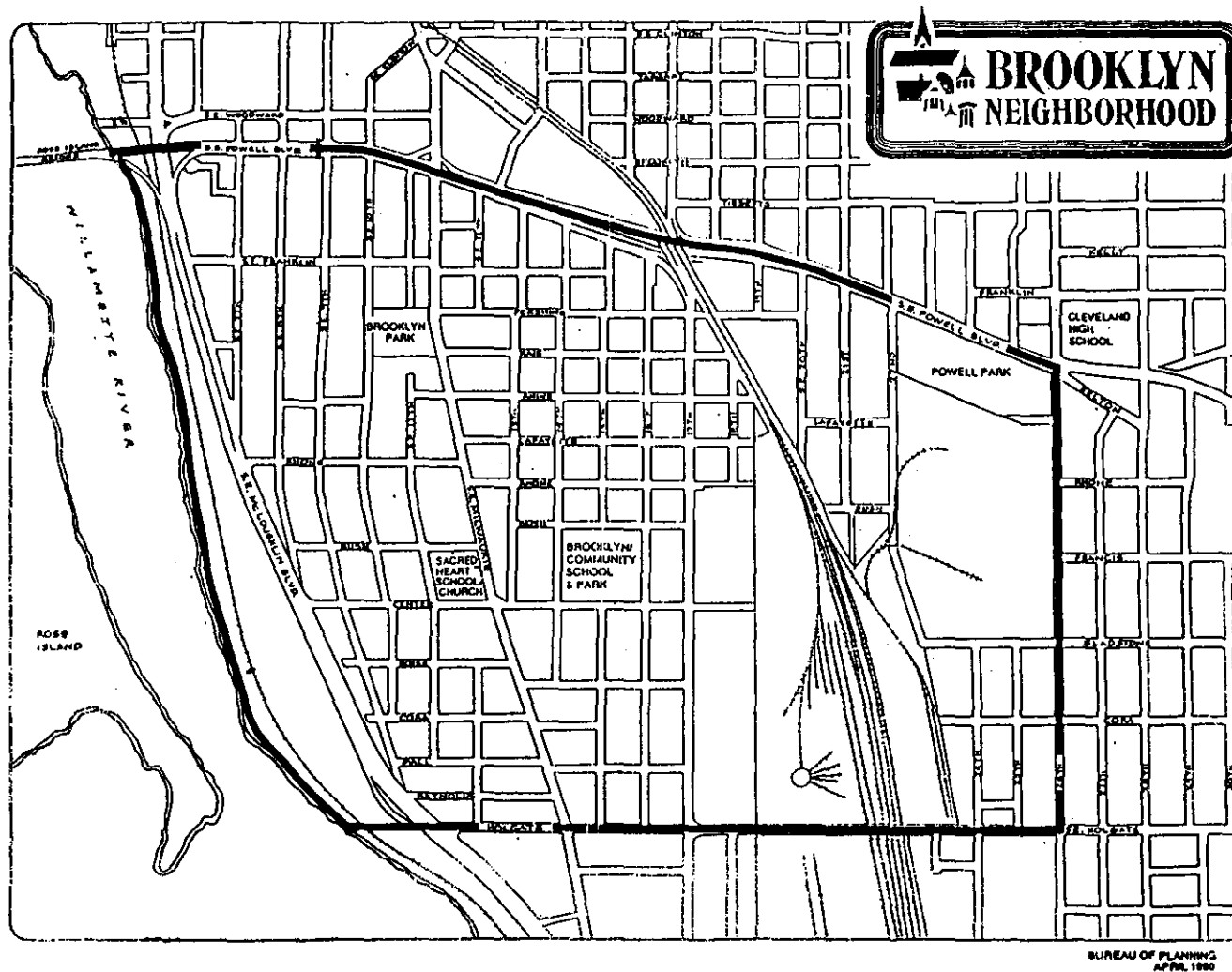


BROOKLYN NEIGHBORHOOD PLAN



Adopted by City Council
March 20, 1991
Effective April 19, 1991
Ordinance No. 163982



Bureau of Planning
Portland, Oregon
June, 1991

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BROOKLYN NEIGHBORHOOD PLAN

ADOPTED BY CITY COUNCIL

March 1991

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This plan was developed by the Brooklyn Neighborhood Plan Steering Committee in cooperation with the Portland Bureau of Planning and with the assistance of Robin Gunn, Community Outreach Coordinator.

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I. THE PLANNING PROCESS

THE PLANNING PROCESS

The Brooklyn Action Corps (BAC) has been an active neighborhood organization since 1962. The Brooklyn neighborhood, through the BAC, submitted requests to the city for a neighborhood plan as part of the Neighborhood Needs process for both the 1989-90 and 1990-91 budget years.

In October 1989, Brooklyn Action Corps and Buckman Community Association applied jointly to Oregon Community Foundation and Portland's Bureau of Community Development for a grant to fund a half-time staff person to coordinate the development of a plan for each neighborhood. The grant application stated,

"This project will broaden the base of citizen participation, increase commitment to solving neighborhood concerns, and finally, formulate steps to direct future neighborhood initiatives. Although both neighborhoods have had past successes, these have often been reactive and crisis-oriented. As inner-city neighborhoods, both Brooklyn and Buckman are experiencing increasing pressures that threaten neighborhood livability, from the incursion of commercial uses into residential areas to the effects of homelessness."

Both neighborhoods were chosen to receive the grant and a neighborhood plan, in part, because of their long commitment to neighborhood participation. The grant was approved in November 1989.

A management team made up of representatives of the Brooklyn and Buckman neighborhoods and staff members from the Planning Bureau and Southeast Uplift was formed to guide both neighborhoods through the neighborhood planning process. As their first task, the management team hired the community outreach coordinator, who also became a member of the team.

In January 1990, a 17-member steering committee was formed to ensure that the plan would reflect the interests and concerns of the entire neighborhood. Steering committee membership included residents (homeowners and renters), and representatives of small businesses, large corporations, neighborhood schools, churches and social service agencies. Members included teenagers and senior citizens and represented all areas of the neighborhood.

The neighborhood association's goal was to create a plan that, once adopted by Portland City Council, would provide the city with a framework within which to make decisions concerning Brooklyn. The steering committee's charge was to develop a plan that accurately reflected the needs and wants of the neighbors, and to balance those needs against the needs of the city.

The steering committee identified six major areas to be addressed by the plan:

- neighborhood identity and historic preservation,
- neighborhood livability and public safety,
- gathering places: parks, recreation and waterfront activities,
- housing,
- commercial and industrial business, and,
- transportation and land use.

The committee solicited input from throughout the community to identify issues, problems and opportunities in each of these areas through a questionnaire and a half-day workshop. The questionnaire, designed by the steering committee with technical assistance from Planning Bureau staff, was mailed to all Brooklyn residents and property owners and hand-delivered to all neighborhood businesses. Drop boxes for responses were available at four neighborhood locations. Of the 3,500 questionnaires distributed, 238 (6.8 percent) were returned. The questionnaire also invited all neighbors to participate in the workshop.

The half-day workshop, held on Saturday, April 21, 1990, at Brooklyn School, was attended by approximately 50 neighbors. Following a slide show of neighborhood scenes, participants were asked to describe, "What Brooklyn means to me." Their responses have been used in developing the vision statement that guides the plan. Participants broke into small groups and discussed each of the six issue areas to be included in the plan.

Following the workshop, the steering committee and other interested citizens divided into six policy development subcommittees. Using input from the questionnaire and the workshop, each subcommittee focused its attention on one of the six areas of the plan. The subcommittees met regularly from late April until mid-June developing policies, objectives and strategies relating to their topic. At the same time, the vision statement, history, policy discussions and neighborhood description were delegated to various steering committee members for completion.

The subcommittee drafts were presented to the steering committee in late June. A "polishing" subcommittee edited the six drafts into one document. The edited results were presented to the steering committee in late July. Using input from the polishing committee, the wording of this draft was further refined by the steering committee.

The discussion draft of the plan was published and made available for review. On October 22, 1990, all neighbors and property owners were invited to a public meeting to review the plan. Input from the 50 people attending this meeting, as well as written comments from residents, property owners and the Planning Bureau's Technical Advisory Committee, were reviewed by subcommittees of the steering committee. Their input was weighed against other earlier neighborhood input and incorporated into the version of the plan to be presented to the Planning Commission.

Throughout the planning process, a high priority of the steering committee has been to ensure the awareness, support and involvement of the neighborhood. Media coverage of the plan began with an announcement of the grant award in the Sellwood Bee. Articles about the plan have appeared in both the Bee and The Oregonian. The neighborhood newsletter, hand-delivered to 90 percent of Brooklyn residents and businesses, featured monthly updates on the progress of the plan.

People interested in the plan have been added to the mailing lists and kept informed of public meetings and workshops. Efforts have been made to ensure that the business community was involved in the development of the plan. The Brooklyn Business Association was briefed on the plan at one of their meetings early in the planning process. Members of that group have been active participants on the steering committee. Various neighborhood businesses have donated printing services and refreshments for the workshop and steering committee meetings.

The Bureau of Planning mailed notice to property owners in April, October and December 1990 to announce public workshops and the Planning Commission hearing. On January 22, 1991, the Portland Planning Commission held a public hearing and adopted the Brooklyn Neighborhood Plan as recommended by the Bureau of Planning and modified by the plan steering committee. On February 26, 1991, the Portland Planning Commission held a second hearing to consider rezoning certain properties in the neighborhood.

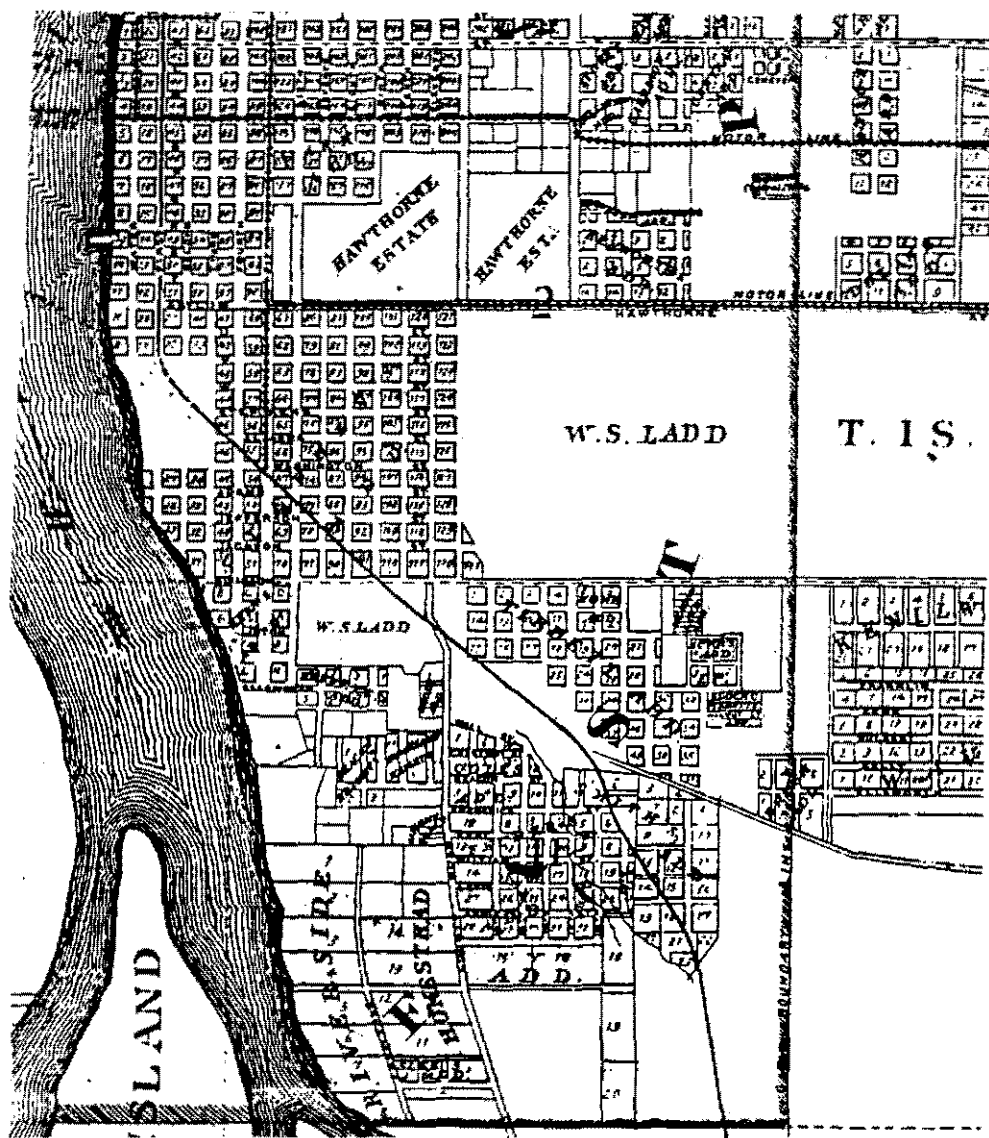
"CITY LIFE "AMENDMENT TO BROOKLYN NEIGHBORHOOD PLAN

Ordinance 167767, adopted by City Council on June 9, 1994 , amended the Brooklyn Neighborhood Plan to add the following policy language to Housing Policy Objective 4.3 (underlined):

Maintain existing R5 zoning to preserve and encourage single-family housing.
Allow a Comprehensive Plan Map Amendment and zone change to a higher density for a demonstration project of regional significance which provides compatible, owner-occupied housing on a site over 35,000 square feet.

This policy language accompanied a Comprehensive Plan Map amendment to R2 to allow the City Life housing project.

II. HISTORICAL OUTLINE OF THE BROOKLYN NEIGHBORHOOD



Map showing Brooklyn Neighborhood
in 1889. Courtesy of the Oregon
Historical Society

HISTORICAL OUTLINE OF THE BROOKLYN NEIGHBORHOOD

Introduction

The history of Brooklyn is part of the industrial development of east Portland. The Brooklyn neighborhood developed out of the modest real estate speculations of a few early East Portland farmers and businessmen into a working class neighborhood between 1890 and 1940. Like most of East Portland, Brooklyn did not have the advantages of an overall plan such as the plans for Ladd's Addition and Laurelhurst. Brooklyn was populated by successive waves of European immigrants who worked primarily as laborers and artisans in large industries such as the Inman-Poulsen sawmill and the Southern Pacific railroad yards or in smaller, associated businesses.

Brooklyn's solidity as a neighborhood was based on the immigrant population's common bonds of hard work, low pay, and family integrity. Brooklyn's gradual decline as a neighborhood between 1930 and 1960 was, in large part, due to the end of large-scale European immigration and the growing obsolescence of its industrial base. Brooklyn's decline was fostered in part by its very nature. As a politically weak, working-class neighborhood, Brooklyn was further damaged by transportation improvement projects which benefited Portland, but removed housing and created barriers which divided the neighborhood and separated it from the river.

Today, the Brooklyn neighborhood is only two-thirds its original size. The northern boundary is now Powell Boulevard instead of Division Street. Brooklyn's residential focus has shifted south of Powell, and the area between Powell and Division has largely changed from residential to industrial and commercial uses. Much of the remaining residential streetscape has been compromised during recent decades due to lack of maintenance and the construction of multifamily housing that doesn't complement the older housing stock. Brooklyn may never recover its original immigrant flavor, but it remains a strong, working-class neighborhood. More importantly, Brooklyn is achieving greater stability today than it ever possessed in the past.

Settlement: 1845 - 1870

Portland's early settlement was focused on the west side of the Willamette River due to its topographical advantages. The west side had a natural deep water harbor well-suited for navigational purposes and land that was above the

flood plain. On the east side of the river, the low-lying plain was traversed by gulches and sloughs which caused much of the land to be flooded during the rainy season. The southeast side of the river was composed of a slough system fed by many small springs that extended south to present-day Milwaukie. It was upon this less useful land that the Brooklyn neighborhood eventually evolved.

The east side of the river was settled by American immigrants such as Gideon Tibbetts, who established a Donation Law land claim in 1851 in the southeast corner of what was to become East Portland. Tibbetts farmed his claim between 1851 and 1870, but his place in history is based less upon his agricultural efforts than upon the fact that he was the first land owner to attempt development in what was to become Brooklyn. Many early settlers in the Portland area engaged in small-scale real estate speculation once the growing population began to require more housing. The east bank of the Willamette took on the appearance of a village as the population spilled over the river. Judge Matthew Deady described the east side of the river in 1866 as "...half town and half country, but it is destined at no distant day to furnish an abundance of cheap and comfortable homes....".

In 1868, the Oregon Central Railroad (O&CRR) apparently acquired a right-of-way from Tibbetts, because on April 16 of that year the railroad broke ground at a point near the present-day intersection of Division Street and 12th Avenue for an eastside rail line to the south. The O&CRR built its car shops at a point on the line within Tibbetts' claim. The railroad provided the catalyst for the speculative aspirations of eastside landowners. The town of East Portland was incorporated in 1870.

Tibbetts, no doubt, found he could make more money from selling real estate than by farming it, and he platted a prospective town of some 36 blocks on the northeast corner of his claim in 1870. Tibbett's plat was named Brook Land, after the spring-fed brook that ran northwest to a slough on the banks of the Willamette. By 1874, further subdivision of Tibbett's claim had taken place. The land was held under the title of G. Tibbetts and the Riverside Homestead Association. The association included at least four other speculators whom Tibbetts had included in the venture.

Little is currently known of the actual development of Tibbetts' plat or the Homestead Association land to the south during the late 1870s and early 1880s. Homebuilding appears to have been focused on the northern edge of the new plat. Photographic evidence suggests that there was considerable residential development immediately south of Division Street. A Lutheran church was located at SE 12th and SE Clinton by the late 1860s. Some of the large residences dating from this period still exist between SE Clinton and SE Division Streets and between SE 12th and SE 21st Avenues.

By the late 1880s, west Portland was becoming crowded, and pressure for access to the eastside for additional housing resulted in the construction of the Morrison (1887) and the Steel (1888) Bridges. By 1889, East Portland was consolidated with westside Portland into one city. The southeastern boundaries of the enlarged city included Tibbetts' original donation land claim. His town plat was renamed Tibbett's Addition. Other additions were platted on Tibbetts' land. The two largest were Smith's Addition consisting of twenty-three blocks and Feurer's Addition, immediately to the south, of thirty two blocks. Most development was restricted to the flat land east of the county road (Milwaukie Avenue). Much of the land in the southwest corner of the neighborhood along the top of the ridge (Brooklyn Heights, located between McLoughlin and Milwaukie) was held in large, unplatted lots owned by the Oregon Railroad & Navigation Company.

Neighborhood Growth: 1889 - 1917.

The period between the incorporation of the eastside and the end of World War I was characterized by the growth of a largely immigrant working class population in Brooklyn. It was the period in which the neighborhood assumed its fundamental physical characteristics as well as its historic identity.

By 1889, Tibbetts' "Brook Land" was known by several names: "Brookland," "Brooklyn," or simply "Car Shops," after the railroad yards. Tibbetts' intended town had been subsumed within the consolidated city of Portland. The Brooklyn neighborhood was a rectangle, bordered on the north by Division Street and the as yet undeveloped Ladd's Addition. Holgate was the city limits of East Portland as well as Brooklyn's southern boundary. To the south, open farm land occupied the area between Portland and the City of Sellwood, traversed by the county road and the O&CRR line. With the river on the west and ridges to the east, Brooklyn was shaped as much by its topography as by manmade borders. The neighborhood was diagonally bisected by the railroad line, which had been acquired by Southern Pacific. The tracks ran northwest along the northern edge of Brooklyn Creek, adding a manmade component along one of the principal topographic features of the neighborhood. The gully formed by Brooklyn Creek fed into a swampy lake west of Milwaukie Avenue, which led to the Willamette River.

The neighborhood was anchored at either end of the rail line by two of the eastside's larger employers, the Inman-Poulsen Lumber Mill and the Southern Pacific rail yards and shops. The Inman-Poulsen mill was built just north of the present-day Ross Island bridge in 1890. It was to become the largest sawmill in Oregon within ten years, occupying 37.5 acres along the Willamette River. The mill was Brooklyn's economic link to the river. Many workers employed in the mill no doubt lived close to the mill in Tibbetts' Addition of Brooklyn.



Brooklyn Float in Rose Festival Parade
(date unknown)
Oregon Historical Society #ORHi 11211

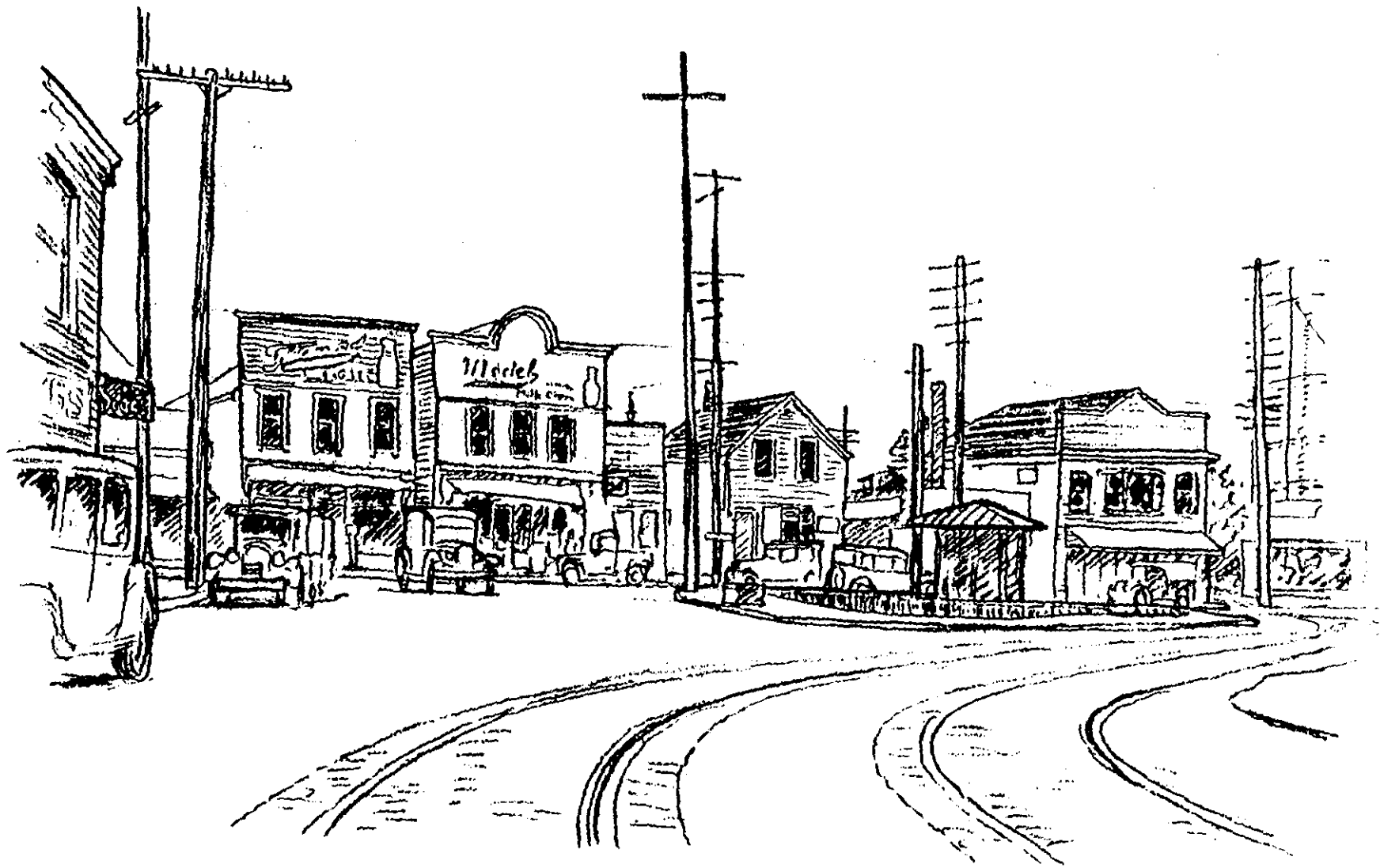
Much of the immigration to Portland during this time appears to have been Northern Europeans, especially Germans and Scandinavians, who were drawn to the lumber industry. The rail yards were not expanded significantly until 1910, so they may not have employed as many workers as the sawmill. In any event, much of the early residential housing stock was located at the north end of the neighborhood in Tibbetts', Smith's, Cole's and Feurer's Additions, between SE Division and SE Rhine Streets and between SE Milwaukie and SE 20th Avenues.

Brooklyn was fully integrated into Portland's emerging electric streetcar network by 1891. The East Side Rail Road Company began construction of a trolley line south to Sellwood along the county road (Milwaukie Avenue) in that year, and completed the line by 1892. The trolley line, consolidated later under the Pacific Railway Light and Power Company, would eventually add to the neighborhood's industrial base with a large car shop complex at 17th Avenue and Center Street.

Brooklyn's population consisted predominantly of European immigrants. Unlimited European immigration provided a vast reservoir of semi-skilled and unskilled, low-wage laborers for Portland's factories and mills, as well as for a variety of other businesses and jobs. Many of these workers were single men. Families and single men would move from job to job in search of better pay and working conditions or for variety in their work. Immigrants improved their economic status as they acclimated themselves to the culture of their new country by learning English, acquiring skills, and saving money.

Brooklyn was home to successive waves of such immigrants during this period of its history, including Germans, Scandinavians, Italians, and Poles. A few Asians settled in Brooklyn and perhaps one Afro-American family but, in general, the nonwhite population made up only a small fraction of the neighborhood's residents.

Sacred Heart Parish, founded in 1893 by the Benedictine Fathers of Mount Angel, was established to serve the growing population of Catholics in Brooklyn. The first personnel at the new parish came from the St. Francis parish, the eastside's oldest. Brooklyn's first Catholic church building was located at SE Boise and Milwaukie Avenue. Sacred Heart Parish emerged as a force in the neighborhood during its early growth. The high ground on the western edge of Brooklyn came to be called Benedictine Heights on Portland maps after the church and rectory moved there from Milwaukie Avenue. This name remains as a reminder of the early Catholic influence. According to local folklore, one of the parish's early priests, Father Gregory, was something of a combined neighborhood "ward healer" and patriarch.



Intersection of SE Powell and Milwaukie
(Drawing by Doug Klotz from
Oregon Historical Society photo)

Brooklyn's public school was its first true community building. Built in 1889, it provided a center for the neighborhood from the outset. Located at Milwaukie Avenue and SE Haig (site of the present Brooklyn Park), the school featured a support group, the Mother-Teacher Club, which was founded in 1904. The Mother-Teacher Club was the first such club in a city school. The school administration and its support group promoted the "Americanization" of the neighborhood's growing immigrant population. In addition, the club provided relief assistance to needy immigrants and created a community center with various continuing education classes.

Downturns in the economy, including the depressions of 1893 and 1897, produced periodic layoffs at the mill and rail yards, causing single men and families to move on or to subsist on relief. The many housing lots in Brooklyn that remained vacant well into the 1920s (in Benedictine Heights, for example) may be due to limited and unpredictable employment in the immediate neighborhood. The Southern Pacific rail yards underwent a major expansion in 1910, but it was not completed for several years. More expansion was planned for the yards in 1920, but did not materialize because Southern Pacific opened a new repair and maintenance facility at Eugene in 1927.

The period between 1889 and 1917 was one of growth for Brooklyn. Most housing was suitable for a working-class population, since the neighborhood was too closely tied to its industrial economy to become much more. The successful development of a solid neighborhood community during this period depended on the establishment and growth of a long-term, homogeneous, family-oriented residential population. Brooklyn seems to have lacked this key element, as many of its residents appear to have been single men and families who moved from job to job as circumstances warranted. The make up of the population was to change after the war.

Some of the immigrant character of the neighborhood was circumscribed by the patriotic hysteria that swept the United States during its short involvement in World War I. Several of the German street names of Feurer's Addition, developed by an early German resident speculator, were changed to names with a more patriotic ring.

Changes: 1917 - 1950s

World War I was a historic watershed for Europe and America. The political disruption of the old world order greatly frightened America, and its adjustment to its new position on the world stage was not without pain. A postwar political phenomenon known as the Red Scare caused the adoption of immigration quotas, ending the massive, unrestricted flow of cheap labor to America. As the flow of immigrants dried up, there were fewer new people to take the low-paying mill and factory jobs and to live in neighborhoods like Brooklyn. As earlier

immigrants moved out, the neighborhood began to lose its early character and some of its diversity and vitality. There is evidence, however, that a significant number of Brooklyn's early residents made their permanent home in the neighborhood.

Brooklyn experienced a home-building boom in the 1920s, especially in Benedictine Heights near Sacred Heart Church. These homes tended to be built for families who had decided to make Brooklyn their permanent home. This area continues to be the most stable part of the neighborhood.

Brooklyn was affected by another event in the 1920s that was closer to home and, perhaps, as detrimental as the decline in immigration. In 1926, Multnomah County built the Ross Island Bridge. The construction of the bridge, and the attendant extension and transformation of Powell into a boulevard, devastated the core of the neighborhood and affected the physical and the socio-economic composition of the neighborhood. The Ross Island Bridge was built as a component of an east-west highway for the region rather than to provide access to Brooklyn. A significant number of residential and commercial properties were demolished to make way for the bridgehead and extension of Powell to meet it. More importantly, the new boulevard effectively cut Brooklyn into two parts along an east-west axis.

The heart of the neighborhood was torn out when many of its shops and service-oriented local businesses were displaced by the bridge project. This division of the neighborhood served, over the next two decades, to effectively pull its northern boundary south from SE Division to SE Powell. The project condemned the northern half of the old neighborhood to a slow change from residential to industrial and commercial use.

Nineteen twenty-six was a bad year for Ross Island, too. The commercial exploitation of the island for sand and gravel mining began in 1926. This activity precluded further recreational use of the island, and a precious resource was denied to Portland's citizens.

Ross Island had been a recreational resource in the early part of the century for Brooklyn residents as well as for other nearby neighborhood inhabitants. The island, originally a cow pasture for Mr. Sherry Ross's farm, had become an unofficial park and picnic area for boaters on the Willamette River by 1900. Sometime after 1905, Bundy's Pier, featuring an enclosed swimming area and picnic sites, was established on the north end of the island. A dock at the foot of Woodward Street served people visiting the island.



SE 13th and Powell Blvd. 4-21-34
 SE 13th and Powell Boulevard
 April 21, 1934
 Oregon Historical Society #COP00257

The Great Depression of 1929 - 1941 added to the decline of the neighborhood. In addition to the serious economic and social pain it caused to low-income, working-class neighborhoods, the Depression brought more physical disruption to Brooklyn. The federal government made funds available after 1932 for highway projects as a form of relief for the legions of unemployed. Highway 99E was extended and improved and became known as McLoughlin Boulevard. Completed in 1937, the new section of 99E formed a manmade barrier along Brooklyn's western perimeter. The highway extension, along with the construction of the Ross Island Sand and Gravel Company's office building in 1926, cut the neighborhood off from the river and denied the neighborhood access to this area for recreational, scenic and residential use.

Brooklyn felt the impact of World War II along with the rest of the city. The Southern Pacific rail yard was a major employer during the war, with over 200 men and women working to maintain equipment in response to peak war-time demands. The King Brothers Boiler Works on SE 17th was another large railroad-related employer during the war. Large quantities of obsolete rolling stock, in order to be reactivated for war use, required extensive overhaul and maintenance. Brooklyn probably experienced a temporary glut of residents as the city absorbed thousands of defense industry workers, most of whom were employed at the ship yards at Swan Island. Some older residences in Brooklyn were converted to rooming houses and apartments to accommodate this increase in population. Brooklyn was ahead of other neighborhoods in the establishment of wartime "victory gardens", as open land in the neighborhood had been used by Italian immigrants for truck gardens long before the onset of the war.

After the war, the neighborhood again declined in population and industrial employment as defense industries closed and many of the wartime workers left the neighborhood. More residents left when the Inman-Poulson sawmill closed in 1954 when it lost its competitive edge due to obsolete technology and growing management problems. The mill was sold off over the next five years to various industrial concerns. The Southern Pacific rail yards declined in importance with the demise of the age of steam although the facilities were kept in operation to scrap steam locomotives. Diesel locomotives replaced steam locomotives after World War II. Brooklyn had no diesel repair facilities as they had all been built at the Eugene yards. Southern Pacific attempted to expand the Brooklyn yard to the south in the the 1950s, but was thwarted by opposition from Eastmoreland residents. This opposition further hastened the shift of operations to Eugene.

Portland's trolley system was phased out after 1950, and Brooklyn workers lost their convenient streetcar links to the rest of the city. The automobile supplanted the trolleys and gave people greater choice in where to live and work. Brooklyn suffered further population decline as new homes in suburban locations were chosen over existing homes in inner-city neighborhoods, in part, because of bank lending practices at that time.

Brooklyn fights back: 1962 to the present

Brooklyn's decline during the 1950s and '60s was marked by a continued conversion of owner-occupied homes to rental units. Businesses closed down or moved as the neighborhood customer base continued to erode. In 1962, neighborhood citizens formed the Brooklyn Action Corps (BAC) to combat these trends. In the late 1970s, the neighborhood's efforts focused on retaining Brooklyn School as a community institution. The present Brooklyn School was built in 1930 to replace the 1889 wooden school on Milwaukie Avenue. Brooklyn School was an anchor for the community during its darkest days. Its long history and function as a neighborhood anchor are reflected in the fierce loyalty felt by former students and their families as well as by the neighborhood as a whole.

Since its founding, the BAC has fought many battles on behalf of the neighborhood, and the effort has paid off. The BAC has provided Brooklyn with a degree of political representation it never had in the past. Brooklyn has been able to stabilize itself, and the neighborhood's inner-city location and unpretentious, solid residential character are appreciated once again. Changing tastes in housing and urban lifestyles, along with rising real estate values, have combined to make Brooklyn an attractive alternative to other, less affordable, inner-city neighborhoods and "cookie-cutter" suburbs.

Brooklyn's evolution as a working class neighborhood, as well as its decline, was part of the history of Portland's industrial development. The political respect gained by the BAC, the spirit of the neighborhood, and its new appeal have combined to give Brooklyn a degree of control over its future unparalleled in its history.

III. GEOGRAPHIC SECTORS OF THE BROOKLYN NEIGHBORHOOD

GEOGRAPHIC SECTORS OF THE BROOKLYN NEIGHBORHOOD

Introduction

Brooklyn is a compact neighborhood encompassing fine old residences, duplexes, multifamily apartments, and commercial and industrial uses. The various uses tend to be located in separate and distinct areas.

The Brooklyn neighborhood contains approximately 434 acres within an area that is bounded by Powell Boulevard on the north, Holgate Boulevard on the south, the Willamette River on the west and 26th Avenue on the east. Twenty-four percent of the neighborhood is developed with single family homes. Approximately 38 percent are owner-occupied and 62 percent are occupied by renters. The percentage of owner-occupied dwellings is somewhat less than the City as a whole (38 versus 55 percent). Multifamily development occupies approximately four percent of the neighborhood's area, but comprises 40 percent of the housing units. Commercial uses occupy 11 percent of the land area and manufacturing occupies 38 percent. Of the total land area in Brooklyn, 43 percent is zoned residential and 49 percent is zoned for commercial, light manufacturing or industrial uses. Brooklyn has more commercially- and industrially-zoned land than the City as a whole, due to the large area given over to the rail yards.

The most recent and available census data (1980) for Brooklyn show a total population of 3420 people. Twenty-five percent of the population is 17 years of age or younger, 60 percent is between the ages of 18 and 59, and 15 percent is over 60. Brooklyn residents tend to be slightly younger than the City as a whole, but not significantly so.

Educational attainment also parallels that of the City as a whole. Seventy percent of adults over 25 are high-school graduates and 42 percent have completed one or more years of college. In 1980, twenty-one percent of Brooklyn residents were employed as professionals; 35 percent in technical and clerical fields, 13 percent in service occupations and 31 percent as laborers. Again, this breakdown closely resembles the employment profile for the entire City. However, Brooklyn's median income in 1980 was significantly below that of the City.

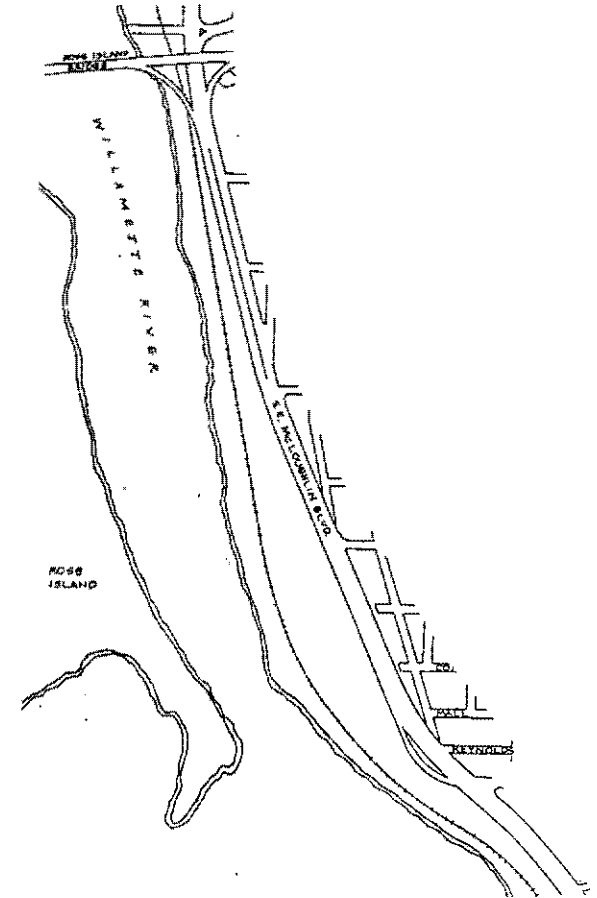
The neighborhood consists of several discrete areas that sometimes act to unite the neighborhood, but each of which has its own identity.

Willamette River, Ross Island, McLoughlin Boulevard.

McLoughlin Boulevard separates the neighborhood from the Willamette River and creates a formidable barrier. Access to the river from the neighborhood is via the lower level ramps at the Ross Island Bridge where steep terrain limits access or via Holgate Boulevard where a stop light permits pedestrians to cross, but where the river can be reached only by descending a bank covered with brambles. At one time, a signal at Ross Island Sand and Gravel could be pedestrian-activated from the east side of McLoughlin. The planned widening of McLoughlin south of the neighborhood will tend to increase traffic flow on McLoughlin. The land along the Willamette River is mostly undeveloped except for the Oregon Traction rail line and Ross Island Sand and Gravel's corporate office building and associated structures.

"Haig Park" is undeveloped park land between the river and McLoughlin Boulevard, south of the SE Franklin Street alignment and north of the SE Haig Street alignment. Access to the park land is currently difficult, but the development of the Willamette Greenway Trail in this area will make the park an important stopping place.

Ross Island is still being actively mined for sand and gravel. Currently, there is limited access to the island by boat. When mining is completed sometime around the year 2015, the island will be rehabilitated and turned over to the City to be used as a natural area and for recreational purposes. In the past, both the riverfront and Ross Island were vital parts of the neighborhood's recreational resources. Improved access to the riverfront has been a longstanding priority of the Brooklyn neighborhood and, for many years, has been a part of the neighborhood's annual Neighborhood Needs submission to the City.



Benedictine Heights

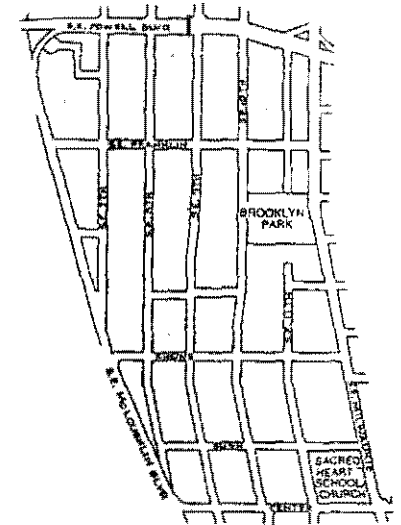
Benedictine Heights encompasses the area bounded by SE Powell Boulevard on the north, SE McLoughlin Boulevard on the west, SE Milwaukie Avenue on the east, and SE Center Street on the south. This area acquired its name when the Benedictine Fathers established the Sacred Heart Parish here. Sacred Heart Church was originally on SE Milwaukie Avenue, but was established in its current location between SE Bush and SE Center, SE 11th and SE Milwaukie, in 1910.

Benedictine Heights contains many well-maintained homes built primarily between 1910 and 1950, though some structures predate that time. The only property within Brooklyn that is on the National Register of Historic Places is located here. The Poulsen House at SE Sixth and Powell was built in 1892. Poulsen House has been converted from its original residential use to offices.

Benedictine Heights contains a diversity of uses. The area around Sacred Heart Parish is known for its 1920s and '30s bungalows and their tidy yards. In the northern part of the Heights, near Powell, tri- and four-plex apartments, dating from the 1960s and '70s, have been built on lots that previously contained single-family homes or were used as yards. Many homes have been converted to duplexes. A low-income, multifamily development fills the block between SE Franklin and SE Haig Streets and between SE Seventh and SE Eighth Avenues. Although some of the nonowner-occupied buildings are not well-maintained, the predominant feeling is one of modest and larger detached homes, each resting on its well-tended yard.

Brooklyn Park, located between SE Tenth and SE Milwaukie, SE Pershing and SE Haig is central to the Heights. The park is the original site of Brooklyn School. The park is popular with both young and old and is heavily used, especially in the summer, when baseball games and organized activities occur daily.

The western boundary of the area, SE McLoughlin, is lined with commercial and manufacturing uses; they are generally well-maintained, but not necessarily oriented to the neighborhood. The businesses along SE Powell, in contrast, tend to be general commercial or service-oriented in nature. However, the numerous auto-oriented uses, and the speed and volume of traffic on Powell, provide little incentive for passers-by to slow down and recognize the area to the south as a neighborhood. These two busy streets, Powell and McLoughlin, and the pedestrian-unfriendly Ross Island Bridge, create barriers for residents who wish to attain access to the river and the rest of the city.





Sacred Heart School
1911

Oregon Historical Society #COP22883/9998-Y-445

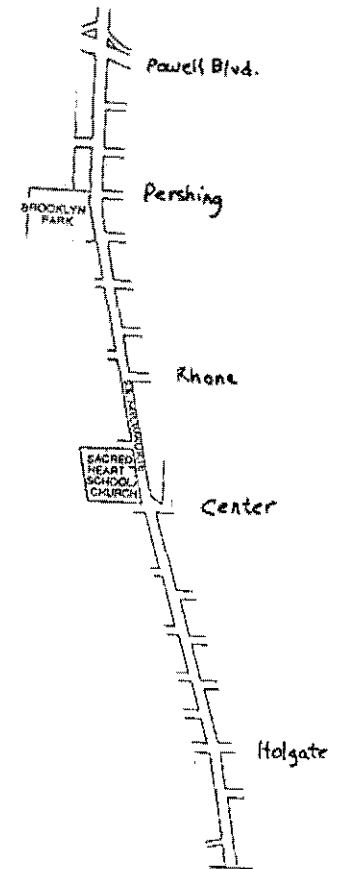
Southeast Milwaukie Avenue

Milwaukie Avenue, the main commercial street in Brooklyn, is lined with a variety of commercial, office, and industrial businesses interspersed with single- and multifamily residences. Milwaukie Avenue continues to be the main location of businesses which serve the residential neighborhood. Currently neighborhood-oriented uses include: restaurants, grocery stores, a drug store, a chiropractor's office, other health care offices, an attorney's office, a video rental store, taverns, banks, insurance agencies, and a locksmith.

The neighborhood has mixed feelings about the businesses located near the intersection with SE Powell. The Portland French School and the Violin Shop are city-wide attractors that the neighborhood can take pride in. Unfortunately, two other attractors, the Aladdin Theater and the Tin Quill tavern, are not seen as plusses for the neighborhood. Since adoption of the plan, the Aladdin Theater has been sold. The new owners are refurbishing the theater. It will be used to show classic films and hold concerts! Going south from SE Powell, the commercial uses along Milwaukie include a sign maker, two social service agencies, and a large industrial business (Masters Cleaners). Other storefronts tend to house marginal concerns or are currently vacant. This storefront character is valued by the neighborhood and will be reinforced now that zoning requires new or rehabilitated buildings to be developed up to the sidewalk.

Generally, property is better-maintained north of SE Bush than south of it. Litter is an ongoing problem, especially near some businesses. Other problems that persist are excessive amounts and speed of traffic, difficulty in crossing the street safely, and a lack of on- and off-street parking.

The Brooklyn Business Association has been active in addressing some of the problems of the area and improving the appearance of the street.





SE Milwaukie
circa 1929
Oregon Historical Society #ORHi 37625

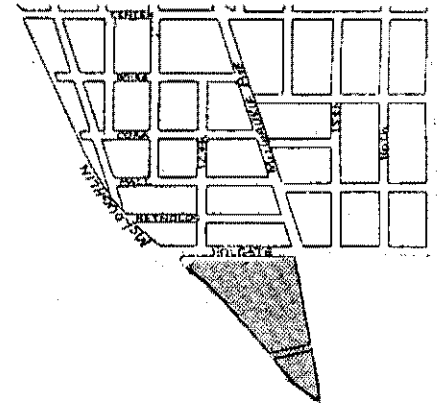
South of Southeast Center

The South of SE Center area is comprised of the land from SE Center to SE Holgate, and between SE McLoughlin and SE 17th. The original site of the Sacred Heart Convent was in this area, currently occupied by the Boise Apartments. The Sacred Heart Church was on SE Milwaukie, south of SE Center.

Well-maintained single-family homes are scattered throughout the area, but are dominated by multifamily, commercial and industrial uses. The juxtaposition of uses is often unfortunate, with little thought to compatibility or buffering. Better maintenance of all buildings would go far to ease the impression that this area is uncared for.

Many of the commercial buildings along SE Holgate are underused, either vacant or with marginal business in them. The buildings also tend to be poorly maintained.

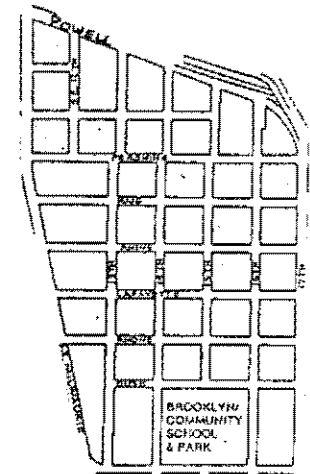
The neighborhood is considering extension of its southern boundary south to the McLoughlin overpass between the Willamette River and SE 17th Avenue.



Old Brooklyn

The boundaries of Old Brooklyn are SE Powell on the north, SE Center on the south, SE Milwaukie on the west and SE 17th on the east. Part of this area, from SE Haig to SE Powell, is part of the original Brookland, founded in 1851. Brookland originally extended north to SE Division Street. Many of the neighborhood's oldest homes are in the northern part of Old Brooklyn, built between the 1890s and 1930s.

The oldest home known to be in Brooklyn, located at 1516 SE Pershing, was built in 1883. The area around SE 16th and SE Rhine and along SE Pershing contains houses in the Queen Anne Style. When SE Powell was widened in the late 1920s, many of the homes along it were moved back a block from Powell.



Old Brooklyn contains many bungalows dating from the 1920s. Newer infill from the 1960s and 1970s tends to consist of three- and four-plexes that fit poorly with the older homes.

Old Brooklyn is entirely residential with the exception of some businesses north of SE Pershing. These businesses are a mixture of manufacturing, commercial and offices. The Brooklyn Post Office station serves the area.

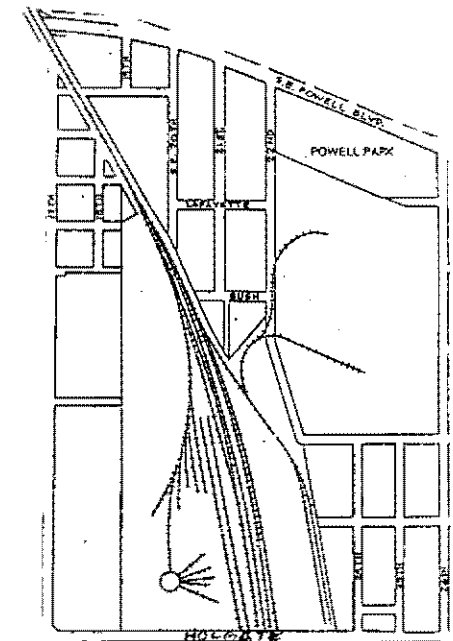
Both Brooklyn School and Brooklyn School Park are in this sector of the neighborhood. The tennis courts and play equipment in the park are heavily used by neighborhood residents. Brooklyn's Community Garden is located immediately east of the park.

Southeast 17th Avenue/East Brooklyn

East Brooklyn, from SE 17th to SE 26th, and from SE Powell to SE Holgate, takes up almost half of the neighborhood. This area is isolated from the rest of the neighborhood and is, therefore, seen as less a part of the community. The access that exists is less than perfect. A pedestrian bridge crosses the railroad tracks near SE Rhine. Alternative access for pedestrians is along an unappealing and awkward underpass along SE Powell or along SE Holgate Boulevard.

Several large entities, Fred Meyer, PGE, Southern Pacific and TRI-Met, take up most of the land area in East Brooklyn, but warehouses, manufacturers and a recycling center are also located in this sector. Other businesses include a spice distributor, an art glass manufacturer, auto detailing, a tile distributor, a coffee roasting company, and contractors. The area includes both newer and older buildings, but only a few of them are attractive. The area is stark because there are few street trees and parking lots tend to have no landscaping.

Interspersed in the industrial area are a few remaining single-family homes and apartments. Most of these structures are nonowner-occupied and poorly maintained.



This sector also contains a small, residentially-zoned area between SE Gladstone and SE Holgate, and between SE 24th and SE 26th Avenues. The homes in this small area tend to be well-maintained, but they are physically isolated from the rest of the neighborhood. This isolation discourages communication and interaction with the residents of the other sectors of the neighborhood.

Powell Park fronts onto SE Powell, between SE 24th and SE 26th. The park is attractive, with large shade trees and grassy areas. The playing fields are frequently in use by softball and soccer teams, but the park's physical separation from the rest of the neighborhood works against its use as a community recreational resource.

The businesses along the west side of SE 17th form the boundary between the residential and primarily industrial sections of the neighborhood. The zoning along SE 17th includes a Buffer overlay that is intended to lessen the impact of the industrial uses on the residential area by requiring additional setbacks and landscaping. Unfortunately, the required landscaping and screening do not exist.

The East Brooklyn sector has not been integrated into the rest of the neighborhood. Its industrial and railroad history could be capitalized upon by the creation of a museum or first hand viewing of activities, making it a more interesting and vital part of the neighborhood.



Center City Shops
Site of Tri-Met yard
Oregon Historical
Society #PGE 127-1

IV. BROOKLYN VISION STATEMENT

BROOKLYN VISION STATEMENT

A strong work and family ethic built the Brooklyn neighborhood in the late 1890s. That ethic still thrives in Brooklyn today.

Brooklyn spells COMMUNITY for its residents. Our vision is to preserve the character and diversity of this community with safe streets, cherished homes, comfortable gathering places and a healthy balance between businesses and residences.

We choose to live in Brooklyn because it is still a neighborhood in the true sense of the word. We are a front porch society--open to our neighbors. On a warm summer evening it is still possible to sit on the front porch, enjoy a cool breeze and visit with other neighbors as they stroll by on the sidewalks, or work in their gardens nearby.

Our neighborhood was built by people of diverse ethnic backgrounds who were learning to live together. Today we continue to benefit from a diverse mix of people from varied cultural, racial and ethnic backgrounds. Brooklyn is a healthy, solid neighborhood to raise a family in or in which to nurture a business venture.

Many of us choose to live in Brooklyn because of its proximity to work, services and entertainment in the neighborhood and in downtown. We also selected Brooklyn as our home because it is a neighborhood that encourages walking, bicycling and public transportation.

Ask a Brooklynite about the neighborhood and you will encounter phrases such as good neighbors, solid, lively schools, community involvement, convenience and accessibility, refuge, positive change, opportunity, and good business.

This generation of neighbors is no different from our founding generation. We want a clean, safe environment in which to raise our families and conduct our business. We comprehend the need to cooperate with one another, with area businesses and government bodies in order to promote and protect our neighborhood character and diversity. We may have a global view of the world around us, but Brooklyn is our home.

Time takes its toll on any neighborhood, ours is not alone in that respect. But we are determined to continue the sensitive rehabilitation of residences that has been underway for the last several years. Our vision includes extending this sensitive attention to detail to old businesses while encouraging new ones.

Our business community has a direct impact on our neighborhood livability. We want to know the people we do business with; they are a part of our neighborhood, too. If the neighborhood looks good, the businesses look good.

Just as we take pride in our surroundings, we want neighborhood businesses to take pride in the neighborhood and themselves as well.

This pride is based on mutual respect between commercial and residential interests. That respect must come from open communication and an understanding of the needs of privacy and livability in a residential neighborhood as well as an understanding of the operational needs of a business.

Just as residents work to beautify their surroundings, we share a vision of businesses cooperating by doing their part, with well-maintained and landscaped properties, to promote an attractive neighborhood picture.

Brooklyn residents and businesses working together can foster an environment that is safe, thriving and attractive. An environment that extends a welcome to families interested in becoming part of our community, and businesses interested in becoming part of an attractive, well-maintained neighborhood.

The Brooklyn Neighborhood epitomizes the concept of the word "community." The Brooklyn neighborhood vision encompasses community action that benefits both residents and businesses.

V. POLICIES, OBJECTIVES AND STRATEGIES

POLICIES, OBJECTIVES, AND STRATEGIES

This portion of the plan includes discussions of the ten issue areas and related policies, objectives and strategies.

The discussion accompanying each issue area provides a glimpse of the neighborhood, its past and present. The discussion includes a summary of problems relating to the issue area and possible solutions.

The policies and objectives of the plan, along with the vision statement, will be adopted by City Council. They will provide guidance to the city and the neighborhood in setting priorities and making decisions which affect Brooklyn.

The policies are broad, far-reaching statements that reflect the neighborhood's vision for itself. The policies are structured to address the major issues that were discussed at the workshops and in returned questionnaires. The objectives are more specific statements which tell what the neighborhood hopes to accomplish.

The strategies will not be adopted by City Council. They are a set of actions which will help the neighborhood achieve the objectives of the plan. They help the neighborhood to set priorities and to request assistance from the city. Implementing these strategies put the plan's policies and objectives into effect and create a stimulus for future projects and activities.

The following agencies or groups may be referred to after a strategy 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. Listing an agency or group does not commit that group to taking on the responsibility of the task listed. The strategies and groups should only be looked at as a starting place that gives direction to the neighborhood and the public sector. In keeping with the intent of this plan to be a motivating force for the neighborhood, the Brooklyn Action Corps is listed as the implementing agency for many of the strategies.

Audubon	Audubon Society
BAC	Brooklyn Action Corps
BBA	Brooklyn Business Association
BOB	Bureau of Buildings
BOP	Bureau of Planning

Citizens	Individual residents and business people
Community	
Policing	Community Policing Program of the Police Bureau
CPTED	Crime Prevention through Environmental Design (program)
FOT	Friends of Trees
HAND	Hosford-Abernethy Neighborhood Development
HCD	Housing and Community Development
HPLO	Historic Preservation League of Oregon
MAC	Metropolitan Arts Commission
Metro	Metropolitan Service District
Mult. Co.	Multnomah County
NTMP	Neighborhood Traffic Management Program
ODOT	Oregon Department of Transportation
OHS	Oregon Historical Society
OSD	Oregon School of Design
Parks	Bureau of Parks and Recreation
PCC	Portland Community College
PDC	Portland Development Commission
PDOT	Portland Department of Transportation
PGE	Portland General Electric
Police	Bureau of Police
Port	Port of Portland
Private	Private Sector
PSU	Portland State University
PTA	Brooklyn School Parent Teacher Association
REACH	REACH Community Development
School District	School District #1 (Portland Public Schools)
SEUL	Southeast Uplift Neighborhood Program
TRI-Met	Tri-County Metropolitan Transit District

POLICY 1:

**NEIGHBORHOOD
IDENTITY**

NEIGHBORHOOD IDENTITY

Hemmed in by a river and several busy streets, the Brooklyn neighborhood is relatively small. To some, this would seem a distinct disadvantage. To Brooklynites, the neighborhood's diminutive size is just one of many things which make it unique. Two of the key objectives of this plan are to articulate and reinforce that unique identity and to let the rest of the city, and neighborhood residents, know about it.

The concept of "neighborhood identity" is easy to picture but hard to define. To some, a neighborhood's identity is characterized by its geography; to others, by its ethnicity; to still others, by its history. Say "West Hills," and you conjure up an image of large, older homes with commanding views of the city. Say "Beaverton," and you think of new houses, young families and miles of "mini-malls." "Northwest Portland" brings to mind colorful, rambling Victorians and the cheerful bustle of NW 23rd Avenue.

Say "Brooklyn," and you're likely to encounter a puzzled expression. But to the people who live in Brooklyn, the neighborhood has just as strong an identity as any other part of the city.

Part of Brooklyn's identity comes from its history, its strong links to the river and railroad, the diverse ethnicity of the immigrants who settled here, and a vibrant retail core. Though diluted by the passage of time and the encroachment of industry, apartments and heavy, through traffic, most of the elements of Brooklyn's early identity survive and continue to contribute significantly to its "sense of self."

The predominantly German and Italian populations of earlier years have been replaced by families of varied economic, racial and educational backgrounds. Sacred Heart Church and the Brooklyn School, long-standing neighborhood institutions once threatened by declining enrollments and the deterioration of the neighborhood, are thriving once again. Older homes, once seen as old-fashioned and undesirable by young families, are back in style because of their sound construction, unique architectural details and reasonable cost. Tree-lined streets, well-tended homes and yards, neighbors who know and support one another, and easy access to the city never go out of style.

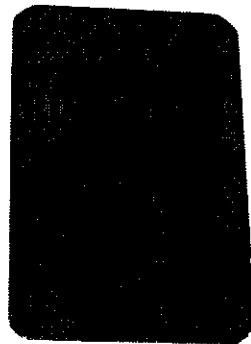
When asked to describe what they like most about their neighborhood, Brooklynites point to the easy access to downtown, the older homes, the diversity, and the closeness of the river. But, most of all, they point to each other, their neighbors and to the sense of community they feel. This plan can do no better than to preserve and strengthen that sense of community, perhaps the most recognizable part of Brooklyn's identity.

**NEIGHBORHOOD
IDENTITY
POLICY 1:**

Develop a strong neighborhood identity that creates a sense of place and belonging for residents of Brooklyn and unifies residential, commercial and industrial interests into a cooperative force for mutual improvement and advancement.

OBJECTIVES

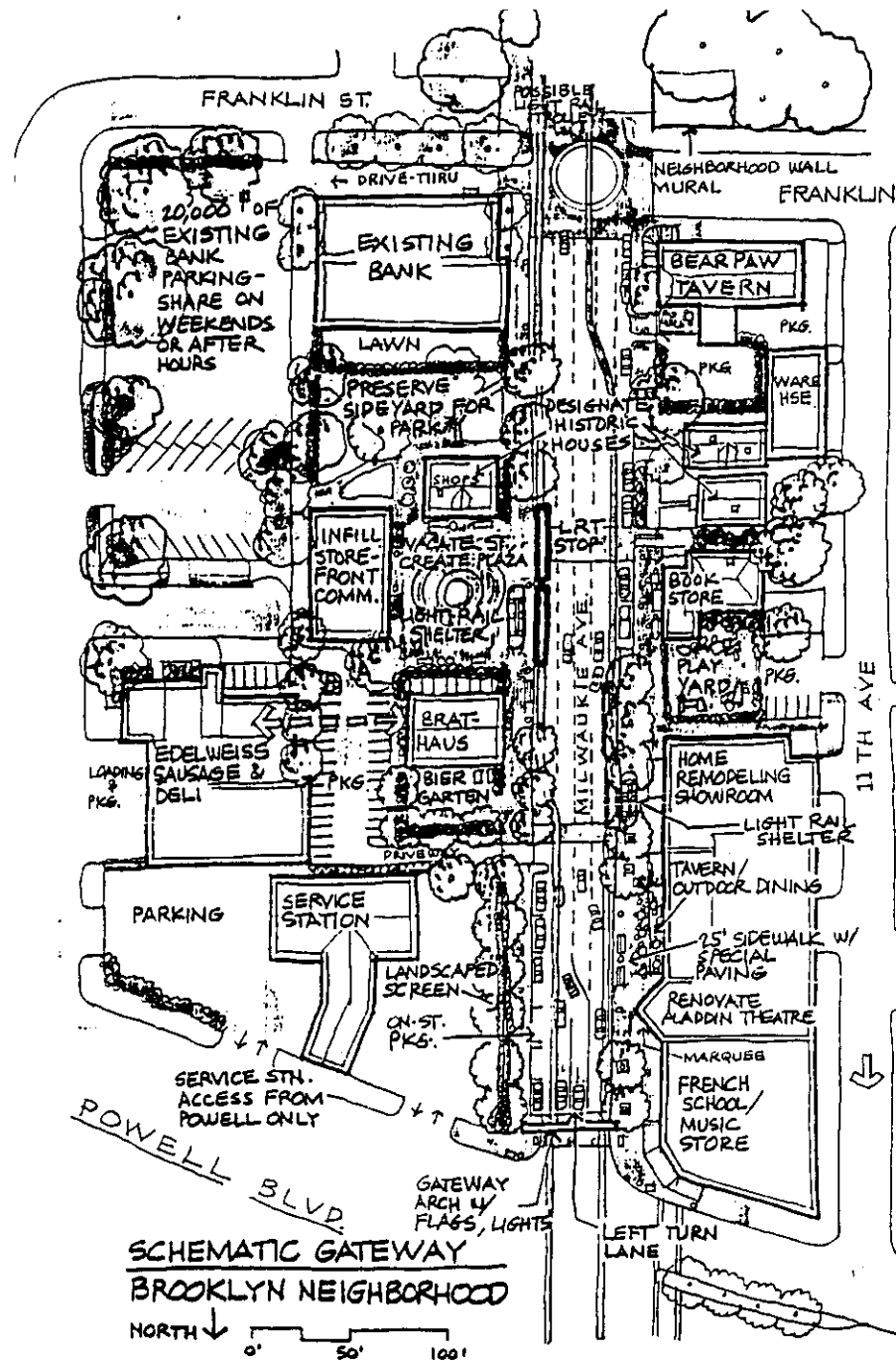
- 1.1 Increase the visibility of Brooklyn as a neighborhood by visually delineating the boundaries of the neighborhood and recognizing its historic and geographic features.**



STRATEGIES

1. Establish "gateway markers" to Brooklyn with creative, attractive signs at: the pedestrian skyway over Powell at 9th Avenue (heading east); Powell and 18th (heading west); Powell and Milwaukie Avenue; and Holgate and Milwaukie Avenue. (BAC, PDOT, Private)
2. Develop a system of neighborhood identity signs or markers that are readable, visible, and identifiable. (BAC, BBA, Private)
3. Paint a mural on the pedestrian bridge on Powell. (BAC, ODOT, MAC)
4. Choose a color scheme for Brooklyn and paint street lights, signal lights, and bus shelters throughout the neighborhood. (BAC, PGE, PDOT, TRI-Met)
5. Place a sign identifying Brooklyn at the bus shelter triangle on Milwaukie and Powell. (BAC, Private, TRI-Met)
6. Inventory and map plants, trees and other natural features. (BAC, FOT, Audubon)
7. Chart and mark the route of Brooklyn Creek. (BAC, PSU, PCC)
8. Provide access to the Willamette River and to Ross Island. (City)

<p>1.2 Promote Brooklyn as a livable neighborhood, with a strong sense of community, to the Portland community and to neighborhood residents.</p>	<ol style="list-style-type: none"> 1. Organize a committee to develop a public relations plan and neighborhood theme. (BAC, BBA, PTA) 2. Create a new flag, logo, and t-shirt for the neighborhood. (BAC, BBA, PTA) 3. Participate in city-wide neighborhood or community activities. (BAC) 4. Seek a central location for posting information on neighborhood events. (BAC) 5. Establish a Brooklyn welcoming committee. (BAC) 6. Update the Brooklyn Directory. (BAC)
<p>1.3 Enhance the south side of Powell Boulevard by improving the appearance of buildings and landscaping.</p>	<ol style="list-style-type: none"> 1. Seek funds to develop a plan to upgrade landscaping and the appearance of buildings along Powell. (BAC, BBA) 2. Implement a design and economic development plan. (BAC, BBA, PDC)
<p>1.4 Support a neighborhood network which draws on Brooklyn's ethnic past and current cultural diversity to reinforce a sense of community throughout the neighborhood.</p>	
<p>1.5 Support ongoing efforts to extend the neighborhood boundary south of Holgate to McLoughlin overpass and between the river and 17th Avenue.</p>	<ol style="list-style-type: none"> 1. Apply plan concepts to this new area. (BAC)



Schematic for
redevelopment of
SE Milwaukie at
SE Powell
(Drawing by Judy Galantha)

**POLICY 2:
NEIGHBORHOOD
LIVABILITY
AND SAFETY**

NEIGHBORHOOD LIVABILITY AND SAFETY

One of Brooklyn's great charms is its diversity. The neighborhood contains a mix of residential, commercial and industrial uses within minutes of downtown Portland, yet it is shaded by large trees and cooled by river breezes. Big, old bungalows and Victorians sit cheek by jowl with rowhouses and duplexes. People live in Brooklyn, in part, because of its diversity.

These amenities, and the livability of the neighborhood in general, could be enhanced by strengthening some of the links among Brooklyn's diverse elements. For example, the Willamette River, an important part of the neighborhood's identity, is separated from it by six daunting lanes of traffic. It should be reunited with Brooklyn, perhaps via skybridge over McLoughlin. The river can be made more accessible and attractive by clearing away some of the dense undergrowth and developing a bike and pedestrian trail. A new eastside light rail line would be a great asset to Brooklyn by joining the neighborhood to the new Oregon Museum of Science and Industry facility, the Brooklyn rail yard, and Oaks Park and Oaks Bottom.

Some of the things which make Brooklyn so diverse and so livable contribute to some of the neighborhood's problems. City neighborhoods tend to have higher crime rates than suburbs. Tree-lined streets can be especially dark at night. The relatively high proportion of rental properties makes it more difficult to attract long-term residents with a stake in the safety, stability and appearance of the neighborhood.

In fact, Brooklyn has a lower incidence of crimes than many Portland neighborhoods and the per capita crime rate is about average for inner-southeast neighborhoods and only slightly above the city-wide average. Still, residents don't feel as safe and secure as they would like. Although ninety-five percent of the respondents to a recent survey indicated that they feel safe in Brooklyn during daylight hours, fully forty percent indicated that they feel either uncomfortable or unsafe at night. Over forty percent said they, or someone in their household, had been a victim of crime in the past two years. More needs to be done to make the neighborhood a safe, comfortable place, both during the day and at night.

Brooklyn suffers somewhat from the image projected by the "gateway" to the neighborhood at the intersection of Milwaukie and Powell. Residents of the neighborhood overwhelmingly want to change the kinds of businesses there to family-oriented restaurants and theaters. The diversity of storefronts and houses on Milwaukie Avenue could be a real asset to the neighborhood and a theme could be developed to attract new businesses to the area. Art galleries, international shops and restaurants, and professional offices are attractive possibilities.

Some residents feel very strongly that Brooklyn has "more than its share" of social service agencies. Generally, these agencies and their clients get along fine with Brooklyn's residents and businesses. The neighborhood would like to be able to meet with representatives of new facilities before they move into the neighborhood to identify issues and concerns, as well as opportunities for cooperative projects. The approach used by the Morrison Center when it located a new day treatment facility for troubled teens in the neighborhood is a model other service providers should be encouraged to follow.

Two of the neighborhood's most vexing issues are how to ensure that the rental properties are well-maintained and how to eliminate drug houses. While most residents work hard to keep their homes and yards looking nice, even one or two run-down houses in a block can adversely affect the image of the neighborhood. An action plan needs to be developed to address this problem. It should include a strong education and outreach programs, specific information on resources available to assist in the repair and improvement of homes and yards, and a BAC-sponsored program to applaud those who have done the most to improve the neighborhood's appearance.

Traffic problems have been identified as another serious concern. Of 200 respondents to the previously-mentioned questionnaire, 172 described speeding as a problem in the neighborhood. Pedestrian safety was a problem identified by 30 percent of the questionnaire respondents and another 30 percent felt that truck traffic was a problem.

Brooklyn is a very livable community and, for most residents, a safe community. Maintaining Brooklyn's fragile livability and safety will require the cooperation and commitment of its residents and of others in the community.

Brooklyn has a strong tradition of helping itself, and the people who live in it have a strong commitment to helping each other. The most important link the neighborhood can forge is the one that binds the residential, commercial and industrial neighbors together. The neighborhood must work to ensure that the great progress made in recent years is sustained and that the diversity that is so highly valued continues to contribute to, rather than detract from, the livability of the neighborhood.

NEIGHBORHOOD LIVABILITY AND SAFETY POLICY 2: Nurture and sustain a vibrant, safe, diverse, and stable community by fostering cooperation and commitment among Brooklyn's residential, commercial and industrial inhabitants.

OBJECTIVES

STRATEGIES

2.1 Encourage and support the establishment of new neighborhood-oriented retail and service businesses, including a full-service grocery store, a complete laundry, medical practices, and banks.

1. Work with existing businesses and realtors to develop a plan to attract businesses to area. (BAC, BBA, PDC)

2.2 Redevelop Brooklyn's "gateway" area, from the intersection of Milwaukie Avenue and Powell to Brooklyn Park, with new, family-oriented businesses.

1. Attract family entertainment to the Aladdin Theater. (BAC, BBA)



Aladdin Theater
1991

<p>2.3 Work to ensure that residents are informed of plans to locate new social service agencies in Brooklyn.</p>	<p>1. Inform residents of proposed social service agencies and other developments through the neighborhood newsletter and at meetings of the BAC. (BAC)</p>
<p>2.4 Reduce crime in the neighborhood by expanding crime prevention programs and participating in the City's community policing program.</p>	<p>1. Expand Neighborhood Watch, Block Homes, and evening patrol programs. (BAC, SEUL, Police) 2. Establish a standing subcommittee to work specifically on such issues as public safety, drug houses, and vandalism. (BAC) 3. Increase the number of street lights in Brooklyn where needed. (PDOT) 4. Apply CPTED principles whenever possible. (Police, Private) 5. Cooperate with the Police Bureau in setting up a community contact office. (Police, BAC)</p>
<p>2.5 Discourage the existence of homeless camps in the neighborhood.</p>	<p>1. Report the location of homeless camps to appropriate agencies. (Citizens)</p>
<p>2.6 Employ aggressive identification and education efforts to encourage non-resident property owners to maintain their rental properties in good condition.</p>	<p>1. Establish a program to recognize owners of rental property and businesses who have done the most to improve their sites. (BAC)</p>
<p>2.7 Encourage recycling throughout the neighborhood.</p>	<p>1. Work with recycling companies to publicize locations of drop-off centers in the neighborhood. (BAC, Metro) 2. Support Metro and City of Portland efforts to increase recycling. (BAC)</p>

POLICY 3:

**HISTORIC
PRESERVATION**

HISTORIC PRESERVATION

The stability and identity of the Brooklyn neighborhood is based, in large part, upon the neighborhood's historic sense of place.

Brooklyn's history is evident in its working-class homes dating from the late 19th and early 20th centuries. The neighborhood's identity stems from its historic ties to the railroad, the lumber mill, the church, and schools. The preservation of the neighborhood's identity depends on maintaining these reminders of the past for future generations.

Buildings in the neighborhood should be identified and recognized for their historic significance. Historic properties must be managed effectively so that alterations do not compromise nor demolitions decimate the neighborhood's historic character.

The potential historic importance of each structure in Brooklyn should be recognized, either for its own significance or for the contribution that it makes to the character of the neighborhood. An "older home" will become increasingly "historic" as the 21st century approaches.

The importance of historic preservation is often overlooked when other, more basic issues confront the neighborhood, such as crime, education, health and safety. However, a neighborhood thrives on a balance among all aspects of community life. Identifying historic resources and promoting their significance can establish an atmosphere that is supportive of historic preservation and also diffuse many potential crisis situations.

Historic preservation efforts should include educating property owners, marketing the area as historic, and working with local and state government agencies to support neighborhood preservation activities.

HISTORIC PRESERVATION POLICY 3: Identify and manage Brooklyn's historic landscape, including its architectural resources, streetscapes, public improvements and industrial and commercial sites and structures.

OBJECTIVES

- 3.1 Promote activities to update the city's inventory of Brooklyn's architectural, cultural, and historic structures and sites.

STRATEGIES

1. Write a thoroughly researched and documented history of the neighborhood based on the themes of the railroad, river, churches, and economic and ethnic population groups. Include biographies of early neighborhood residents. (BAC, PSU, OHS)
2. Develop and execute a block-by-block survey of the neighborhood, based on the city of Portland's 1983 survey, that will identify potential individual historic resources, streetscapes, trees, and districts for historic designation. (BAC, BOP, OHS)
3. Create an oral history of recollections of early residents. (BAC, OHS)
4. Locate and identify available historic photos of the neighborhood. (BAC, Brooklyn School)



Turn-of-the-century house listed in Portland's Historic Resource Inventory

3.2 Support programs and policies which will promote, retain and manage Brooklyn's historic resources.

1. Establish a Brooklyn Neighborhood Historic Design Review Committee to serve as an advocate for the preservation of historic resources and to review development proposals, demolitions, and public improvement projects. (BAC)
2. Develop a formal relationship between the neighborhood and the Planning Bureau staff to address preservation issues. (BAC, BOP)
3. Encourage porches and open back yards to be included in existing and new development. (BAC, OSD)
4. Preserve and reset old sidewalk stampings using guidelines similar to those in effect in Ladd's Addition. (BAC, BOB)
5. Write and illustrate a "Brooklyn Style Guidebook" which describes the various architectural styles in the neighborhood (including relevant details, proportions, arrangement on lot) as a guide for restoration, renovation and new construction. (BAC, Private, HPLO, PSU)

3.3 Promote an awareness of Brooklyn's historic identity.

1. Establish a program of activities that promote the history of Brooklyn. (School District, Parks)
2. Publish and distribute a history of the Brooklyn neighborhood with a walking tour component. (BAC, Private)
3. Seek public and private funding to develop an education program and coordinate its implementation with preservation organizations and agencies. (BAC, HPLO, BOP)
4. Develop an awards program to recognize individuals and businesses that incorporate Brooklyn's historic elements into remodels or new construction. (BAC)
5. Sponsor an annual event tied to Historic Preservation Week. (BAC)
6. Contact local artists to paint murals depicting historic Brooklyn and seek funding for the murals. (BAC, MAC)
7. Place plaques and interpretive signs at historic sites and buildings. (BAC, Private)

3.4 Work with Southern Pacific to enhance Brooklyn's historic identification with the railroad.

1. Restore the pedestrian bridge over the rail yard and develop it into a viewing area with benches and informational signs. (Southern Pacific)
2. Develop a museum dedicated to railroad history which includes tours of the roundhouse facilities. (Southern Pacific)
3. Encourage TRI-Met and PGE to provide information on the history of cable cars, trolleys, buses, and light rail. (PGE, TRI-Met, BAC)
4. Support a family-oriented, railroad theme restaurant in the area. (BAC, Private)
5. Seek donations of railroad memorabilia to be displayed at the museum or restaurant or in other public places such as gateways to the neighborhood. (BAC, Private)

POLICY 4:

HOUSING

HOUSING

Brooklyn's vintage, working-class housing stock, prominently featured in the Milwaukie Avenue mural, is an important neighborhood symbol. These sturdy, attractive houses are affordable and contribute to the diverse character of the community by providing housing opportunities for moderate-to-lower income people.

For the most part, Brooklyn's housing stock, though older, is well cared for. Residents devote a great deal of time and effort to maintaining and improving their homes. Unfortunately, not all of Brooklyn's houses reflect this kind of attention. Some homes show signs of neglect. Often, low-income tenants have few options when landlords fail to maintain their properties. Other houses are deteriorating because their elderly owners or occupants are no longer able, physically or financially, to maintain them in good repair. Reversing the decline of this housing and preventing them from being demolished is a neighborhood priority. Resources are needed to pay for rehabilitation of properties that are owned by low-income people and to teach them how to upgrade their properties. Other ways to stabilize and improve Brooklyn's housing stock include promoting home-ownership and encouraging landlords to participate in training programs. These programs should focus on topics such as how to get and keep good tenants and how to make units energy-efficient.

Stabilizing and improving the existing housing stock is critical to maintaining Brooklyn's livability. Renovation efforts should be sensitive to the buildings' historic value. The historic character of the neighborhood must not be compromised by poorly planned and executed renovation efforts. Likewise, the character of infill development, which the neighborhood supports, should be compatible with the character of the neighborhood. A neighborhood design review system for new construction will help ensure this compatibility.

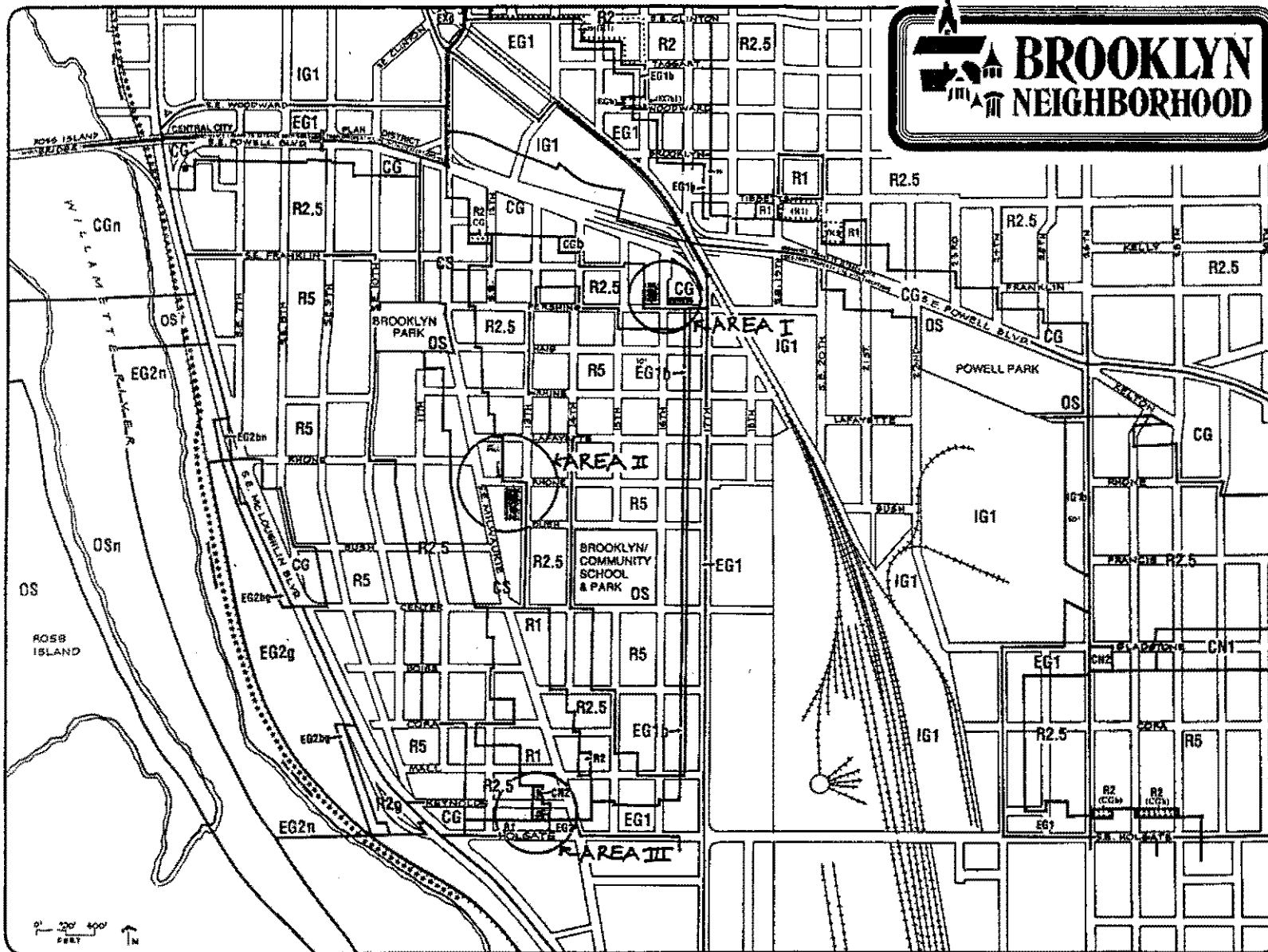
One of the objectives of this plan is to maintain the current balance of land uses in the neighborhood. In particular, the plan seeks to ensure that Brooklyn retains its predominantly residential character. By maintaining this balance, preserving historic housing and encouraging new housing to be of quality design and craftsmanship, the neighborhood hopes that a legacy of quality, affordable housing will be available for future generations of Brooklyn neighbors.

**HOUSING
POLICY 4:**

Preserve, protect, and improve existing housing stock while providing the opportunity for new housing for people of all ages and income levels.

OBJECTIVES	STRATEGIES
<p>4.1 Encourage residential properties, both owner-occupied and rentals, to be improved and maintained.</p>	<ol style="list-style-type: none"> 1. Provide programs that teach landlords about maintaining and managing rental properties, tenant selection and crime prevention techniques. (Multifamily Housing Council, Apartment Managers Association, Community Policing) 2. Target vacant rental properties for conversion to owner-occupancy. (BAC) 3. Initiate a volunteer program to maintain homes of low-income, elderly people. (BAC, REACH) 4. Monitor and prevent illegal conversion of residential property to commercial use. (BOB) 5. Work for changes in City policy to require site review for attached single-family and multiunit residential structures. (BAC, SEUL) 6. Form a neighborhood committee to monitor code and nuisance violations. (BAC) 7. Encourage landlords to use leases as a way to ensure long-term rental arrangements. (BAC, Multifamily Housing Council, Apartment Managers Association)
<p>4.2 Encourage restoration, rehabilitation, and preservation of the neighborhood's housing stock.</p>	<ol style="list-style-type: none"> 1. Encourage the use of tax incentives for renovating historic structures and other owner-occupied housing. (BAC, City) 2. Ensure that the neighborhood continues to receive low-interest home rehabilitation loans. (PDC, HCD) 3. Start a neighborhood awards program for properties that improve in appearance. (BAC) 4. Establish a committee to identify and monitor at-risk housing. (BAC)
<p>4.3 Maintain existing R5 zoning to preserve and encourage single-family housing.</p>	

<p>4.4 Ensure equal access to a variety of sound, well-maintained housing at all price levels.</p>	<ol style="list-style-type: none"> 1. Market shared housing as a way to enable the elderly to remain in their homes. (Shared Housing Program) 2. Encourage neighborhood businesses to participate in employer-assisted housing programs. (BAC) 3. Encourage cooperative ownership of multifamily buildings. (BAC, Private) 4. Market absentee-owned properties to community development corporations. (BAC, SEUL, City) 5. Work with community development corporations to develop and build on vacant land in a way complementary to neighborhood goals. (BAC) 6. Strongly encourage developers to accommodate a variety of family sizes when building multifamily housing. (BOP, BAC)
<p>4.5 Preserve the residentially-zoned housing along SE 25th and 26th in order to retain existing residences and prevent further encroachment of industrial uses.</p>	<ol style="list-style-type: none"> 1. Oppose zone changes from residential to commercial along SE 25th and 26th. (BAC) 2. Work to remove areas with residential zoning from the "truck district" designation in the ASCP. (BAC, PDOT)
<p>4.6 Preserve residential uses and opportunities on certain commercially-zoned land to protect and stabilize the surrounding residential areas.</p>	<ol style="list-style-type: none"> 1. Rezone properties at SE 16th and Pershing, at SE Reynolds and Milwaukie Avenue, and properties on the east side of Milwaukie Avenue between Lafayette and Bush from commercial to residential. (Adopt this action with the plan.)
<p>4.7 Promote new housing development on vacant, residentially-zoned properties throughout the neighborhood.</p>	<ol style="list-style-type: none"> 1. Work with realtors and community development corporations to build compatible new housing. (BAC)



EXISTING ZONING AND PROPOSED ZONE CHANGES BROOKLYN NEIGHBORHOOD

BUREAU OF PLANNING
CITY OF PORTLAND
JANUARY 1991

PROPOSED ZONE CHANGE

Area I

Proposed R2.5 - 1 unit for every 2500 square feet of site area.

Area II

Proposed R2.5 - 1 unit for every 2500 square feet of site area

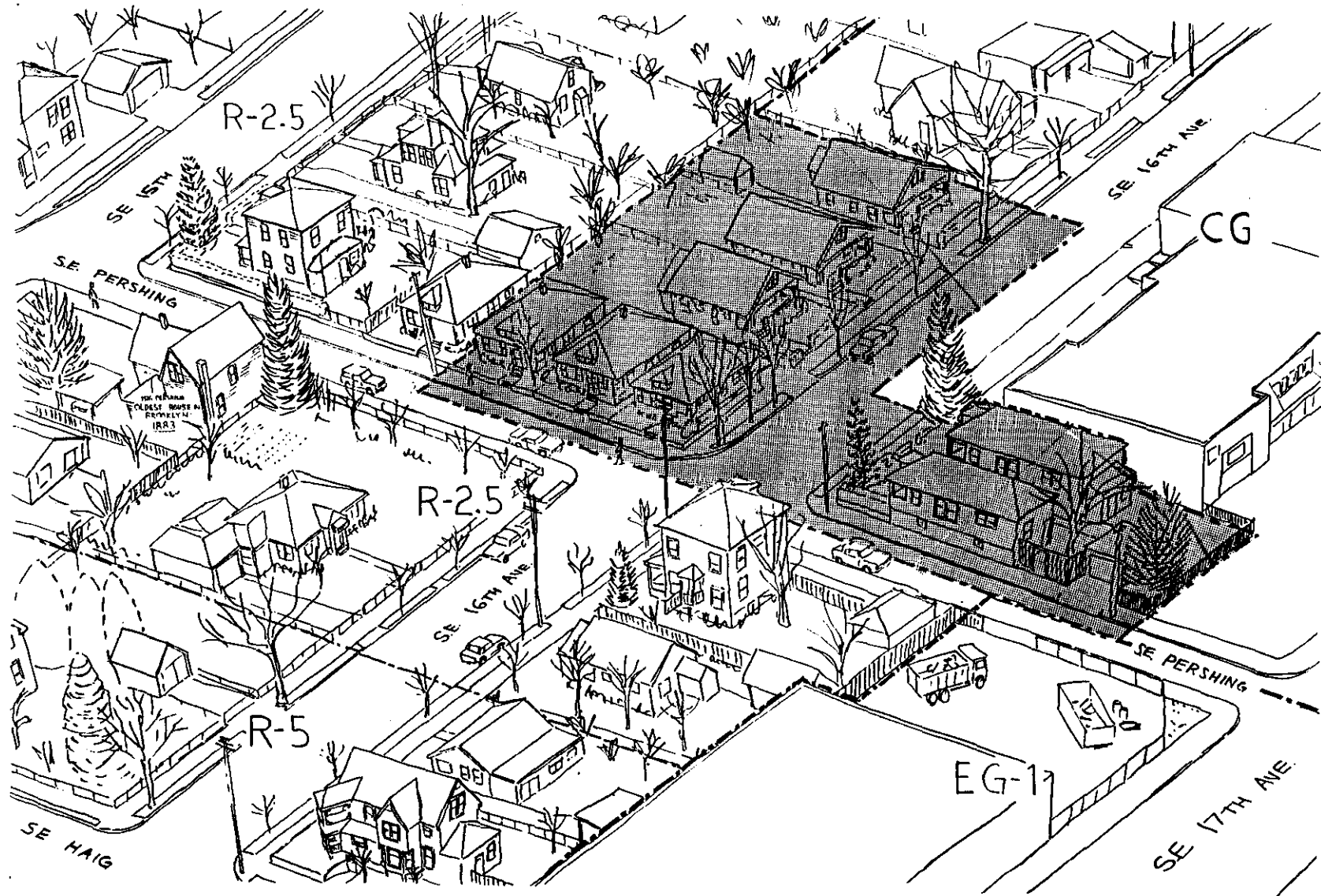
Area III

Proposed R1 - 1 unit for every 1000 square feet of site area.

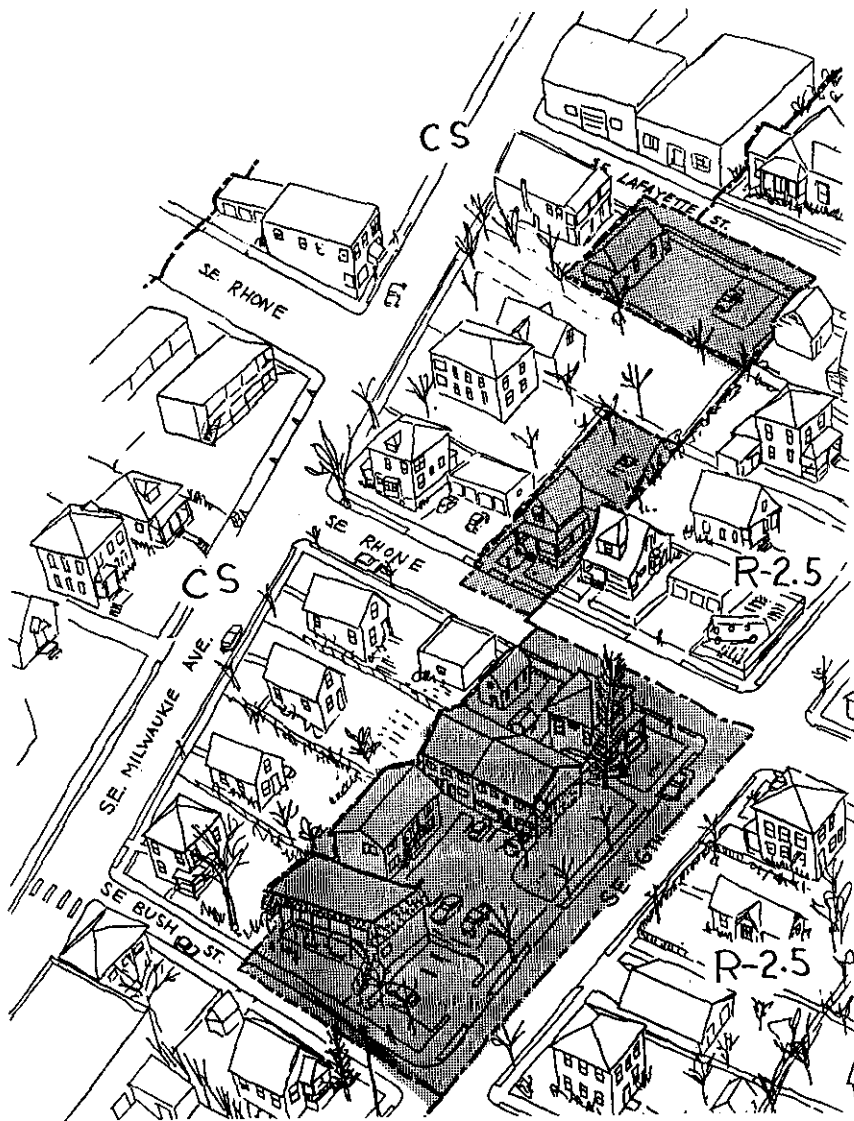
CURRENT ZONING

- CG General Commercial
- CS Storefront Commercial
- CN1 Neighborhood Commercial
- CN2 Neighborhood Commercial
- EG1 General Employment 1
- EG2 General Employment 2
- IG1 General Industrial 1
- R1 Residential - 1000 Sq. Ft.
- R2 Residential - 2000 Sq. Ft.
- R2.5 Residential - 2500 Sq. Ft.
- R5 Residential - 5000 Sq. Ft.
- OS Open Space
- b Buffer
- g River General
- r River Natural
- () Comprehensive Plan Design
- Historic Landmark

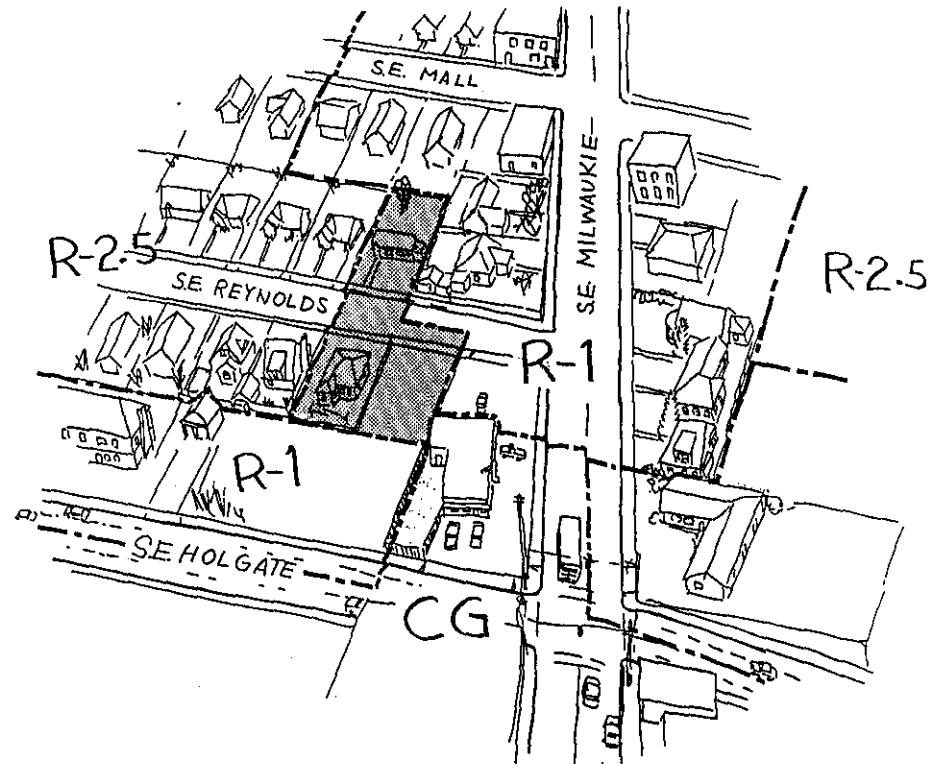
Zoning Changes
Adopted March 20, 1991-Effective April 19, 1991
Ordinance #163983



Area I
Zoning changed from CG to R2.5
(Drawing by Doug Klotz)



Area II
Zoning changed from CS to R2.5



Area III
Zoning changed from CN2 to R1

(Drawings by Doug Klotz)

POLICY 5:
LAND USE

LAND USE

The Brooklyn neighborhood, typical of many inner-city neighborhoods, has a variety of land uses. Forty-three percent of Brooklyn's 434 acres are zoned for residential use and 49 percent are zoned for commercial or industrial use. The neighborhood contains three schools and three parks.

Brooklyn contains a variety of housing types. The predominant residential use is the single-family dwelling. Duplexes and multifamily dwellings are located throughout the residential portions of the neighborhood. Some larger houses have been converted to two or more units. Most housing is located between McLoughlin Boulevard and 17th Avenue. There are, however, some houses in residential use east of the train tracks, generally surrounded by industrial uses.

The Southern Pacific rail yard, Fred Meyer's corporate headquarters, PGE's Portland Service Center and TRI-Met's offices and bus barns occupy a large portion of the land between 17th and 26th Avenues. In addition, this part of the neighborhood contains many light industrial uses. The area east of 17th Avenue is becoming an incubator for new businesses which serve commercial and industrial customers.

The Land Use policy and its objectives and strategies express the neighborhood's desire to maintain the residential integrity of Brooklyn while allowing the commercial and industrial entities to prosper. The diversity of uses within the neighborhood must be recognized and respected in order to achieve this end.

LAND USE POLICY 5:

Maintain and solidify the residential character of Brooklyn, while promoting a supportive relationship among the residential, commercial and industrial interests of the neighborhood.

OBJECTIVES

- 5.1 Encourage effective buffers, such as setbacks and landscaping, between commercial or industrial uses and residential uses.

STRATEGIES

1. Require site review for commercial and industrial buildings that abut residential zones. (BAC, SEUL)
2. Enforce buffer regulations and the off-site impact requirements of the zoning code. (BOB, BOP)

<p>5.2 Support existing residential zoning that encourages owner-occupancy while allowing increased density.</p>	
<p>5.3 Protect residential properties from the encroachment of industrial and commercial uses by discouraging expansion of commercial or industrial uses onto land with residential zoning.</p>	<p>1. Oppose land use proposals that are not consistent with the intent of the Brooklyn Neighborhood Plan. (BAC)</p>
<p>5.4 Encourage nonconforming businesses to relocate to more appropriate locations.</p>	<p>1. Provide assistance to small businesses that wish to relocate. (PDC)</p>

POLICY 6:

GATHERING PLACES

GATHERING PLACES

Brooklyn's early character was strongly influenced by its geography. Bounded by the Willamette River, bisected by Brookland Creek, and only a short row from Ross Island, "Brookland," as it was then known, seemed more like the country than a late 19th century suburb.

Rural as it was, the neighborhood provided many opportunities for people to gather and share the events of their lives. Whether catching crawdads at the creek, fishing and swimming in the river, or boating and picnicking on Ross Island, neighbors played together. They gossiped while growing gardens and raising chickens, cows and goats, or while bartering and selling their goods at the public market.

Before the Ross Island Bridge was built, Powell Boulevard ended at Milwaukie Avenue. Here, at the heart of the neighborhood, people gathered at the public fountain and produce markets. They took their families or their sweethearts to the Aladdin, Doc Watson or Eifers Theaters.

There were plenty of opportunities to meet and get to know one's neighbors. Organized ball games were played at the original Brooklyn Park, located at Milwaukie and Powell, and informal, "pick-up" games were common in the many open fields. Brooklyn School offered community education classes in exercise and painting as early as 1925. The Brooklyn School Mother's Club welcomed newcomers with gifts of fig trees and seed packets.

The homogeneous character of Brooklyn fostered a strong sense of neighborhood cohesiveness for many years. However, many significant changes began to occur in 1926. The Ross Island Bridge opened that year, connecting Brooklyn with the city of Portland, but it meant the loss of the neighborhood's public square and fountain, the original Brooklyn Park, and many homes and businesses. When McLoughlin Boulevard opened in the 1930s, front yards and entire homes disappeared along its route and the neighborhood lost its treasured access to the river. Better access to the city brought more traffic, business and industry into the neighborhood.

Brooklyn came very close to losing its identity as a neighborhood because of these changes. In recent years, however, some of that cohesive neighborhood spirit has returned. New gathering places have sprung up to replace the old. The new Brooklyn Park buzzes with activity from spring through fall. Neighbors meet each other and build important community relationships through the Brooklyn Action Corps. Despite program and budget cuts, the Brooklyn Community School continues to provide classes and "kid's club" activities.

The policies and strategies described in this section are intended to further build and strengthen the spirit of community in Brooklyn by providing more and better opportunities for neighbors to meet and get to know one another. The policies reflect the neighborhood's strong belief that by creating more open space, renewing its ties with the river, providing more recreational opportunities and restoring the community school to full-time status, we can establish and nourish a sense of community and belonging that is unique to Brooklyn

GATHERING PLACES **Parks, Recreation, and Waterfront Activities.** Develop new and maintain existing parks, recreational facilities, and public open spaces in order to improve the livability of the neighborhood.

POLICY 6A:

OBJECTIVES	STRATEGIES
6A.1 Re-establish Brooklyn's access and historic link to the Willamette River.	<ol style="list-style-type: none"> 1. Develop safe, convenient pedestrian and bicycle access across McLoughlin Boulevard to the Willamette River. (ODOT, City) 2. Support the development of a trail from OMSI to Oaks Bottom. (City, PDC, Parks, SEUL) 3. Develop patrols to discourage transient camps and dumping litter on the Greenway. (Police) 4. Develop riverside facilities, e.g. cafes, picnic areas, a tackle shop, boat rental, and a fishing dock. (Parks, Private) 5. Develop a Willamette River taxi stop at Haig Park and Ross Island. (PDC, Parks, Port)
6A.2 Advocate the redevelopment of Ross Island as a natural area with limited public access through the creation of a master plan.	<ol style="list-style-type: none"> 1. Create a link between the mainland and island via ferry. (PDC, Private, Port) 2. Consider development of picnic areas. (Parks) 3. Develop nature trails. (Parks, Audubon) 4. Install an interpretive display and ensure protection of the Blue Heron rookery. (Audubon, Parks) 5. Work with the Marine Board to create a no-motor area or some other method to reduce motor use between the east bank of the Willamette River and Ross Island. (City, Marine Board)

6A.3 Advocate development of pedestrian and bike routes between parks and other gathering places.

1. Create paths which accommodate both pedestrian and bicyclists and include benches at viewpoints along the access route to the Willamette River. (PDOT, Alternative Transportation, Parks)
2. Establish rest areas with amenities such as benches, fountains, and trees on pedestrian and bike routes. (Parks, Private)
3. Provide signs along bike routes. (PDOT)
4. Install plaques noting spots of neighborhood interest. (BAC)
5. Create a safe, interesting route to Powell Park from the area west of 17th Avenue. (Southern Pacific, City)
6. Create a series of walking maps and tours with each walk rated according to its length and difficulty and showing historic places and structures. (BAC, Private)

6A.4 Explore opportunities for the development of "Haig Park," located at the foot of Haig Street on the east bank of the Willamette.

1. Secure funding for the development of "Haig Park." (BAC, Parks, HCD)
2. Develop a picnic area, boat dock, fishing pier, and swimming area. (Parks, Private)
3. Establish pedestrian/bikeways on the Greenway within "Haig Park." (Parks)



Brooklyn Park

6A.5 Maintain and improve Brooklyn's parks to meet the needs of neighborhood residents.

1. Establish an evening patrol of Brooklyn Park. (BAC, Police)
2. Upgrade recreational equipment in parks: e.g. install swings and improve baseball diamond at Brooklyn School Park, and install BBQ pits at Brooklyn Park. (Parks)
3. Provide covered recreation areas at both Brooklyn School and Brooklyn Park. (Parks, School District)
4. Continue regular maintenance of parks. (Parks)
5. Provide lighting for security purposes. (Parks, City)
6. Provide a small tot play area. (Parks)
7. Build a swimming pool. (Parks)
8. Add creative play structures at Powell Park. (Parks)
9. Create a look and smell park at the community garden. (Community Gardens, Private, BAC)
10. Provide a recreation area for teens. (Parks)
11. Establish an area for safe skateboarding. (Parks, Private)
12. Incorporate artwork in the parks and on play equipment. (Parks, MAC)
13. Apply principles of CPTED in developing or improving parks and gathering places. (Police, Parks)
14. Encourage use of the community garden and provide gardening information to neighbors. (Community Gardens, Parks)



Brooklyn Park

6A.6 Support wildlife refuge status for Oaks Bottom.	1. Provide interpretive displays and maps in or near the refuge. (Audubon, Friends of Oaks Bottom)
6A.7 Support public and private actions that will contribute to the construction and improvement of the Greenway trail as a link between OMSI and Oaks Bottom as required by the Willamette Greenway Plan.	<ol style="list-style-type: none"> 1. Create an alliance between businesses and the Brooklyn neighborhood in the development of the Greenway. (BAC, Private) 2. Monitor development along the Greenway to ensure implementation of the Greenway Plan. (BAC) 3. Develop viewpoints as required in the Willamette Greenway Plan. (Parks, BOP, Private)
6A.8 Support the creation of pocket parks in the neighborhood.	<ol style="list-style-type: none"> 1. Identify and investigate the feasibility of using vacant public and private lots as pocket parks. (BAC, BOP) 2. Foster communication with owners of lots which could be used for mini-parks. (BAC)



Brooklyn Community
Gardens

GATHERING PLACES Gathering Places for Community Interaction. Establish a sense of community and belonging
POLICY 6B: through the development of indoor and outdoor gathering places.

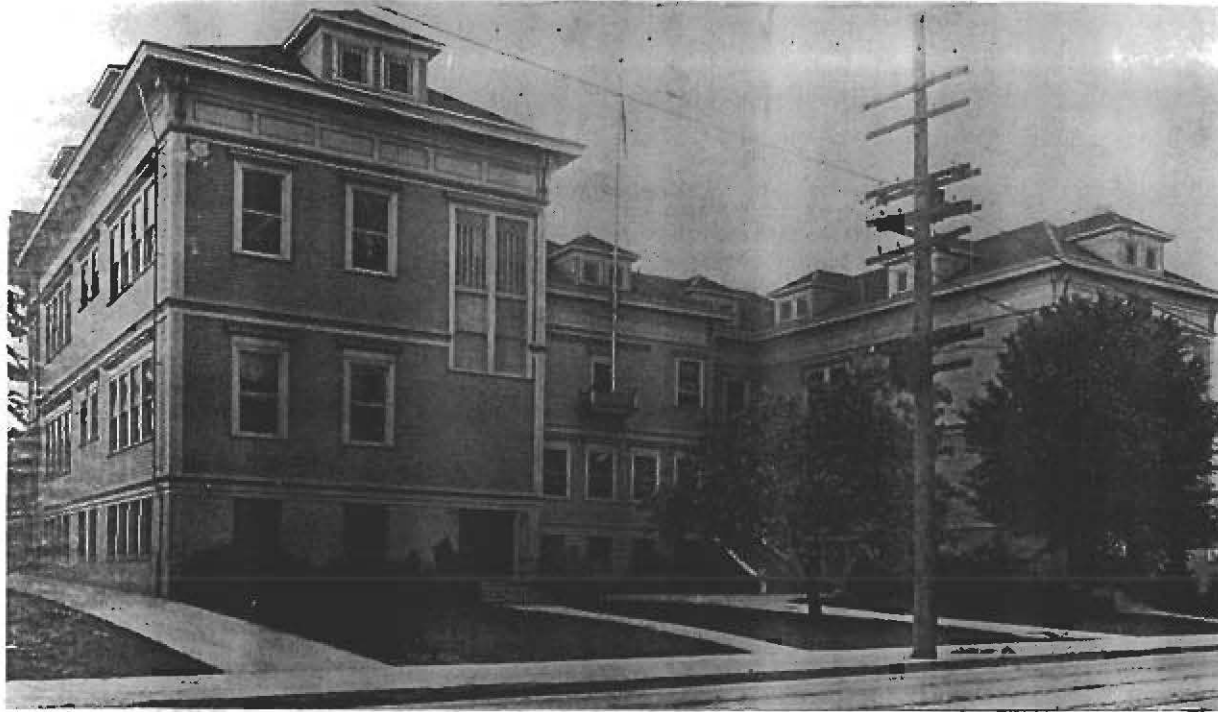
OBJECTIVES

STRATEGIES

6B.1 Promote Milwaukie Avenue as a pedestrian-friendly retail district with gathering places.

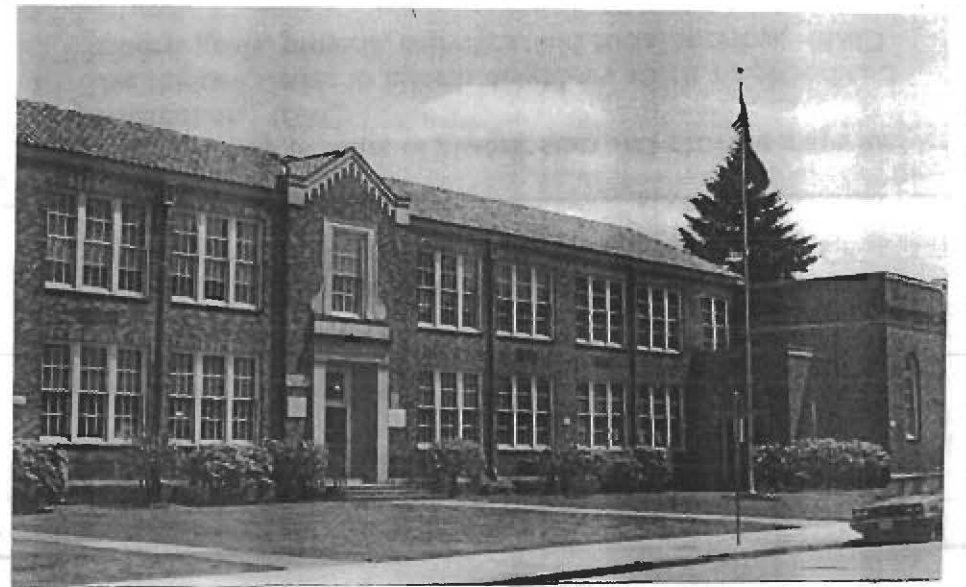
1. Contact potential developers to establish a small, full-service grocery store with a neighborhood character. (BBA)
2. Establish a town square with a fountain and benches. (City, HCD)
3. Reduce the speed of traffic on Milwaukie Avenue through enforcement. (Police)
4. Develop miniplazas along Milwaukie Avenue. (BBA, Private)
5. Develop a food center which focuses on ethnic foods. (Private)
6. Attract retail and service-oriented businesses. (PDC, BBA)
7. Encourage small retail shop development, e.g. bookstores, record stores, boutiques. (BBA, BAC, Private)
8. Develop an updated directory of businesses on Milwaukie Avenue. (BBA, Private)
9. Remove billboards from Milwaukie Avenue. (BAC, State Legislature, Private)

<p>6B.2 Promote neighborhood social and cultural activities to bring together Brooklyn residents of all ages.</p>	<ol style="list-style-type: none"> 1. Sponsor community picnics and parties. (BAC, BBA) 2. Distribute the information packet produced by the City which explains the process for closing streets for block parties. (SEUL, BAC) 3. Establish community self-help projects and celebrations. (BAC) 4. Hold an annual garage sale. (BAC) 5. Continue to include a calendar of events in the Brooklyn Newsletter. (BAC) 6. Establish an annual music festival to be held in Brooklyn Park. (BAC, Private) 7. Continue to hold annual clean-ups. (BAC) 8. Establish a cultural center. (BAC, Private) 9. Sponsor sports events for all ages. (Parks, Community School, Private)
<p>6B.3 Encourage existing and new uses for Brooklyn School, including its use as a permanent, full-time community school, in order to make the school a focal point for community activities.</p>	<ol style="list-style-type: none"> 1. Seek funding to expand the community school to full-time status. (Parks) 2. Expand the use of Brooklyn School to include year-round use by the neighborhood. (School District, BAC, Parks) 3. Hold events for senior citizens such as lunches and socials. (Private) 4. Advocate establishment of a year-round teen center with a permanent director. (Parks, Private) 5. Develop an indoor playground for tots. (Parks)
<p>6B.4 Advocate development of open areas with attractive landscaping within industrial areas.</p>	<ol style="list-style-type: none"> 1. Work with business neighbors to improve their properties and to provide gathering places for their own employees and neighborhood residents. (Private)



Brooklyn School-1930-later condemned
by the Fire Marshall and demolished
(current location of Brooklyn Park)
Oregon Historical Society #ORHi60636

Brooklyn School
1991



6B.5 Advocate development of the Brooklyn Historical Archives and a public library branch.	<ol style="list-style-type: none"> 1. Seek funding and training for the development and maintenance of the Brooklyn Archives. (BAC) 2. Solicit donations of artifacts, photos, etc. for the Brooklyn Archives. (BAC, Private) 3. Investigate, with the Multnomah County Library Association, the feasibility of establishing a library branch. (BAC, Mult. Co.) 4. Identify historic properties that could be used for the establishment of the Archives and branch library. (BAC)
6B.6 Offer all citizens of Brooklyn a sense of ownership in the neighborhood through an effective system of communications.	<ol style="list-style-type: none"> 1. Display a map of tours of historic sites and provide maps for distribution. (BAC) 2. Use the newsletter to inform neighbors about neighborhood history, goals, projects, activities, and social services. (BAC)
6B.7 Encourage family-oriented activities within the neighborhood.	<ol style="list-style-type: none"> 1. Attract a family-oriented theater to Brooklyn. (BAC, BBA) 2. Market the area to attract family-oriented businesses. (BAC, BBA)
6B.8 Advocate establishment of a community center which serves Brooklyn.	<ol style="list-style-type: none"> 1. Identify sites in the neighborhood where a community center could be established. (BAC) 2. Establish a working committee to develop a strategic plan for obtaining and operating a community center. (BAC)

POLICY 7:
TRANSPORTATION

TRANSPORTATION

Urban transportation takes many forms – mass transit via buses and light rail, automobiles, bicycles, and walking. Transportation is one of the fundamental components of the city, shaping land use patterns, defining the quality of life at the beginning and end of each workday, and contributing to the livability – or the “unlivability” – of the city’s neighborhoods.

The people who live in Brooklyn, like those in any close-in urban neighborhood, enjoy advantages, and suffer disadvantages, related to the transportation system. For example, Brooklyn’s close-in location gives residents easy access to the downtown and other eastside communities. Many people use the four TRI-Met lines that travel through the neighborhood while others find walking and bicycling to be economical and healthy alternatives.

Brooklyn’s strategic location between major thoroughfares tempts many commuters to use neighborhood streets as convenient short-cuts. Instead of staying on McLoughlin or Powell, drivers use 17th and Milwaukie. Others gain access to McLoughlin from Milwaukie Avenue via Franklin, Rhone, and Center Streets. From 17th, Pershing and Haig are used to reach Milwaukie Avenue. These residential streets were not designed to handle a high volume of traffic. Commuters are not attuned to the needs of the neighborhood for safe, quiet streets. In fact, problems with drivers cutting through the neighborhood are most acute when Brooklynites are leaving for work and sending their children off to school.

Equally inappropriate is the use of residential streets by heavy trucks. The northern part of the neighborhood, near 17th and Powell, is especially affected by this problem, as are the residents of the easternmost section of the neighborhood, near 25th and Cora.

On-street parking is frequently in short supply in the neighborhood. Patrons and employees of businesses along Milwaukie and Powell often park in residential areas.

Brooklyn’s close-in location lends itself to walking and bicycling to work or shop, but pedestrians and cyclists find it difficult to enter or leave the neighborhood because of high volumes and speed of traffic. High speed traffic on McLoughlin makes it almost impossible to reach the Willamette River. Walking along Powell Boulevard is unpleasant, and sometimes dangerous; and extreme caution must be exercised when crossing Milwaukie, even at the lights. The light at the busy Milwaukie and Powell intersection doesn’t provide pedestrians with adequate time to cross. The underpass at Powell and 17th provides pedestrian access, but does so in such a dangerous and awkward manner that few pedestrians use that route. Bicyclists must carry their bicycles up the overpass steps at Lafayette although it’s a designated bike route!

None of these problems is unsolvable, and there are many opportunities to enhance the transportation network in Brooklyn. The neighborhood strongly supports the concept of light rail for the east side. There are many ways to improve pedestrian and bicycle routes to encourage more people to use these alternative, environmentally-sound modes of travel. The implementation of the transportation policies, objectives and strategies contained in this plan will contribute greatly to the neighborhood's livability.

TRANSPORTATION POLICY 7A: **Transportation System for Community Livability.** Encourage a transportation system that is energy-efficient, safe, and pedestrian- and bicycle-friendly while it minimizes traffic impacts on the residential neighborhood and on business operations.

OBJECTIVES	STRATEGIES
7A.1 Discourage commuter and truck traffic on residential streets.	<ol style="list-style-type: none"> 1. Request a neighborhood traffic management study to investigate the feasibility of limiting traffic on local streets and of keeping truck and commuter traffic on major traffic streets by considering devices such as traffic diverters and barriers. (NTMP) 2. Study the feasibility of establishing an at-grade right turn from 17th Avenue northbound onto Powell Boulevard eastbound, to reduce truck traffic in the residential area. (PDOT) 3. Enforce the speed limits on all neighborhood streets. (Police) 4. Implement the appropriate McLoughlin Project alternatives. (PDOT, ODOT)
7A.2 Discourage on-street parking by commuters who work downtown.	<ol style="list-style-type: none"> 1. Educate commuters to not park in the neighborhood and to use park and ride lots. (PDOT) 2. Develop residential parking zones if warranted. (PDOT)

<p>7A.3 Ensure adequate and efficient on-and off-street customer and employee parking, especially in the industrial area east of 17th, to support businesses and to reserve residential streets for residential parking.</p>	<ol style="list-style-type: none"> 1. Establish small, shared parking lots to serve Milwaukie Avenue and Powell Boulevard businesses which will have minimal impact on the pedestrian environment. (Private) 2. Ask industries to designate employee parking lots and to encourage ride-sharing and transit use. (BAC, Private)
<p>7A.4 Support an eastside light rail line, with a station easily accessible from Brooklyn, which does not harm neighborhood quality of life, and does not further restrict Brooklyn's access to the Willamette River.</p>	<ol style="list-style-type: none"> 1. Work with other SE neighborhoods to advocate an inner eastside route for light rail. (SEUL, BAC) 2. Explore the possibility of developing a trolley line. (PDOT) 3. Maintain neighborhood representation on the Regional Rail Committee. (BAC)
<p>7A.5 Improve, maintain, and encourage greater use of transit services and transit incentives in Brooklyn.</p>	<ol style="list-style-type: none"> 1. Provide additional bus shelters. (TRI-Met) 2. Improve appearance of bus stop locations. (TRI-Met)



Center Street
Shops interior
Oregon Historical
Society #PGE 127-2-6

TRANSPORTATION POLICY 7B: Pedestrian and Bicycle Amenities. Promote Brooklyn as a pedestrian- and bicycle-friendly neighborhood.

OBJECTIVES

7B.1 Encourage transportation improvements which promote pedestrian and bicycle movement, especially at high-volume intersections, and which provide access to the riverfront.

STRATEGIES

1. Install a pedestrian signal at Milwaukie Avenue and Bush. (PDOT)
2. Investigate the use of curb extensions or pavement material changes at pedestrian crossings to improve driver visibility. (PDOT)
3. Improve and maintain sidewalks. (PDOT, BOB, Private)
4. Widen sidewalks and add guardrails to protect pedestrians on the Ross Island Bridge and improve pedestrian connections at bridgeheads. (Mult. Co., PDOT)
5. Improve bicycle routes and provide signs. (PDOT, Alternative Transportation)
6. Install bicycle racks at businesses, parks and other locations. (Private, Parks)
7. Establish pedestrian and bicycle crossings of McLoughlin at Powell and Holgate and at locations in between. (PDOT, ODOT)
8. Complete the sidewalk on the west side of McLoughlin. (ODOT)
9. Conduct a traffic survey to identify which intersections are hard to cross on foot and install traffic control devices where appropriate. (PDOT)

7B.2 Advocate better pedestrian crossings along Powell Boulevard and improved pedestrian connections to the Hosford-Abernethy neighborhood to the north.

1. Establish crosswalks on all four legs of the Milwaukie Avenue and Powell intersection. (PDOT, ODOT)
2. Work with HAND to advocate improved sidewalks on Milwaukie Avenue between Powell and Division. (BAC, HAND, PDOT)
3. Study the time interval for safe pedestrian crossing at the Milwaukie and Powell intersection and change timing of lights as needed. (PDOT)

7B.3 Support improvements in the vicinity of the 17th and Powell viaduct to make the sidewalk pleasant and safe and to provide vehicular access to the east and north to discourage trucks from using residential streets.

POLICY 8:

BUSINESS AND INDUSTRY

BUSINESS AND INDUSTRY

While predominantly a residential neighborhood, Brooklyn is home to a number of commercial and industrial enterprises. Diversity is valued in Brooklyn; businesses and industrial neighbors are welcomed and appreciated. At the same time, their presence, and their growth may present special problems and challenges to the neighborhood. One of the aims of this plan is to find ways to ensure that homes, shops and small factories can coexist amicably in Brooklyn.

Milwaukie Avenue, which bisects the neighborhood from north to south, is Brooklyn's main commercial street. Seventeenth Avenue serves as a border and buffer between residential and commercial and industrial uses.

Brooklyn's small size and lack of vacant land mean that maintaining a balance among land uses is difficult. In order for the neighborhood to retain its diverse, small town feel, a balance must be achieved. The Business and Industry policy encourages the creative use of available commercial sites and upgrading existing development to ensure their continued use. Parking problems, issues related to access to and from the commercial areas, and the use of residential streets by heavy trucks are addressed in the objectives and strategies of this plan.

Buffering conflicting uses is another critical element in maintaining a livable mix of residential, commercial and industrial uses in Brooklyn. While the neighborhood welcomes appropriately located, "neighborhood-friendly" industrial business growth, the increased traffic and noise associated with such growth can diminish its quality of life. Vegetative and structural buffers can cut down on noise, dust and gas fumes and improve the visual quality of the neighborhood.

Brooklyn will continue to face the challenge of maintaining its equilibrium between residential and industrial uses. The neighborhood feels that the newly adopted zoning code will allow the intensification of commercial and industrial uses without safeguards to mitigate potential negative impacts.

Actions are needed to strengthen the ties between the neighborhood's residents and its businesses. It is in everyone's interest to maintain and promote the neighborhood's safety, livability and identity.

**BUSINESS AND
INDUSTRY
POLICY 8:**

Improve the neighborhood as a location for business and industry while preserving and enhancing it as a place to live.

OBJECTIVES

STRATEGIES

8.1 Ensure that existing and new commercial and industrial uses do not negatively affect the residential portion of the neighborhood.

- 1. Ensure notification to surrounding property owners and a public hearing before approval by supporting a change in the zoning code to reclassify as conditional uses all uses in storefront commercial, general commercial, and general employment 1 zones which are: a) in the commercial and industrial categories (except retail sales, service and office); b) allowed or allowed but with special limitations; and, c) subject to the off-site impact standards. (BAC)**
- 2. Support efforts to expand the technical expertise of the City to evaluate proposed uses subject to the off-site impact standards. (BAC)**
- 3. Encourage Bureau of Planning and Bureau of Buildings personnel to inform the BAC of any applications for building permits or change of use or occupancy permits at locations subject to the off-site impact standards. (BAC)**
- 4. Encourage new business to meet with the neighborhood to address potential negative impacts. (BAC, BBA)**
- 5. Encourage the use of design solutions over operating procedures as the means of preventing violations of the off-site impacts standards. (BAC, BOP)**

8.2 Encourage commercial uses that are incompatible with the residential neighborhood to relocate or to mitigate their negative impacts and encourage new uses that are compatible.

<p>8.3 Encourage commercial and industrial businesses to provide adequate buffering adjacent to residential areas to enhance the neighborhood environment.</p>	<p>1. Support the addition of a site review process to the zoning code. (BAC, SEUL)</p>
<p>8.4 Encourage businesses in the neighborhood to meet high standards of appearance and maintenance in their buildings and grounds.</p>	<p>1. Identify commercial and industrial structures along McLoughlin, Holgate and 17th where exteriors could be upgraded. (BAC)</p>
<p>8.5 Maintain channels of communication between neighborhood residents and businesses.</p>	<p>1. Encourage business representatives to attend Brooklyn Action Corps meetings. (BAC, BBA)</p> <p>2. Compile and maintain a directory containing the names and telephone numbers of the on-site managers of all businesses, and, where applicable, persons designated for community relations. (BAC, BBA)</p>

POLICY 9:

MILWAUKIE AVENUE

MILWAUKIE AVENUE

Milwaukie Avenue bisects the Brooklyn neighborhood in a north-south direction between Powell Boulevard and Holgate Avenue. The diverse mix of uses is apparent as one travels south from Powell. A theater, a tavern, Brooklyn Park, an auto repair shop, multifamily development, and a vintage single-family home are some of the uses that face Milwaukie. Milwaukie Avenue developed with a storefront character, with buildings set close to the sidewalk or at a slight angle to it. Many of the existing buildings are well-suited to mixed commercial and residential use. Scattered vacant lots invite the development of miniparks and other neighborhood gathering spots.

The neighborhood visualizes this area as the active core of the neighborhood, but past development patterns and increasing traffic act as detriments to achieving this vision. Some of the commercial and industrial uses on Milwaukie are nonconforming due to their location in residentially-zoned areas. Traffic volumes and speeds are not compatible with an active pedestrian district. Some buildings are vacant and/or deteriorating. Patrons of businesses park in adjacent residential areas.

Milwaukie Avenue can be the centerpiece of the neighborhood, tying together its varied elements and attracting visitors from throughout the city. The neighborhood's vision for Milwaukie Avenue includes a vibrant, attractive pedestrian-oriented streetscape where neighbors can live and work, shop and socialize. The objectives and strategies for Milwaukie Avenue provide guidance in how to achieve this vision.

**MILWAUKIE
AVENUE
POLICY 9:**

Create a lively, pedestrian-oriented, mixed commercial and residential area along Milwaukie Avenue, with businesses that provide neighborhood and city-wide consumer goods and services.

OBJECTIVES

STRATEGIES

<p>9.1 Ensure that new development preserves and supports the mixed residential and commercial character of Milwaukie Avenue.</p>	<ol style="list-style-type: none"> 1. Work with community development corporations to attract business and housing ventures. (BAC) 2. Work for city adoption of site review for infill, multiunit residential and attached housing, commercial and industrial development. (BAC) 3. Encourage the development of live/work space for professionals, small retailers, artists and craftspeople. (BOP) 4. Work to develop a business plan for long term utilization of the business core. (BAC, BBA) 5. Encourage residential use in the upper stories of storefronts along Milwaukie. (BAC, BOP)
<p>9.2 Promote the development of Milwaukie Avenue as a pedestrian shopping district.</p>	<ol style="list-style-type: none"> 1. Develop a marketing strategy designed to attract new pedestrian-friendly shops and businesses to Milwaukie Avenue. (BAC, BBA)
<p>9.3 Advocate upgrading buildings, landscaping and signs to emphasize individual storefronts while building on the idea of a commercial district with a cohesive design character.</p>	<ol style="list-style-type: none"> 1. Develop and implement an urban design plan for the length of Milwaukie Avenue. (PDC, BBA) 2. Remove billboards whenever the opportunity arises. (BAC, State Legislature, Private) 3. Encourage local artists to create murals to improve the appearance of Milwaukie Avenue. (MAC, Private) 4. Encourage the use of "Brooklyn" in business names. (BAC)

9.4 Promote the theme of international cuisine in stores and restaurants.	1. Form a committee of owners of neighborhood food stores and restaurants to encourage other establishments with an international orientation to locate along Milwaukie Avenue. (BBA, BAC)
9.5 Accommodate parking needs for businesses in a manner compatible with residential areas.	1. Encourage joint use of parking lots. (BAC) 2. Where possible, without encroaching on residential land, create new off-street parking behind buildings. (Private) 3. Explore changes to parking configurations on appropriate cross streets where zoning is commercial. (PDOT)
9.6 Investigate ways to provide additional on-street parking along Milwaukie Avenue while improving pedestrian and transit-user safety and convenience.	1. Redesign Milwaukie Avenue using traffic management devices such as curb extensions. (PDOT)
9.7 Ensure that the actual speed of traffic is compatible with a pedestrian environment.	1. Install curb extensions or other devices where appropriate. (PDOT) 2. Install a pedestrian-activated traffic light at Bush Street. (PDOT)

POLICY 10:

**EAST OF
SEVENTEENTH
AVENUE**

EAST OF SEVENTEENTH AVENUE

The East of Seventeenth area was once a mixture of Southern Pacific rail yards and single-family houses. Today, the few remaining houses in the industrially-zoned area await the wrecker's ball to make way for expanding and new warehousing, distribution, and manufacturing businesses. These houses, east of 24th Avenue and south of Gladstone Street, are struggling to retain their identity as a residential enclave despite the traffic and parking impacts from industrial uses.

There are three major land-extensive commercial uses in the area: Fred Meyer's corporate headquarters and former distribution center, PGE's Portland Service Center, and TRI-Met's business offices and bus barns. Bullseye Glass, an art glass manufacturer and distributor, is located in the neighborhood. Bullseye supports neighbor Sunflower Recycling's operation by buying 3000 pounds of glass each day for use in its manufacturing process. Nearby, warehouse-type structures house a variety of uses which include food processing and distribution, commercial printing, and offices for building contractors.

Most of the East of Seventeenth area is divided from the residential portion of the neighborhood by railroad tracks. Pedestrian access to the area is provided by a bridge over the tracks at SE Lafayette. The area is bleak, in part, because it lacks street trees and landscaping. This East of Seventeenth policy and its objectives promote improving the pedestrian environment for employees and nearby residents, making it more accessible to the rest of the neighborhood, and establishing a sense of community among the businesses and the residents of Brooklyn.

EAST OF SEVENTEENTH POLICY 10:

Maintain and promote the area East of Seventeenth as an industrial, manufacturing and distribution center while minimizing impacts on residentially-zoned areas.

OBJECTIVES

10.1 Promote increased interaction between Brooklyn residential and industrial neighbors.

STRATEGIES

1. Provide pedestrian access between the east and west sides of Brooklyn. (Private)
2. Sponsor events at Powell Park. (Private)
3. Work with business neighbors to develop interpretive museums and miniparks. (Private, BBA)

<p>10.2 Encourage businesses to landscape paved areas such as large parking lots.</p>	
<p>10.3 Promote the unique character of the area and utilize resources that exist here in order to encourage small-scale and nonpolluting production and distribution businesses to locate east of 17th Avenue.</p>	<ol style="list-style-type: none"> 1. Improve safe access to the eastern portion of Brooklyn for bicyclists and pedestrians, especially where railroad tracks create barriers. (Private) 2. Encourage eastern Brooklyn businesses to include information on their products and hours of operation in the neighborhood newsletter. (BAC, Private) 3. Market the area for start-up businesses. (PDC)
<p>10.4 Encourage businesses east of 17th to work with each other and with the Brooklyn Business Association.</p>	<ol style="list-style-type: none"> 1. Recruit a business to volunteer to maintain a mailing and telephone list of businesses to facilitate communications. (BBA)

VI. ADOPTING ORDINANCES

10-15776

ORDINANCE No. 163982

Amend Comprehensive Plan Policy 3.6 (Neighborhood Plan) by adding the Policies and Objectives of the Brooklyn Neighborhood Plan (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. The Portland Comprehensive Plan and its implementing Ordinances were acknowledged by the Oregon Land Conservation and Development Commission in May, 1981. Comprehensive Plan Policy 3.6 (Neighborhood Plan) allows for the adoption and incorporation of a local plan into the citywide Comprehensive Plan. Neighborhood plan provisions must be consistent with the Portland Comprehensive Plan and its implementing Ordinances.
2. The Portland Comprehensive Plan Policy 3.6 (Neighborhood Plan) encourages the creation of neighborhood plans in order to address issues and opportunities at a scale which is more refined and more responsive to neighborhood needs than can be attained under the broad outlines of the City's Comprehensive Plan. The neighborhood plan serves as a component of that document.
3. Adoption of the Policies and Objectives of the Brooklyn Neighborhood Plan is consistent with the intent, purposes, provisions and map designations of the Portland Comprehensive Plan as more fully set forth in the Report of the Planning Commission on the Brooklyn Neighborhood Plan.
4. There are no Statewide goals, procedures, or timelines to guide the adoption of neighborhood plans other than those addressing citizen involvement (Oregon Statewide Planning Goal 1: Citizen Involvement). Portland's notification procedures, a survey delivered to all residential occupants, attendance at and co-sponsorship of neighborhood meetings and workshops, and the public hearing provided opportunities for citizen involvement throughout the plan development process in compliance with Goal 1.
5. The Brooklyn Neighborhood Plan was developed by the Brooklyn Plan Steering Committee and subcommittees, in cooperation with the Bureau of Planning. The Brooklyn Action Corps (BAC) initiated a citizen-based effort which culminated in the development of the Brooklyn Neighborhood Plan and was adopted by the BAC membership in October 1990.

6. The data base used for the formulation of the goal, policies and objectives of the Brooklyn Neighborhood Plan was provided in the 1986 Neighborhood Information Profiles, prepared by the City of Portland Office of Fiscal Administration, and a Brooklyn Neighborhood land use inventory compiled by Bureau of Planning staff. A questionnaire was mailed to all residents and property owners. Approximately 238 were returned. Responses to the questionnaire provide information on neighborhood attitudes, issues and expectations.
7. Neighborhood plans are intended to promote patterns of land use, urban design, circulation and services which encourage and contribute to the economic, social and physical health, safety and welfare of both the neighborhood and the City.
8. The neighborhood plan is an advisory document for directing and managing change. The adopted Policies and Objectives of the Brooklyn Neighborhood Plan will serve as an official guide for decision-makers, particularly in land use reviews, and will also guide public deliberations and investments.
9. The Brooklyn Neighborhood Plan includes strategies which are not being adopted by the City Council as part of the Council's adoption of this plan. They are proposed by the neighborhood as a plan for neighborhood-initiated programs and provide a guide for self-help, private, or city-assisted projects. With the adoption of the Policies and Objectives of this plan, the City is not committing to the implementation of the strategies or to funding projects, although the policies and objectives include projects which could be pursued and funded in the future.
10. The Brooklyn Neighborhood Plan provides an opportunity for the City and the neighborhood citizenry to address the future of this vital inner-city neighborhood. The plan encourages new investment and development while acknowledging that Brooklyn faces pressures which could result in a loss of housing and displacement of small businesses and low income residents.
11. All public notification requirements have been met. In addition to a BAC-sponsored community workshop and two Planning Commission public hearings, the Brooklyn Plan Steering Committee worked with the Bureau of Planning staff to develop the plan which has been presented to the City Council.
12. All property owners within the Brooklyn Action Corp boundaries received notification of the January 22, 1991, Portland Planning Commission public hearing which reviewed the plan.

ORDINANCE No.

13. On January 22, 1991, the Planning Commission held a public hearing on the Brooklyn Neighborhood Plan and recommended adoption of the Policies and Objectives of the plan.
14. The recommendation of the Planning Commission on the Brooklyn Neighborhood Plan is in conformance with Portland's Comprehensive Plan and with the Statewide Planning Goals as more fully set forth in the Report of the Planning Commission (attached as Exhibit B). The recommended Brooklyn Neighborhood Plan was submitted to the Oregon Department of Land Conservation and Development for review as required by ORS 197.610. No objection was received from the Oregon Department of Land Conservation and Development.
15. It is in the public interest that the recommendations on the Brooklyn Neighborhood Plan be adopted to direct and manage change in the Brooklyn Neighborhood.

NOW THEREFORE, The Council directs:

- a. the Report and Recommendations of the Planning Commission on the Brooklyn Neighborhood Plan is adopted and incorporated by reference.
- b. Based on those portions of the Report of the Planning Commission adopted by the Council, the Policies and Objectives of the Brooklyn Neighborhood Plan are hereby adopted as a Portland Neighborhood Plan under Policy 3.6 (Neighborhood Plan) of the Portland Comprehensive Plan for application to the area within the boundaries of the Brooklyn Action Corp.

Passed by the Council, MAR 20 1991

Commissioner Gretchen Kafoury
March 13, 1991
Susan K. McKinney:skm

Barbara Clark
Auditor of the City of Portland
By *Brita Olson* Deputy

ORDINANCE No. 163983

Amend the Comprehensive Plan Map and the Official Zoning Maps for:

Lots 7, 8, 9, and 10, Block 1, Smiths Subdivision, from CG to R2.5;
Lots 1, 2, 6, and 10, Block 27, and Lots 5, 6, 7, and 8, Block 28, Feurers Addition,
from CS to R2.5; and Lot 15, Block 1, and Lots 4 and 5, Block 4, Reynolds
Addition, from CN2 to R1 (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. The Planning Commission recommends a change from CG, General Commercial, to R2.5, Residential 2,500, for Lots 7, 8, 9, and 10, Block 1, Smiths Subdivision, as proposed in the Brooklyn Neighborhood Plan and adopted by the Planning Commission on February 26, 1991.
 - a. The subject properties, located south of Powell Blvd. along 16th Avenue and Pershing Street, are privately-owned and developed with residential structures.
 - b. Residential uses and structures have occupied the subject properties since at least 1912.
 - c. Between 1959 and 1981, the zoning on the subject property was M3, Light Manufacturing.
 - d. On January 1, 1981, with the adoption of the Comprehensive Plan, the subject property was downzoned to C2, General Commercial.
 - e. On January 1, 1991, with the adoption of the new Zoning Code, the subject property was zoned CG, General Commercial.
2. The Planning Commission recommends a change from CS, Storefront Commercial, to R2.5, Residential 2,500, for Lots 1, 2, 6, and 10, Block 27 and Lots 5, 6, 7, and 8, Block 28, Feurers Addition as proposed in the Brooklyn Neighborhood Plan and adopted by the Planning Commission on February 26, 1991.
 - a. The subject properties, located to the east of Milwaukie Boulevard between Lafayette and Bush Streets, are privately-owned and developed with single and multi-dwelling residences.

- b. Residential uses and structures have occupied the subject properties since at least 1890.
 - c. Between 1959 and 1981, the zoning on the subject property was C2, General Commercial.
 - d. The subject property remained C2, General Commercial, with the adoption of the Comprehensive Plan on January 1, 1981.
 - e. On January 1, 1991, with the adoption of the new Zoning Code, the subject property was zoned CS, Storefront Commercial.
3. The Planning Commission recommends a change from CN2, Neighborhood Commercial 2, to R1, Residential 1,000 for Lot 15, Block 1 and Lots 4, and 5, Block 4, Reynolds Addition, as proposed in the Brooklyn Neighborhood Plan and adopted by the Planning Commission on February 26, 1991.
- a. The subject properties, located west of Milwaukie Boulevard between Holgate and Mall, are privately-owned and developed with residential structures, except for Lot 4 of Block 5 which is vacant.
 - b. Residential structures have occupied the developed properties since at least 1919.
 - c. Prior to the adoption of the Comprehensive Plan in 1981, the subject properties were zoned C2S, General Commercial with a Sign Overlay.
 - d. With the adoption of the Comprehensive Plan in 1981, these properties and others fronting onto Milwaukie between Holgate and Center, were downzoned to R1. The intent of the downzoning was to reduce strip development along Milwaukie.
 - e. Subsequently, the final mapping that was put into the atlases, effective January 1, 1981, showed this property remaining as C2 rather than being rezoned to R1. This mapping error has persisted since that time.
4. The proposal for zone changes and Comprehensive Plan Map amendments is consistent with and supportive of the Comprehensive Plan goals and policies as described in the Report of the Planning Commission on Brooklyn's Neighborhood Plan, specifically Goals 3 and 4.

- a. The proposal to rezone these commercially-zoned properties to residential in order to maintain existing residential areas, reinforce the boundary between commercial and residential areas and act as a buffer to lower density residential areas is supportive of Goal 3, Neighborhoods, of the Portland Comprehensive Plan which provides for preserving and reinforcing the stability and diversity of the city's neighborhoods while allowing increased density.
 - b. The proposal to rezone these commercially-zoned properties to residential in order to maintain housing potential throughout the neighborhood is supportive of Goal 4, Housing, of the Portland Comprehensive Plan which provides for a diversity in the type, density and location of housing within the city.
 - c. It is in the public interest that the Comprehensive Plan Map and zoning be amended to correct the mapping error made at the time of the Comprehensive Plan adoption.
5. The proposal for zone changes and Comprehensive Plan Map amendments is consistent with and supportive of State Land Use policies as described in the Report of the Planning Commission on Brooklyn's Neighborhood Plan, specifically Statewide Planning Goal 10, Housing, which provides for the housing needs of the citizens of the state. The proposal to downzone certain properties in residential use from commercial to residential is supportive of this goal because it addresses maintaining existing housing in the neighborhood.
6. The Planning Commission first considered the proposed zone changes and plan amendments within the context of the Brooklyn Neighborhood Plan at a public hearing on January 22, 1991. At that time, the Planning Commission recommended adoption of the Policies and Objectives of the plan. The recommendation did not include, however, the adoption of a neighborhood strategy to rezone the subject properties. Consideration of the rezoning proposal was deferred until the February 26, 1991 Planning Commission hearing.
7. Public notice of the January 22, 1991 hearing, which included specific language about the rezoning of the subject sites, was sent to all property owners within the Brooklyn neighborhood.
8. Notice of the February 26, 1991 hearing was sent to all owners of the properties proposed for rezoning and to property owners within 400 feet of the sites.

ORDINANCE No.

9. Requirements for notification of the City Council March 13, 1991 hearing have been met.
10. It is in the public interest that the Comprehensive Plan Map and zoning be amended at this time because it is part of a neighborhood plan.

NOW, THEREFORE, the Council directs:

- a. The Report and Recommendation of the Planning Commission on the Brooklyn Neighborhood Plan is adopted and incorporated by reference.
- b. Lots 7, 8, 9 and 10, Block 1, Smiths Subdivision are redesignated and rezoned R2.5.
- c. Lots 1, 2, 6 and 10, Block 27, Feurers Addition and Lots 5, 6, 7, and 8, Block 28, Feurers Addition are redesignated and rezoned R2.5.
- d. Lot 15, Block 1, Reynolds Addition and Lots 4 and 5, Block 4, Reynolds are redesignated and rezoned R1.

Passed by the Council, MAR 20 1991

Commissioner Gretchen Kafoury
March 13, 1991
Susan K. McKinney:skm

Barbara Clark
Auditor of the City of Portland

By *Britta Olson* Deputy

VII. CONCEPT PLAN

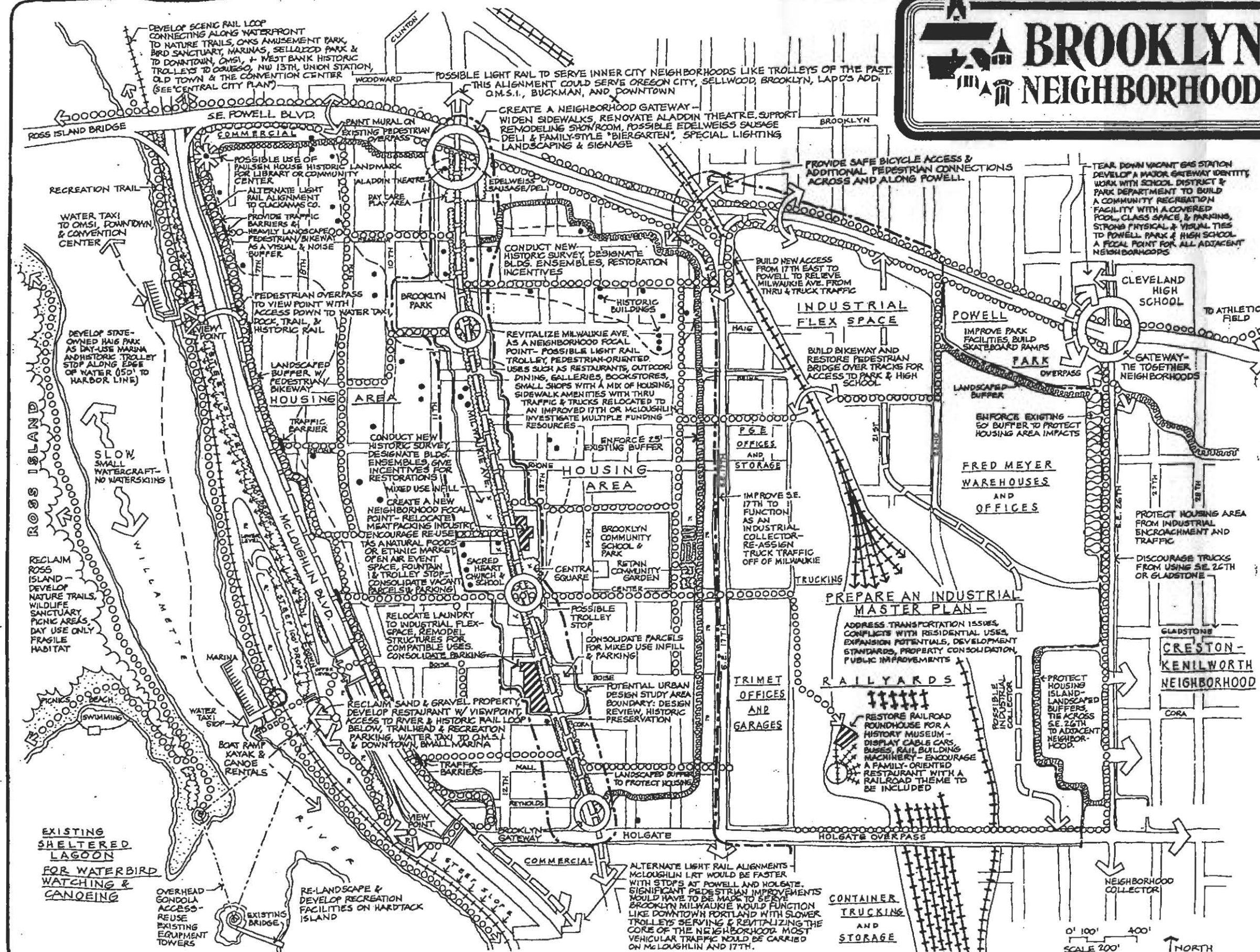
BROOKLYN NEIGHBORHOOD

CONCEPT PLAN BROOKLYN NEIGHBORHOOD PLAN

Bureau of Planning
City of Portland
June 1991

LEGEND

- Pedestrian Overpass
- Pedestrianway or Bikeway
- Scenic Historic Train Loop
- Excursion Boat or Water Taxi Dock
- Extremely Steep Slope
- Alternate Light Rail or Trolley Route
- Neighborhood Gateway-Specially Designed Entryway with Graphics, Trees & Landscaping, Sidewalk Treatments, and Lighting
- Existing or Recommended Landscaped Buffer for Residential Areas
- Historic Building
- Future Historic Survey Area
- Redevelopment Opportunity



0' 100' 400'
SCALE 200' NORTH