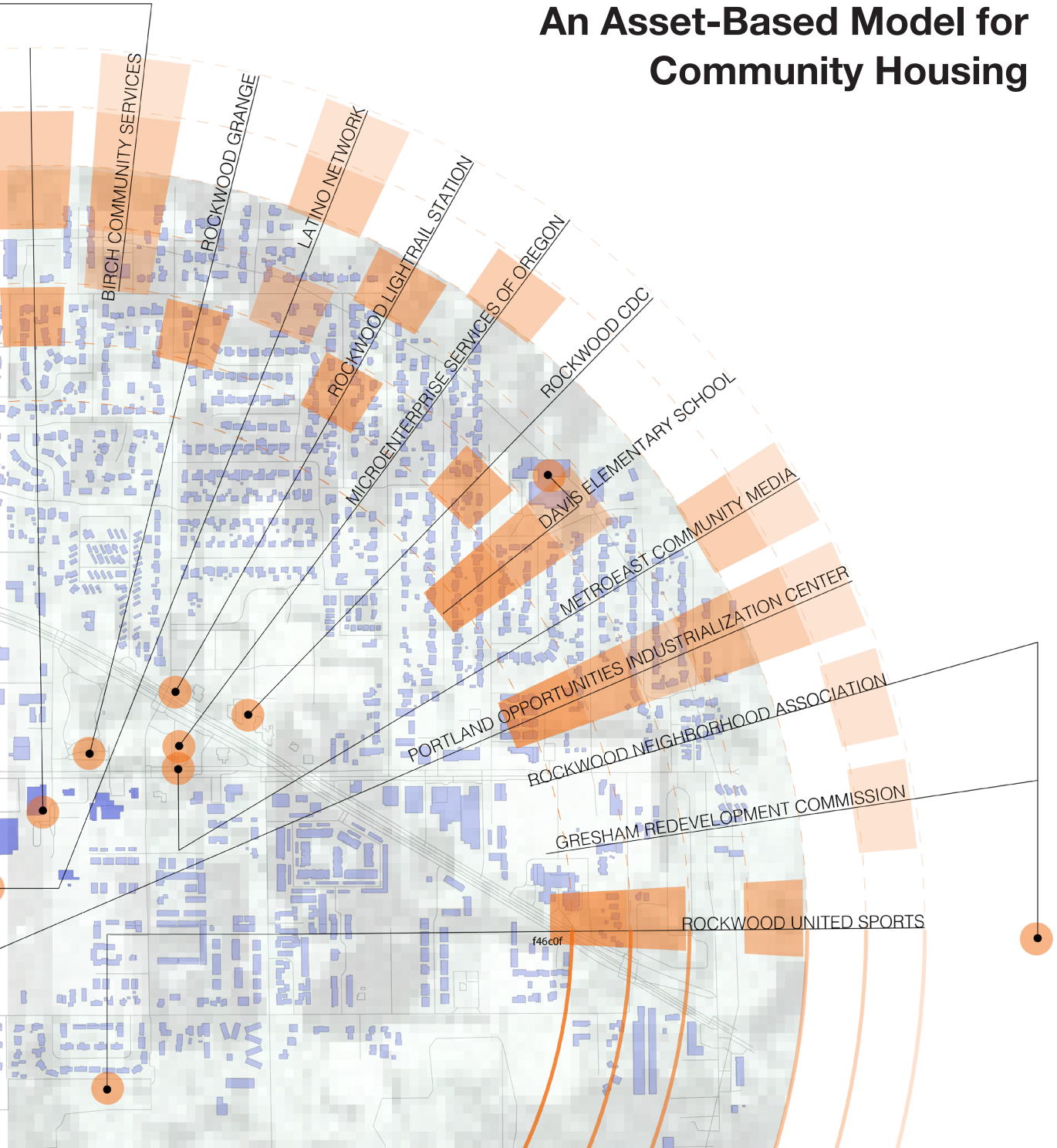


Rockwood 10

An Asset-Based Model for Community Housing



Rockwood 10

**An Asset-Based Model for
Community Housing**

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Urban schematic research and community engagement conducted by
Portland State University's School of Architecture Studio 573, Spring 2018.

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**Center for
Public Interest
Design**

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Appendix A - Rockwood Associations



The Center for Public Interest Design (CPID) is a research [+action] center at Portland State University that aims to investigate, promote, and engage in inclusive design practices that address the growing needs of underserved communities worldwide. Through research and design, fieldwork, and public outreach, we promote a mode of practice that is socially conscious, environmentally sustainable, and economically accessible to all.

Historical Rockwood

Upper Chinookan speakers, including Clackamas and Multnomah peoples originally settled in the foothills of eastern Multnomah county over 12,000 years ago. From White settlement in 1914 through World War II, Rockwood and the greater Gresham area remained unincorporated and largely rural in character. By 1917, there were three stores, a school, a church, a grange hall, and sixteen houses clustered around Base Line Road (currently Stark St.), in the area known today as The Triangle. This pattern of housing interspersed with a wide variety of commercial uses has persisted in Rockwood up to the present. Development surged in the post-war era with accelerating rates of single-family housing defining the previously agricultural lands. With farmland shifting to residential, the historical low-density of Rockwood, such as market gardens, dairies, pastures, marshes, and recreation spaces began to disappear. In its place, multi-family housing has infilled much of those spaces surrounding the commercial center.

Executive Summary

At the initiation of Community Development Partners, this study is done in support of the possibility of a housing community within the town center of Rockwood. The development of the Rockwood 10 will support the community's increasing need for high-quality and accessible family-sized housing as populations move east from the Portland-Metro Area, as well as support the larger needs and extraordinary cultural diversity of Rockwood. We recognize that the vitality of housing depends on its comprehensive support of its residents and the greater community.

Rockwood is positioned at the meeting point of the City of Gresham's westernmost boundary and Portland's northeastern border. The community of Rockwood has become one of Multnomah's most diverse communities celebrating rich cultural and ethnically diverse populations with over 88 languages spoken. This study relates to three approaches to urbanism: community building, sustainability and transit-oriented development. As a place-based strategy, it is the goal of CDP for Rockwood 10 that accessible housing development contributes to community-wide planning for physical, social, and economic infrastructure.

Process

The asset-based approach to development leverages community-identified assets to sustain and build on the components of livability: a robust and complete neighborhood, accessible and sustainable mobility, diverse and stable local economies, vibrant public open spaces, and affordability. As a planning strategy, it moves away from a focus on needs, building on the assets of the community. Our dialogue and outreach with stakeholders and service-based organizations, as well as demographic data, provided baseline neighborhood and health characteristics. Secondly, spatial analysis generated land-use studies to support high-density, mixed-use, transit-supportive, and pedestrian-friendly development. The policy and design recommendations contained in this report aim to reveal how

community assets may orient Rockwood toward a neighborhood rich in safe opportunities for pedestrian-oriented activity, in which access to transit and green space encourages residents to invest in community returns. The methods employed follow a commitment to assets addressing real community needs.

Major Findings

Rockwood has experienced considerable development activity to support a population that grew 17% in the last two decades. With sustained regional population growth, many neighborhoods have seen areas historically dedicated to single-family residences rezoned for multi-family development. In the process of increasing density, residential areas, commerce centers, and open green spaces have been fragmented without a network of safe pedestrian corridors. Transit-oriented development is a type of development that includes a mixture of housing, office, retail, and other amenities integrated into a walkable neighborhood. Neighborhoods wherein people want to live, work, shop, and play that also have access to quality public transportation services have public health benefits, including: reduced congestion and air pollution, thoroughfares that accommodate healthy and active lifestyles, and improved access to economic opportunities for low-income and working families.

Discussions with local housing providers indicated the need for diversification of housing types, as well as the residents they serve. With Rockwood's increasing

density, there is a need for accessible family-sized units with services that support enduring fiscal health and education. In essence, Rockwood seeks a housing model that breaks the cycle of poverty by elevating community assets to support individual success. Rockwood has responded to rapid development activity in the past decade, different in type, if not intensity, from that of the 1950s and 1960s. With an increase in low-income residents as a result of households moving to find more accessible housing, including that affordable to working families, Gresham needs an array of housing choices that respond to sustained regional population growth and rising real estate prices. The community health model utilized in this research proposal assesses how codependent environmental and economical resources bolster community returns, enabling equitable access to opportunities for families and minority residents.

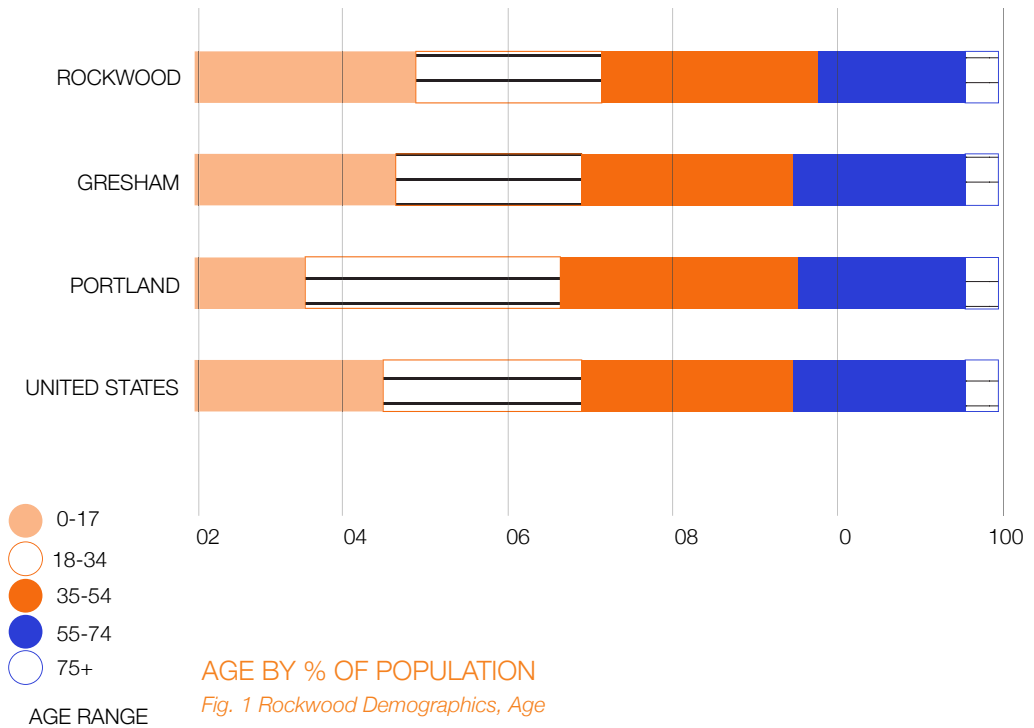
A centralized space that could accommodate informal gathering was the impetus for a public commons within Rockwood 10. That this commons would then begin to connect a wide array of services and opportunities through Rockwood's town center came as the result of conversations with community associations and stakeholders. Youth services and educational opportunities were identified as predominately existing outside Rockwood's central core, with inner-core resources fragmented due to lack of safe infrastructure. In response, this report outlines means by which Rockwood 10 will create new connections for this thriving community.

Resources

- "Guide for Transit-Oriented Development," Metropolitan Council. 2006.
- "East Portland Historical Overview Preservation Study," Portland Bureau of Planning and Sustainability. 2009.
- "Rockwood-West Gresham Renewal Plan," City of Gresham, Community & Economic Development Department. 2003.
- "Oregon Walkways Event Promotes Safe Walking in Rosewood," Metro. 2018.
- "Rockwood Series Year Three Summary," Rockwood Community Development Corporation. 2016.
- "Investments in Early Childhood Benefit our Entire Community," The Urban Child Institute. 2015.
- "Seattle Transit Communities: Integrating Neighborhoods with Transit," Seattle Planning Commission. 2010.

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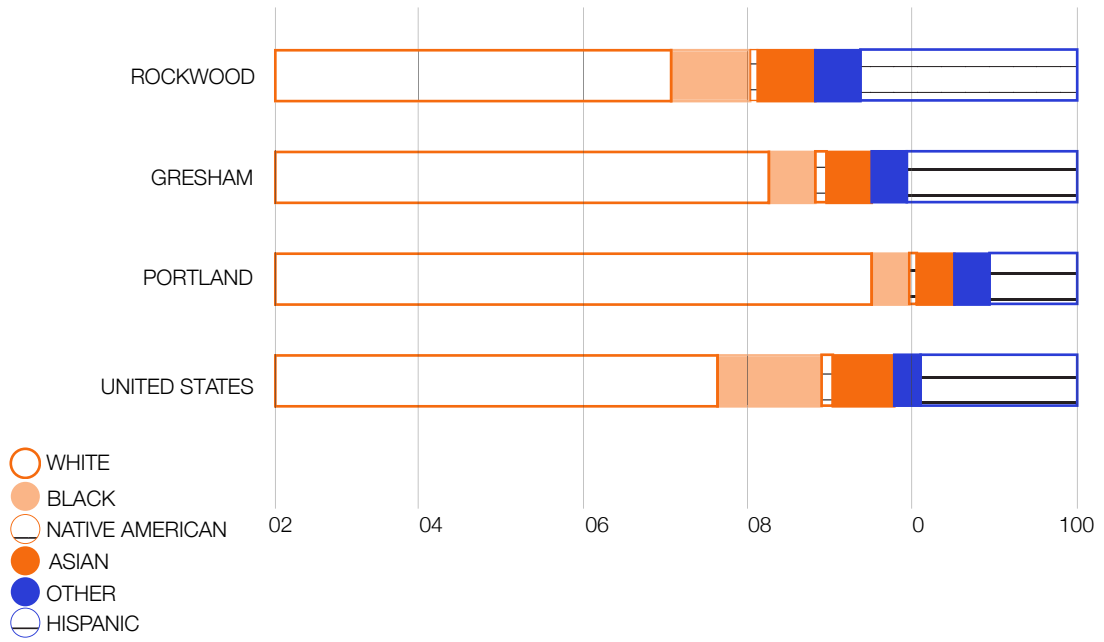


Rockwood Demographics

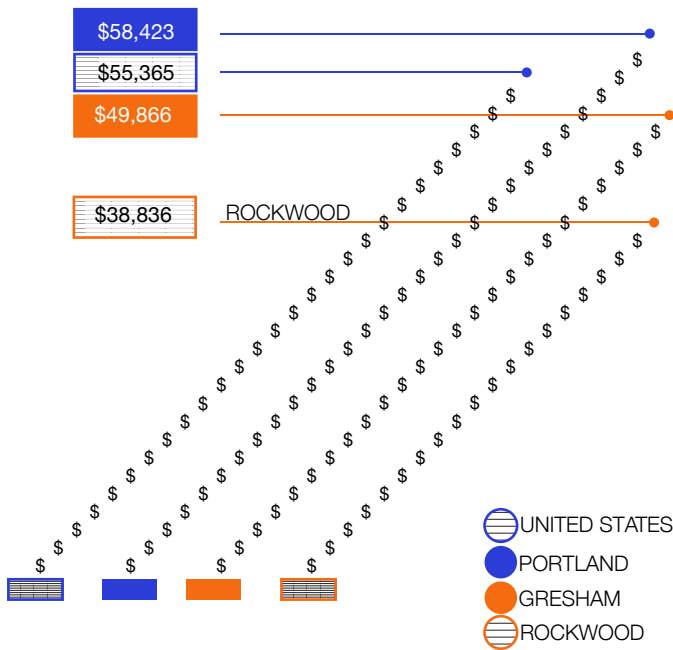
In many ways, Rockwood's demographics and context is more reflective of the diversity of the United States than the larger Portland region. The Portland region has struggled to attract and maintain diversity, which is exacerbated by high cost of living and policies that have historically disadvantaged communities of color. Gresham remains one of the area's more affordable enclaves, and Rockwood is relatively lower income, more diverse, and more affordable than the rest of Portland.

Demographics show that Rockwood hosts a sizable Hispanic population, which informs Rockwood 10's focus on providing larger family living units that are often better suited to accommodate Hispanic families. Many Hispanic families are able to aggregate their wealth within the family/community structure to increase housing and investment options. As a result, they are more likely to afford the MFI rent that Rockwood 10 offers.

By most measures of community challenges, Rockwood struggles with higher rates of unemployment, single motherhood, high school dropout rates, and crime than the rest of Portland region. The community currently lacks easy access to crucial amenities required of a thriving community, which contributes to negative public health impacts suffered in this community. Visioning around Rockwood 10 has explored opportunities to address these challenges as a catalyst for change at the local and urban scale in the area.



POPULATION ETHNICITY BY %
 Fig. 2 Rockwood Demographics, Ethnicity



MEDIAN HOUSEHOLD INCOME
 Fig. 3 Rockwood Demographics, Income

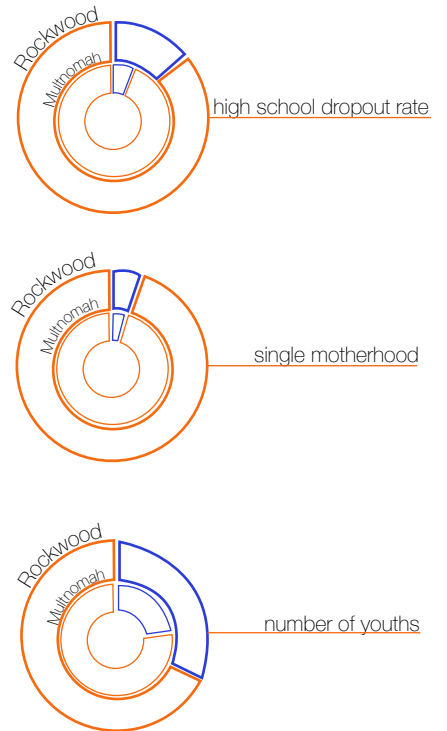


Fig. 4 Rockwood Demographics, Groups

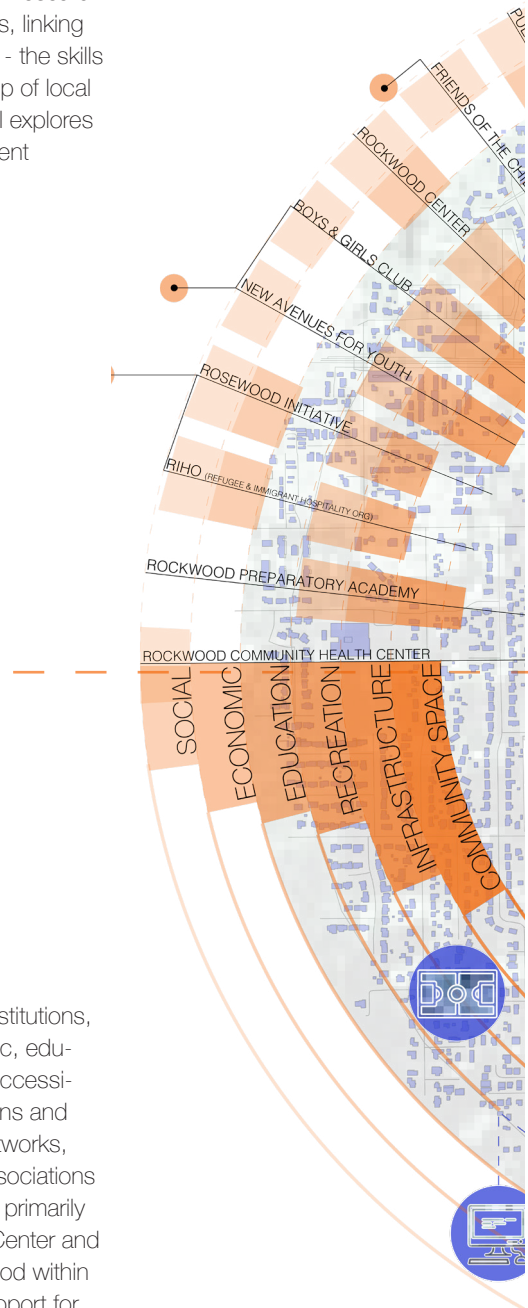
Rockwood Asset Wheel

Asset-based community development considers local assets as the foundational blocks for equitable and sustainable development. Our research explores the current spatial organization of Rockwood's local assets, linking micro-assets to the macro-environment. By building on real assets - the skills of local residents, the services of local organizations, and leadership of local institutions - development will address real needs. The asset wheel explores services provided by local organizations, businesses and government agencies surrounding the site of the future Rockwood 10.



Rockwood Town Center

The three key assets of community development - associations, institutions, and physical infrastructure - were mapped by their social, economic, educational, and recreational services, as well as their function as an accessible community space. Research began with community associations and service-based organizations to provide locally-derived resource networks, leveraging place-based framework for engagement. Rockwood associations identified a robust network of social and entrepreneurial resources, primarily serving minority families. Resource hubs, such as the Rockwood Center and the Sunrise Center, provide umbrella spaces within the neighborhood within which numerous small non-profits operate ongoing educational support for small businesses development, computer literacy and English as a second language. Many of the facilities serving youth, however, are located outside the central hub of the Rockwood town center, creating peripheral nodes disconnected from access to the transit center and main business district.



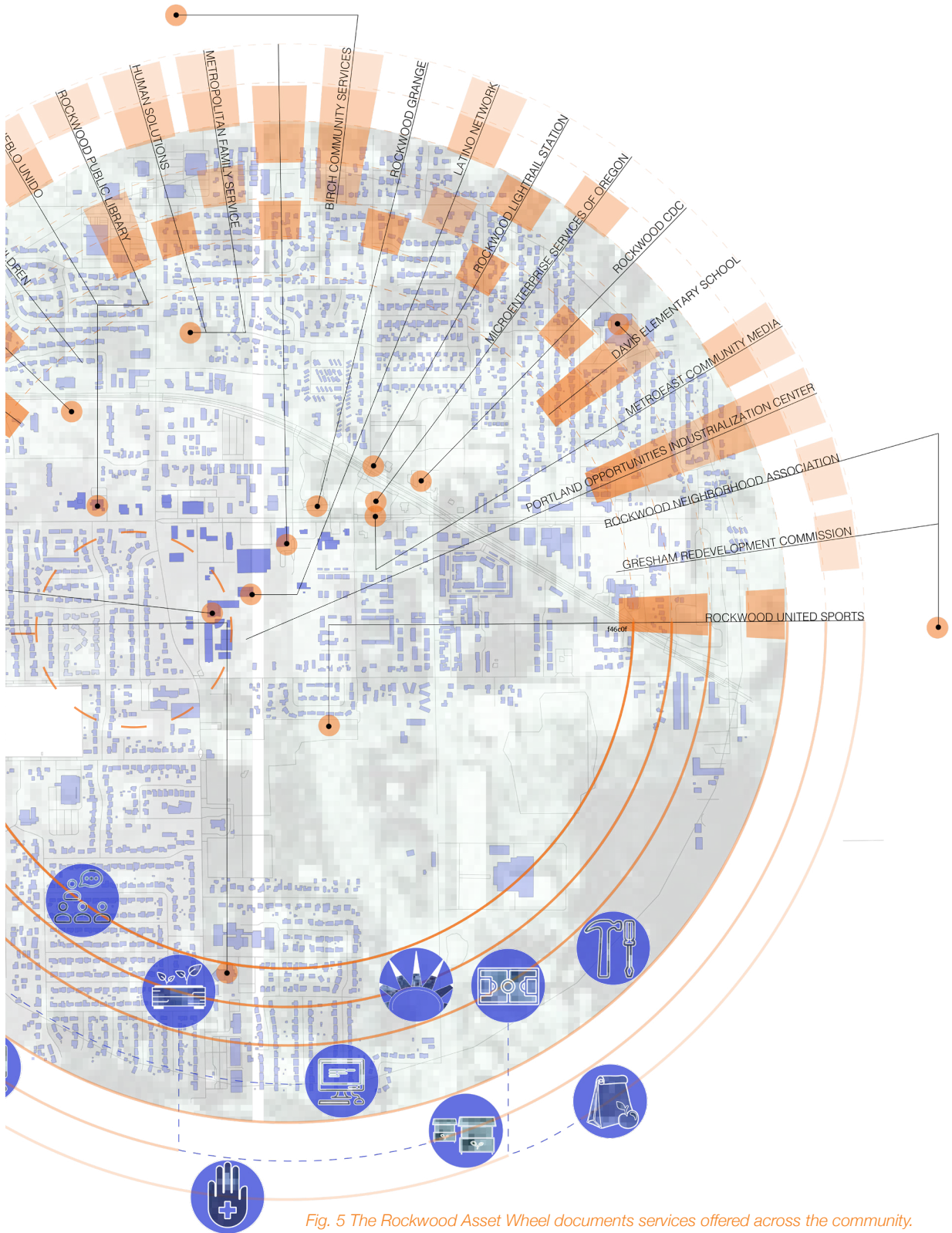


Fig. 5 The Rockwood Asset Wheel documents services offered across the community.

Community Development Spheres

The site of Rockwood 10, formerly a component of Portland Lutheran School, will provide opportunity for a north-south open space network with connections to Vance Park, Snake Futsal Courts, and the proposed Sun Plaza.

To the north, Rockwood Rising has proposed a commercial-oriented open space where a plaza for farmers markets and locally-owned small businesses activate the open plaza space within the town center triangle. The “Rockwood Triangle” is a mixed-use commercial district bordered by E Burnside St, SE Stark St, and E 181st Ave. Located within the triangle is a diverse mix of commercial, residential and community service uses in close proximity to the Rockwood transit center and MAX Light Rail Transit Station. Residential and commercial services, however, remain fragmented due to a business center that is auto-oriented, with major arterial streets fronted by parking lots and a discontinuous network of sidewalks.

To the south, Vance Park is a 14.5 acre forested park with community amenities like walking paths, play structures, and as of 2015, the Snake Futsal Courts completed in partnership with Rockwood United Sports, Operation Pitch Invasion, and the Portland Timbers.

The public park and community center of the Rockwood 10 will create an extended network of green and open space for the Rockwood community, connecting the commercial and recreational spheres to the north and south. Investments in safe pedestrian infrastructure connecting across these distinct spheres will unite a confluence of multivalent public spaces.

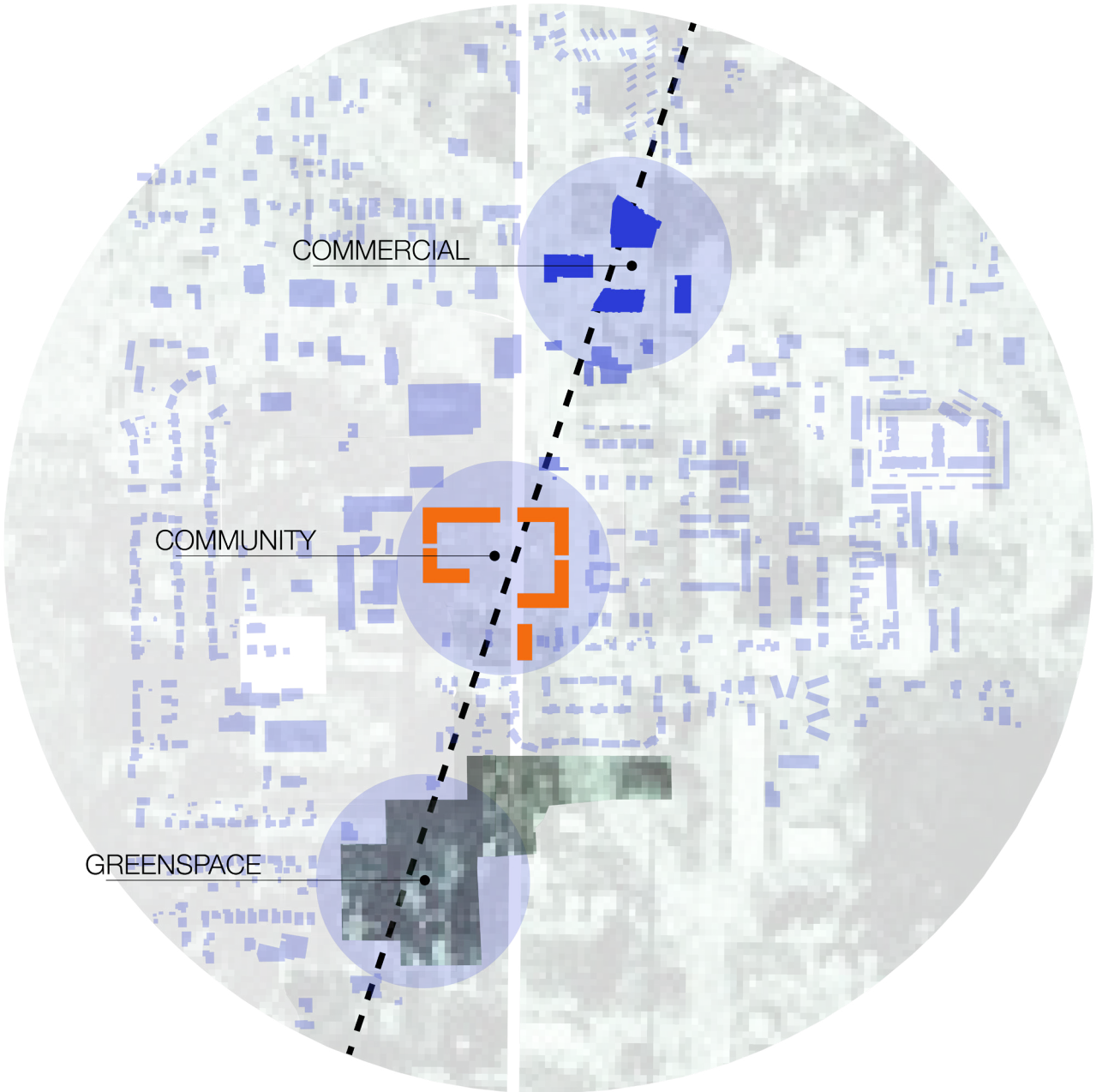


Fig. 6 Spheres of connected development opportunities to provide a network of accessible public common space.

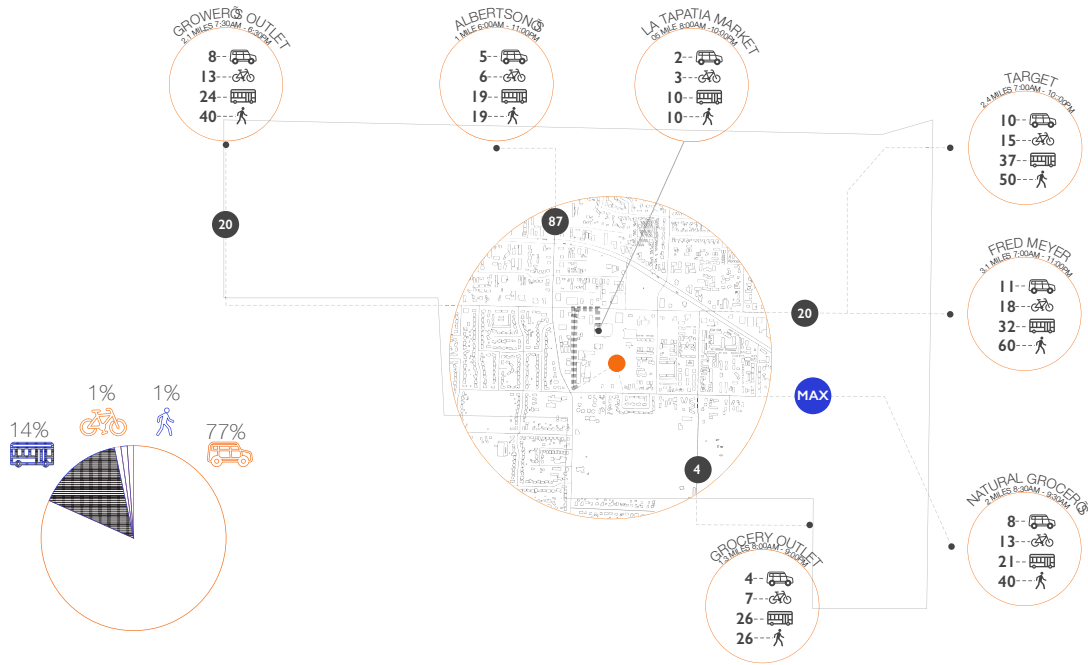


Fig. 7 Rockwood Demographics, Transit Use

Fig. 8 Rockwood Demographics, Food Access

Community Services

Currently, Rockwood has assets in place to support a diverse community structure, with residents participating in culturally rich opportunities. For example, the Refugee and Immigrant Hospitality Organization organizes bake sales with their participants that generate income and expand community knowledge through the exchange of food and cultural assets. The Latino Network, just west of the Rockwood 10 site, provides leadership training programs that foster the next generation of community builders. Rockwood's infrastructure, however, does not always meet the needs of these diverse services offered.



Community Leaders



Community Gardens



Recreation

Rockwood 10 seeks to provide a public space that serves as a tool for community development, where spaces interconnect as building blocks for individual success. Community gardens will provide productive green space that can be leveraged for economic empowerment and skills trainings. Recreational courts and fields will connect to the larger community network of events, and expand their use to suit weekend festivals or markets. A youth-oriented community center will offer flexible space for educational and cultural classes.

While it is important for Rockwood's new development to promote diversity, there is a concern that urban renewal schemes will accelerate gentrification, as experienced across the greater Portland-Metro Area, further limiting accessible housing options and leading to displacement. In the 2016 Rockwood Series, a community engagement platform organized by the Rockwood Community Development Corporation, many participants stated that they had moved to Rockwood as a result of gentrification. In one such example, African American community members had found homes in Rockwood after their displacement from Northeast Portland. There is a sense that Rockwood's current residents must keep hold of their community from the sweeping spread of gentrification by elevating the assets in place with spaces that meet their needs.

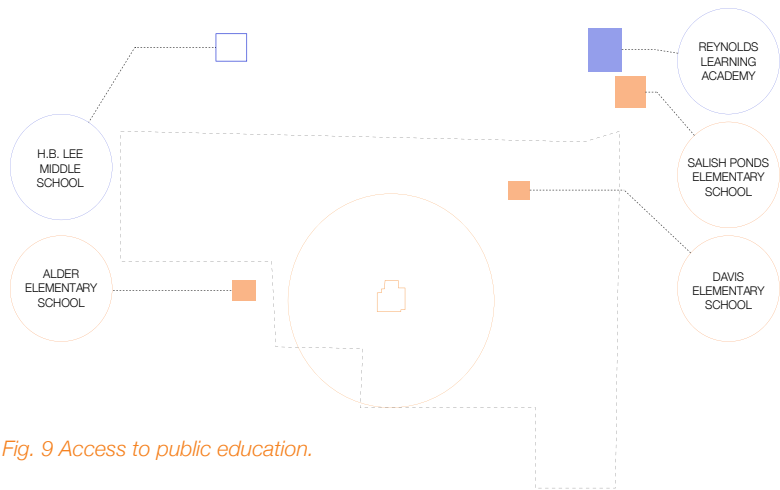


Fig. 9 Access to public education.

Access to Education

Rockwood's current assets include a robust network of educational support for entrepreneurs and those pursuing careers in technology. The Sunrise Center, MetroEast Community Media, Rosewood Initiative, Micro Enterprise Services of Oregon, and Rockwood Center offer continuing education classes such as coding academies, computer literacy, and small business development.

The Rockwood community has the largest population of youth under age 18 in the Portland-Metro Area, yet is critically lacking in youth services. In Rockwood, 69% of children under the age of five do not have access to early childhood education. As a result of the unexpected closure in early 2013 of the Police Activities League (PAL) Center, the only youth service program of its kind in Rockwood, the newly built (2016) Boys and Girls Club now provides facility-based youth programming, including partnerships with Open School East, an early prevention program for students falling behind in school, and New Avenues for Youth, who provide support for youth experiencing homelessness. The Boys and Girls Club is an example of a successful model within the community, but conversations with associations and residents indicates ongoing needs for accessible facilities to meet the increasing population of youth in Rockwood. Today, preschool programs have moved beyond the role of childcare, providing critical early education functions.

A large body of research shows that early education programs can have 'spillover' effects that benefit taxpayers by addressing children's problems early in life rather than later, when solutions are more expensive and less effective. Children who attend preschool programs are less likely to need special education, to be arrested, or to require social services, often tending to be healthier, earn higher incomes, and pay more taxes. Early childhood education within the community health model emphasizes how early childhood investments provide dual benefits: immediate gains for children and families, and long-term economic benefits for the business community.

31% of Rockwood children have access to early childhood education

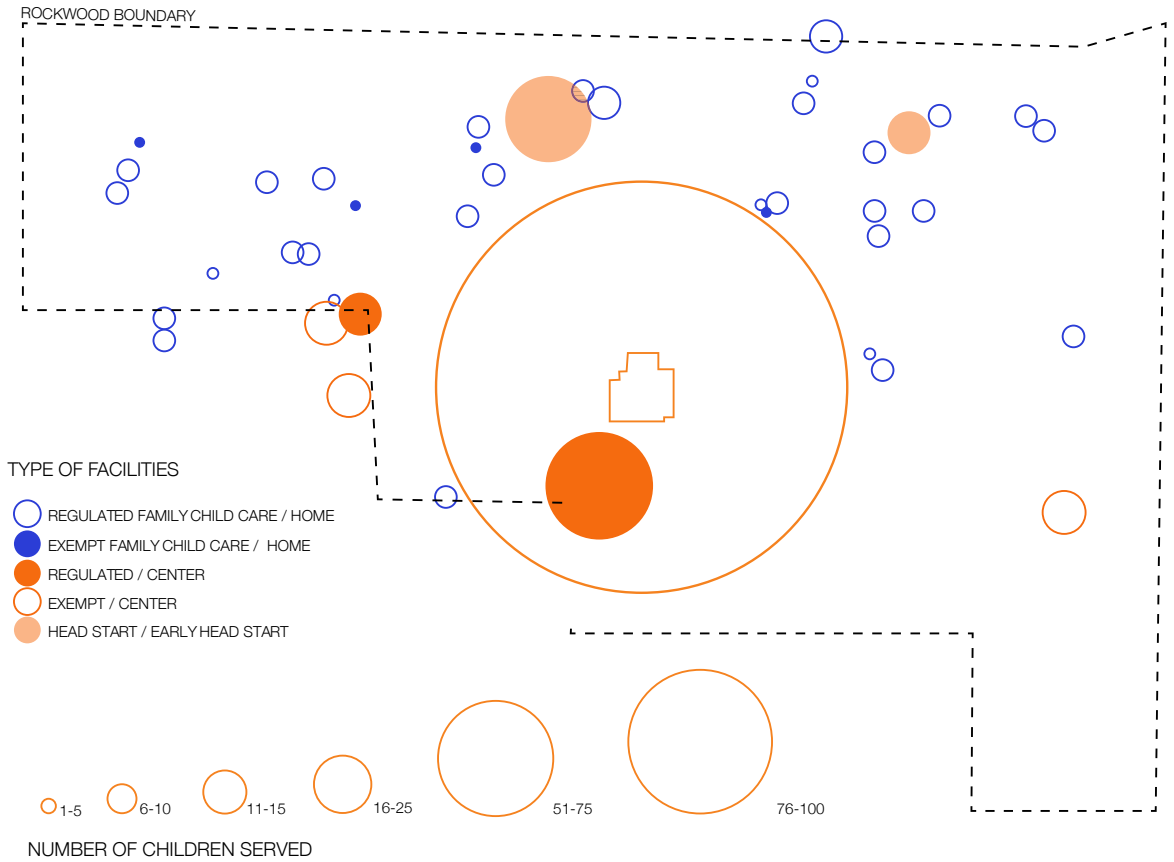


Fig. 10 Accessibility of early childhood education.

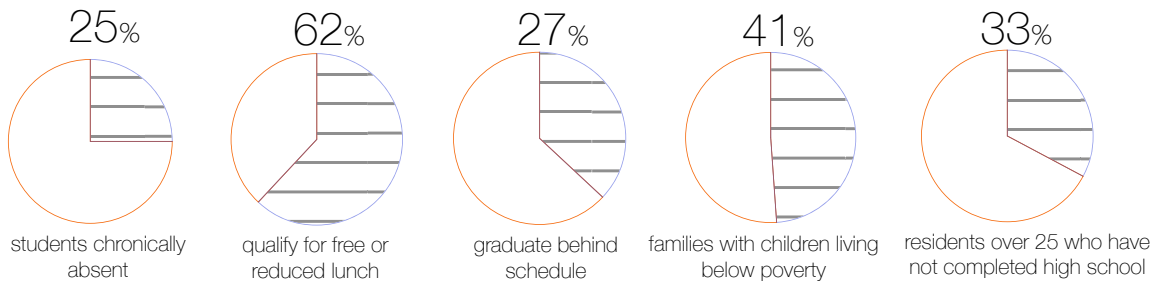


Fig. 11 Student data.

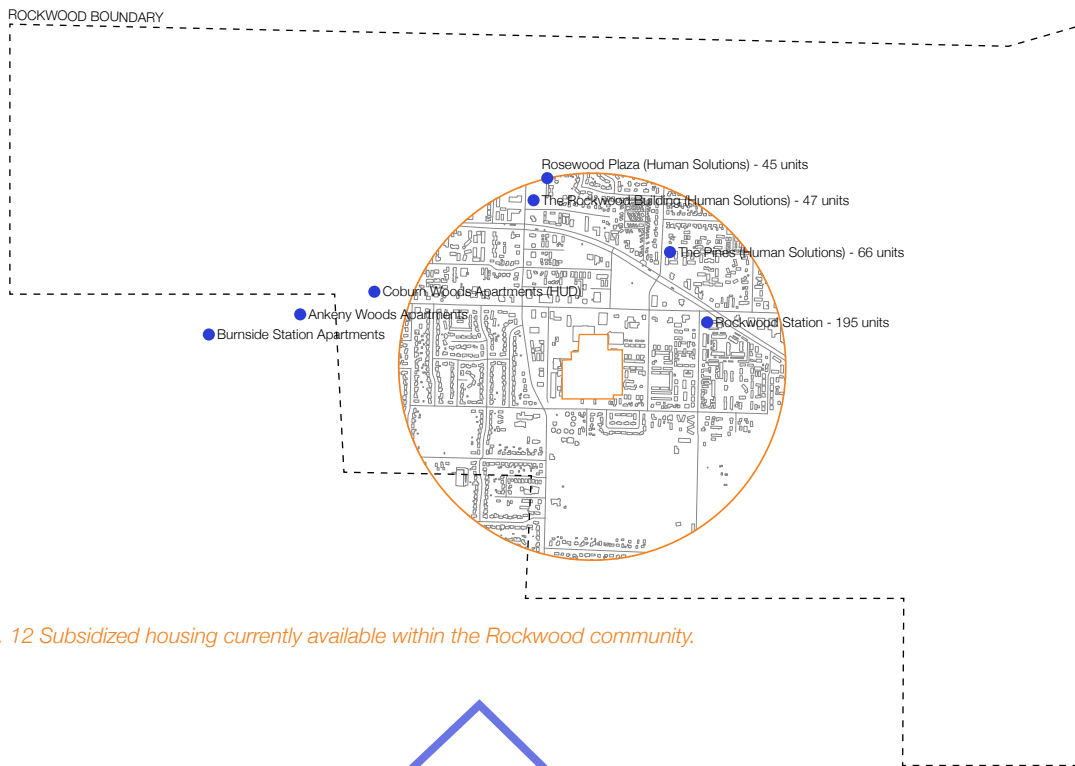


Fig. 12 Subsidized housing currently available within the Rockwood community.

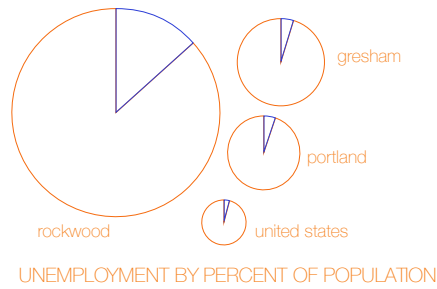
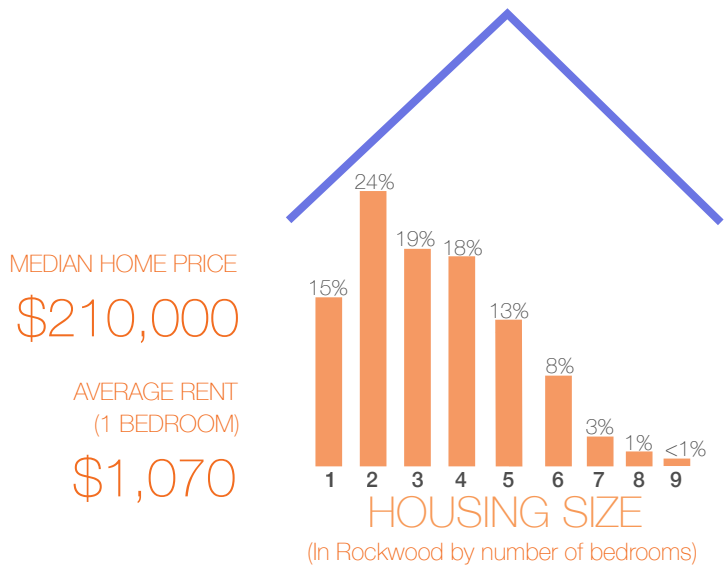


Fig. 13 Housings stock in Rockwood.

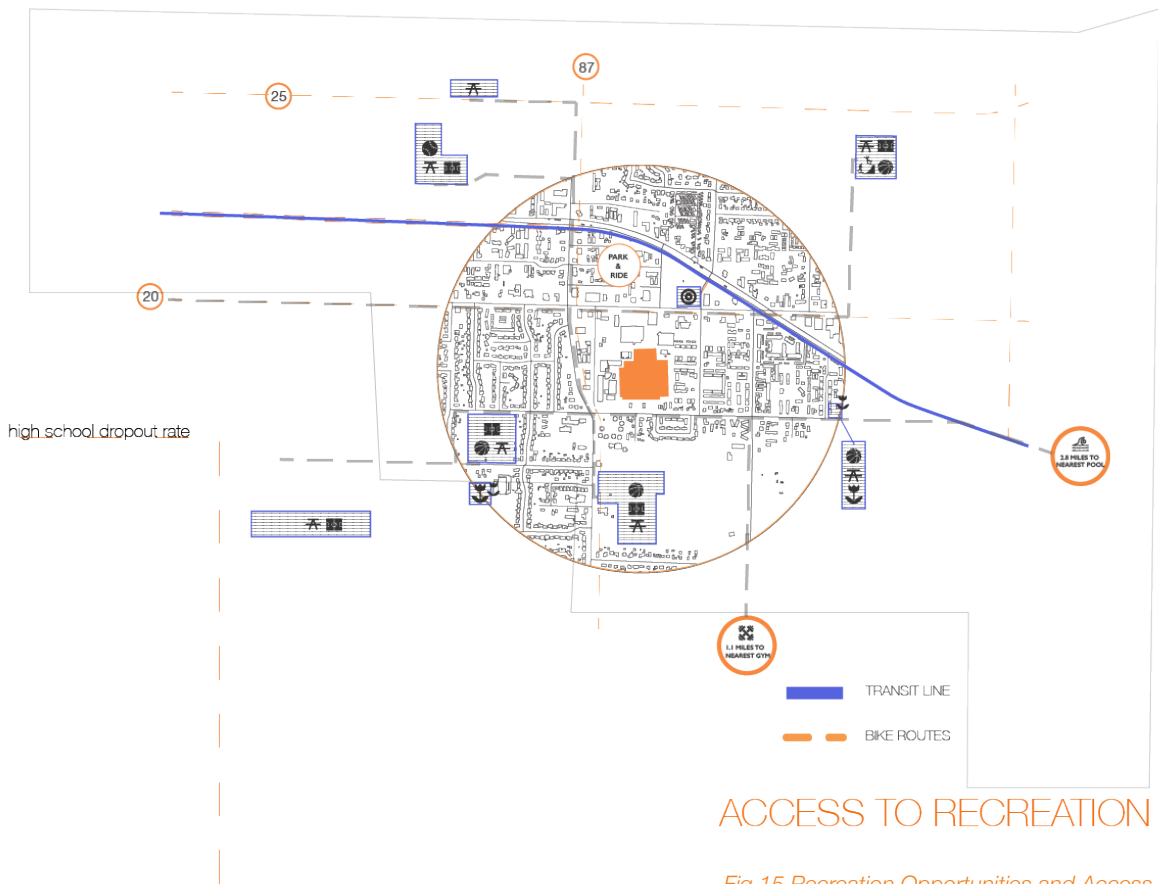
Fig. 14 Rockwood demographics, unemployment.

Access to Housing

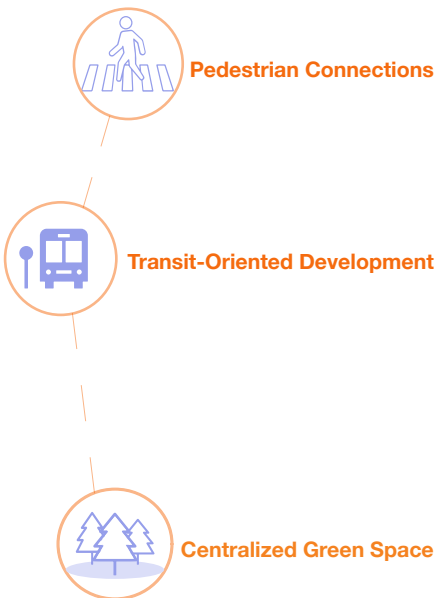
As detailed in Gresham's Comprehensive Plan Housing Policies, Rockwood has a mix of single-family housing stock from the 1960s or earlier and a concentration of non-profit based subsidized housing with rental rates often below the city average. The cost of housing in Rockwood has traditionally been more accessible than surrounding areas, and with rents continuing rising in the Portland-Metro Area, people are looking for lower-cost opportunities. According to the 2015 Gresham Neighborhood Change Analysis, housing costs rose at staggering rates in comparison to income from 2000 to 2014, with the cost of multi-family housing rising 40% while the average family income rose only 8%.

Discussions with local housing providers indicate the need for diversification of housing types, as well as the residents they serve. With Rockwood's increasing density, there is a need for subsidized family-sized units with services that support enduring fiscal health and education. Housing models need to connect with community solutions for basic needs services, including social services, quality education, accessible food, parks, transit, sidewalks and jobs.

The majority of households within Rockwood have families comprised of 3 or more people and require larger-sized units than are currently accessible at market-rates. Community-based organizations, like the Refugee and Immigrant Hospitality Organization, made note that those they serve have already begun to look for housing elsewhere, anticipating the increase of market-rate housing without a subsidized complement. Their participants have voiced the need for housing that accommodates multi-generational families. This need is currently unmet across market-rate rentals.



Pedestrian to Green Space Network



Rockwood associations identified the need for a safe pedestrian network connecting services and businesses to residential districts and public open spaces. As identified in Goal 7 of the Rockwood-West Gresham Renewal Plan, the Rockwood neighborhood lacks a network of arterial streets that have safe pedestrian facilities such as sidewalks and marked crossings. Objectives outlined include the completion of a local street network, to develop pedestrian and bicycle facilities, and to develop safe links to transit stations. By leveraging the assets of the Blue Line light rail corridor and auxiliary park-and-ride facilities as building blocks for transit-oriented safe routes, residents would have easier access to public transit for commutes, reducing the heavy automotive use of SE Stark St and E Burnside St.

As established in the Central Rockwood Plan (adopted 1998, amended 2014), Rockwood's town center should function as a live/work neighborhood, shaping growth in such a way that it becomes an urban district with housing, shopping, and employment in close and accessible proximity. This mix of land uses and activities is convenient for pedestrians, and is currently supported by frequent light rail service, as well as city buses. With four public parks within a fifteen minute walk-shed of the town center, all located around Rockwood's perimeter, the public park of Rockwood 10 will provide a central green space within only a few minutes of the business district.

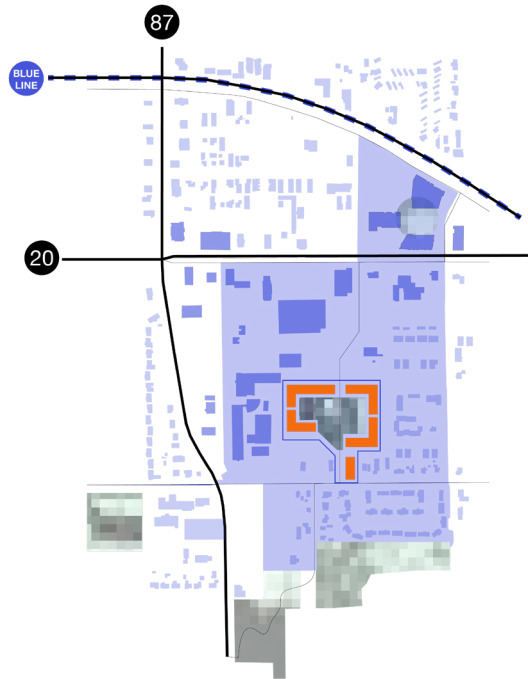


Fig. 16 Current transit access is largely oriented west-to-east.

Safe Streets

Road-centric streets of Rockwood make it difficult to fulfill Vision Zero goals to eliminate deaths and life changing injuries from traffic collisions by 2035. The current street diet allows for cars to travel at speeds up to 35 mph in thoroughfares. In response to high traffic-related fatalities, community organizations and events, like Rosewood Walkway, have sought to advocate for safe pedestrian and bike-oriented streets by temporarily closing high-occupancy streets for community evenings. New pedestrian-oriented infrastructure should:

-*Provide safer connections:* Signs, pavement markings and traffic-calming devices will provide safe arterial routes for pedestrians and bicyclists.

-*Reduce cut through traffic and speeds:* Green infrastructure and traffic-calming devices will discourage increased speeds and unnecessary use.

-*Safe intersections:* Improved crosswalks will provide opportunities for network connections and wayfinding to public commons.

-*Guides and wayfinding:* Signage and pavement markings will illuminate safe routes and nearby amenities like parks, schools and business districts.

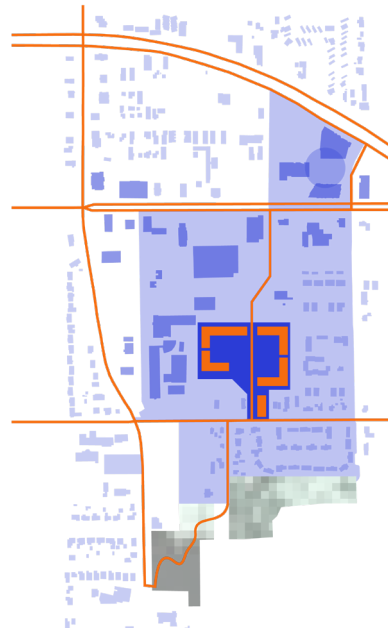


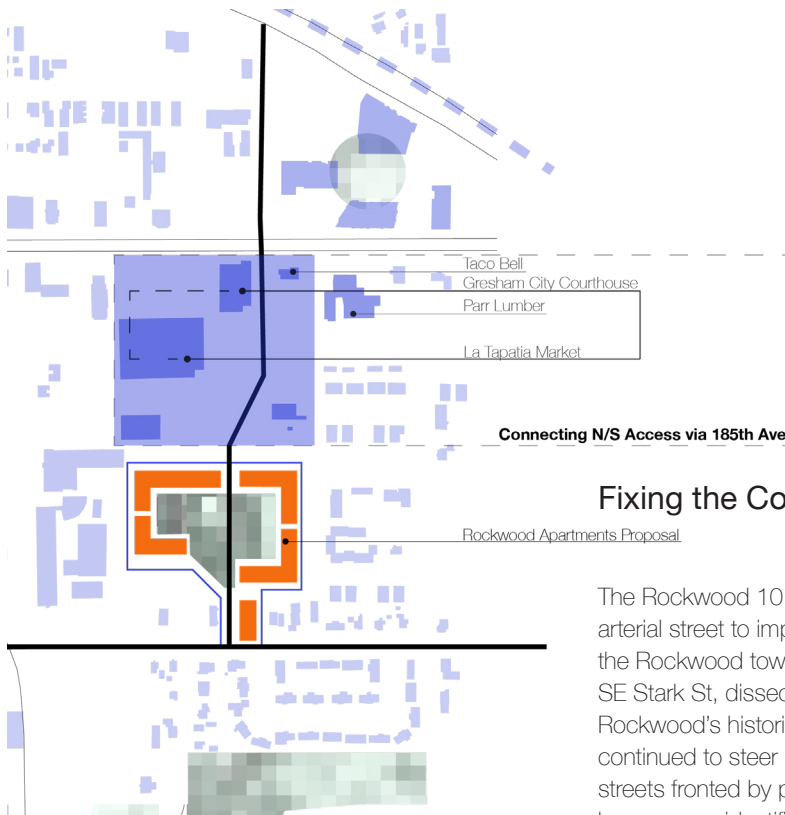
Fig. 17 The proposed pedestrian network connects north-to-south routes through the Rockwood Town Center, as designated in the Rockwood- West Gresham Renewal Plan.



ROSEWOOD INITIATIVE

A local police task force began the Rosewood Initiative (then a cafe operating out of a repurposed laundromat) in 2011.

In 2012, Rosewood was one of six proposed “mini urban renewal districts” in the new Neighborhood Prosperity Initiative. The goal: to create a center for a community fragmented across the Gresham - Portland boundary. From the onset, it promoted safety and livability for those living near the E 162nd MAX station. Today, the center operates as a hub for an array of services including: bike repair clinics, immigrant and refugee advocacy, coding academies and housing a recording studio. Through events like Rosewood Walkways, it advocates for reduced speeds and safe pedestrian routes.



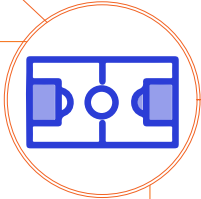
Fixing the Connection

The Rockwood 10 will incorporate the addition of an arterial street to improve access and circulation within the Rockwood town center, connecting SE Yamhill St to SE Stark St, dissecting one of Gresham's superblocks. Rockwood's historical use as rural farmland has continued to steer development, with many arterial streets fronted by parking lots. Dividing superblocks, however, as identified in the Rockwood-West Gresham Urban Renewal Plan, will urbanize the town center, creating walkable connections.

Fig. 18 The Rockwood 10 are the connection point for arterial access between SE Yamhill St and SE Stark St.



Fig. 19 Proposed open space connections across Rockwood, envisioning a pedestrian-oriented network of parks and public facilities.



ROCKWOOD UNITED SPORTS

Rockwood United Sports is a nonprofit, began by locals, that has built futsal court infrastructure throughout Gresham in partnership with Operation Pitch Invasion. There are currently seven outdoor futsal court facilities within the greater Gresham area. The first two courts (Snake Courts) were installed in Vance Park on the site of an old hockey rink. The presence of futsal courts across the community has facilitated wide spread participation in futsal tournaments and, in turn, promotes safe open space with mentors invested in youth access to higher education and community involvement, wherein sport courts facilitate community investment and leadership.



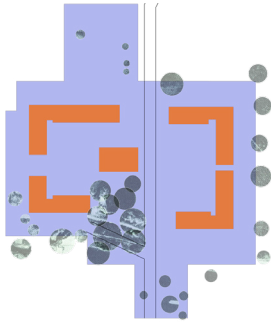


Fig. 20 The site of the Rockwood 10 with a developed E 185th Ave connecting SE Stark St to SE Yamhill St.

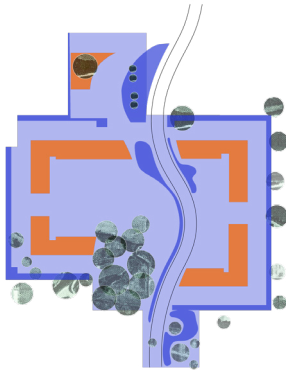


Fig. 21 Neighborhood greenways with proposed unique pavement markings and traffic calming improvements to create safe routes for pedestrian and bicyclists.

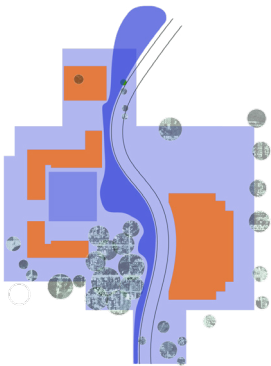


Fig. 22 Bioswale infrastructure incorporates rainwater collection and vegetation into pedestrian pathways, expanding the greenway network.

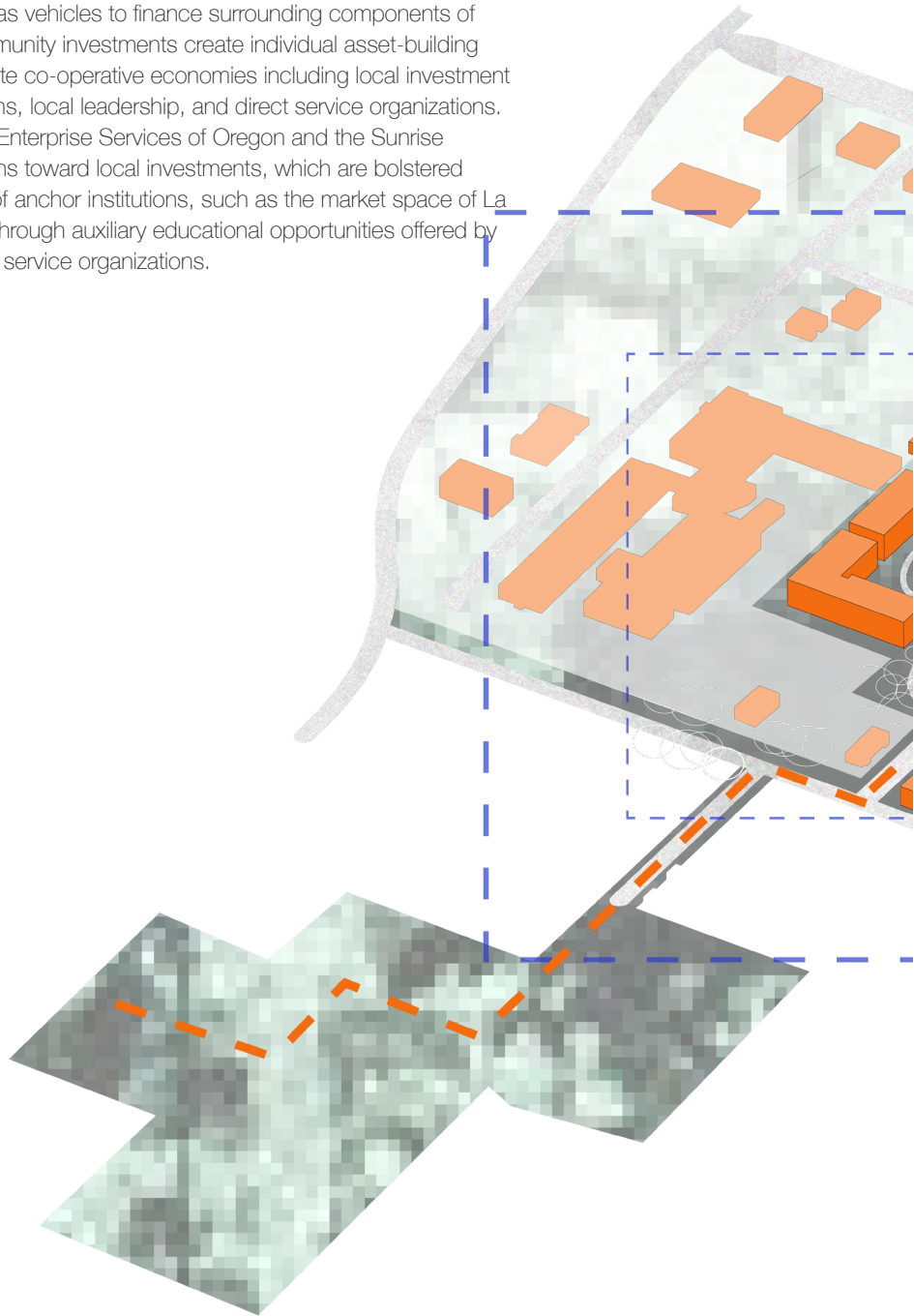
Neighborhood Greenway

Accessible parks and open spaces, located within a quarter-mile of residences, are an important element in the creation of a successful, mixed-use pedestrian district. In consideration of future development within the town center, within which Rockwood 10 will be an important connector for the business district's connection to parks and open space. Rockwood 10 will include the first section of the expansion of SE 185th St, a north-south arterial that will eventually connect Stark St to Yamhill, breaking the current super block configuration of the Rockwood town center to allow pedestrians and motorists to more easily navigate businesses and services.

To the left, a series of design explorations by Portland State Students to incorporate the extension of SE 185th Ave through the Rockwood 10 site. These schemes explore various greenways as an exercise in creating thoroughfares that incorporate traffic-calming infrastructure, rainwater collection systems, and pedestrian-oriented connections.

Community Health Impact

The community health model utilized focuses on Rockwood 10 as an anchor for economic stability and enduring components of health and livability. Resident investments in the housing community recycle into the local economy, working as vehicles to finance surrounding components of community health. Community investments create individual asset-building opportunities and promote co-operative economies including local investment groups, anchor institutions, local leadership, and direct service organizations. Organizations like Micro Enterprise Services of Oregon and the Sunrise Center provide small loans toward local investments, which are bolstered within the infrastructure of anchor institutions, such as the market space of La Tapatia, and supported through auxiliary educational opportunities offered by community-based direct service organizations.



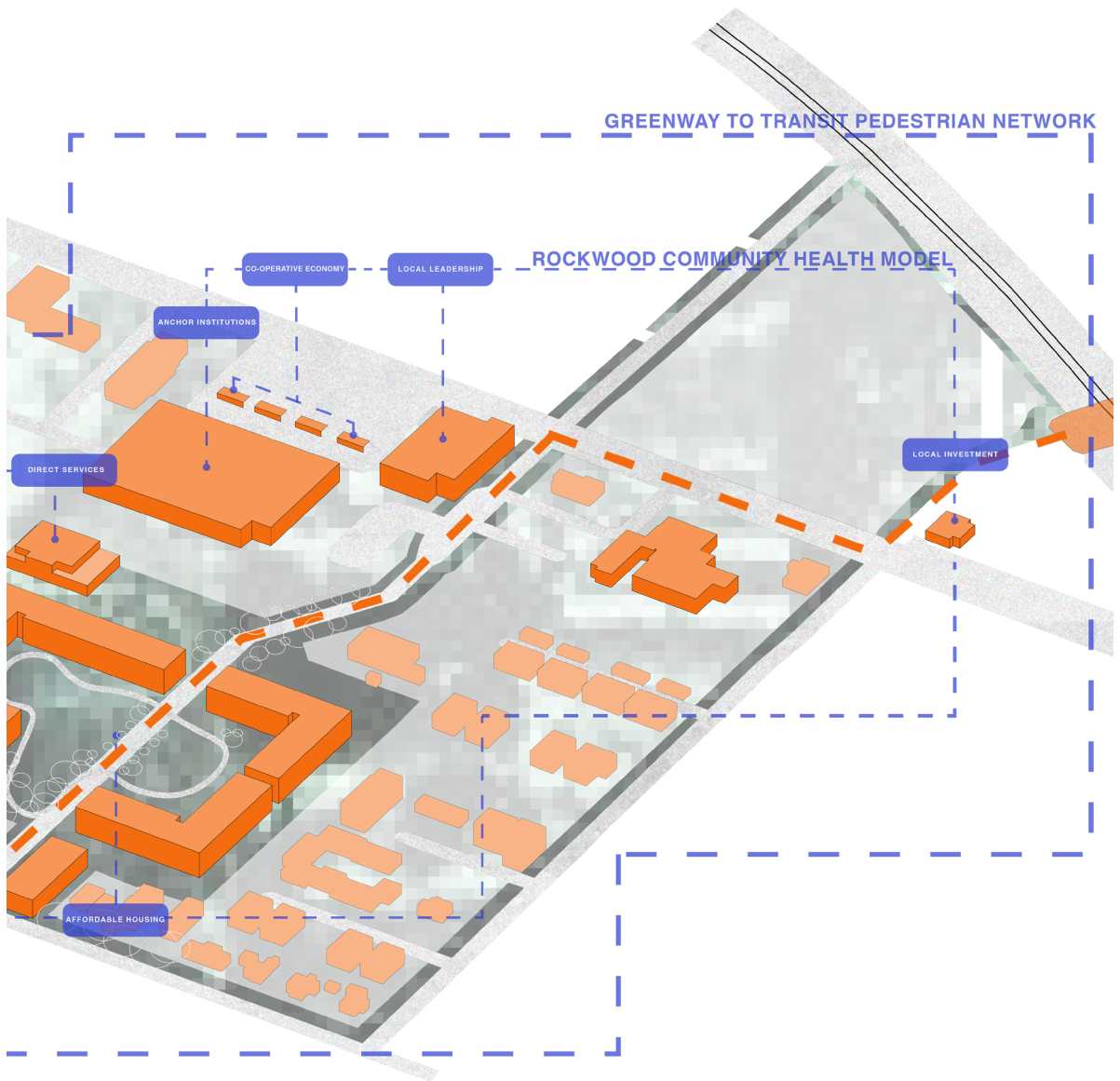


Fig.23 The community health impact of a connected network of livable opportunities.



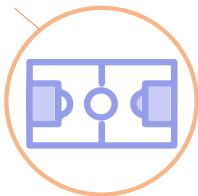
Next Steps

Rockwood's recent influx of residents and development is an indicator of both the desirable assets of the community and the ongoing influence of the Portland-Metro Area's rising costs. We recognize that community development requires more than just the introduction of new housing. For housing to remain stable, new development must comprehensively approach the greater Rockwood area. The following key recommendations, as identified by community associations and stakeholders, unify the needs of Rockwood within an accessible and high-quality housing model.

Over this past spring, we set out to survey organizations, residents and stakeholders across Rockwood to report on the network of assets and opportunities, developing the following recommendations for the central commons of Rockwood 10 and its influence on the greater Rockwood community.

1. Transit-Oriented Development

Transit-oriented development is predominately focused on the accessibility of opportunities as they connect to frequent and reliable transportation. Transit communities allow residents to walk, bike or take transit from their homes to accomplish many of their daily activities, including getting to work or school, grocery shopping, or going to events. The Blue Line light rail station located within the Rockwood town center allows residents frequent and reliable access to opportunities within the Portland-Metro Area, including employment, parks and activities. With primarily family-sized housing as its goal, Rockwood 10 will develop within a network of safe pedestrian connections to local transit opportunities that encourages families to rely less on vehicles for daily tasks. Safe infrastructure for pedestrians and bicyclists will help Rockwood achieve a balance of flexible transit opportunities, where walking and biking are the primary means of getting around within the neighborhood and transit service readily connects to other neighborhoods.



2. Centralized Green Space

The proximity of Rockwood 10 to the Sun Plaza and Vance Park allows for a network of open space to support residents in various recreational and place-making opportunities. Rockwood associations expressed a need for community gardens by which residents can access healthy foods, prepare community meals, and generate income at local farmer's markets. In addition to gardens, the public commons of the apartments will provide the community with accessible walking paths, play areas, and a flexible green space that can accommodate various community events.

3. Pedestrian Connections

A formerly fenced-in open space that was difficult to access from public roads should invite pedestrians through accessible sidewalks, vibrant wayfinding, and lush greenways that extend the historically robust forested canopies of Rockwood.

4. Youth-Oriented Services

A central community center with adjacent play areas and community gardens will provide Rockwood youth with educational opportunities that strengthen valuable cultural resources and community-driven place-making, allowing space for service-based partnerships, such as bike maintenance workshops, after-school support, and garden-to-table cooking.

These programmatic recommendations are based on an asset-based approach to community development. In shaping how we create new spaces for people to live, work, and play, several important community-identified needs and opportunities composed our analysis. The recommendations explored promote better access to those resources that contribute to the essential components for livability: open spaces, transit-centric development, a complete network of streets and sidewalks, multi-generational opportunities, and a vibrant street life.

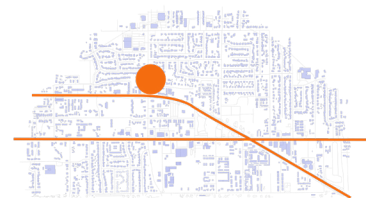


APPENDIX A

Rockwood Associations

ROCKWOOD ASSOCIATIONS

The following Rockwood associations were contacted throughout our community asset research. Their extensive social, economic and cultural services have been documented to better understand how Rockwood 10 will complement an existing network of resources, mapping the support systems for those living below the area median income and those incremental processes that formed Rockwood's existing context. Conversations with local organizations and residents guided



Human Solutions helps low-income individuals and families experiencing homelessness achieve self-sufficiency by providing access to affordable housing, family support services, job readiness training and economic development opportunities. With a network of community partnerships, Human Solutions targets the root causes of poverty. They operate several housing properties and shelters near Rockwood.

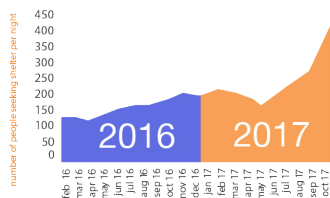
www.humansolutions.org

Human Solutions

BUILDING PATHWAYS OUT OF POVERTY



INCREASE IN BED DEMAND AT HUMAN SOLUTIONS SHELTERS



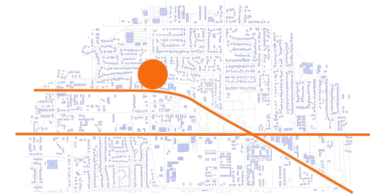
HUMAN SOLUTIONS HOUSING PROJECTS IN EAST PORTLAND METRO AREA



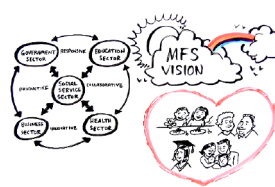
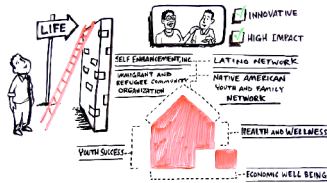
AFFORDABLE HOUSING

SITE

"HELPING PEOPLE MOVE BEYOND THE LIMITATIONS OF POVERTY, INEQUITY, AND SOCIAL ISOLATION!"



MFS was founded in 1950 in response to families struggling to rebuild lives post-World War II. Their mission is to combat inadequate education, health issues, social isolation, unemployment, and poverty through community building and access to service systems. MFS delivers programs and innovative solutions to help people succeed at home, in school, and in the community.



CHILDREN & YOUTH

Youth support including kindergarten readiness with concurrent parent support classes to help make connections between school and home.

ECONOMIC STABILITY

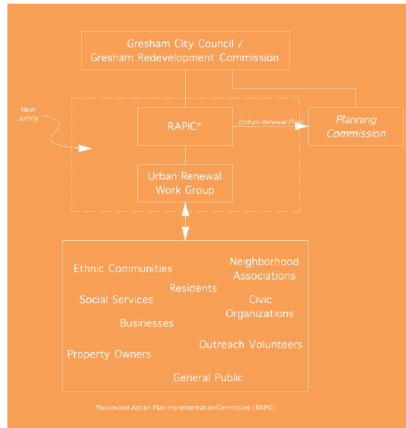
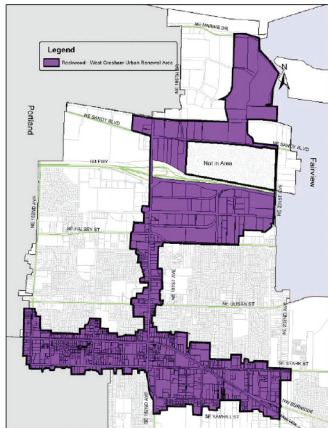
Tools for economic empowerment, including free financial coaching services and workshop, including access to Individual Development Accounts.

HEALTH & WELLNESS

Connecting elders living alone with volunteer care to feel safe and secure in their homes, establishing a network of support.

www.metfamily.org

GRESHAM REDEVELOPMENT COMMISSION



The Gresham Redevelopment Commission administers the Rockwood-West Gresham Renewal Plan, a twenty-year plan for improving the economy and the community of Rockwood-West Gresham. The Plan is a partnership among residents, property and business owners, and the City of Gresham. A citywide vote established the 1,211-acre Rockwood-West Gresham Urban Renewal Area in November 2003.

PLAN GOALS & OBJECTIVES

- 1) PUBLIC INVOLVEMENT
- 2) IMPROVE ROCKWOOD TOWN CENTER
- 3) INCREASE AVAILABILITY OF QUALITY HOUSING
- 4) CREATE & RETAIN FAMILY-WAGE JOBS
- 5) DEVELOP PUBLIC SAFETY & COMMUNITY SERVICE FACILITIES
- 6) PARKS & RECREATION FACILITIES
- 7) IMPROVE TRANSPORTATION
- 8) PROMOTE QUALITY DEVELOPMENT

WHAT IS URBAN RENEWAL?

Urban renewal is a state-authorized program that provides cities and counties with specific tools to redevelop and recover distressed communities. In an urban renewal program, public investments are made to help overcome problems, such as crime and physical deterioration, to renew neighborhoods and commercial districts. The types of public improvements that can be made include new or repaired streets, parks, and housing among many others.

www.greshamoregon.gov/Gresham-Redevelopment-Commission/



TRIPLE A PLATFORM

ATHLETE
Coaches are trained as mentors to work with a diverse population of youth in a healthy sport environment.

ADVANCEMENT
Through discipline, team-building, and individual growth, Rockwood United Sports advances youth to dream and pursue higher opportunities in education and their community.

ADVOCATE
Youth participate in different team service projects. By being engaged in community service activities, kids develop skills to be active leaders in their community.

The Gresham Outdoor Futsal World Cup is held at courts throughout the Gresham area, including the Snake Courts in Rockwood. 2018 will mark the three year anniversary of the community-wide tournament.



Rockwood United Sports is a nonprofit, began by locals, that has built futsal court infrastructure throughout Gresham. There are currently seven outdoor futsal court facilities within the greater Gresham area. The presence of futsal courts across the community has facilitated wide spread participation in futsal tournaments and, in turn, promotes safe open space with mentors invested in youth access to higher education and community involvement, wherein sport courts facilitate community investment and leadership.

www.rckwd.org



BOYS & GIRLS CLUBS



OPEN SCHOOL EAST
Early identification of students who are falling behind in school and provide them with guidance and support.



NEW AVENUES FOR YOUTH
Provides services to homeless youths in Rockwood.



OPERATION PITCH INVASION
Partnering with the Timbers and the Thorns to bring futsal courts to the community.



FULL-SIZE GYM
Athletic leagues, fitness and recreation programs.



LEARNING CENTER
Homework help, coding program, academic support.



KITCHEN
Serving free meals and snacks for all club members.

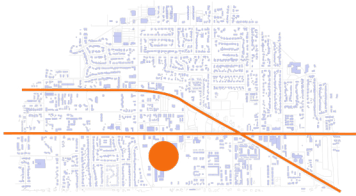


YOUTH & FAMILY SERVICES
Support services and resources for youths and families.



After the closure of the Police Activities League Center in 2013, the Boys and Girls Club was underway to provide much needed youth programming. The facility-based programs have since been a catalyst for change, offering educational, recreational, and social development. The Rockwood community has the largest population of youth under 18 in the metro area, and yet is critically lacking in youth services.

www.bgcportland.org/rw/

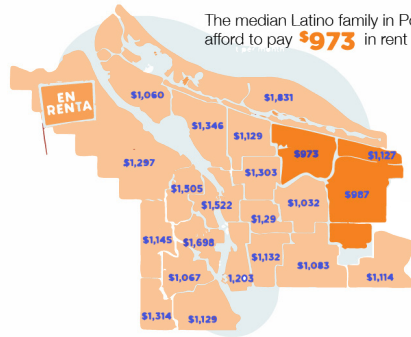


Located just west of the Rockwood 10 site, the Latino Network services Latino families, providing advocacy and support for immigrants and those for whom English is a second language. Services look toward opportunities to bolster the five components of healthy communities: culture, social justice, self-determination, collaboration and education.

www.latinonetwork.org



LatinoNetwork




- EDUCATION
- COLLABORATION
- SELF-DETERMINATION
- SOCIAL JUSTICE
- CULTURE

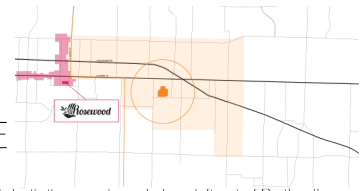


Rosewood is a neighborhood just west of Rockwood, with both people and place left out of Portland's priorities for urban infrastructure improvements. The Initiative is a community center within which many nonprofits operate and provide a range of services. The major commercial centers at the intersection of SE 162nd St and SE Stark St are fragmented by high-density traffic and lack of pedestrian access. The Initiative strives to see safe walking and biking connections made between commercial centers and the MAX Light Rail Station.

www.rosewoodinitiative.org



Rosewood INITIATIVE



Rosewood is a neighborhood just west of Rockwood, with both the people and place left out of Portland's development priorities. The Rosewood Initiative envisions a neighborhood where people want to live and local businesses thrive with community support. The major commercial centers of SE 162nd and SE Stark St are fragmented by high-density traffic and lack of pedestrian or bike access. The Initiative strives to see safe walking and bike connections made between the commercial centers and MAX Light Rail Station.



p:ear Bike Mechanic Shop

The p:ear bike shop provides maintenance and mechanics workshops. p:ear is a nonprofit that engages youth experiencing homelessness in creative pursuits. In Rosewood, only 1% of the population uses a bicycle for their daily commute. Beyond creating a more-bike positive culture in Rosewood, p:ear Bike Mechanic School teachers youth marketable mechanic skills.




Refugee & Immigrant Hospitality Organization (RIHO)

RIHO helps families bridge isolating cultural and language barriers to feel at home in a new community with connections to ESL classes, tutoring, and homework clubs, donation center for household goods, community events and independent business classes.



Community Development Partners develops and operates sustainable, life-enhancing housing with a focus on long-term community engagement. CDP is a leader of change - responsible for creating development projects that adhere to strict standards of environmentally, socially, and economically responsible buildings and communities.

www.communitydevpartners.com



The Center for Public Interest Design (CPID) is a research [+action] center at Portland State University that aims to investigate, promote, and engage in inclusive design practices that address the growing needs of underserved communities worldwide. Through research and design, fieldwork, and public outreach, we promote a mode of practice that is socially conscious, environmentally sustainable, and economically accessible to all.

www.centerforpublicinterestdesign.org

