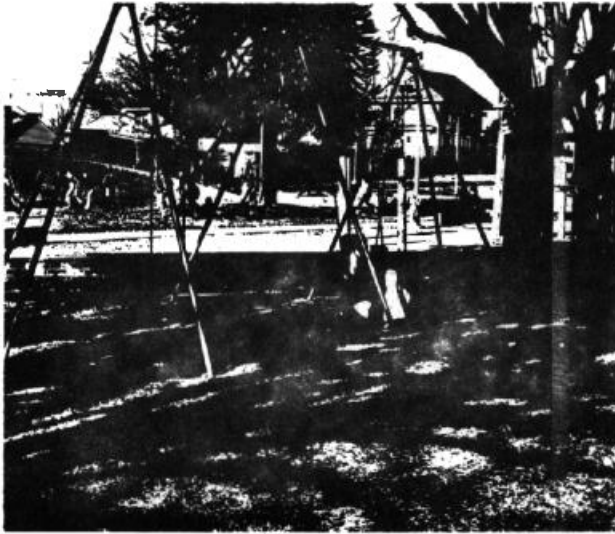
DIRECTOR ERNEST R. BONNER

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CONTENTS

TITLE	PAGE
SUMMARY	1
HISTORY AND BACKGROUND	5
POLICIES FOR COUNCIL ACTION	19
APPENDICES	
A. LETTERS	A1
B. SUMMARY OF PLANNING COMMISSION ACTIONS	B1
C. LISTING OF OTHER DOCUMENTS	C1
ACKNOWLEDGEMENTS	

SUMMARY



The policies that are in this document cover social, economic and physical issues in Model Cities. Those adopted will become Council's Policy Plan for that area. Adoption of all proposed policies is intended to accomplish the following:

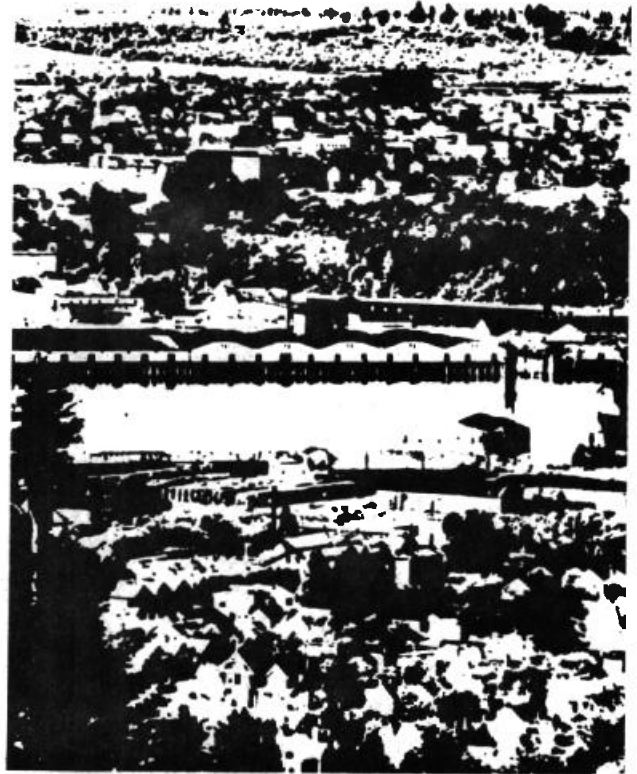
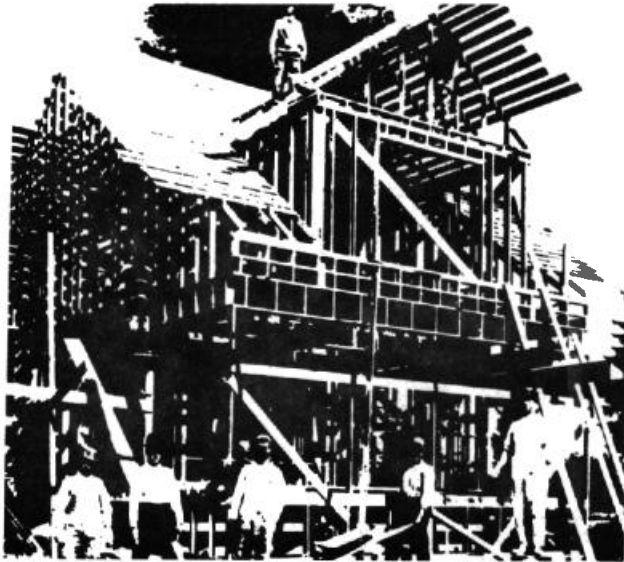
- o Provide for periodic updating of this plan.
- o Provide for extensive neighborhood involvement in both facilities planning and City budget review.
- o Insure a program of providing complete information on a broad range of issues to Model Neighborhoods before decisions are made.
- o Commit the City to an active role of encouraging other government agencies and the private sector to response to neighborhood needs in such areas as health services planning.
- o Require provision of certain amenities including recreation facilities in new senior adult housing projects and to provide for consideration of provision of neighborhood facilities for recreation and day care in private development.
- o Commit the City to follow plans adopted by neighborhoods and the District when making land use decisions in Model Cities.
- o Provide for continuation of programs aimed at neighborhood rehabilitation and stabilization.
- o Provide for funding of special social programs and planning for young people (13-24) and senior adults. Continue support for, or establish a variety of committees, agencies and recommending bodies to accomplish goals relating to such topics as housing policy, economic development, manpower training and small and minority business.
- o Provide affirmative action in City hiring and encourage affirmative action in the private sector.
- o Require that all future decisions work from the assumption that the Rose City Freeway will never be built.

Some policies have been implemented through previous Council action, such as formation of an Economic Development Committee; these are noted and referenced to specific implementing action. The eight neighborhoods comprising the Model Cities area (Woodlawn, Boise, Humboldt, Vernon, King, Sabin, Eliot and Irvington) have been the focus of study and improvement for nearly ten years. After federal funding was terminated the City continued to support selected social programs and, through HCD, physical improvements in the Model cities neighborhoods. A basic tool for programming area improvements is an area wide policy plan, comprehensive in nature, to act as a district framework for neighborhood planning. Such a plan was adopted by the district and neighborhood in 1973.

In the mid-1960's what was to become Model Cities was a volatile and sometimes violent center of urban deterioration, racial unrest and tension. Residents felt alienated from the system and lacked faith in the City's ability to provide protection. Jobs were low paying, unemployment was high and such support services as day-care were expensive. Young people were often, of necessity, left alone and the area was experiencing an increasing rate of juvenile violent crimes. Changes in land use patterns and physical improvements have only a limited ability for impacting these problems.

A tenet of the federal Model Cities legislation was that planning, to be effective, must address a full range of social and economic issues. Fifty-two policies covering social, economic and physical issues are here forwarded to Council.

HISTORY AND BACKGROUND



HISTORY AND BACKGROUND OF MODEL CITIES

HISTORY

In 1966 as part of Great Society legislation, the Demonstration Cities and Metropolitan Development Act was passed. Title I of this act established a new program which became known as "Model Cities". The purpose of Title I was to demonstrate ways the living environment and general welfare of residents in slum or blighted neighborhoods could be substantially improved. Unlike earlier Federal programs which focused solely on physical planning the Act specified nine program areas that projects should be designed to improve: 1) general physical environment, 2) housing conditions, 3) transportation networks, 4) public education, 5) employment opportunities and economic development, 6) recreation and cultural facilities, 7) the reduction of crime, 8) health facilities and 9) the quality of social services and public assistance. The Act embodied a comprehensive attack on social and economic as well as physical problems taking the position that local problems required an integrated approach. Federal grants to cover 80 percent of the cost of planning and implementing a comprehensive development program were provided.

Portland's Model Cities involvement began in December, 1966 when the Portland City Council authorized Mayor Terry Schrunk to appoint a five-member committee to prepare an application for a Model Cities Planning Grant. That application was submitted to the Department of Housing and Urban Development (HUD) in May, 1967. In November, 1967, HUD announced Portland was one of 63 cities to receive a one-year planning grant. In 1968, the City Demonstration Agency was established as specified by federal legislation, to coordinate Model Cities programs and projects.

The Federal legislation required active citizen participation within the programs decision making process. Portland responded by organizing in March, 1968 a Model Cities Citizen Planning Board (CPB), Model Cities Working Committees (one for each of the nine program areas) and neighborhood organizations. The CPB was composed of 16 elected members and 11 mayoral appointees. It functioned as the governing body for the Model Cities Neighborhoods, setting policies and reviewing proposals and general plans. Work committees developed and reviewed proposals for specific projects. Neighborhood organizations conducted neighborhood planning efforts within each of the individual Model Cities neighborhoods. The Portland Development Commission submitted an application for Federal Neighborhood Development Program (NDP) designation in the Model Cities area in April, 1970, which was approved. The program planning phase completed and initiated the first action year, 1970-71. This involvement was terminated at the Federal level in 1975. During the early part of this involvement the Model Cities staff in conjunction with various consultants developed a data base covering the nine program areas.

The Neighborhood Development Program started in Woodlawn and Irvington in its first action year; King-Vernon-Sabin in the second; Boise-Humboldt in the third. Application for Eliot was made in 1972 but that program did not get underway until the fourth action year 1973-74. Neighborhood Development Programs (NDP) provided for housing rehabilitation, new housing, demolition, street improvements, parks improvements, and tree plantings. Currently all NDP activities have been phased out or absorbed into the Housing and Community Development (HCD) program. During the NDP period, substantial improvements were made; close to 1600 housing units were rehabilitated through program loans or grants, 250 housing units were privately rehabilitated, nearly 6000 street trees were planted. Over 5 miles of streets were improved to city standards, and more than 7 acres of park at three sites was created. Almost a million dollars worth of improvements were made to existing parks and school playgrounds (see Table I).

Included in Portland's Model Cities program was the preparation of a Model Cities District Plan. The effort to develop this plan began in 1970 involving the City Planning Commission staff, Model Cities Physical Program Department, and Housing and Physical Environment Working committees, and other agencies. The result was a preliminary Model Cities Comprehensive Plan published in July, 1971. Heated debate arose at once and continued into the fall when the Model Cities planning Board rejected the Plan stating, "The scope of the plan needs to be broadened to include non-physical concerns." The Citizens Planning Board also determined this plan did not adequately provide for the neighborhood plans underway. In 1972 the Board retained a private consultant, Dennis Wilde and Associates, to prepare a comprehensive district plan which integrated physical, social and economic concerns.

In April, 1970, the Portland City Planning Commission staff published the Irvington Community Improvement Program. It was approved by the Irvington Community Association and submitted to the Planning Commission, where it was approved on May 5, 1970, with minor amendments. Although the plan has never been formally adopted by the City Council, many of its policies have been implemented.

The King Improvement Association, the Vernon Neighborhood Development Association, and the Sabin Community Association working in conjunction with the Portland Development Commission staff, the NDP staff and neighborhood consultants came out the King-Vernon-Sabin draft neighborhood plan in August, 1972; later, in June, 1973, an addendum was added.

During the summer of 1973 neighborhood plans were published for Irvington, Woodlawn and Eliot neighborhoods. These were produced by the neighborhood associations, their planning consultants, the Portland Development Commission and Neighborhood (NDO) District Offices.

NDP PROGRAM IMPROVEMENTS

	BOISE- HUMBOLT	IRVINGTON	KING VERNON SABIN	ELIOT	WOOD- LAWN	TOTAL
ASSISTED REHAB. UNITS	319	450	362	0	457	1588
NON-ASSISTED REHAB. UNITS	17	61	39	18	118	253
STREET TREES PLANTED	795	1094	1372	0	1700	^{*1} 5961
DEMOLITION (UNITS)	2	11	2	24	^{*2} 95	134
STREET IMPROVEMENTS (LINEAL FEET)	3,800	750	600	0	20 900	26,050
ASSISTED NEW HOUSING (UNITS)	12	0	9	2	34	^{*3} 57
NEW PARKS, PLAYGROUNDS, MALLS (ACRES)	0	1.5 IRVINGTON SCHOOL PLAYGROUND	0	0	6.25 WOODLAWN MINI-PARK	7.75
PARKS, PLAYGROUNDS, OPEN-SPACE IMPROVEMENTS	\$40,000	\$401,747	\$44,000	0	\$474,838	\$959,595
OTHER IMPROVEMENTS	0	\$57,653	\$12,250	\$21,000	\$71,6 9	\$162,562

^{*1} ALTHOUGH 5961 STREET TREES SITES WERE PLANTED, REPLACEMENT OF TREES THAT DIED RESULTED IN MORE THAT BEING PLANTED.

^{*2} MOST OF THESE DEMOLITIONS WERE FOR THE WOODLAWN PARK SITE AND THE ADJACENT, AS YET UNBUILT, FIVE ACRE HOUSING PROJECT.

^{*3} THESE WERE NDP WRITE-DOWN SITES SELLING AT ABOUT HALF MARKET VALUE.

In May 1973, the Comprehensive District Plan consultant working in conjunction with the Citizens Planning Board and the working committees came out with the Model Cities Policy Manual. This was adopted by the Citizens Planning Board and the eight neighborhood associations involved in the Model Cities area. The adopted goals, objectives and policies, supplemented with text and graphics were published as the June, 1973 Draft Plan. In late 1973, it was transmitted to the Portland City Planning Commission for review and submission to the City Council.

In September, 1975, the Bureau of Planning issued a report recommending substantial revisions to the Model Cities Plan. The 1973 plan contained 87 policies. The staff report reduced the 87 policies to 7. Two reasons were given for this revision: first, many of the original policies focused on issues in areas over which the Planning Commission had no authority to act; second, many of the policies had already been before the Planning Commission and City Council. Area residents were overwhelming against the proposed modification. The staff report was scrapped and the original policies were sent (with minor modification) to the Planning Commission in the spring of 1975. In spite of the two and one-half years between completion of the draft plan and Planning Commission consideration, neighborhood support of the plan was solid. The Planning Commission took action in November, 1975, adopted 19 policies and forwarded 52 policies with 21 recommended for adoption and 31 without recommendation for consideration by Council.

BACKGROUND

In 1968 Council committed itself to a process of citizen participation in Model Cities when it applied for Federal Demonstration Act Funds. Since then each of the eight Model Neighborhoods have developed and adopted a set of neighborhood goals covering physical and social issues. Generally these policies have remained solely the plan of the neighborhood.

Total population for the eight neighborhood areas in 1969 was 39,200. Between 1960 and 1969 minority population increased from 23 to 38.3% of the total. Population updates won't be available until 1980 but school mix provides an indicator of neighborhood population trends. In 1977 minority students enrollment in area elementary schools declined from 1971 high of 68% to 55.8%. This is evident that the population mix has stabilized, and that the pattern of whites suburbanizing has been slowed or stopped.

Nationally minority unemployment is 60% higher than white unemployment with unemployment among 16-19 year old blacks at over 38%. Based on projections from 1970 census data, black unemployment in Portland could range as high as 43% in some study area neighborhoods and unemployment is at least 50% higher for blacks than whites. The percentage of families whose income fell below the Federal poverty level remains high. In 1970 area median income was 62% of SMSA median income.

The Model Cities program existed because of the areas high level of physical and economic disintegration and worked from the underlying assumption that physical deterioration is a symptom of social and economic problems. The sixties were a decade of area commercial and economic decline. The commercial focus shifted from provision of local goods and services for area residents to an undersupply of goods for local consumption and the emergence of an oversupply of "shoppers goods" (those that people travel long distances to buy). This resulted in deterioration of large amounts of commercial space with changes in commercial patterns moving many structures toward obsolescence. Vacant stores comprise almost 14% of the existing commercial space. While commercial decline has been a problem for most of the City's small commercial centers the Northeast central area has been particularly hard hit.

A survey of businesses that closed or moved within or out of the area over a five year period found that it was rated high with respect to proximity to customers, suppliers and good area employees. Two major undesirable aspects of Model Cities as a business location were high insurance costs and high crime and vandalism rates. These later problems created a negative image in the area that is an important factor in area business decisions to relocate. Between 1966 and 1971, 57 firms went out of business in the Model Cities area.

Lack of patronage is the most urgent problem affecting Northeast Portland businessmen. Businessmen, especially minority businessmen, cannot increase their customer traffic because of the run-down physical appearance and reputation of the area. They often have difficulty in obtaining adequate financing on reasonable terms for improvements or expansion of their facilities and are also without adequate training centers. Historically, most businesses are marginal without means to pay the cost of training service provided by private organizations and local universities. Currently such training is being offered by the Metropolitan Economic Development Corporation under a Federal grant subsidizing aid to needy businessmen.

A key component of revitalization in Northeast Portland is provision of accessible jobs to counter high unemployment rates and low income levels. Currently this area is unable to compete with other portions of the City for industrial development. In 1972 the Portland Development Commission issued a report "Model Cities Economic Development Study" indicating that the price per acre of industrial land in Model Cities was, conservatively, 280% of the price at Swan Island, 233% of the price at Rivergate and 560% the price north of Columbia Blvd. Provision of transit for labor force access to near industrial districts is considered essential to providing industrial jobs for area residents.

Before 1970, much of the area had a run down appearance that discouraged improvement and was depressing to those living there. Contributing to this were unimproved alleys which became repositories for garbage and junk, a tangle of overhead utility lines, boarded up and bared windows, and a poor level of general maintenance. Street trees were lacking. The rate of increase in the housing stock for the area between 1960 and 1970 was only half that of the city as a whole (4.5% vs. 8.7%), while over the same period vacancy rates went up one third while those in the city fell. In 1976 while vacancy rates were generally much lower, study area rates were still 20% higher than for the City as a whole. In 1960 one third of the area's 13,470 housing units were substandard, by 1970 this increased to nearly 50%. In spite of this the area has been able to make a partial recovery and remains a desirable place to live.

Its close-in location make the Northeast central a convenient housing area for persons working in the Downtown, Lloyd Center, Swan Island, Guild's Lake, Rivergate, North Portland and Columbia Blvd. industrial area. Most residents prefer to remain in the area or move no further than an adjacent neighborhood. Early in the planning process rehabilitation of existing housing was identified as a principle need. A full-scale program of rehabilitation through grants and loans has been implemented under the Neighborhood Development Program (NDP) and and HCD Program. The NDP Program resulting in 1588 housing rehabilitations in the Northeast; the HCD program is still in progress doing housing rehabilitation.

The adoption in 1959 of the present zoning ordinance did little to recognize existing neighborhood residential patterns. Strip zoning of C2 (Commercial) and M3 (light industrial) along arterial and collector streets in inner city neighborhoods with little or no regard to environmental compatibility with existing land use has fostered serious blight. This pattern does not effectively provide either employment or services to Model Cities residents. The decline of commercial strips on streets such as Alberta, Union (particularly between Fremont and Alberta) and Mississippi is due to a combination of structural obsolescence, lack of off street parking and reduced purchasing power of area residents and changing shopping habits. Yet the area needs increased commercial and industrial activity to provide jobs.

Zoning and land use patterns have remained stable since the mid sixties. The total study area is 2,750 acres (almost 4.3 square miles), 78% is in residential use, 7% in commercial use and 15% in industrial use; 75% of the land is zoned residential, 4% commercial and 21% industrial. Each of the area neighborhoods have adopted plans which emphasize to some extent the development of commercial and industrial nodes rather than the present pattern of strip development.

The original intent of the Model Cities Program was to go beyond physical planning and development with a full scale attack on social and economic problems. A large number of such programs were in existence in the area during the Model Cities period. Many were federally funded and many ended when federal funding stopped. Others were continued with city, private or other federal funding. The district plan calls for provision of funding or continuation of existing funding for programs to reach three groups, preschool children, young adults (14-24), and senior citizens. It also calls for provision of additional recreational opportunities for all.

A higher proportion of elderly than the rest of the city reside here. The elderly rely on public transportation, especially for short local shopping trips, and going to the doctor. Because of the low income of these people, fare rates need to be kept low and bus service needs to be adequate. The Senior Adult Service Center was one of Model Cities most successful programs in terms of meeting a need and gaining acceptance and participation. Currently the Center serves 547 persons. Since 1975 over 1700 senior adults have been assisted by the Center which provides counseling, education, transportation, social activities, volunteer opportunities, and telephone reassurance to area seniors.

Characterized by low paying jobs requiring both parents to work, and a high percentage of single parent families, the areas need for day-care facilities often doesn't match with resources available to pay. The area also has a disproportionate share of Portland's population under 15. Youth programs were not high in Model Cities funding priorities. The needs of youth for jobs, relevant education, career participation, recreation, counseling, and a sense of meaningful participation in directing their lives have been left to agencies like the Portland Metropolitan Steering Committee. The PMSC is currently reworking its program for the Northeast to provide job training and counseling. The Metropolitan Youth Commission aims at providing ways young people can impact decisions which will affect their lives as well as providing summer jobs. Yet existing city or metro-wide programs do not meet the full range or extent of needs of area youth.

Poor economic conditions coupled with the high proportion of population under 15 and over 65 makes the meeting of area health needs a high priority among area residents. The health care problem has repercussions in other areas such as education (where poor health can produce a significant handicap to learning). Health care concerns occur repeatedly in the areas policy plan.

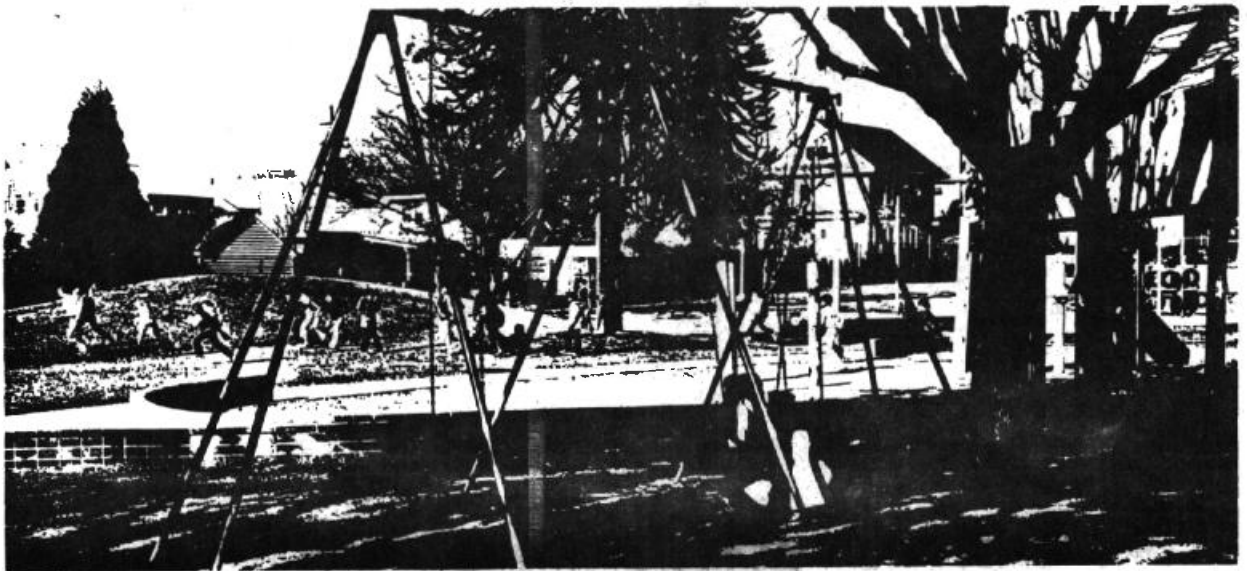
The study area has a central location with good access to major shopping areas (Downtown and Lloyd Center), a major highway network and several bus routes. Transportation is a constraint for many Northeast residents. Buses to the downtown are within one quarter mile walk of most residents, however, East-West travel and direct bus connection to the Southeast are not satisfactory. Supplemental transit service to selected employment areas, primarily in the suburbs area; could provide significant benefit to the residents.

A number of major employment centers in the Portland area are virtually inaccessible except by private automobile. With several major employers in these area, automobile ownership is almost a condition of employment. Implementation of improved public transportation services is necessary to reduce vehicular congestion on major streets and provide a choice in mode of travel.

The effect of heavy vehicular use of streets abutting residential use can be debilitating. Noise, fumes, glare, and vibration of traffic is uncomfortable and oftentimes injurious to human health. Heavy vehicular traffic can result in a decline in residential property values. Traffic is heavy on all arterial streets. The 1969 average daily traffic volumes ranged from 6,500 vehicles on N.E. Fremont to 18,600 on Union Ave. south of Fremont. Even lesser arterial streets such as Ainsworth, Alberta, Prescott, Knott and Mississippi average 3,000 to 5,000 vehicles per day through residential areas. In 1972 the area had 17 arterial traffic streets bordering or crossing it. The largest area entirely free from arterial traffic measures only 4 blocks square (1/5 of a mile). Because of the gridiron street system, many of the minor streets also tend to be used by through traffic. This contributes to hazardous traffic conditions.

A functional street classification is necessary for proper flow of traffic on designated facilities. Redistribution of traffic to a lesser number of major traffic carriers will reinforce major corridors and reduce the penetration of traffic into residential neighborhoods. Such a classification system has been developed in the City's "Arterial Streets Program". This system includes classification on the basis of auto traffic, transit, pedestrian and bicycle pathways and is in conformance with area neighborhood plans.

POLICIES FOR COUNCIL ACTIONS



POLICIES REQUIRING COUNCIL ACTION

On November 13, 1975, the City of Portland Planning Commission concluded its final meeting on the Model Cities District Policy Plan. Eighty-four policies had been reviewed, some were consolidated, a few were transferred to the school district or arterial streets program, and many had language revisions. A detailed summary of Planning Commission action can be found in Appendix B.

The Planning Commission adopted 19 policies for its own future use, they have forwarded these and two others to Council with a do adopt recommendation. Two of these have provisions attached to them which were not adopted but were forwarded to Council for consideration. In addition to those policies forwarded with recommendations to adopt, 31 policies were forwarded without recommendation for Council consideration. Policies forwarded for consideration are those for which the Planning Commission had no enforcement powers. The policies have been adopted by the District but no recommendation is implied in forwarding them to Council beyond that they be looked at.

This section is presented in two parts: First, those policies which the Planning Commission has recommended Council to adopt, and second, policies which have been forwarded to Council without recommendation. Each policy is accompanied with an intent statement developed by the Bureau of Planning from Planning Commission hearings and the "Model Cities Policy Manual". Policies recommended for Council adoption are accompanied by a "reason" statement summarizing the facts and logic on which the policies are based.

A. ANY CHANGES PROPOSED DURING THE YEAR TO THE DISTRICT PLAN SHALL BE NEGOTIATED BETWEEN THE NEIGHBORHOOD AFFECTED AND THE CITY OR ITS AGENCY. ADDITIONALLY, UPON REQUEST BY THE NEIGHBORHOOD THE PLANNING COMMISSION STAFF SHALL PROVIDE TECHNICAL ASSISTANCE INCLUDING THE PUBLICATION OF ADDITIONAL REPORTS AND MAPS IN ADEQUATE NUMBERS FOR PUBLIC INFORMATION.

Intent: To establish a procedure for amending, updating and readopting the District Plan, including communication with the affected neighborhoods, and technical assistance when available.

Reason: The District Plan adopted by Council will require regular updating if it is to be an effective base for Council decisions. A tenet of the Model Cities Planning process has been that citizen participation was essential to the relevance of these policies. As the District Plan evolves its future utility is directly related to the maintenance of its roots in the neighborhoods. To do this an open channel for citizen input is needed, providing information to and responses from area citizens.

B. IT SHALL BE THE POLICY OF THE CITY TO INCLUDE PRIORITIES ESTABLISHED BY CITIZENS VIA THEIR NEIGHBORHOOD ASSOCIATIONS AND THEIR PARTICIPATION ON BUDGET REVIEW BOARDS FOR THE SEVERAL BUREAUS AS WELL AS FOR THE CITY AS A WHOLE.

Intent: To provide a role for citizens in the City budgeting process.

Note: This process presently is in force on many budget review boards, and is a part of the City's Capital Improvement Program process through the neighborhood needs report.

Reason: The termination of federal funding for Model Cities projects mean funding for most programs desired by area residents has to be found in the City's budget. The Housing and Community Development and Revenue Sharing programs have generated increased interest in the City's budget process. There is a need for a clear policy defining the role of citizens in budget review.

C. CITY BUREAUS AND AGENCIES SHALL HAVE RESPONSIBILITY BY CITY COUNCIL DIRECTIVE, TO MAKE NOTIFICATION OF PUBLIC HEARINGS AND MEETINGS. *1

Intent: To insure that citizens have access to information on issues affecting their lives and communities, through adequate public notification via newspapers, posters, fliers and other means.

Reason: For each public decision there is a great deal of supporting information. Access to this information is critical to the process of citizen participation. Availability of information is part of building trust between neighborhoods and City government. People can only reason soundly if they are working from accurate information. Citizen input based on inaccurate or incomplete information may alienate public decision makers. While sound reasoning based on fact will reassure institutions leading them to become more willing to place responsibility in neighborhood hands.

D. ATTENTION TO DAY CARE NEEDS OF RESIDENTS OR EMPLOYEES WILL BE PART OF THE CONSIDERATION FOR CITY BUILDING OR ZONING PERMITS FOR FUTURE RESIDENTIAL OR INDUSTRIAL EXPANSION IN MODEL CITIES.

Intent: Building projects in the Model Cities area provide an opportunity to consider the inclusion of privately provided space or staff for area day care. This policy would direct City agencies to consider these possibilities in approving such projects.

Reason: Low income families in Model Cities face costs for day care services that take up to one-fourth of the families income. The area is characterized by low paying jobs which require both parents to work, and a high percentage of single parent families. Access to good, low-cost day care is essential to these families.

E. ANY FUTURE MAJOR HOUSING DEVELOPMENT FOR SENIOR ADULTS WILL INCLUDE PROVISION FOR RECREATIONAL ACTIVITY, AND CONSIDERATION OF AND ACCESS TO TRANSPORTATION AND SHOPPING FACILITIES.

Intent: To insure that recreational opportunities are provided in or in close proximity to future senior adults housing development and to insure that access to transportation and shopping is considered in the siting of such facilities.

Reason: A major objective of the Model Cities Program is to improve the quality of life for area residents. Model Cities has a higher proportion of elderly than the rest of the City. When asked what types of services were needed in the area, recreational space was most frequently noted. Elderly persons have a higher degree of difficulty in obtaining access to facilities outside their neighborhood, while access to such facilities as recreation, shopping and transportation is essential to their quality of life.

F. NEIGHBORHOOD PLANNING ORGANIZATIONS WILL HAVE RESPONSIBILITY FOR INITIATION OF PLANS FOR MEETING LOCAL RECREATIONAL NEEDS. PLANS SHOULD BE KEYED TO OVERALL CITY AND REGIONAL EFFORTS.

Intent: City agencies are to base plans for recreational facilities in the Model Cities area on the needs list for such facilities submitted to the City by the neighborhood organizations. Such plans are to be integrated with overall City and regional recreation planning efforts.

Reason: The Model Cities survey of 1971 asked residents what types of services were needed in their neighborhood. Forty percent of the responses indicated a need for recreational space. Provision and maintenance of parks and recreation space is a legitimate function of government. Assessment of the need for such facilities should come from neighborhood residents affected by those facilities.

G. ATTENTION TO RECREATIONAL PLANNING AND AVAILABILITY OF PUBLIC OPEN SPACE WILL BE PART OF THE CONSIDERATION FOR CITY BUILDING OR ZONING PERMITS FOR FUTURE RESIDENTIAL, PUBLIC OR COMMERCIAL DEVELOPMENT.

Intent: To provide the City an opportunity to consider on a project by project basis the inclusion of recreation facilities and public open space in future Model Area building projects.

Reasons: There is a demonstrated need for recreational facilities in the Model Cities area but City resources to provide such facilities are limited. Private and public development projects in some cases may be able to provide project users and others with recreational facilities as well as augmenting neighborhood facilities.

H. PLANNING COMMISSION AND BUREAU OF PLANNING WILL REQUIRE STRONG CONSIDERATION BE GIVEN TO THE FOLLOWING FACTORS IN REVIEWING PROPOSED COMMUNITY FACILITY LOCATIONS: (1) UTILIZATION OF AN EXISTING STRUCTURE, (2) ENCOURAGE JOINT OCCUPANCY OF A FACILITY BY COMPATIBLE SOCIAL SERVICE AGENCIES, (3) PROXIMITY TO PUBLIC TRANSPORTATION ROUTES AND (4) BUILDING CONDITIONS.

Intent: To provide policy guidance in planning the location and construction of publicly financed community facilities to insure that all avenues of multioccupancy, multiuse and cost sharing have been examined prior to seeking public approval.

Reason: The high money investment involved in constructing new community buildings must be considered in community facility planning. Make-shift use of substandard buildings is unsatisfactory but sound existing structures may serve for such facilities. Space costs for delivery of social services can be reduced in some cases through various sharing techniques. Before scarce funds are expended on such facilities, potential ways of cost savings should be explored.

I. THE NEIGHBORHOOD AND SPECIAL DISTRICT DEVELOPMENT PLANS SHALL FORM THE BASIS FOR ALL LAND USE DECISIONS MADE BY THE CITY COUNCIL AND ITS AGENCIES.

Intent: To provide substance to this district plan as well as area neighborhood plans by establishing such plans as the basic criteria which must be considered when land use decisions are made.

Reason: If zoning is to be effective, it must be used as a means of implementing plans rather than as an end in itself. Neighborhood plans provide a detailed and sensitive description of neighborhood character and aspirations. If these plans are not considered when land use decisions are made, the most direct channel to achieving neighborhood objectives is subverted.

J. THE CITY SHALL RECOGNIZE A NEIGHBORHOOD REPRESENTATIVE DESIGNATED BY A NEIGHBORHOOD ASSOCIATION TO REPRESENT THE NEIGHBORHOOD ASSOCIATION'S POSITION IN ALL LAND USE CASES WHERE A NEIGHBORHOOD DESIRES TO DO SO.

Intent: To provide for City recognition of individuals, designated by their neighborhood association to speak for the neighborhood in land use proceedings.

Reason: Neighborhood response to specific land use decisions is typically formulated in a neighborhood association meeting. When consensus is found, an effective tool for communicating with the decision making body is for the association to designate an individual to present their views. Without acknowledgement of their representative this tool is ineffective for neighborhoods use in making neighborhood concerns known.

K. NEIGHBORHOOD AND UNION AVENUE CORRIDOR PLANS WILL GUIDE SPECIFIC HOUSING DEVELOPMENT WITHIN THOSE AREAS. THE PROGRAMMING OF OVER-ALL HOUSING RESOURCES SHALL BE DONE AT THE MODEL CITIES DISTRICT LEVEL. *2

Intent: To establish Model Cities neighborhood plans and the Union Avenue Redevelopment plan as important guidelines for Housing Development and to direct agencies responsible for programming of future housing needs to establish those needs on a district basis.

Reason: Model Cities surveys have shown that the majority of area residents prefer to remain in the Model neighborhoods. Neighborhood plans contain specific recommendations for rehabilitating old houses and increasing the housing density in certain areas. Zone change request can be reviewed on the basis approved neighborhood plans allowing for speedy action, with assurance that such development will be consistent with neighborhood objectives.

L. HOUSING PROGRAMS WILL BE DIRECTED TO INCREASE HOUSING CHOICES IN THE MODEL CITIES HOUSING MARKET AREA BY ALLOWING A MODERATE INCREASE IN HOUSING DENSITY WHILE MINIMIZING ANY DECREASE IN EXISTING HOUSING UNITS, PROVIDING SUCH INCREASE IS COMPATIBLE WITH THE NEIGHBORHOOD PLAN FOR EACH AREA. *3

Intent: To provide for an increase in the number of housing options available in Model Cities by allowing some increase in density while preserving the existing housing stock, with existing neighborhood plans used as basic site criteria for density increase locations.

Reason: Model Cities surveys have shown that the majority of area residents prefer to remain in the Model neighborhoods. The area has a deficiency of housing in some types and sites. There has been a decline in housing stock in the central part of the area and an increase near the edges. Neighborhood plans contain specific recommendations for increases in housing density providing a ready listing of sites with prior neighborhood approval for some specific zone changes.

M. SUPPORT IMPLEMENTATION OF REHABILITATION PROGRAMS TO ENCOURAGE REINVESTMENT IN INNER CITY NEIGHBORHOODS. *4

Intent: To obtain a City commitment to programs aimed at rehabilitation and neighborhood stabilization.

Reason: Much of the study area has traditionally had a run down, shabby appearance discouraging improvements. The roots of many Model neighborhood problems lie in area unemployment, underemployment and lack of potential upward mobility. Portland has recognized this through its economic development program as well as past (NDP) and present (HCD) neighborhood rehabilitation programs. This policy reaffirms existing programs and policies.

N. PUBLIC RESIDENTIAL REDEVELOPMENT WILL BE UTILIZED ONLY UNDER THE FOLLOWING CONDITIONS: RESOURCES ARE ADEQUATE TO PRODUCE A POSITIVE NEIGHBORHOOD IMPACT, SUITABLE REPLACEMENT HOUSING IS AVAILABLE PRIOR TO PROJECT CONSTRUCTION, AND THE PROJECT WILL MAINTAIN OR INCREASE THE SUPPLY OF HOUSING FOR AREA RESIDENTS IN CONFORMANCE WITH THE NEIGHBORHOOD PLANS.

Intent: To provide criteria for evaluating the desirability of public redevelopment projects.

Reason: There are many public agencies operating within the City which causes residential displacement. Action by these agencies without regard for the overall housing stock has resulted in a decrease in the supply of available low and moderate income housing. Clearance projects, where no clear plans for redevelopment exist, such as Emanuel Hospital, Woodlawn and Russel Housing redevelopment sites have reduced housing stock, disrupted lives and destroyed communities.

Q. THE CITY WILL DEVELOP CAPITAL IMPROVEMENTS PROGRAMS TO EXTEND THE CAPACITY OF WATER AND SEWER SERVICES AND AMENITIES SUCH AS RECREATIONAL AND OPEN SPACE, TO ALLOW A MODERATE INCREASE IN HOUSING DENSITY NEAR TRANSPORTATION AND PUBLIC FACILITIES PROVIDED SUCH INCREASE IS COMPATIBLE WITH NEIGHBORHOOD PLANS. *5

Intent: To provide a commitment to make infrastructure improvements required to serve areas where increased density is planned avoiding an overloading of services in such areas.

Reason: Neighborhood plans contain specific recommendations for rehabilitating old housing and increasing the housing density in certain areas. Such redevelopment and density increased are necessary if housing choices are to be increased in the study area. Provision of support services to provide for such increase in sub-area population is a prerequisite to development.

P. THE CITY COUNCIL WILL BE RESPONSIBLE FOR THE FORMULATION OF CITYWIDE HOUSING POLICY AND WILL ESTABLISH A HOUSING POLICY RECOMMENDING BODY WHICH HAS MEMBERSHIP REPRESENTING THE COMMUNITY.

Intent: To commit the City Council to the establishment of such a City sponsored body for the purpose of recommending housing policy to the City.

Reason: Federal policy in the past has discouraged lower income housing development in the inner city, yet not provided the tools for development in the suburbs. The supply of new housing in Portland does not meet demand; many families and individuals in the Model neighborhoods cannot afford housing which is safe, sanitary, and structurally sound. Involvement of those who are to be housed as well as builders, developers, and lenders is necessary if new housing is to meet the community's needs.

Q. THE CITY WILL PROMOTE THE CONSTRUCTION OF OF PUBLIC ASSISTED HOUSING IN THE METROPOLITAN REGION WHICH IS CONVENIENT TO PUBLIC FACILITIES, TRANSPORTATION AND EMPLOYMENT. *6

A. PROVIDE FOR THE DEVELOPMENT OF A REGIONAL PLAN TO DISPERSE NEW LOW AND MODERATE INCOME HOUSING IN THE METROPOLITAN REGION.

B. PROVIDE FOR THE DEVELOPMENT OF CRITERIA AND INCENTIVES TO GUIDE THE LOCATION OF LOW AND MODERATE INCOME HOUSING WITH RESPECT TO

C. WAIVE UTILITY HOOKUP FEES FOR LOW AND MODERATE INCOME HOUSING DEVELOPMENT.

Intent: To secure a commitment from the City to develop a regional plan for low and moderate income housing covering locational criteria and incentive for meeting those criteria. To further commit the City to waiver of utility hookup fees for such housing.

Reason: Although there are good employment opportunities in suburban industrial centers, often those centers are served by poor public transportation service. Low income residential development also means an increase in required public facilities. The problem of low income housing is metropolitan-wide and requires an approach at that scale. Provision of housing for low and moderate income groups is complicated by fast rising housing costs including interest rates, land costs, materials, etc. Significant among costs for such development are utility hookup fees; these the City has some control over and can provide additional housing subsidies by waiving these.

R. THE CITY WILL PROMOTE EQUAL HOUSING OPPORTUNITY *THROUGHOUT THE METROPOLITAN* REGION TO PROVIDE LOCATIONAL CHOICE TO THE EXTENT PREFERRED BY INNER CITY RESIDENTS. *7

A. SUPPORT A HOUSING COORDINATING AGENCY TO ENSURE AVAILABILITY OF HOUSING COUNSELING, ASSISTANCE TO HOUSING CONSUMERS AND HOUSING LOCATION INFORMATION FOR PEOPLE WITH EMERGENCY AND SPECIAL HOUSING NEEDS.

B. SUPPORT THE DEVELOPMENT OF A REGIONAL PLAN TO FORMULATE EQUAL HOUSING OPPORTUNITY OBJECTIVES AND TO PROGRAM PLAN IMPLEMENTATION.

C. CITY COUNCIL WILL DIRECT THE METROPOLITAN HUMAN RELATIONS COMMISSIONS AND/OR OTHER APPROPRIATE AGENCIES TO ASSIST AND MONITOR ACHIEVEMENT OF EQUAL HOUSING OPPORTUNITY.

Intent: To secure a commitment from the City to obtain equality of housing options in the City and to actively seek such equality in the metropolitan area as a whole using the tools suggested in A, B, and C.

Reason: Problems involving racial and socio-economic mixing require recognition when providing low income housing. Portland's minority population is still principally located in the Model Cities area, concentrated in an area of low housing values, high unemployment, marginal business and limited potential for upward mobility. As long as housing choices are in any way limited to members, such a place constitutes a ghetto.

S. ESTABLISH AN OFFICE OF SMALL AND MINORITY BUSINESS ENTERPRISE IN ORDER FOR THE CITY TO IMPROVE AND SUSTAIN COMMERCIAL AND INDUSTRIAL AREAS TO PRECLUDE DIS-INVESTMENT THROUGH THE PROVISION OF TECHNICAL AND FINANCIAL ASSISTANCE TO SMALL AND MINORITY BUSINESS. *8

Intent: To commit the City to establishing a means of providing technical and financial assistance to small business and minority business.

Reason: Several studies (DMJM, 1970; CH2M/Hill, 1972; The Economical Condition of Minority Enterprise, 1971) have identified the major economic needs of the Model Cities community. One of these was a lack of adequate training for area business persons and potential business persons. Metropolitan Economic Development Industrial Alliance, Inc. (MEDIA) was set up as a demonstration program to aid minority business persons by providing both money and expertise. The MEDIA program met with mixed success. Although no longer in existence, several successful experiences have shown that such ventures can generate jobs and capital flow in the Model community. Currently such training is being offered by the Metropolitan Economic Development Corporation under a federal grant to subsidize aid to needy businessmen.

T. THE ROSE CITY FREEWAY WILL NOT BE BUILT UNTIL 1990 IF EVER. THEREFORE, PRESENT TRANSPORTATION AND LAND USE PLANNING WILL BE PREDICTED ON THE ASSUMPTION THAT THE FREEWAY DOES NOT AND WILL NOT EXIST.

Intent: To provide a policy statement for land use planning which excludes the projected freeway from consideration.

Reason: Projected plans for a Rose City Freeway, which would have cut diagonally across the Model Cities neighborhood, have in the past disrupted planning efforts. Early planning for the freeway was a response to traffic projections developed as a part of the 1960 Portland-Vancouver Metropolitan Area Transportation Study. No consideration has ever been given to the impact of such a facility on the neighborhoods it would affect, nor has the 16 year old data on which these plans were made been updated. It is clear this freeway will not be built in the foreseeable future, if ever. Planning should proceed on the assumption that the Rose City Freeway will not be built.

U. DEFER ALL TRANSPORTATION POLICIES ARTICULATED IN THE MODEL CITIES POLICY MANUAL, POLICIES 66-71, TO THE ARTERIAL STREETS PROGRAM.

Intent: To transmit Model Cities transportation policies to the current Arterial Streets Program for consideration in development of that program as it effects the Model Cities area.

Reason: The proposed Arterial Streets Classification policy is to identify transportation corridors and indicate where funds can most effectively be spent to improve automobile, transit, pedestrian, truck, and bicycle movement. Those policies which were developed as part of the Model Cities plan will best be implemented as part of the city wide Arterial Streets Program.



Mixed Density Residential
Single Family-Multi Family




Increase Housing Density
Multi-Family-Medium Density



Commercial Rehabilitation,
Redevelopment



Industrial Development



Downzone to Single Family
Residential, from Commercial
or Industrial

14. **COMMUNITY-BASED HEALTH PLANNING ORGANIZATIONS, SUCH A COMPREHENSIVE HEALTH PLANNING ASSOCIATION FOR THE PORTLAND METROPOLITAN AREA AND THE NORTHWEST PORTLAND MENTAL HEALTH PLANNING COUNCIL, WILL BE USED TO DEVELOP COMMUNITY INPUT IN HEALTH PLANNING.**

Intent: The City will support community-based health planning organization input into metropolitan health planning activities.

15. **PROVISION OF HEALTH SERVICES (BOTH MENTAL AND PHYSICAL) FOR CHILDREN WILL RECEIVE HIGHEST PRIORITY WITH GENERAL HEALTH PLANNING EFFORTS.**

Intent: To commit the City to support the making of childrens' health services a first priority project in general health planning efforts.

16. **SUPPORT THE PRESENT SENIOR ADULT PROGRAM IN MODEL CITIES, AND ASSIST THE SENIOR ADULT SERVICE CENTER IN LOCATING ALTERNATIVE RESOURCES SO THE PROGRAM CAN CONTINUE BEYOND THE LIFE OF ITS MODEL CITIES FUNDING.**

Intent: The Senior Adult Service Center is one of Model Cities most successful programs. This policy commits the City to supporting the continuation of the Service Center.

17. **SUPPORT ALL PROGRAMS WHICH INTEGRATE SENIORS WITH THE COMMUNITY AND USE THEIR SKILLS CONSTRUCTIVELY.**

Intent: To provide a policy of support for a variety of programs which integrate seniors into the community.

18. **SEEK FUNDING TO AID SENIOR CITIZENS IN OBTAINING ADEQUATE HEALTH CARE, HOUSING AND CONTACT WITH EACH OTHER AND THE COMMUNITY.**

Intent: To commit the City to exploring funding sources and senior citizen programs in the areas of health, housing and social life.

9. THE CITY SHALL ENCOURAGE PORTLAND PUBLIC SCHOOLS TO WORK WITH NEIGHBORHOODS TO PROMOTE THE CONCEPT OF COMMUNITY SCHOOLS.

Intent: Using school buildings as community centers eliminates waste and solves the problem of lack of funds for constructing neighborhood facilities. This policy commits the City to providing support for the concept of the community school.

10. PLANNING FOR PHYSICAL AND MENTAL HEALTH SERVICES WILL RECEIVE A HIGH PRIORITY IN CITY SOCIAL SERVICE PLANNING.

Intent: This policy establishes a City commitment to local resources to meet the Model Cities areas need for physical and mental health services.

11. HEALTH PLANNING WILL WORK TOWARD THE GOAL OF PROVIDING PREVENTIVE EMERGENCY AND NON-EMERGENCY TREATMENT, WHICH IS HIGHLY ACCESSIBLE IN TERMS OF HOURS AND LOCATIONS, TO ALL MODEL CITIES RESIDENTS REGARDLESS OF ABILITY TO PAY.

Intent: This commits the City to seek means for providing health services to all Model Cities residents including a cost write-down for low income persons.

12. HEALTH PLANNING WILL INCLUDE SUPPORT FOR A METRO-WIDE PROGRAM OF TRAUMA AND EMERGENCY CARE.

Intent: To commit the City to support the inclusion of trauma and emergency care facilities in any metro-wide health services program.

13. MENTAL HEALTH PLANNING WILL FOCUS ON IN-COMMUNITY CARE AND RESIDENTIAL TREATMENT FACILITIES.

Intent: To commit the City to support the position that mental health facilities should be located in or close to the neighborhoods they serve. Emphasis would be on a number of smaller district or neighborhood facilities rather than a single family facility.

5. THE CITY SHALL ALLOCATE RESOURCES TO MEET THE NEED FOR DAY CARE SERVICES OF MODEL CITIES RESIDENTS.

Intent: Model Cities is an area of low paying jobs, requiring both parents to work with high percentage of single parent families. This policy establishes a city commitment to allocate resources to meet this area's need for day care.

6. PLANNING FOR DAY CARE SERVICES WILL INCLUDE ACCESS TO FACILITIES FOR LOW-INCOME PARENTS, REGARDLESS OF ABILITY TO PAY.

Intent: Low income families in Model Cities are facing a cost of up to one-fourth of a family's income to provide day care for those residents not able to pay the cost of that day-care.

7. THE CITY SHALL REQUIRE VARIOUS CITY BUREAUS TO DEVELOP AND MAINTAIN COMMUNICATION WITH THE PORTLAND PUBLIC SCHOOLS.

Intent: Schools are traditionally separate from the City government. Isolation hampers both school and city in funding solutions to problems. This policy establishes a procedure for developing a dialogue between the City and schools.

8. DEVELOP THE STRUCTURE AND PROCESS FOR THE COMMUNITY TO SET GOALS AND PRIORITIES IN REGARD TO PORTLAND PUBLIC SCHOOLS, TO COLLECT INFORMATION AS NEEDED TO ANSWER THE QUESTIONS RAISED, AND TO PRESSURE FOR CHANGES FROM THE SCHOOLS.

Intent: Parent Advisory Councils are ineffective due to lack of defined roles, lack of meaningful activity, lack of strong support from school administration and staff, and a lack of coordinated, unified effort among the people attending each school's council. The structure could be used as a base for more effective, well-organized community action. This policy would commit the City to pressure the school district to turn the process of community input into an effective mechanism for setting goals and priorities for neighborhood schools.

The following policies were not adopted by the Planning Commission but were forwarded to Council for consideration. These policies are outside the enforcement powers of the Planning Commission and bear no recommendation either for or against adoption. They do bear the endorsement of and have been adopted by the Model Cities District and each of the Model Neighborhoods.

1. ONE CHANNEL OF THE CABLE TELEVISION SYSTEM SHALL BE RESERVED FOR PUBLIC USE.

Intent: To provide a readily available communication link between the City and its citizens, through its cable franchise system.

2. THE BUREAU OF HUMAN RESOURCES WILL GIVE A HIGH FUNDING PRIORITY TO PROGRAMS DESIGNED TO MEET THE NEED OF MODEL CITIES YOUTH BETWEEN THE AGES 13-24, WITH SPECIAL EMPHASIS ON THE PROVISIONS OF JOBS FOR YOUTH.

Intent: Youth programs have not been high in funding priorities. The needs of youth: jobs, relevant education, career preparation, recreation, counselling, and a sense of meaningful participation in directing their lives, must be adequately met. This policy establishes a high priority for meeting this need.

3. DEVELOPMENT OF THE ALBINA CORPORATION BUILDING AS A YOUTH SERVICES CENTER WILL RECEIVE A HIGH PRIORITY FROM THE CITIZENS PLANNING BOARD, THE CITY AND THE HUMAN RESOURCE BUREAU'S YOUTH PLANNING COMPONENT, WITH THE INTENT OF PROVIDING A RANGE OF SERVICES DEALING WITH THE TOTAL SPECTRUM OF YOUTH BEHAVIOR. SUCH A FACILITY SHOULD BE CONVERTIBLE FOR MULTI PURPOSE USE.

Intent: Youths needs for recreation and counselling must be met in the Model Cities area. This policy establishes a high priority for meeting this need through a neighborhood youth service center.

4. THE YOUTH AFFAIRS COUNCIL WILL CONSTITUTE THE LAY PLANNING BODY FOR YOUTH PROGRAMS, AND WILL INCORPORATE THE YOUTH-RELATED PLANNING THAT WAS PERFORMED BY OTHER MODEL CITIES WORKING COMMITTEES.

Intent: To concentrate youth programs planning for Model Cities in a single lay planning body.

22. UTILIZE ALLOCATION RESOURCES TO ELIMINATE THE MOST HAZARDOUS DWELLINGS WHICH EXIST IN THE MODEL NEIGHBORHOOD AND TO RELOCATE OCCUPANTS TO STANDARD HOUSING.

A. DEVELOP UNIFORM CODE ENFORCEMENT POLICY PROCEDURES WITH REGARD TO THE INSPECTION OF HOUSING UNITS, POSTING PROCEDURES, THE INITIATION OF LEGAL ACTION, QUALIFICATIONS FOR RELOCATION, AND THE REMOVAL OF VACANT, DILAPIDATED UNITS.

B. DEVELOP ADMINISTRATIVE PROCEDURES WITH THE COUNTY HEALTH DEPARTMENT, CITY BUILDING DEPARTMENT, CITY ATTORNEY'S OFFICE, THE DISTRICT ATTORNEY AND THE PORTLAND DEVELOPMENT COMMISSION TO CONTROL THE USE OF RELOCATION RESOURCES AND ENSURE THEIR USE TO ELIMINATE STRUCTURAL HAZARDS TO HEALTH AND SAFETY.

Intent: To provide guidelines for clearance of dilapidated housing units and relocation of their occupants. This policy was formulated to guide a Model Cities code enforcement program carried out using a half million dollar federal S1 grant. After approval by the district, this policy was used to guide application of code enforcement and subservient relocation activities. No current code enforcement programs exist for the Model Cities Area or the City as a whole.

23. THROUGH THE CITY AND LOCAL BANKING INSTITUTIONS, PURSUE THE CREATION OF A CITY-WIDE PRIVATE LOAN GUARANTEE CORPORATION TO ERECT AND UNDERWRITE BUSINESS AND MORTGAGE FINANCING FROM PRIVATE LENDERS FOR COMMERCIAL BUSINESS AND RESIDENTIAL FACILITIES WITH SPECIAL FOCUS ON THOSE PROJECTS WHICH WILL IMPROVE THE ECONOMIC CONDITIONS OF MODEL CITIES RESIDENTS, ESPECIALLY FOR MINORITY GROUP MEMBERS.

Intent: To establish City support for increasing employment and business opportunities for Model Cities residents through creation of such a corporation.

19. **PLANNING FOR LOCATION OF RECREATIONAL FACILITIES SUCH AS PARKS AND OPEN SPACE WILL BE BASED ON NEEDS AND PRIORITIES ESTABLISHED BY THE NEIGHBORHOOD PLANS AND BY AREA RESIDENTS SPECIFICALLY AFFECTED BY SUCH A FACILITY.**

Intent: Provision of parks and recreation space is a legitimate function of government, as is the maintenance of such areas. This policy is to provide that the City and its agencies will consult neighborhood plans and affected area residents when locating recreational facilities.

20. **CENTRALIZED LOCATIONS FOR DELIVERY OF SOCIAL SERVICES WILL BE REENFORCED BY SUPPORT FOR NEIGHBORHOOD LOCATIONS IN THE FORM OF MOBILE UNITS, OUTREACH WORKERS, VISITING STAFF, AND PROVISION OF MATERIAL ASSISTANCE FOR DISTRIBUTION TO LOCAL RESIDENTS.**

Intent: To insure local, neighborhood access to social services and information provided by facilities not having neighborhood branch offices.

21. **THE CITY WILL PURSUE PROGRAMS WHICH WILL INCREASE THE ACCESSIBILITY OF THE POLICE DEPARTMENT AND THE JUDICIAL PROCESS, INCLUDING COURTS AND CORRECTIONAL FACILITIES, AND DECREASE THE FEELING OF MISTRUST AND ALIENATION WHICH CHARACTERIZE BOTH THE COMMUNITY AND THE LEGAL AND JUDICIAL INSTITUTIONS.**

Intent: To provide a statement of City support for a community related legal and judicial system.

27. CONSOLIDATE AND COORDINATE, UNDER THE BUREAU OF HUMAN RESOURCES, MANPOWER PROGRAMS AFFECTING MODEL CITIES RESIDENTS.

Intent: To centralize all job training, placement and development programs affecting Model Cities residents in the City Bureau of Human Resources.

28. EXPAND COORDINATION TO INCLUDE ON-JOB TRAINING, UPGRADING OF SKILLS, APPRENTICESHIPS AT PROFESSIONAL LEVELS, CAREER LADDER PROGRAMS, PARAPROFESSIONAL TRAINING, VOCATIONAL TRAINING IN THE SCHOOLS, AND VOLUNTEER PROGRAMS WHICH LEAD TO JOB-READINESS TRAINING; INCLUDE JOB DEVELOPMENT AND JOB CREATION WHEN NECESSARY TO ASSURE JOBS FOR MANPOWER TRAINEES.

Intent: To expand the manpower program to include the above program areas and to insure jobs for successful trainees in order to raise the income level of members of minority groups.

29. ADOPT AN AGGRESSIVE PROGRAM OF MINORITY RECRUITMENT, TRAINING AND HIRING AT THE CITY LEVEL: SUPPORT SIMILAR EFFORTS IN PRIVATE INDUSTRY AND QUASI-GOVERNMENTAL ENTERPRISES INCLUDING CIVIL SERVICE.

Intent: To commit the City to an aggressive program of minority group hiring for City jobs.

30. ENCOURAGE TRI-MET TO ACCELERATE THE IMPROVEMENTS INCORPORATED IN THEIR FIVE YEAR PLAN AS THEY RELATE TO THE MODEL CITIES DISTRICT.

Intent: To establish a City commitment to support improved bus service for Model Cities residents.

24. ESTABLISH A COMMITTEE RESPONSIBLE TO THE CITY COUNCIL, WITH ADEQUATE COMMUNITY REPRESENTATION, TO COORDINATE ALL ECONOMIC DEVELOPMENT EFFORTS IN THE CITY. THE PRIORITIES OF THIS COMMITTEE WOULD BE TO INCREASE THE EFFECTIVENESS OF EXISTING ECONOMIC DEVELOPMENT PROGRAMS AND ENCOURAGE THE LOCATION OF EMPLOYMENT GENERATING INDUSTRY NEAR THE MODEL CITIES AREA, AS WELL AS THE COORDINATION OF PUBLIC TRANSPORTATION TO MAKE EXISTING EMPLOYMENT OPPORTUNITIES, AND FUTURE EMPLOYMENT OPPORTUNITIES IN OUTLYING AREAS, MORE ACCESSIBLE TO MODEL CITIES RESIDENTS.

Intent: To commit the City to the establishment of an Economic Development Committee to have as a principal function the expansion of employment opportunities for Model Cities residents. Such a committee was formed in 1975 and presently exists charged with the task of increasing employment opportunities in Portland areas of high employment and low income (including the Model Cities area).

25. THE CITY WILL ENCOURAGE BUSINESS AND INDUSTRY THROUGHOUT THE METROPOLITAN AREA TO DEVELOP AGGRESSIVE MINORITY RECRUITMENT TRAINING AND HIRING PROGRAMS.

Intent: To establish a City policy of supporting the recruitment of minority employment in the private sector.

26. THE CITY AND AN APPROPRIATE CITIZENS COUNCIL (METROPOLITAN HUMAN RELATIONS AND/OR MANPOWER AREA PLANNING COUNCIL) SHALL UNDERTAKE A YEARLY EVALUATION OF THE STATE OF THE CITY'S AFFIRMATIVE ACTION PROGRAM, INCLUDING THE ACTIVITIES OF THE HEAD OF THE CITY PERSONNEL OFFICE AND THE CHIEF EXECUTIVE OF THE CIVIL SERVICE BUREAU.

Intent: To provide for monitoring and yearly evaluation of the progress made in the City's affirmative action program.

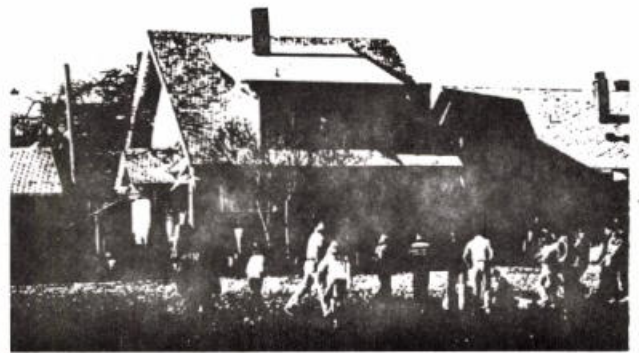
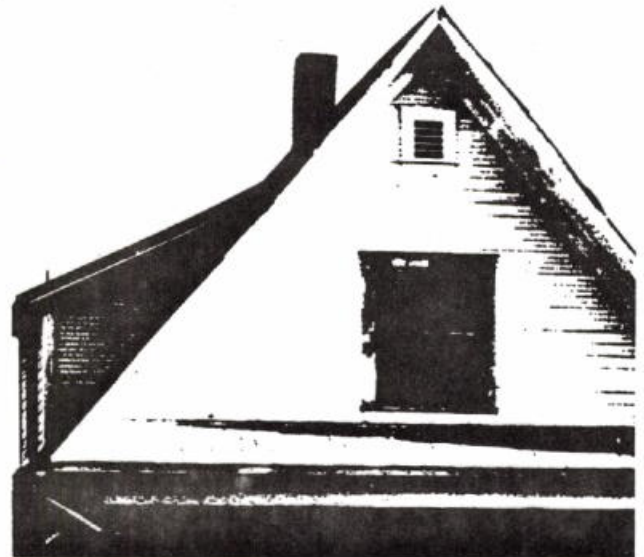
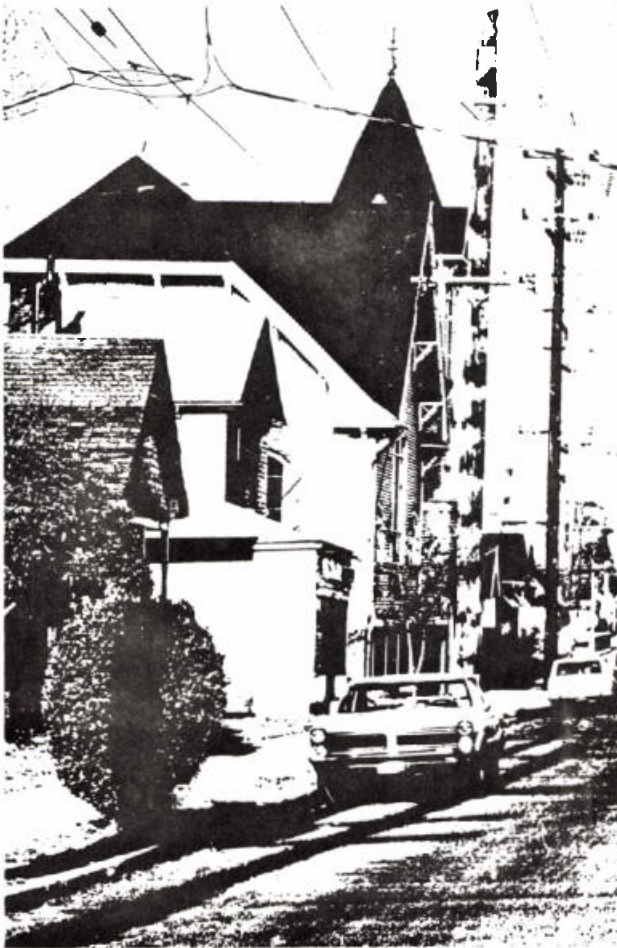
31. WORK WITH TRI-MET TO ESTABLISH AN EMPLOYMENT EXPRESS BUS SERVICE WITHIN THE NEXT YEAR BETWEEN THE MODEL CITIES DISTRICT AND REGIONAL HIGH EMPLOYMENT CENTERS.

Intent: To establish a City commitment to support a program geared to allowing Model Cities residents the opportunity of taking advantage of job openings in outlying industrial and commercial areas.

FOOTNOTES

- *1 The Planning Commission did not adopt this policy but recommends Council adopt it.
- *2 For changes in housing and zoning pattern suggested by neighborhood plans, see policy plan map #4.
- *3 For changes in Housing and Zoning pattern, see policy plan map #4.
- *4 For sites for rehabilitation, both commercial and industrial approved by neighborhood plans, see policy plan map #4.
- *5 See policy area map #4 for areas where the neighborhoods and districts propose increased housing density.
- *6 Planning Commission adopted parts A and B but did not adopt part C, they recommended Council adoption of part A and B; consideration of part C.
- *7 Planning Commission adopted parts A and B but did not adopt part C, they recommended Council adoption of part A and B; consideration of Part C.
- *8 The Planning Commission did not adopt this policy, they did recommend that Council adopt it.
- *9 Ibid.
- *10 The neighborhood policies have been forwarded for incorporation into this program and the current Arterial Streets Policy reflects the transportation concerns of the Model neighborhood.
- *11 The City's current Affirmative Action program was begun in 1975 and is being monitored by the Metropolitan Human Relations Board. It is too soon to evaluate the effectiveness of this program.

APPENDICES



SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

CITIZEN PARTICIPATION IN PLANNING

1. The City Council shall recognize the established Model Cities neighborhood association as the legitimate planning representative of their respective areas. The existing Model Neighborhood boundaries shall be the nucleus for the future District Planning Office area, subject to decision by the Planning Board of the District.

2. These Neighborhood Planning Organizations shall be responsible for policy development, priority setting, and otherwise participating in physical and social planning decisions which affect their neighborhood.

3. The City shall establish procedures for involving such recognized associations as a legitimate part of the decision making process.

AMENDMENT OF NEIGHBORHOOD & DISTRICT COMPREHENSIVE PLAN

1. The NPOs shall undertake a yearly review of their own Neighborhood Plan and the District Comprehensive Plan.

2. Subsequent to the review the neighborhoods and City shall adopt those changes and amendments made to the Plans.

1	2	3	4	5	6	7	8	9	10
ADOPTED BY PLANNING COMMISSION	REVISED BY PLANNING COMMISSION	CONSOLIDATED WITH OTHER POLICIES	INCLUDED IN POLICY #	TRANSMITTED TO SCHOOL BOARD	REFERRED TO ARTERIAL STREET POLICIES	RECOMMENDED COUNCIL NOT ADOPT	NOTES	RECOMMENDED FOR COUNCIL ADOPTION	FORWARDED FOR COUNCIL CONSIDERATION
						●	a		
						●	a		
						●	a		
		● A							
		● A							

APPENDIX B

The following summarizes graphically Planning Commission action on the 87 policies adopted by the Model Cities District Planning Board and ratified by the affected neighborhoods. To the right of each policy is a nine column chart of Planning Commission actions with one column for notes. Actions taken are indicated by a small black dot in columns 1 through 7 and by a larger square in the last two columns. The Large squares indicates the final Planning Commission disposition on specific policies. Small case letters in the notes columns refer to a body of information presented at the back of the section relating to individual policies (this information could not be adequately summarized in the nine column format). Large case letters and numbers located below dots and squares refer to specific policy in the policies section of this document. Large case letters refer to policies which the Planning Commission recommended Council adopt; numbers refer to policies which are forwarded to Council for consideration. Copies of the minutes of Planning Commission hearings on this plan are available from the Bureau of Planning, Neighborhood and District Planning Office.

Indicates Planning Commission action

Final Planning Commission dispositions, either recommended for adoption or consideration.

- a Letter key to note on specific policy; notes are found at back of section
- A Letter key to policy recommended for Council adoption which covers statement
- 1 Number key to policy recommended for Council consideration which covers statement.

SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

PRIORITIES FOR YOUTH PROGRAMS

1. The Citizens Planning Board will give a high funding priority to programs designed to meet the needs of Model Cities youth between the ages 13 - 24, with special emphasis on the provisions of jobs for youth.
2. The Citizens Planning Board will pressure the Portland Public Schools for provisions of career education specifically geared towards Model Neighborhood youth who are not enrolled in college preparatory programs, which will provide a realistic skill basis for entry into industry, trade, and construction, or into apprenticeship programs in those areas.
3. Development of the Albina Corporation Building as a Youth Services Center will receive a high priority from Citizens Planning Board, the City and the Human Resource Bureau's youth planning component, with the intent of providing a range of services dealing with the total spectrum of youth behavior. Such a facility should be convertible for multi-purpose use.
4. The Youth Affairs Council will constitute the lay planning body for youth programs, and will incorporate the youth-related planning now performed by other Model Cities Working Committees.

1	2	3	4	5	6	7	8	9	10
ADOPTED BY PLANNING COMMISSION	REVISED BY PLANNING COMMISSION	CONSOLIDATED WITH OTHER POLICIES	INCLUDED IN POLICY #	TRANSMITTED TO SCHOOL BOARD	REFERRED TO ARTERIAL STREET POLICIES	RECOMMENDED COUNCIL NOT ADOPT	NOTES	RECOMMENDED FOR COUNCIL ADOPTION	FORWARDED FOR COUNCIL CONSIDERATION
	●			●					2
									3
	●								4



SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

3. The City shall furnish such assistance as necessary and requested by NPOs for reviewing and revising their plans.

4. Following each yearly review by City Council, the revised plans included maps as needed, shall be reprinted in adequate numbers for public information.

5. Any changes proposed during the year shall be negotiated between the neighborhood affected and the City or its agency. No changes shall be made without a public hearing or without the consent of the neighborhood association.

CITIZEN PARTICIPATION IN BUDGET REVIEW

1. It shall be the policy of the City to include priorities established by citizens via their participation on budget review boards for the several bureaus as well as for the city as a whole.

ACCESS TO INFORMATION

1. It shall be the responsibility of the City and its agencies to make announcements of public hearings as part of the D.P.O. process.

2. One channel of the cable television system shall be reserved for public use.

1	2	3	4	5	6	7	8	9	10
ADOPTED BY PLANNING COMMISSION	REVISED BY PLANNING COMMISSION	CONSOLIDATED WITH OTHER POLICIES	INCLUDED IN POLICY #	TRANSMITTED TO SCHOOL BOARD	REFERRED TO ARTERIAL STREET POLICIES	RECOMMENDED COUNCIL NOT ADOPT	NOTES	RECOMMENDED FOR COUNCIL ADOPTION	FORWARDED FOR COUNCIL CONSIDERATION
		● A							
		● A							
		● A							
●	●							■ B	
	●							■ C	
									1

SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

COMMUNITY SCHOOLS

1. The concept of the community school will be supported by the Neighborhood Planning Organizations and District Planning Office, and organizational help for starting such schools shall be provided through the District Planning Office upon request of the Neighborhood.

PLANNING FOR HEALTH SERVICES

1. Planning for physical and mental health services will receive a high priority in City social service planning.

2. Planning will work toward the goal of providing preventive, emergency, and non-emergency treatment which is highly accessible in terms of hours and locations, to all Model Cities residents regardless of ability to pay.

3. Health planning will include support for a metro-wide program of trauma and emergency care.

4. Mental health planning will focus on in-community care and residential treatment facilities.

5. Provision of health services (both mental and physical) for children will receive highest priority within general health planning efforts.

1	2	3	4	5	6	7	8	9	10
ADOPTED BY PLANNING COMMISSION	REVISED BY PLANNING COMMISSION	CONSOLIDATED WITH OTHER POLICIES	INCLUDED IN POLICY #	TRANSMITTED TO SCHOOL BOARD	REFERRED TO ARTERIAL STREET POLICIES	RECOMMENDED COUNCIL NOT ADOPT	NOTES	RECOMMENDED FOR COUNCIL ADOPTION	FORWARDED FOR COUNCIL CONSIDERATION
●				●					9
									10
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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

SUPPORT FOR DAY CARE FACILITIES

1. The City is committed to locating resources to meet the need for day care services of Model Cities residents.
2. Planning for day care services will include access to facilitate for low-income parents, regardless of ability to pay.
3. Attention to day care needs of residents or employees will be part of the consideration for city building or zoning permits for future residential or industrial expansion in Model Cities.

CITY'S RELATIONSHIP TO PORTLAND PUBLIC SCHOOLS

1. The City will encourage efforts to develop communication between the City government and the Portland Public Schools.

CITIZEN PARTICIPATION AND PLANNING FOR SCHOOLS

1. Develop the structure and process for the community to set goals and priorities in regard to Portland Public Schools, to collect information as needed to answer the questions raised, and to pressure for changes from the schools.

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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

6. Community-based health planning organizations, such as Comprehensive Health Planning Association for the Portland Metropolitan area and the Northeast Portland Mental Health Planning Council will be used to develop community input in health planning.

SUPPORT FOR SENIOR ADULT SERVICES

1. Support the present senior adult program in Model Cities, and assist the Senior Adult Service Center in locating alternative resources so the program can continue beyond the life of its Model Cities funding.

2. Support all programs which intergrate seniors with the community and use their skills constructively.

3. Any future housing development for senior adults will include provision for recreational activity, and consideration of and access to transportation and shopping facilities.

4. Seek funding to aid older citizens in obtaining adequate health care, housing, and contact with each other and the community.

RECREATION PLANNING

1. Planning for locations of recreational facilities such as parks and open space will be based on needs and priorities established by the neighborhood plans and by area residents specifically affected by such a facility.

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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

2. Neighborhood planning organizations will have responsibility for initiation of plans for meeting local recreational needs. Plans should be keyed to overall city and regional efforts.

3. Attention to recreational planning and availability of public open space will be part of the consideration for city building or zoning permits for future residential, public, or commercial development.

COMMUNITY FACILITIES

1. Planning for development of community facilities and programs will attempt to make better use of existing structures such as schools, parks, churches, shopping centers, store fronts and places of employment.

2. Centralized locations for delivery of social services will be reinforced by support for neighborhood locations in the form of mobile units, outreach workers, visiting staff, and provision of material assistance for distribution to local residents.

3. Planning for community facilities will involve liason and coordination with other governmental units so that any construction of large-scale public buildings can accommodate several uses to meet community needs.

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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

4. Community facilities will be easily accessible, on or close to public transportation routes.

LAW AND JUSTICE PROGRAM

The City will pursue programs which will increase the accessibility of the Police Department and the judicial process, including courts and correctional facilities, and decrease the feelings of mistrust and alienation which characterize both the community and the legal and judicial institutions.

EXISTING MODEL CITIES FUNDED PROGRAMS

1. The City shall assume the responsibility for initiating, with Model Cities residents, the evaluation of all Model Cities Programs.

2. Those Model Cities programs that have proved successful through established criteria shall be maintained and where necessary re-inforced.

NEIGHBORHOOD INVOLVEMENT IN LAND USE DECISIONS

1. The neighborhood and district Development Plans shall form the basis for all land use decisions made by the City Council and its agencies.

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**SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975**

POLICIES

2. The process for land use decisions (zoning hearings, etc.) shall be simplified and a legal representative designated by the neighborhood association shall be included as a participant in all public hearings.

3. Specific improvements shall be made in the zoning code to ensure better implementation of neighborhood plans.

MODEL NEIGHBORHOOD HOUSING DEVELOPMENT

1. Neighborhood plans are to guide housing development within neighborhoods whereas the policies contained in the Model Neighborhood Comprehensive Plan shall guide the programming of overall Model Neighborhood housing resources.

2. Housing programs will be directed to increase housing choices in the Model Cities housing market area by allowing a moderate increase in housing density while minimizing any decrease in existing housing units, provided such increase is compatible with the Neighborhood Plan for each area.

3. Implement rehabilitation programs to encourage reinvestment in inner city neighborhoods.

4. Utilize relocation resources to eliminate the most hazardous dwellings which exist in the Model Neighborhood and to relocate occupants to standard housing.

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**SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975**

POLICIES

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A. Develop uniform code enforcement policy procedures with regard to the inspection of housing units, posting procedures, the initiation of legal action, qualifications for relocation, and the removal of vacant, dilapidated units.										22
B. Develop administrative procedures with the County Health Department, City Building Department, City Attorney and the Portland Development Commission to control the use of relocation resources and ensure their use to eliminate structural hazards to health and safety.										22
5. Public Residential redevelopment will be utilized only under the following conditions: resources are adequate to produce a positive neighborhood impact, suitable replacement housing is available prior to project initiation, and the project will maintain or increase the supply of housing for area residents in conformance with the neighborhood plans.	●	●							N	
6. The City will develop capital improvements programs to expand the capacity of water and sewer services and amenities such as recreation and open space, to allow a moderate increase in housing density near transportation and public facilities.	●	●							O	

SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

SUPPORT FOR METROPOLITAN HOUSING PROGRAM

1. The City Council will be responsible for the formulation of city-wide housing policy and will establish a housing policy recommending body which has membership representing the community.

2. The City will promote the construction of public assisted housing in the metropolitan region which is convenient to public facilities, transportation and employment.

A. Develop a regional plan to disperse new low and moderate income housing in the metropolitan region.

B. Develop criteria and incentives to guide the location of low and moderate income housing with respect to employment, transportation and public facilities.

C. Waive utility hookup fees for low and moderate income housing development.

3. The City will promote equal housing opportunity throughout the metropolitan region to provide locational choice to the extent preferred by inner city residents.

A. Establish a Housing Aid program to provide counseling, assistance to housing consumers and information regarding housing locational preferences to housing planners.

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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

B. Develop a regional plan to formulate equal housing opportunity objectives and to program plan implementation.

C. Develop with the Metropolitan Human Relations Commission, Bureau of Labor, Human Resources Bureau and HUD procedures to assist and monitor achievement of equal housing opportunity.

RESIDENTIAL DEVELOPMENT PROGRAM

1. Establish a Residential Development Program as an official part of the City of Portland Housing Structure being proposed by the Mayor's Housing Task Force, to ensure effective use of city and state housing resources and promote Model Cities housing goals throughout the city.

MUNICIPAL RELOCATION STANDARDS

1. The city will adopt and implement municipal relocation standards equivalent to those of the Uniform Relocation Act of 1970 to insure the fair and equal treatment of all residents displaced by public action.

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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

AVAILABILITY OF REPLACEMENT HOUSING

1. The City will develop an information co-ordination and monitoring system to insure that adequate replacement housing is available within a reasonable period prior to approval of any public project causing displacement within the City of Portland.

ASSISTANCE IN COMMERCIAL AND ECONOMIC DEVELOPMENT

1. Through the City and local banking institutions, pursue the creation of a city-wide private loan guarantee corporation to erect and underwrite business and mortgage financing from private lenders for commercial business and residential facilities with special focus on those projects which will improve the economic conditions of Model Cities residents, especially for minority group members.

2. Establish a committee responsible to the City Council, with adequate community representation, to coordinate all economic development efforts in the City. The priorities of this committee would be to increase the effectiveness of existing economic development programs and encourage the location of employment generating industry near the Model Cities area, as well as the coordination of public transportation to make existing employment opportunities, and future employment opportunities in outlying areas, more accessible to Model Cities residents.

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**SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975**

POLICIES

3. Provide the business management planning assistance needed to aid minority businessmen in gaining the skills necessary for successful enterprise.

AFFIRMATIVE ACTION PROGRAM

1. The City will encourage business and industry throughout the metropolitan area to develop aggressive minority recruitment training and hiring programs.

2. The City and an appropriate citizens council (Metropolitan Human Relations and/or Manpower Area Planning Council) shall undertake a yearly evaluation of the state of the City's affirmative action program, including the activities of the head of the City Personnel Office and the chief executive of the Civil Service Bureau.

DEVELOPMENT OF MANPOWER PROGRAM

1. Consolidate and coordinate, under HRB, manpower programs affecting Model Cities residents.

2. Expand manpower coordination to include on-job training, upgrading of skills, apprenticeships at professional levels, career ladder programs, paraprofessional training, vocational training in the schools, and volunteer programs which lead to job-readiness training; includes job development and job creation when necessary to assure jobs for manpower trainees.

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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

3. Adopt an aggressive program of minority recruitment, training and hiring at the City level; support similar efforts in private industry and quasi-governmental enterprises.

TRANSPORTATION

1. The Rose City Freeway will not be built until 1990 if ever. Therefore, present transportation and land use planning will be predicted on the assumption that the freeway does not and will not exist.

2. The City Engineer shall adopt the proposed Model Cities arterial-collector system as a part of the city-wide arterial system plan.

3. The City, through the City Engineer's Office will support the program of local street improvements incorporated in the neighborhood plans.

4. Determine the capacity of an area to handle increased traffic volumes prior to increasing the capacity of the existing street systems or the construction of new ones.

5. Provide support to the efforts to coordinate and consolidate existing mini-bus service.

6. Work towards an expanded and comprehensive mini-bus or dial-a-bus service.

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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

7. Such programs will contain provisions for employment of Model cities residents and insurance for the continuation of a low fare schedule.

8. Encourage Tri-Met to accelerate the improvements incorporated in their five year plan as they relate to the Model Cities District.

9. Work with Tri-Met to establish an employment express bus service within the next year between the Model Cities District and regional high employment centers.

REGIONAL TRANSPORTATION PLANNING

1. An ongoing program of transportation planning should be initiated that is not treated as a separate entity but is carried on as a part of Regional Comprehensive Planning.

2. Support an accelerated program of long range mass transit planning at the regional level.

3. Regional transportation planning shall include input from Model Cities neighborhoods affected by such planning.

4. The city will adopt the concept of a network of pedestrian and bike-way as described in the five neighborhood plans and the Comprehensive plan.

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SUMMARY
OF PLANNING COMMISSION
ACTIONS
MODEL CITIES POLICY PLAN
ADOPTED NOV. 13, 1975

POLICIES

UNION AVENUE DEVELOPMENT PROGRAM

1. In order to reduce traffic on local residential, and streets to carry out redevelopment of commercial facilities to provide a significant and lasting positive impact, a coordinated program of redevelopment and traffic ways improvements for Union Avenue is set as the highest priority.
2. Any traffic way or transportation improvement on Union Avenue shall be coordinated with a comprehensive redevelopment of the land use activities in the Union Avenue Corridor.
3. Every effort shall be made to insure resident property owner's and businessmen's participation in the economic benefits of such a program.
4. A citizens task force of neighborhood and city representatives, property owners and businessmen shall review and approve all redevelopment plans.

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REASONS NOT RECOMMENDED FOR ADOPTION

- a. Previous City Council action, through the adoption of the Office of Neighborhood Associations Ordinance No. 137816; February 1974, Chapter 3.96 of the City Code, and the Model Cities Transition Plan resolutions # 31473, September 25, 1974 and #31519. January 16, 1975, encompasses these concerns.
- b. Policy was addressed through previous City Council action; adoption of the Model Cities Transition Plan, resolutions #331473, September 25, 1974 and #31519, January 16, 1975.
- c. The concerns of this policy would be addressed through the study of a RVD zone for inclusion to the City zoning code.
- d. This policy has been addressed through several actions: (1) Housing guidelines in the statewide planning goals and guidelines; adopted by the Oregon Land Conservation and Development Commission, December 27, 1974, and (2) The approval of the Housing and Community Development (HCD) application by City Council and H.U.D. which includes a housing assistance summary plan; City Council adopted March 19, 1975.
- e. The Uniform Relocation Act has become more clearly defined, and a state relocation act has been passed.
- f. C.R.A.G. has been designated by the Governor as the Metropolitan Planning Organization to provide coordination of transportation planning as part of the Regional Comprehensive Planning in accordance with Federal Law; Sec. 134 Title 23, Highways, U.S. Code.
- g. The concern of these policies is encompassed in the statewide planning goals and guidelines; adopted by the Oregon Land Conservation and Development Commission, December 27, 1974.
- h. The City Council designated Bicycle routes and authorized publication by the Portland Citizens Bicycle Advisory Committee of map of suggested Bicycle Routes (First printed August 1975).
- i. The Union Avenue Redevelopment Program was adopted by the City of Portland Planning Commission in July of 1975, strategies are currently being developed by the Portland Development Commission for the implementation of this program.

APPENDIX C

Minutes of the Planning Commission November 15, 1975 meeting,

Minutes of the Planning Commission September 8, 1975 meeting,

Minutes of the Planning Commission June 24, 1975 meeting,

The Community Renewal Program; City Planning Commission, September 1976

The Economic Condition of Minority Enterprise; Richard D. Grant, Portland State University Graduate School of Business Administration, August 28, 1970

Irvington Community Improvement Program; Portland City Planning Commission, April 1970

Model Cities Area Transportation Study; Daniel, Mann, Johnson and Mendenhall, 1970

Physical Planning in Portland Model Cities; Portland City Planning Commission, December 1971

A Comprehensive Development Plan for the Model Cities District of Portland Oregon; Portland City Planning Commission, 1971

Model Cities Traffic Circulation Plan; Deleuw, Cather, and Company, 1971

Model Cities Economic Development Study; Daniel, Mann, Johnson and Mendenhall; and Cornell, Howland, Hayes and Merryfield, 1972.

King Vernon, Sabin Draft Neighborhood Plan; Mitchell, McArthur, Gardner, O'Kane, Associates, and Bart Jenkins and Associates, August 1972

Neighborhood Land Use Workbook; Office of Dennis Wilde, Urban Planning, June 1973

A Plan for Boise Humboldt; Colburn, Sheldon, Kaul, Perron Partnership and Raymond D. Brewer, June 1973

Escape Suburbia-Live in Irvington: Irvington Comprehensive Plan; Broome, Selig, Oringdolph and Partners; June 1973

Eliot Neighborhood Development Program; CH2M Hill, August 1973

Woodlawn Neighborhood Plan; Office of Dennis Wilde, 1973

Model Cities Comprehensive Plan: Draft Plan; Office of Dennis Wilde, 1973

Evaluation Report, Third Action Year, Comprehensive Neighborhood Development Plan; Model Cities Agency, Portland, Oregon, July 1973

Portland Model Cities: Third Action Year Plan; Model Cities Agency, 1973

Bicycle Facilities for Portland; The Bicycle Paths Task Force, March, 1973

Model Cities Comprehensive Plan Policy Manual; Dennis Wilde and Associates, 1973

Model City Comprehensive Development Plan; Portland City Planning Commission, 1974

Model Cities Technical Report; Office of Dennis Wilde, 1974

A Short History of the Portland Model Cities Plan and Program; Portland State University Department of Urban Studies, 1975

Model Cities District Policy Plan; Portland Bureau of Planning, November 1975

Model Cities District Policy Plan: Staff Report; Portland Bureau of Planning, September 1975

ICA Comprehensive Plan Committee Report on the Model Cities District Policy Plan; Irvington Community Association, November 13, 1975

The Irvington Community Downzoning of 1969: A Study of Community Process Lloyd T. Keefe for the City of Portland Bureau of Planning, August 6, 1975

Summary of the Proposed Arterial Streets Policy; Portland Bureau of Planning, Fall 1976

Arterial Streets Classification Policy: Staff Proposal; Portland City Planning Commission, November 1976

ACKNOWLEDGMENTS

NEIL GOLDSCHMIDT, MAYOR

COMMISSIONERS

FRANK IVANCIE
CHARLES JORDAN
CONNIE McCREADY
MILDRED SCHWAB

ERNEST R. BONNER, DIRECTOR
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MICHAEL LYONS, PARTICIPATING PLANNER
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DONNA BECK AND SANDY ANCTIL,
SECRETARIAL ASSISTANCE

PHOTOGRAPHS PROVIDED BY MICHAEL HARRISON AND
THE OREGON HISTORICAL SOCIETY

EXISTENCE OF THIS POLICY PLAN WAS MADE
POSSIBLE BY THE PARTICIPATION OF LITERALLY
THOUSANDS OF AREA RESIDENTS WHO TESTIFIED,
REVIEWED AND PARTICIPATED IN THE DEVELOPMENT
OF THESE POLICIES, AND THE SCORES OF PLANNERS,
ECONOMISTS, ARTISTS AND SECRETARIES WHO
WORKED ON EARLIER REPORTS.