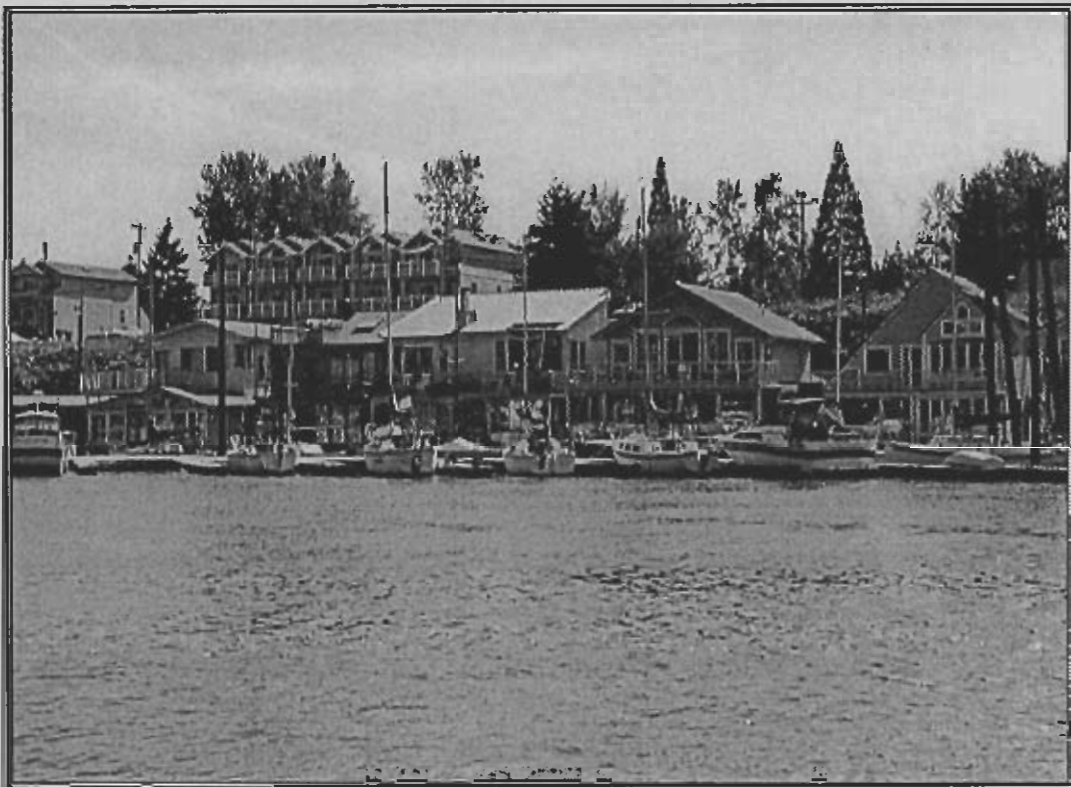


Adopted Bridgeton Neighborhood Plan



November 1997
City of Portland
Bureau of Planning
Portland, Oregon

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Adopted Bridgeton Neighborhood Plan



Adopted by the Portland City Council

Ordinance No. 171238, as Amended
Substitute Ordinance No. 171239
Resolution No. 35619

November 1997
Bureau of Planning
Portland, Oregon

Portland City Council

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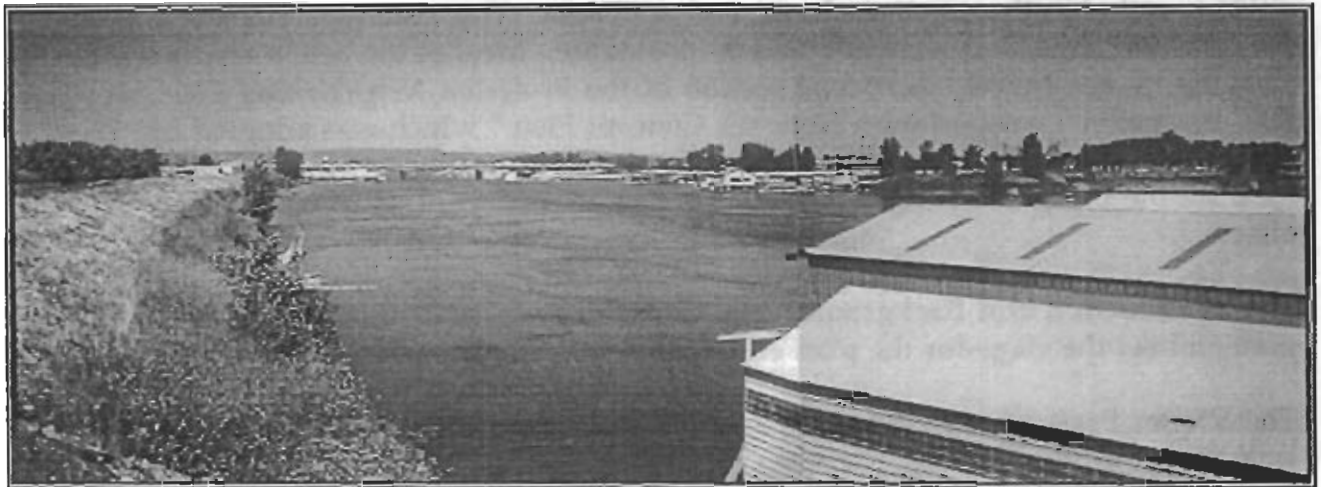
INTRODUCTION

Purpose of this Plan

The Bridgeton Neighborhood Association in 1995 requested assistance from the Bureau of Planning in preparing a plan for the Bridgeton neighborhood. A unique and desirable part of the city, Bridgeton is now facing one of the biggest challenges in its existence - the introduction of residential and commercial activity which could overwhelm its current residents if not handled judiciously. Its location along the Columbia River and adjacent to major transportation corridors and economic centers makes this an extremely desirable area.

Potential developments could boost the neighborhood's population from its current 300 to over 3,000. The magnitude and ramifications of that growth on the neighborhood's sense of community, transportation system, and use of the waterfront require that the neighborhood and the City work closely to define future direction and amicably reach solutions to potential problems.

The *Bridgeton Neighborhood Plan* was written to help guide the neighborhood through these and other changes anticipated in the next 20 years. This plan helps residents, property owners, business owners, developers and others thinking of locating here understand the desires and vision its current residents have for their future. By participating in the neighborhood planning process, current neighborhood residents and property owners influenced how this neighborhood might change and develop. The plan will also guide the neighborhood association as it works with developers and



View west from end of Bridgeton Road of North Portland Harbor and vacant land along the dike
Photo courtesy of David Yamashita, Portland Bureau of Parks and Recreation

and businesses on proposed changes. Finally, this plan is intended to guide decision-makers on matters of land use, transportation, capital expenditures and environmental concern.



Roth Home prior to being torn down. Photo courtesy of Bob Wuerth

Plan Organization

The *Bridgeton Neighborhood Plan* consists of several parts. They are the introduction and background, vision statement and goal, *Comprehensive Plan* policies and objectives, action charts, and appendix. The vision statement, policies, and objectives were adopted by ordinance. Most of the action charts were adopted by resolution. A special section of the *Bridgeton Neighborhood Plan* is the "Bridgeton Transportation Network Concept Plan," which was adopted by ordinance. (See below for more information.) Other portions of the plan will be used by the Bridgeton Neighborhood Association as part of its implementation efforts.

The **Introduction and Background** explain the purpose and organization of the plan and set the stage for the plan elements.

The **Vision Statement** contains the aspirations of the current residents of Bridgeton for their future. The vision provides a standard against which to ensure the plan's success. Following the vision is the goal. The goal ties the *Bridgeton Neighborhood Plan* to Portland's adopted *Comprehensive Plan*, making the plan and its five policies part of the *Comprehensive Plan*. The vision and goal were adopted by ordinance.

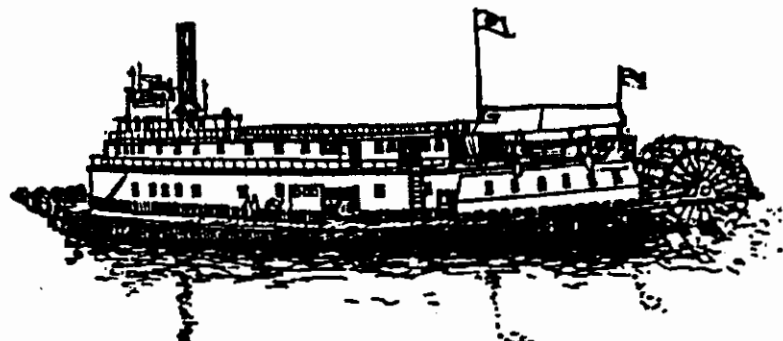
Policies and Objectives address the aspects of Bridgeton over which those participating in the planning process wish to provide guidance to decision-makers. They were adopted as part of Portland's *Comprehensive Plan* by ordinance. The policies state Bridgeton's desires for housing, business and neighborhood design, transportation and public utilities, environment, community, and public safety. The objectives detail ways in which to reach these policies.

Action Charts specify projects and programs that carry out Bridgeton's policies and objectives. They are assigned a time frame and an implementor to carry them out. Action charts, including the section, "Descriptions of Selected Actions," were adopted by resolution.

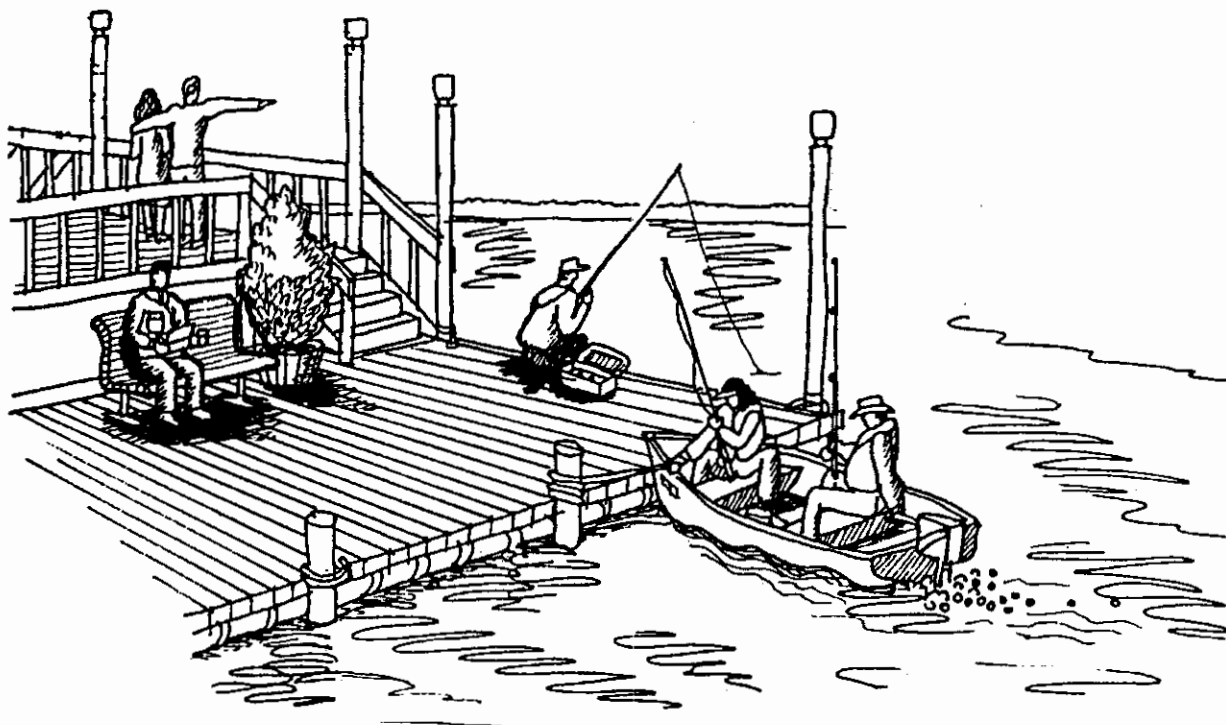
The "**Bridgeton Transportation Network Concept Plan**," one of the major elements of the *Bridgeton Neighborhood Plan*, has been included within Policy 2, Transportation and Public Utilities. It was adopted by ordinance. It addresses outstanding transportation issues for the Bridgeton neighborhood, including intersection improvements, conceptual street network for the western part of the neighborhood, possible future vehicle connection of Bridgeton Road to the west, and the requirement for a public review process should such a connection be considered. The transportation concept plan includes the following:

- Action items T2 and T3 on page 46;
- Concept map on pages 54 and 55; and
- Concept designs on pages 57 and 58.

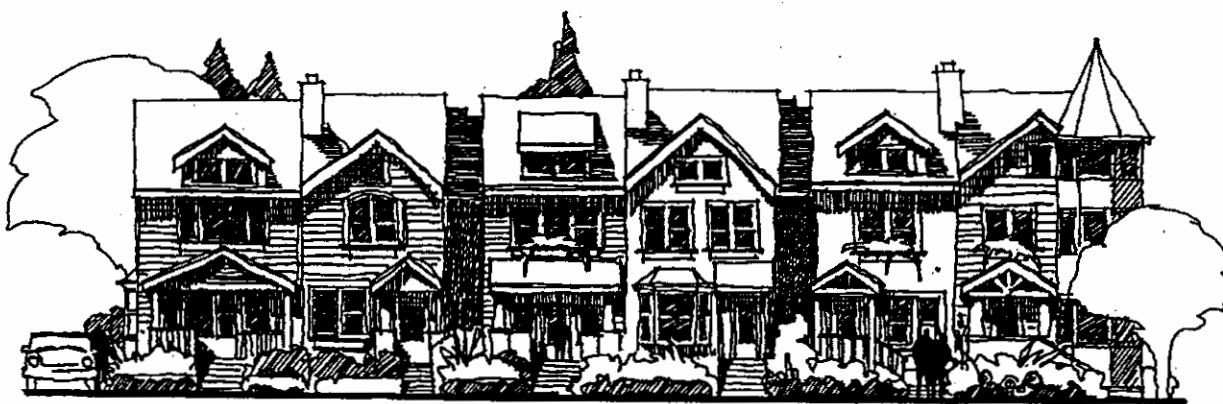
The **Appendix** contains several items. Appendix A contains Ordinance 171238, as amended; Substitute Ordinance 171239; and Resolution 35619. Appendix B lists abbreviations used in the plan. Appendix C is the letter from Planning Commission transmitting the *Recommended Bridgeton Neighborhood Plan* to City Council. Appendix D contains voluntary design guidelines. Appendix E contains businesses desirable to neighborhood residents. Appendix F contains the results of two neighborhood surveys. Appendix G is a bibliography.



Courtesy of Judy Galantha, Portland Bureau of Planning



Courtesy Judy Galantha, Portland Bureau of Planning

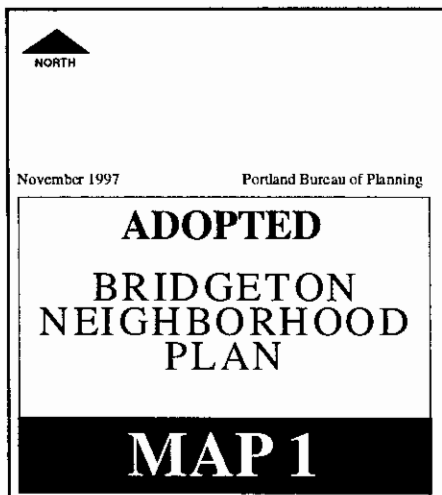
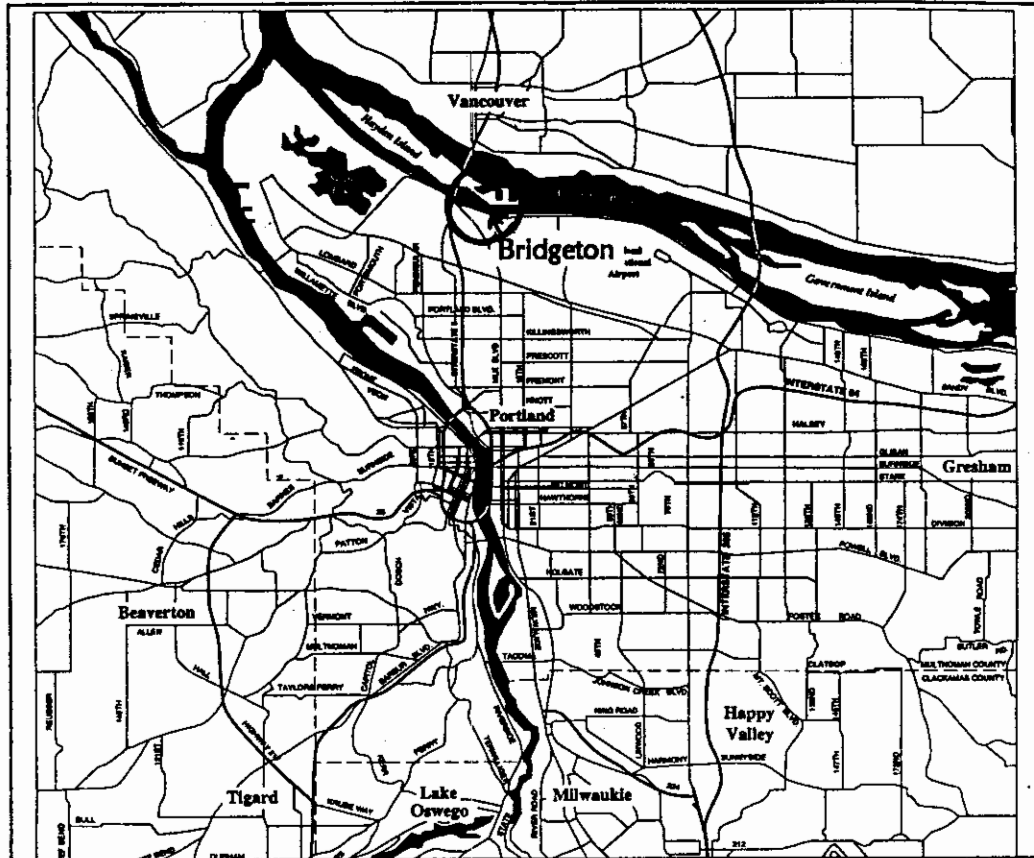


Courtesy Portland Community Design, *Building Blocks for Outer Southeast Neighborhoods*, 1996.

BACKGROUND

Location

The Bridgeton neighborhood is located along the south shore of North Portland Harbor immediately east of the I-5 freeway and across from Hayden and Tomahawk Islands. Its boundaries are Marine Drive on the south to the middle of the channel on the north, the intersection of Marine Drive and Bridgeton Road on the east and I-5 on the west.

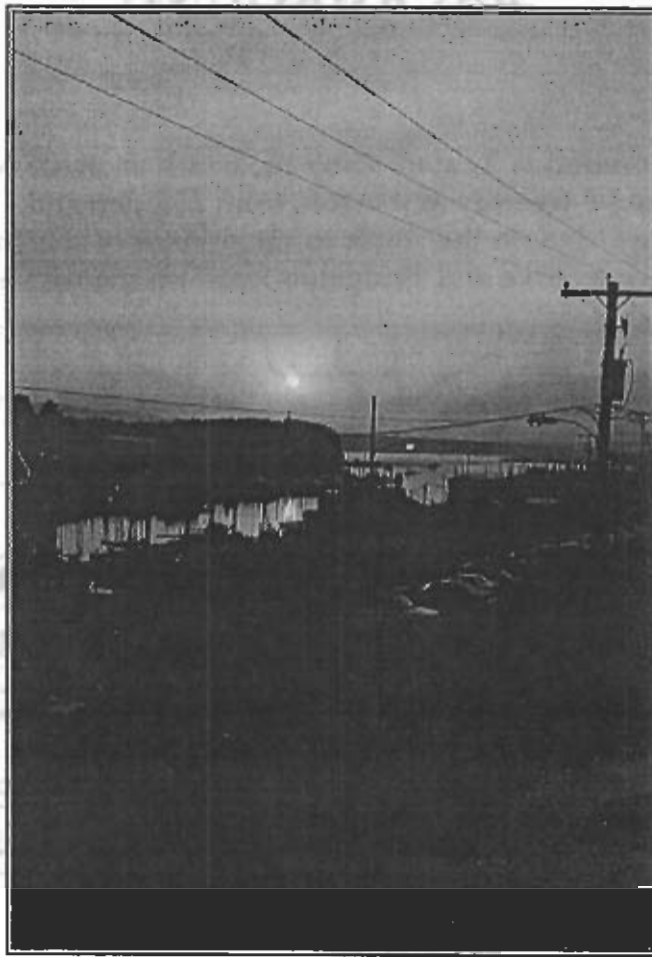


Vicinity Map

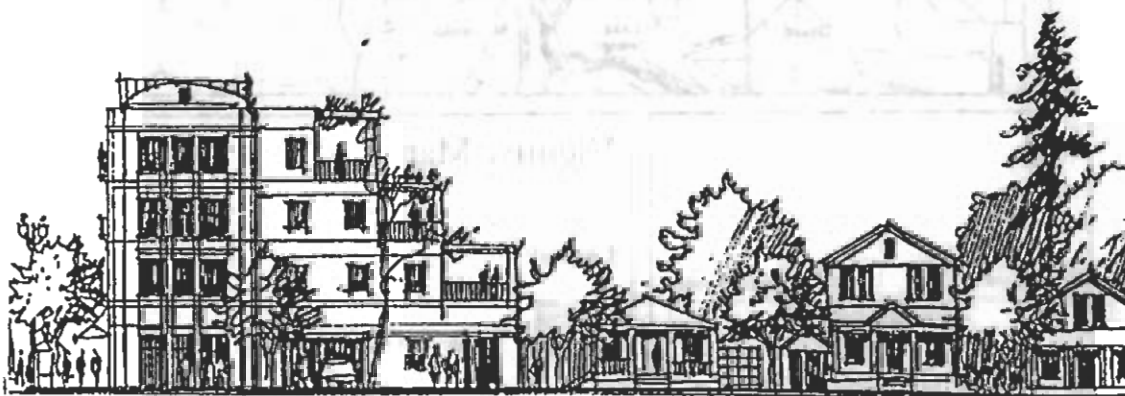
Legend



Bridgeton Neighborhood



Sunrise. Photo taken by Pamela Ake



Different housing types make an interesting streetscape.

Examples of homes along Bridgeton Road: photos by Matt Whitney



Characteristics

The Bridgeton neighborhood's unique and defining character is its location adjacent to the North Portland Harbor, a small sliver of the Columbia River which skirts Hayden and Tomahawk Islands. Almost as compelling is Bridgeton Slough, a natural wetland which acts as a barrier to the noise and traffic along Marine Drive.

The Bridgeton neighborhood is composed of two distinct parts: the built area east of the former interurban transit alignment and an approximately 40-acre vacant area west of the alignment to the I-5 freeway. The neighborhood retains a rural, village-like character described by some as quaint, despite being less than eight miles from downtown Portland and being located next to I-5 and a major industrial sanctuary.



Bridgeton Road looking west from Columbia School and showing the top of the levee
Photo by Matt Whitney

Bridgeton Road, a paved 18' wide strip with no centerline, defines the spine of the developed part of the Bridgeton neighborhood. Used by pedestrians, bikers, and vehicles, the road sits atop the levee, or dike, as neighborhood folks prefer to call it.

Bridgeton is home to approximately 350 people. They live in houseboats, attached rowhouses, and detached single-family homes. One hundred houseboats line Portland Harbor within 11 moorages between the west end of Bridgeton Road and the Portland Yacht Club. Houseboat moorages are of two kinds: those with a single owner who rents or leases spaces and those which are owned collectively by houseboat owners as

part of a condominium. Houseboat residents feel that, being only inches from the river, they have a sense of environmental closeness that is hard to match.



Houseboats. Photo by David Yamashita, Portland Bureau of Parks and Recreation

Older cottages still line Bridgeton Road and its side streets. Many of these were built between 1915 and 1930 as worker cottages along the last stop of the Vancouver Interurban streetcar line. A number were built in the early 1940s as later infill housing. They were built primarily on 5,000 square foot lots. The Bridgeton Road Ensemble, a collection of seven worker cottages located along Bridgeton Road east of Gantenbein, was most strongly considered for historic preservation status as part of the *Albina Community Plan*. They were considered because of their historic ties to broad urban changes in the area. Due to neglect, however, many are in poor condition and none were designated for historic status.

Since the completion of the *Albina Community Plan* in 1993, 19 attached rowhouses have been completed or are in construction. The largest rowhouse project, containing 110 homes, is being constructed on the former Roth's Stables property. These homes might be considered river-oriented, since they take advantage of the visual beauty of the river.

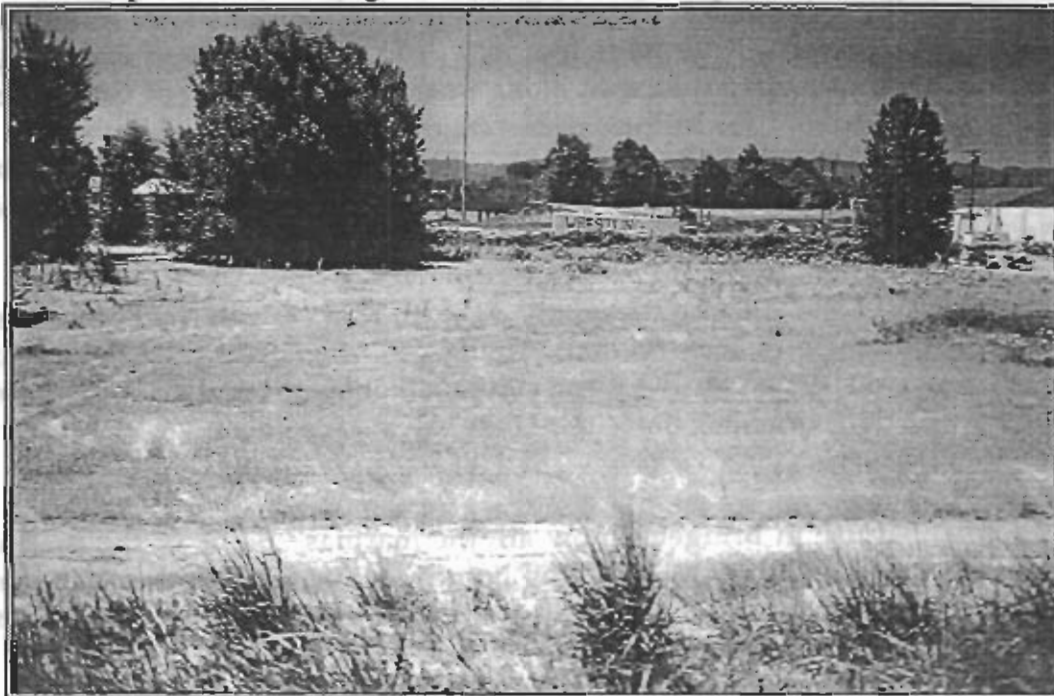
The major commercial use in Bridgeton now are the marinas. Some of the marinas are similar to manufactured home parks. Floating homes are owned, but the spaces are leased. Other marinas are strictly commercial, renting or leasing boat spaces to persons who live outside of the neighborhood. Two boat dealerships, the Sandy Barr Flea Market, and several home businesses comprise all of the landed commercial establishments within Bridgeton north of Marine Drive. Outside of the neighborhood,

but impacting it substantially, are Faloma Market at the intersection of Marine Drive and Gantenbein, and Minit Mart and Marine Drive Burgers at 6th and Marine Drive.



New rowhouses. Photo by Matt Whitney

West of Bridgeton Road the waterfront remains largely empty. This is one of the last remaining undeveloped riverfront properties along the harbor. Here is where the bulk of new developments are being considered.



Vacant land at west end of Bridgeton

Photo by David Yamashita, Portland Bureau of Parks and Recreation

Environmentally, the Bridgeton neighborhood includes the banks and waters of the North Portland Harbor, part of the Columbia River, and the Bridgeton Slough, located just north of Marine Drive. These areas are home to wildlife and are sensitive to damage from development and overuse. The Bridgeton Slough ranks high as a wetland. One inventory and analysis of wetlands considered it a high value forested and emergent area associated with a drainageway and stormwater retention area, providing ponding capacity for the Peninsula Drainage District No. 2.¹ Another considered it one of the two highest ranking wetlands in the drainage district due to providing excellent year-round wildlife habitat.² The slough is lined with a rich,



Bridgeton Slough. Photo by Matt Whitney

riparian habitat dominated by black cottonwoods and ash. Its understory consists generally of willow, elderberry, snowberry and Himalayan blackberry. Floating and emergent vegetation includes duckweed, algae, reed canary grass, cattail, yellow-flag iris, sedges, and rushes. It supports a diverse group of wildlife, among which are great blue herons, savanna sparrows, townsend's warblers, barnswallows, mallards,

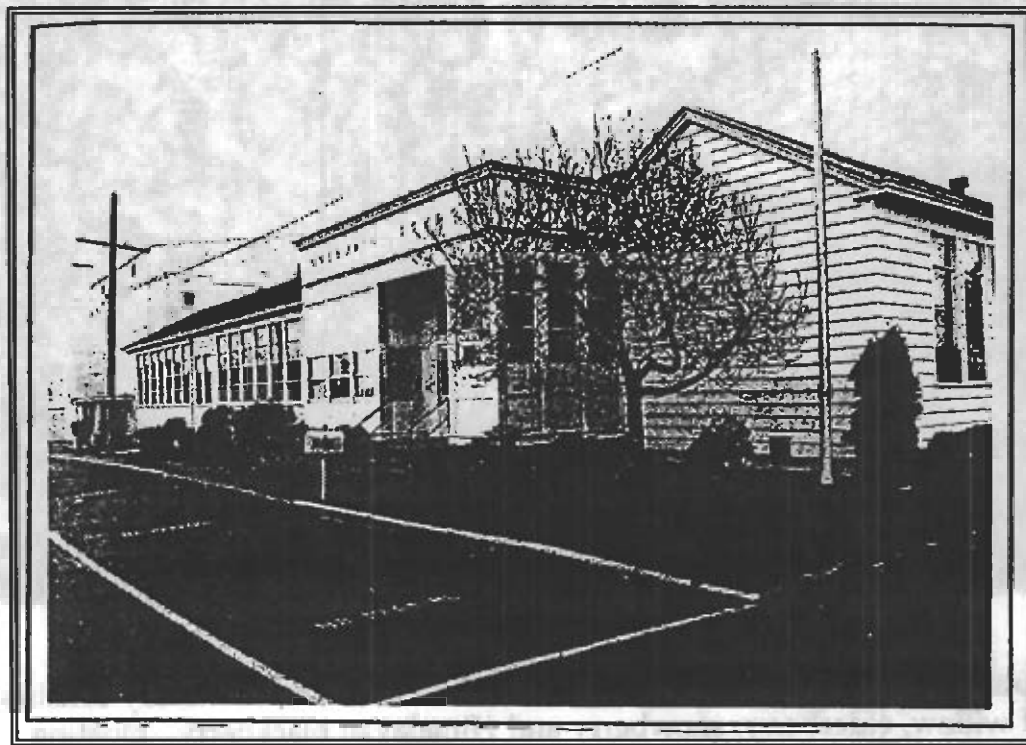
¹ Bureau of Planning, City of Portland, Oregon. *Inventory and Analysis of Wetlands, Water Bodies and Wildlife Habitat Areas for the Columbia Corridor: Industrial/Environmental Mapping Project* (Portland, Oregon: 1989)

² Miller, John M., et al., *East Peninsula Drainage District No. 2 Wetland Assessment*, prepared by Scientific Resources, Inc. for City of Portland (Portland, Oregon: 1989)

goldfinches, red-winged black birds, beavers, raccoons, muskrats, ducks, and turtles. For years black-crowned night herons nested in the trees in and near the slough, but recent development may have eliminated their nests.

The entire Bridgeton neighborhood is part of the Peninsula Drainage District No. 2. The boundaries of the drainage district are Martin Luther King Boulevard, the Columbia River, Peninsula Canal, and Columbia Boulevard. These districts are governmental bodies with elected officials and the ability to levy taxes. According to ORS 547, drainage districts must provide adequate drainage and flood protection to lands within its boundaries.

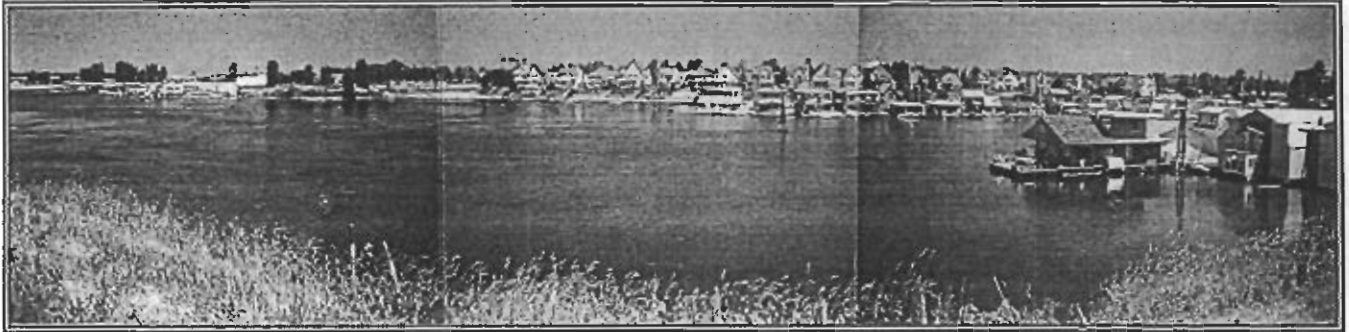
Columbia School sits at the eastern end of the neighborhood. Not only does the Portland Public School District allow the Bridgeton Neighborhood Association to hold its meetings in the school, but the playfield adjacent to the school is one of two main recreational outlets for its residents. The playfield is the only open flat green quasi-public area within the neighborhood itself.



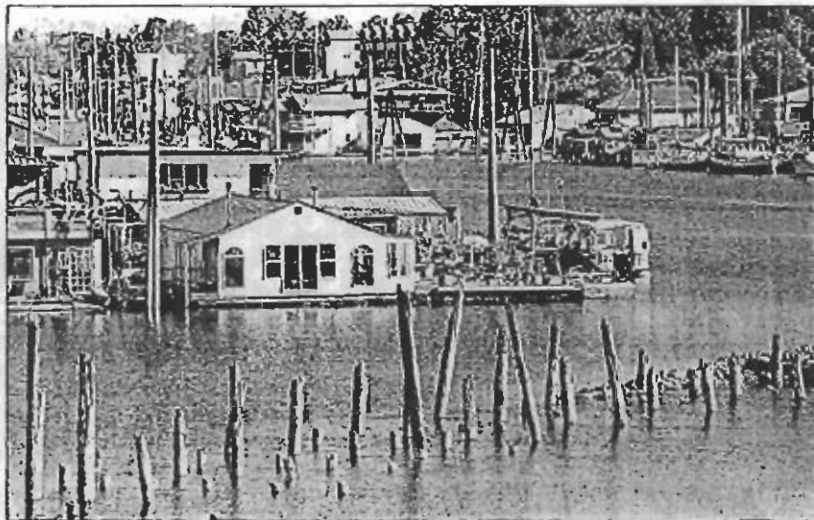
Columbia School. Taken from Historic Resources Inventory

The Columbia River is clearly one of the major recreational boating resources in the Pacific Northwest. Contributing to the rise in recreational boating are the flood control dams which make the entire river safer, regular dredging and channel maintenance, natural beauty of the river, and the increased leisure time and freedom to explore the sloughs, channels, and islands. Interestingly, while most floating home owners also

own a separate boat for use on the Columbia, few residents of rowhouses and homes along the Bridgeton Slough own one. There are no direct means for the public to access the Columbia River. Nor are there boat ramps, or docks the public can use for fishing, visiting, or viewing.



North Portland Harbor. Photo courtesy of David Yamashita, Portland Bureau of Parks and Recreation



North Portland Harbor, looking toward Bridgeton.
Photo courtesy of *The Oregonian*, 11/9/96

History

The area now known as Bridgeton was originally part of the vast Columbia River floodplain, filled with abundant and diverse animal and plant life. Early maps consistently indicate that the area between the Columbia River and the Columbia Slough was a narrow floodplain bordering a short steep slope leading up to rolling uplands. The floodplain apparently was marshy, containing ash and willow stands.

As the area around Fort Vancouver and Portland grew, this area of marshes and wetlands began to be used for grazing and farming by recent settlers.

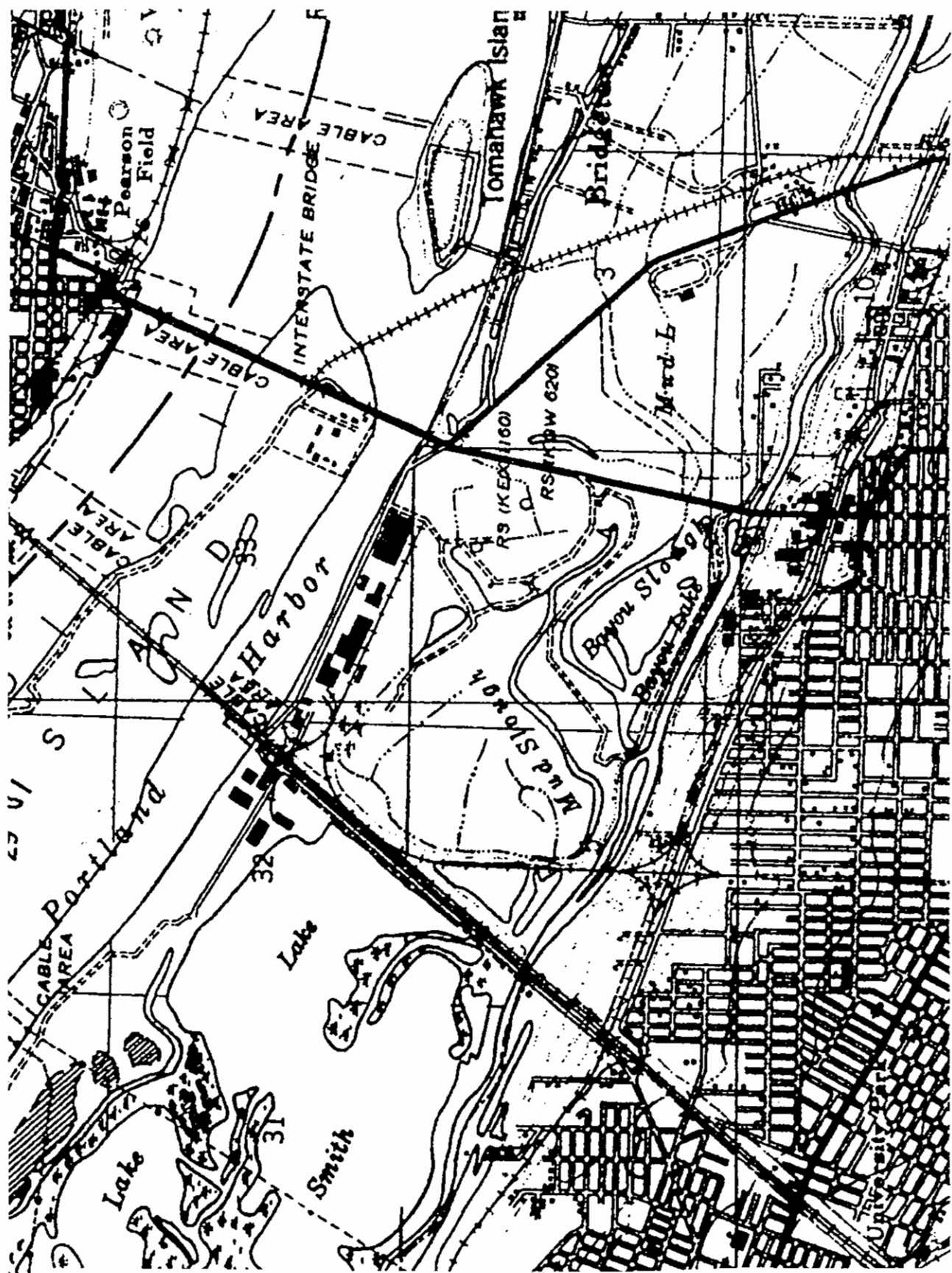
With the opening of the Oregon Trail in 1843 and the passage in 1850 of the Donation Land Act, more people began to settle along the south shore of the Columbia. Apparently Bridgeton was originally part of the Joseph R. Switzler donation land claim. By 1896 the roadway which later was to become Marine Drive had been constructed.

To protect their farms, local residents built a rough dike between 1905 and 1910. The more substantial dike that we know today was begun in 1921. It was improved by the Corps of Engineers between 1939 and 1942, under the Flood Control Act of 1936.³



Bridgeton, bottom left. Photo courtesy of Bob Wuerth

³ Miller, *ibid.*



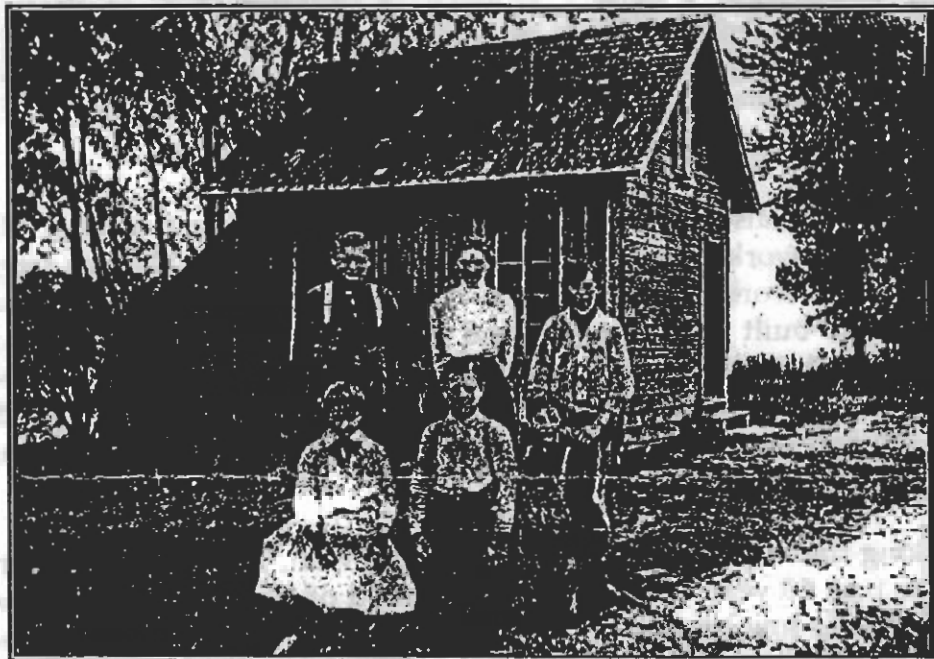
1939-40 edition of the USGS Portland 15' quadrangle

From Musil, et al, Cultural Resource Assessment of Peninsula Drainage District No. 1

To protect the dikes and pump and fill the wetlands and side channels between the Columbia River and the Columbia Slough, the state chartered three legal entities called drainage districts. Each was given the authority to levy taxes to fund their operations. Peninsula Drainage District No. 2, of which Bridgeton is a part, was formed in 1917. It covers 1,512 acres and is substantially developed with industrial, commercial and residential uses. All stormwater runoff drains to one of two pumps, either the West Pump Station located immediately west of I-5 at the southwest corner of the district or the East Pump Station located in the southeast corner of the district. Both drain to the Columbia Slough.

By the early part of the 19th century enough people lived in the area to request a post office. Postal officials, however, refused to name it Bridgeton due to the use of that name in other parts of the country. To choose another name, local citizens held a meeting. According to *Oregon Geographic Names*, the name, Faloma, "was made up by using the initials of three original land owners in the neighborhood, to-wit: Messrs. Force, Love and Moore."⁴

The original Columbia School, a one room wooden building, was built in 1907 as part of Columbia School District No. 2. At one time it was owned by Faloma School District No. 33. The present Columbia Elementary School was built in 1937, ultimately coming to include a 20-acre arboretum, a six acre farm, and a greenhouse. During its heyday, it served students primarily from Vanport, once the second largest city and school district in the state. After the 1948 flood, Columbia School's student population essentially

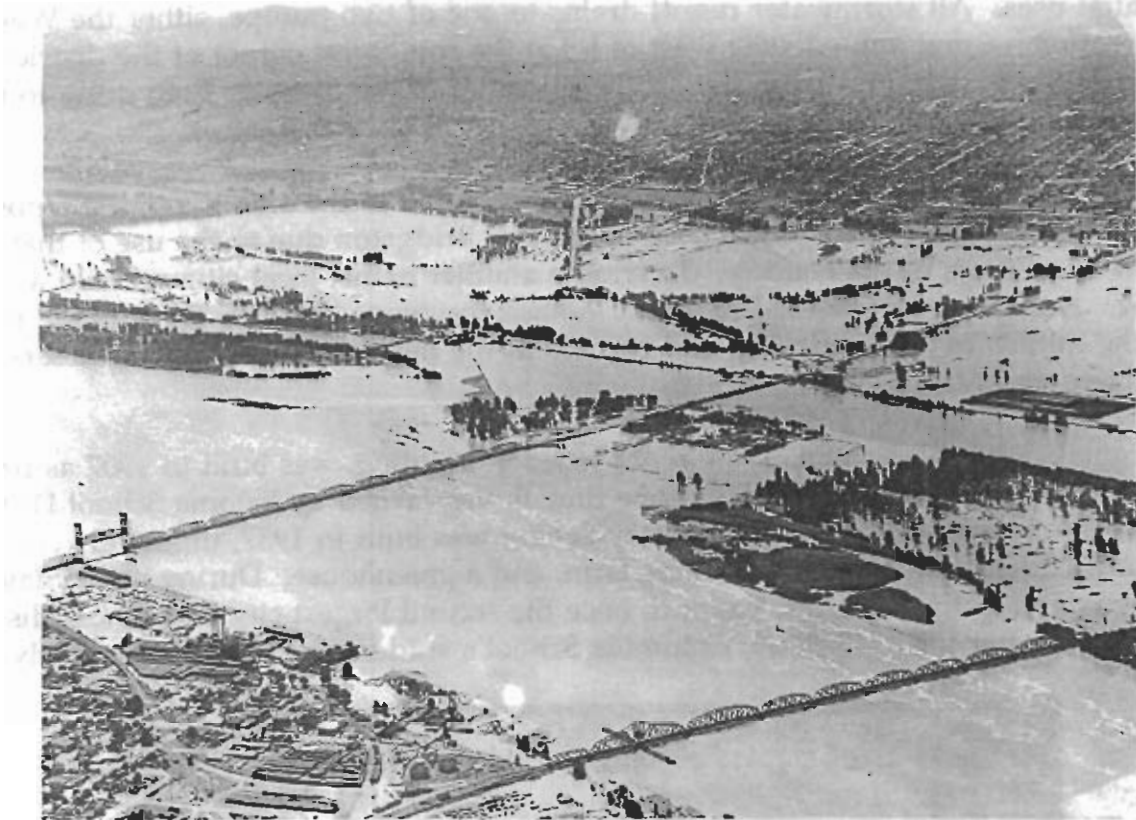


Students in front of original Columbia School shortly after its opening.

Photo courtesy of *The Oregonian*, May 1, 1983

⁴ McArthur, Lewis A., *Oregon Geographic Names*, Oregon Historical Society, Portland, OR, 1965.

vanished. In 1964, the school became part of the Portland Public School District. Continued dwindling of the population finally precipitated its closing in 1983.



Flood of May 31, 1948. Photo courtesy of Bob Wuerth

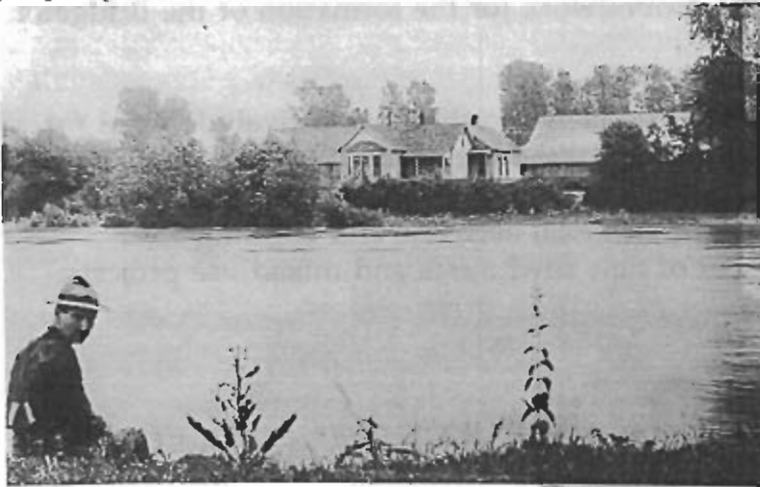
During World War II, Kaiser Shipyards built the town of Vanport west of what is now the I-5 freeway for its workers and their families. At that time it was the largest housing project in the world. To gain access to Vanport, Kaiser Shipyards made a break in the main dike and built a ring levy around the housing area. By doing so, the dike was later weakened due to heavy saturation from prolonged flooding. On Memorial Day, May 30, 1948, a 10 foot wall of water breached the Union Pacific Railroad embankment, entirely destroying Vanport and causing major damage to structures in Peninsula Drainage District #2.

According to long-time residents Max and Mary Runyon, Bridgeton has seen much change over the past 60 years. From a neighborhood of farmers and fishermen, the area later became home to low income families. At one time there were more than a hundred children who lived and played on Bridgeton Road and the moorages fronting it. After the 1948 flood, however, the area began to change. Families grew and moved away. New people who moved in didn't bring children. The most dramatic change was in the houseboats. No longer could the "River Rats" live on the water, because



Flood of May 31, 1948. Photo courtesy of Bob Wuerth

homes were too expensive to buy or pay moorage on. The sixties saw the general decay of most of the older housing stock, because older people could not keep their property properly maintained and absentee owners were unwilling to invest in their property.



Art Roth. Photos courtesy of Bob Wuerth
Photos taken before construction of levee



Recently Bridgeton has started to change again, this time in the upscale direction as a result of the 1993 adoption of the *Albina Community Plan* and changing market trends. Recent rowhouse development has already changed the face of Bridgeton Road. New development on the vacant lands west of Bridgeton Road will continue to change the rest of the neighborhood for several more years to come.

Bridgeton Neighborhood Association

During the late 1970s and early 1980s, residents of the Columbia neighborhood, comprising what are now the Bridgeton, East Columbia and Sunderland neighborhoods, organized to deal with the high cost of new sewers going into the area. Commercial zoning was established at that time as well.

After an extended period of inactivity, the Bridgeton Neighborhood Association officially formed in March 1992. Harry Barmon was its first president. Although stopping area crime and local traffic control were the initial reasons for Bridgeton residents to organize, neighbors quickly rallied to help defeat the Pace discount store on the "Merritt Truck" property and the proposed designation of Marine Drive as a truck route.

When the Portland City Council rejected the rezoning request necessary for the construction of the Pace superstore, one of their reasons was that the livability of the Bridgeton residential neighborhood would be harmed. The fight to keep the Pace structure from being approved laid the groundwork for the formation of the Bridgeton Neighborhood Association.

Since its inception, the Bridgeton Neighborhood Association has actively lobbied for and supported various improvements in and around the area. Among them are closer working relationships with the Police Bureau and Port of Portland, working with Pacific Power and Light to standardize the electrical network, and working with developers on the design and placement of new rowhouses and mixed use projects.



Relationship to Other Plans, Regulations, and Studies

Comprehensive Plan

The *Portland Comprehensive Plan*, initially adopted in 1980, is the overarching document that guides planning and land use in the city. It contains 12 goals, each with its own policies and objectives. There are also many neighborhood plans, most of which are part of the *Comprehensive Plan*. These neighborhood plans may also contain goals, policies, and objectives. Goals are broad statements, while policies provide more specific guidance on how to achieve the goals. Objectives are even more specific.

Portland's *Comprehensive Plan* provides the citywide policy framework for the *Bridgeton Neighborhood Plan*. The *Bridgeton Neighborhood Plan* provisions focus on neighborhood specific concerns, issues and opportunities.

The *Bridgeton Neighborhood Plan* goal, vision statement, policies, and objectives were adopted as part of the City of Portland's *Comprehensive Plan* under Policy 3.6 (Neighborhood Plan). As part of the *Comprehensive Plan*, the vision, policies and objectives of the *Bridgeton Neighborhood Plan* will be considered when certain land use proposals are reviewed by the City.

The *Bridgeton Neighborhood Plan* is made part of Portland's *Comprehensive Plan* by the addition of this linking statement and addition of the *Bridgeton Neighborhood Plan* to the list of adopted neighborhood plans in Policy 3.6 (Neighborhood Plan):

Foster Bridgeton's vision as a vital, environmentally sensitive, pedestrian-oriented river community.

Albina Community Plan

The State of Oregon requires that all cities and counties update their plans periodically. The City uses community plans to update its *Comprehensive Plan*. The first update, the *Central City Plan*, was adopted by Ordinance 160606 in 1988 and covers Portland's commercial core. The second, the *Albina Community Plan*, was adopted in 1993 by Ordinances 166786 and 167054.

The Bridgeton neighborhood is included within the boundaries of the *Albina Community Plan*. The *Albina Community Plan* addresses issues and opportunities which are shared across neighborhoods or are specific to the larger 19 square miles of the Albina community. The *Albina Community Plan* creates the overall framework of policies, programs, regulations and development strategies for the Albina community as a whole and its neighborhoods, business centers, and institutions. The *Bridgeton Neighborhood Plan* addresses localized issues and opportunities that are unique, specific, and important to the residents, businesses, and institutions of the Bridgeton neighborhood.

The *Albina Community Plan* rezoned almost the entire neighborhood Mixed Commercial/Residential (CM). Exceptions are the waterfront and a piece immediately adjacent to I-5, which are zoned General Commercial (CG), and Columbia School, which is zoned Institutional Residential (IR). Almost the entire neighborhood contains the following overlay zones: "d," North Marine design overlay; "h," airport height overlay; and "x," airport noise impact overlay. Some uplands adjacent to the Oregon Slough and Bridgeton Slough contain the "c," environmental conservation overlay. The map on page 24 shows the current zoning of Bridgeton.

East Columbia Neighborhood Natural Resources Management Plan

The *East Columbia Neighborhood Natural Resources Management Plan* is a neighborhood-based natural resource management plan adopted as part of the *Portland Comprehensive Plan* by City Council on April 8, 1990. Its purpose is to present a set of policies and objectives to guide development, particularly the evaluation of future fill permits, environmental reviews and other land use cases which involve wetlands and other natural resource areas, within the neighborhood.⁵

Most of the Bridgeton neighborhood is included in the *East Columbia Neighborhood Natural Resources Management Plan*. The plan designated Bridgeton Slough as one of two significant and somewhat unique natural resources. The plan recommends that the slough be protected by discouraging filling and development of sensitive and unique habitats in the neighborhood, and requiring buffering of new developments adjacent to these sites.

Columbia Corridor Transportation Study

Policy 7 of the Transportation Element, adopted by City Council into the *Comprehensive Plan* in 1992 by Ordinance 165851, directs the Office of Transportation (PDOT) to prepare a transportation study for the area bounded by I-5, the Columbia River, NE 185th, I-84, and Killingsworth/NE Portland Highway/Columbia Boulevard. To implement this policy, PDOT is pursuing the "Columbia Corridor Transportation Study." The Bridgeton neighborhood lies within the boundary of the "Columbia Corridor Transportation Study." The *Bridgeton Neighborhood Plan* identifies several items which relate directly to the study or upon which the study will have a direct impact.

Design Standards and Guidelines

The *Albina Community Plan* included Bridgeton in the Marine Drive design overlay zone. Because of its visibility from the I-5 freeway, this area is characterized as the northern gateway to Oregon. Special design guidelines ensure quality design in new developments. The City of Portland recently adopted new design standards and

⁵ City of Portland, Bureau of Planning, *East Columbia Neighborhood Natural Resources Management Plan* (Portland, Oregon: 1990)

Bridgeton Neighborhood Zoning Map

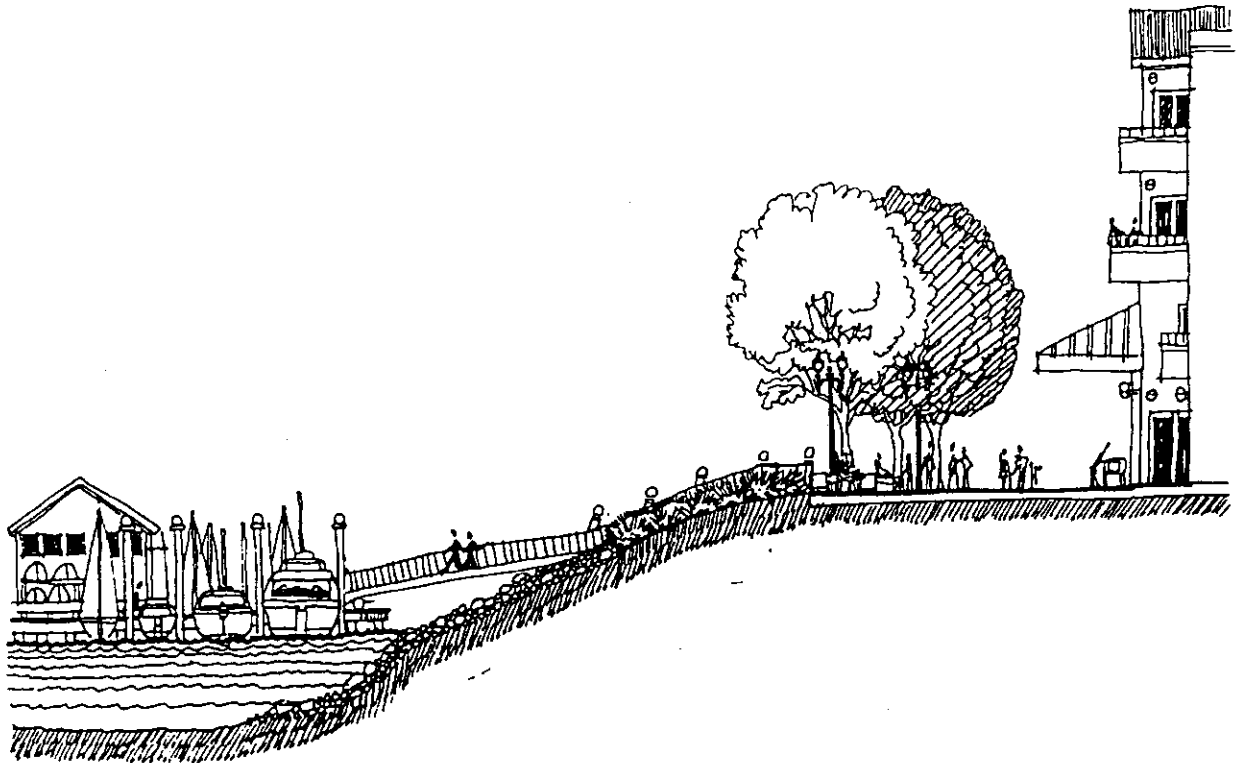


Development Opportunities

The Bridgeton neighborhood includes approximately 40 acres of vacant land at its west end. This area generally lies between the old interurban rail alignment and the I-5 freeway. Several smaller vacant parcels lie scattered throughout the neighborhood, including along Marine Drive. In addition, during its inventory of possible historic structures within Bridgeton, Planning Bureau staff noted that, while many structures date to the 1915-1930 era of worker homes, most lacked both architectural and structural integrity. Recently several of these structures have been torn down to make room for new construction. It is possible that other owners might see fit to demolish their structures to allow development of their lots.

Most of the new developments in the older, more established part of Bridgeton are rowhouses. These are allowed under the Mixed Commercial/Residential (CM) zone, which encourages development of housing uses and allows commercial development as part of a housing project. The CM zone requires that at least 50 percent of the development be composed of residences.

New developments are being proposed for the western-most vacant lands which take advantage of provisions of the CM zone for increased residential and commercial density. Some of the provisions within this zone are adjustable. That means that some standards can be changed under certain circumstances. An example is the height limit of 45 feet. The City might allow a building to be taller than 45 feet, for example, if the



Courtesy of Judy Galantha, Portland Bureau of Planning

developer provides other amenities. Examples of amenities might be a design which is in character with the neighborhood or greater open space than required.

The *Bridgeton Neighborhood Plan* encourages developers to work closely with the neighborhood on such elements as features which would increase compatibility of the project with the neighborhood's close ties to the Columbia River, public open space, and orientation to Bridgeton Road or the desired promenade.

Plan Process

The planning process for the *Bridgeton Neighborhood Plan* began in March 1996. Prior to that date, the Bridgeton Neighborhood Association sponsored several surveys to assess the desires of neighborhood residents and property owners to various issues, particularly the *Albina Community Plan* and the configuration of Bridgeton Road. Copies of those surveys, with the results, are included in Appendix F.



The Bridgeton Neighborhood Association held a visioning workshop on April 16, 1996. Between mid-April and early June, approximately 15-20 committee and three neighborhood-wide meetings were held to deal with each individual policy.

A discussion draft of the *Bridgeton Neighborhood Plan* was distributed to residents at the neighborhood's annual July 4th brunch. It was also given to Technical Advisory Committee (TAC) members. Over 16 residents submitted comments on the discussion draft. TAC members as well submitted their comments. Staff compiled all comments in an annotated form for review by the *Bridgeton Neighborhood Plan* Steering Committee.

The Steering Committee met seven times between mid-August and mid-September to consider the TAC and neighborhood comments and to revise the draft accordingly. Staff met with TAC members as necessary to resolve differences. From these discussions, staff prepared the *Steering Committee's Recommended Bridgeton Neighborhood Plan*.

The Bridgeton Neighborhood Association held a meeting/workshop on the Steering Committee's plan in mid-October. At that meeting, residents voted to adopt the plan with the exception of the connection of Bridgeton Road to new roads built in west Bridgeton and the removal of temporary bollards in five years.

The results of the vote were translated into the *Bridgeton Neighborhood Association-Endorsed Bridgeton Neighborhood Plan*, published at the end of October 1996. This version of the plan was the basis for two open houses held by the Bridgeton Neighborhood Association in mid-December 1996. These open houses and the extra review time gave the neighborhood the opportunity to solicit more comments and ensure that all concerns were addressed. The *Proposed Bridgeton Neighborhood Plan* was subsequently published on December 27, 1996.

The Portland Planning Commission held a public hearing on the *Proposed Bridgeton Neighborhood Plan* on January 28, 1997. At this hearing the Bridgeton Neighborhood Association recommended the adoption of the *Proposed Bridgeton Neighborhood Plan*, with the exception of certain elements of the "Transportation Network Concept Plan." At its March 11, 1997 work session, Planning Commissioners recommended adoption of the *Bridgeton Neighborhood Plan* with the requirement that when properties west of N Haight Street developed, the street connection from the new properties would be separated from Bridgeton Road by a 50' landscaped area and opened initially only to pedestrian, bicycle and emergency use. The road would be opened for all modes when both the Bridgeton Neighborhood Association and City Council approved the opening.

The Portland City Council held a public hearing on the *Recommended Bridgeton Neighborhood Plan* on May 28, 1997. City Council revised the plan to include an extensive public review process in the event of a possible future vehicle connection of Bridgeton Road. Council retained its authority in any decision regarding the need for an auto connection and its design. City Council adopted the *Bridgeton Neighborhood Plan* on June 4, 1997, with Ordinance 171238, as amended; Substitute Ordinance 171239; and Resolution 35619.

Using the Comprehensive Plan and the Bridgeton Neighborhood Plan in Land Use Reviews

The *Comprehensive Plan* and neighborhood plans serve several purposes. Each plan is a statement of desired character. In addition, the plans may be used in certain land use reviews. Some land use reviews, such as conditional uses for institutions in residential zones, require that the proposal be consistent with neighborhood plans. Some land use reviews also require that the proposal be consistent with the *Comprehensive Plan*.

Where a land use review requires a proposal to be consistent with a plan, the Bureau of Planning looks at certain aspects. Each plan contains a set of elements that should be considered and balanced, some requirements that must be met, and some that are guidelines but not required. Each goal and policy of the *Comprehensive Plan* and of this plan are designated as mandatory, balancing, or aspirational. **All of the policies of the *Bridgeton Neighborhood Plan* are balancing policies.**

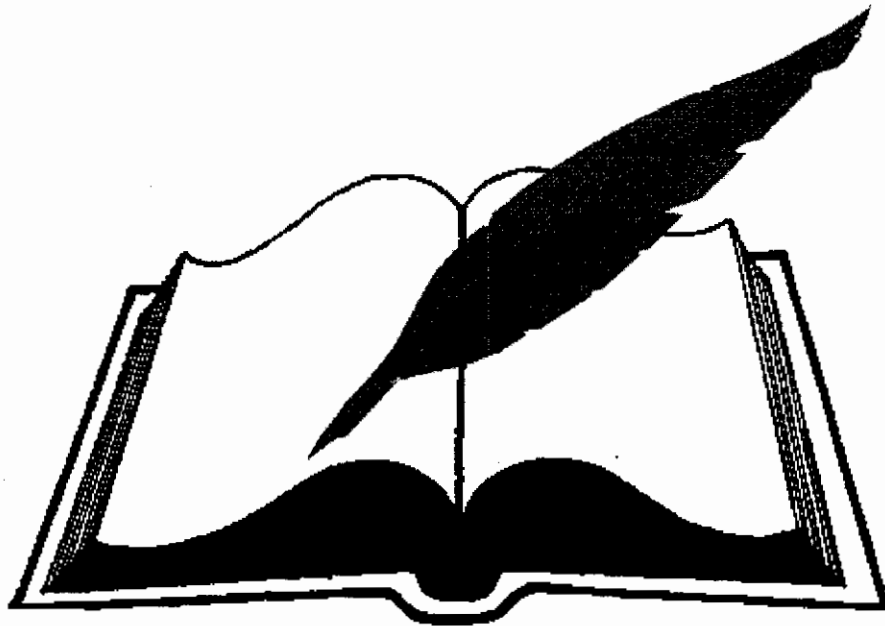
Mandatory policies are required elements. They must be followed and met, and exceptions are not allowed. Mandatory policies are usually specific statements that include a clear directive. There are only a few mandatory policies in Portland 's *Comprehensive Plan*.

Balancing policies must be considered, but rather than being rigid requirements, they are carefully weighed and balanced with other balancing policies. Decisions are made based on the cumulative weight of policy language and direction. A specific action may be approved even if it is not consistent with every applicable policy; the action may be approved if it is supported, on balance, by the greatest body of balancing policies.

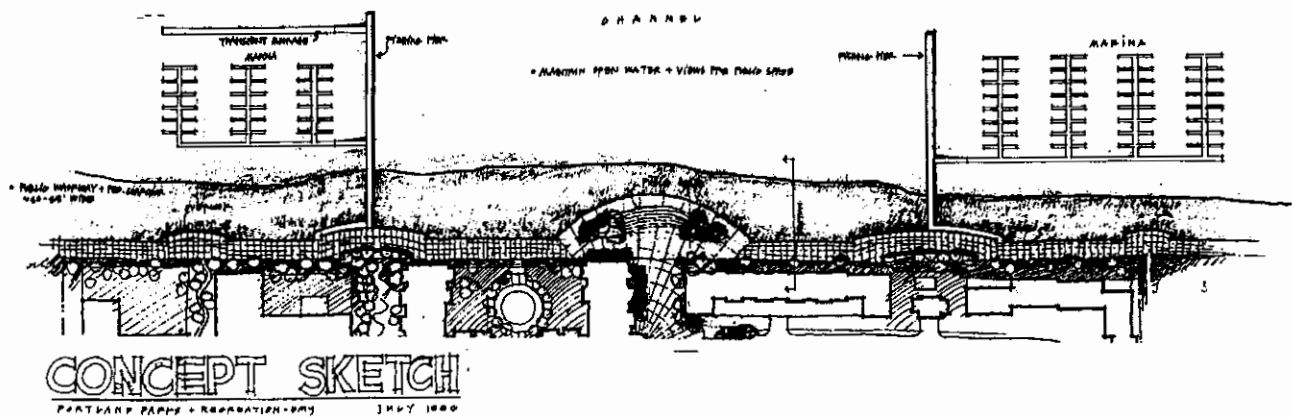
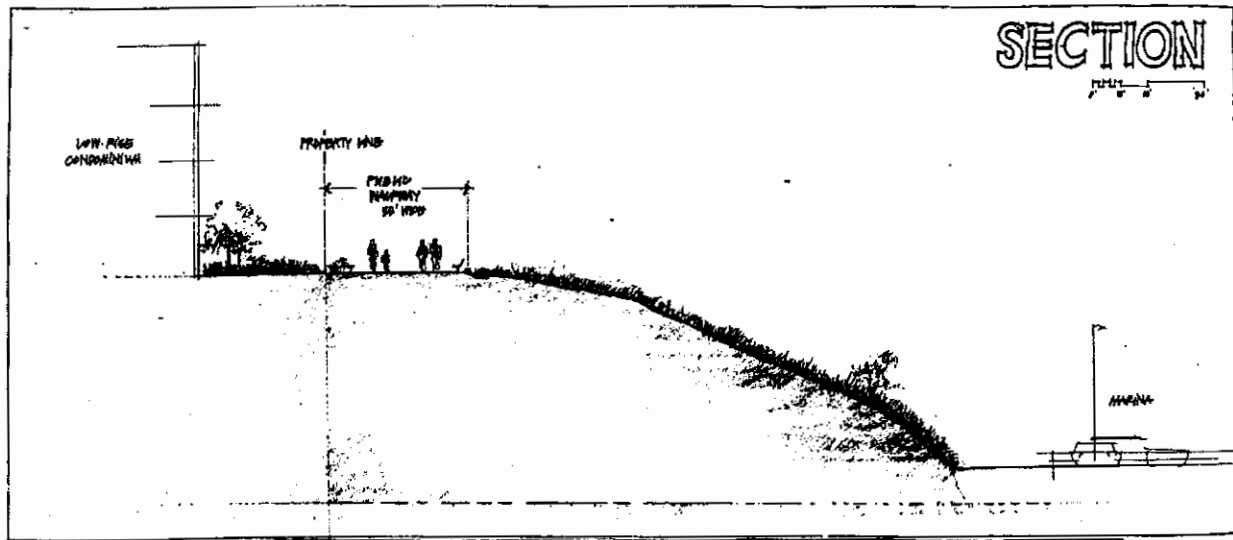
Most policies in the *Comprehensive Plan* and neighborhood plans are balancing policies. They must be considered, but do not have to be individually met.

Aspirational policies express a public desire, but are guidelines only. They do not have to be considered, but may be used to help understand an area or issue, to develop more detailed policy, or to guide a neighborhood in creating an action plan. They are not binding on the City, property owners, or neighbors.

Because all of the policies of the *Bridgeton Neighborhood Plan* are balancing policies, they must all be considered against each other and weighed with the balancing policies of the *Comprehensive Plan*. They must all be considered, but do not have to be individually met.



Vision, Policies, Objectives and Implementation Actions



Conceptual schematics by David Yamashita, Portland Bureau of Parks and Recreation
Building schematics, North Harbour Corporation, 1996

Our Vision of Bridgeton in 2016

Bridgeton is dominated by its environment. Ever-present is the mighty Columbia River, whose periodic floods have shaped the region. The spine of the neighborhood is the dike, a major man-made barrier that enabled development of the land to the south. Whether residing on a houseboat, in one of its charming rowhouses, an older home, or in an upscale condo, all respond to the river. Its daily rhythm is a compelling magnet for neighborhood activities. Shaded Bridgeton Slough, home to wildlife, reminds all that this too was once part of the river's floodplain.

Bridgeton exudes a village-like character with a human scale. Bridgeton is a safe place to live, work and play. The dike is topped by Bridgeton Road and, in the newer section, a foot and bicycle promenade that is part of Portland's 40-Mile Loop. Residents throughout the neighborhood enjoy wide vistas, sunsets, activities in the harbor, and snow-capped peaks. To promote alternatives to cars, we have several busy bus stops, a pedestrian and bicycle promenade, and a nearby light rail stop which includes bike lockers to support energy-efficient commuting.

Bridgeton Road retains a feature beloved by its residents - the ability for cars, people, and bicyclists to share the roadway in harmony. The special paving materials alerts drivers that they are entering an area shared by all users. Here can be found the older homes, many with trim yards well-landscaped over the years, rowhouses, and houseboats gently swaying with the river's changing dynamics. Its street lighting - upgraded and improved in past years - casts a nostalgic glow while yet retaining its needed brightness for security reasons. Cars drive slowly, since the narrow roadway is mostly devoted to parking for the houseboats below.

Behind many of the homes at the end of the side streets lies Bridgeton Slough. A pathway along Marine Drive provides glimpses into the greenery for those passing through the area.

The waterfront is largely dominated by houseboats and marinas, but still finds room for several docks with park benches. These attract people out onto the river. People use the docks for visiting, contemplation, and just strolling. Best of all, restaurants contain dock facilities as well, allowing a constant interchange between life on the land and on the water.

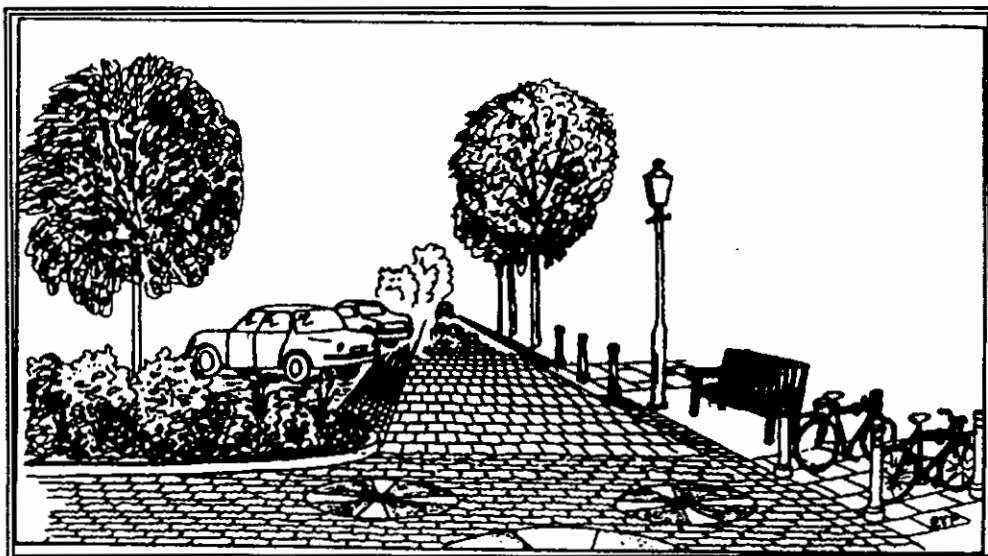
Fishing is common. Kayak classes are held in the harbor, dragon boaters and rowers practice, and Christmas Ships parade by in season. The no-wake rule keeps the area calm, and boaters and residents smile and wave at each other.

In the newer part of Bridgeton a foot and bike path, now a wide well-lit promenade, continues the direct line of old Bridgeton Road along the top of the dike. The sense of community and close knit feeling Bridgeton residents experience continues as well. Landscaping, benches, lighting, and other amenities foster interaction among the river, marinas and nearby buildings.

Buildings are stepped back from the promenade. Housing is denser here, but of high quality that enhances the livability of the rest of the metropolitan area by reducing urban sprawl.

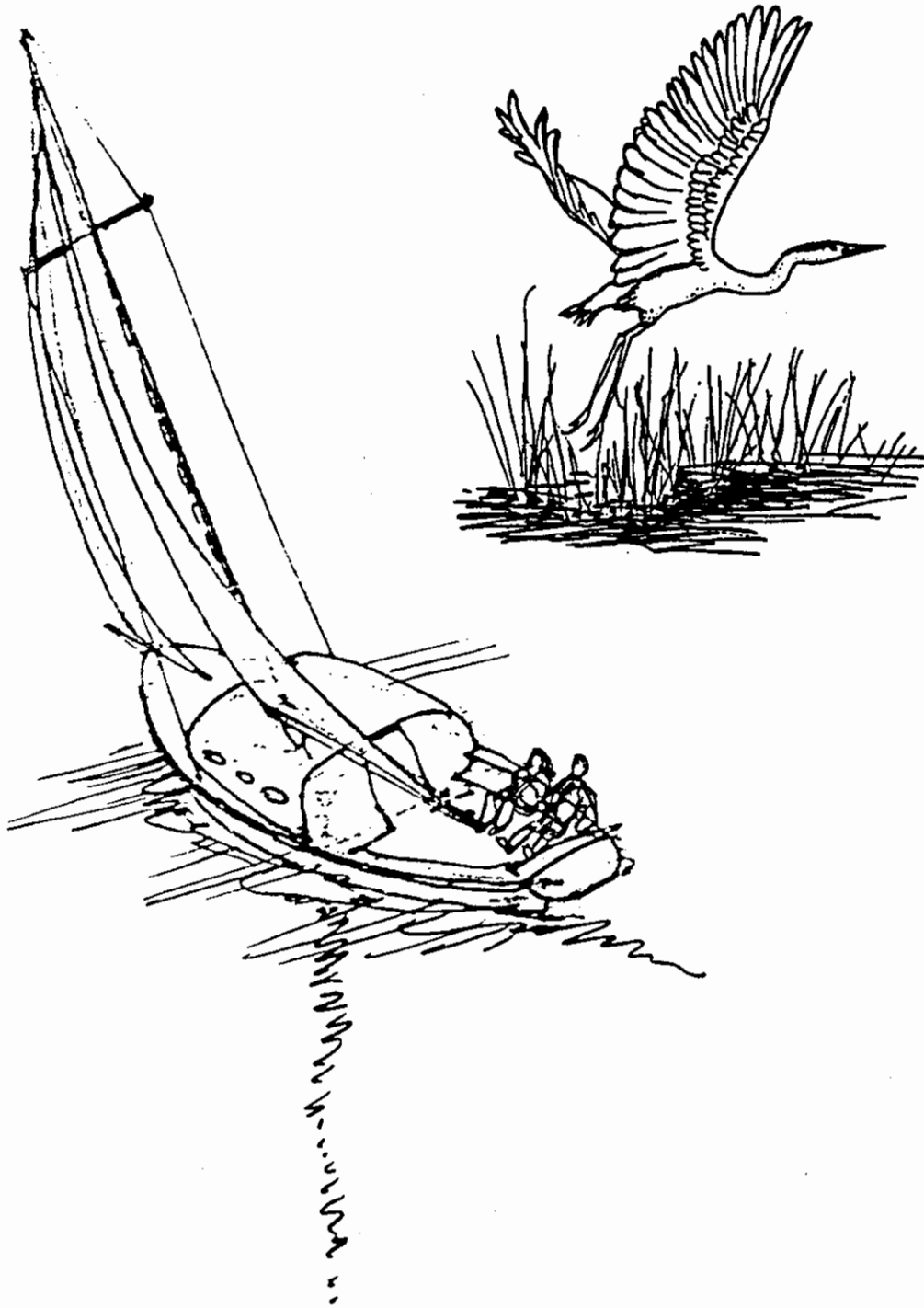
Most commercial activity is located in the newer, west section of the neighborhood, with some established along Marine Drive. Businesses center on neighborhood needs and the river. Some river-oriented light industry, including boat services, exist throughout the neighborhood. Many telecommuters and professionals find the area an ideal place to live and work. Parking is contained largely in structures in order to free up space with views for residential and commercial uses.

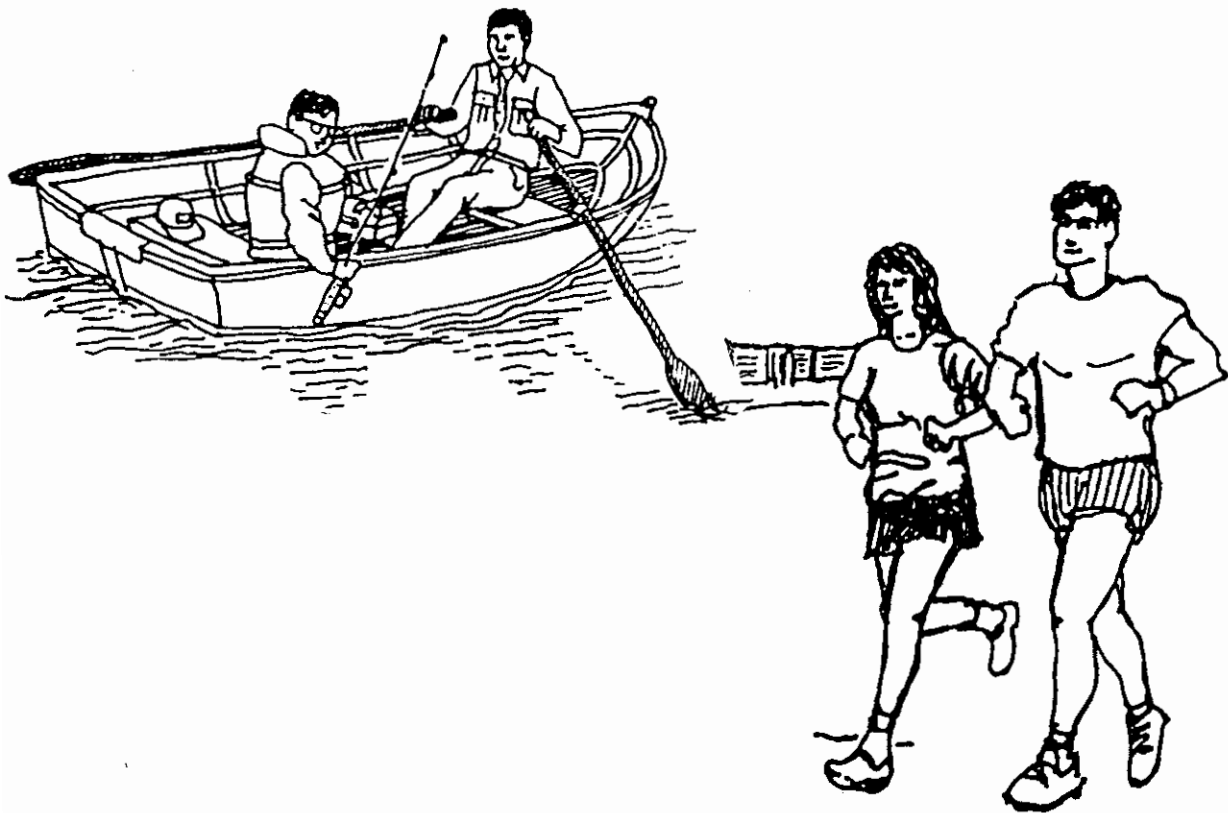
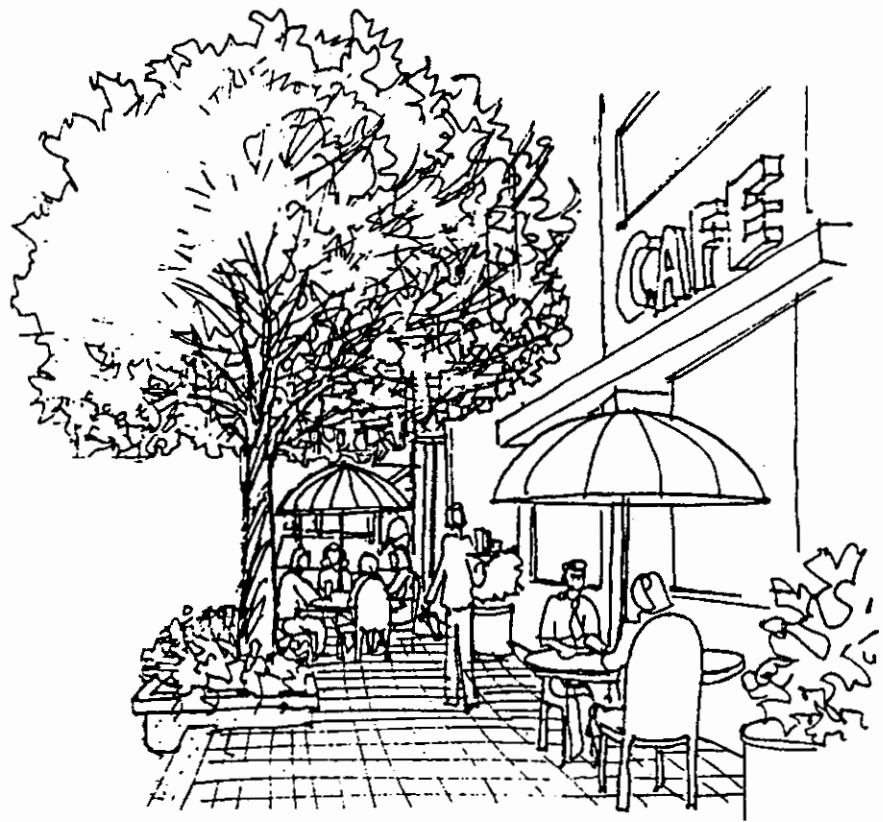
All in all, Bridgeton has grown up - from being a rural outpost of the city to being an important gateway to Portland and Oregon. Its character reflects its rural past and its urban future. Most of all, Bridgeton remains a vital river community, enjoying its beauty and serenity, but respectful of the river's power and majesty. Bridgeton has shown how it is possible to develop a neighborhood as part of a great city. This is Bridgeton - our special neighborhood.



Bridgeton Plan Goal

Bridgeton is a vital, environmentally sensitive, pedestrian-oriented river community.





All drawings courtesy of Judy Galantha, Portland Bureau of Planning

Policies, Objectives and Actions

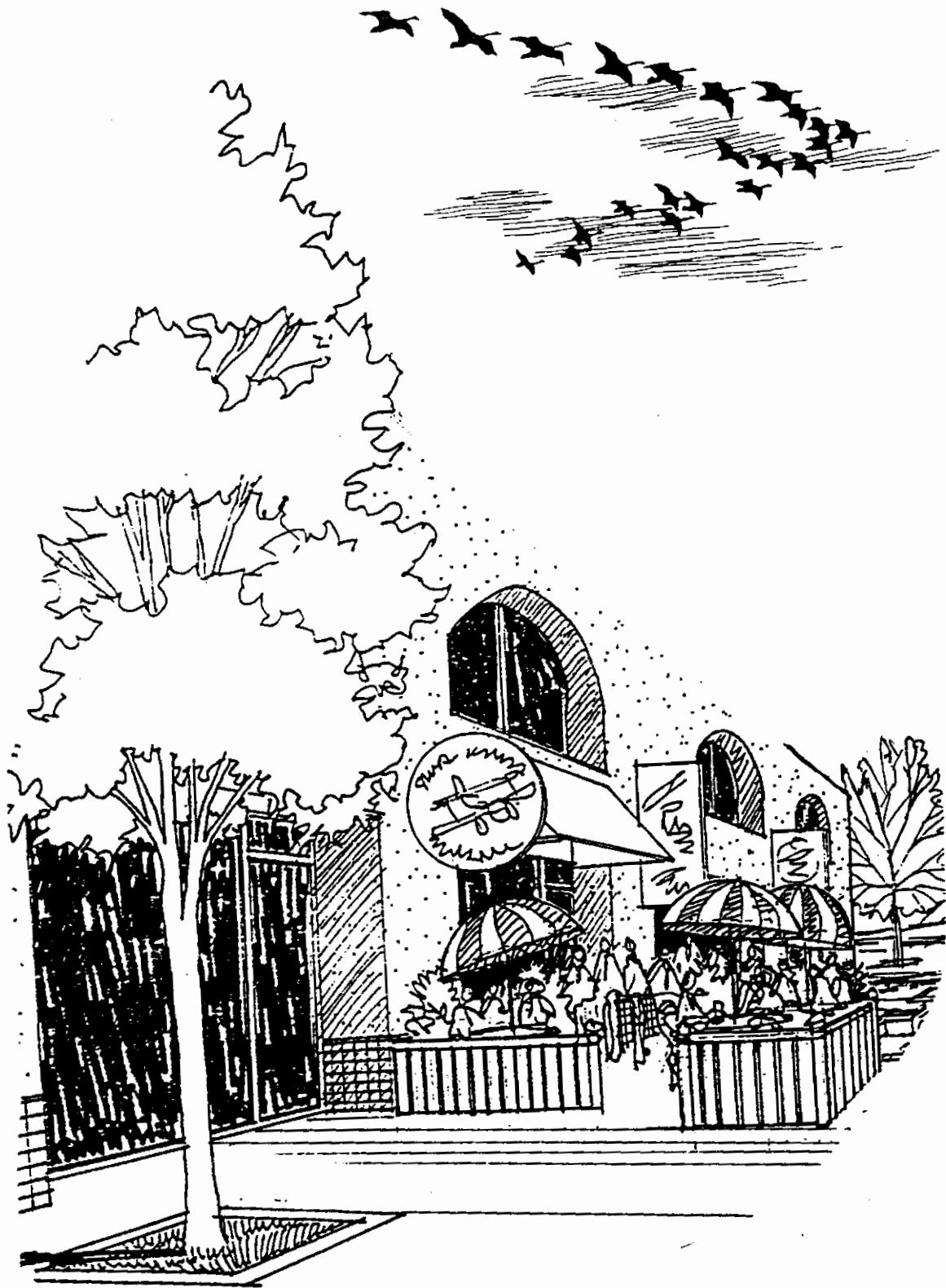
These policies, objectives and actions are designed to help Bridgeton reach its goal, which is to be a vital, environmentally sensitive, pedestrian-oriented river community. That goal is articulated further in its vision statement.

The following policies and objectives were adopted as part of the Portland's *Comprehensive Plan*. Certain future legislative land use changes and *Comprehensive Plan* amendment requests in the neighborhood are required to conform with this portion of the *Bridgeton Neighborhood Plan*. The "Bridgeton Transportation Network Concept Plan" and actions T2 and T3 were adopted by ordinance.

Actions, with the exception of actions T2 and T3, were approved by resolution.



Courtesy of Judy Galantha, Portland Bureau of Planning



Courtesy of Jim Longstreth

Policy 1: Housing, Business and Neighborhood Design

Policy 1 seeks to protect the livability of the Bridgeton neighborhood. It does this by addressing residential and business development, both as independent entities and, in a design context, their relationship to each other in the larger neighborhood.

Because the entire neighborhood, with the exception of the Columbia School site, lies within either the **Mixed Commercial/Residential (CM)** or **General Commercial (CG)** zone, it is likely that the neighborhood will see more commercial development in the future.

In anticipation of increased development, Policy 1 concentrates on three elements: 1) the integration of the new residential and commercial establishments into the overall framework of the neighborhood, 2) development of a compatible streetscape, and 3) identification of types of businesses desired by the neighborhood.

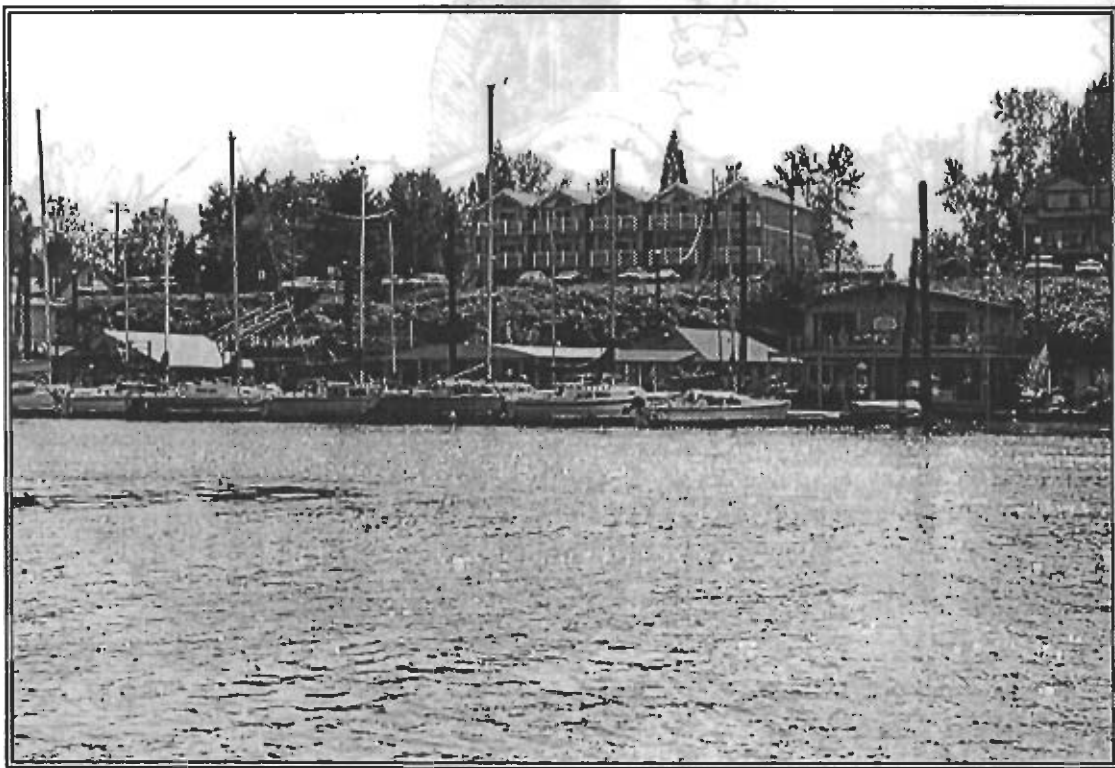


Photo taken by Matt Whitney

Improve and maintain Bridgeton as a residential and commercial neighborhood with a unique recreational and marine orientation.

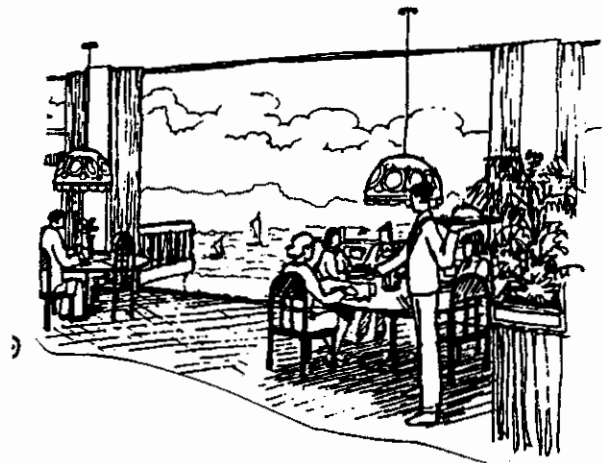
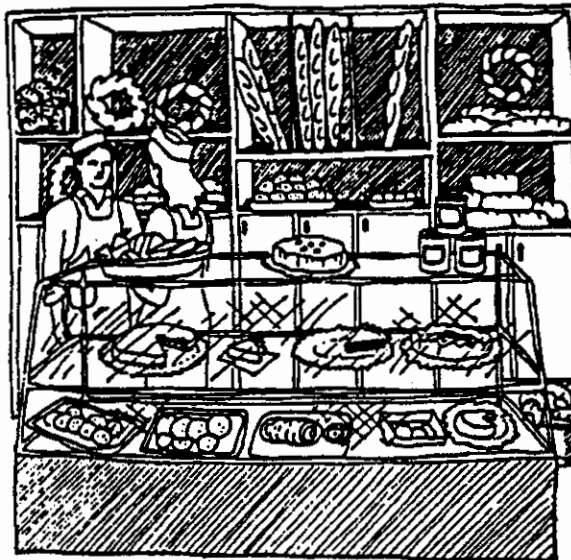
A. Housing and Business

Objectives:

1. Retain houseboats as a unique, viable form of housing in existing moorages.
2. Encourage owner-occupancy.
3. Encourage smaller businesses that meet the needs of local residents and can be reached by walking, biking, or boating to locate in the neighborhood.
4. Encourage new businesses to locate in the west end of the neighborhood.



Photo taken by Matt Whitney



Drawings courtesy of Judy Galantha, Portland Bureau of Planning

Action Chart: Housing and Business

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
H1	Develop a plan to encourage middle income and long-time residents to remain in the neighborhood. This could include such ideas as sharing costs and using neighborhood expertise and skills to upgrade private homes and local infrastructure.			x		BNA
H2	Encourage the construction of a public dock for public access to the river from the dike. Encourage owners and developers to work in cooperation with the Parks Bureau, the Marine Board and other interested agencies.			x		BNA, Owners, PDC, other public funding agencies
	PROGRAMS					
H3	Encourage developers of large projects to include a mixture of housing, commercial, moorages, and restaurants in their projects.		x			BNA, BOP
H4	Support types of businesses identified in Appendix E.		x			BNA
H5	Seek incentives to encourage businesses identified in Appendix E to locate within Bridgeton.		x			BNA

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

B. Neighborhood Design

Objectives:

1. Ensure that all new development enhances the river, natural and village character of Bridgeton.
2. Encourage a mix of housing types that are compatible with Bridgeton's casual lifestyle.
3. Promote a streetscape that reflects and enhances Bridgeton's sense of community on the water and on the land.
4. Ensure that all new harborside developments open directly onto the promenade for public accessibility.
5. Encourage developers to meet the voluntary neighborhood design guidelines in Appendix D.

Action Chart: Neighborhood Design

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
H6	Prepare a street lighting plan for Bridgeton. Consider the following: a. Unified architectural design in keeping with the riverfront/northwest neighborhood character; b. Ornamental lights with shaded fixtures; c. Capital and operating costs; d. Glare; and e. View obstructions.			x		BNA, PDOT

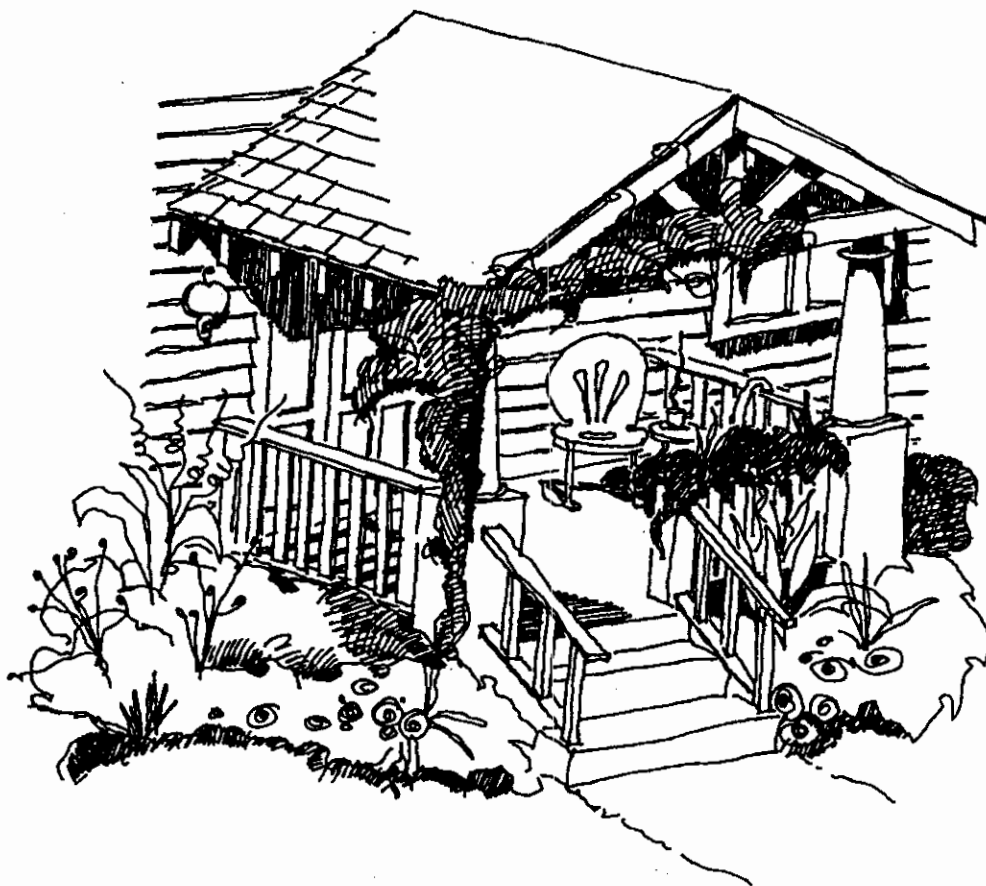
Action Chart: Neighborhood Design

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
H7	Create gateways into the neighborhood at major intersections. a. As a part of the transportation concept plan, consider gateways at Gantenbein and Marine Drive. b. When new intersections are created, consider gateways as a part of the engineering design element. c. Develop a design concept for each gateway. d. Determine method of funding, ownership, construction and maintenance, including ways of dealing with vandalism.			x		BNA
H8	Identify special or historic structures in Bridgeton and seek ways to retain them.			x		BNA
H9	Improve the streetscape on the dike by: a. Installing street lighting in keeping with the neighborhood character. b. Considering the addition of any or all of the following: street trees, benches, drinking fountains, banners, hanging baskets, street signs, awnings, wall colors and materials, business signs, and ornamental plantings in cement holders. c. Considering alternatives to curbs, gutters and sidewalks. d. Developing guidelines for the placement and style of mailboxes, dumpsters, other trash receptacles, and recycling bins. e. Encouraging owners with small open areas along Bridgeton Road unusable for parking to be used for public use.			x		PDOT, BNA, Developers, FOT, Owners
	PROGRAMS					
H10	Work with developers to ensure that new developments in old Bridgeton are designed and built only to the 45' allowed under the Mixed Commercial zone.		x			BNA
H11	Encourage developers to include representatives of the neighborhood association early in their development design process.		x			BNA
H12	Work with developers and builders to ensure design, lighting and landscaping which is in character with the neighborhood and which integrates in a cohesive manner with the neighborhood, the multi-use character of the street, and the river.		x			BNA

Action Chart: Neighborhood Design

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
H13	Encourage a variety of building designs which are also in character with the neighborhood. This could be achieved through the use of different paint, sidings, plantings, window and door treatment, eaves, and lighting.		x			BNA
H14	Maintain amenities such as gateways, benches, hanging baskets, and street trees.		x			BNA

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



Courtesy Portland Community Design, *Building Blocks for Outer Southeast Neighborhoods*

Policy 2: Transportation and Public Utilities

Policy 2 addresses issues primarily related to the transportation system in Bridgeton. The issues are three-fold. First, Bridgeton Road and its side streets define the current spine of the Bridgeton neighborhood. And Bridgeton residents like it the way it is. A 1994 survey found that more than 70 percent of the residents said, "Leave Bridgeton the way it is." Eighty-two percent felt the road did not need sidewalks and that people should be able to walk on the road.



Bridgeton Road looking east from Gantenbein. Photo by Matt Whitney

Nevertheless, traffic is increasing and will continue to increase on Bridgeton Road due to the significant numbers of new housing units finished or under construction as this plan was being prepared. From a capacity standpoint, the Portland Office of Transportation (PDOT) believes the street can accommodate the additional traffic, but the character of Bridgeton Road will likely change as more vehicles use the street.

A concrete barrier at the west end of Bridgeton Road, erected some eight or nine years ago, reflects what many see as the second issue: connection of Bridgeton Road with the western part of the neighborhood.

As the now vacant western portion of Bridgeton develops, new roads will be created. These roads will include a local street network within the new development(s). In the *Proposed Bridgeton Neighborhood Plan* the Office of Transportation stated that the City desired one or more connections to the built, eastern part of Bridgeton. Residents of

the Bridgeton neighborhood voiced their concern at the Planning Commission public hearing that development to the west of the existing neighborhood would increase the amount of "cut through" trips. Bridgeton Road could be viewed as a short cut in the westbound direction during peak hours to circumvent queued traffic on NE Marine Dr.

Recognizing these differences, the Planning Commission agreed that there needed to be additional pedestrian connections, that it is unnecessary and probably a serious mistake today to make the road accessible to general vehicle access, and that such access may never be necessary. However, the City should not forgo the opportunity to provide for automobiles at some point. The Planning Commission recommended that any road connection be opened to general vehicular traffic subject to approval by the Bridgeton Neighborhood Association and the City Council.

The City Council agreed with both the Bridgeton Neighborhood Association and the Planning Commission that Bridgeton Road need not be connected at this time. The City Council amended the plan 1) to retain sole authority to make a decision regarding the need for the auto connection and its design and 2) to provide for an extensive public review process should such a connection be considered in the future.

This issue is the subject of the "Bridgeton Transportation Network Concept Plan," which was adopted by Substitute Ordinance 171239. Elements of the Transportation Network Concept Plan are found on the following pages:

- Page 46: Action items T2 and T3;
- Pages 54 - 55: Concept map; and
- Pages 57 - 58: Concept designs.

Third, Marine Drive, its use and its intersections, continues to be problematic for neighborhood residents. Two roads lead directly into the neighborhood from Marine Drive: Gantenbein, midway into the neighborhood, and Bridgeton Road itself, which ends at a "Y" intersection to the east of Columbia School. Both intersections cause difficulty for left turn vehicles. Both are considered safety hazards.

Marine Drive has historically been a corridor to the recreational usage of the Columbia River. Designated as a neighborhood collector, bicycle route, recreational trail, and scenic drive, Marine Drive attracts a wide variety of traffic - sightseers enjoying the river, commuters, truckers between I-205 and their home bases off of 6th and Vancouver, and bikers who use the route as part of the region's 40-Mile Loop. Conflicts from these different uses prompted the "Columbia Corridor Transportation Study." The study is examining 1) access and circulation to serve land uses in the Columbia Corridor, 2) existing truck routes through Northeast Portland (I-84 and Killingsworth/NE Portland Highway/Columbia Boulevard), and 3) the need for additional through truck movements within the area.

Create a transportation network that provides accessibility and safety while retaining the special charm, character, pedestrian and bicycle orientation, and scenic views of Bridgeton.

Objectives:

1. Retain Bridgeton Road's ability to harmoniously mix automobiles, bicycles, and pedestrians.
2. Eliminate through truck traffic on Bridgeton Road.
3. Improve Bridgeton's side streets to meet the design objectives of those living there.
4. Support the improvement and continued use of Marine Drive as a scenic, recreational route and neighborhood collector. Encourage truck traffic to use other routes in the transportation system.
5. Transform the 40-Mile Loop west of Bridgeton Road into a wide, well-lit foot and bicycle promenade.
6. Locate new rights-of-way in the Bridgeton neighborhood to provide for connectivity within the neighborhood and to the rest of the transportation network.
7. Encourage the undergrounding of utilities throughout the neighborhood.
8. Provide opportunity for good access to transit.
9. Open the road connecting the eastern and western portions of the neighborhood to all modes of transportation subject to approval by the City Council.

Action Chart: Transportation and Public Utilities

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
T1	Prepare a "Transportation Network Concept Plan" for the Bridgeton neighborhood. Include the following elements: a. Pedestrian and bicycle improvements throughout the neighborhood. b. Concept plan for new streets in west Bridgeton. c. Connections between east and west Bridgeton. d. Connections between the internal roadway system in west Bridgeton and North Marine Drive west of I-5 near the Expo Center. <i>See pages 51 through 58 for more information on this action.</i>			x		PDOT, BNA, ODOT
T2	At the time of development of the property west of North Haight Street, construct the new street to be in character with Bridgeton Road plus pedestrian improvements. Include the following: a. Require dedication of a full width standard local street for the connection between east and west Bridgeton. b. Require the developer to construct the street with a 50' landscaped island, pocket park, or other similar traffic control device approved by the City Engineer, as well as sidewalks and bicycle improvements that meet the 40-Mile Loop Trail standard. c. Allow access to bicycle, pedestrian, and emergency vehicle traffic only. d. Consult with the Fire Bureau on appropriate configuration for emergency vehicular access. e. Maintain the 20' curb to curb width of Bridgeton Road off the dike as it transitions to the new road system. <i>See page 52 for more information on this action.</i>			x		PDOT
T3	Involve the Bridgeton Neighborhood Association in any discussions of connecting Bridgeton Road to the developing area in the west side of the neighborhood. <i>See pages 52 and 53 for more information on this action.</i>		x			PDOT

Action Chart: Transportation and Public Utilities

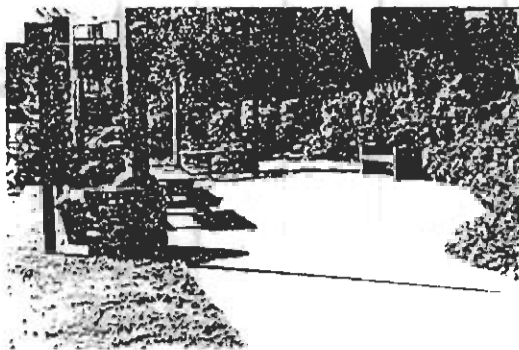
#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
T4	Transportation capital improvements: - Marine Drive between I-5 and NE 13th - Widen Marine Drive to three lanes prior to the intersections with Gantenbein and Bridgeton Road to include left-turn lanes in the eastbound direction. - Construct a safer, wider pathway on both sides of Marine Drive. - Reduce local and eliminate through truck traffic. - Make crossing and using the street safer for pedestrians and bicyclists. - Intersection of Bridgeton Road and Marine Drive: Reconfigure the intersection east end of Bridgeton Road as a "T" intersection, the exact design to be determined by PDOT staff in concert with the community and property owners adjacent to Marine Drive. - Intersection of Gantenbein Road and Marine Drive - Reconfigure the intersection as a "T" intersection, the exact design to be determined by PDOT staff in concert with the community and property owners adjacent to Marine Drive. - Configure the intersection so as to eliminate use of Faloma Market parking lot by through traffic.			x		PDOT PDOT, BES, Developers PDOT PDOT PDOT PDOT PDOT, Owners
T5	Institute traffic-calming techniques to discourage unnecessary traffic and reduce traffic speed. Consider also special paving treatments, such as sand-set pavers.			x		PDOT

Action Chart: Transportation and Public Utilities

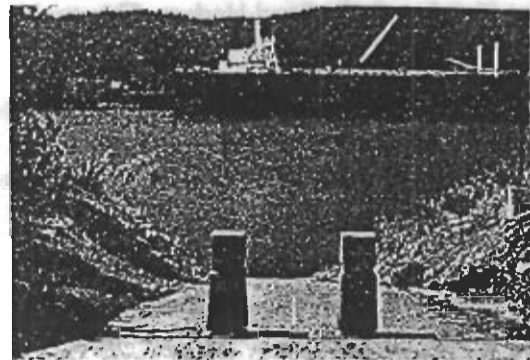
#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
T6	Construct a promenade usable by pedestrians and bicyclists between the end of the current Bridgeton Road along the top of the dike and I-5. a. Link the western end of the promenade with the bike path west of I-5, the anticipated light rail station at the Expo Center, and the bike path to the I-5 bridge. b. Require right-of-way dedication as properties develop or redevelop. c. Limit traffic on the promenade to pedestrian, bicycle and emergency traffic. d. Re-establish the pedestrian and bicycle access to the I-5 bridge from the dike.			x		PDOT, Parks, Developers PDOT, ODOT, Developers ODOT, PDOT
T7	Re-examine the configuration of the I-5/Martin Luther King interchange and the Marine Drive and Vancouver Way intersection as part of the Reconnaissance study of I-5 between the Interstate and Marquam Bridges.			x		ODOT, PDOT
T8	Work with the Faloma Market owners in conjunction with the transportation improvements for the area.			x		BNA, Owners
T9	Study alternative transportation systems for crossing North Portland Harbor. This could include an aerial tram and water taxis.				x	BNA
T10	Prepare a utility plan for Bridgeton. a. Determine the desirability and cost to place utilities underground. b. Survey residents to determine willingness to shoulder the cost of a local improvement district. c. Form local improvement district (LID) if residents vote in favor of doing so. d. Work with Pacific Power and Light to underground the existing utilities. e. Work with present and future developers to ensure conformance with this action.			x		BNA, PDOT, PPL, PC, USW
	PROGRAMS					
T11	Maintain the roadway width of Bridgeton Road at 18 - 20 feet.		x			PDOT
T12	Construct sidewalks and curbs only on the south side of Bridgeton Road and where necessary for safety reasons.		x			PDOT, BOP

Action Chart: Transportation and Public Utilities

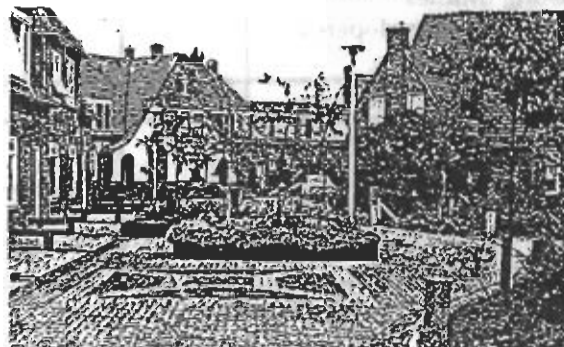
#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
T13	Encourage partnerships between the City and developers for local improvement districts (LIDs) to share the cost of transportation improvements, especially if an area or district-wide transportation need is served.		x			PDOT
T14	Keep moorage parking areas as flexible as possible to allow for maximum parking spaces consistent with road safety.		x			PDOT, Owners
T15	If moorage parking areas are reconstructed, construct them in a manner which contributes to the character of the neighborhood, possibly by using paving materials such as sand-set pavers or materials of varied colors or textures.		x			PDOT, Owners
T16	Continue to work with other agencies and organizations within the Columbia Corridor on the "Columbia Corridor Transportation Study."		x			BNA
T17	As properties along side streets redevelop, improve those streets on an individual basis using creative techniques. <i>See page 53 for more information on this action.</i>		x			PDOT, Owners, FOT



Walkways ↑



Bollards ↑



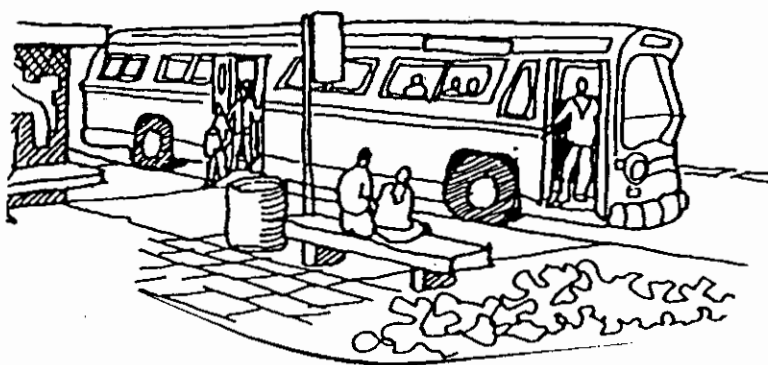
Woonerf
→

Examples of bollards, woonerfs and walkways:
Taken from *Willamette Greenway Plan*, 1987 and *Royal Dutch Touring Club, Woonerf*

Action Chart: Transportation and Public Utilities

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
T18	Ensure adequate parking for residents, guests and visitors. a. Retain two parking spaces per houseboat. b. Allow new marinas with slips to provide parking spaces in parking structures. c. Consider building a public parking structure in west Bridgeton. d. Encourage shared commercial parking. e. Encourage developers to include adequate parking. f. Ensure that new developments on the south side of Bridgeton Road provide off-street parking.		x			PDOT, BOP, BNA, Owners, Developers, Businesses
T19	Support construction of the south/north light rail transit system.		x			BNA
T20	Improve transit to the area, including the following: a. Better transit coverage on Marine Drive, to nearby industries and adjacent neighborhoods and commercial centers. b. Light rail transit station at or near the Expo Center that can serve Bridgeton residents. c. Pedestrian access to all transit stops.		x			TM, PDOT, Developers, Industries
T21	Encourage all property owners to work together to address access and transportation issues.		x			BNA

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



Courtesy of Judy Galantha, Portland Bureau of Planning

DESCRIPTIONS OF SELECTED ACTIONS IN POLICY 2, Transportation and Public Utilities

The following detailed descriptions are requested by and presented here in a level of detail provided by the Portland Office of Transportation. Specific proposals are listed in order of their occurrence in the plan. Proposals are identified by the letter-numeric identification shown in the left-hand column of each action chart.

Action T1:

Prepare a "Transportation Network Concept Plan" for the Bridgeton neighborhood. Include the following elements:

b. Concept plan for new streets in west Bridgeton.

The existing local street network will be extended within the neighborhood as development occurs. Such extensions of existing streets or new street alignments shall be the financial responsibility of the developing property owner. Street connections from parcels of five acres or more to N. Marine Drive:

1. Must be made at intervals not more than every 660 feet, with more frequent connections in areas planned for mixed use or dense development;
2. Should provide for pedestrian/bicycle connections with dedication by public easements or rights-of-way at a minimum of every 330 feet; and
3. Shall provide for auto and truck circulation for local trips only. The specific design of how these modes are accommodated in each circumstance will be determined between the developing property owner and the Office of Transportation.

Design standards for new local streets shall be flexible to the extent possible in that they meet the Office of Transportation's standards to ensure safety and provide connectivity between all parts of the neighborhood and the larger community and be respectful of the unique constraints and character of the neighborhood.

The general street network options for connecting to N. Marine Drive are shown on the "Bridgeton Transportation Network Concept Plan" map on pages 54 and 55.

Action T1c. Connections between east and west Bridgeton

and

Action T2:

At the time of development of the property west of North Haight St., construct the new street to be in character with Bridgeton Road plus pedestrian improvements. Include the following:

- a. **Require dedication of a full width standard local street for the connection between east and west Bridgeton.**
- b. **Require the developer to construct the street with a 50' landscaped island, pocket park, or other similar traffic control device approved by the City Engineer, as well as sidewalks and bicycle improvements that meet the 40-Mile Loop Trail standard.**
- c. **Allow access to bicycle, pedestrian, and emergency vehicle traffic only.**
- d. **Consult with the Fire Bureau on appropriate configuration for emergency vehicular access.**
- e. **Maintain the 20' curb to curb width of Bridgeton Road off the dike as it transitions to the new road system.**

When the properties west of N. Haight Street develop, the street connection will be designed as a standard residential city street. This street will be separated from Bridgeton Road by a 50' landscaped area, which could be maintained as a pocket park with native landscaping. The exact design of the separation will be determined with the assistance of the neighborhood and the Fire Bureau at the time of development of those properties. At the point of intersection, design treatments may also include other possibilities such as different pavement treatments and bollards. Figures T1 and T2 on pages 57 and 58 graphically depict the proposed connection and roadway section. Both figures show the location of the landscape feature in relation to the sidewalk, planting strip, and bikeway.

Action T3:

Involve the Bridgeton Neighborhood Association in any discussions of connecting Bridgeton Road to the developing area in the west side of the neighborhood.

At a minimum, the City will review the potential for the auto connection of Bridgeton Road to the west with the Bridgeton Neighborhood Association and other property owners as a part of the following actions:

- Update of the *Bridgeton Neighborhood Plan*
- Update of the Transportation Element of the *Comprehensive Plan*
- Update of the *Transportation Systems Plan*
- Transportation capitol improvement projects affecting the Bridgeton neighborhood

In addition to the above, any individual may petition the City Council to begin a public process that would include a recommendation regarding the auto connection of Bridgeton Road to the west from the Bridgeton Neighborhood Association to the City Council. The City Council retains authority to decide the need for the auto connection and its design.

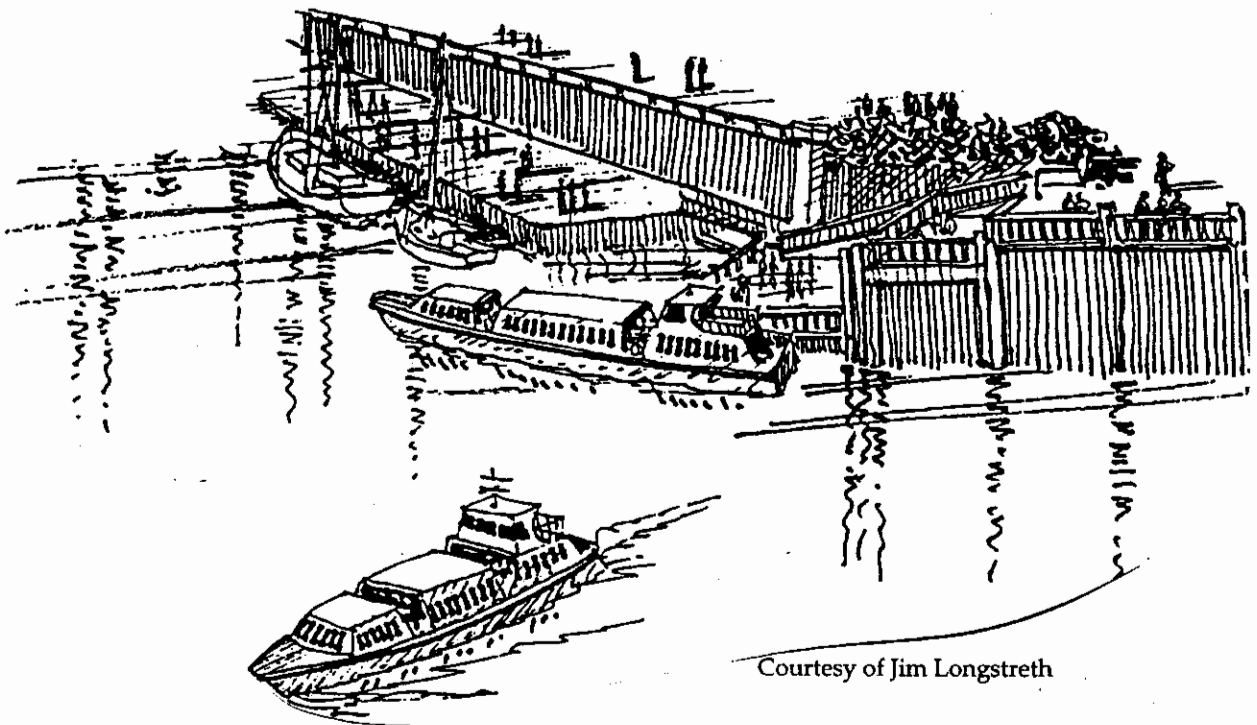
Action T15:

As properties along the side streets redevelop, improve those streets on an individual basis using creative techniques.

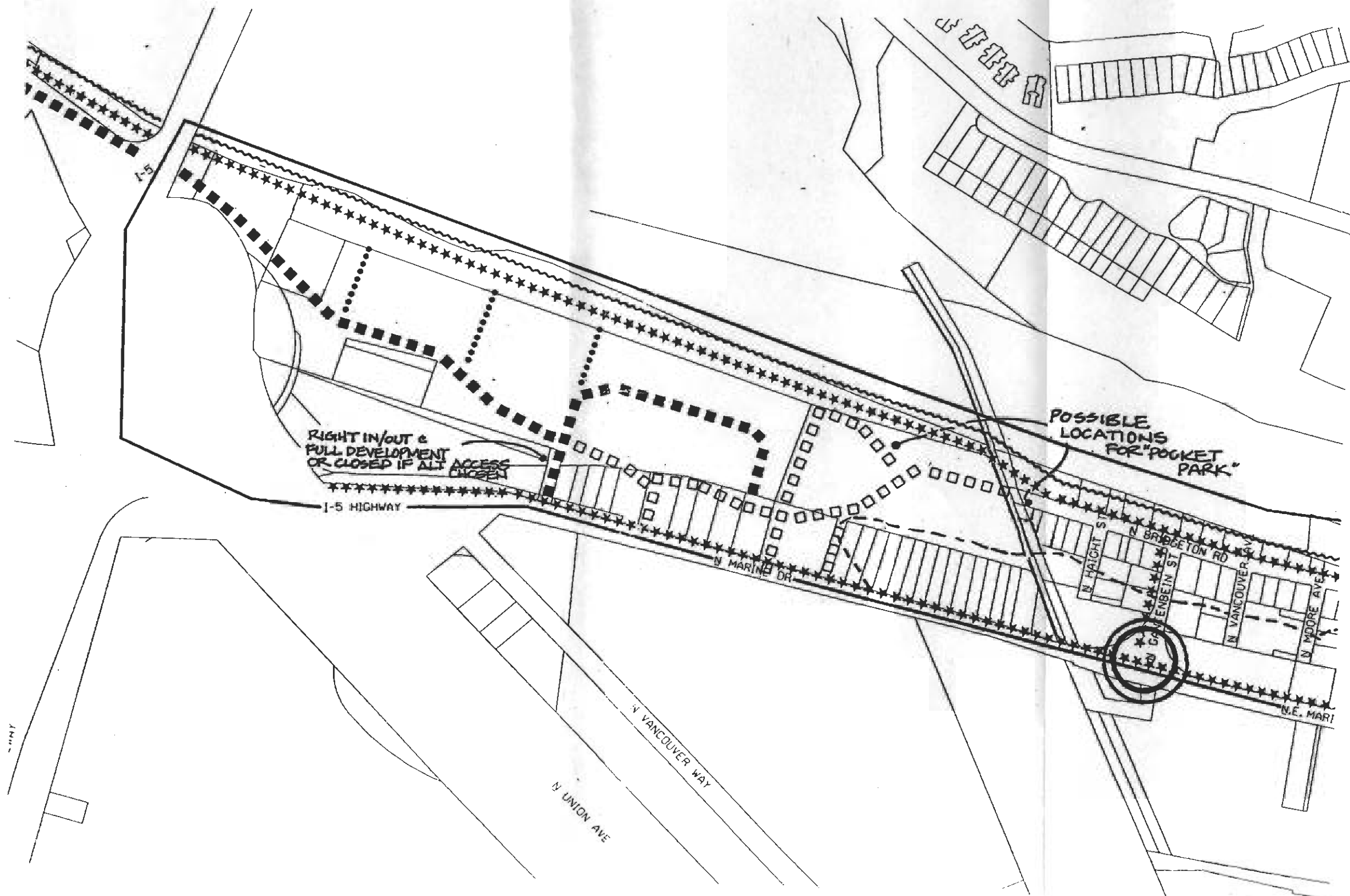
Design standards for new local streets shall be flexible to the extent possible in that they meet the Office of Transportation's standards to ensure safety and provide connectivity between all parts of the neighborhood and the larger community and be respectful of the unique constraints and character of the neighborhood.

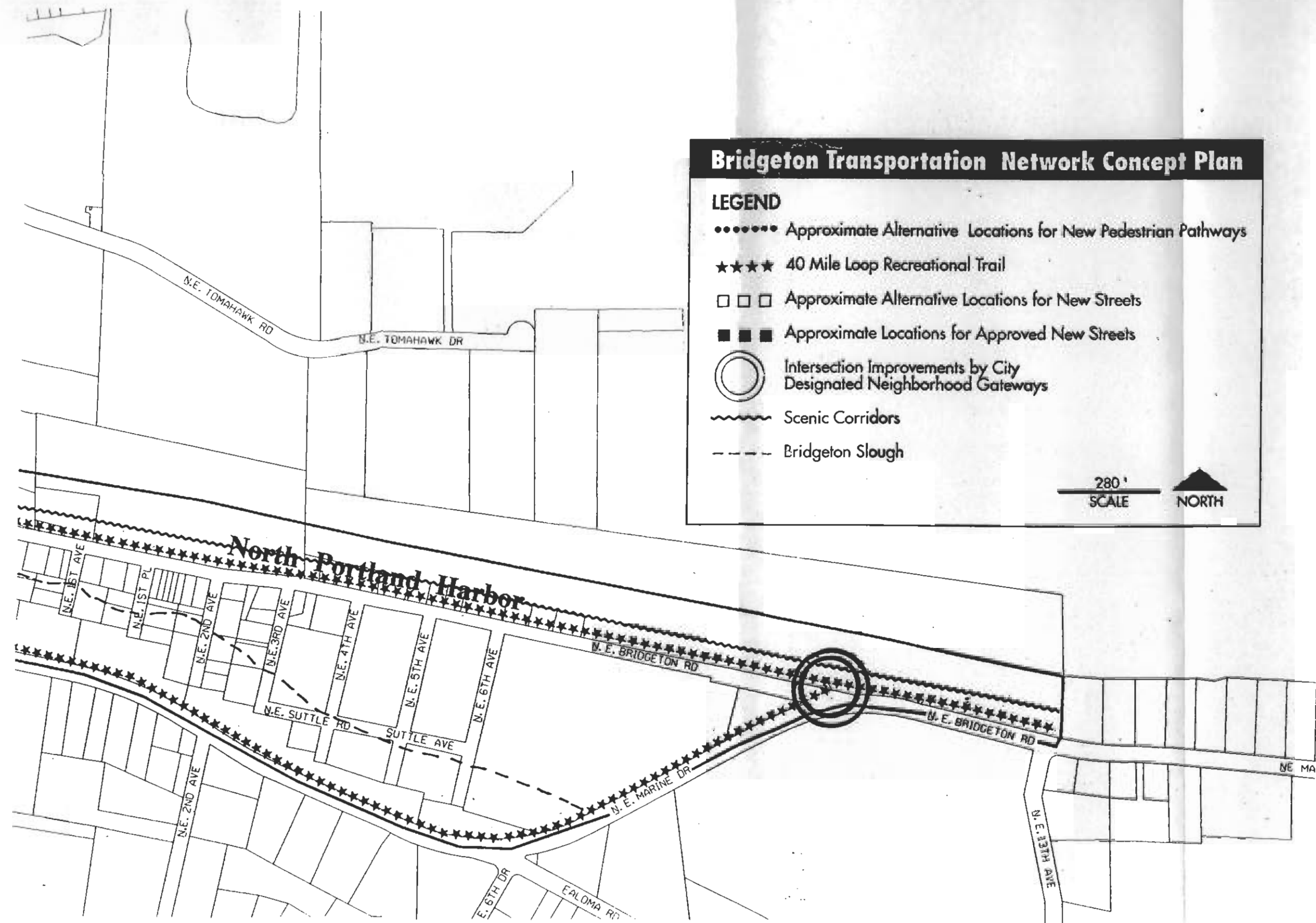
Examples of creative design include, but are not limited to, the following:

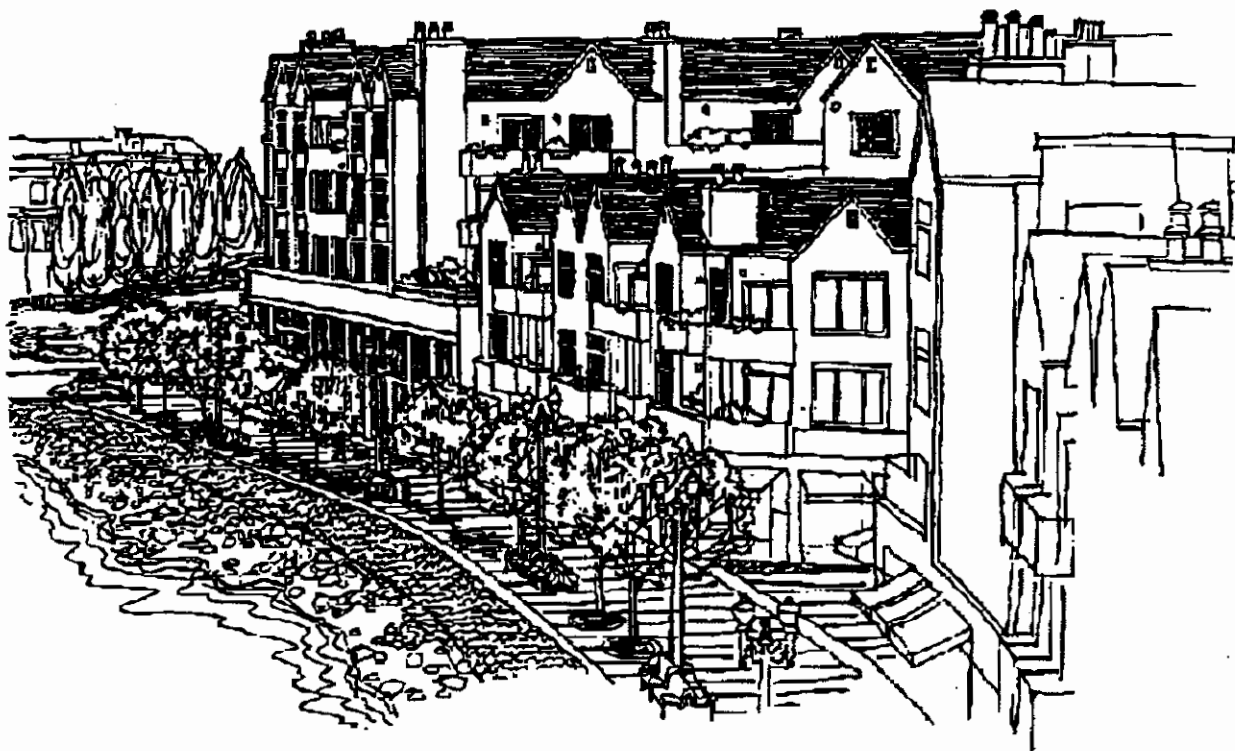
- a. Special paving treatment such as sand-set pavers.
- b. Shared-space woonerfs, which give equal priority to pedestrians, bicycles, and automobiles.
- c. Keeping the streets as narrow as possible.
- d. Planting street trees.



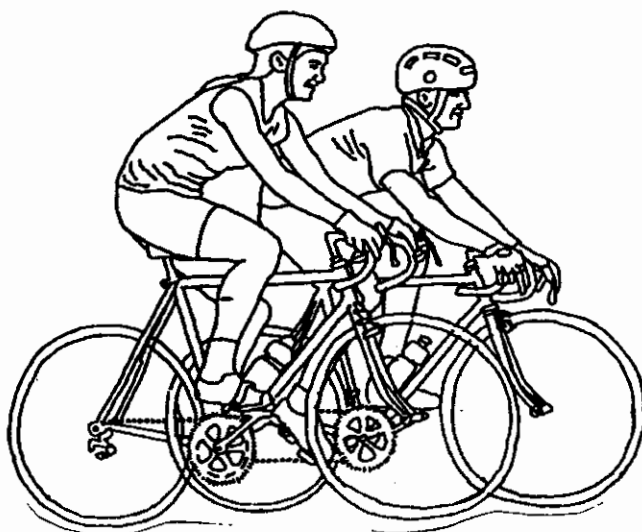
Courtesy of Jim Longstreth



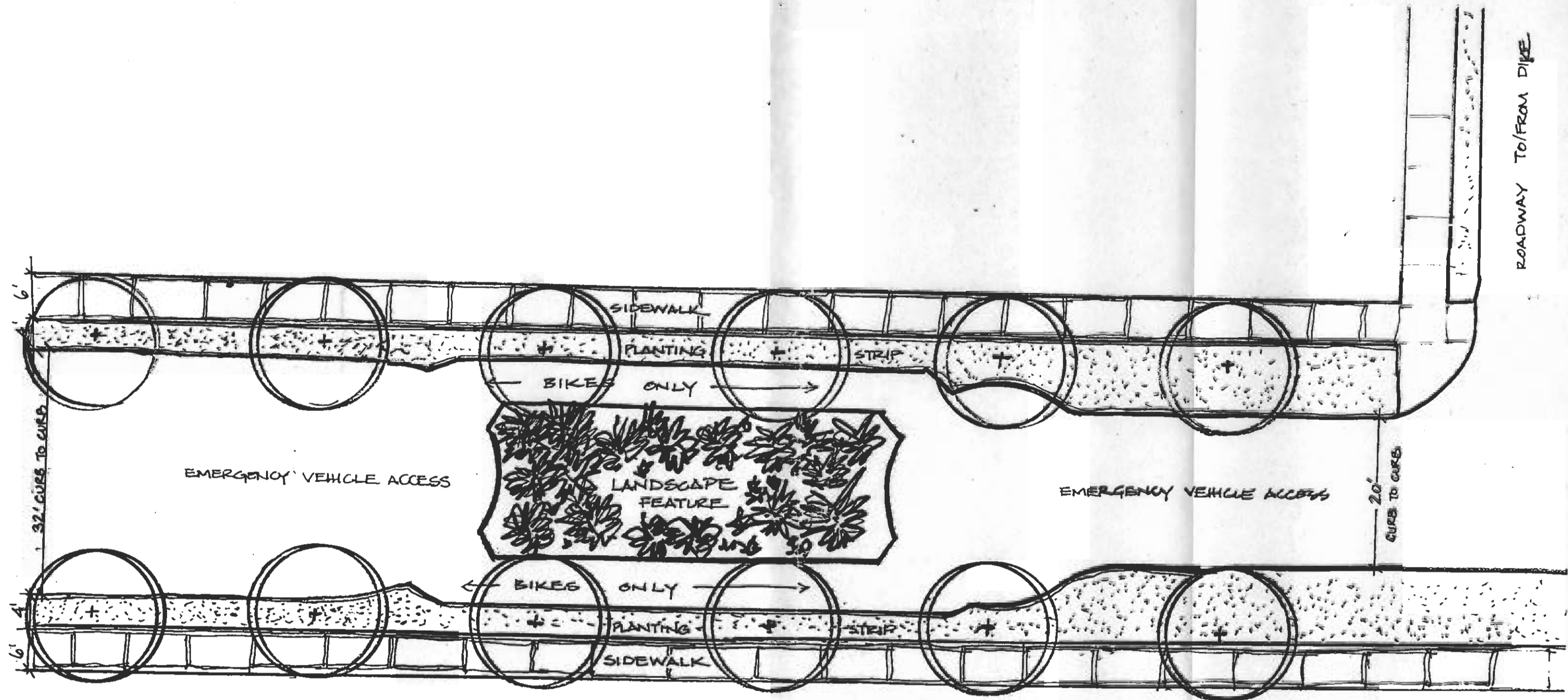




Riverplace is an award-winning example of a mixed-used project. Housing, commercial, office and recreational uses can complement each other in close proximity. The diversity of uses increase the presence of people, which decreases the likelihood of crime. (Drawing courtesy of Judy Galantha, Portland Bureau of Planning)



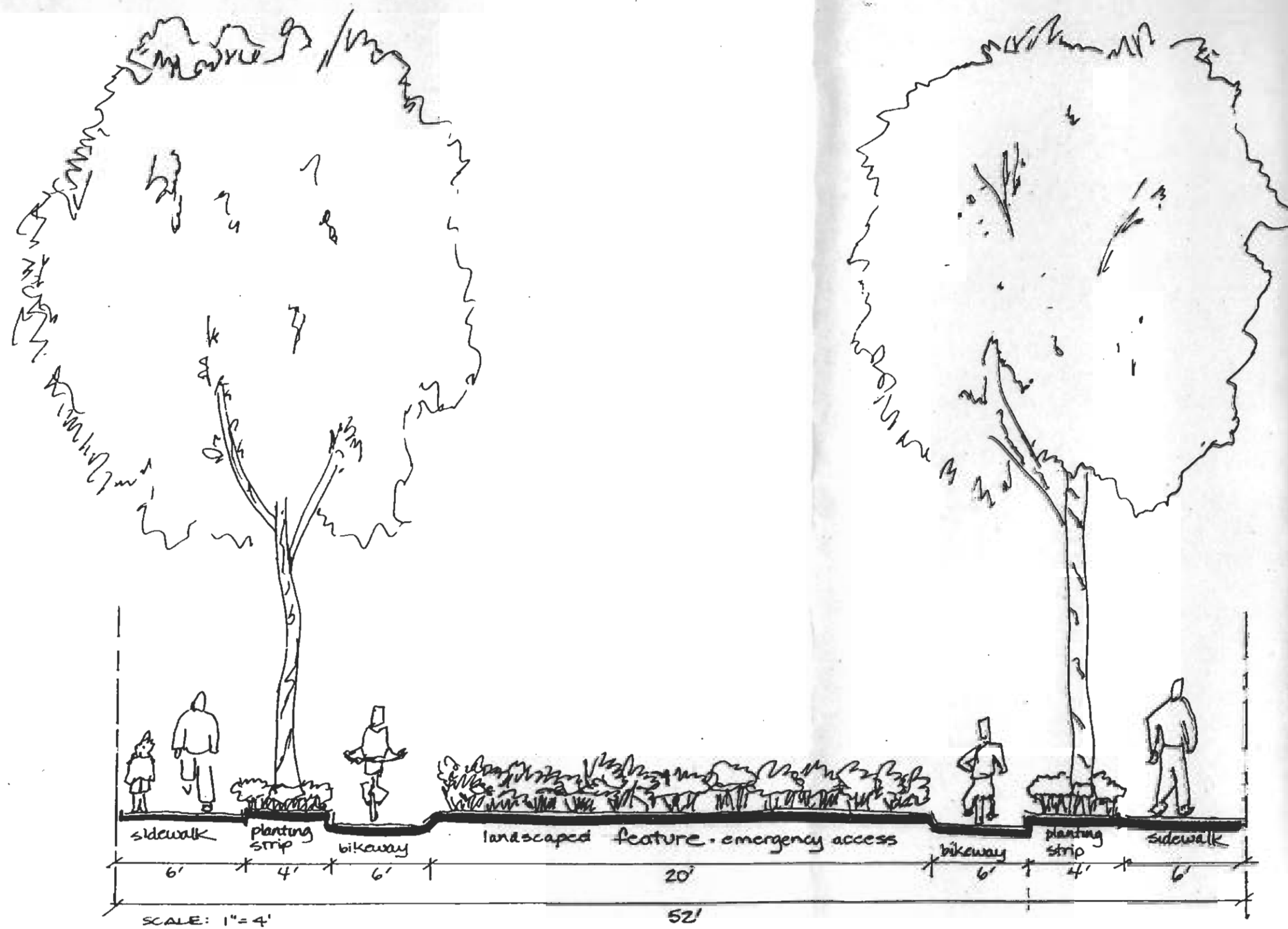
Courtesy Judy Galantha, Portland Bureau of Planning



PROPOSED CONNECTION BETWEEN EAST & WEST BRIDGETON

1" = 20'
SCALE NORTH

Figure T1



SECTION AT LANDSCAPE FEATURE (LOOKING EAST-WEST)

Figure T2

Policy 3: Environment

The primary focus of Policy 3 is to ensure that whatever development occurs in Bridgeton does not degrade the environments of North Portland Harbor or Bridgeton Slough nor threaten the integrity of the dike. Although most residents would like to keep Bridgeton the way it is now, they understand that growth is coming their way. Bridgeton residents recognize that, with changes in density and transportation patterns, the environmental integrity of each of their particular environments could be compromised.



Bridgeton Slough: photo by Matt Whitney

Bridgeton residents are not the only ones concerned about the environment. The Peninsula Drainage District #2 notes that all development and/or landscaping on or along the Bridgeton Levee section will require district review and participation to ensure compliance to the Corps of Engineers *Levee Standards*.



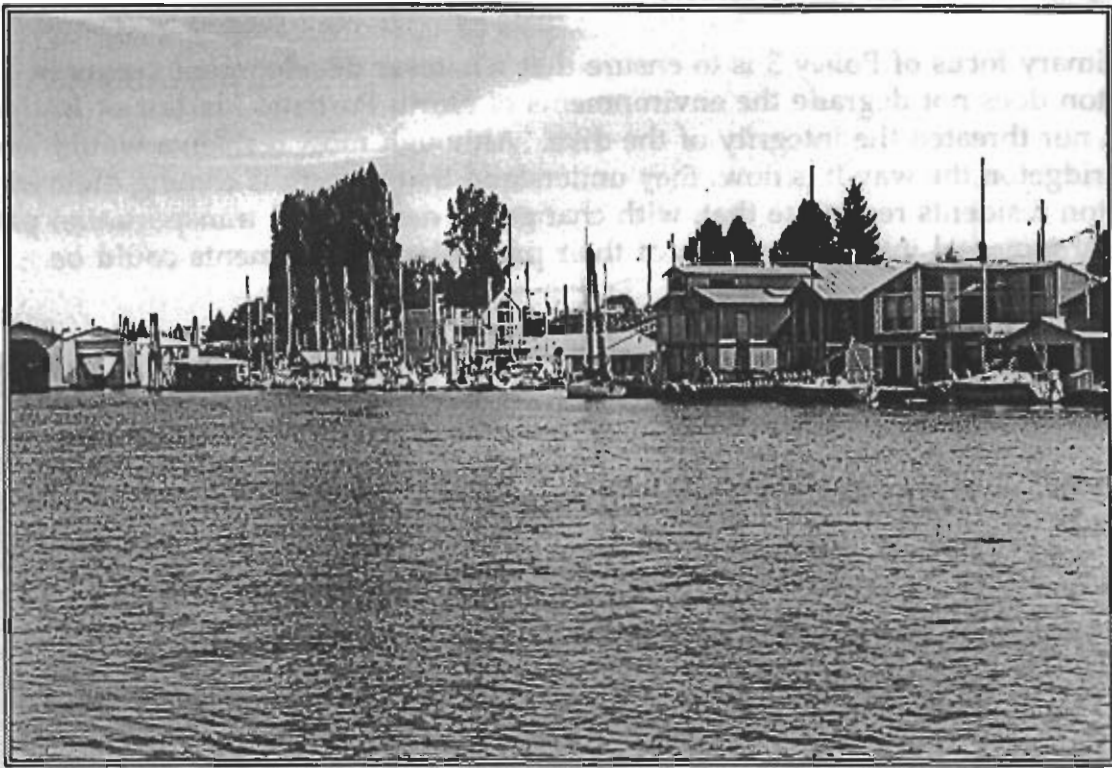
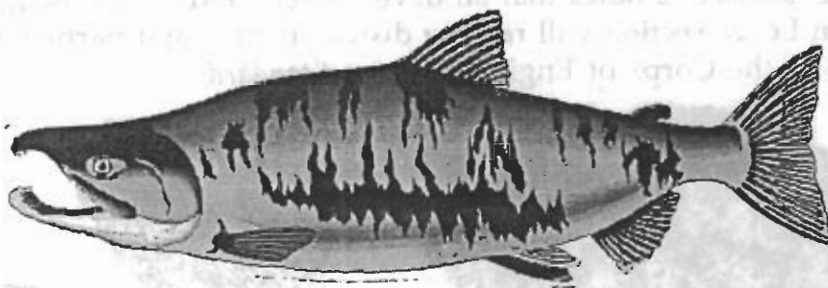


Photo by Matt Whitney

What residents have tried to do in this plan is seek a balance, with the balance most favorable toward environmental integrity. This policy addresses the restoration and enhancement of the natural characteristics of North Portland Harbor, the dike, and Bridgeton Slough. The Bridgeton Neighborhood Association anticipates that this plan will increase the awareness of residents and developers about the environmental nature of the neighborhood.



Protect and enhance the integrity of North Portland Harbor, the shoreline dike, the Bridgeton Slough, and other natural resources of the Bridgeton neighborhood.

Objectives:

1. Support developments on and along the dike which enhance the environmental nature of the neighborhood.
2. Enhance and maintain the Bridgeton Slough as a natural amenity in the neighborhood, a drainage system, and a home to wildlife.
3. Enhance and maintain North Portland Harbor as a scenic corridor, waterway, view, fish habitat, home to Bridgeton residents, and recreational amenity.
4. Protect the integrity of the dike for flood control.



Black-crowned Night Heron

Action Chart: Environment

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS: General					
E1	Identify areas and locations in need of additional trees and obtain funding or seek donations of trees.			x		FOT, BNA
E2	Establish native plant salvage, propagation and distribution projects tied to Naturescaping or other native plant education programs.				x	BES, Pvt
E3	Create incentives for property owners to retrofit their sites and moorages with water quality and quantity controls.				x	BES
E4	Establish a neighborhood committee to monitor water quality and other environmental issues.			x		BNA, BES
E5	Identify scenic views as part of the "scenic corridor."			x		BNA, BOP
	PROJECTS: North Portland Harbor and Shoreline Dike					
E6	Prepare a landscaping plan for the riverbank using the Portland Plant List.			x		BNA, DSL, PDD, BES, PPB, Parks
	PROJECTS: Bridgeton Slough					
E7	Prepare a plan, to include each of the following elements, to restore/clean up the Bridgeton Slough, including restoration and maintenance of wildlife, in a biologically sound manner: a. Water quality, b. Water level, c. Siltation, d. Long-term survival of plants, wildlife and non-rough fish, e. Elimination of rough fish, f. Addition of warm water game fish, and g. Control of mosquitoes.			x		PDD, BES, DSL, BNA
E8	Prepare a drainage analysis of Peninsula Drainage District #2, including the Bridgeton Slough. Prepare drainage and water quality master plan that results in clean water discharges to Bridgeton Slough and North Portland Harbor.				x	PDD, BES, BNA, Metro

Action Chart: Environment

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
E9	Work with developers to design a joint stormwater treatment system which will work in conjunction with the drainage-related elements of the slough.			x		PDD, BOP, BES, DSL, BNA
	PROGRAMS: General					
E10	Work with Peninsula Drainage District #2 on issues of joint concern. a. Encourage the board of directors of the drainage district to include a neighborhood representative on the board. b. Appoint a resident of the Bridgeton neighborhood to sit on the PDD Board of Directors or at least to attend each meeting.		x			PDD BNA
E11	Encourage owners and developers throughout the neighborhood to: a. Create landscaping which adds to the character of the neighborhood and is wildlife-friendly. b. Restrict the use of pesticides, herbicides, or any other chemical exfoliate or environmentally hazardous substances. c. Minimize water use. d. Retain mature trees throughout the neighborhood. e. Plant additional trees and shrubs along Marine Drive in order to form a natural noise, air and visual buffer. f. Use landscape areas to retrofit or provide biofiltration and infiltration of stormwater.		x			BNA, BOP, BES, UFD, FOT, PDOT
E12	Encourage owners to remove blackberries and other non-native plants in areas covered with an environmental overlay ("c" on the zoning maps).		x			BNA, BES, Owners
E13	Encourage owners and developers in areas with no environmental restrictions to add landscape elements which add to the colorful, eclectic character of the neighborhood.		x			BNA
E14	Encourage the participation of households, moorages, businesses, and construction projects in recycling.		x			BES, BNA
E15	Conduct biannual neighborhood clean-up days to remove trash and refuse from environmentally sensitive areas and plant new vegetation.		x			BNA, Owners

Action Chart: Environment

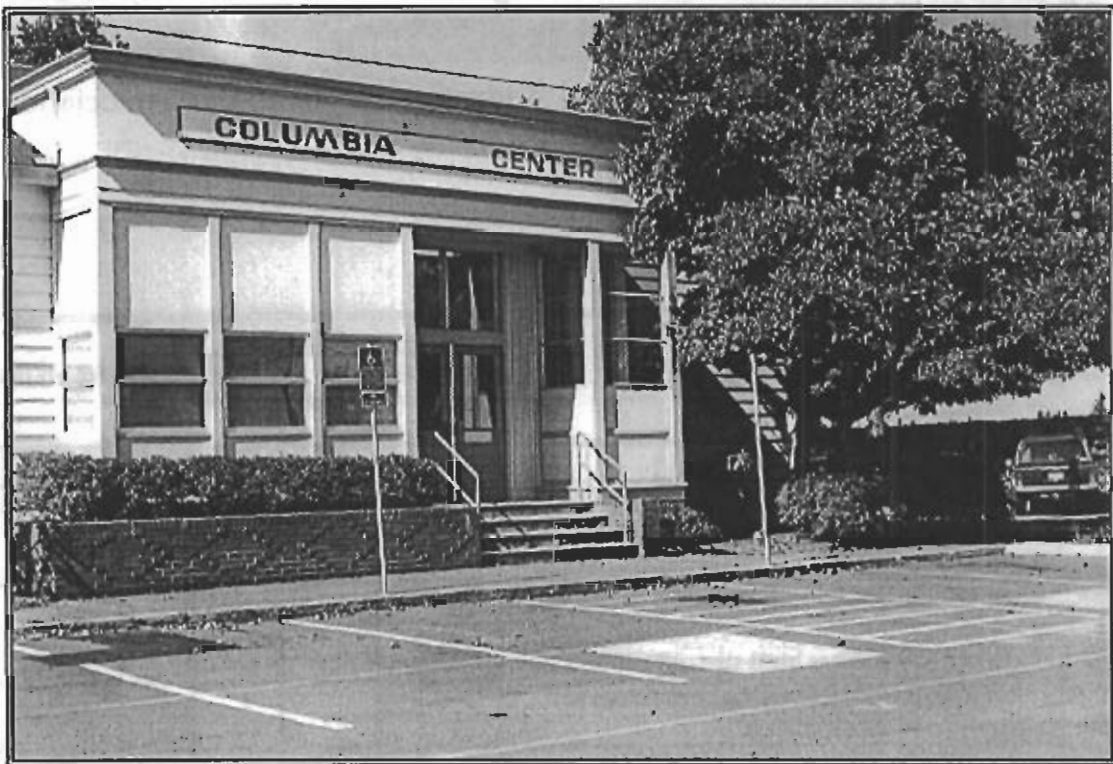
#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
E16	Promote the awareness through education of the neighborhood about the unique environment of Bridgeton and the need to maintain it.		x			BNA
	PROGRAMS: North Portland Harbor and Shoreline Dike					
E17	Encourage developers to conserve the unique environment of the dike and the adjacent waterway in the building, landscaping and transportation improvements.		x			BNA
E18	Keep marinas and moorages clean. Ensure that individuals, owners and government agencies protect the river from contaminants, including: a. Raw sewage b. Household chemicals, debris and other items c. Oils and other hazardous materials		x			BNA
E19	Allow new construction of buildings and parking lots only on the south side of the dike.		x			PDD, BOP
	PROGRAMS: Bridgeton Slough					
E20	Implement the restoration plan and results of the drainage analysis.		x			BNA, PDD, BES, Metro

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Policy 4: Community

Policy 4 targets three main issues: 1) Columbia School, 2) the Port of Portland, and 3) Bridgeton Neighborhood Association logistics. Residents would like to see the school retained as a community resource. The Bridgeton Neighborhood Association holds its monthly meetings at the school. Residents would like to see the open area west of the buildings kept in a form of open space usable for a variety of unstructured activities.



Columbia School: photo by Matt Whitney

The Port is a close, though not adjacent, neighbor and one whose activities and decisions impact the neighborhood. Through this policy, the neighborhood anticipates more cooperative working relationships with the Port on issues of concern.

Maintain the sense of community within the Bridgeton neighborhood.

Objectives:

1. Support the use of Columbia School as an educational institution and as a community resource.
2. Ensure that all government agencies notify and cooperate with the Bridgeton Neighborhood Association when making decisions which directly or indirectly affect the neighborhood.
3. Ensure that the Port of Portland and Bridgeton Neighborhood Association cooperate on activities of mutual concern.

Action Chart: Community

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
C1	Work with Portland Public Schools to improve access to the Columbia School playfield for neighborhood residents.			x		BNA, Parks
C2	Encourage the Portland Public Schools to prepare an Impact Mitigation Plan (IMP) for Columbia School. Work with the school district on its IMP.				x	BNA
C3	Establish a granting and funding committee for the neighborhood association.			x		BNA
C4	Form a design committee within the Bridgeton Neighborhood Association.			x		BNA
C5	Set up a neighborhood phone tree to alert residents and businesses to land use cases, meetings, safety concerns and other issues.			x		BNA
C6	Create and update periodically a neighborhood directory.			x		BNA
	PROGRAMS					
C7	Work with the Portland Public Schools to keep Columbia School open: a. As an educational institution and b. As a meeting facility for the neighborhood association and nearby organizations		x			BNA

Action Chart: Community

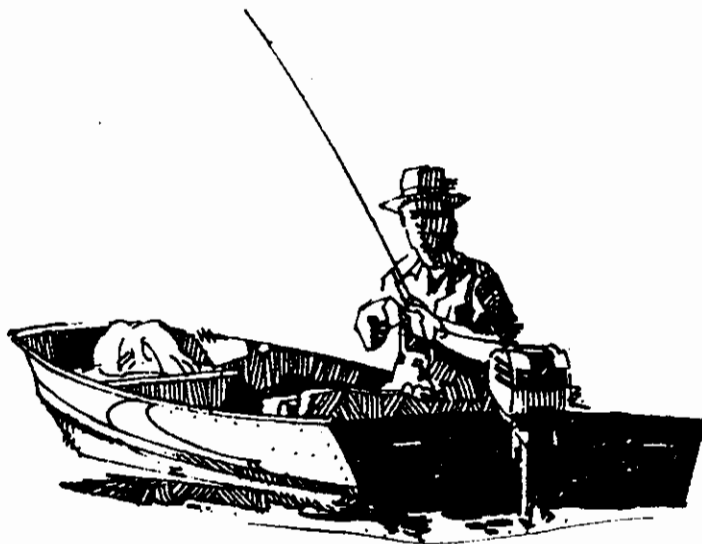
#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
C8	Should the Portland Public School District decide to sell their property: a. Encourage the district to give the neighborhood association, City of Portland, and/or Metro the option to purchase the playfield for open space. b. Participate in the decision-making process.		x			BNA
C9	Port of Portland actions: a. Encourage residents to report noisy airplane overflights to the proper Port of Portland and/or state or federal entity. b. Address airport impacts, including possible air pollution, generated by private, commercial, and military aircraft. c. Work through Bridgeton area representatives to advisory committees to raise important issues with the Port of Portland. d. Update residents of the Bridgeton neighborhood annually on issues of concern. e. Work with the Oregon Air National Guard to address the problems, including air pollution and noise, generated for residents by their daily training flights. f. Work with the East Columbia Neighborhood Association to request the Port to remove the fence around its undeveloped land on Marine Drive opposite the golf course and put it into some type of park or river viewing area.		x			BNA BNA, POP BNA POP BNA BNA
C10	Work with the industrial owners, truckers, and adjacent neighborhood associations on all issues of joint concern.		x			BNA, Pvt
C11	Encourage property owners and tenants to be sensitive to their neighbors regarding lighting, fencing, noise and other things which could affect their neighbors' homes and privacy.		x			BNA



Action Chart: Community

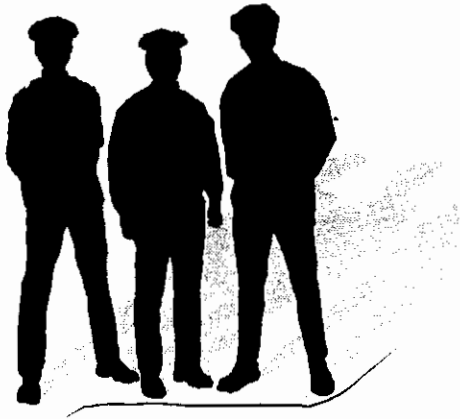
#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
C12	Publish each six months an updated list of pertinent numbers, including at least the following: a. River Patrol. b. Port of Portland Noise Control Complaints. c. Police Liaison. d. Officers of the Bridgeton Neighborhood Association. e. Officers and staff of North Portland Neighborhood Office. f. Crime Watch Committee. g. Columbia School contacts. h. Advisory committees needing representation from Bridgeton.		x			BNA
C13	Work with the East Columbia Neighborhood Association to help maintain the 24-acre Arboretum at 6th and Middlefield as a park.			x		BNA

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Policy 5: Public Safety

Bridgeton is considered a safe neighborhood. Its public safety problems arise most frequently with homeless individuals: dumpster digging, littering, and breaking and entering. With several new developments now being built and being reviewed, the



number of people who live, work and visit the neighborhood will increase several-fold over the next few years. To date a relatively out-of-the-way neighborhood, Bridgeton will soon become far better known than it is at present. The thrust of this policy is that communication and cooperation among Bridgeton residents and between Bridgeton and the Police Bureau is the most effective method for anticipating and dealing with crime.

Noise suppression techniques on aircraft have cut sound levels to livable thresholds. Flood control dams and continued upgrading and maintenance on the dikes have left people with a much greater sense of security about potential flooding.

The concerns in this policy raised by the Fire Bureau revolve around the safety of the citizenry in this area. Because of its location, the Bridgeton neighborhood is particularly at risk because of flooding, hazardous material spills, and aircraft accidents. The Fire Bureau specifically asks the neighborhood to address the issues of evacuation, water supply and (emergency vehicle) accessibility under each of the following circumstances:

- Light rail construction
- New development, both residential and commercial, construction
- Times of high traffic volume or congestion on Marine Drive and I-5
- Fires (water resources available)

Unique to most neighborhoods in the city, Bridgeton residents living on houseboats must contend with water-oriented safety issues. These may include floating debris, excessively large wakes that literally can tear a floating home to pieces, rude behavior from transient boaters, flooding, and wind-driven waves. The Oregon State Marine Board (SMB) was created in 1959 specifically to manage recreational boating on waterways in the state, including North Portland Harbor. The SMB is responsible for registering and titling boats, floating homes and boat houses, regulating the use of styrofoam flotation, making grants to cities and counties to construct boating facilities, placing regulatory buoys and signs, and contracting with county sheriffs and state police for law enforcement.

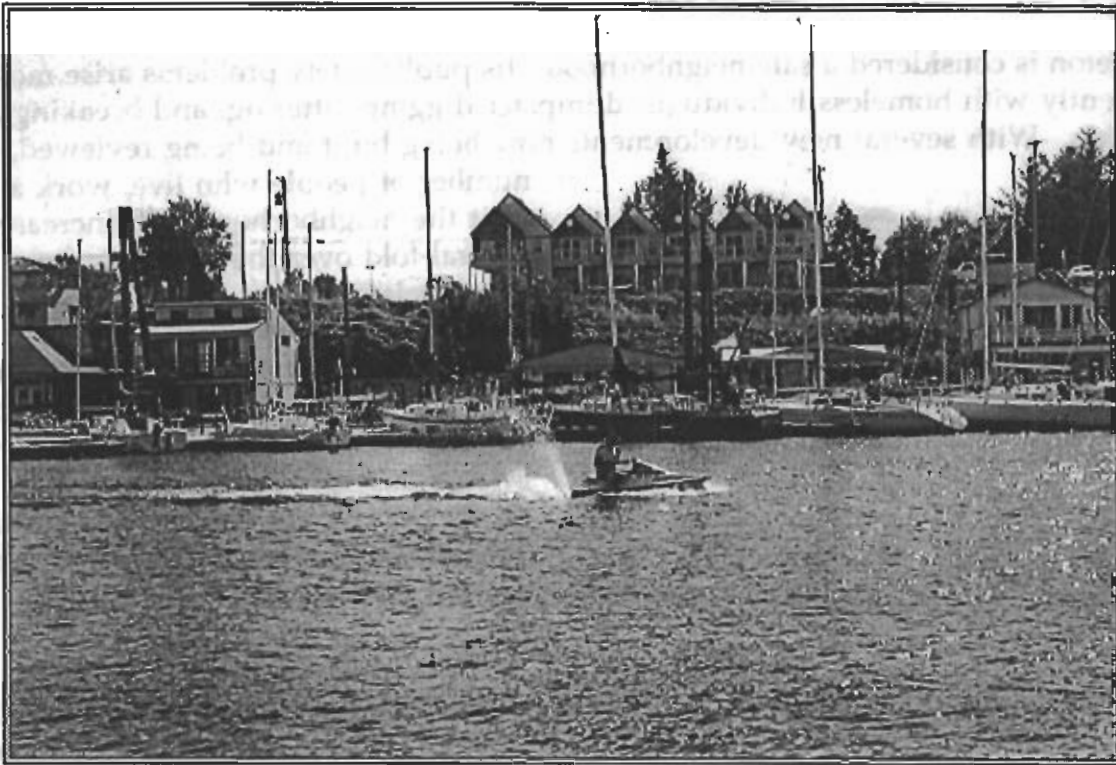
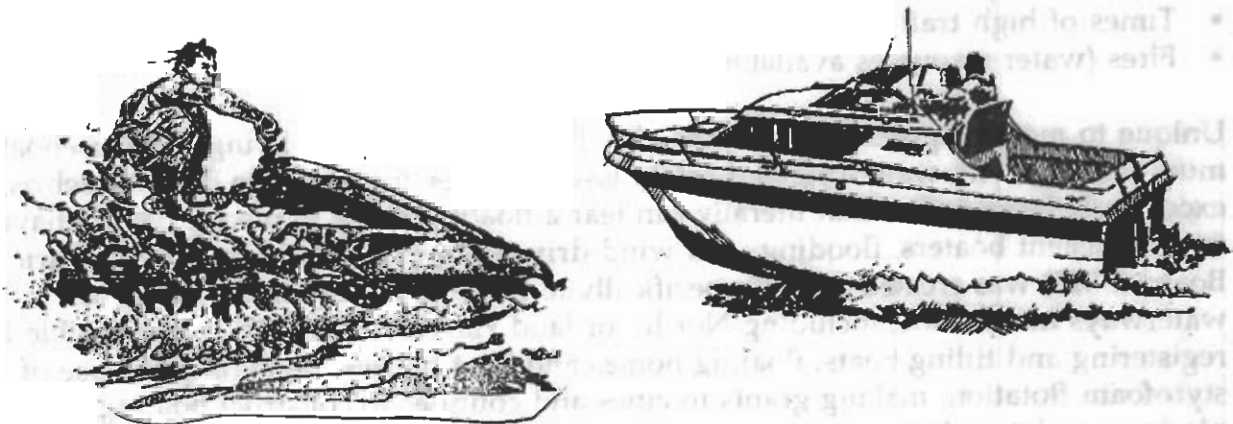


Photo by Matt Whitney

In 1995 the Oregon State Marine Board prepared the *Recreational Boating Management Plan for the Portland Metropolitan Waterways*. It recommended that attention be focused on three major areas of concern: education, law enforcement, and facilities. During its planning process, Bridgeton residents likewise felt there needed to more emphasis on these three issues.



Foster and maintain a safe and healthy environment for residents, businesses and visitors.

Objectives:

1. Support and participate in community policing.
2. Create street configurations which ensure rapid emergency response.
3. Enhance a feeling of safety through building placement, landscape design, and lighting.
4. Promote safe and courteous boating practices.

Action Chart: Public Safety

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
PS1	Work with city agencies to design a street network that will guarantee emergency access within time standards while maintaining and enhancing the character of Bridgeton.			x		BNA, PFB, PDOT, BOP
PS2	Establish emergency access between Bridgeton Road, Frontage Road, and Marine Drive.				x	PDOT, PFB
PS3	Work with the Oregon Department of Transportation to reduce the impacts of high-intensity lights along the freeway. This might include shielding to eliminate glare and light pollution impacting nearby residents.			x		BNA, PDOT, ODOT, SMB
PS4	Work with trucking companies south of Marine Drive to review the impacts of noise and high-intensity lights on those living north of Marine Drive.			x		BNA, Property Owners, Trucking Interests
PS5	Develop a comprehensive plan to reduce auto theft and stereo theft from parking lots. Enlist the help of persons qualified in this area of expertise.			x		BNA, PPB, NPNO

Action Chart: Public Safety

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
PS6	Develop a plan for dealing with emergencies which would impact the Bridgeton neighborhood. Include: a. Coordination with adjacent neighborhood associations and commercial/industrial interests. b. A list of meeting places, resources, contacts and escape procedures. c. Creation of a Neighborhood Emergency Team. d. The need to dial 911 first in case of any emergency.			x		PFB, BNA
PS7	Provide street lights which will enhance the streetscape, increase the sense of security, and ensure rapid response by emergency vehicles.			x		BNA, PDOT, PPB
	PROGRAMS					
PS8	Re-evaluate annually and improve, if necessary, the Fourth of July plan.		x			BNA, PPB
PS9	Reduce trespassing by posting "No Trespassing" signs.		x			Owners
PS10	Reduce unauthorized use of dumpsters by properly locating and securing them. Maintain dumpsters in a clean, orderly manner.		x			Owners
PS11	Encourage persons involved in Neighbor Watch programs to: a. Meet on an ongoing basis, keep an eye out for each other, and get to know each other. b. Install lighting in strategic locations on their property. c. Educate each resident and business owner on the proper response to safety-related situations.		x			BNA, NPNO
PS12	Support the Multnomah County Sheriff's River Patrol to enforce boating speeds along the channel. Increase the number of warning signs along the harbor.		x			BNA, MCRP
PS13	Assign a police liaison officer to the Bridgeton neighborhood to work with the neighborhood on community policing issues, attend neighborhood meetings and events, and get to know the neighborhood.		x			PPB

Action Chart: Public Safety

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
PS14	Ensure that each marina contains easily readable address signs for emergency identification visible from land and water.		x			BNA
PS15	Increase the presence of law enforcement officers patrolling: a. North Portland Harbor. b. Bridgeton community.		x			MCRP PPB
PS16	Encourage residents and businesses to participate in emergency preparedness planning, training and cooperative efforts to enhance residents ability to respond in emergencies.		x			PFB, BNA

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

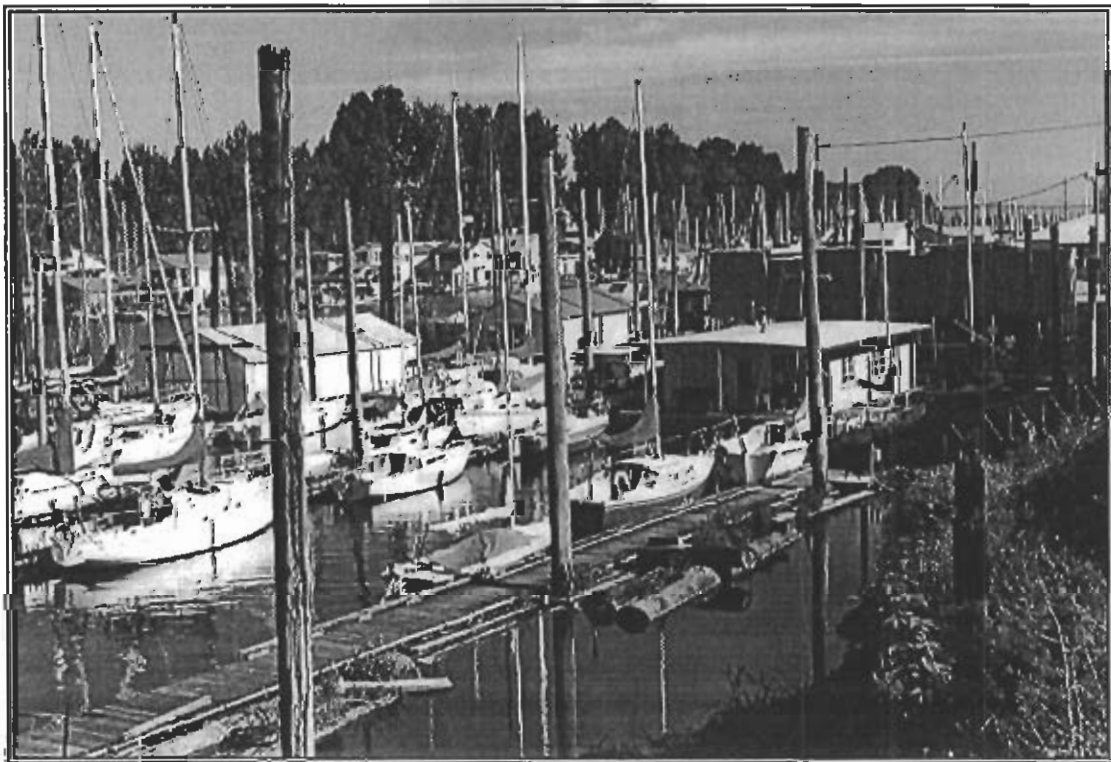
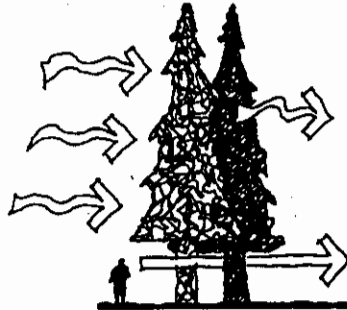
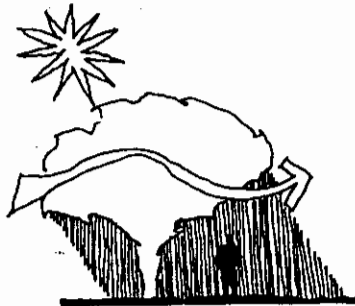


Photo by Matt Whitney

SOME MERITS OF TREES:



- Break the wind.
- Help unify buildings of different styles & sizes.



- Define and organize space.
- Create a sense of enclosure and privacy.
- Provide shade and cooling.



- Evolve with the seasons.
- Beautify the streetscape.
- Allow winter light through.

Courtesy Portland Community Design, *Building Blocks for Outer Southeast Neighborhoods*

Appendix A
Ordinances and Resolution

ORDINANCE NO. 171238

As Amended

Adopt and implement the Bridgeton Neighborhood Plan. (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. Portland's Comprehensive Plan was adopted on October 16 1980, acknowledged for compliance with Statewide Planning Goals on May 3 1981 and updated as a result of periodic review in June 1988, January 1991, March 1991, September 1992, and May 1995.
2. Oregon Revised Statutes (ORS) 197.640 requires cities and counties to review their comprehensive plans and land use regulations periodically and make changes necessary to keep plans and regulations up-to-date and in compliance with Statewide Planning Goals and State laws. Portland is also required to coordinate its review and update of the Comprehensive Plan and land use regulations with State plans and programs.
3. Portland Comprehensive Plan Goal 10, Plan Review and Administration, states that the Comprehensive Plan will undergo periodic review to assure that it remains an up-to-date and workable framework for land use development.
4. Portland Comprehensive Plan Policy 10.2 (Comprehensive Plan Map Review) implements a community and neighborhood planning process for the review and update of the Portland Comprehensive Plan.
5. Portland Comprehensive Plan Policy 3.6 (Neighborhood Plan) encourages the creation of neighborhood plans 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 will serve as a component of the City's Comprehensive Plan.

6. 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, welfare, and safety of the neighborhood and the City.
7. The neighborhood plan is an advisory document for directing and managing change over time. The adopted Vision Statement, Policies, and Objectives of the Bridgeton Neighborhood Plan will serve as an official guide to decision-making, public deliberation, and investments.
8. The Bridgeton Neighborhood Plan was developed by the Bridgeton Neighborhood Association with participation by residents throughout the neighborhood. The Bridgeton Neighborhood Association initiated the citizen-based planning effort in mid-1995 and obtained Bureau of Planning staff assistance in March 1996. The resulting plan was approved by the Bridgeton Neighborhood Association in October 1996 and December 1996.
9. As part of its budgeting process for FY 1994-95, the City Council directed the Bureau of Planning to facilitate the development of citizen-based planning efforts and prepare such projects for City Council consideration. The Bureau of Planning provided staff for the Bridgeton Planning process in FY1995-96 and FY1996-97.
10. Information used for the formulation of the policies and objectives of the Bridgeton Neighborhood Plan was based on the Albina Community Plan; Portland land use, natural resource, and public infrastructure inventories; 2 neighborhood-wide surveys, 2 open houses, and 5 neighborhood-wide meetings.
11. 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, neighborhood-wide surveys, attendance at, and sponsorship of neighborhood meetings and open houses, and the Planning Commission and City Council public hearings maximized opportunities for citizen involvement throughout the plan development process in compliance with Goal 1. All public notification requirements have been met or exceeded.

- a. The Bridgeton Neighborhood Association began the planning process in mid-1995 and received the assistance of a Bureau of Planning planner in March 1996.
- b. This work led to the formation of four subcommittees to address identified neighborhood planning issues:
 - Vision
 - Transportation
 - Residential/Commercial/Urban Design
 - Environment/Public Safety/Community
- c. Subcommittees met from mid-April to early June 1996 to draft preliminary plan components covering each of their respective topic areas. The Bridgeton Neighborhood Association held 3 neighborhood-wide meetings to deal with each individual plan component. Community involvement was encouraged through flyers, other neighborhood outreach efforts, and articles in Shorelines, the newspaper serving Hayden Island, Bridgeton, East Columbia and Delta Park.
- d. Preliminary plan components, arranged as policies, objectives and actions, were compiled into a Discussion Draft of the Bridgeton Neighborhood Plan. First review of the Discussion Draft by a Portland Technical Advisory Committee (TAC) members took place in July and August 1996. Comments from the TAC were used to guide the direction of future drafts of the plan and identify possible implementation partners.
- e. Staff compiled comments received from the public and TAC members for review by the Bridgeton Neighborhood Plan. The Neighborhood Association created a Plan Steering Committee specifically to reconcile differences and redraft elements into the first draft. To do that, the Steering Committee met seven times between mid-August and mid-September. Staff met with TAC members as necessary to resolve differences.
- f. The Bridgeton Neighborhood Association notified its residents about a neighborhood-wide meeting on the Steering Committee's recommended Bridgeton Neighborhood Plan to be held in mid-October. At that meeting, residents voted to adopt the plan with the exception of the connection of Bridgeton Road to new

roads built in west Bridgeton and the removal of temporary bollards in five years.

- g. The results of the October 1996 vote were translated into the Bridgeton Neighborhood Association-Endorsed Bridgeton Neighborhood Plan, published the end of October 1996. This version of the plan was the basis for two open houses held by the Bridgeton Neighborhood Association in mid-December 1996. Comments from several implementers and attendees at the open houses were then compiled into the Proposed Bridgeton Neighborhood Plan, which was published on December 27 1996.
- h. Staff sent a legal notice 30 days in advance of the Planning Commission hearing on January 28 1997 to all property owners and residents. The notice included information about the availability of the Proposed Bridgeton Neighborhood Plan and locations where it could be picked up. Copies of the Proposed Bridgeton Neighborhood Plan were available at the Portland Bureau of Planning, the North Portland Neighborhood Office, and Columbia School.
- i. The Portland City Planning Commission held a public hearing on the Proposed Bridgeton Neighborhood Plan on Tuesday, January 28 1997 at the Portland Building, Room 1002, 1120 SW 5th Avenue, Portland, Oregon. Planning Commissioners requested more information on the structural integrity of the dike, the relationship of Bridgeton Road to the adjacent transportation network, and the configuration and use of Bridgeton Road itself.
- j. At a work session on March 11 1997, Planning Commissioners examined the public hearing record and information from the Bureau of Planning, Office of Transportation, and Peninsula Drainage District #2 in answer to their questions. At the conclusion of the work session, the Portland City Planning Commission revised the plan and recommended adoption of the amended Bridgeton Neighborhood Plan. The Planning Commission amended the Plan to include the requirement that when properties west of N Haight St. develop, the ~~street~~ connection will be designed as a standard residential city street and separated from Bridgeton Rd. by a 50' landscaped area. The road would be opened to allow

full connection for all modes of transportation only when both the Bridgeton Neighborhood Association and City Council approve the opening.

- k. The Portland City Council held a public hearing on Wednesday, May 28 1997 to take public testimony and consider adoption of the Planning Commission Recommended Bridgeton Neighborhood Plan. The Plan's vision statement, policies and objectives are adopted by ordinance. The Plan's implementation charts are adopted by resolution.
 - l. Notice of the May 28 1997 Portland City Council public hearing on the recommended adoption of the Bridgeton Neighborhood Plan was mailed to the Land Conservation and Development Commission more than 45 days before the scheduled public hearing.
 - m. Public notices of the May 28 1997 Portland City Council public hearing on the adoption of the Planning Commission Recommended Bridgeton Neighborhood Plan were mailed 30 days prior to the City Council hearing to interested parties, property owners, and participants and organizations involved in the plan's neighborhood planning process and Planning Commission public hearing.
 - n. Copies of the Recommended Bridgeton Neighborhood Plan were available to the public for their review 30 days before the scheduled May 28 1997 City Council public hearing.
12. A Technical Advisory Committee (TAC) composed of representatives from public service providers, city agencies, and other governments and organizations participated in the systematic and periodic review of components and drafts of the Bridgeton Neighborhood Plan throughout its formulation. Members of the TAC are: Bureau of Buildings, Bureau of Environmental Services, Bureau of Fire and Emergency Services, Bureau of General Services, Bureau of Housing and Community Development, Bureau of Parks and Recreation, Bureau of Water, Metro, Multnomah County, National Marine Fisheries Service, Office of Transportation, Oregon Department of Transportation, Oregon Division of State Lands, Pacific Power and Light, Peninsula Drainage District #2, Police Bureau, Portland Development Commission, Portland Public Schools,

State Marine Board, Tri-Met, and U.S. Corps of Engineers. These agencies support the adoption of the Recommended Bridgeton Neighborhood Plan. Most of these organizations are listed as implementors with the implementation charts for the Bridgeton Neighborhood Plan.

13. The neighborhood plan is a neighborhood-based and initiated effort supported by private, institutional and public sectors of the community. Other organizations whose future action agenda is reflected in the Bridgeton Neighborhood Plan include the North Portland Neighborhood Office, Friends of Trees, and the Port of Portland.
14. Plan provisions reinforce community development efforts by encouraging the development of higher density housing with a commercial component in the vacant area of Bridgeton along the waterfront. Neighborhood design provisions encourage development projects which enhance the river orientation of the area and promote a positive climate attractive to residents, pedestrians, bicyclists, and visitors. Plan vision statement, policies, and objectives focus on the riverfront as the spine of the neighborhood and the Bridgeton Slough as its backbone.
15. Bridgeton Neighborhood Plan provisions provide a basis for integrating new housing, residents, and commercial uses into the neighborhood; transportation linkages within and beyond the neighborhood; development opportunities; and management of North Portland Harbor and Bridgeton Slough within the Columbia River ecosystem. The Plan stresses the development of action charts which ensure that plan policies and objectives will be achieved through the development of comprehensive and realistic implementation programs which involve committed implementors from the public and private sectors of the community.
16. Bridgeton Neighborhood Plan vision statement, policies, objectives, and action charts, and its planning process are consistent with the criteria established to evaluate neighborhood plans in the Community and Neighborhood Planning Program adopted by the Portland City Council in May 1994.
 - a. The planning process ensured that all members and organizations of the Bridgeton Neighborhood had the opportunity to participate in each phase of the planning program.

- b. Over 75% of the action chart items have neighborhood and community based organizations as implementation partners.
 - c. The Housing, Business and Neighborhood Design policy calls for the integration of new residential and commercial establishments into the overall framework of the neighborhood, development of a compatible streetscape, and identification of types of businesses desired by the neighborhood. Zoning within the Bridgeton Neighborhood, adopted as part of the Albina Community Plan, is almost entirely Mixed Residential-Commercial (CM).
 - d. The Transportation and Public Utilities policy stresses the importance of pedestrian and bicycle accessibility within the Bridgeton Neighborhood and the importance of accessibility to mass transit services. The Transportation Network Concept Plan is contained within the Transportation policy.
 - e. The primary focus of the Environment policy is to assure that whatever development occurs in Bridgeton does not degrade the environments of North Portland Harbor or Bridgeton Slough nor threaten the integrity of the dike.
 - f. Each of the above policies are reinforced by the Community and Public Safety policies and objectives.
17. The Bridgeton Neighborhood Plan recommends provisions to implement City-wide Region 2040 Goals, Transportation Planning Rule, Livable City, and Comprehensive Housing Affordability policies and strategies.
18. Incorporation of the recommended Bridgeton Neighborhood Plan into Policy 3.6 of the Portland Comprehensive Plan is consistent with the use of neighborhood plans to address localized issues, concerns, and opportunities within the framework of the City-wide Comprehensive Plan. Bridgeton provisions are consistent with the Portland Comprehensive Plan. Issues and opportunities shared by Bridgeton Neighborhood with its neighbors were addressed in the Albina Community Plan and have been addressed through on-going dialogue with adjacent neighborhood associations, business associations, and trucking interests.

19. No zoning changes are made as part of the adoption of the Bridgeton Neighborhood Plan. The Bridgeton Neighborhood Plan is made part of the Albina Community Plan, Policy 2.27, of the Portland Comprehensive Plan.
20. The Bridgeton Neighborhood Plan includes action charts which are adopted by resolution. These action charts represent a commitment from public and private groups to help the neighborhood implement the policies and objectives of the Bridgeton Neighborhood Plan. Every listed implementor has agreed to the assigned action item by verbal consent or by submitting a letter of support.
21. On January 28 1996, the Planning Commission held a public hearing on the Bridgeton Neighborhood Plan and, after approving several amendments, recommended approval of the Neighborhood's Vision Statement, Policies, Objectives, Action Charts, and Transportation Network Concept Plan.
22. The recommendation of the Planning Commission of the Bridgeton Neighborhood Plan is in conformance with Portland's Comprehensive Plan and the Statewide Planning Goals as more fully set forth in the Report of the Planning Commission. The findings for the Bridgeton Neighborhood Plan are contained in the Report of the Planning Commission, Exhibit B. Exhibit B is attached and incorporated by reference as part of this Ordinance.
23. The Notice of Proposed Action and three copies of the Recommended Bridgeton Neighborhood Plan were mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610 on April 15 1997.
24. It is in the public interest that the recommendations on the Bridgeton Neighborhood Plan be adopted to direct and manage change in the Bridgeton Neighborhood.

NOW THEREFORE, The Council directs:

- a. The Report and Recommendations of the Planning Commission on the Bridgeton Neighborhood Plan and its attached exhibit are adopted and incorporated by reference.
- b. Ordinance 150580 is amended to incorporate as part of the Comprehensive Plan's vision statement, the Bridgeton Neighborhood Plan Vision Statement, as shown in Exhibit A.

- c. Ordinance 150580 is amended to add the Bridgeton Neighborhood Plan policies 1 through 5 and the objectives associated with each policy, as shown in Exhibit A. Based on the Recommendations of the Planning Commission and the findings of this ordinance, Policy 3.6 (Neighborhood Plan) of the Portland Comprehensive Plan is amended to add the following objective for the Bridgeton Neighborhood Plan and add the plan to the list of neighborhood plans adopted by the City Council:

Objective A:

- ... Foster the Bridgeton Neighborhood as a vital, environmentally sensitive, pedestrian-oriented river community.

Passed by the Council, JUN 04 1997

Commissioner Hales
Ellen C. Ryker
May 28 1997

Auditor of the City of Portland
By

Britta Olson Deputy

SUBSTITUTE

ORDINANCE NO. 17 1239

Establish a Transportation Network Concept Plan for the Bridgeton Neighborhood
(Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. The City Council directed the Office of Transportation to provide street intersection improvements in the Bridgeton Neighborhood to support new and existing development and enhance the neighborhood; and
2. The Office of Transportation and the Bureau of Planning have worked cooperatively on issues of transportation and land use planning to implement the Region 2040 Framework Plan; and
3. The objectives of the Region 2040 Framework Plan call for connecting new or redeveloped areas with a grid network of streets which better serves all modes and destinations in any neighborhood; and
4. To further define the dimensions of the street grid, the Office of Transportation has followed the Metro design directives of spacing between street rights-of-way as 330 feet maximum between bicycle and pedestrian connections and 660 feet maximum between auto streets. These interconnected street spacing distances allow for good internal street circulation for all modes and provide good spacing between intersections between local and neighborhood collector streets; and
5. In the Bridgeton Neighborhood, the areas with mixed use Comprehensive Plan and Zone designations are now being developed parcel by parcel without the benefit of an established transportation network plan; and
6. Through the Bureau of Planning's Bridgeton Neighborhood Plan process, the public was invited to participate in determining the transportation network plan for their neighborhood.

NOW, THEREFORE, the Council directs:

- a. That the Office of Transportation implement the Bridgeton Neighborhood Transportation Network Concept Plan* as adopted and provide the following public review process regarding the possible future connection of Bridgeton Road:

At a minimum, the City will review the potential for the auto connection of Bridgeton Road to the west with the Bridgeton Neighborhood Association and other property owners as a part of the following actions:

- Update of the Bridgeton Neighborhood Plan
- Update of the Transportation Element of the Comprehensive Plan
- Update of the Transportation Systems Plan
- Transportation Capital Improvement Projects Affecting the Bridgeton Neighborhood

* Action Items T2 and T3 in Bridgeton Neighborhood Plan (Ordinance No. 171238 passed by Council June 4, 1997)

In addition to the above, any individual may petition the City Council to begin a public process the would include a recommendation regarding the auto connection of Bridgeton Road to the west from the Bridgeton Neighborhood Association to the City Council. The City Council would retain authority in making a decision regarding the need for the auto connection and its design.

- b. The Bureau of Planning and Office of Transportation are directed to cooperatively develop a notation for the City's official zoning maps to indicate that a Transportation Network Plan exists for the Bridgeton Neighborhood.

L. Wentworth
June 2, 1997

Passed by Council: JUN 04 1997

BARBARA CLARK
Auditor of the City of Portland
By:

Deputy

Birthe Olson

3 5 6 1 9

RESOLUTION NO.

Adopt the Implementation Action Charts of the Bridgeton Neighborhood Plan (Resolution)

WHEREAS, the Bridgeton Neighborhood Plan is a neighborhood-initiated plan covering the policy areas of Housing, Business and Neighborhood Design; Transportation and Public Utilities; Environment; Community; and Public Safety; and

WHEREAS, Bridgeton Neighborhood households, businesses, institutions, public and non-profit service providers, and community-based organizations and associations have participated in the Bridgeton Neighborhood's planning process since March 1996 and worked together to develop a shared vision of the neighborhood's future, identify public and private resources for implementation of the plan's policies and objectives, and coordinate strategies among implementors to achieve the neighborhood's envisioned future; and

WHEREAS, the Bridgeton Neighborhood Plan was systematically reviewed and is supported by the Bureau of Buildings, Bureau of Environmental Services, Bureau of Fire and Emergency Services, Bureau of General Services, Bureau of Housing and Community Development, Bureau of Parks and Recreation, Bureau of Water, Metro, Multnomah County, National Marine Fisheries Service, Office of Transportation, Oregon Department of Transportation, Oregon Division of State Lands, Pacific Power and Light, Peninsula Drainage District #2, Police Bureau, Portland Development Commission, Portland Public Schools, State Marine Board, Tri-Met, and U.S. Corps of Engineers; and

WHEREAS, the Bridgeton Neighborhood Plan has been approved by the Bridgeton Neighborhood Association; and

WHEREAS more than seventy-five percent of the actions listed in the Implementation Chart have as implementors community-based organizations and associations such as the Bridgeton Neighborhood Association, North Portland Neighborhood Office, and Friends of Trees; and

WHEREAS, the action chart implementation framework of 20 years is timed and phased to take into account the incremental achievement of plan policies and objectives within the limited resources available to identified voluntary plan implementors over time; and

WHEREAS, identification of an implementor for an action item in an implementation chart is an expression of interest and support with the understanding that circumstances may affect an implementer's ability and timing to take action; and

WHEREAS, the attainment of the vision statement, policies and objectives of the Bridgeton Neighborhood Plan are dependent upon the coordination of independent actions carried out by private interests, non-profit organizations, area institutions, public service providers and community-based associations over the 20 year period of the Bridgeton Neighborhood Plan;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the City Council adopts the implementation action charts of the Bridgeton Neighborhood Plan which was adopted by the Council as Ordinance No. 171238 on June 4, 1997, with the exception of Action Items T2 and T3, which was adopted by the Council as Ordinance No. 171239 on June 4, 1997. It is understood that the action charts which specify the projects and programs are a starting place. Implementors, through their listings in the action charts, demonstrate their interest and support for the Bridgeton Neighborhood Plan with the understanding that circumstances may affect their ability to take action at the specified time. It is also understood that future circumstances, resource capabilities, and plan performance may require further refinement, replacement, or substitution of existing action chart items and timelines.

Adopted by the Council, JUN 04 1997

Commissioner Hales
Ellen C. Ryker
May 28, 1997

Auditor of the City of Portland
By

Britta Olson

Deputy

Appendix B
Transmittal Letter from Planning Commission to City Council



CITY OF

PORTLAND, OREGON

Planning Commission

Telephone No. 823-7708 TDD 823-6868 FAX 823-7800
c/o Bureau of Planning, Rm. 1002, 1120 S.W. Fifth Ave. 97204

May 22, 1997

Mayor Vera Katz and Members of the Portland City Council
Portland City Hall
1120 SW Fifth Ave.
Portland, OR 97204

Dear Mayor Katz and Members of the Portland City Council:

The Portland City Planning Commission unanimously recommends City Council adoption of the Bridgeton Neighborhood Plan. Our action to recommend adoption was taken after a public hearing on the plan on Tuesday, January 28, 1997 and a work session on March 11, 1997.

This plan enjoys a large and wide-ranging level of support from the Bridgeton community. The Bridgeton Neighborhood Association urges your adoption of this plan.

The goal of this plan is to foster a thriving neighborhood of homes and small businesses with an emphasis on its proximity and attachment to the Columbia River and Bridgeton Slough. Plan policies and objectives strengthen the role which the river and slough play as the focus of the neighborhood's community orientation. Emphasis on pedestrian and bicycle modes of transportation enhance neighborhood livability.

The plan's implementation charts are feasible and realistic. More than seventy-five percent of the actions called for over the next 20 years have as their lead implementor community-based institutions and organizations.

The Bridgeton Neighborhood contains about 40 acres of vacant land at its west end. Development of that vacant land, which began last week with the ground-breaking for one major project, could boost the neighborhood's population from its current 300 to over 3,000. The magnitude and ramifications of that growth on the neighborhood's sense of community, transportation system, and use of the waterfront brought to the fore the major issue raised at the hearing: how or whether to connect Bridgeton Road to any new street network in the developing area of west Bridgeton.

After considerable discussion Planning Commission agreed that, with regard to the connection:

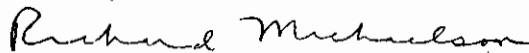
1. There needs to be additional pedestrian connections.
2. It is unnecessary and probably a serious mistake to make the road accessible to general vehicle access today and such access may never be necessary.
3. The City should not forgo the opportunity to provide for automobiles at some point.

Planning Commission, therefore, recommended that any road connection be opened to general vehicular traffic subject to approval by the Bridgeton Neighborhood Association and City Council.

This action recognizes that Bridgeton's unique circumstances warrant a slight diversion from the City's policy on connectivity. The Commission's decision does not mean Commission members disagree about the street connectivity policy. It simply recognizes the unique conditions in this situation at this time. We feel our recommendation gives the City the ability to change the situation when necessary and the Neighborhood the time necessary to make the physical and psychological transition from its current low-density population to one with significantly greater density.

Again, we urge you to adopt intact the Bridgeton Neighborhood Plan recommended by Planning Commission.

Sincerely,



Richard Michaelson, President *RM*
Portland City Planning Commission

cc Michael Harrison, AICP, Chief Planner, Neighborhood Planning
Don Gardner, Streets Systems Management
Ellen Ryker, City Planner
Laurel Wentworth, Senior Project Coordinator
File

Appendix C

Abbreviations

This is a directory of the abbreviations used for possible implementors of action items.

BES	Bureau of Environmental Services
BNA	Bridgeton Neighborhood Association
BOB	Bureau of Buildings
BOP	Bureau of Planning
CC&R	Conditions, Covenants and Restrictions
DSL	Oregon Division of State Lands
ECNA	East Columbia Neighborhood Association
FOT	Friends of Trees
MCRP	Multnomah County River Patrol
Metro	Metro (formerly the Metropolitan Service District)
NMFS	National Marine Fisheries Service
NPNO	North Portland Neighborhood Office
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
ONG	Oregon National Guard
Owners	Land or property owners or their representatives
Parks	Portland Parks and Recreation
PC	Paragon Cable
PDD	Peninsula Drainage District #2
PDOT	Portland Office of Transportation
PFB	Portland Fire Bureau
POP	Port of Portland
PPB	Portland Police Bureau
PPL	Pacific Power and Light
PPLst	Portland Plant List
PPS	Portland Public Schools
Pvt	Private owners, truckers, organizations
ROW	Right-of-Way
SMB	State Marine Board
UFD	Urban Forestry Division (Bureau of Parks and Recreation)
USW	U. S. West

Appendix D

Voluntary Neighborhood Design Guidelines

These design guidelines have been prepared to assist developers and the neighborhood association to work amicably together to assure that proposed developments both meet the investment and financial requirements of the developer and the aesthetic, safety and privacy concerns of the neighborhood. These guidelines are voluntary and for guidance only; they are not mandatory nor are they required for any development to be approved by the City. They are not part of the *Comprehensive Plan*.

1. If any adjustments are granted to allow buildings taller than 45' in the western part of Bridgeton:
 - a. Step those buildings back from the promenade and old Bridgeton.
 - b. Increase building height closer to I-5 and Marine Drive.
 - c. Require open space in equal proportion to the amount of extra height granted.
2. Include more open spaces, landscaping, and pedestrian pathways in and through new developments to encourage a greater sense of community among residents and businesses. Maintain an open character between buildings and the promenade.



Buildings should be stair-stepped in height to eliminate casting shadows on public places.
Drawing by Judy Galantha, Portland Bureau of Planning

Appendix E

Desirable Businesses

Residents of the Bridgeton neighborhood identified the following types of businesses which they feel would enhance the neighborhood.

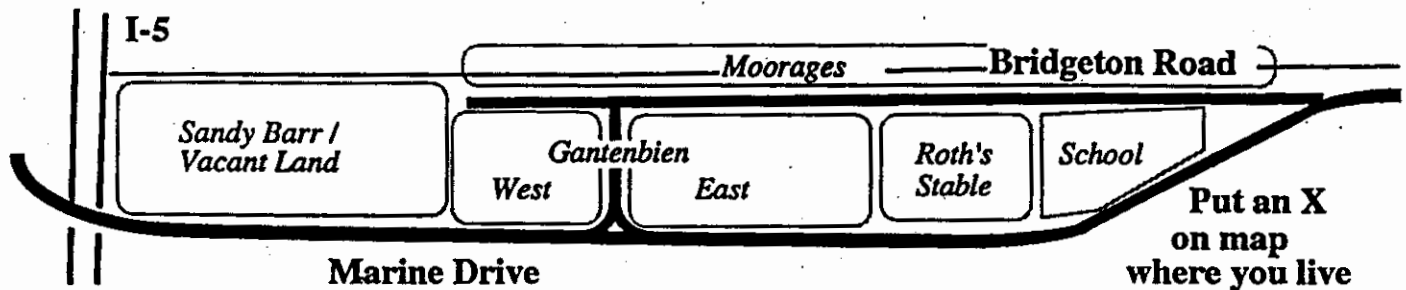
Brewpub/microbrewery
Yacht sales/brokerage
Real estate office
Small cafe
Starbucks Coffee, Coffee People, Kobos
Dry cleaner and laundry
Video store
Small bookstore
Bicycle shop
Waterfront eatery
Marinas
Sandwich shop
Oar house
Small grocery store - Natures
Gift shops
Card shops
Candy shops
Medical/dental offices
Professional services: banks, insurance offices, attorneys, CPA
Small theater
Marine equipment store (i.e. West Marine)
Marine repair/boat yard
Sail loft
Boat canvas/upholstery business

Appendix F
Surveys

R E S U L T S



Bridgeton Zoning Survey



52 Responses from Approximately 180 Households

Generally Bridgeton should be a

- 24% Residential Neighborhood ☐ Commercial Area 12% Marina Area
64% Mixed Residential / Commercial / Marina Area ☐ I don't care
☐ Other _____

Sandy Barr / Vacant Land Area should be developed as

- 4% a big discount store 19% mostly housing with little or no commercial
70% a "Mixed Use" including moorages, restaurants, hotel, housing & commercial
7% Other City Park, Not Sure, R-10

I support the *Sandy Barr / Vacant Land Area* being zoned to allow "Mixed Use"

- 76% Yes 24% No

Any new development in the *Sandy Barr / Vacant Land Area* should require a

- 62% bike path along the dike 46% public access to the river 56% design review
12% other requirements Easy Traffic, No Big Stores, No Room For Bike Path
(OK to check more than one requirement, does not total 100%)

The *Moorages Area* is zoned General Commercial which is the only zoning that allows houseboat moorages and boat moorages.

- 50% I support that zoning 48% There should be a special Marina Zoning 2% Neither

The *Gantenbien West Area* is a mix of commercial and residential. It's zoning should be

- 45% A "Mixed Use" zoning 36% Low Density Residential 8% High Density Residential
☐ Commercial Only 11% Other Wetlands, Med density, R-5, R-2.5

The *Gantenbien East Area* is mainly single family residences. It's zoning should

46% Only Low Density Residential 18% Allow High Density Residential

☐ Allow Commercial 24% Allow "Mixed Use" zoning

12% Other Med Density, R-10, R-5, R-2.5

The Airport Noise Overlay could limit the residential zoning to R10 in much of Bridgeton.
(one unit per 10,000 sq ft of land or 1 house for every 2 average city lots)

44% I prefer low density R10 49% R10 is a bad idea, we should object 7% I don't care

The zoning for *Roth's Stable* should be

32% A "Mixed Use" zoning 44% Low Density Residential 12% High Density Residential

☐ Commercial zoning 12% Other Med Density, R-10, R-5, R-2.5, Leave as Stable

New residential development in Bridgeton should be

57% owner occupied housing ☐ rental housing 43% some of each

I live in a 25% House 58% Houseboat 17% Boat

I am a 77% Home owner 8% Renter 15% I own other property in Bridgeton

☐ Please contact me about this: Name _____ Phone _____

Other Comments:

Thank You For Participating in this Survey

Please Return this survey to:

your Area Captain or

drop into the mailbox of Harry Barmon, 55 NE Bridgeton Road #3

If you have any questions contact Walter Valenta 285-2644



Should Bridgeton be wider for more Cars?

..... RESULTS

44 households out of 175 responding 25% of Bridgeton

What is your vision of Bridgeton Road?

Do you see more and more cars driving faster and faster?

Is Bridgeton widened with curbs, gutters and sidewalks on both sides?

Or do you like the unique charm the road has now?

Do you like that people walk and bike right on the road?

With the development of the Columbia School and Roth's Stables, the City is trying to decide what kind of street improvements to require.



I like the over all feeling and character of Bridgeton Road as it exists now.

☐ Strongly Agree 46% ☐ Agree 35% ☐ Disagree 19% ☐ Don't Care ☐ Other _____

Some improvements of Bridgeton Road would be a good idea.

☐ Strongly Agree 20% ☐ Agree 54% ☐ Disagree 23% ☐ Don't Care ☐ Other 3%

Currently people walk and bicycle on the street. We don't really need sidewalks on Bridgeton.

☐ Strongly Agree 65% ☐ Agree 12% ☐ Disagree 20% ☐ Don't Care ☐ Other 3%

The width of Bridgeton Road should be

75% ☐ 18 feet wide (the width it is now)
25% ☐ 20 feet wide (the width proposed by the city)
☐ Other _____

The South side (the house side) should have these street improvements

10% ☐ Curbs and Gutters (check all that apply)
13% ☐ Sidewalks
9% ☐ A place to park cars
68% ☐ Be left like it is Other _____

The North side (the moorage side) should have these street improvements

9% ☐ Curbs and Gutters (check all that apply)
8% ☐ Sidewalks
26% ☐ A place to park cars
57% ☐ Be left like it is Other _____

(Over)

There should be a bike and walkway all the way down the dike to I-5.

☐ Strongly Agree 49% ☐ Agree 20% ☐ Disagree 31% ☐ Don't Care Other _____

There should be a way to get directly onto the I-5 walkway from the dike

☐ Strongly Agree 51% ☐ Agree 17% ☐ Disagree 22% ☐ Don't Care 10% Other _____

What is the best route to access the proposed light rail station near the Expo center?

52% ☐ Along the dike, under I-5, then to the Expo center
43% ☐ Along Marine Drive, over the I-5 overpass, then to the Expo center
☐ Another route _____
5% Don't Know

Moorage's should be able to pave their parking areas on top of the dike

☐ Strongly Agree 40% ☐ Agree 40% ☐ Disagree 8% ☐ Don't Care 12% Other _____

The City should insist the School build expensive sidewalks along the ball fields & school building.

☐ Strongly Agree 5% ☐ Agree 7% ☐ Disagree 83% ☐ Don't Care 5% Other _____

The city proposes the developer of Roth's Stables maintain pedestrian access along 3rd street, the Slough and 5th street.

☐ Strongly Agree 47% ☐ Agree 11% ☐ Disagree 18% ☐ Don't Care 18% Other 6%

There should be a path through the school yard over the Slough to the to the Minute Mart.

☐ Strongly Agree 7% ☐ Agree 22% ☐ Disagree 39% ☐ Don't Care 32% Other _____

Comments

Bridgeton should be one way	Clean up Junk
Roth Access onto Marine Drive	Better Signs
Slow Down Trucks	City should be required to accept
Speed Bumps/Control Speed	neighborhood recommendations

Return this survey to:

The Neighborhood Mailbox

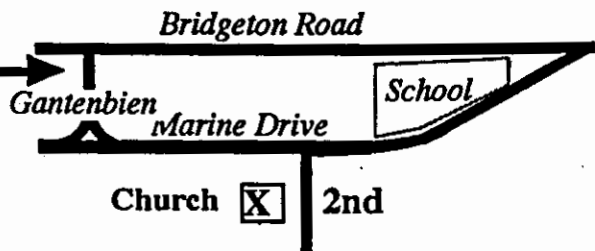
Your Area Captain

Or the Meeting April 19th at 7pm

at the Columbia Community Bible Church



Bridgeton
Neighborhood
Mailbox
#417 B



Appendix G Bibliography

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- Minutes of Bridgeton Neighborhood Association meetings July 13, August 23, and October 17, 1995.
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Visioning process, Bridgeton Neighborhood Association meeting April 16, 1996.

U.S. Army Corps of Engineers. *Draft Peninsula Drainage District No. 1 Detailed Project Report, Section 205*. Portland, Oregon, June 1996.

Land Use Case Files:

LUR 92-00209 CP ZC: Marine Dr. and Vancouver Way

LUR 95-00079 SU EN: Roth's Stables, Rowhouses

LUR 92-00209 CP ZC: Pace/Costco site (current Sandy Barr/Chiu Trust)

- Hobson & Associates for Antonoff Miller Properties, Inc., *Need Analysis for a Comprehensive Plan and Zone Change at the Intersection of Interstate-5 and Marine Dr., Portland, Oregon*, May, 1992.
- Kittleson & Associates, Inc. for Antonoff Miller Properties, Inc, *Marine Drive Retail Center Traffic Impact Analysis*, May, 1992.

LUR 95-00581 MP: Buoy One

LUR 95-00387 PU EN: Mariner's Gale Environmental Review

LUR 94-00309 PU SU EN: Mariner's Gale



Example of a Woonerf in the Netherlands.
From the Royal Dutch Touring Club, *Woonerf*