

- 14 Work with PDOT's Bureau of Traffic Management through the Neighborhood Traffic Management Program to control the volume and speed of traffic on local streets where safety issues are a concern. Neighborhood priorities are 136th Avenue south of Powell, 104th Avenue south of Powell to Holgate, and 122nd Avenue

Implementors PGNA, BHCD

- 15 Improve and continue to maintain sound structures in the existing housing stock rather than promote demolition

Implementors PGNA, BHCD, ROSE, other CDCs, PDC

- 16 Create a nonprofit community development organization to build new infill housing and/or provide low cost loans to rehabilitate homes for first time buyers

Implementors BHCD, Oregon Community Foundations

- 17 Employ neighborhood residents and businesses to maintain and rehabilitate properties in the neighborhood

Implementors PDC, BHCD, CDCs, PGNA

- 18 Add more pedestrian amenities and street furniture such as benches, litter receptacles and drinking fountains to neighborhood commercial and recreation areas. Some of these locations are Division Center at 122nd and Division (SW corner), Springwater Corridor at the intersections of 136th and 122nd (SE corner), and Powell Villa at 122nd and Powell (SE corner)

Implementors Water Bureau, BHCD, property owners

Appendix C Target List for Other Funding

Some items desired by the Powellhurst-Gilbert Neighborhood cannot be funded through the Bureau of Housing and Community Development. Action Items on this list may be achieved through a variety of funding methods. It is a guide for the Powellhurst-Gilbert Neighborhood Association.

Action Items in Order of Priority

- 1 Provide picnic facilities so that parks can be used for family outings and neighborhood gatherings especially at Raymond, Gilbert, Gilbert Heights, Earl Boyles and West Powellhurst Parks

Implementors Parks, PGNA, BHCD
- 2 Encourage the appropriate agencies to widen SE Powell to three lanes, one each way with a left turn lane. Full bicycle and pedestrian pathways should be included.

Implementors PGNA, BHCD
- 3 Actively seek improvements to Ed Benedict Park that were previously committed to picnic area, playground facilities, etc.

Implementors Parks, BHCD, PGNA
- 4 Provide more bus shelters with trash receptacles and telephones in Powellhurst Gilbert, especially on SE 82nd, 122nd and 136th Avenues, SE Powell, SE Holgate and on SE Division Street

Implementors Tri-Met, PGNA, Pvt
- 5 Provide clinics in the neighborhood to offer free and/or low cost spaying and neutering of cats and dogs

Implementors Oregon Humane Society, Multnomah County Animal Control, PGNA
- 6 Develop existing park land with lighting and activity centers such as ball fields, toddlers play area, play structures, etc.

Implementors Parks, PGNA

- 7 Create public service oriented projects for youth such as tree planting, neighborhood clean-ups, plant-a-thons and other activities that help youth develop a sense of ownership and participation in the neighborhood and community

Implementors PGNA, BES, Parks, BHCD

- 8 Work with PDOT's Bureau of Traffic Management through the Neighborhood Traffic Management Program to control the volume and speed of traffic on local streets where safety issues are a concern Neighborhood priorities are 136th Avenue south of Powell, 104th Avenue south of Powell to Holgate, and 122nd Avenue

Implementors PGNA, BHCD

- 9 Obtain funding and enlist skilled people or agencies to carry out "main street" types of development

Implementors PGNA, PDC, BOP

- 10 Develop a major transit stop and a park-and-ride facility at the intersection of SE Powell Boulevard and I-205

Implementors Tri-Met, BOP

- 11 Employ neighborhood residents and businesses to maintain and rehabilitate properties in the neighborhood

Implementors PDC, CDCs, PGNA

- 12 Encourage landlords to take a proactive approach to managing their properties by adequately screening tenants

Implementors PGNA, PPB, PDC

Appendix D
Transportation Capital Improvement Projects in Powellhurst-Gilbert

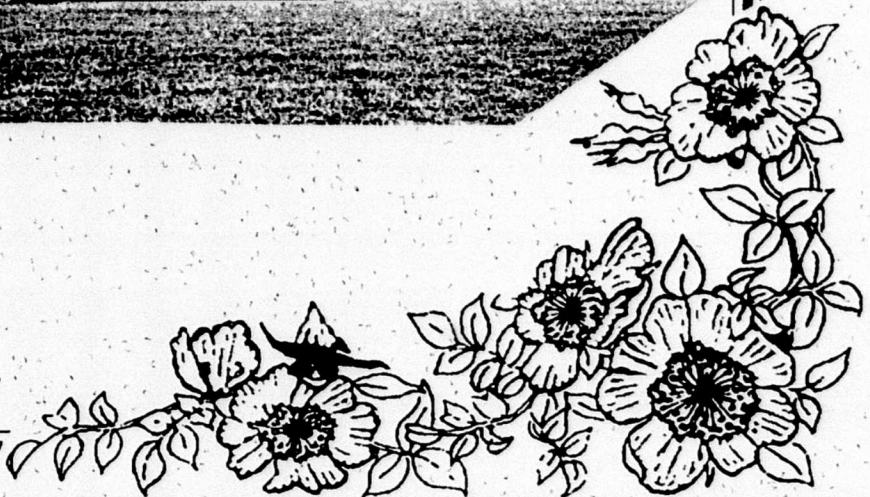
1998-1999 (depending on funding availability)

West Powellhurst School Safety Project
(SE Division to SE Powell, SE 114th to 118th)

Recommended
**SOUTH TABOR
NEIGHBORHOOD PLAN**



OUTER SOUTHEAST
COMMUNITY



City of Portland
Bureau of Planning
Portland, Oregon
October, 1995

Exhibit K

To help ensure equal access to information, the City of Portland Bureau of Planning offers the following services to disabled citizens:

- Interpreter (two working days notice required);
- Accessible meeting places;
- Audio Loop equipped hearing rooms in City Hall and the Portland Building; and
- Planning documents printed in large type sizes for the visually-impaired (two working days notice required).

If you have a disability and need accommodation, please call 823-7700 (TDD 823-6868). Persons needing a sign language interpreter must call at least 48 hours in advance.

Funding for the Bureau of Planning's participation was provided as a part of the OSE Community Plan project. Financial support was provided by the Portland Bureau of Housing and Community Development (Federal Community Development Block Grant funds), the Portland Department of Transportation (Regional Rail Program), the Portland Bureau of Environmental Services, and the City of Portland's General Fund.

35464

Planning Commission's
Recommended
South Tabor
Neighborhood Plan

October, 1995

Bureau of Planning
City of Portland

Portland City Council

Vera Katz, Mayor
Charlie Hales, Commissioner
Earl Blumenauer, Commissioner
Gretchen Kafoury, Commissioner
Mike Lindberg, Commissioner

Portland Planning Commission

Richard Michaelson, President
Douglas Van Dyk, Vice President
Steve Abel
W Richard Cooley
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ACKNOWLEDGMENTS

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Dan Small, Former President

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Jerry Low
Kathryn Notson
Ed and Manda Simpson
Judy Shioishi
Dan Small
Michael Wilson
Ron and Shirley Woody

This plan was developed by the South Tabor Neighborhood Plan Steering Committee with the assistance of Ellen Ryker, formerly with Southeast Uplift and now at the Portland Bureau of Planning. Barbara Sack of the Portland Bureau of Planning was the liaison to the neighborhood from the Outer Southeast Community Plan team.

THANKS TO THE FOLLOWING FOR PROVIDING MEETING SPACE:

Youngson School
St Mark's Lutheran Church
Southeast Uplift

ADDITIONAL THANKS TO:

All participants of the South Tabor Plan Workshops and all respondents to the request for comments regarding the Plan

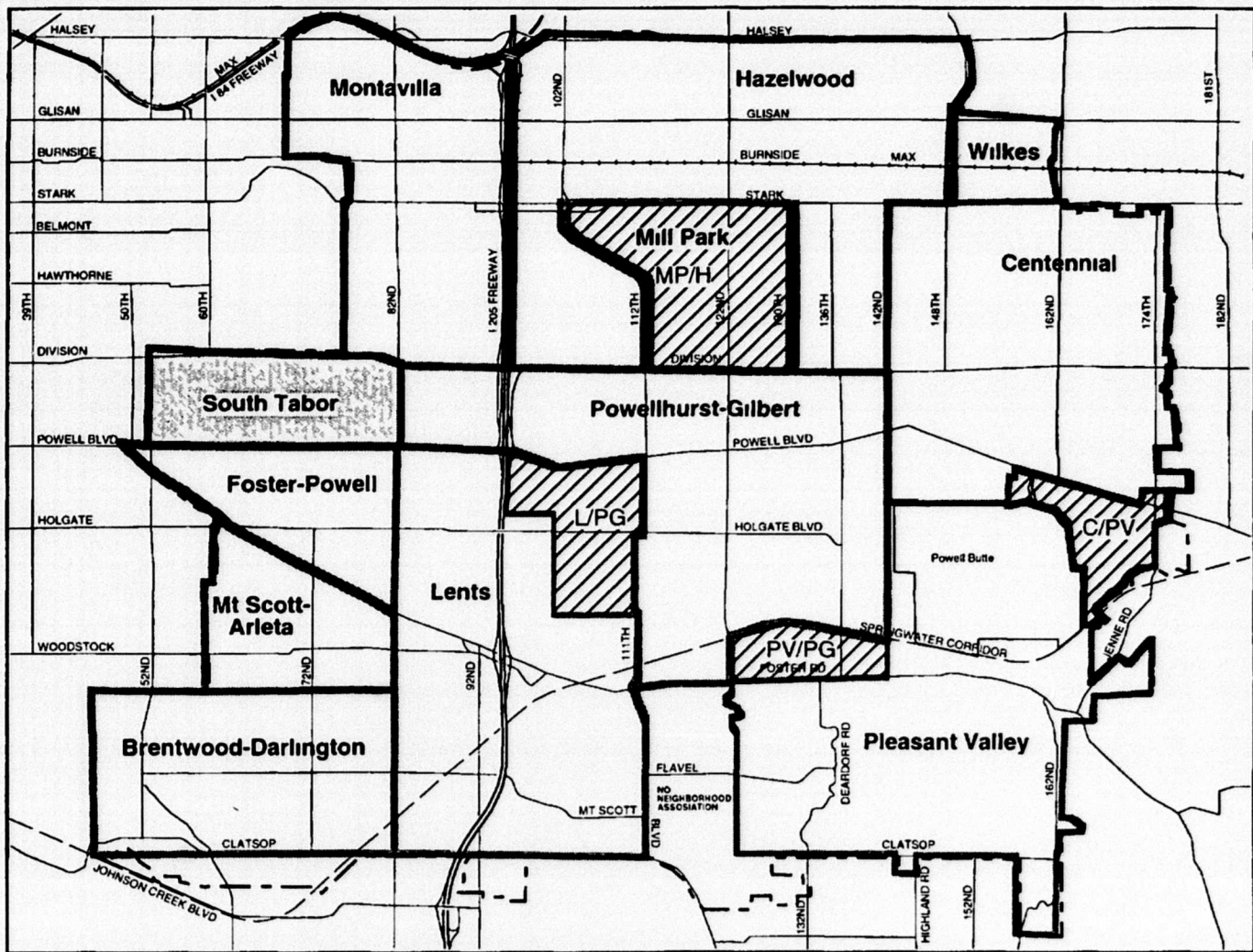
Outer Southeast Community Plan Technical Advisory Committee



Laurie Wall, AICP, Chair, Portland Bureau of Planning
Ellen Ryker, City Planner

Wendy Reif, Centennial School District
Marcia Douglas, City-School Liaison
Ron Skidmore, Clackamas County
Barbara Rommel, David Douglas School District
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Carol-Linda Casson, Portland Development Commission
Grant Coffey, Portland Fire Bureau
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Commander Dick Tate, Portland Police Bureau, East Precinct
Sue Parker, Portland Public Schools
Nick Sauvie, ROSE Community Development Corporation
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Lorna Stickel, Water Bureau

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 NORTH
 ONE MILE

Outer Southeast Community Plan October 1995

RECOMMENDED

SOUTH TABOR





NEIGHBORHOOD

PLAN

MAP 1

South Tabor Neighborhood

Legend

-  Outer Southeast Community Plan Boundary
-  Neighborhood Boundaries within Outer Southeast Community Plan Boundary
-  South Tabor Neighborhood
-  Neighborhood Overlap Areas

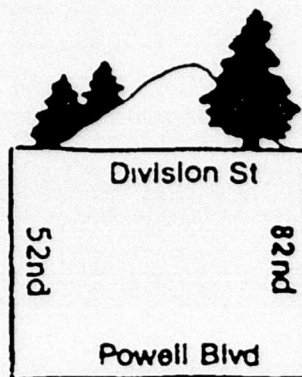
Introduction

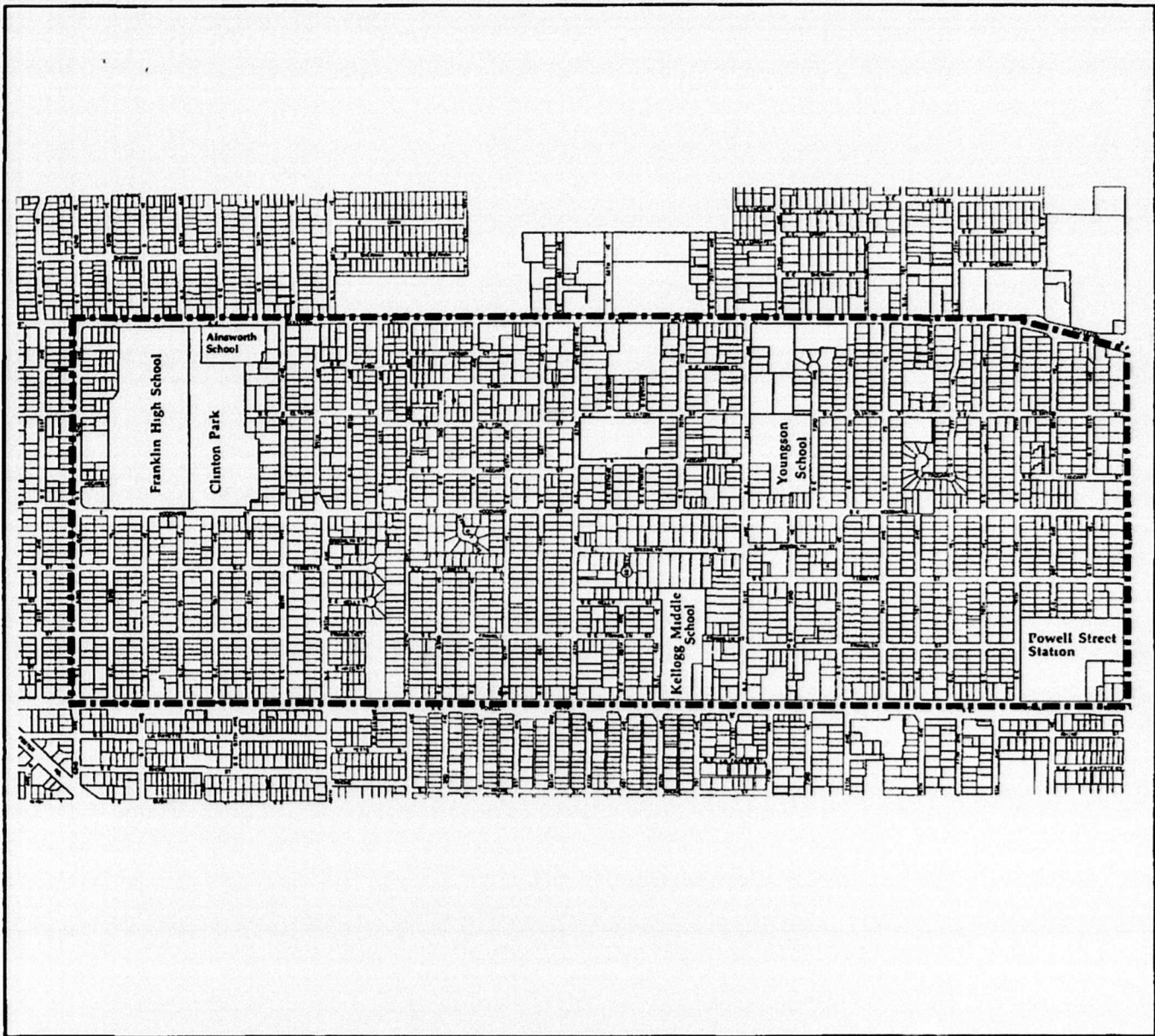
The South Tabor Neighborhood Association enthusiastically took up the challenge of preparing this plan in conjunction with the larger Outer Southeast Community Plan. During the past two years, we have reached out to our neighbors and businesses to prepare a plan which reflects the vision we have of ourselves and where we want to be in the future.


We are fortunate that we have been given this opportunity, since our very stability tends to make us forget that the changes occurring around us could affect us in unanticipated ways unless we identify what is really important to us to keep and what we are willing to give up to make our neighborhood and our city a better place to live, work and play.

Neighborhood Description

South Tabor Neighborhood Association is bounded by SE Division Street on the north, SE 52nd Avenue on the west, SE Powell Boulevard on the south, and SE 82nd Avenue on the east. South Tabor is a largely single-family residential neighborhood with multifamily units along Powell Boulevard and Division Street. Commercial activities prevail along 82nd Avenue, although there are some businesses along Powell and a small number of neighborhood markets scattered throughout the rest of the area. We have two elementary schools, a middle school, a high school, five church buildings, and a park.





 NORTH
 Not to Scale


Outer Southeast Community Plan October 1995

RECOMMENDED
SOUTH TABOR
NEIGHBORHOOD
PLAN

MAP 2

South Tabor Neighborhood

Legend

 South Tabor Neighborhood Boundary

Plan Organization

The South Tabor Neighborhood Plan consists of several parts. They are the Background, the Overall Neighborhood Goal, Comprehensive Plan Policies and Objectives, Action Charts and a Neighborhood Advocacy Agenda. Some of this material will be adopted by the Planning Commission and the City Council to be included as a part of the Outer Southeast Community Plan and Portland's Comprehensive Plan and Comprehensive Plan. Other material will be approved by City Council by resolution or is intended for the neighborhood's own guidance. Items adopted by resolution are advisory to decision makers but do not have the force of law.

The **Background** includes a Neighborhood Description, Neighborhood History, Plan Purpose, Plan Process and its Relationship to Portland's Comprehensive Plan. This material is for the reader's information. None of it is adopted or made part of Portland's Comprehensive Plan.

The **Overall Neighborhood Goal** ties the South Tabor Neighborhood Plan to the Outer Southeast Community Plan and Portland's adopted Comprehensive Plan. It will be adopted by ordinance as a policy in the Outer Southeast Community Plan. It sets the stage for the Policies.

The South Tabor Neighborhood Plan's **Comprehensive Plan Policies and Objectives** address the aspects of the South Tabor Neighborhood over which those participating in the planning process wish to provide guidance to decision makers. They are adopted as part of the Outer Southeast Community Plan by ordinance. The Policies state the neighborhood's goals for specific areas such as housing, public safety and transportation. The Objectives detail ways in which to reach these goals.

The **Action Charts** specify projects, programs and regulatory measures that carry out the Neighborhood Plan's Policies. They are assigned a time frame and possible champion, or implementer, to carry them out. Programs and projects will be adopted by resolution which means they will not have the force of law. Regulatory measures which propose amending zoning designations or the Zoning Code must be consistent with the Outer Southeast Community Plan Map and will be approved by ordinance.

The **Neighborhood Advocacy Agenda** lists items for which the South Tabor Neighborhood wishes to advocate but cannot be included as part of the Outer Southeast Community Plan. Either they deal with city-wide changes to city codes or are requests for capital expenditures that are unlikely to be made within the next 20 years. Some issues are of regional importance.

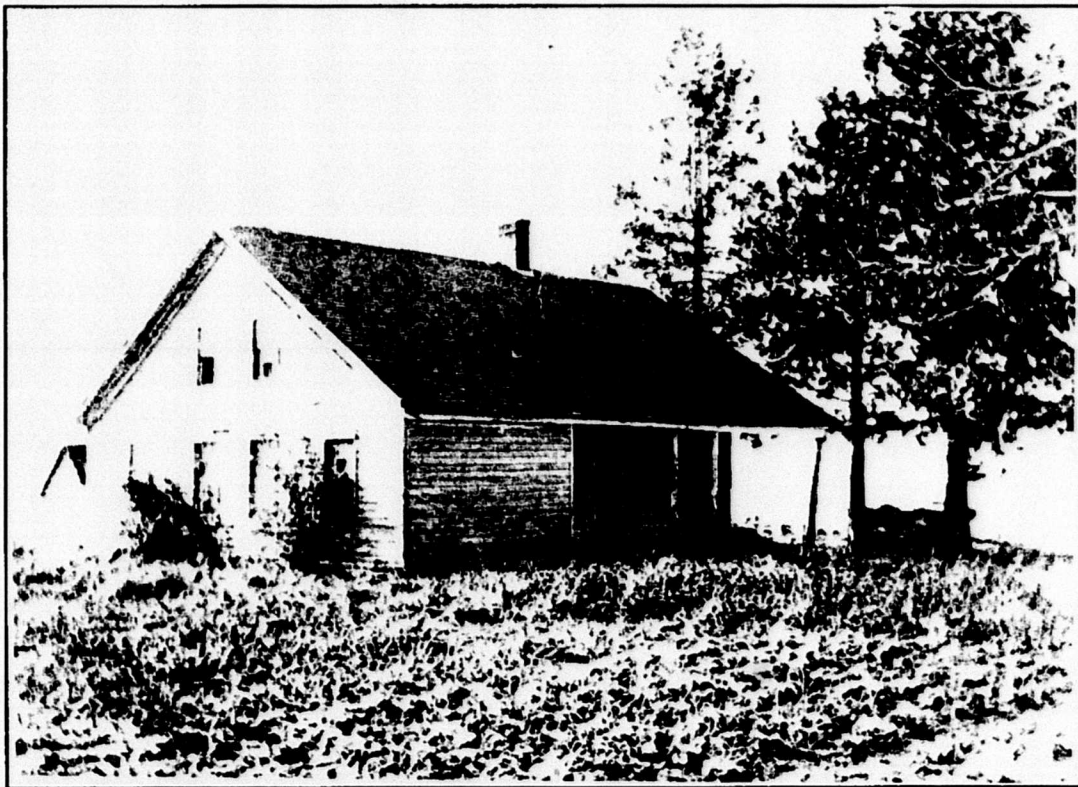
No other part of this plan is adopted, either by resolution or ordinance. All other elements of this plan, including appendices, other text, and the Neighborhood Advocacy Agenda, is for information purposes only. They are not part of the City's adopted Comprehensive Plan, or the Outer Southeast Community Plan.

Neighborhood History

Compiled by Kathryn M Notson

Many prominent Portland pioneers lived within the area which is now called the South Tabor Neighborhood

Joshua Ewing Witten (1822-1882) was born in Tennessee. He married Nancy Rook and they had several children. They came to Oregon about 1852, settling a Donation Land Claim of 323 acres in 1853-54 between what is now known as SE 52nd Avenue, SE 72nd Avenue, SE Division Street and SE Powell Boulevard. They lived on this claim until 1872. He borrowed blacksmith tools from Clinton Kelly and paid for them by doing blacksmithing near his home. Some of his well known customers were Clinton Kelly, Plympton Kelly, Perry Prettyman, William Kern, Ezra and Jacob Johnson, Robert Gray, Gideon Tibbetts and O P Lent. Joshua's debts were paid in full in November 1858. Joshua was a Methodist. He sometimes preached and he enjoyed singing and taught music at a singing school using a book containing patent or shape notes.



J W Witten House, oldest east side landmark, near 57th and Division Street. Witten was a blacksmith who died in 1882. Courtesy of OR His Soc # CN 023609

Robert Gray, Jr. (1812-1892) was born in Ohio. He married Sarah Ann in 1850 in Illinois, arriving in Oregon in September 1853. They settled a Donation Land Claim of 160 acres in 1855 which was roughly bounded by what is now known as SE Powell Boulevard, SE 72nd Avenue, SE Division Street, SE 80th Avenue, SE Lincoln Street and SE 85th Avenue. They lived on their claim until 1866. Gray became a well known tobacco grower.

Plympton Kelly (1828-1906) was born near Somerset, Pulaski County, Kentucky. He arrived in Oregon in 1848 with his father, Clinton Kelly. He settled a 322 acre Donation Land Claim called the Kelly Butte Farm in 1859. His claim was between what is now known as SE 85th Avenue, SE 101st Avenue, SE Lincoln Street and SE Powell Boulevard. He was 6'1", had black hair and blue eyes. He was a Methodist preacher like his father and a Republican. In 1849 he helped establish Taylor Street Methodist Church and was superintendent of several schools, including Mt Tabor and Clinton Kelly School. He also operated the steamer *Multnomah* from 1858-59. He was a member of the Sons of Temperance and Good Templars and a charter member of the Evening Star Grange. One outstanding characteristic he had was his independent nature. He married Elizabeth A. Clark in 1864 and they had 6 children. He lived on his claim until he died in 1906. He was buried in Multnomah Cemetery which was located between what is now SE Powell Boulevard, SE 39th and SE 40th Avenues.

What was once settled by three men and their families is now shared by nearly 2,600 households!

Schools and School Names

In our neighborhood we have five public schools, four of which were named for Oregon settlers.

Benjamin Franklin High School was originally located at Creston Elementary School from 1914-1916. The current building opened in September 1916. It was named after Benjamin Franklin (1706-1790), a statesman and philosopher, who lived during the time of the American Revolution.

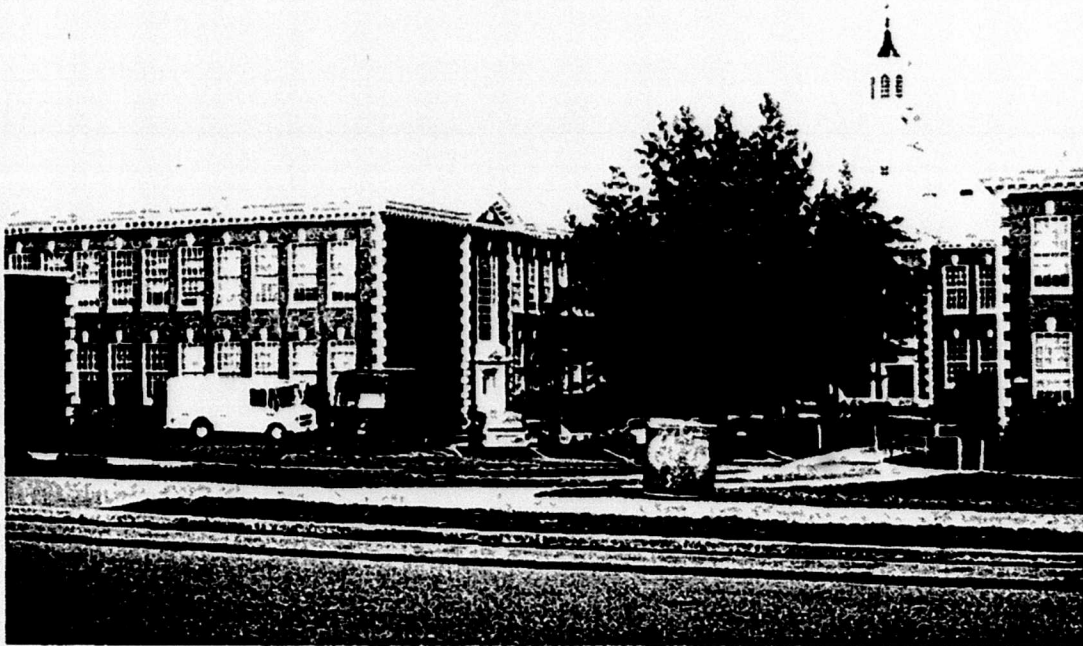
Joseph Kellogg Middle School was annexed from District 44 in 1906. From 1906-1914 it was known as South Mt Tabor School and then as Hoffman School from 1914-1917. A Mr Hoffman sold his property to the school district. This building opened in February 1914. The name was changed from Hoffman to Joseph Kellogg School in 1918 due to the anti-German sentiment which developed during World War I. Captain Joseph Kellogg (1812-1903) was born in Canada. His father, Captain Orrin Kellogg, and mother, Margaret Miller, went to visit relatives in Canada and because war between Great Britain and the United States broke out, they were unable to return to the United States until after the war ended. He was declared a citizen of the United States by an Act of Congress. Joseph lived most of his life in Ohio as a

farmer until 1847 He married Estella A Bushnell in 1844 They arrived in Oregon in 1848 He was a Republican and a Mason He established Milwaukie, Oregon, built a schooner, steamboat, flour mills and sawmills, but is remembered for founding a river transportation company called Peoples Transportation Co in 1864 and constructing a basin above Willamette Falls He eventually sold out to Ben Holladay

George H. Atkinson Elementary School was originally known as North School from 1868-1891 and the current building was built in 1953 The school was named for Reverend George H Atkinson (1818-1889) Atkinson was born in Newburyport, Massachusetts He farmed and taught until 1839 He attended Dartmouth College (1839-1843) and then attended Andover Theological Seminary (1843-1846) He married Nancy Bates in 1846 They had six children In 1848, he arrived in Oregon He was a Congregationalist minister 15 years in Falls City where he built the church building and a women's seminary He was school superintendent in Clackamas and Multnomah Counties for two terms He moved to Portland in 1863 and was a minister for nine years In 1872 he was superintendent for Home Missions for Oregon and Washington He was a founder of Pacific University in Forest Grove

Youngson Elementary School was named after Reverend William Wallace Youngson (1869-1955) He was the founder and the first minister of Rose City Park United Methodist Church Youngson was born in Pittsburg, Pennsylvania in December 1869 While attending Drew Theological Seminary in Madison, New Jersey, he came to Portland on Oct 4, 1892 with Dr Charles Edward Locke for a vacation and stayed seven months Locke was the minister of Old Taylor Street Methodist Church, where Youngson met Ida Honor Farrell Youngson returned to New Jersey to finish his studies at Drew From 1892-1897 he corresponded with Ida In September 1897, he became the minister of a Methodist Church in Vandergrift, Pennsylvania Youngson returned to Portland and married Ida in October 1897, after which they returned to the east coast In 1908, he became minister of the Park Avenue Church in East Orange, New Jersey The Elmer R White family were members who lived down the street from the church In September 1911 the White family moved to Portland They were visited by Ida's mother and sister In the summer of 1912, Ida and her two children came to Portland to visit Ida's family (the Farrells) In February 1912, thirteen Taylor Street church members met at Rose City Park Community Clubhouse at the invitation of Mr W H Ney to discuss establishing a church on the east side of Portland On March 16, the men from the group met at the Ney home and decided to organize a new church It was Elmer White's idea to suggest asking Youngson to return to Portland The White family met the Youngson family at the train station April, 1913 Youngson stated to his congregates that their church would grow on its own

The Holladay Center for Physically Handicapped Children was built in 1972 and was named for Ben Holladay (1814-1887) Born in Kentucky, he came to Oregon in 1868 after making a stagecoach fortune in California He built railroads, was a political manipulator and a well known businessman In 1929 the Handicapped Children's Act was passed to provide home instruction and traveling teachers for handicapped children between the ages of six and 21 In August 1937 Dr Lewis Martin, Director of Special Education, who supervised home teaching and Mrs Ruth W Lundberg, Head of the Special Education Department of Portland Public Schools met in Dr Martin's office to discuss establishing a school Mr Anthony Lacanab and 20 parents were approached and the idea took to seed The first site was at the Kerns Primary School on NE 26th and NE Everett in a two room portable It was known as Kerns Special School The school was granted to open September 1937 but due to complications officially opened January 1938 In September 1939 the school moved to SE 32nd Avenue and Holgate and was called the Grout Center for the Handicapped In early 1942 it was threatened with closure unless the school could get students home within 15 minutes of an air raid warning Five homes within a five block radius served as temporary homes for the students during air raid drills In the fall of 1950 there were handicapped students in Buckman School In the fall of 1954 the Grout and Buckman handicapped students were moved to an addition to Holladay Elementary School at 1343 NE 9th Avenue In the spring of 1958 a new wing was added The current Holladay Center for the Physically Handicapped was opened February 1973



Franklin High School is the largest institution in South Tabor

Streets and Street Names

When John B Preston did the Willamette Survey in 1851-53 some of his survey lines were alignments used for major streets Stark Street was called Base Line Road, which is the east-west line dividing the north and south

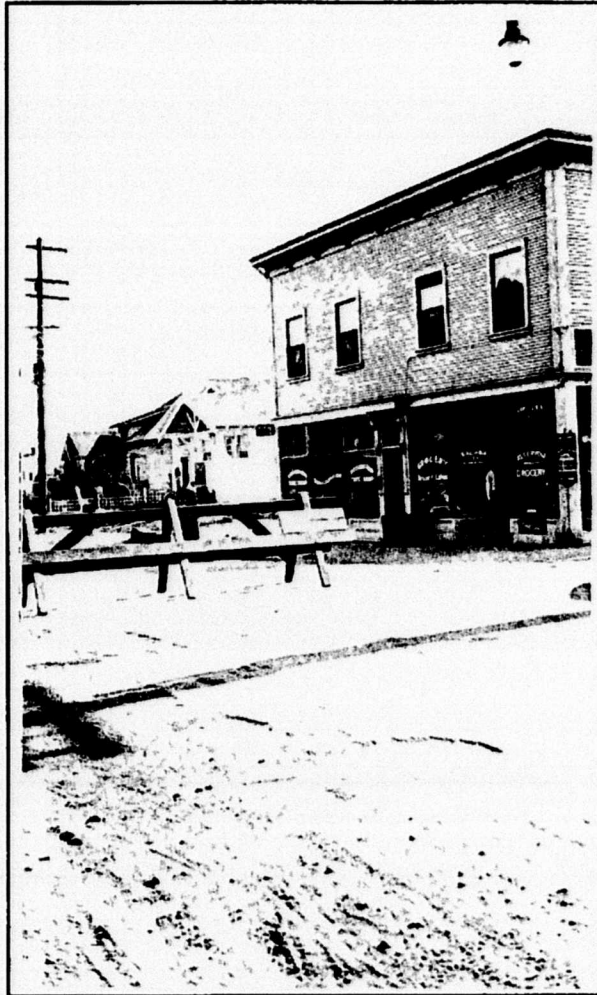


Photo from City Archives of the SE 62nd and Division Street This is probably from the 1930s

townships Southeast Division Street was called Section Line Road from the 1870s until 1882 because it too is a section line This can be said for 62nd, 72nd, 82nd, 92nd, 102nd and 122nd Avenues

The name Windsor is a castle residence of the British monarch in southern England The name originally appeared in the Woodstock Plat of 1889, but now there are two remaining streets that use the name, one of which is **Windsor Court**

Ivon Street was originally used in John W Kern's Plat of 1872 There is no known source for the name

Clinton Street is in Clinton Kelly's Donation Land Claim but was named in the City of East Portland's land ordinance of 1882

Taggart Street is in Kern's 1871 plat It was named after Major David Taggart who served in the Army Department of the Columbia as chief paymaster

Woodward Street was named by a 1910 city ordinance It was named after Tyler Woodward He was born in Hartland, Windsor County, Vermont He came to Oregon via California in 1862 and settled in Portland in 1870 In 1872 he married Mary J Ross who was born on Ross Island He was President of U S Bank, a two-term city council member, one-term county commissioner, a farmer, was involved in real estate and the Transcontinental Street Railway He was also a Puritan and Republican

Brooklyn Street was named after a neighborhood south of SE Powell Boulevard

Tibbetts Street was named after Gideon Tibbetts He was born in Maine between 1808-1810 He came to Oregon in 1847 and settled a Donation Land Claim in 1851 He died in 1887

Kelly Street was named after Clinton Kelly, who was the father of Plympton Kelly Clinton was born in 1808 in Pulaski County, Kentucky He married Mariah in 1841 They arrived in Oregon in 1848 and settled a Donation Land Claim in 1849 He had one other wife, Mary Baston, in 1827 and a large family He was a Methodist Episcopal preacher In 1872 he subdivided his Donation Land Claim as the Kelly Plat He died in 1875 The street name was adopted in 1902

Franklin Street was named in the Waverly subdivision in 1882 after the American Revolution statesman

Haig Street was formerly named Karl, but during World War I, anti-German sentiment arose and this Teutonic name was changed in 1918 to its current name honoring a British general and field marshal Douglas Haig

Powell Boulevard was formerly called Powell Valley Boulevard Ironically, there were three men who had Donation Land Claims in Gresham whose name was Powell, but they weren't related to each other They were James Powell, Jackson Powell and Dr J P Powell who was the Multnomah County Coroner

Plan Purpose

The South Tabor Neighborhood Plan has been written to help guide our neighborhood through changes anticipated in the next 20 years. Metro anticipates that over 500,000 new residents will move to the Portland metropolitan region in those 20 years. The City of Portland has set a target of attracting at least 100,000 of these new residents.

The city is proposing many different options for increasing density in our neighborhoods, and South Tabor is willing to bear its share of that density. However, we want our neighborhood to remain livable for our families, our streets to be safe, our schools to remain functional with high quality education for our children, and our businesses to remain viable.

We have used this opportunity to assess our neighborhood, our desires, our problems, what we want to keep and what we want to change. This plan will guide decision-makers on matters of land use, transportation, capital expenditures and, to a limited extent, recreational and social programs. It will guide the neighborhood association as it works with developers and businesses on proposed changes. It has already helped our residents understand and better communicate with each other and better understand the rules and regulations which affect our neighborhood.



The Artisan's Home at 7300 SE Division, also known as United Artisans, Masonic Operation
Courtesy of Oregon Historical Society CN#007016

The Planning Process

The South Tabor Neighborhood Plan got its informal start on October 29, 1992 and its formal start on December 17, 1992, when the Neighborhood Association and Portland Bureau of Planning held a workshop as part of the Outer Southeast Community Plan. A Steering Committee was formed by interested residents attending the workshop. Between October, 1992 and February, 1994 the South Tabor Steering Committee met approximately twice a month except during the summer months.

Articles about the neighborhood planning process were included in each issue of the neighborhood's newsletter between March, 1992 and April, 1993. Flyers regarding meetings and, in some cases, copies of the draft plan were frequently given to business owners and managers to involve them more closely in the process.

A workshop in April, 1993 gave other residents the opportunity to comment on the first draft plan, its direction and provisions. It was reviewed by the Technical Advisory Committee (TAC) on August 17, 1993. Comments from both the workshop and TAC meeting have been incorporated into this version.

On Thursday, March 17, 1994 the Bureau of Planning and the South Tabor Neighborhood Association held another workshop at St. Marks Lutheran Church on the February 1994 draft of the plan and relevant provisions of the proposed Outer Southeast policies and alternatives.

The TAC reviewed the plan again in August 1994 and made its recommendations. Requested changes were made and the South Tabor Neighborhood Association membership adopted the plan at their January 19, 1995 meeting.

The adopted proposed plan was forwarded to the Planning Commission, along with the Proposed Outer Southeast Community Plan in February 1995. Hearings were held on the Outer Southeast Community Plan, the neighborhood plans including South Tabor's and the Outer Southeast Business Plan on March 14 and 28, 1995. After their June 20, 1995 hearing on amendments requests to the plans, the Planning Commission approved two amendment requests to the South Tabor Neighborhood Plan.

City Council Hearings

The recommended community, neighborhood and business plans are being forwarded to the Portland City Council for their consideration. City Council hearings on the plans including South Tabor's will be in November. Adoption as part of the Portland's Comprehensive Plan by City Council is anticipated in early 1996.

The two City Council hearings will be held at the following times, dates and places

November 8, 1995
Portland Adventist Medical Center
10123 SE Market St
7 p.m.

November 15, 1995
City Council Chambers
1220 SW 5th Avenue
2:00 p.m.

Written testimony will also be accepted. Send requests for changes to the plan and other comments to City Council c/o Jerry Brock, Project Manager, 1120 SW 5th, Rm 1002, Portland, OR 97204

Process Timeline	
October 1995	Publication of Recommended Community Plan, Neighborhood Plans, and Business Plan
November 1995	City Council Hearings on Recommended Community Plan, Neighborhood Plans, and Business Plan
December 1995	City Council Hearing on the Amendments to the Recommended Community Plan, Neighborhood Plans, and Business Plan
January 1996	City Council Adoption of Outer Southeast Community Plan, Neighborhood Plans, and Business Plan, Design Guidelines, map and code amendments

Relationship to Outer Southeast Community Plan and Portland Comprehensive Plan

The South Tabor Neighborhood Plan is part of the Outer Southeast Community Plan. It is anticipated that the Outer Southeast Community Plan, and the neighborhood plans developed with it, will be adopted as part of Portland's Comprehensive Plan. The Outer Southeast Community Plan, when complete, will create an overall framework for a 28 square mile study area. This framework will establish programs, policies, and regulations and identify actions which are applicable to or are needed to benefit residents of the entire study area. Policies, projects, programs and regulatory provisions will be contained in the South Tabor Plan which are special to South Tabor. The neighborhood plan also reinforces parts of the community plan as they apply to South Tabor.

The context within which the Outer Southeast Community Plan is being developed will ensure that the provisions developed for each neighborhood are coordinated with actions planned for the rest of the district. Compatibility of the elements included in the Outer Southeast Community Plan as well as the neighborhood plans is a major element of the process being used for development of the Outer Southeast Community Plan. This process has assured that the initial version of each neighborhood plan is developed at the same time that the framework for the overall plan is being established. It is anticipated that review and refinement of the district and neighborhood plans will continue as a single process through the development of successive drafts.

Recommended Comprehensive Plan Policies, Objectives and Actions for South Tabor

The policies and objectives that follow are recommended for adoption as part of Portland's Comprehensive Plan. The City Council will review them in their hearings on the Recommended Outer Southeast Community Plan. They may make some revisions before adopting them by ordinance. After their adoption, future land use changes in the neighborhood will be required to conform with both the Outer Southeast Community Plan and this portion of the South Tabor Neighborhood Plan.

The Actions will be approved by resolution only and will be advisory. Their accomplishment depends on the ability of the implementors listed after them to carry them out. Circumstances may make this impossible or require that the actions be changed or replaced with others.

Recommended Comprehensive Plan Policies 2.26 and 3.9

2.26 Outer Southeast Community Plan

Promote the economic vitality, diverse residential character, unique environmental quality, and livability of outer southeast Portland by including the Outer Southeast Community Plan as a part of this Comprehensive Plan.

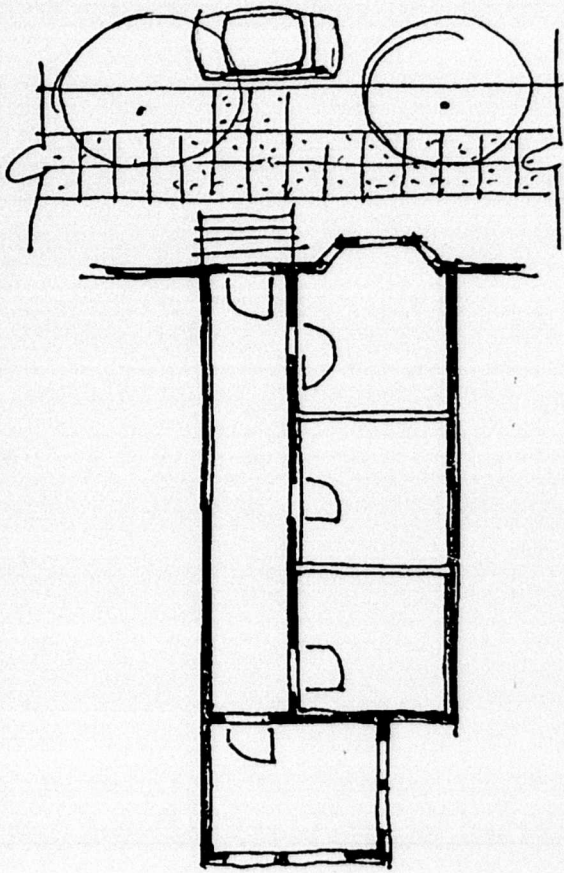
3.9 Outer Southeast Community Plan Neighborhoods and Business Plan

Include as part of the Comprehensive Plan neighborhood and business plans developed as part of the Outer Southeast Community Plan. Neighborhood and business plans developed as part of the Outer Southeast Community Plan are those for Centennial, Foster-Powell, Hazelwood, Lents, Mt. Scott-Arleta, Mill Park, Montavilla, Outer Southeast Business Coalition, Pleasant Valley, Powellhurst-Gilbert, and South Tabor. Use the Neighborhood Plans to guide decisions on land use, transportation and capital expenditures, community development programs, where applicable.

Objectives:*

J. Enhance the identity of the South Tabor as a stable, pleasant residential community with close ties to its commercial neighbors and nearby parks.

* The other objectives under Policy 3.9 pertain to other neighborhoods within the Outer Southeast Community Plan study area.



Front Room

The front room is usually the parlor or living room. It is close to the street and the entry, it has a more public character and is where guests are welcomed and entertained.

Middle Room

The middle room can take on a variety of functions. If a light well or skylight is used to bring air and light into the interior of the unit, it is often used as a dining room. If not, it may be used for the bathroom or kitchen.

Back Rooms

The back rooms are used for more private functions such as bedrooms. They usually face a private garden or backyard.

ROWHOUSES

From *Blending Housing into Our Neighborhoods*, 1994 AIA, Portland Chapter Housing Committee and Portland Planning Bureau

Policy 1: Housing

Introduction

South Tabor has a very special mixture of single-family dwellings, apartments, duplexes, churches, elder care, grade and high schools within the neighborhood, as well as commercial businesses along the periphery

Our demographics are interesting. With an area of 510.42 acres, and a 1990 population of 6,299, we have a population density of 12.34 people per acre, allocated in 2,598 households with an average of 2.42 people per household. We have 2,630 housing units, or 5.15 housing units per acre, 56% of these housing units are owner occupied (versus 62% in 1980). In our neighborhood, 98.25% of our homes are hooked into the public sewer. Most of our buildings, 78%, were built in 1940 or later.

We enjoy our tree-lined streets and our open front yards, which give a feeling of friendliness and neighborliness. With very few exceptions, everyone living in South Tabor takes pride in their home, their school and their business.

With rare exceptions, the interior of the neighborhood is built to capacity. However, the properties directly facing SE Powell Boulevard and SE 82nd Avenue are not being put to their best use. We have a number of apartments that, apparently due to poor design, seem to encourage litter, have fallen into disrepair and have become an eyesore. This attracts a more transient renter population with no ties to the neighborhood, particularly along our major East-West transportation corridors of SE Powell Boulevard and SE Division Street. We encourage owner occupancy and long-term renters.

It is our hope that with the Main Street Design concept some of these issues may be addressed and corrected. Giving businesses along our major transportation corridors a fresh identity and permitting affordable housing above these businesses will rejuvenate our commercial community even as it will also afford more of our residents an opportunity to take advantage of readily available transit services.

Policy 1: Housing:

Preserve and improve existing housing while providing opportunities for new housing attractive to long-term, responsible residents.

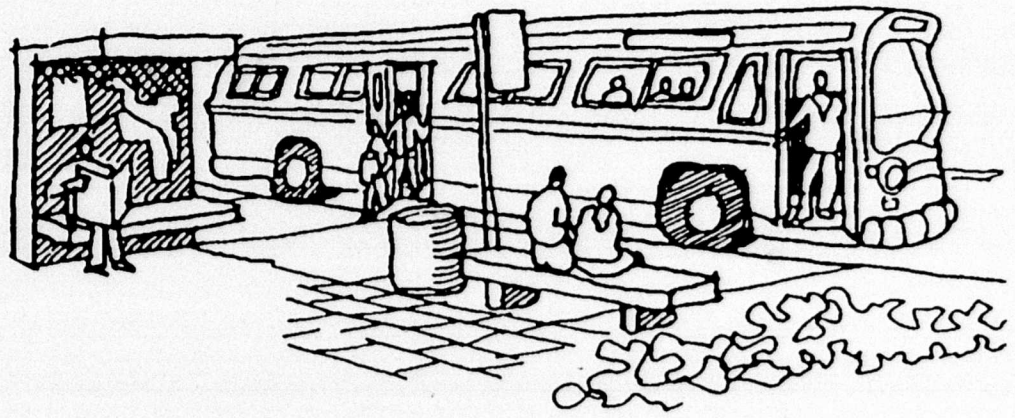
Objectives:

- 1 Ensure the preservation, maintenance and upkeep of existing residences
- 2 Encourage the construction and possible conversion of a variety of housing types
- 3 Protect residential areas from commercial encroachment
- 4 Encourage owner occupancy

Action Chart: Housing

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
H1	Encourage property owners to maintain their buildings, driveways, lawns, and sidewalks to enhance the appearance and improve the character of the neighborhood	X				STNA
H2	Inform homeowners and renters about programs and loans for home improvements	X				STNA, PDC, PGE, State
H3	Encourage responsible management of rental properties	X				STNA
H4	Encourage participation in programs that teach landlords about maintaining and managing rental properties, screening of tenants and crime prevention techniques	X				STNA
H5	Identify, report, and resolve problems with abandoned and neglected structures	X				STNA, BOB
H6	Encourage all developers of rental structures of three or more units to meet with the Neighborhood Association to discuss their plans	X				STNA
H7	Encourage the negotiation and implementation of agreements similar to Good Neighbor Plans with owners/managers of rental units	X				STNA
H8	Monitor and report the failure to install or maintain required buffers such as setbacks and landscaping between business and residential properties	X				STNA
H9	Monitor and report illegal use of residential property for commercial ventures	X				STNA
H10	Target abandoned rental properties for conversion to owner-occupancy	X				STNA, PDC
	REGULATIONS					
H11	Preserve and encourage the residential use of property on Division Street between SE 58th and 59th and between SE 68th and 81st and along 52nd Avenue		X			STNA, BOP
H12	Locate multi-dwelling zoning near Division Street, Powell Boulevard, 82nd and 52nd Avenues		X			BOP
H13	Allow the creation of accessory rentals under the rules of the Alternative Design Density Zone		X			BOP

Note Action Charts are approved by the Portland City Council by resolution. They are a starting place. Actions with an identified implementor are adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action.



Policy 2: Transportation

Introduction

Transportation is the most important service function in any community. Whether it is provided by us, a government agency or a private for-hire business, transportation is essential in bringing people together with the jobs, goods and services in the area. However, over the years our choices have been limited and emphasis has increasingly been placed on providing a subsidy for the privately owned automobile. The effect has been detrimental to some members of our community, such as the elderly, disabled and low income families, who have been forced to spend hard-to-get-dollars for their own vehicle, which may then be costly to maintain. In addition, air pollution, congestion and urban sprawl can be linked to the auto.

While access to efficient transportation is a cornerstone of livability, too much traffic is harmful. It becomes difficult for neighbors to use their private yards because of noise and air pollution related to increasing traffic. Neighbor is separated from neighbor just across the street because of speeding, high volume traffic. Heavy traffic is not good for property values either, nor it is good for the safety of our children who use the streets. Crime problems mount as more strangers intrude their vehicles into our residential areas. Finally, while Tri-Met provides adequate transit service along the perimeter of the neighborhood, there is little alternative service in the interior.

South Tabor is mostly a residential community, and we cannot afford to surrender our neighborhood to the automobile. Our streets should not become public parking lots. To address these problems, we suggest a variety of programs be adopted, from improving pedestrian and bicycle pathways, which can be dangerous after dark, to removing legal barriers that limit private owner-operated transit services.

Powell Boulevard, Division Street and 82nd Avenue are extremely difficult to cross. Both able-bodied and disabled persons have trouble crossing these streets. Crossings are difficult east of SE 60th because traffic is excessive and travels too fast to cross safely. Powell Boulevard is also difficult to cross because of the volume of traffic. There need to be pedestrian crossings at bus stops and the west entrance of the Powell Street Station.

Policy 2: Transportation

Maintain mobility and accessibility by reducing the impact of autos on South Tabor and encouraging alternative forms of transportation.

Objectives:

- 1 Control neighborhood traffic and parking to ensure safety and livability for neighborhood residents
- 2 Increase the use of mass transit
- 3 Support improvements for pedestrian and bicycle use and safety
- 4 Encourage shared off-street parking for commercial and institutional uses



Traffic circles on Woodward Street helps slow traffic in this area of high pedestrian traffic

Action Chart: Transportation

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
T1	If Powell or SE 82nd are ever torn up and reconstructed, stripe a portion for bicycle use				X	ODOT
	PROGRAMS					
T2	Notify PDOT of traffic and parking problems	X				STNA
T3	Work with PDOT to resolve identified traffic and parking problems	X				PDOT, STNA
T4	Ensure that vegetation does not obscure oncoming traffic, traffic signs or street lighting a Identify locations of obscuring vegetation b Contact the property owner to encourage the removal or trimming of the obstruction	X				STNA, BOB
T5	Explore ways to reduce speeding and traffic Consider a test of a woonerf* street in the neighborhood			X		STNA
T6	Encourage neighborhood employers to provide incentives to their employees for the use of alternative transportation modes such as the subsidized Tri-Met pass	X				STNA, TM
T7	Clean up trash and graffiti in and around bus shelters	X				TM, STNA
T8	Encourage residents to support increased funding for public transit through gas tax allocation from the State			X		STNA
T9	Request that PDOT study the feasibility of making changes to SE Division to ensure that it functions as a pedestrian-friendly street with safe crossings and access to Mt Tabor			X		STNA
T10	Request that ODOT study ways to improve the safety of pedestrian crossings on Powell between 72nd and 82nd particularly at bus stops and at the west entrance of the Powell Street Station			X		STNA, ODOT

* A local street that is primarily designed for pedestrians and bicycles but allows local automobile traffic. The term is Dutch.

Action Chart: Transportation

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
T11	Work directly with PDOT staff on the Portland Bicycle Master Plan			X		STNA
T12	Work with PDOT's Bicycle Program to improve bicycle routes including the provision of adequate signs along the continuous bike route from the Willamette River Greenway to the I-205 bike path through South Tabor - Woodward from 51st to 74th, 74th then Clinton to 82nd			X		STNA, PDOT
T13	Work with PDOT's Bicycle Program to evaluate the need for additional signs along designated north-south bicycle routes on 52nd, 60th, 71st and 74th			X		STNA, PDOT
T14	Encourage businesses to provide adequate bicycle parking for their employees and customers	X				STNA

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Policy 3: Economic Development

Introduction

Local businesses have in the past provided the South Tabor Neighborhood area with community gathering points and supplied goods and services to our residents in a convenient manner. Generally, we have had the good fortune to have good neighbors in our businesses. The Economic Development Policy has been fashioned with this thought in mind.

The guiding principles include

1. Businesses should enhance the neighborhood, not detract from it.
2. Commercial property should be utilized to the extent that we can synergistically develop a healthy environment in which to live, work, play and shop.

We will work to encourage our business neighbors to be neighborly by being so ourselves. In this policy we supply some of our ideas on how this might be accomplished. Through cooperative efforts we hope to assist in improving this neighborhood for all kinds of activities, people and businesses.

Policy 3: Economic Development

Encourage and support businesses that enhance the neighborhood and provide needed goods and services to local residents.

Objectives:

- 1 Develop working relationships between the business and residential communities
- 2 Encourage complete utilization of commercial property when such development is compatible with the South Tabor Neighborhood Plan
- 3 Promote neighborhood pride through maintaining attractive commercial buildings and property



Powell Street Station is the largest shopping area in South Tabor

Action Chart: Economic Development

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
E1	Identify and develop cooperative projects that businesses and residents can work on together, such as National Night Out and neighborhood cleanups	X				STNA, 82ABA, Private Businesses
E2	Provide information assistance, such as loans and programs, land use and building codes, and training opportunities to existing and prospective businesses	X				STNA, PDC
E3	Invite business owners/managers to participate directly in the neighborhood association	X				STNA
E4	Support businesses at land use review hearings where the request is compatible with this plan		X			STNA
E5	Invite representatives of organizations specializing in commercial development to come to STNA meetings to provide information on programs and assistance	X				STNA
E6	Publicly recognize businesses in the area that demonstrate unique pride in their appearance by mention in the neighborhood newsletter and other media	X				STNA
E7	Appoint an STNA member to be liaison between residents and businesses	X				STNA
E8	Support business associations to which South Tabor businesses belong where our interests are compatible	X				STNA
E9	Strongly encourage those who develop or expand commercial property along SE Powell, SE Division and SE 82nd to meet with STNA to discuss their goals	X				STNA
E10	Encourage owners of commercial property and development sites to attract businesses which do not need extensive parking facilities	X				STNA

Action Chart: Economic Development

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
PROGRAMS						
E11	Inventory all vacant commercial land and buildings and promote their use where possible, and provide this information to real estate agents and developers	X				STNA
E12	Identify business structures and/or landscaping that need to be upgraded for aesthetics and safety a Contact property owners or business representatives to encourage their cooperation in improving their properties b Encourage businesses to creatively buffer their property with well groomed greenery in cooperation with their neighbors	X				STNA
E13	Promote the use of commercial signs that are attractive, in scale with development and which promote community identity					STNA, BOP, BOB
E14	Limit new development of drive-through businesses to SE Powell or SE 82nd		X			STNA

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Policy 4: Public Safety

Introduction

The residents of the South Tabor neighborhood are diverse. From the 1990 census we know that 53% of them were born outside of Oregon and 12% outside the United States. Whatever their origin, whatever their cultural milieu, whatever the elements which precipitated them into our midst, together we are a community. We share a common concern for the safety of hearth and limb. We are alarmed at the growing incidence of reported crimes against property, numerically our greatest public safety threat. We are perturbed that the number of reported crimes against persons, while lower here than in some neighborhoods, refuses doggedly to retreat.

Our community strength lies in organization and in not accepting intolerable situations. Working together we have much reduced the impact of teen cruisers along SE 82nd. Working together and with our Neighborhood Liaison Officers, we have managed to close some drug houses and curtail prostitution activity on our periphery. Through participation in Court Watch we have ensured that convicted criminals realize our community will not accept their illegal behavior. However, despite our successes, South Tabor has no continuous entity monitoring safety issues, and the necessary organization, documentation and prosecution of each issue has no relation to any previous reaction. We are not able to work much on prevention, and all too often are slow to react to a given incident. An active Crime Prevention Committee composed of concerned citizens would do much to address this need.

The perception of a crime-tolerant environment can be enough to bring it about. The presence of abandoned cars, buildings in decay, vandalism and graffiti gives the impression of a community which does not care or one that has given up. South Tabor works actively to reduce the number of abandoned cars on our public streets. We try to ensure private and public property is suitably maintained and illuminated. Vandalism, graffiti and illegal signs are more difficult issues to tackle, as no one is physically hurt, and other crimes naturally demand more of our attention. The very appearance of many sections in our neighborhood prevent us from feeling due pride in where we live and work.

The fear of crime alone is enough to foster suspicion against our neighbors, keep us from enjoying the few public amenities we have, and keep us barricaded in our homes. No longer do we know, or want to know, our neighbor. No longer do we feel safe in walking to patronize local businesses. No longer do we permit our children to play with carefree abandon in our streets and few open spaces. We can choose to let this fear dominate our lives, or we can come together and act jointly to show others and prove to ourselves that the neighborhood rightly belongs to its residents.

Policy 4: Public Safety

Nurture, reinforce and sustain a sense of neighborhood security for persons who live and work in South Tabor.

Objectives:

- 1 Promote crime prevention programs that help residents, business people and property owners share responsibility for neighborhood safety and security
- 2 Establish a fixed police presence, such as a "contact office", in the neighborhood so community policing will become more visible and effective
- 3 Enhance a feeling of safety on all streets for pedestrians through landscape design, adequate lighting and sidewalks
- 4 Ensure the timely delivery of emergency services



Some streets in South Tabor are not improved

Action Chart: Public Safety

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
P1	Establish a Crime Prevention Committee			X		STNA
P2	Collect information to validate perceived sense of security	X				STNA, SEUL, PPB
P3	Foster creation and sustained health of Neighborhood and Business Block Watches	X				STNA, SEUL
P4	Encourage residents to turn on porch lights to improve outdoor security and use automatic timers inside their homes to give the appearance of people at home	X				STNA
P5	Educate residents on how to eliminate the sale and use of drugs in the neighborhood	X				STNA, PPB,
P6	Report and work to eliminate illegal drug and alcohol activity	X				STNA, PPB
P7	Organize semi-annual or annual workshops to educate residents and business owners on crime prevention and fire safety techniques	X				SEUL, PPB, PFB, STNA
P8	Assign specific patrol and liaison officers to South Tabor			X		STNA, PPB
P9	Encourage the donation of a building or an accessible room for community policing in South Tabor			X		STNA
P10	Encourage business and rental properties with parking lots to a improve lighting and other safety features b close off the parking lots outside of business hours unless the lot is used jointly by nearby residents	X				STNA
P11	Identify areas in the neighborhood where street lighting should be improved and notify PDOT	X				STNA, PDOT
P12	Encourage implementation of Crime Prevention through Environmental Design in new development		X			STNA, BOP, SEUL
P13	Establish an ongoing program of graffiti removal	X				STNA, TM, SEUL
P14	Identify and ask property owners to remove vegetation which presents a visual or safety hazard	X				STNA, BOB

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Policy 5: Social, Cultural and Educational Environment

Introduction

South Tabor is largely a residential neighborhood in its interior with commercial businesses and stores primarily along 82nd Avenue and Powell Boulevard and some on Division Street. There is no "community center" or common gathering place for the neighborhood, although there are five schools, six churches and one park (Clinton Park).

It would be desirable to encourage recreational, cultural and educational opportunities and activities within the neighborhood to build a sense of connection and belonging to a community area. There have been some occasional "block parties", and some families with children in school may be brought together by their involvement in school or children's extracurricular activities, but beyond this there appears to be little social interaction within the neighborhood community. Many older residents, couples or those living alone, seem to live relatively isolated lives and keep to their homes and yard work.

Meetings of the neighborhood association are not well attended. Even when there are problem situations or conditions, the individuals who do get involved in dealing with the problem often do not make contact with or ask assistance from the neighborhood association.

While South Tabor seems to have no recent problems or incidents connected with a person's race, religion, national origin or sexual preference, we desire to have a community of businesses (owners, managers and employees) and neighbors (property owners or renters) who respect all others without prejudging them based on the mentioned conditions.

Policy 5: Social, Cultural and Educational Environment

Make South Tabor a neighborhood where all people can live and work in harmony and without fear of prejudice by encouraging and creating opportunities and activities for cultural, social and educational interactions.

Objectives:

- 1 Encourage positive interactions among neighborhood residents through special events and social activities that include the diverse cultures, ages, and physical and mental capabilities represented
- 2 Ensure the availability of physical facilities to meet the needs of residents
- 3 Increase participation in neighborhood association activities
- 4 Encourage nearby public and private educational institutions to better serve the South Tabor neighborhood

Action Chart: Social, Cultural and Educational Environment

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
S1	Encourage development of a neighborhood flag, banner or logo			X		STNA
S2	Encourage the formation of a Southeast NeighborFair			X		STNA, SEUL
S3	Encourage the County to establish a library within the South Tabor neighborhood		X			STNA
	PROGRAMS					
S4	Encourage the schools, youth groups and churches to continue to support and teach the acceptance and celebration of diversity			X		STNA
S5	Create a communication task force to investigate how to achieve more effective contacts among neighbors, businesses and other interests	X				STNA
S6	Sponsor an annual neighborhood garage sale or swap meet as a fund-raiser and to meet other neighbors			X		STNA
S7	Encourage the utilization of unused public facilities to benefit and support the neighborhood	X				STNA
S8	Explore possibilities of funding the following community facilities a Community center b Kiosks c Gazebo or pavilion in Clinton Park			X		STNA
S9	Support expansion and use of the Holgate Park Library			X		STNA
S10	Investigate community services and facilities offered by local educational institutions	X				STNA

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Policy 6: Parks, Recreation and Open Space

Introduction

South Tabor is fortunate to be located close to 295 acre Mt Tabor Park with its wonderful diversity of activities. Within the boundaries of South Tabor, however, we have only Clinton Park, which is adjacent to Franklin High school. Clinton has several tennis courts and swings, with a rolling hill separating the tennis activities from sports that require a playing field. When school is not in session, Kellogg Middle School offers a flat field perfect for flying kites. It also has several basketball backboards.

There is one small substandard lot on the corner of SE 69th and Powell which would be ideal for a community flower garden, a bench or two, and a kiosk or bulletin board to let the neighborhood know about upcoming events.

Within the neighborhood the majority of homes have open yards with very few fences. This gives walkers and strollers a feeling of openness and is a quality that we would like to encourage throughout South Tabor.



Clinton Park is the only park in the South Tabor Neighborhood

Policy 6: Parks, Recreation and Open Space

Encourage the development and preservation of a large variety of green and open spaces in and around South Tabor.

Objectives:

- 1 Encourage the construction of family park facilities in proximity to South Tabor Neighborhood
- 2 Investigate the possibility of developing community gardens
- 3 Encourage multiple use of greenspaces surrounding schools and churches
- 4 Promote safe access from the South Tabor neighborhood to Mt Tabor Park
- 5 Foster a sense of openness in our developed areas

Action Chart: Parks, Recreation and Open Space

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
O1	Investigate locating a bicycle track at Clinton Park or Mt Tabor			X		STNA
O2	Identify possible community gardens sites		X			STNA, Parks
O3	Encourage residents to maintain front yard fences, shrubbery and hedges below 3-1/2' in height	X				STNA

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This storefront on 52nd Avenue is an example of Streetcar Era Commercial style

Policy 7: Urban Design, Historic Preservation, and Neighborhood Livability

Introduction

South Tabor neighborhood enjoys an open character of residential development with lower density than Southeast neighborhoods closer to the river. There are many large lots and a fairly similar style of housing throughout. The houses are mostly wood construction with pitched roof design from one to two stories high, predominantly one and a half stories. The average age of homes is 30 to 40 years, and since there are very few vacant lots, the overall appearance of the neighborhood is very uniform. There are, however, variations in housing styles and density which contribute to the richness and variety of the neighborhood. We hope to maintain and strengthen the residential character of our neighborhood by focusing the development of businesses and multi-family units along Powell, Division and 82nd. We also want to maintain the open character of the physical, built environment by placing any additional multi-family housing along the three aforementioned streets. The quality of life the design of our neighborhood allows is of prime concern to all who live here. That quality could be further enhanced by careful attention to any new construction in location, size and design.

Neighborhood livability can be improved by maintaining a neat and clean physical appearance of the houses, streets and businesses, free of hazardous chemicals and materials, toxic contamination, trash, junk, graffiti and inappropriate signs. Where homeowners may not be physically or financially able to maintain their house and lot, ways and means should be found to assist them.

It would be very beneficial to have pedestrian-oriented businesses along the perimeter of the neighborhood. Any transportation development in or around the neighborhood should respect the needs of pedestrians for both safe and aesthetic access within the neighborhood boundaries and to adjacent neighborhoods.

The historic nature of a number of buildings in this neighborhood suggests strongly that we recognize and preserve this heritage. A strong sense of identity and continuity with the past is engendered by such recognition of place and its importance to the residents' sense of pride and connection to their locale. Too, the stability of the neighborhood is further enhanced by such recognition, adding to the sense of respect which South Tabor residents feel for their neighborhood.

Policy 7: Urban Design, Historic Preservation, and Neighborhood Livability

Maintain and solidify the residential character of South Tabor, while promoting a supportive relationship between the residential and commercial interests of the neighborhood. Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place.

Objectives:

- 1 Support higher density housing and mixed-use development along Powell, 82nd and Division
- 2 Encourage site and design review to promote functional, safe and attractive developments which are compatible with surrounding developments and uses and with the natural environment
- 3 Update and maintain the Historic Resource Inventory
- 4 Improve the appearance of the neighborhood

Action Chart: Historic Preservation, Urban Design and Neighborhood Livability

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
U1	Consider adding the following to the Historic Resource Inventory a 2606 SE 58th b "William-Elaine" structure at 2521 SE 74th		X			BOP, STNA
U2	Explore the possibility of having a neighborhood identifier on a property at one of the corners of our neighborhood or on street signs at the perimeter of the neighborhood			X		STNA,
	PROGRAMS					
U3	Resolve nuisance complaints and code violations expeditiously					STNA, BOB
U4	Encourage expansion of curbside collection of recyclable materials to include additional materials not now collected			X		STNA
U5	Encourage the planting of more street trees by working with Friends of Trees or other arboricultural organizations	X				STNA,
U6	Promote organic gardening and alternatives to the use of toxic pesticides and herbicides					STNA
U7	Notify the City when basketball backboard/hoops are placed at the curb or in the public right-of-way					STNA
U8	Notify the City when trailers of any sort are parked in the street or in front yards of lots for more than a short period					STNA
U9	Establish an ongoing program of trash and graffiti removal					STNA

Action Chart: Historic Preservation, Urban Design and Neighborhood Livability

#	Actions	Time				Implementors
		On-going	Adopt With Plan	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
U10	Encourage the following residential design features <ul style="list-style-type: none"> a Buildings oriented to the street with garages not prominent b Front porches and attractive front yards c Height of multi-family units so as to allow sunlight to reach neighboring properties, especially during winter months d Height and design of multi-family units sensitive to the privacy of surrounding dwellings e Visual and aesthetic compatibility with existing housing stock f On-site common greenspace and/or garden space for tenants with appropriate landscaping g Recycling, soundproofing and insulation standards h Number of units based on ability to meet above criteria 					STNA

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Implementing Agencies or Organizations

The following agencies or groups are listed as possible implementing agencies or organizations. They may act as the lead on a particular project or program, provide funding or carry out the work. In keeping with the intent of this plan to be a motivating force for the neighborhood, the South Tabor Neighborhood Association is listed as the implementing agency for many of the actions.

<u>ABBREV</u>	<u>AGENCY/ORGANIZATION</u>
BOB	Bureau of Buildings
BOP	Bureau of Planning
FOT	Friends of Trees
HPLO	Housing Preservation League of Oregon
Library	Multnomah County Library
Metro	Metropolitan Service Organization
MC	Multnomah County
ODOT	Oregon Department of Transportation
Parks	Bureau of Parks and Recreation
PDC	Portland Development Commission
PDOT	Portland Department of Transportation
PFB	Portland Fire Bureau
PPB	Portland Police Bureau
SEUL	Southeast Uplift Neighborhood Program
STNA	South Tabor Neighborhood Association
TM	Tri-County Metropolitan Transit District
82ABA	82nd Avenue Business Association

Neighborhood Advocacy Agenda

Neighborhood advocacy agenda action items are ones that the neighborhood wishes to pursue but will not be included as part of the Outer Southeast Community Plan or Portland's Comprehensive Plan. They are only for the guidance of the neighborhood association about projects and programs they wish to pursue in the future. Some items deal with improvements in City services or specific projects that the neighborhood desires from the City.

This agenda is divided into two sections. Section I includes items which solely pertain to the South Tabor Neighborhood Association, are beyond the scope of the plan, or are outside of the Neighborhood Association or City boundaries. Some good ideas that lack implementors are also included. Implementors are organizations or agencies which agree to take the lead responsibility for carrying out an action item. The actions which have been removed from the main body of the plan retain the numbers assigned when the plan was published as a discussion draft.

Items that conflict with City policy are identified in Section II. These actions are ones about which the neighborhood association may want to lobby the state legislature or City Council. These statements are included in this document out of respect for the hard work the South Tabor neighbors have brought to their plan process. They are not adopted nor endorsed by the City in any way and are not a part of the City's Comprehensive Plan, the Outer Southeast Community Plan, or the City-adopted portion of the South Tabor Neighborhood Plan.

Section I

S2d Improve directional signs for the Holgate Branch at the intersections of Holgate/SE 82nd and Holgate/64th

Comment This item is called for in an area outside South Tabor

T2d Support high capacity transportation modes such as light rail or electric trolley along Powell Boulevard

Comment This should be brought up as part of the Metro 2040 plan since it would probably involve Gresham and may take longer than 20 years

Parks

O2 Advocate for the construction of an indoor swimming pool in the neighborhood

Comment The neighborhood association was the advocate for this item. It was moved to the Advocacy Agenda as a result of a Planning Bureau staff decision to move all requests for swimming pools in all neighborhood plans to the Advocacy Agenda. This decision was made after the plan was adopted by the neighborhood association.

Section II

Housing

H2b Limit large multi-family structures of five or more units to Powell, Division and 82nd

Comment The number of multifamily units is usually determined by lot size. The R2 zone allows one unit for every 2,000 square feet, for example.

H1Ra Permit creation of accessory rentals in large homes as long as the following conditions are met

- a only in an owner-occupied property
- b only one additional living unit
- c no additional on-site parking capacity in the front set-back
- d architectural design compatible with the main structure

Comment These are almost the same rules that apply to accessory rentals allowed under the Alternative Design Density overlay zone. Currently, accessory rentals are allowed in all residential zones. There is a requirement that 1400 square feet remain for the primary unit and that the accessory unit be created by internal conversion only.

H1Rb Encourage the city to adopt guidelines whereby developers of multi-family structures must work with the neighborhood association to assure that the design of their structure is compatible with the existing stock and no more than one on-site parking space per unit.

Comment This item advocates for design review for all multifamily development. Design review is only required in designated design zones.

Economic Development

E2d Evaluate existing uses as they relate to zoning, identify inappropriate designations and advocate for desired changes

Comment This is what we are doing as part of the Outer Southeast Community planning process. When the plan is adopted by City Council Fall of 1995, this action will have been completed.

E3c Advocate Design or Site Review on new commercial development

Comment Design Review is only required in designated design zones. What areas would the neighborhood recommend for the application of design zones?

Urban Design

U1a Support the development of SE Division between SE 60th and SE 66th as a mixed residential-commercial use

Comment We have proposed for most of this area to be zoned Multi-Dwelling, R1 or R2, except for a node of Neighborhood Commercial, CN, between SE 66th and 68th

City-wide Issues

TR Change the City Code to permit development of transportation services such as jitneys, ride sharing of taxis and private bus service

U4R Encourage the City to modify the existing ordinance regarding the affixing and/or posting of permanent or temporary signs, posters or flyers on public utility poles in the public right-of-way

- a Allow the posting of "official" governmental and approved "neighborhood" signs
- b Allow the posting of local temporary posters or flyers with appropriate restrictions on length of time, distance of event from neighborhood or posting site, etc
- c Prohibit for any commercial use except for specific local events
- d Specify penalties for violations

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OUTER SOUTHEAST COMMUNITY

Recommended OUTER SOUTHEAST BUSINESS PLAN



City of Portland
Bureau of Planning
Portland, Oregon
October, 1995

Exhibit L

To help ensure equal access to information, the City of Portland Bureau of Planning offers the following services to disabled citizens:

- Interpreter (two working days notice required);
- Accessible meeting places;
- Audio Loop equipped hearing rooms in City Hall and the Portland Building; and
- Planning documents printed in large type sizes for the visually-impaired (two working days notice required).
- If you have a disability and need accommodation, please call 823-7700 (TDD 823-6868). Persons needing a sign language interpreter must call at least 48 hours in advance.

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Recommended

Outer Southeast Business Plan

**October, 1995
Bureau of Planning
Portland, Oregon**

Funding for the Bureau of Planning's participation was provided as a part of the OSE Community Plan project. Financial support was provided by the Portland Bureau of Housing and Community Development (Federal Community Development Block Grant funds), the Portland Department of Transportation (Regional Rail Program), the Portland Bureau of Environmental Services, and the City of Portland's General Fund.

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The Bureau of Planning appreciates the time given to developing this Plan by each member of the Committee.

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Vision for Outer Southeast Businesses

The Outer Southeast Business Coalition (OSEBC) was created to enhance, encourage and market business opportunities in the Outer Southeast area, lobby on behalf of existing businesses and business associations, encourage investment and re-investment in new and developing businesses, and act as a liaison between business and neighborhood associations. In preparing this plan, Outer Southeast Business Coalition members realized that, by focusing on the positive possibilities available to the area in the future, they would be in a good position to help direct the course of changes which might occur.

This Vision, while broad, sets a positive tone for this Plan and for the future of economic development in Outer Southeast. The Policies in this Plan have all been prepared as a means for achieving this Vision.

To raise the standard of living, image, and marketability of the Outer Southeast area and improve its livability by:

- **Increasing the level of personal income, land values, commercial activity, job creation, investment and government activity in infrastructure development**
- **Encouraging expansion and revitalization of existing businesses and creating an environment that attracts new businesses**
- **Reducing criminal activity and fear of crime and providing a safe business environment**
- **Revitalizing and improving neighborhoods**
- **Creating an atmosphere where positive academic achievement is encouraged and desired**
- **Providing a safe, efficient, attractive, full-service transportation system**

Introduction

The Outer Southeast Business Plan proposes a Vision for Outer Southeast business growth and development, as well as specific policies, objectives and actions to reach that Vision. With this plan, businesses have a tool to use to encourage new businesses to locate here and existing businesses to prosper and grow, create jobs and be good neighbors. It explains where the Outer Southeast business community came from, where it is now, where it wants to go and how it plans to get there.

The Plan contains two main sections:

- 1) Comprehensive Plan Policies, Objectives, and Actions
- 2) Outer Southeast Business Coalition Advocacy Agenda

The Vision for Outer Southeast Businesses (page 1) and Policies 1-4 (pages 15-35) and their associated objectives are recommended for adoption by City Council by ordinance as part of the Portland Comprehensive Plan.

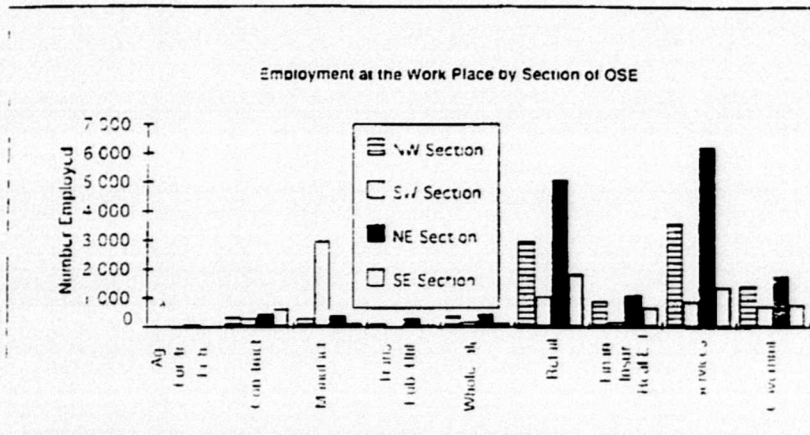
The Outer Southeast Business Coalition Advocacy Agenda will be adopted by and provide guidance for only the Outer Southeast Business Coalition and its member organizations.

At the onset of the Community Planning process, the Outer Southeast Business Coalition was composed of business associations west of I-205. Thus, much of the focus of the Outer Southeast Business Plan is on that part of the Plan area. The Coalition has since expanded its membership and anticipates that this Recommended Plan will be an incentive for businesses and business associations east of I-205 to join with them to implement or expand the Vision throughout Outer Southeast Portland.

Business Growth and Development in Outer Southeast Portland

The economy of Outer Southeast Portland is similar in most ways to the rest of Portland, but distinct in others. Businesses, such as banks and grocery stores, are locally patronized. Some, like Mall 205, are regional, serving residents of Clark and Clackamas counties, as well as those in East Portland and western portions of Gresham. A few, such as wholesalers, importers and exporters, have a broad market outside of the region, even outside the state.

Approximately 122,000 people live in Outer Southeast. Of the 49,000 dwelling units, 87% are single-family dwellings. Nearly two-thirds of the several thousand businesses are classified as retail or services. Manufacturing and construction comprise less than 15% of the 39,900 jobs in the area.



In the late 19th century, the Outer Southeast area was primarily farmland. As Portland grew eastward, bridges, trolleys, trains and automobiles brought more and more people to the area. They bought parcels of land, built houses, and established businesses to meet the needs for goods and services. Most businesses were owned and operated by local residents. Today most businesses still meet the needs of the local residents, and many owners and operators live in the community.

Business Areas

There is a rich diversity of viable businesses along all major arterials throughout Outer Southeast. In addition, there are large concentrations in the following areas:

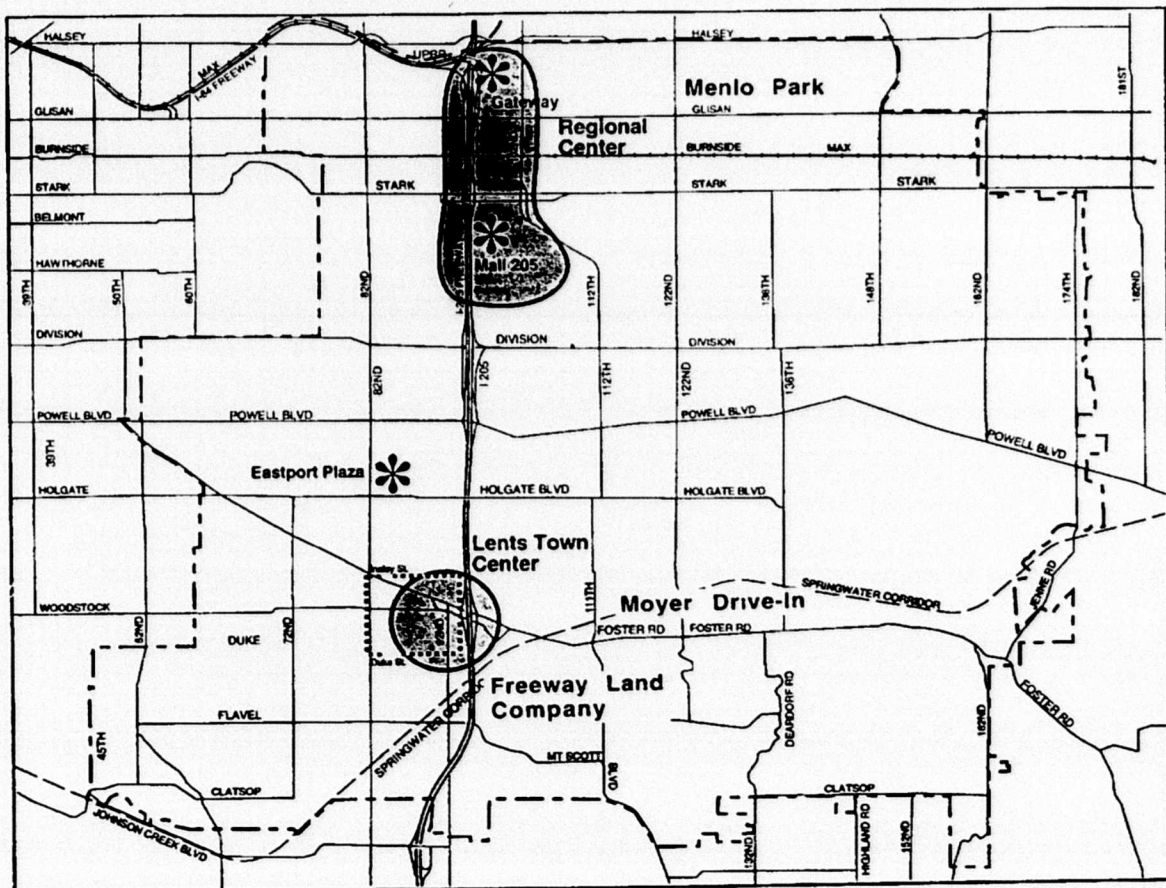
- 1 Montavilla - SE Stark and Washington between SE 76th and 82nd
- 2 Lents - SE Foster between SE 87th and I-205
- 3 Eastport Plaza
- 4 Gateway Shopping Center
- 5 Mall 205
- 6 Menlo Park
- 7 The following intersections along 122nd Avenue: Division, Powell, Glisan, Halsey, Stark
- 8 The following intersections along Division: 82nd, 122nd, 148th and 162nd
- 9 The following intersections along 82nd Avenue: Division, Powell, Foster

Opportunity Areas

Opportunity areas are those sites, large or small, with future economic development possibilities which are not apparent in the current land use. They are scattered throughout Outer Southeast, but some examples the Coalition is familiar with include

- 1 Lents/Freeway Land Company site at Foster Road & I-205/Surrounding areas
- 2 Moyer Drive-In Theater at Foster and around 114th
- 3 East side of intersection at I-205 and Foster
- 4 92nd and Flavel
- 5 Eastport Plaza
- 6 Prunedale area between Stark and Burnside, between I-205 and about 102nd

The Coalition anticipates that, through this plan and implementation of the actions herein, it will be in a position to aid the future development of these sites. This will include publicizing them to investors and developers outside the area. The Coalition further expects that, as other opportunity sites are identified in the future, it will be in a position to meet whatever challenges they present as well.



Business Associations in Outer Southeast Portland

Business associations belonging to the Outer Southeast Business Coalition in August, 1995 were the Foster Area Business Association, Montavilla Business Association, 82nd Avenue Business Association, and Gateway Boosters. Each represents the businesses in its general area, although none has specific geographic boundaries. Each has varying degrees of participation and involvement. Each has regular meetings, elects leaders, and sends out periodic newsletters. They take on projects from time to time to clean up their area, remove graffiti, or carry the business viewpoint to a government agency.

Goals and objectives of each association are similar—to support the welfare of the community and improve the business and living environment in their specific area. A typical motto might be "Working Together for Progress." Their basic objective is to promote the community surrounding the business districts.

The 82nd Avenue Business Association started as the 82nd Avenue Community Boosters. Its northern boundary is generally I-84, its southern boundary the Multnomah/Clackamas County line. Its original purpose was to deal with vandalism, prostitution, cruising and theft. Today it is still concerned with local problems and offers its members a "single voice and primary leadership in developing, organizing and promoting healthy business growth."

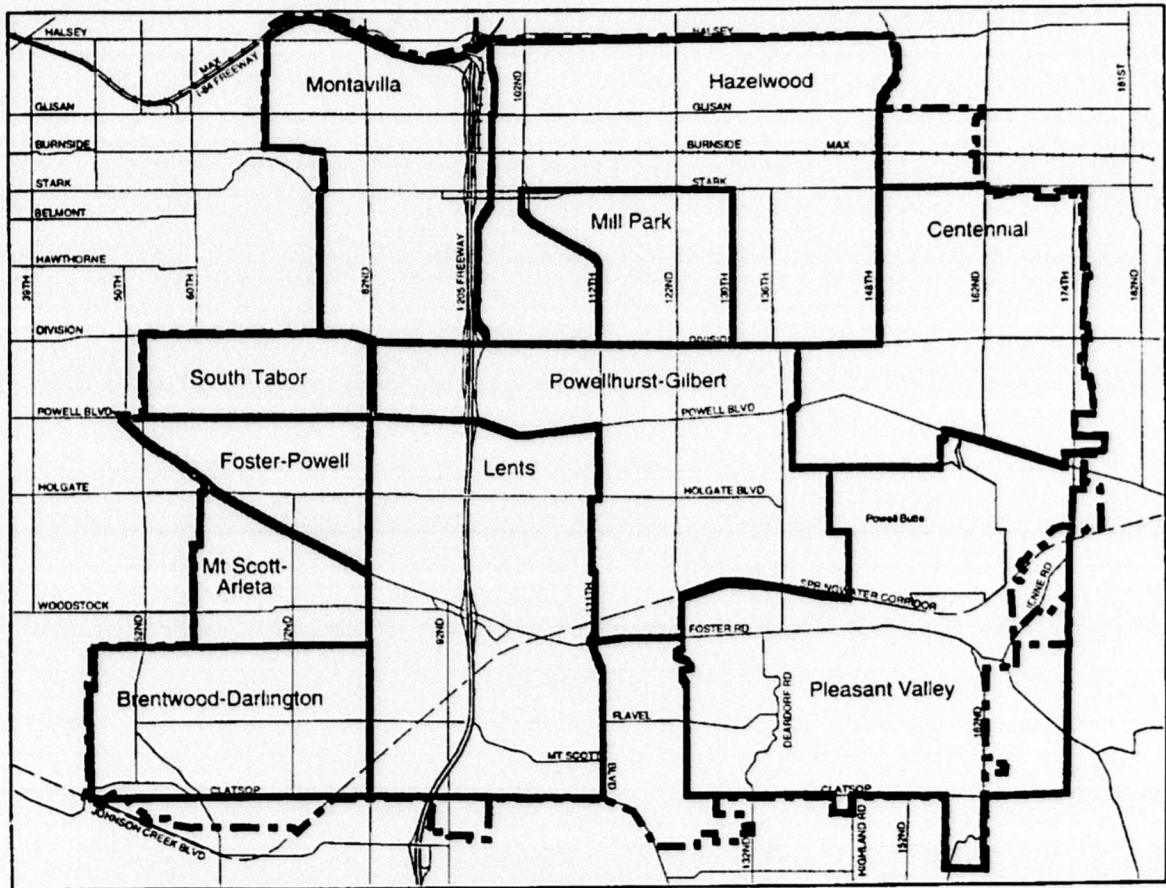
The Foster Area Business Association has its roots in the Foster Avenue Boosters group started in the 50s, its primary function being to offer a single voice for its members in dealing with "City Hall." Although activity declined in the late 60s, it was revived in the late 80s when the Portland Development Commission sought to revitalize business associations. Today the Association draws its membership from businesses along Foster Road, from its junction with Powell to approximately 112th.

The Montavilla Business Association's roots go back to around 1910, when it was known as the Mt. Tabor Village Association. Today, more than 40 merchants regularly participate in the Association's activities and another 50 merchants are active in the Association's Phone Tree. The Association represents businesses located mostly along Stark and Washington between 76th and 92nd streets.

The Gateway Boosters was formed in 1950 as the Woodland Park Merchants Association. Its purpose was to promote the area with services to the community. Since its inception, three major shopping centers were constructed within its area of influence: Gateway (1954), Menlo Park Plaza (1957), and San Rafael. Fred Meyer was instrumental in having an arch built to demonstrate, in a highly visible and meaningful manner, the importance of this area for the future. In 1991 the arch was removed for safety reasons. Many local residents and businesses were strongly opposed to its removal, which had identified the area for so long.

Connections between Businesses and Neighborhoods

Most business associations are located on borders between two or more neighborhoods. Businesses are a vital ingredient in the formula for a successful community. Neighborhoods and businesses recognize that a flourishing business district will make a more viable, livable neighborhood. Neighborhoods can exist without businesses, of course, but there will be a price. It takes more time to walk or travel longer distances to meet food or personal needs when businesses are not nearby. Time, money and environment all suffer when businesses are not an integral part of our communities and neighborhoods. It is the hope and desire of those who formulated this business plan that it interfaces in an acceptable manner with the neighborhood plans.



- Outer Southeast Community Plan Boundary
- Outer Southeast Neighborhoods

The Planning Process

The Community Planning Process for the Outer Southeast District began in early 1992. Staff from the Portland Bureau of Planning met with members and leaders from neighborhood and business associations to help define their ideas about boundaries, the process, goals, and objectives. Between May and November, 1992 representatives from the 82nd Avenue, Montavilla and Foster Area business associations met on a monthly basis in a workshop format as the Outer Southeast Business Coalition with Bureau of Planning staff to voice their concerns and suggestions for improvements. The Gateway Boosters recently joined the effort.

During the 1992 sessions and into 1993, Warren Baker, a student at Portland State University, worked with the Business Coalition and Doug Warren of the Bureau of Planning on policy and plan development. A draft plan was prepared on May 10, 1994.

Simultaneously members of the Coalition sat on the Outer Southeast Community Plan Citizen Advisory Committee (CAC). Six business delegates sat on the CAC, three from business associations west of I-205 and three from the business community east of I-205.

The draft plan was submitted to the CAC, neighborhood associations, and Technical Advisory Committee (TAC) for review and input. Between Fall, 1994 and February, 1995, the Business Coalition met weekly to revise the Plan. The Business Coalition adopted the Proposed Plan on January 25, 1995. It was adopted by member organizations shortly thereafter. The Business Coalition requested several amendments to its plan during Planning Commission hearings. Those amendments approved by Planning Commission have been incorporated into this Recommended Plan. This Plan will be presented by the Coalition to City Council in conjunction with the Recommended Outer Southeast Community Plan and recommended neighborhood plans.

The Proposed Plan identified the Lents/Freeway Land Company site as a special Target Area. The Business Coalition identified action items necessary to meet the overall policy for target areas of providing an effective business environment. In January, 1995 the Business Coalition held a Visioning workshop on Lents, the Freeway Land Company site, and the surrounding area. This workshop started a process which led to the inclusion of the Lents Town Center as a separate entity within the Outer Southeast Community Plan.

The Lents/Freeway Land Company Target Area remains a part of this Recommended Plan, but in abbreviated form. Much of the narrative and actions are now included within the Lents Town Center item. What remains are items which are not directly included in the Lents Town Center or more appropriately belong entirely within the purview of the Business Coalition.

Relationship of the Outer Southeast Business Plan to the Outer Southeast Community Plan and the Comprehensive Plan

The Outer Southeast Business Plan is part of the Outer Southeast Community Plan. It is anticipated that the Outer Southeast Community Plan, and the neighborhood and business plans developed with it, will be adopted as part of Portland's Comprehensive Plan. The Outer Southeast Community Plan, when complete, will create an overall framework for the twenty-six square mile plan area. This framework will establish programs, policies, and regulations, and identifies actions which are applicable to or are needed to benefit residents of the entire area. Policies, projects, programs and other provisions which are unique to the business community are contained in the Outer Southeast Business Plan. The Business Plan also reinforces community plan elements applicable to the business community.

Development of neighborhood and business plans within the context of the Outer Southeast Community Plan ensures that the provisions developed for each plan are coordinated with actions planned for the rest of the district. Compatibility of the elements included in the Outer Southeast Community Plan as well as the neighborhood and business plans with the City's Comprehensive Plan are major objectives of the process being used for development of the Outer Southeast Community Plan. This process has assured that the initial version of each neighborhood and business plan was developed at the same time that the framework for the overall plan was being established. Review and refinement of the district and neighborhood plans has progressed as a single process through the development of successive drafts.

The *Vision for Outer Southeast Businesses* (p 1) is adopted by ordinance as part of the overall Comprehensive Plan Vision. Policies 1 through 4 and their associated objectives are also adopted by ordinance as policies and objectives of the Comprehensive Plan. Adoption of the Outer Southeast Business Plan policies and objectives as part of the Comprehensive Plan will make them part of the state-wide planning system in Oregon. This status assures that these policies and objectives will be weighed as a part of future consideration of changes in Comprehensive Plan land use designation within the Outer Southeast business community.

The Action Charts for Policies 1 - 4 are recommended for adoption by resolution. They are a starting place. All actions have an identified implementor. They will be adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances will affect the implementation leader's ability to take action.

No other part of this plan is adopted, either by resolution or ordinance. All other elements of this plan, including appendices, other text, and the Outer Southeast Business Coalition Advocacy Agenda, is for information purposes only. They are not part of the City's adopted Comprehensive Plan, the Outer Southeast Community Plan, nor the City's adopted Outer Southeast Business Plan.

Plan Structure

The Outer Southeast Business Plan consists of several parts. They are the Business Coalition's Vision Statement and Overall Business Goal and characteristics, Comprehensive Plan Policies, Objectives, and Action Charts, Outer Southeast Business Coalition-Specific Advocacy Agenda, and appendices. Some of this material will be adopted by the City Council and will be included as a part of the Outer Southeast Community Plan and Portland's Comprehensive Plan. Other material will be approved by City Council by resolution. Items adopted by resolution are advisory to decision makers, but do not have the force of law. The Outer Southeast Business Coalition-Specific Advocacy Agenda is intended solely for the Business Coalition's own guidance and is not part of the City's Comprehensive Plan, the Outer Southeast Community Plan, or the adopted Outer Southeast Business Plan.

VISION The Outer Southeast Business Coalition's Vision Statement illustrates where the Plan is leading and is stated as a set of six goals identifying overall direction for the Business Coalition. The Overall Goal ties the Outer Southeast Business Plan to the Outer Southeast Community Plan and Portland's adopted Comprehensive Plan. It will be adopted as part of the Outer Southeast Community Plan Vision and the City's Comprehensive Plan Vision statement.

Policies and Objectives The Outer Southeast Business Plan's Policies and Objectives address the aspects of the Outer Southeast business community over which those participating in the planning process wish to provide guidance to decision makers. Policies 1 - 4 are adopted as part of the Outer Southeast Community Plan and Comprehensive Plan by ordinance. The Policies guide actions of both the Business Coalition and other agencies for specific areas such as business revitalization, public safety, and transportation. The objectives identify ways in which to carry out those policies. The four policy areas to be adopted by City Council are Promotion and Revitalization of Businesses and Institutions (Policy 1, page 15), Crime and Public Safety (Policy 2, page 19), Traffic and Transportation (Policy 3, page 23), and Target Areas (Policy 4, page 27). The four Target Areas are (A) Lents/Freeway Land Company (page 27), (B) 82nd Avenue south of Foster (page 31), (C) Foster Road from 82nd to Powell (page 33), and (D) Division from 82nd to 122nd (page 35).

Action Charts The Action Charts specify projects, programs and regulatory measures that carry out the Business Plan's Policies. They are assigned a time frame and implementor to carry them out. Implementors have expressed interest and/or support for the action with which they are linked. Implementors are named with the understanding that circumstances may affect the implementation leader's ability to take action.

Programs and projects will be adopted by resolution, which means they will not have the force of law and are not part of Portland's Comprehensive Plan. Regulatory measures which propose amending Zoning Designations or the Zoning Code will be approved by ordinance at the same time as other portions of the Outer Southeast Business Plan that amend the City's Comprehensive Plan, Zoning Map and Zoning Code.

Advocacy Agenda The Outer Southeast Business Coalition-Specific Advocacy Agenda is internal to the Outer Southeast Business Coalition and will be adopted by the Outer Southeast Business Coalition only. It addresses advocacy items outside the Outer Southeast Community Plan area or scope. The Outer Southeast Business Coalition is solely responsible for implementing these actions. These actions will be used to guide the work of the Business Coalition. They may also be the subject of requests for capital improvement projects and grant applications. No portion of this Agenda has been nor will be adopted by City Council. In no instance will any item included in these sections be used for individual land use site specific issues. The presence of these items in this part of the plan does not reflect or imply any support by the City or its bureaus for these actions.

The Outer Southeast Business Plan and Neighborhood Plans

This plan covers all of the Outer Southeast Community Plan area. Individual neighborhood associations within the same area have also prepared plans for their neighborhoods.

Bureau of Planning staff has reviewed each plan to assure consistency with each other as well as the Community Plan. However, it is possible that, sometime in the future, some policies, objectives and actions might be interpreted in such a manner as to create a conflict. Should this occur, decisions will be made based on both the Comprehensive Plan and individual elements of the Outer Southeast Community Plan. Further, it is understood that, to the extent that any two plans overlap, the Business Coalition will mutually collaborate with all affected neighborhood associations on implementing policies, objectives and actions.

The Next Step

This Recommended Plan is being presented to City Council along with the recommended Outer Southeast Community Plan and neighborhood plans. Changes to this Plan as a result of City Council hearings and review will be made. Adoption as part of the Portland's Comprehensive Plan is anticipated in winter, 1996.

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**Policies, Objectives
and Implementation Actions**

Policies, Objectives & Implementation Actions

The following statements are policies and objectives to be included in Portland's Comprehensive Plan. Inclusion of this statement in the Comprehensive Plan will make the Outer Southeast Business Plan a part of Portland's Comprehensive Plan, excluding only the Outer Southeast Business Coalition Advocacy Agenda which is adopted by the Outer Southeast Business Coalition only. Future land use changes in the Outer Southeast Community Plan area will be required to conform with the Outer Southeast Community Plan and applicable neighborhood and business plans as well as the City-wide Comprehensive Plan. The Outer Southeast Business Plan policies, and objectives will be adopted as part of the City's Comprehensive Plan by ordinance. These policies read

Comprehensive Plan Policies 2.26 and 3.9

- 2.26** *Outer Southeast Community Plan*
Promote the economic vitality, diverse residential character, unique environmental quality, and livability of outer southeast Portland by including the Outer Southeast Community Plan as a part of this Comprehensive Plan
- 3.9** *Outer Southeast Community Plan Neighborhoods and Business Plan*
Include as part of the Comprehensive Plan neighborhood and business plans developed as part of the Outer Southeast Community Plan. Neighborhood and business plans developed as part of the Outer Southeast Community Plan are those for Centennial, Foster-Powell, Hazelwood, Lents, Mt. Scott-Arleta, Mill Park, Montavilla, Outer Southeast Business Coalition, Pleasant Valley, Powellhurst-Gilbert, and South Tabor

Objectives:*

- G.** *Enhance the image, marketability, and vitality of businesses and business areas in Outer Southeast. Use the Outer Southeast Business Plan to guide decisions on land use, transportation, capital expenditures, and economic revitalization programs.*

* Other objectives associated with Policy 3.9 have as their subjects the other neighborhoods within the Outer Southeast Community Plan study area which developed neighborhood plans as part of the community planning effort

Comprehensive Plan Policies

Policy 1. Promotion and Revitalization of Businesses and Institutions

Encourage expansion and revitalization of existing businesses and institutions in order to create an environment attractive to new development.

(To be adopted by City Council)

Objectives

- 1 Rebuild and develop Outer Southeast commercial and business areas into a vital thriving community that will encourage further business expansion and development, aid in its orderly growth, and create a positive image
- 2 Increase the effectiveness of the Outer Southeast Business Coalition and its member associations
- 3 Work closely with residents and neighborhood associations to increase the livability of the Outer Southeast area and the standard of living of its residents
- 4 Take advantage of opportunities and recognize limitations of the commercial areas and business community
- 5 Encourage pedestrian activity in smaller commercial areas
- 6 Encourage residential development which supports the existing, improved, and growing business community

Action Chart: Promotion and Revitalization of Businesses and Institutions

#	Action	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
P1	Prepare a marketing analysis and plan, to include <ul style="list-style-type: none"> • analysis of existing businesses and commercial sites • inventory of zoning and land uses • determination of the type of businesses desirable to attract to the area • identification of distinct business district areas • identification of the realistic market area • customer survey(s) • identification of market incentives 			X		OSEBC, PDC, CC, APNBA
P2	Seek State funds for Economic Development			X		APNBA, OSEBC
PROGRAMS						
P3	Implement the marketing plan by <ul style="list-style-type: none"> • publishing written materials to advertise the area • communicating to the public that business areas are working towards general improvement of the area • marketing to employees to increase feeling of pride of ownership • marketing to neighborhoods and their associations to increase feeling of pride in nearby commercial areas 	X				OSEBC, PDC, CC, APNBA Business
P4	Take the leadership role in publicizing opportunity sites in Outer Southeast by <ul style="list-style-type: none"> • identifying other sites • inventorying vacant property throughout the area • assisting in any environmental cleanup 			X		OSEBC BES, DEQ, EPA
P5	Work with PDC to possibly designate the entire area as an Enterprise Zone and/or Urban Renewal District			X		OSEBC

#	Action	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
P6	Establish and hold an annual rotating "special event" in each distinct part of the Outer Southeast area on a rotating basis a Determine its logistics and prepare a plan for its implementation <ul style="list-style-type: none"> • Look for time of year with good weather • Identify unused themes of type of attractions • Consider coordination with Rose Festival b Include the following <ul style="list-style-type: none"> • Bands in parks • Street festivals • Art shows • Ethnic celebrations • Hot air balloons or other attractions as appropriate c Request special use of MAX for special events	X				OSEBC, BA, NA, APNBA
P7	Establish events in parks and in commercial areas which celebrate these areas and the residents	X				OSEBC, BA, NA
P8	Improve communications between neighborhood and business associations	X				OSEBC, BA, NA, ONA, SEUL, EPDC
P9	Attract residents to existing affordable housing and encourage improvement of this housing	X				OSEBC, BA, PDC, HAP, ROSE
P10	Inform neighborhood associations of the needs of businesses	X				OSEBC, BA, APNBA
P11	Encourage business owners to offer incentives to their employees to live close to work			X		OSEBC, BA

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Policy 2. Crime and Public Safety

Provide a safe environment for residents, businesses, employees and shoppers in Outer Southeast business areas.

(To be adopted by City Council)

Objectives:

- 1 Reduce the frequency of crime
- 2 Build a long term partnership with public safety agencies, within the framework of community policing
- 3 Create business environments through building design and zoning that discourage crime
- 4 Ensure that zoning requirements do not contribute to criminal activity
- 5 Improve livability by reducing the incidence of vandalism, graffiti and property damage

Action Chart: Crime and Public Safety

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
CPS1	Identify crisis areas and establish safety action teams in those areas			X		OSEBC, BA, PPB, SEUL, EPDC
CPS2	Promote the location of police precincts, local offices or community contact stations in centralized, heavy traffic areas so as to ensure a rapid response time			X		OSEBC
CPS3	Consider centralized locations for new police precincts	X				PPB or OSEBC
CPS4	Approve and create appropriate places to post notices			X		OSEBC, BA, NA
PROGRAMS						
CPS5	Develop and maintain a strong working relationship between Police Liaison Officers and businesses	X				OSEBC, BA, PPB
CPS6	Schedule regular meetings between Police Liaison Officers and business associations to determine methods to deal with problems and pose solutions	X				OSEBC, BA, PPB
CPS7	Regarding street and property lighting a Provide street lights in locations which do not meet the city standards b Provide information to property owners to encourage upgrade of lighting on their properties c Create joint projects between adjacent property owners to provide lighting d Use motion detector lights where halogen lights could be in conflict with the neighbors	X				OSEBC, BA, NA
CPS8	Implement Business Watch within designated areas, strengthen and organize the business community by using Crime Watch	X				OSEBC, BA, SEUL, EPDC
CPS9	To reduce litter, vandalism, and traffic through adjacent neighborhood streets, negotiate and implement Good Neighbor Agreements between drive-through businesses in proximity to schools, adjacent schools, neighborhood associations, and business associations	X				OSEBC, BA, NA, SD, EPDC, SEUL, Business
CPS10	Promote programs to inform property owners to use the principles of CPTED (Crime Prevention Through Environmental Design) to deter crime	X				OSEBC, BA, PPB, SEUL, EPDC
CPS11	Encourage removal of visual clutter from utility poles Include in SOLV campaigns	X				OSEBC, BA, NA
CPS12	Increase number of bus stops which are equipped with trash receptacles	X				TM, BA, NA

#	Action	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
CPS 13	Encourage more citizen involvement with nuisance problems by a Informing people about the nuisance codes, programs available, and who to call for help b Getting people to report nuisance problems	X				OSEBC, BA, NA, SEUL, EPDC
CPS 14	Establish cooperative relationships with neighborhood associations and coalitions to work on specific crime prevention techniques	X				OSEBC, BA, NA, EPDC, SEUL
CPS 15	Work with the City to find a more effective means of dealing with illegal dumping • Consider a \$2 00 refund on tires • Consider subsidizing a dumpsite for mattresses and other large, non-garbage items			X		OSEBC, BA, NA, BES
CPS 16	Continue working with the Marshall-Eastport Task Force Use the Marshall/ Eastport Task Force as a model for other business interrelationships in the Outer Southeast area	X				OSEBC, BA
CPS 17	Strengthen enforcement of City Code regarding nuisances	X				BOB, BOP, OSEBC, BA, NA
CPS 18	Ensure that setbacks of commercial buildings adjacent to residences do not become dead spaces and encourage criminal activity	X				OSEBC, BA
CPS 19	Maintain sidewalks in clean, well-repaired and passable condition	X				OSEBC, Business

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Policy 3. Traffic and Transportation**Provide a safe, efficient and attractive, full-service transportation system to serve Outer Southeast business areas.**

(To be adopted by City Council)

Objectives

- 1 Support the provision of a High Capacity Transit system along the I-205 corridor from the Airport to Clackamas Town Center and Oregon City
- 2 Improve the level of public transit services in Outer Southeast Portland Ensure that mass transit systems provide adequate service to all businesses in area
- 3 Increase the livability and the viability of businesses in the district by improving traffic flow, parking and streets
- 4 Improve the functioning of freeway interchanges
- 5 Design new development to encourage and better accommodate users of mass transit
- 6 Place Park and Ride facilities to serve businesses by strategically locating near centers of employment and shopping, if consistent with City transportation policy
- 7 Maintain on-street parking wherever possible
- 8 Promote design alternatives which improve street image through a variety of means, such as street trees, signs, utility locations and landscaping
- 9 Provide off-street parking that is easily identifiable and accessible

Action Chart: Traffic and Transportation

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
TT1	Study the feasibility and practicality of separating local traffic from commuter traffic to support business areas			X		OSEBC, PDC, BA
TT2	Study the creation of transportation facility(ies) which connect Outer Southeast Community Plan business areas Consider use of such facilities as Light Rail Transit, High Capacity Transit, street cars, and shuttles Seek PDOT and Tri-Met involvement			X		OSEBC
PROGRAMS						
TT3	Regarding new high capacity transit alignments in the Outer Southeast area <ul style="list-style-type: none"> • Work with decision makers to finalize the I-205 High Capacity Transit alignment • Identify and support other alignments which could serve Outer Southeast Portland • Gain information about the alternatives and the assessment process in order to provide input into the alignment decisions • Develop a working knowledge of official documents regarding a possible I-205 High Capacity Transit alignment in order to provide substantive input into decision-making 			X		OSEBC, BA
TT4	Work with PDOT and ODOT to address the following transportation issues relative to specific streets <ul style="list-style-type: none"> • Pursue improvement of all streets south of Holgate to the county line • Improve the design of Foster Road from 82nd to 92nd Streets (See Appendix B) • Provide traffic improvements to Foster and 82nd intersection (See Appendix B) 			X		OSEBC, BA
TT5	Work with PDOT and ODOT to address the traffic issues in Appendix B			X		OSEBC
TT6	Keep abreast of all proposed studies and plans for the I-205/Foster interchange			X		OSEBC, BA
TT7	Identify geographic areas and possible areas of efficiency where the mass transit system could function better, and transmit to Tri-Met			X		OSEBC, BA, NA, SEUL, EPDC
TT8	Identify trouble spots where excessive speeding or other traffic problems occur and report to appropriate agencies			X		OSEBC, BA, NA, SEUL, EPDC
TT9	Encourage Tri-Met to aggressively put and expand bus service on major and minor transit streets	X				OSEBC, BA

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
TT10	Seek links for pedestrians and bicyclists to residential and commercial areas on the eastside of the I-205 freeway to 101st			X		OSEBC, BA, PDOT, BOP
TT11	Provide adequate and appropriate Park and Ride facilities When Park and Ride facilities are being planned, consider making them multi-level structures			X		TM, OSEBC, BA
TT12	Encourage public transportation to better serve business areas within Outer Southeast and outside area	X				OSEBC, BA, TM
TT13	Encourage residents within Outer Southeast and outside of area to use public transportation and other alternative modes of travel	X				OSEBC, BA, TM, NA, SEUL, EPDC
TT14	Encourage customers and workers from outside of the Outer Southeast area to use transit	X				OSEBC, BA, TM, PDOT, Metro
TT15	Assist in changing negative perceptions of mass transit through education and marketing	X				OSEBC, BA, TM, NA, SEUL, EPDC
TT16	Strongly encourage Tri-Met to make all its mass transit facilities and stations safe and user friendly			X		OSEBC, BA, Metro, PDOT, NA, SEUL, EPDC
TT17	Assure and maintain business input into traffic and street improvement projects	X				OSEBC, BA, PDOT, ODOT
TT18	Use frontage roads and shared parking where appropriate			X		OSEBC, BA, BOP
TT19	Seek opportunities to establish public parking and joint public/private parking			X		OSEBC, BA
TT20	Provide input into the process for prioritizing capital improvements regarding streets	X				OSEBC, BA
TT21	Provide better transit services for residents who live between Division and Stark east of I-205			X		OSEBC, BA, BOP
TT22	Maintain commercial centers in a clean, well-repaired and passable condition	X				OSEBC, BA
TT23	Work with the City and State to arrive at mutually beneficial improvement plans	X				OSEBC, BA
TT24	Work with the appropriate agencies to improve access, e.g. signalization, at SE Foster and SE 104th to the Freeway Land Company site			X		OSEBC

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Policy 4. Target Areas

The Coalition has identified the following Target Areas as having particularly great economic development potential. The Coalition feels these Target Areas deserve study and attention and want an emphasis put on these areas. Each contains Action items to achieve that potential within the timeframe of this plan. Check also Policy 3 and Appendix B for Traffic and Transportation issues which might be relevant to a particular Target Area.

Provide an effective business environment by providing opportunities for established businesses to expand or reinforce their uses at existing locations.

(To be adopted by City Council)

Objective Seek state, regional and City resources to improve these areas

A. Target Area. Lents Town Center

This section supplements the Lents Town Center section in the Outer Southeast Community Plan.

The Lents Town Center area is a relatively large area generally along Foster Road between 80th on the west and 112th on the east. Included within its boundaries are the old City of Lents, the 120-acre Freeway Land site zoned for heavy industrial use, Johnson Creek and the Springwater Corridor. The Foster interchange is the only remaining interchange along I-205 with no full-scale development.

The Coalition recognizes that, while the potential exists for creative, innovative future possibilities, that potential can only be realized through careful nurturing from its current status through a transition period before it reaches full fruition. To make that transition happen, the Coalition recommends the preparation of a vision for the entire area, one which can be supported both publicly and privately.

Distinctive Features of the portion west of I-205

- Some areas have limited access to major thoroughfares on one side and buffer zones which preclude access on the other
- Through-traffic, particularly on 92nd and Foster streets, is increasing
- The area has a poor business image
- Marginal businesses, those which discourage the location of other businesses in the area, are attracted to this district

- Many commercial businesses and much of the housing stock in the area are in poor physical condition
- Many businesses in the area are comprised of small ownerships and are located on small parcels
- There tends to be
 - Inadequate separation between residences and businesses
 - Lack and inaccessibility of parking
 - Limited depth of commercial lots and other constraints on expansion of existing businesses/redevelopments

Distinctive Features of the Freeway Land Company site

- There is generally
 - Good freeway access, although access is restricted to the south
 - Good potential for mixed-use and/or other more intensive uses
- The proximity to Johnson Creek provides a natural amenity, along with the Springwater Corridor recreational trail
- It is currently zoned heavy industrial
- It is the largest redevelopable site in planning area

Distinctive Features of Foster Road from I-205 to 112th

- Housing exists intermittently along this portion of Foster
- Uses are dominated by auto-oriented and wrecking yard uses
- Some light industrial uses exist in this area
- Johnson Creek and floodplain pose an environmental constraint
- The Springwater Corridor transects Foster
- Many triangular pieces of property are created by Foster, a radial street
- High traffic speeds dominate
- Excellent access to downtown and the airport exists
- There are many unimproved cross-streets

Action Chart: Target Area - Lents/Freeway Land Co.

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
L1	Prepare a Vision for the Target Area Consider the following <ul style="list-style-type: none"> • wide range of business environments conducive to light manufacturing, support services and incubator businesses • ways to promote and encourage business park usage such as office and/or light industrial, particularly if mixed with residential use • improvement of the recreational aspect of the Springwater Corridor trail system, wildlife, etc • incorporation of the Springwater Corridor system into new developments • promotion of developments that integrate the potential benefits of the creek recreational area into the project or uses it as a buffer • criteria for Enterprise Zone and Urban Renewal District designation • transportation system improvements • improvement/expansion of housing stock 			X		OSEBC, FLC, ROSE, LNA, PDC, Parks, BOP, BHCD, SEUL
L2	Prepare Business and Marketing plans for the Target Area			X		OSEBC, PDC, Property Owners
L3	Seek approval for appropriate action to allow consolidation of properties in order to support implementation of the Vision and Business plans			X		OSEBC, PDC
L4	Seek designation as Urban Renewal District			X		OSEBC
L5	Establish Economic Development Committee to lead Vision Plan			X		OSEBC
L6	Contact U S Representative's office about possible designation as an Enterprise Zone			X		OSEBC, PDC
L7	Develop a transportation plan for the Lents Town Center area as shown on the Vision Map, and involve strategic agencies, business owners and residents			X		OSEBC, BA, PDOT, BOP, ODOT, NA
PROGRAMS						
L8	Implement the Business and Marketing plans	X				OSEBC, FLC, ROSE, Business
L9	Take the leadership role in publicizing the many uses of the Target area, especially the Freeway Land Company site	X				OSEBC
L10	Encourage and support businesses which are employment intensive, thereby bringing a large number of jobs to the area	X				OSEBC, PDC

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
L11	Support uses which have low or no off-site impacts such as noise, vibration, or emissions	X				OSEBC, PDC, BES
L12	Support commercial uses which would enhance other area businesses	X				OSEBC
L13	Seek citizen input and participation	X				OSEBC
REGULATIONS						
L14	Support transition and rezoning that moves away from heavy and general industrial uses to light industrial		X			OSEBC, BOP
L15	Designate the Freeway Land Company site in the Comprehensive Plan with the flexibility needed to transition from current zoning to zoning which will encourage increased employment and mixture of uses		X			BOP
L16	Integrate zoning and map amendments, insofar as possible, to provide solutions to problems identified above under Distinctive Features of the area west of I-205		X			BOP

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B. Target Area. 82nd Avenue South of Foster

This Target Area encompasses both sides of 82nd Avenue between Foster Road and the Multnomah/Clackamas County line. The area is generally considered narrow strip commercial with high traffic volumes and high burglary rates.

Distinctive Features

- Depth of commercial zoning limits the utility of sites
- Many sites lack parking
- Vehicle sales predominate
- Improvement and widening projects on 82nd north of Foster do not extend to this area
- Overhead utilities create a cluttered image, and billboards detract from a positive image
- The right-of-way is crossed by Johnson Creek and the Springwater Corridor
- The area is depressed by competition from Clackamas County
- Housing stock is in poor condition

Action Chart: Target Area - 82nd Avenue South of Foster

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
PROJECTS						
E1	Support the general commercial area at 82nd and Foster, but also seek ways to strengthen its development			X		OSEBC, FABA, 82ABA, PDC
E2	Support the completion of 82nd Avenue improvements			X		PDOT, OSEBC
REGULATIONS						
E3	Apply mixed-use and light industrial zoning in this area	X				BOP

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C. Target Area. Foster Road from 82nd to Powell

This portion of Foster Road, from 82nd west to Powell Boulevard, is heavily travelled, with a particularly high volume of commuter traffic. This, combined with the fact that there is insufficient off-street parking for the amount of commercial activity which occurs, makes on-street parking potentially quite dangerous. Significant to a number of business owners is that the south side of Foster Road between Powell and approximately 61st were not included in the Outer Southeast Community Plan.

Distinctive Features

- Many triangular pieces of property are created by Foster, a radial street
- The I-205 interchange puts traffic pressure on Foster
- Many businesses are built close to the street
- There is a mix of neighborhood and destination businesses
- Land-extensive and contractor businesses exist
- Pedestrian crossing of Foster is very difficult
- Buses create conflicts because there are no turnouts
- There is
 - Limited ability to expand/redevelop
 - High potential for redevelopment

Action Chart: Target Area - Foster Road from 82nd to Powell

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
F1	Identify the different business areas and building types along Foster to take advantage of opportunities			X		OSEBC, PDC
	PROGRAMS					
F2	Continue to encourage both destination businesses and neighborhood businesses	X				OSEBC, PDC, FABA
F3	Improve sidewalk environment to attract shoppers			X		OSEBC, FABA, Business
F4	Request improved pedestrian crossings			X		OSEBC
F5	Seek ways to provide additional off-street parking, both for the community and for business customers and employees			X		OSEBC, PDC, NA, FABA
F6	Support long term established businesses	X				OSEBC, PDC
	REGULATIONS					
F7	Expand the depth of commercial property at appropriate locations		X			BOP

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D. Target Area. Division from 82nd to 122nd

This Target Area comprises a wide variety of uses, although there is a fair bit of multi-family zoning along the entire route. The area also includes a gravel pit at approximately 106th, which is considered to be an opportunity site for a mixture of uses.

Distinctive Features

- The area is characterized by
 - Limited new development
 - High traffic volume and speed
- There is congestion at the freeway interchange
- Parking is available at most locations
- Sidewalks exist along most of the street
- The appearance of the area needs to be upgraded

Objectives

- 1 Emphasize commercial development at 82nd, 92nd, I-205 & 122nd
- 2 Emphasize mixed use development near potential transit stations

Action Chart: Target Area - Division from 82nd to 122nd

#	Actions	Time				Implementors
		On-going	Adopt with Plan	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
D1	Encourage non-traffic intensive uses	X				OSEBC
D2	Encourage small scale office uses	X				OSEBC, PDC
D3	Encourage transit supportive uses	X				OSEBC, TM, Metro

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Outer Southeast Business Coalition Advocacy Agenda

The Outer Southeast Business Coalition Advocacy Agenda is for the guidance of only the Outer Southeast Business Coalition. It has been adopted by the Outer Southeast Business Coalition and its members organizations only. City Council will not take action on this Advocacy Agenda. No portion has been nor will be adopted by City Council. The Advocacy Agenda is not a part of the Comprehensive Plan nor the Outer Southeast Community Plan. In no instance will any item included in these sections be used by the City in considering individual land use site specific issues.

These are items that would require changing City Codes or Policies, propose changes to the zoning that are not consistent with the Outer Southeast Community Plan policies or zoning map, or may not be appropriate in a Plan developed and adopted for the Outer Southeast Business Coalition. The Business Coalition can advocate for these changes at City Council hearings on the the Recommended Outer Southeast Community plan or on their own with City and other bureaus.

This Advocacy Agenda is divided into two sections. Section I includes items which solely pertain to the Outer Southeast Business Coalition or are beyond the scope of the plan. Some good ideas that lack implementors are also included. Implementors are organizations or agencies which agree to take the lead responsibility for carrying out an action item.

Points that conflict with City policy are identified in Section II, with the appropriate policy referenced. These statements are included in this document out of respect for the hard work the Outer Southeast Business Coalition has brought to their plan process. They are not adopted nor endorsed by the City in any way and are not a part of the City's Comprehensive Plan, the Outer Southeast Community Plan, or the City adopted Outer Southeast Business Plan.

The Outer Southeast Business Coalition itself will be the Implementor on all items. In addition, in a number of instances, individual business associations (BA) and the Alliance of Portland Neighborhood Business Associations (APNBA) may also be listed as Implementors. They are listed in parentheses following the action. All actions would occur within the next 5 years except Numbers 2, 3, 10, and 11, identified with an asterix (*), which are On-going action items.

When the main body of this Plan refers to "High Capacity Transit", the Business Coalition specifically means "Light Rail Transit".

Section I

This section includes items which solely pertain to the Outer Southeast Business Coalition, which are beyond the scope of the plan, or are good ideas which lack implementors

- 1 Seek City funds to hire a grant writer for the coalition (APNBA)
- 2 Encourage participation in the business associations to acquire political clout and to gain recognition * (BA)
- 3 Educate the Planning Commission and City Council of the needs of the business community * (BA)
- 4 Seek legislation to make parents pay for their children's damages to property
- 5 Encourage the City to expand the victim assistance fund to help small business owners who are victims of vandalism, graffiti, and other crimes (BA, APNBA)
- 6 Increase the level of street improvements on all streets in Outer Southeast
- 7 Support all efforts to get Light Rail Transit built along the I-205 Right-of-Way
Explore all means of influence and lobby all decision-makers to assure that the I-205 corridor becomes the next light rail alignment constructed in the regional rail network
- 8 Seek ways to manage traffic problems at congested intersections and arterials
- 9 Lobby to require that mass transit facilities and stations be safe and user friendly
- 10 Assure favorable zone changes and plan amendments which promote redevelopment *
- 11 Assure that changes are granted for businesses employing significant numbers of people who reside locally *
- 12 When the Inner Southeast Community Plan is written, make sure the zoning for the land south of Foster Road between Powell and 60th is consistent with the zoning in the Outer Southeast Community Plan
- 13 Seek formal City recognition of the Outer Southeast Business Coalition as the district-wide coalition of businesses and institutions within the boundaries of the Outer Southeast Community Plan (APNBA)

Section II

This section includes actions which are against City policy. Each item identifies the appropriate city policy.

- 14 Lobby the City to change its notification process so that business associations receive notification of zoning applications within their boundaries
- a Ensure that these are distributed in a timely manner
 - b Provide written recommendations on site-specific zoning applications

City Code Title 3 96 Office of Neighborhood Associations. Chapter identifies minimum standards for recognized neighborhood associations, which determines notification of zoning applications

- 15 Request the City to modify site development requirements regarding landscaping
- Consider the needs of the business when setting landscaping requirements by assessing why it is needed and what the ramifications may be for customers and employees in the future
 - Assure flexibility in imposition
 - Consider counting trees in or near the right-of-way and parking strip in meeting street tree and landscaping requirements
 - Encourage use of planters

City Code Landscaping standards and requirements for commercial areas are found in Title 33 130 225 and 33 248. It is required in some zones because it is attractive and it helps to soften the effects of built and paved areas. It also helps reduce stormwater runoff.

- 16 Advocate that the Portland Police Bureau establish a standard that will ensure a response time of 3-5 minutes to a commercial area.

The issue of response time should not be addressed in the Plan because it is part of the complicated system of dealing with public safety. Decreasing response time does not always increase public safety. Also, this is a city-wide issue.

- 17 Increase parking in commercial areas.

City Code Amount of required on-site (off-street) parking is established by Title 33.266. On-street parking is determined by factors which include, but are not limited to, the street designation, safety, conflicting uses, and local needs.

- 18 Request PDOT and ODOT to address the following freeway interchange issues
- Eastbound access from I-205 to Powell Boulevard
 - A full interchange at Holgate from I-205
 - Modifications to the I-205/Foster interchange to support the Lents business district
 - Expansion of the 82nd Avenue/I-84 intersection to a full interchange

These are regional issues which should be addressed as part of the regional transportation planning process. Neither the City nor the Oregon Department of Transportation will support implementation and may oppose the requested alteration to the Transportation system.

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Appendices