



# HOUSING *Special Edition*

## Corner Sees Redevelopment

Humboldt Gardens, Portland's newest public-housing rentals with some owner-occupied homes, will open June 1 with a mix of 100 units for very low-income residents and 30 for those of moderate income. Applications for those homes opened Monday.

The Housing Authority of Portland project on North Vancouver Avenue and Alberta Street replaces Iris Court, which had become a maintenance liability and was not accessible to people with disabilities.

*Humboldt Gardens rises from the intersection of North Alberta Street and Vancouver Avenue. The 130 units for low and moderate incomes replace Iris Court.*

PHOTO BY MARK WASHINGTON/  
THE PORTLAND OBSERVER



## MLK Development Outpaces Demand

*continued from Front*

to build 12 homes for first-time home buyers, plus a structure containing ground floor retail below market-rate condominiums.

\*Henry V. This commercial project, also at Rosa Parks Place and Highland, includes offices for an entertainment booking agency.

\*Vanport. Phase one of this project between Alberta and Killingsworth streets is a 40,000 commercial condominium building in the newly renovated and expanded Marco Machine Building. The physical work is complete, all of the 16 business spaces have either been sold or are under negotiation, and the new owners are in the process of moving in. These include Living Color beauty supply, Norell Design bi-lingual graphic designs, Marco Shaw's Hard Shell restaurant, Old Town Pizza, and a coffee shop. Developers Leary and Woolley, and PDC, are negotiating with 24 Hour Fitness for recreation of a 40,000 square foot fitness club on the south end of the project.

\*Heritage Project. This 32,000 square foot renovation and expansion of the former Weimers Hardware Building at Northeast Mason Street, by a team of developers that includes Woolley and Eric Wentland, is complete and partially rented.

\*Horn of Africa block. The west side of the avenue's 3900 block, owned by Wentland and newly renovated, includes the Burqitu



PHOTO BY MARK WASHINGTON/THE PORTLAND OBSERVER  
The new Mid-K Plaza on Northeast Martin Luther King Jr. Boulevard has yet to fill retail space a year after construction.

East African Restaurant in the old Horn of Africa space, Carboni's Pizza, Javarama Espresso, Barberama hair styling and a variety of other tenants.

\*To the south, also on the west side of the street, developer Wayne Armstrong is planning to build a four-to-five-story residential structure containing 85 affordable housing units.

\*Beech Site. PDC has completed an agreement for development of this site by Planned Parenthood. They propose a three-story building that will include ground-floor commercial activity, a headquarters for the nonprofit, and an expanded clinic to replace one on Northeast Fremont Street at 15th Avenue.

\*Fremont Project. Phase one of this project by Abe Killing and Ron Sykes at Northeast Fremont Street, former site of the King Food Mar-

ket, is a two-story, 8,000-square-foot commercial building completed last year. Phase two is a row of

seven adjacent town homes facing Northeast Grand Avenue, now nearing completion.

\*Mid-K Beauty Supply. The former Raven Creamery site between Ivy and Cook streets now has a new building that is the headquarters for this company and has 20,000 square feet of additional retail space.

\*Grant Warehouse site. PDC has issued a Request for Proposal for development of this square-block vacant property on the east side of the street between Cook and Ivy. The request is for proposals to build 24 to 48 units of for-sale housing, possibly in combination with ground-floor retail.

## Lents Home Buying Fair

The Lents Homeownership Initiative and Kelly SUN Community School presents the 3rd-annual Lents Home Buying Fair, on Saturday April 12 from 10 a.m. to 2 p.m. at Kelly Elementary School, 9030 S.E. Cooper St.

The free fair is open to anyone wanting to learn about buying their own home. Lenders, realtors, title companies, developers, home-buying counselors, businesses, and non-profit organizations will provide plenty of helpful information about their services and programs.

The highlight of the day will be a drawing for a \$4,000 down-payment assistance grant to be given to a qualified potential homebuyer.

Last year, Toni Hessen and her family won the grant and immediately used it to buy their first home. "Homeownership was in my mind and I wanted to do it, but I wasn't sure," Hessen said. "Winning the grant at the Lents Home Buying Fair was absolutely perfect; it was great, I was so ecstatic."

## Bridging the Divide

*continued from Front*

Others go a step further to say that the whole project should be scrapped or rethought.

"This massive project does nothing for north and northeast Portland," says Lenny Anderson, a project manager with the Swan Island Transportation Management Association. "It will degrade our quality of life...cost us a lot of money, dump a lot more cars in our neighborhoods and it's bizarre that Portland would even show up at these meetings, frankly."

A resident of northeast Portland, Anderson lost faith in the drive to rebuild the connection while on the Governors' I-5 Corridor Task Force from 2000 to 2002. This previous project effort divided planners and ended at an impasse.

Reducing single-occupancy trip numbers will become the key answer for the region's transportation issues in Anderson's view.

"The tail is definitely wagging the dog in terms of solutions because the people of Clark County, the tail, think that they have an inalienable right to an infinite number of free auto lanes into Portland," he says.

Francis acknowledges a cross-river divide but argues that the two sides will have to come together to address continuing structure deterioration and expected traffic increases along I-5's five miles be-

tween north Portland's Kenton neighborhood and State Route 500 in Vancouver.

"The problem is you're looking for a short-term Herculean effort to change (driver) behaviors, and that's not likely," Francis says.

Anderson would like to see a new neighborhood bridge over the Columbia, like the Broadway Bridge connecting north and northwest Portland, to serve the 68 to 75 percent of trips crossing in peak travel hours that have origins or destinations within the five-mile project area.

The neighborhood-bridge idea made it to the "Ideas Considered and Dropped" section of the Columbia River Crossing's website because it would not address the group's safety concerns and because of studies showing that only 13 to 18 percent of drivers would use the link.

"A third bridge or an arterial bridge doesn't bring enough traffic off," Francis says. "Also, arterial bridges or anything that's outside of the corridor starts to imply a lot more property acquisition that's necessary and a lot more (neighborhood and environmental) impact."

The Southwest Washington Regional Transportation Council is studying the long-term need for an additional bridge crossing outside the I-5 and I-205 corridors.

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