

BRENTWOOD- DARLINGTON NEIGHBORHOOD PLAN

BUREAU OF PLANNING
CITY OF PORTLAND
FEBRUARY 1992



ADOPTED BY CITY COUNCIL JANUARY 22, 1992
ORDINANCE 165071
EFFECTIVE MARCH 13, 1992



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Cover: SE 52nd near SE Flavel approx. 1932
Photo courtesy of Dick Hazeltine

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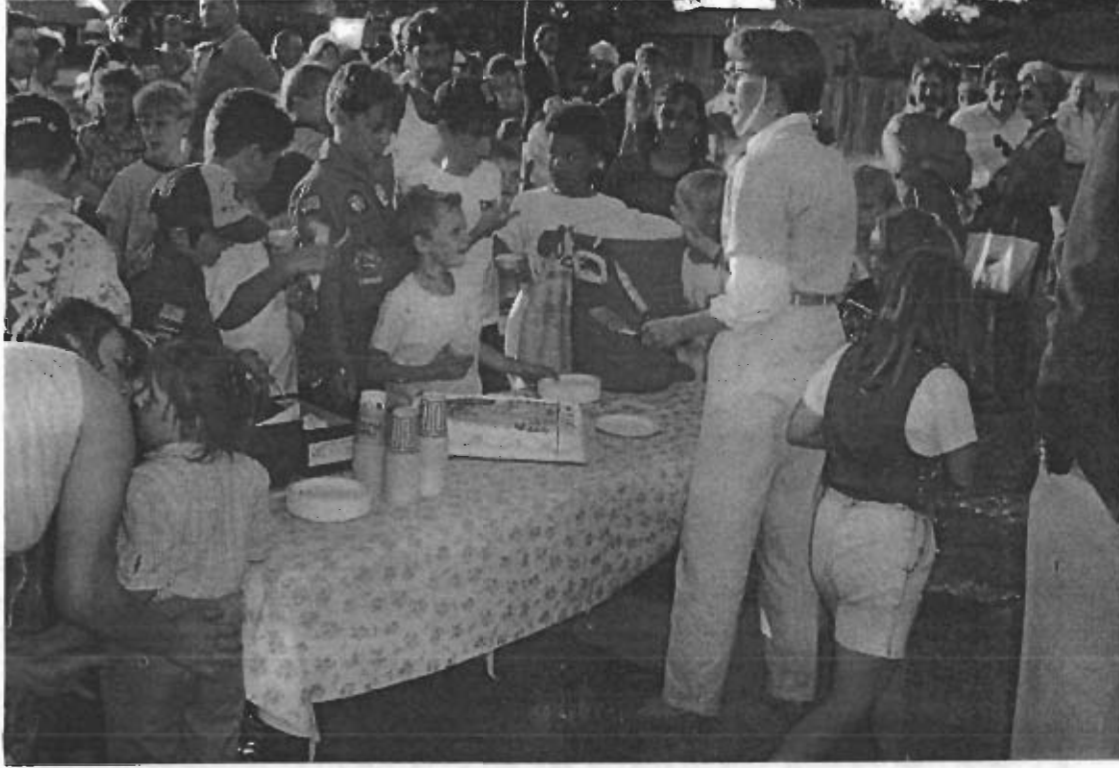
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I. Community Overview

Community Overview

The Brentwood-Darlington community is located in southeast Portland, from SE Duke Street on the north to SE Clatsop Street on the south, and from SE 45th Avenue on the west to SE 82nd Avenue on the east. Clackamas County borders the neighborhood on the south. Brentwood-Darlington contains approximately 1.8 square miles of land, approximately 1.3 percent of the total area of Portland.

The neighborhood was first established in 1882. It is predominantly single-family residential in character and is built up along streets in a grid pattern of long blocks. The neighborhood's identity comes from its schools, parks, and churches, and from natural features such as Johnson Creek, the stands of Douglas Firs and the bluff along Flavel Drive.

Brentwood-Darlington is located on a plateau above the Johnson Creek Flood Plain with a shelf which runs in a southeasterly direction from SE 45th and Rex Drive along Rex Drive to SE Clatsop on the Clackamas County line. The entire neighborhood slopes gently to the southeast where Johnson Creek crosses the neighborhood at SE 82nd Avenue. The city recently purchased the Springwater railroad right-of-way that is generally parallel and north of Johnson Creek in the southeast corner of the neighborhood. The rails have been removed and replaced with gravel. The Parks Bureau is currently planning for changes to

the corridor that will accommodate both pedestrians and bicyclists.

Brentwood-Darlington is a low and moderate income neighborhood with generally modest homes. The residential density of Brentwood-Darlington is similar to the density of housing to the north, east and west. The density south of the neighborhood is lower.

The neighborhood retains a semi-rural atmosphere because of its large and irregular lots, open space along Johnson Creek, low density development along dirt streets, and a lack of sewers. The focal points of the neighborhood are its schools and adjacent parks, its churches, and the commercial areas along SE 52nd Avenue, SE Flavel Street, and SE 72nd Avenue. Groundbreaking for Harney Park, south of SE Harney Street and between SE 67th and 70th Avenues, was held on September 23, 1991. The area along SE 82nd is developed with a variety of strip commercial and industrial developments and several older mobile home parks.

Population and Household Characteristics

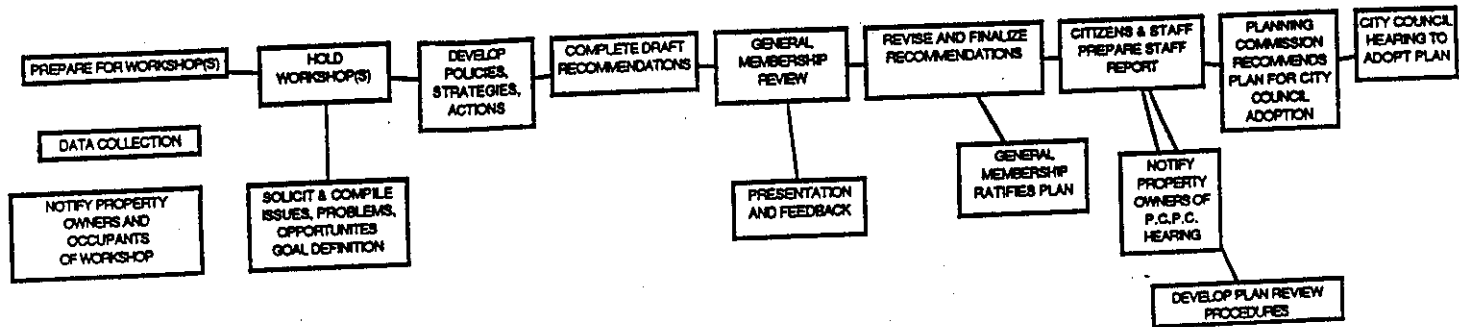
The 1980 census data is based on the boundaries of the community as established by the Errol Heights Community Plan. The current boundaries of the Brentwood-Darlington Neighborhood Association are not exactly coterminous with this earlier boundary, but they are similar enough so that the data can provide a general picture of the area. The 1990 land use survey and 1991 census information is based on the current boundaries of the neighborhood.

	1980	1990
Total Population	10,487	10,449
Age 0 to 17	2,792 (26.6%)	2839 (27%)
Age 18 and older	7,695 (73.4%)	7610 (73%)
No. of Households	4,211	4,279

Brentwood-Darlington contains approximately 2.4 percent of the total population of Portland. The neighborhood, similar to the rest of southeast Portland, has traditionally housed a higher proportion of elderly residents than the city as a whole.

Although complete data for recent years is not available in Brentwood-Darlington, the best available data indicates that the neighborhood has incomes and housing values below city averages and higher unemployment rates than the city as a whole.

**II. The Planning Process and
Capital Improvements
Spending Priorities**



The Planning Process

Under one name or another, Brentwood-Darlington has been an active neighborhood association since 1977. During its history, Brentwood-Darlington has participated in numerous neighborhood planning activities, such as the development of the Errol Heights Community Plan in 1979. The Errol Heights Community Plan was adopted by Multnomah County as part of its Comprehensive Framework Plan.

In 1979, when Portland began its major annexation program of mid-Multnomah County and as Multnomah County began to stop providing an urban level of services, the county and Portland adopted an Urban Area Planning Agreement. The agreement provided for the orderly transition of annexed properties between the two jurisdictions. This transition was to include the adoption of a reformatted version of the community plan into Portland's Comprehensive Plan.

Portions of Brentwood-Darlington had been annexed over the years on a piecemeal basis. The majority of the neighborhood was annexed to the city in 1986. A planning effort was initiated by the city in 1986 to begin the process of reformatting the community plan and of converting county zoning to city zoning. That planning effort was delayed due to changes in work program items and funding.

In 1989, four Portland neighborhoods were chosen to receive technical assistance in the development of neighborhood plans over the next two years. The four neighborhoods were Buckman, Brooklyn,

Brentwood-Darlington and Cully. The selection was based on neighborhood requests and eligibility for Neighborhood Self Help Grants and Housing and Community Development funding. Brentwood-Darlington was chosen, in part, because the previous plan effort had not been completed and annexation rezoning still needed to be completed.

The planning process for Brentwood-Darlington began in June 1990 and was intended to be an 18-month process. The Self Help Grant allowed the neighborhood to hire a coordinator to assist in the planning process.

A management team made up of representatives of Brentwood-Darlington neighborhood and Planning Bureau and Southeast Uplift staff was formed. As their first task, the management team hired the community outreach coordinator. Once hired, the coordinator became a member of this management team. The mission of this group was to collectively guide the neighborhood through the neighborhood planning process, from planning committee selection to city adoption of the plan.

In August 1990, the Community Outreach Coordinator began recruiting people to be members of the planning committee. The 18-person planning committee was made up of residents of the neighborhood, people who owned or managed local businesses, owners of rental property, employees in the neighborhood and students. Some of these people are longtime Brentwood-Darlington residents or business people, others have lived in the neighborhood only a short time. Several planning committee members are past or present board members of the Brentwood-Darlington Neighborhood Association, but many are new

recruits with no prior involvement in neighborhood association activities.

The planning committee began meeting in September 1990 and met once or more a month during the next several months. During that time members of the committee, members of the Marshall High School Honor Society, Portland State University students, Southeast Uplift staff and Planning Bureau staff completed a detailed land use survey of the neighborhood, noting types of uses, number of dwelling units, and building and street conditions.

On February 2, 6, and 13, 1991, community-wide workshops were held to solicit input on issues facing the neighborhood such as housing, traffic, sewers, and safety. The workshops were attended by approximately 90 people and out of the workshop came a set of statements for a vision of the neighborhood and lists of ideas relating to current issues.

The planning committee also assisted the Community Coordinator and Bureau of Planning staff in developing a questionnaire that was sent to all property owners and hand-delivered to many residents of the community asking for input on issues. Almost 400 questionnaires were returned and analyzed.

Using the output from the three workshops and the questionnaire, three subcommittees worked for two months developing draft policies, objectives and strategies around three issue areas: Growth and Development; Infrastructure; and Livability, Identity and Public Safety.

During the summer of 1991, small groups met with staff to refine the draft material and began to form the draft into a plan. The planning committee as a whole reconvened and further revised the plan.

The draft plan was mailed to approximately 30 bureaus and agencies for comments and these comments were also considered for inclusion in the plan. Representatives of several bureaus spoke during the public workshops and at planning committee meetings.

A discussion draft of the plan was printed and a public meeting was held on October 2, 1991, for public review of the plan. Suggestions were made during the meeting that were incorporated into the plan during a subsequent planning committee meeting. On October 9, 1991, at a meeting of the Brentwood-Darlington neighborhood association, the plan was adopted by the neighborhood with only minor suggestions for change.

One issue, that of the name of the neighborhood, was discussed during the planning process and at the neighborhood meeting. It was decided at that meeting to send out a ballot with the Planning Commission notice and to decide the name of the neighborhood at the neighborhood meeting of November 13. The debate about the neighborhood name continued into December, and a vote was scheduled for January 8 at a general meeting of the neighborhood association to decide on the name of the neighborhood.

The policies, objectives and strategies were refined during October, and the accompanying text was developed by staff and members of the planning committee. The planning committee reviewed and revised the text and a final draft of the plan was

completed for the Planning Commission hearing on November 26, 1991.

Notice of the Planning Commission hearing was sent to all property owners in the neighborhood and to a list of approximately 250 bureaus, agencies and interested persons. In all, over 4,000 notices were mailed to property owners, businesses, individuals and agencies.

The Planning Commission heard testimony on November 26, and closed the hearing. However, they asked staff to respond to the 12 requests for zoning changes and two requests for changes to the plan at a subsequent hearing on December 10, 1991. At that meeting, the Planning Commission adopted the plan policies and objectives with one change, and adopted a revised zoning proposal.

The City Council held a public hearing and adopted the plan on January 22, 1992. Notice of the Council hearing was mailed to all persons on the interested persons list, all persons who testified or submitted written comments, the Planning Committee and the Technical Advisory Committee.

Capital Improvements Spending Priorities

As part of the process of developing the plan, the Planning Committee developed a list of capital improvements that reflect the discussions at workshops, the written questionnaires, the Planning Committee's knowledge of the neighborhood and, most importantly, the policies, objectives and strategies of the plan.

The two most pressing and expensive requirements of the neighborhood are the construction of sewers

and streets. The issue of sewer costs is being dealt with through other processes, but the costs of street construction will be borne by individual property owners. These costs, coupled with the costs of sewers, represent a significant burden to home owners. When street improvements are made, the neighborhood wants streets to be constructed at the same time as needed traffic control devices, such as diverters, rather than retrofitted later.

Defraying these costs is the most pressing need of the neighborhood, but other high priority projects fulfill neighborhood livability needs that are important to residents. Most often mentioned are two: a community center that provides activities for the broad range of residents, and the completion of Harney Park. A senior center which was once in the neighborhood has been relocated out. The second phase of Harney Park (including the ball fields) can not be completed until adjacent roads are constructed.

Another vital need of the neighborhood is a continuous system of sidewalks. Currently, even the more improved streets in the neighborhood do not have a continuous sidewalk system, and most streets have no sidewalks at all. This lack of sidewalks is a severe safety hazard, especially to children, and it discourages residents from using transit as an alternative to driving. Existing public pedestrian paths have not been developed or maintained over the years, resulting in long detours for school children and other pedestrians.

In conjunction with the development of sidewalks, the need for street trees was raised, as well as placement of sturdy, street furniture that will truly serve the neighborhood.

III. History



Jewish Cemetery at SE 67th and Nehalem
established in 1905

History

Brentwood-Darlington Neighborhood, named for two subdivisions, is a jigsaw accumulation of subdivisions and developments. Formerly known as Errol Heights, the original area was located between 45th and 52nd Avenue, and north from the Clackamas County line to Bybee Street. By the 1980s the area stretched east to 82nd Avenue and north to Duke Street and was renamed Brentwood-Darlington.

Taking advantage of free land under the Donation Land Act of 1850 were early settlers Henry Miller and his wife, Mary Ann. Pioneers who settled in Oregon before December 1850 could receive 320 acres of land (twice that amount if married) to clear and build on, or to subdivide. The Millers recorded their donation land claim in 1878, but claimed the land much earlier. Records show they sold a portion of land to Dorance Dorman in 1859. Part of the Miller claim covered 45th to 62nd Avenue and from Flavel Street to Harney Street.

George Wills, another early settler, claimed land south of Henry Miller. He was a Baptist preacher, farmer, and builder. His son, Jacob Wills, had a pioneer sawmill along Johnson Creek. The donation land claim of T.E. Battin began north of Clatsop Street and went east to 72nd Avenue. According to early plat maps, the soil was considered second rate and gravelly with timber of fir and maple--much of it burnt and fallen.

The name Errol Heights was derived from Errol Station, a Portland Railway commuter station at

45th near Johnson Creek. Joseph A. Stowbridge Sr. bought 320 acres of the Henry Miller donation land claim and an additional 10 acres of the George Willis grant in 1888 for \$1,650. After his death in 1903, his son established Errol Station, naming it for the four-masted vessel "Errol" in which his father sailed to Oregon from England.

The earliest subdivision was DeLashmutt and Oatman's Little Homes No. 2, platted in 1882, west of what is now 82nd Avenue between Harney and Lambert Streets. Other subdivisions followed in 1889 and 1890, including Brighton Park Addition, Des Moines Half Acre Homes, and Pleasant Little Homes No. 2.

Water came from local wells. Around the turn of the century, a patchwork was created by developers who laid water pipes to each small subdivision they built. The Brentwood Addition, developed by Holt C. Wilson and wife Fannie B. Wilson, had an agreement with Woodmere Water Company to lay water pipes in 1909 to provide water to their subdivision.

As more people settled in the neighborhood, developers sold the rights to the water mains they had laid to a few private water companies. Woodmere, Stowbridge, and Flynn, are just a few of the names associated with early water companies in Brentwood-Darlington. Private water companies were financially shaky and eventually many went bankrupt as the area grew.

On April 5, 1904, articles of incorporation were filed for the Joseph A. Stowbridge Estate Company to develop Errol Heights subdivision. The subdivision was formally established in May, 1910, when Multnomah County commissioners approved the

plat. In an agreement between D.B. Fleck, proprietor of the Woodstock Water Works, and the Fred A. Jacobs Company in 1911, a six-inch water main was laid in Errol Heights. Customers were charged the same rate as charged to water consumers in Woodstock.

Foot paths were chopped out of the hazel brush and roads wound through the area in a somewhat haphazard fashion. Many roads were oriented toward Milwaukie rather than Portland. In 1894, County Road No. 602 was established. Later, it was known as Stowbridge Avenue and finally as 52nd Avenue. Many street and road names have subsequently changed. In 1925, Flavel Street was a dirt road named Railroad that only existed between 52nd and 72nd Avenues. Seventy-second Avenue was named Kindorf County Road. Multnomah County had no subdivision regulations regarding street standards, and the result was a network of streets and dedicated rights-of-way which served the sparse rural population.

The area was gradually logged off, cleared, plowed, and settled. By the 1930s, the land was thick with hazel brush, blackberries, and poison oak. Trails cut through open areas littered with rusty tin cans and other garbage. Old fruit orchards and parts of fences remained from earlier homesteads. On the hillside southwest of Flavel Drive was an old rail-fenced cattle trail leading to a spring below.

In the 1930s, houses were generally small and built by the owner with little contractor help. Many were little more than shacks. In 1937, one family purchased two and one-half acres of an old cherry orchard between Crystal Springs and Harney near 79th for \$850. There was a large garage on the property. Water had to be carried until the owner

dug water lines that could be connected with Kendall Water Company. With additions and remodeling added over the years, the garage became the family home. Many houses were built in such a way.

Gardens were common. Some residents kept chickens or a cow, or a few milk goats, but raising pigs ran the risk of neighbors complaining of the smell.

Residents in the 1930s could catch an electric streetcar on the Interurban line and go downtown to enjoy a balcony seat at the movies for 25 cents and eat Chinese noodles afterwards for another 25 cents. The Interurban continued running until the 1950s. The track has recently been removed and the corridor is being developed as a pedestrian and bicycle path, generally parallel to Johnson Creek. The area was also served by buses.

Gustafson Drug store on 52nd Avenue and Flavel Street provided residents with a post office, drug store, and a place to pay utility bills. A barber shop and a small grocery store were attached to the front of a home north of the drug store. Banking and other business were done in Sellwood or on 39th and Powell until the commercial area on Woodstock was developed. Other residents banked at 82nd and Foster Road. The Ebeling Clinic was located on 52nd and Flavel Drive. Many babies were born there to area residents in the 1930s.

The neighborhood has had many "mom and pop" grocery stores over the years. People remember a store on 60th and Flavel Drive, Wilkins' Market on 72nd and Nehalem, several stores on Flavel, a store on 70th and Cooper, and the Mission Grocery on 52nd Avenue and Ogden. Many businesses have

come and gone, changing owners, services, or locations over the years.

Each year grass and hazel brush fires plagued residents because water was not always available. Sometimes fires would spread and burn a house. One family recalled using wet gunny sacks to save their home from a grass fire one summer. There was also a sawmill on 82nd Avenue and Crystal Springs that burnt sawdust and often the fire would get away and cause problems.

The Errol Heights fire department, organized in 1947, began operation in 1948 as Fire District No. 12. It protected four square miles of property that had an assessed value in 1954 of \$5,164,695. The station was at 52nd and Ogden, and is now used as a residential dwelling.

World War II brought an influx of people into the Portland area and led to rapid development of the Errol Heights community. Many houses were inadequately constructed and subdivisions often lacked adequate street improvements as in the 1930s. Many of the cheaply built barracks used as housing for workers at Bonneville Dam were purchased and moved to Errol Heights.

Houses were built by their owners as time and money permitted. With each paycheck, one resident remembered being able to buy some more boards or three pieces of shiplap. If the owner lacked skill for brick laying, he might repair a car for a neighbor who was a brick mason. In return, the neighbor would build a fireplace to pay for the car repair. With this informal barter system, houses got built--slowly. In 1952, one resident sketched out a house floor plan on a piece of two-by-four. It was the blueprint for his son's home.

It was common practice for residents to operate small businesses out of their homes. In 1947, a family on 72nd Avenue operated a rug factory out of a 24-foot by 44-foot building attached to their home. They used looms to reweave rugs from old carpet scraps. A family candy business operated out of a house on Ogden. The candy was made in the basement and sold from the garage. There was a riding academy on a five-acre farm southeast of 72nd Avenue and Flavel Street in the early 1940s. A worm farm business prospered on SE Flavel.

Other residents were mason contractors or window washers and contracted jobs from their homes. A Japanese family had a truck farm near the south end of 52nd. People also remember a large pear orchard covering several acres in the area.

People recall big stalks of bananas and bubble gum appearing in stores after World War II. The Red and White, a wood frame store on the corner of 72nd and Duke with a porch that faced 72nd Avenue, had bubble gum. The news spread fast among the children.

Harney Park, currently being developed, was once covered by a huge building housing the Truss-Fab Company that manufactured prefabricated housing. On a Saturday in December 1950, it burnt to the ground in a spectacular fire so hot that burning chunks fell on 72nd Avenue. People used garden hoses to soak their homes to prevent them from catching fire.

Teenagers in the 1950s hung out at Putman's, an ice cream store with a pinball machine on 52nd Avenue and Bybee. North of Putman's was a barber shop with a light switch outside. Customers turned

Union practice for residents to register
 houses out of their homes. In 1947, a
 17th Avenue operated a tin factory and a
 44-foot building attached to their
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Apostolic Faith Camp Meeting Park
 established in 1920

Apostolic Faith Camp
 with Holiday decorations

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 the blueprint for his son's home.

on the light and the barber came over from the tavern across the street.

There have been at least three dairies in the area: Zwald Dairy north of Lane School where Brentwood Park and the Portland Public School's Green Thumb Horticultural Center are located now; White City Dairy, south of Flavel where Whitman School now stands; and the Golden Rule Dairy (the current site of the mobile home park across from Whitman).

The Apostolic Faith Camp Meeting Park has existed since 1920 at SE 52nd and Duke. It is an artistically designed park on 11 acres with beautiful flowers and tall evergreen trees. Even from the street, the orchestra and singing could be heard, making memorable music throughout the years.

The Jewish cemetery on SE 67th and Nehalem is actually two cemeteries representing two different Jewish congregations. The largest cemetery belongs to the Congregation Shaarie Torah and was established in 1905. The smaller cemetery belongs to Temple Beth Israel.

The neighborhood has three public schools. Joseph Lane School on 60th Avenue was named for Oregon's first territorial governor and U.S. senator. It was built in 1922 and was known from 1922 to 1926 as Errol Heights School.

Woodmere, named for a subdivision, traces its history back to 1912. It was previously known as Weston School (1912-13). Citizens petitioned the School Board to change Weston to Woodmere in 1913, citing: "Woodmere is well known, both by Woodmere cars and the station 'Woodmere;' secondly because of the confusion arising with the

name 'Creston'." The original two-story wood frame structure's front doors faced 80th Avenue. The teachers parked under large horse chestnut trees along 80th. The gym was in the basement and cordwood was stacked in rows to feed the furnace. The first floor contained classrooms and the principal's office. Woodmere was declared a fire hazard in the 1950s and work began on the present school. The old school was torn down after the new school was built. During the transition, some children transferred to Whitman until the "new" Woodmere was finished. The present Woodmere School opened in 1958. Whitman School, on Flavel Street, was named for Marcus Whitman, pioneer Methodist missionary, and opened on September 6, 1955.

Many people remember "school" stores that some called "dog" stores. They were small grocery stores located near schools where children bought candy and snacks. Weiners, sliced thin as paper and placed between two slices of bread were sold for 5 cents. There were many school stores. Among these were stores on 80th, across from Woodmere, at 60th and Ogden near Lane, and at 72nd and Crystal Springs.

Mt. Scott Park was the place to go swimming. Second choice was Sellwood Park or Johnson Creek below the falls. People remember, as children, walking to Mt. Scott Park to go swimming ever since the 1920s.

Parker Field, home to the Mt. Hood Little League, on 72nd Avenue and Harney Street, was a volunteer project built with donated materials and citizen labor. The land was donated by Charles Parker whose family was in the heavy construction business. Originally, there was one ball field.

Advertising posters covered the fence surrounding the outfield. Mrs. Parker threw out the first ball to open the first Little League game there in 1957.

The area's close proximity to Portland and to the southeast industrial areas encouraged growth, as did the area's location on street car and bus lines. But growth created strains on systems which did not keep up with needs for service. Dirt roads deteriorated into hazardous ruts, muddy in winter, dusty in summer. Water pressure became inadequate, as much of the area depended on water mains less than two inches in diameter. Services were upgraded in neighboring areas within the Portland city limits, but Errol Heights suffered from the inability or unwillingness of the county and special service districts to upgrade needed services.

During the 1960s and early '70s, the Multnomah County Community Action Agency (MCCAA) and South East Area Council (SEAAC), which was a satellite office of MCCAA, served the neighborhood, providing a variety of social services. These services included a senior center at SE 52nd Avenue and SE Flavel, as well as classes and neighborhood clean-ups. The senior center is now located at 4937 SE Woodstock. It continues to meet many seniors' needs for nutrition, social interaction, health check-ups and tax preparation.

In 1971, the MCCAA and the SEAAC assisted in the development of the Errol Heights Improvement Association (EHIA). One of the first projects EHIA addressed was low water pressure. The EHIA requested the county to enact a building moratorium in the area until the water supply could be improved. The moratorium remained in effect until the area was annexed to the city.

In 1974, The Southeast Action Center began a program to winterize and repair homes of persons over 55, those with low incomes and disabled persons. The program was intended to keep people in the Errol Heights, Lents and Arleta neighborhoods in their homes who might otherwise be forced to move. The program was funded primarily by a grant from the regional Office of Economic Opportunity, but funds, labor and materials were donated by other groups, such as unpaid senior citizens running "Granny's Nook", a store selling handicrafts.

The program was a community effort that brought social service agencies and volunteers together to benefit the residents of the neighborhood. Other programs assisted the neighborhood in the 1970s such as affordable health insurance for low-income families and neighborhood clean-ups using National Guard personnel.

The Errol Heights Improvement Association was also active in 1977, requesting Portland to pursue annexation to the city. Annexation to the city was always a big issue in the neighborhood. Many board members of EHIA were initially opposed to annexation, but became advocates after studying and learning about the issues.

The city initiated a study in conjunction with development of the Errol Heights Community Plan which was being prepared by Multnomah County as part of its comprehensive planning effort. Earlier efforts to annex Errol Heights (as it was then known) occurred in 1961 and 1971, but were not approved due to opposition by citizens, civic leaders, and special district employees. The 1977 annexation effort also failed.

In the 1980s, Portland renewed its annexation efforts based on increasing ground water pollution from cesspools and lack of adequate water service. Not until 1986 did Portland annex the remainder of the neighborhood. Only a few properties adjacent to the Clackamas County line remain under Multnomah County jurisdiction.

The Errol Heights Community Planning Group was established as part of the county's comprehensive planning efforts and became active in 1977. They continued to meet through September 1978 to assist the county in the development of the Errol Heights Community Plan.

The Brentwood-Darlington Neighborhood Association organized and was recognized by the Portland Office of Neighborhood Associations in 1986. The name change from Errol Heights to Brentwood-Darlington occurred in February, 1986, at a neighborhood meeting after polling residents on their preference for a neighborhood name. Brentwood and Darlington are the two largest subdivisions in the community, and the neighborhood association felt that the names better represented the area than did Errol Heights, a small subdivision which occupies only the area between SE 45th and SE 52nd Avenues.

Now part of Portland, Brentwood-Darlington residents have long struggled with the results of unregulated development. With a solid core of concerned and dedicated residents and this plan, the community can utilize available resources and community pride to improve itself.

The neighborhood association has been active in the closure of over 65 drug houses, removal of over 700 disabled autos, the demolition of over 12

dangerous buildings, the establishment of over 42 Neighborhood Watches, and the improvements to Brentwood Park. The neighborhood association has been active in pursuing the development of Harney Park and many residents are assisting in its development. In 1990, the city named Brentwood-Darlington "Neighborhood of the Year" for their many efforts in improving the neighborhood.

The history section is a combination of the efforts of Bonnie Randolph, Arlene Palshikar, and Flo Anderson and all the residents who assisted by providing the information. Additional historic information is contained in the appendix of the plan in the form of an oral history.

IV. A Vision for Brentwood-Darlington



Two past Presidents of the Brentwood Darlington Neighborhood discussing their vision for Harney Park at the groundbreaking September 1991

A Vision for Brentwood-Darlington

The following paragraphs describe the community's vision for what their neighborhood will be like in the future. The images express ideas that were raised at the public workshops held in conjunction with the process for developing this plan. Some of the elements of the vision are present today, but others are waiting to happen.

Brentwood-Darlington has become a real "community," made up an ethnically diverse yet compatible citizenry, but also sharing in the culture and life of Portland. The neighborhood draws from the knowledge and assistance of the larger community in solving its problems and in improving schools, family life, social services and social activities.

The overall appearance of the neighborhood has improved. Yards and vacant lots have been cleaned up, buildings have been painted, abandoned vehicles have been removed, zoning and housing codes are enforced, recycling is occurring, and landlords are managing their properties responsibly.

The rural residential feeling of the neighborhood has been maintained, in part because the large trees in the neighborhood have been preserved. Johnson Creek has been cleaned up and new pedestrian access to it has been created while its banks have been protected from erosion. The Springwater corridor along the creek has been improved for walking and bicycling and enhanced with native plantings.

There has been an increase in neighborhood gardening through creation of a garden club, community gardens and a mulching project. The parks have been improved with better lighting to increase safety, and both phases of Harney Park have been completed. The two small Jewish cemeteries are well maintained and provide open space.

Pride in the community is evident and a neighborhood identity is evolving along with a more neighborly atmosphere. There are lots of neighborhood activities focusing on improving safety and increasing social interaction. These include more Neighbor Watch programs and the annual neighborhood fair. Communications among residents, the neighborhood association and the city and county have increased, resulting in a more participatory decision-making process and cooperative efforts. An information center has been established to announce job openings, meeting notices and information on child care, health screenings and new businesses. Neighborhood mediation is used to resolve problems between neighbors. The neighborhood association is stronger and a broader spectrum of neighborhood residents and businesspeople are becoming involved in various projects.

Community policing and the active participation of the neighborhood has led to the elimination of drug houses and a dramatic decrease in crime. The neighborhood receives prompt response from the Police and Fire Bureaus when necessary.

The elementary and middle schools are the pride of the neighborhood with low drop-out rates, good communication and increased parent involvement

with the schools, and the development of a magnet school. A cooperative pre-school has been established and an indoor play park has been developed.

There are multiple activities for youth, including a ball park and organized activities. A community center has been developed with meeting and class rooms, athletic facilities and a library. Senior citizens and youngsters are particularly happy with the wide variety of classes and activities.

New single-family housing is going up all over the neighborhood. Owner-occupancy has increased and home improvements are occurring. Seniors in the neighborhood are benefitting from home and yard maintenance and transportation programs that allow them to remain in their homes. Low-income housing for seniors has been developed adjacent to a bus line to provide an alternative to seniors who cannot remain in their own homes. Affordable rental housing is available in both detached and multifamily structures.

New businesses serving the neighborhood, such as professional offices, have located in the existing commercial nodes and in the revitalized 52nd Avenue area. Small business owners have received assistance and advice on improving their operations. A small pedestrian shopping area has been developed with an open courtyard that has become a neighborhood gathering place. Site review and voluntary design guidelines ensure that new development fits into the neighborhood and creates a more unified appearance in commercial areas.

Public services, including streets and sewers, have been installed in an efficient and affordable

manner. Streets with low traffic levels have only been partially improved to further retain the rural feeling of the neighborhood. As street improvements have been constructed, street trees have been installed to further enhance the neighborhood's natural setting.

Traffic on local streets is minimized and trucks are only on appropriate streets. Public transportation has improved with more frequent buses and better bus stops. Pedestrian and bicycle access has been improved to the 40-Mile Loop, Johnson Creek and to schools and parks.

Brentwood-Darlington is a neighborhood of predominantly single-family homes, where working-class families can raise their families in a safe, attractive environment. It's also a neighborhood where people of diverse backgrounds and interests can feel comfortable and accepted.

V. Policies, Objectives and Strategies



HELP SHAPE THE FUTURE OF THE NEIGHBORHOOD

Speak now or forever hold your peace! We're looking for neighborhood residents, property owners, business owners and employees, parents, school children, parishioners at neighborhood churches and others interested in contributing to Brentwood-Darlington's future. Hear presentations by City of Portland staff and other "experts." Together we can come up with solutions to the issues that affect us all.

• WORKSHOP 1 •

SAT. FEB. 2, 1991

9:00 AM - 1:00 PM

Lane School, 7200 SE 60th

TOPIC: General City Services

Sewers, street improvements, lighting, water, public transit

• WORKSHOP 2 •

WED. FEB. 6, 1991

Doors open at 6:45 PM, workshops from 7:00 - 9:30 PM

Errol Heights Baptist Church, 7950 SE 62nd

TOPICS: Feeling at Home in the Neighborhood

Housing, crime prevention, drug houses, neighborhood watch, dangerous buildings, abandoned houses, racism

• WORKSHOP 3 •

WED. FEB. 13, 1991

Doors open at 6:45 PM, workshops from 7:00 - 9:30 PM

Errol Heights Baptist Church, 7950 SE 62nd

TOPICS: Growth in the Neighborhood

Traffic, business development, parks, environment, zoning, neighborhood change

REFRESHMENTS AND CHILDCARE PROVIDED AT ALL WORKSHOPS

Neighborhood Newsletter

Neighborhood Identity

The Brentwood-Darlington neighborhood is beginning to develop the sense of identity and community that other neighborhoods in the city enjoy. Residents value the neighborhood as a quiet, semi-rural area of reasonably-priced homes and good neighbors. People like its convenient location with public transit to nearby shopping. Residents and property owners would like to build on the positive aspects of the neighborhood and market it as a good place to live, work and do business. The Neighborhood Identity policy includes many strategies that the neighborhood can undertake to promote the positive aspects of the neighborhood.

Currently, there is a lack of diversity of social and cultural events within the neighborhood. Many residents are unaware of or unable to attend events outside the neighborhood. This policy includes strategies to ensure that information about existing activities is publicized.

Many residents have lived in the neighborhood for more than 25 years (27 percent of the 274 respondents of the neighborhood survey). These residents represent a rich resource which can provide a sense of continuity and stability in the neighborhood. An oral history from a long-time resident and transcribed by another resident is included in the appendix to the plan.

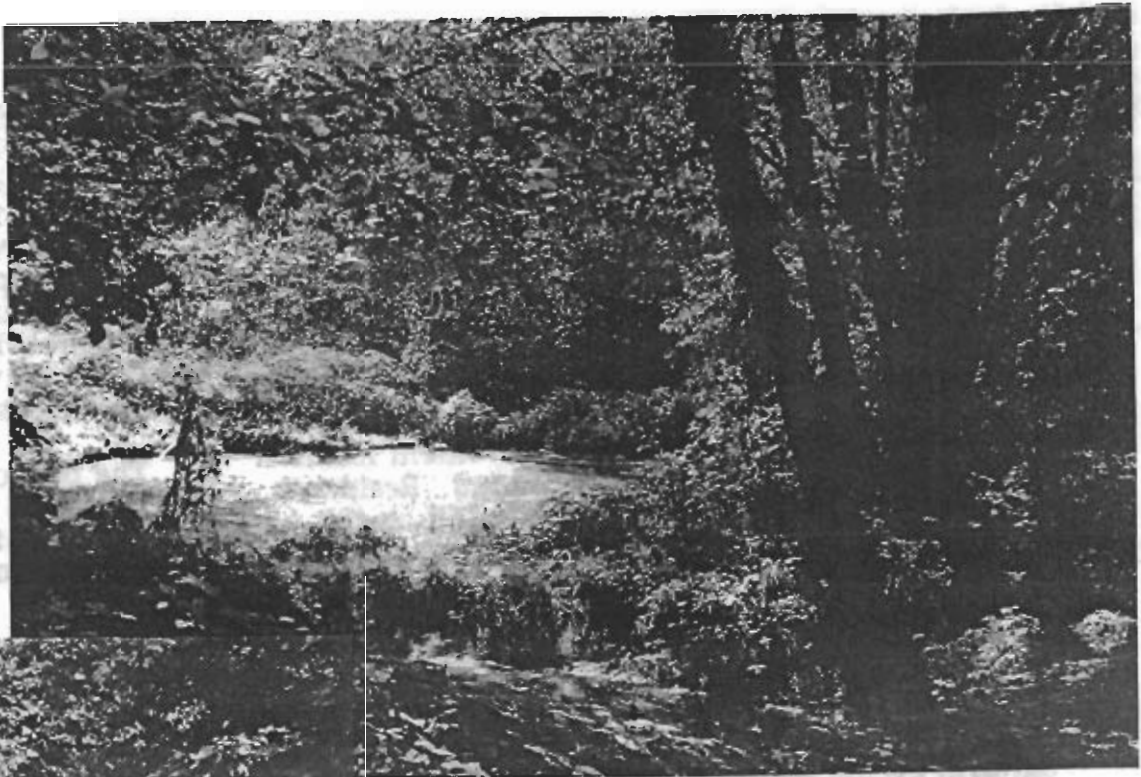
The neighborhood has a significant natural resource in Johnson Creek. Although the creek only crosses the far southeast corner of the

neighborhood, it is also accessible southwest of the neighborhood in Tideman-Johnson Park at SE 39th Avenue. As plans and programs to develop the adjacent railroad right-of-way as a pedestrian and bicycle trail occurs and the water quality of the creek improves, Johnson Creek will be increasingly important as a recreational resource for the neighborhood. In addition, there is a wetland in the southwest corner of the neighborhood that includes several ponds and a stream.

The purpose of the Neighborhood Identity policy is to ensure that residents and the rest of the city are aware of the positive aspects of Brentwood-Darlington and to continue the efforts to improve its image.

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Two views of the Environmental wetland
 between SE 45th and 52nd north of SE Harney

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POLICY 1: NEIGHBORHOOD IDENTITY

STRENGTHEN THE IDENTITY OF BRENTWOOD-DARLINGTON AND ENHANCE ITS DESIRABILITY AS A PLACE TO LIVE AND WORK.

Objective 1: Increase the number and variety of social and cultural events and activities in the neighborhood and publicize them.

Strategies:

1. Support neighborhood events, such as neighborhood picnics, fairs and music festivals, sponsored by churches, civic organizations, and schools and by neighborhood, senior and youth groups.
2. Continue to use the BDNA newsletter to inform neighbors about events and activities. Have board members coordinate with other neighborhood volunteers to distribute the newsletter or find some more effective way to reach more residents of the neighborhood.
3. Increase participation in neighborhood association activities through methods such as telephone trees and recruiting new residents.

4. Hold cultural events, for example, Shakespeare in the Park, in Brentwood-Darlington.
5. Emphasize more activities that involve senior citizens of the neighborhood.

Objective 2: Support programs and policies which will promote, retain and manage Brentwood-Darlington's historic and natural resources.

Strategies:

1. Develop an oral history of recollections of early and long-time residents.
2. Locate and identify historic photos of the neighborhood.
3. Promote the use of the names, Brentwood and Darlington, to reinforce community identity.
4. Preserve and restore identified wetland areas and Johnson Creek. Inventory and place environmental zoning on the wetland at SE 49th Avenue and Umatilla Street.
5. Disburse neighborhood history to residents through the newsletter, fairs, schools, etc.

Objective 3: Market Brentwood-Darlington as a business location and as a place to live and work.

Strategies:

1. Develop a resource directory for the neighborhood listing businesses, child care facilities, social services, etc.
2. Encourage realtors to actively market the neighborhood as a good location for families with children.
3. Include an insert in the neighborhood plan and provide updates as needed. The insert would include "how-to" information on specific strategies of the plan, numbers to call for information on neighborhood issues, and contacts for and meeting dates of the neighborhood association.
4. Organize a small committee to welcome new residents.

Livability and Safety

The residents and business operators in Brentwood-Darlington want to focus on making the neighborhood a place where diversity is respected. Like most neighborhoods, Brentwood-Darlington has had incidents of harassment and racism, but the neighborhood hopes to increase tolerance through multi-cultural interaction and by teaching diversity in schools, churches, and through the neighborhood association and youth groups.

The results of the neighborhood survey and public workshops conducted early in 1991 were very similar. Many of the same ideas were expressed on the issues. When neighbors were asked what would make Brentwood-Darlington more livable, the top ten responses (respondents could choose as many answers as they wanted) from the survey were:

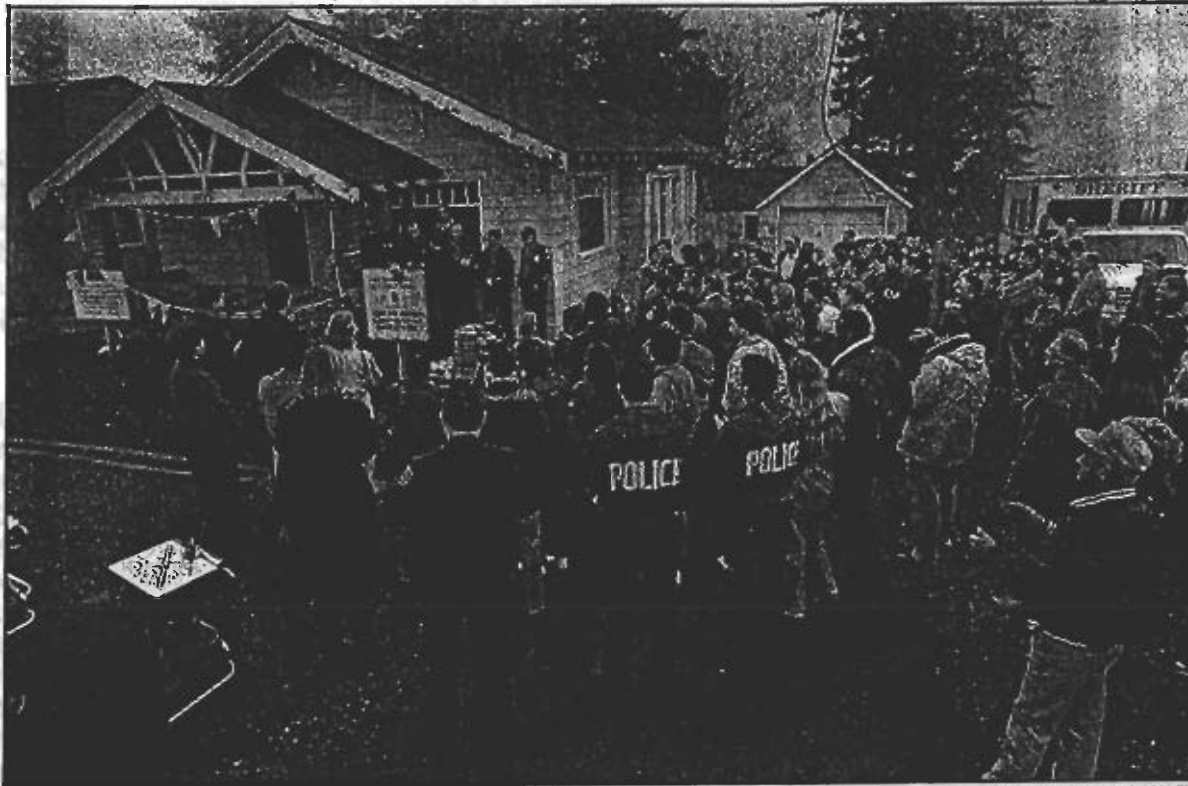
1. Improved building maintenance (186 responses)
2. Paved streets (168 responses)
3. Recycling collection centers (148 responses)
4. Animal control (146 responses)
5. Sidewalks/marked crossings (123 responses)
6. Sewers (101 responses)
7. Youth/children's programs (100 responses)
8. Better street lighting (91 responses)
9. Parks/gathering places (86 responses)
10. Senior center (76 responses)

The appearance of Brentwood-Darlington has improved in recent years, in part because of annual

neighborhood clean-ups. However, a variety of nuisances continue to plague the neighborhood including abandoned vehicles, animals running loose, businesses operating out of homes illegally, and unkempt yards. Fifty-seven percent of survey respondents cited "poor upkeep of some yards and homes" as a problem.

Brentwood-Darlington was named "Neighborhood of the Year" by City Council in 1990, in part because of the efforts of the neighborhood association in assisting police in closing over 65 drug houses in three years. But more remains to be done. At the public workshops, neighbors raised many issues relating to crime prevention and safety, most often mentioning gang and drug house problems, the need to work more closely with police, and making sure the schools are safe. A neighborhood survey showed that 72 percent of respondents felt safe in Brentwood-Darlington during the day, but only 39 percent felt safe at night. Sixty-two percent of respondents (of the 1991 questionnaire) or their family members had been the victim of a personal or property crime in the past two years.

The Livability and Safety policy addresses maintaining and supporting diversity, improving the physical aspects of the neighborhood, reducing crime, improving the neighborhood for pedestrians, and establishing and supporting needed social services.



The Oregonian/DOUG BEGHTEL

Neighbors, law officers and officials attend the dedication of the new Brentwood-Darlington Safety Action Team office at 5416 S.E. Flavel Drive.

Office aims to improve quality of life, cut crime

Brentwood-Darlington Safety Action Team opens new digs on Southeast Flavel Drive

By NELSON PICKETT
of The Oregonian staff

Law-enforcement officers introduced the new Brentwood-Darlington Safety Action Team office at 5416 S.E. Flavel Drive to the community Wednesday and praised the cooperative effort that made it a reality.

Members of the Portland Police Bureau and Multnomah County Sheriff's Office are expected to be working out of the residence late this month when remodeling is completed.

Remodeling and landscaping are

being done by staff and inmates of the Multnomah County Inverness Jail.

Capt. Bob Brooks, commander of the Police Bureau's East Precinct, said the office will be open days initially, and later 16 hours a day.

"There are many partners in this office," Brooks told a group of about 50 people during morning ceremonies. "This will be problem-solving through partnerships."

Brooks said the office eventually will have parole and probation officers and a deputy district attorney.

The residence was donated by

Multnomah County, and members of the community donated materials.

"It was a totally cooperative effort," Brooks said.

Goals of the project include improving the quality of life of the neighborhood, reducing the fear of crime in the area and decreasing the actual level of crime.

Office staff also will help neighbors by introducing them to available health, education and helping services they may need.

Lt. Rod Englert, in charge of the sheriff's community policing division, said officers and deputies will work with neighbors and members of the business community.

"It's a whole partnership," he

said. "There will be law officers in blue and green uniforms working together to help solve problems. The neighborhood becomes part of this office, and the quality of life improves."

The Brentwood-Darlington Neighborhood Association is bounded by Southeast Duke Street, 62nd Avenue, 46th Avenue and the county line.

The Safety Action Team concept began at the Columbia Villa public housing development in North Portland in 1989. The manager of the housing, the Housing Authority of Portland, teamed up with Multnomah County and a variety of on-site social service and state agency offices to help address gang and drug problems at the development.

Safety Action Team locating the neighborhood
reprinted courtesy of the Oregonian, January 1992

POLICY 2: LIVABILITY AND SAFETY

FOSTER A DIVERSE, STABLE AND SAFE COMMUNITY.

Objective 1: Make the neighborhood a place where people of all races, ethnic groups and religions can live without fear of prejudice.

Strategies:

1. Encourage multi-cultural interaction in the neighborhood through special events and social activities.
2. Encourage the schools, social service agencies, the neighborhood association, youth groups and churches to support and teach the acceptance of diversity.

Objective 2: Improve the physical environment of the neighborhood.

Strategies:

1. Encourage neighbors to work together to solve problems first, and use alternatives only when solutions do not occur or when criminal activity is involved.
2. Educate the public on city ordinances regarding trailers, RVs, and abandoned autos.

3. Increase recycling in the neighborhood through efforts such as publicizing the location of drop-off centers and taking advantage of city and Metro-sponsored programs.

4. Use the BDNA Open Forum to monitor and discuss solutions to nuisance, building, zoning and housing violations.

5. Notify appropriate agencies of pest control problems such as possums, rats and other vermin.

6. Continue to sponsor neighborhood clean-ups.

7. Encourage responsible pet ownership through the BDNA newsletter and other means and report violations to Animal Control. For example, publicize existing programs for sterilizing pets and providing health screenings and contact local veterinarians to provide free or low-cost services.

8. Develop and distribute a brochure on city regulations and how to report problems that cannot be resolved through the Open Forum.

Objective 3: Reduce crime in the neighborhood by expanding and participating in crime prevention programs and neighborhood association efforts.

Strategies:

1. Increase the number of participants in the Neighbor Watch and Block Home programs.
2. Establish a link between the schools and the Block Home and Neighbor Watch programs.
3. Encourage participation in the BDNA Open Forum to work on specific issues such as gangs, vandalism, and drug houses.
4. Increase police surveillance, especially near schools and parks.
5. Add street lights as needed to improve night time safety.
6. Use "crime prevention through environmental design" to reduce potentially dangerous areas.
7. Support community policing and establish a safety-action team in the neighborhood.
8. Make use of the Youth Gang Task Force and the Interbureau (Drug House) Task Force to solve problems as they arise.

Objective 4: Improve the neighborhood's pedestrian environment and create a pedestrian system.

Strategies:

1. Complete construction of sidewalks on Flavel, Duke and all major north-south streets including SE 52nd, 60th, 72nd, and 82nd Avenues.
2. Plant street trees as sidewalk and street improvements are made.
3. Add sturdy, appropriate street furniture, such as benches and trash receptacles, which enhance the neighborhood for pedestrians.
4. Reclaim existing public pedestrian ways, especially routes frequented by school children, for safe access.

Objective 5: Establish and promote medical facilities and social services which serve the local community in a cost-efficient manner.

Strategies:

1. Support and expand the Great Start program (Parent-Child Center) through efforts such as encouraging volunteerism and writing letters of support.
2. Encourage provision of county and state medical and social services within the neighborhood, including drug and alcohol treatment, day care and senior care.

3. Encourage private medical and dental facilities to locate in the neighborhood.
4. Use the schools for health screening for children.
5. Provide information to parents and hold small classes on parenting and child psychology and provide "hot lines" for crisis intervention.

Objective 6: Ensure that quality levels of fire protection and emergency medical services are maintained and make fire prevention and life safety a neighborhood priority.





Lane Middle School

Portland Impact Center opened in the neighborhood 1991

Education, Recreation and Culture

Brentwood-Darlington contains two elementary schools, one middle school and the Green Thumb Horticulture Center (a high-school program that teaches hands-on plant science). It has two developed parks, Brentwood and Flavel. Two additional park properties are Harney Park, whose groundbreaking was held in September of 1991 and undeveloped Errol Heights, part of which contains wetland resources.

In the three public workshops held in February of 1991, residents and property owners identified several ways in which the community could be improved. Most often mentioned was a community center for the entire neighborhood, but especially serving youth and elderly residents. Also mentioned with high frequency were a swimming pool; year-round, night and weekend use of the schools; neighborhood cultural events; park improvements and maintenance; and improved schools with increased involvement between the schools and the neighborhood.

In the survey mailed to residents and property owners, 30 percent responded that the neighborhood would be more livable if youth and children programs were available. Twenty-five percent mentioned parks and gathering places, 22 percent suggested a senior center, and 19 percent mentioned adult classes and a community school.

The quality of the schools is very important to Brentwood-Darlington residents, whether or not they have school-age children. The strategies of the

Education, Recreation and Culture Policy stress a commitment to academic excellence with the active participation of teachers, students and parents. The strategies suggest ways to increase involvement of the school administration and teachers in neighborhood activities, and also involve parents and the neighborhood in school activities and groups.

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Harney Park groundbreaking with
Commissioner Lindberg
September 1991



Portland Rose Festival Representative
presenting check to help improve Harney Park
September 1991

POLICY 3: EDUCATION, RECREATION AND CULTURE

PROMOTE EDUCATIONAL, RECREATIONAL AND CULTURAL OPPORTUNITIES AND MAKE BRENTWOOD-DARLINGTON CITIZENS AWARE OF THEM.

Objective 1: Develop parks on publicly-owned land and support development of other recreational and cultural opportunities.

Strategies:

1. Complete both phases of development for Harney Park.
2. Support improvements for Brentwood Park and continued maintenance of all parks.
3. Develop community gardens on public and/or private lands.
4. Improve access to and use of Johnson Creek for recreational activities.
5. Support development of the Springwater Line as part of the 40-Mile Loop.
6. Support development of a skateboard park in Brentwood Park or on private property.

7. Encourage summer programs, such as the Police Athletic League, in one of the neighborhood parks.
8. Publicize programs and activities that occur in the neighborhood and in nearby neighborhoods.
9. Promote and encourage participation in cultural activities outside the neighborhood.

Objective 2: Promote development of a multi-purpose community center.

Strategies:

1. Establish a committee to develop a strategic plan for obtaining and operating a community center which could include a swimming pool, athletic activities, classes, workshops, arts programs, and meeting areas. Investigate the possibility of a joint public/private venture with corporations whose employees could benefit from the facility.
2. Identify sites, such as schools or vacant commercial buildings, where a community center could be established.
3. Investigate an interim facility where some activities, such as library services, could be established now.

Objective 3: Provide an atmosphere of academic excellence, open lines of communication and a safe environment in neighborhood schools and encourage parent involvement and home environments that support learning.

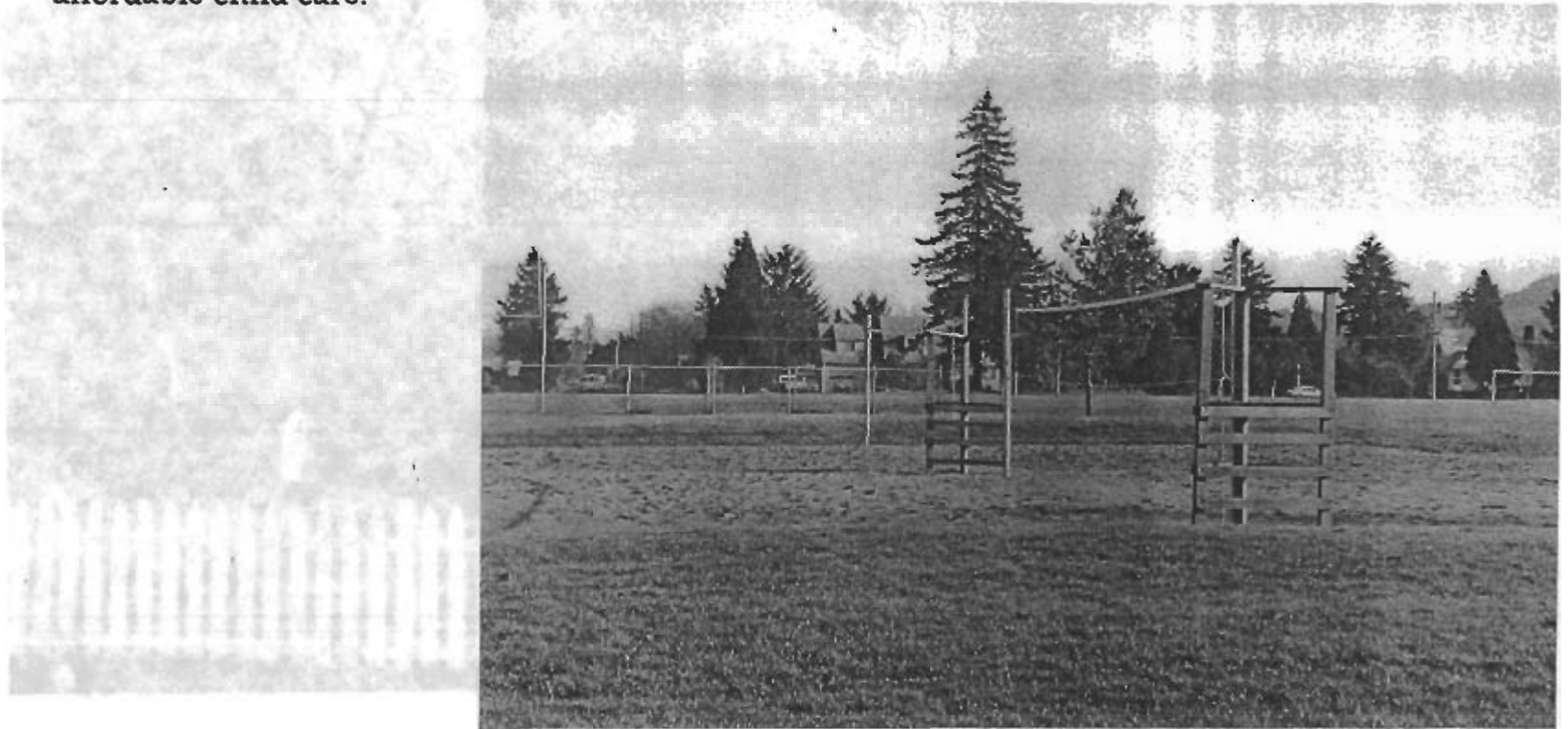
Strategies:

1. Promote positive relations and open communication between the community and schools through groups such as Parents/Teachers Association (PTA), Local School Advisory Committees (LSACs), Citizen Advisory Councils (CACs), Child Development Specialists (CDS), BDNA and through the school and neighborhood newsletters.
2. Appoint a person to act as an ombudsman for the community in dealing with school issues. Urge each school to appoint one person to act as a contact to the ombudsman and residents.
3. Encourage school staff and administrators to participate in community activities and encourage parents and other neighbors to participate in school activities.
4. Expand the use of school facilities to include year-round use by the neighborhood.
5. Evaluate the safety risks on and around school facilities and, if needed, improve lighting, add security personnel or make other changes to correct problems.
6. Create a learning environment within the schools that ensures the emotional, psychological and physical safety of students and staff.
7. Develop a sports program, including intramurals and within-school activities, at each school.
8. Establish a permanent, full-time community school at Lane Middle School.
9. Investigate year-round status for local schools.
10. Involve students in school decisions and in parent/teacher communications.
11. Provide information on neighborhood issues and problems to teachers and school administrators.

Objective 4: Support and promote safe, high-quality and affordable child care that is accessible to Brentwood-Darlington residents.

Strategies:

1. Develop and distribute a directory of child care providers who provide safe, high-quality and affordable child care.



New Volleyball court at Brentwood Park, 1991



An older well-maintained single family home
near SE 51st and Flavel

Housing

Brentwood-Darlington is generally a low and moderate income neighborhood made up primarily of single family housing areas with multifamily developments along major streets or at commercial nodes. The neighborhood also contains several mobile home parks which provide inexpensive housing.

The rate of home ownership is above the city average, but low income coupled with home ownership can result in poor maintenance of the housing stock. In addition, there are many single family structures that are rental properties. Poor maintenance and low quality construction can result in housing stock which is in poor and deteriorating condition. Brentwood-Darlington has many streets of well-maintained housing, but other streets have one or more structures that detract from the overall appearance of the neighborhood.

A land use survey conducted in 1990 recorded housing conditions. Housing was classified as: *standard*, having no visual defects or only slight defects; *marginal*, having significant defects in no more than three housing elements or having one critical defect; or *deteriorated*, having significant defects in four or more housing elements or critical defects in more than one housing element. The survey showed that 72 percent of the single family and duplex structures could be classified as standard, 23 percent as marginal and five percent as deteriorated.

The questionnaire which was distributed to residents and property owners as part of the neighborhood plan process asked which things were liked least about the neighborhood. Twenty-nine percent of the respondents listed poor home maintenance as a problem. In response to the question, "what do you think of the appearance and condition of housing in Brentwood-Darlington," 23 percent of respondents answered, "needs some improvement," 57 percent responded with "poor upkeep of some homes and yards," and 20 percent answered with "poor in general."

The neighborhood association has been cooperating with the Bureau of Buildings to have abandoned or vacant houses boarded up or demolished if necessary. The goal is to have every house occupied by owners or renters who will take care of their homes and care about the neighborhood.

The vision portion of the public workshops identified many ways to improve housing in the neighborhood such as:

- * Getting landlords to take responsibility and have liability for their properties.
- * Financial assistance for home improvements.
- * Cleaning up yards.
- * Planting street trees.
- * Purchasing abandoned homes and rehabilitating them.
- * Encouraging new single family housing.
- * Providing assistance to potential home owners.

Brentwood-Darlington wants to remain a neighborhood of predominantly single family homes, accommodating multifamily development

only at designated areas and where services are adequate to support development.



One of several new single family homes in the neighborhood on SE Flavel

POLICY 4: HOUSING

PRESERVE AND IMPROVE EXISTING HOUSING WHILE PROVIDING OPPORTUNITIES FOR NEW HOUSING FOR PEOPLE OF ALL AGES AND INCOME LEVELS.

Objective 1: Maintain and improve owner-occupied and rental housing.

Strategies:

1. Provide and encourage participation in programs that teach landlords about maintaining and managing rental properties (including using lease agreements), tenant selection and crime prevention techniques.
2. Target vacant rental properties for conversion to owner-occupancy.
3. Organize volunteers to help maintain the homes of low-income, elderly residents.
4. Educate homeowners and renters about programs and loans for home improvements, including weatherization and compliance with codes.
5. Encourage area stores to make discounts on supplies and materials to be used for housing repairs for low income and elderly residents in the neighborhood.

6. Create a board of advisors to provide home improvement advice.
7. Publicly recognize successful exterior improvements to property (for example, list property owners in the newsletter).
8. Encourage public and nonprofit agencies to apply for housing funds which can assist the neighborhood.

Objective 2: Promote new housing development on vacant properties.

Strategies:

1. Encourage realtors to actively market Brentwood-Darlington for its single-family character and large lots.
2. Actively solicit development on vacant lots (except on significant natural areas) through efforts such as contacting developers and property owners.

Objective 3: Support multifamily development only where services are available and adequate.

Strategies:

1. Support zone changes to multifamily only when the following conditions are met:

- a. sanitary sewer services are available,
- b. adjacent streets are paved,
- c. transit service is available within 1/4 mile, and
- d. the site review criteria of this plan and other applicable code requirements are met.

Objective 4: Support nonprofit efforts to rehabilitate and/or build housing in Brentwood-Darlington.

Strategies:

1. Support and participate in activities of the ROSE Community Development Corporation such as work parties, cleanups and paint-a-thons.
2. Advocate selection of Brentwood-Darlington as a target neighborhood for ROSE CDC developments.
3. Have at least one Brentwood-Darlington representative on the board of directors of ROSE.

Land Use

The land use pattern in Brentwood-Darlington has been relatively stable for many years. The lack of sewers and paved streets has been a factor in the neighborhood's slow growth. Since the major annexation actions of Portland in the mid-1980s, there has been increased building of single-family homes. Previously, building activity had been curtailed by the inadequate water service provided by several water districts. When Portland's Water Bureau took over the water districts it instituted a five-year program to update water service by installing new water mains lines, and fire hydrants.

The land use survey conducted in 1990 showed that there are approximately 4275 housing units in the neighborhood. Southeast 72nd Avenue and SE Flavel Street is the main activity hub with commercial uses, including a grocery store and several small commercial uses, a mobile home park, Whitman School and Flavel Park, and both single and multifamily development.

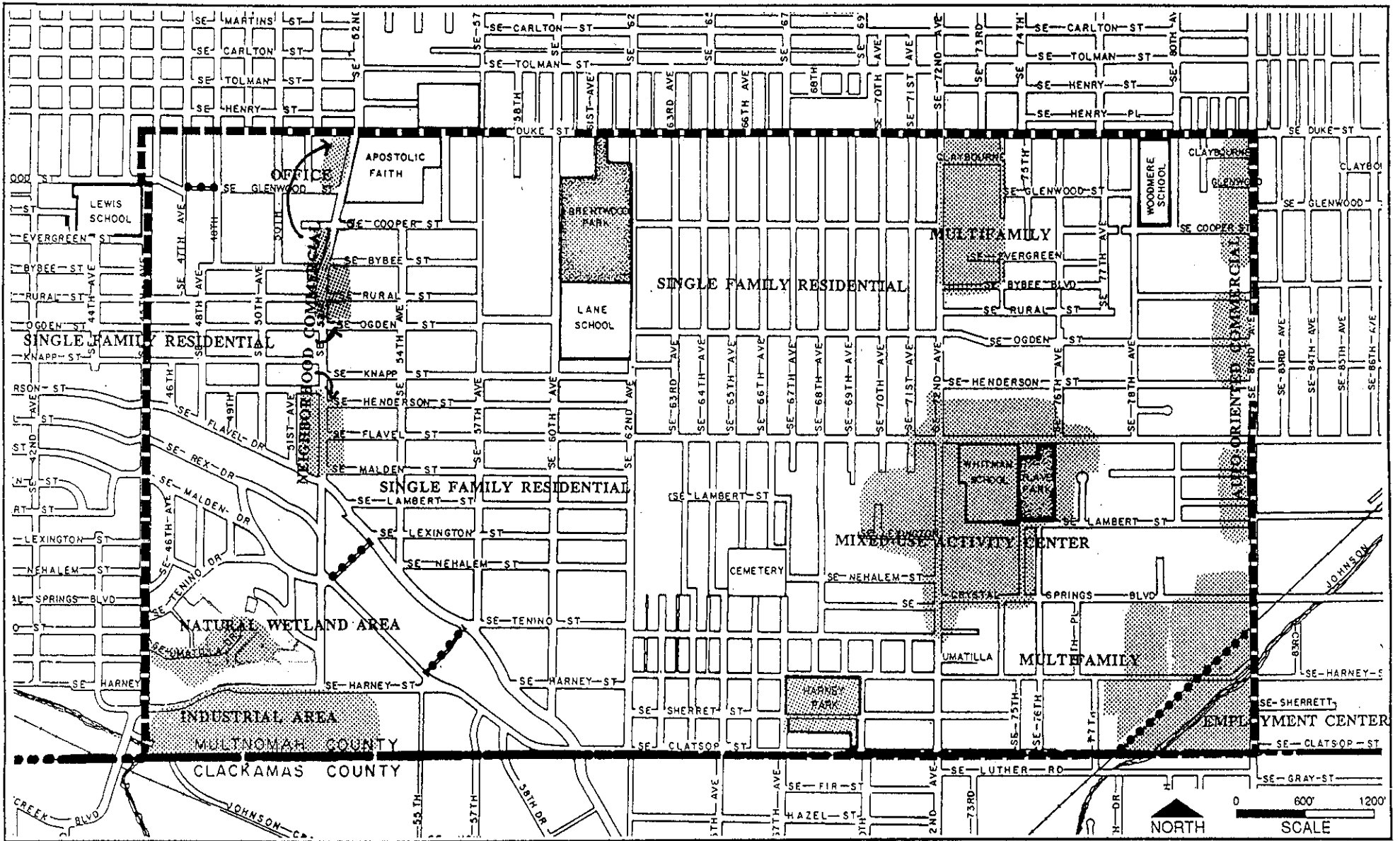
The neighborhood feels that the existing land use pattern is a good balance of single family, multifamily, commercial and residential development. The neighborhood supports a pattern of development that includes higher-density single-family zoning and multifamily development located where services, including transit are available. Brentwood-Darlington has many oversized or double lots that will allow new single family development with only a minimal impact on traffic

and will actually improve the appearance of the neighborhood by eliminating unsightly vacant lots.

In addition, the neighborhood identified the need for neighborhood commercial zoning along SE 52nd Avenue where existing commercial uses are nonconforming.

Southeast 82nd Avenue is a commercial and industrial strip interspersed with single-family houses and mobile home parks. In 1980, the 82nd Avenue Corridor Study was completed by the city. The study recommended new zoning and map designations for the entire corridor within Multnomah County. The zoning for the portions of SE 82nd Avenue outside the city limits at that time are not consistent with the study recommendations. The zoning changes proposed in conjunction with adoption of this plan will implement the study by expanding the depth of commercial zoning (in some cases the land will be designated but not rezoned) and adding the Buffer overlay to the areas of commercial expansion. The zoning proposal also includes converting the heavy and general industrial zoning and some commercial zoning to employment zoning to stabilize and encourage the area to redevelop as a mixed use area that will provide jobs to local residents.

The Land Use policy is intended to address all of these issues as well as the importance of providing adequate buffers between commercial and industrial uses and residential areas. The use of the Buffer overlay zone between potentially conflicting uses will help in providing these needed buffers as new commercial and industrial uses are developed.



- PEDESTRIAN PATHWAY
- ▨ PREDOMINANT LAND USE ACTIVITY

CONCEPT MAP

**Brentwood - Darlington
Neighborhood Plan**

Bureau of Planning, City of Portland, January 1992

POLICY 5: LAND USE

MAINTAIN AND IMPROVE THE PREDOMINANTLY RESIDENTIAL CHARACTER OF BRENTWOOD-DARLINGTON WHILE PROMOTING COMPATIBILITY AMONG THE RESIDENTIAL, COMMERCIAL AND INDUSTRIAL LAND USES OF THE NEIGHBORHOOD.

Objective 1: Preserve the predominantly single-family areas of the neighborhood while allowing multifamily, commercial and industrial zoning at appropriate locations.

Strategies:

1. Oppose new multifamily zoning in predominantly single-family areas. Multifamily should be located in or near existing multifamily or commercially zoned areas in proximity to transit service.
2. Oppose additional commercial zoning in predominantly residential areas except as called for in this plan.
3. Support zone changes that will promote owner occupancy.
4. Create a zoning committee to review land use applications that impact Brentwood-Darlington.

5. Encourage new businesses to locate in areas that are already commercially zoned.
6. Report illegally operating businesses such as home auto repair to the city.

Objective 2: Create effective buffers, such as setbacks and landscaping, between commercial or industrial and residential uses.

Strategy:

1. Apply buffer zones between commercial or industrial uses and residential zones as needed to separate incompatible uses.

Objective 3: Use the site review criteria of this plan in reviewing all land use applications and for site review of development, if it should be adopted by the city.

Strategy:

1. Support adoption of a site review process and, if adopted, require it (at a minimum) on all commercial and industrial uses adjacent to residential zones.

Business and Industry

The public workshops held in February 1991 included group sessions discussing growth and development in Brentwood-Darlington. Two main issues came out of the discussions--the need to revitalize the SE 52nd Avenue commercial area and the need for more professional services located in Brentwood-Darlington.

The Business and Industry policy addresses both of these concerns by rezoning a portion of SE 52nd Avenue from residential to commercial in keeping with its existing land use pattern, and by developing a list of strategies to help recruit new businesses to the area.

Residents expressed a desire to retain existing commercial nodes, such as the one at SE 72nd Avenue and SE Flavel Street, and to discourage strip commercial development, especially along SE Duke and Flavel Streets.

A secondary thrust of the Business and Industry policy is to promote new jobs in the area and to help ensure that neighborhood residents are given opportunities for these jobs through active recruitment within Brentwood-Darlington and through training programs targeted to neighborhood residents.

The policy also addresses the need for better communication between business operators and residents of the neighborhood. Open communication will aid in solving problems, such as criminal activity and noise, as they arise.

POLICY 6: BUSINESS AND INDUSTRY

SUPPORT THE RETENTION AND EXPANSION OF EXISTING BUSINESSES AND ENCOURAGE NEW COMMERCIAL USES WHEN COMPATIBLE WITH THE SURROUNDING NEIGHBORHOOD.

Objective 1: Rehabilitate and upgrade existing commercial development in commercially-zoned areas. These areas are: SE 52nd and SE Flavel, SE 72nd Avenue and SE Flavel Street, SE 82nd Avenue and SE Flavel Street, SE 82nd Avenue, and certain areas along SE 52nd Avenue.

Strategies:

1. Identify business structures and/or landscaping that need to be upgraded and contact property owners or business representatives to encourage their cooperation in improving the properties.
2. Support redevelopment of underutilized commercial properties.
3. Contact PDC and the Small Business Association (SBA) for help in developing strategies for improving commercial areas. Invite representatives to come to SE Portland and Brentwood-

Darlington to provide information on programs and assistance.

4. Promote the use of signs that are attractive, in scale with development, do not obstruct visibility and which promote community identity.
5. Publicly recognize new businesses in the area, as well as existing businesses, that have improved their appearance.
6. Support ROSE in its efforts to do mixed-use development in designated commercial areas.

Objective 2: Attract businesses that enhance the neighborhood and provide needed goods and services to local residents.

Strategies:

1. With the help of public agencies, develop a plan to attract incubator (start-up) businesses to the neighborhood.
2. Develop strategies to encourage professional services, such as medical, dental, and legal, to locate in the neighborhood. Work with professional associations, schools, realtors and property owners to attract practitioners.

Objective 3: Support existing and new businesses as a way to increase employment opportunities in the neighborhood.

Strategies:

1. Encourage neighborhood businesses to employ neighborhood residents through outreach efforts such as having booths at local events.
2. Develop training programs with the help of local businesses, especially for recent immigrants to this country.

Objective 4: Encourage new industrial uses that are compatible with the neighborhood and retain low-impact industrial uses.

Strategies:

1. Support industrial zoning in existing industrial areas where it will not impact nearby residential uses.
2. Work with PDC to market underutilized industrial property for small-scale, labor-intensive uses.

Objective 5: Maintain open channels of communication between neighborhood residents and businesses.

Strategies:

1. Compile and maintain a directory containing the names and telephone numbers of a responsible person for each business in the neighborhood.
2. Encourage business representatives to actively participate in business associations.
3. Encourage representatives (from small businesses to large corporations) to attend neighborhood meetings and activities and to be good corporate neighbors.

Traffic and Transportation

Although traffic and transportation are grouped together under one policy, two separate, but related issues, are addressed. First, is the need to slow down traffic on streets such as Flavel Drive, Duke and Flavel Street. Currently, auto and truck traffic use these streets, particularly Duke and Flavel Street, to get from one part of town to another although they are designated as neighborhood collectors.

Forty-nine percent of questionnaire respondents noted that speeding was a problem in the neighborhood, the amount of traffic and the lack of pedestrian safety were mentioned by 20 percent of respondents.

The second major issue is the lack of developed streets. As much as 25 percent of the streets in Brentwood-Darlington are completely unimproved, with all but a few of the remaining streets lacking curbs and sidewalks. The lack of street improvements discourages walking and bicycling as alternative modes of travel.

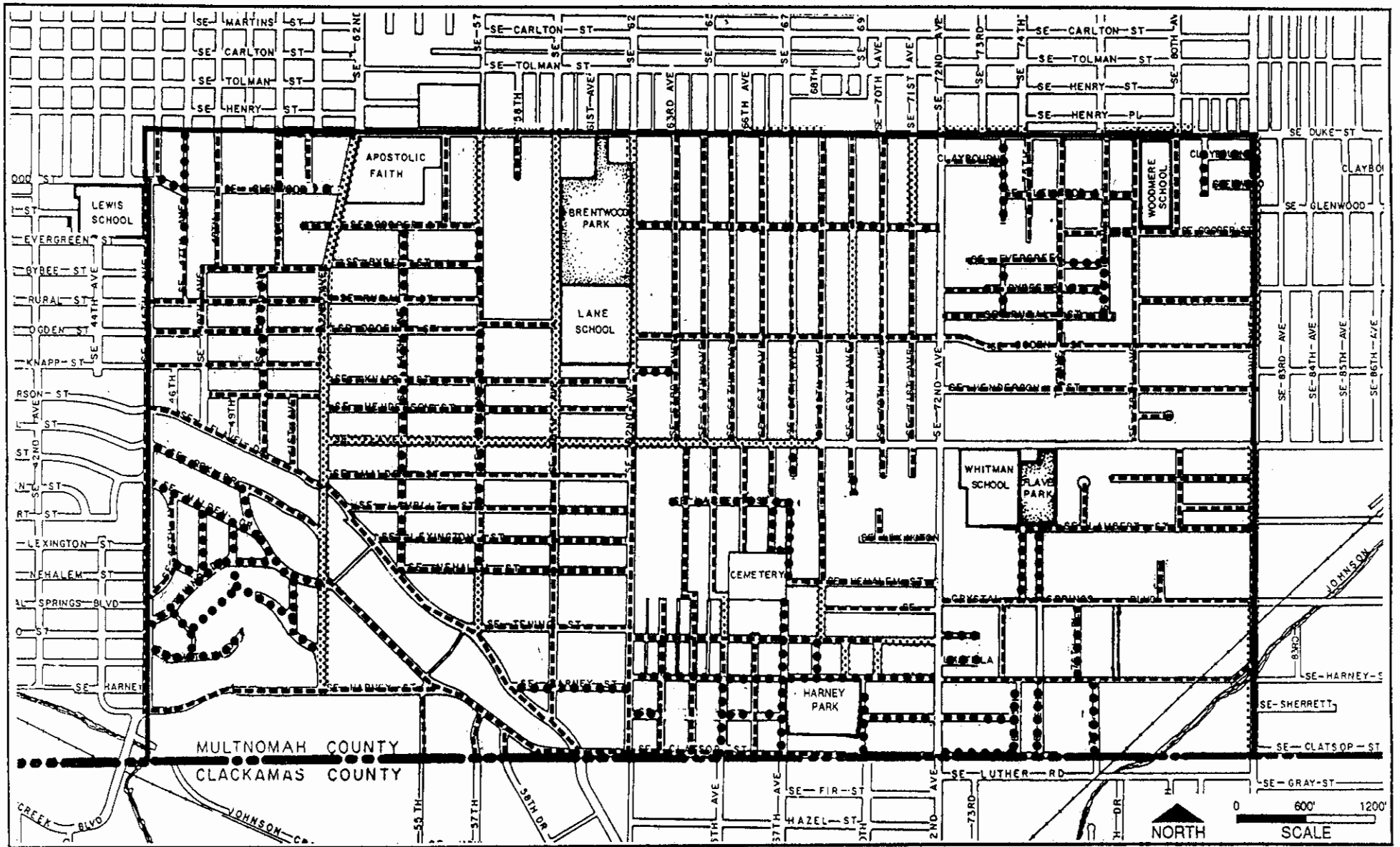
The need for street improvements (at a price that is affordable to property owners) was frequently mentioned at the workshops, but only if construction could be coordinated with sewer construction so that newly paved streets would not need to be torn up. The neighborhood was open to the concept of contract streets which would result in less than fully improved streets, at lower prices and a more rural feeling neighborhood.

Residents expressed a desire to participate in all phases of the planning for street improvements so that appropriate traffic control devices could be incorporated into street design rather than needing to be retrofitted at a later date.

The neighborhood feels that highest priority for street improvements, including sidewalks, should be on major streets. Street trees should be planted when sidewalks are installed to further improve the pedestrian environment. A second priority is to improve the streets adjacent to Harney Park so that Phase II of the park can be completed as quickly as possible.

Transit service exists in Brentwood-Darlington along SE 45th, 52nd, 72nd and 82nd Avenues and on SE Duke and Flavel Streets, but service is not frequent enough to encourage a high rate of ridership. Only 11 percent of questionnaire respondents reported using the bus for work trips and only 10 percent for other than work trips. The need for more bus shelters was mentioned by 21 percent of questionnaire respondents.

All of these issues are addressed by the Traffic and Transportation policy with a variety of strategies that will act as guidance to the city, other agencies and the neighborhood.



- NEIGHBORHOOD BOUNDARY
- ==== IMPROVED (paved, curbs, sidewalks)
- PARTIALLY IMPROVED (paved, curbs, partial or no sidewalks)
- BASIC IMPROVEMENTS (paved only)
- UNIMPROVED (dirt, gravel, or impassable)

POLICY 7: TRAFFIC AND TRANSPORTATION

SUPPORT A SYSTEM OF STREETS THAT IS EFFICIENT, SAFE AND AFFORDABLE WHILE MINIMIZING THE IMPACT OF TRAFFIC ON RESIDENTIAL AREAS AND BUSINESS OPERATIONS.

Objective 1: Provide affordable street improvements at levels appropriate to their function and in coordination with other public improvements.

Strategies:

1. Provide full improvements for nonlocal streets including, sidewalks, drainage, and curbs.
2. Allow interim grading and graveling for currently unimproved local streets.
3. Seek the use of Housing and Community Development and other funds to subsidize the costs of street improvements.
4. Defer full street improvements until sewers are installed.
5. Use the contract streets program to upgrade substandard (unimproved) streets.

6. Report potholes on streets that are used for emergency services.
7. Participate actively in the process of designing local street and neighborhood collector improvements to ensure that the design incorporates elements, such as speed humps, to address the issues of traffic safety, speed, through traffic, and pedestrians, including the disabled, and bicyclists.

Objective 2: Ensure the safe functioning of all streets in the neighborhood.

Strategies:

1. Provide striping, signs and lights as needed to ensure the safety of traffic and pedestrians.
2. Enforce speed limits.

Objective 3: Minimize the impact of through traffic (traffic that originates outside the neighborhood or adjacent neighborhoods) on local residential and neighborhood collector streets.

Strategies:

1. Post signs to keep trucks on appropriate streets.
2. Monitor traffic on local streets to identify problem areas.

3. Request evaluation of problems on local streets through the neighborhood traffic management program.

Objective 4: Improve and maintain transit service and increase transit use.

Strategies:

1. Work with Tri-Met to improve bus routes and timetables to and through the neighborhood.
2. Work with Tri-Met to ensure that buses are clean and safe.
3. Encourage neighborhood residents to carpool and use transit through the neighborhood newsletter and by ensuring that transit information is available in the neighborhood.
4. Encourage commercial and industrial businesses in the neighborhood to set up carpool and transit incentive programs.
5. Ensure that buses serving the neighborhood are handicapped accessible.

Objective 5: Encourage bicycling and walking for everyday and recreational trips.

Strategies:

1. Improve sidewalks along both sides of nonlocal streets and include parking strips where feasible. Give highest priority near public schools.
2. Provide safe pedestrian and bicycle crossings at intersections along nonlocal streets, especially at transit stops, schools and commercial nodes.
3. Support development of bicycle and pedestrian facilities, including the Springwater Trail corridor.
4. Ensure that all drain inlets are bicycle and pedestrian friendly.
5. Include curb ramps for disabled access in the construction of all new sidewalks and ensure that curb ramps are installed in existing sidewalks through existing and new city programs.

Objective 6: Improve streets in the vicinity of Harney Park so that Phase 2 of the park can be completed.

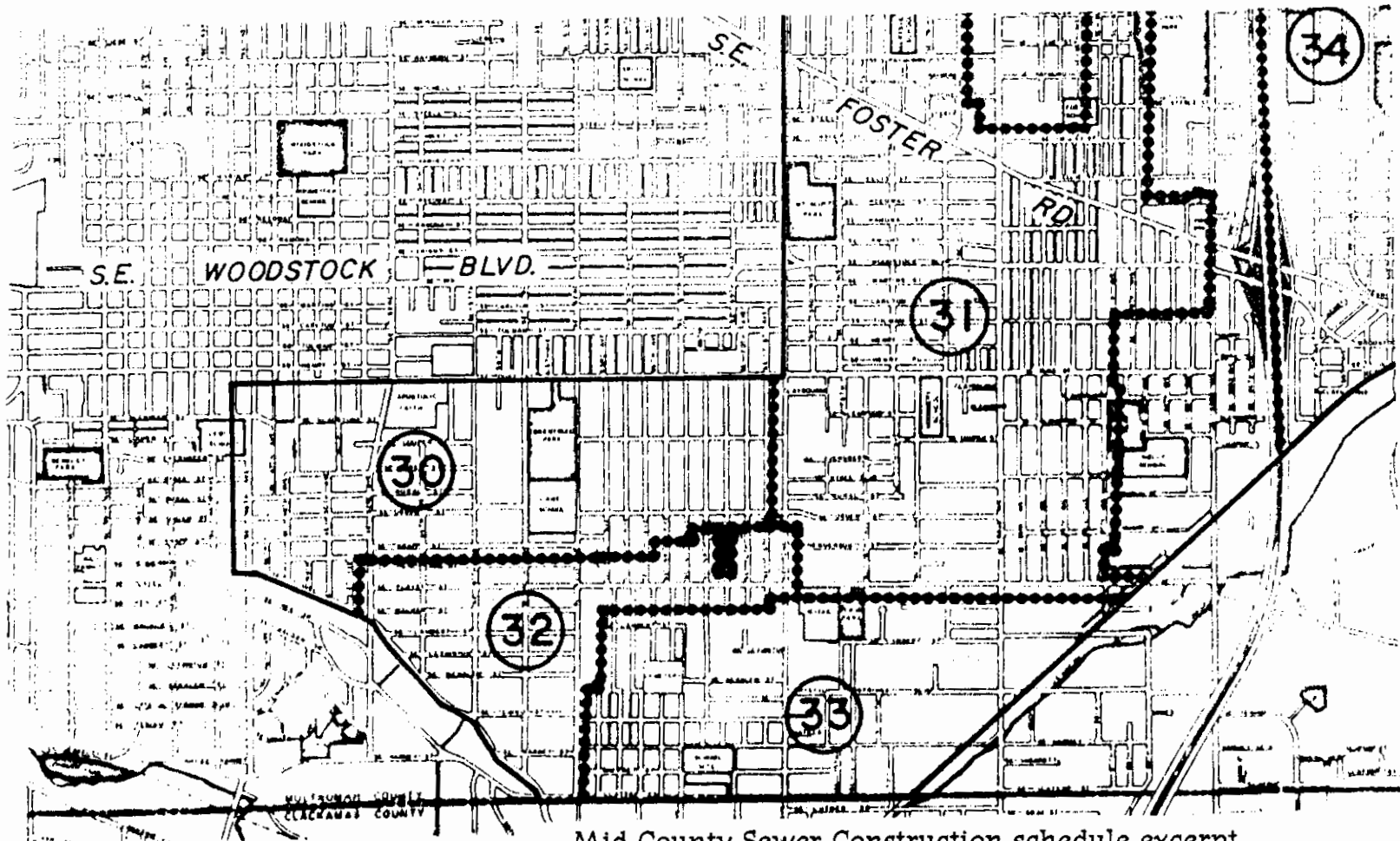
Strategies:

1. Take public officials on a tour of the park to enlist their support.
2. Develop demonstrated support within the community for street improvements adjacent to the park.

3. Ensure that the city budgets for its share of the costs of street improvements.



Unimproved streets in the neighborhood. This example is SE 64th near the Jewish Cemetery



Mid County Sewer Construction schedule excerpt
 for the neighborhood
 Area 30 - Brentwood
 Area 31 - Woodmere
 Area 32 - Darlington
 Area 33 - Flavel Park
 No Construction dates have been established for these areas

Public Services

A 1975 study of water quality in Johnson Creek (Department of Environmental Quality) found a high concentration of phosphorus, nitrate-nitrogen, and bacteria which resulted from septic tank effluent and urban and agricultural runoff. Pollution was especially high at SE 45th Avenue, immediately downstream from Brentwood-Darlington. Water quality has become a regional concern and failing cesspools continue to be a cause of ground water pollution.

By annexing Brentwood-Darlington and other parts of mid-Multnomah County, Portland was able to proceed with the Mid-County Sewer Project. Most of Brentwood-Darlington (except the far southwest and southeast corners) is part of the project, but is currently not scheduled for sewer installation in the next five years. However, sewers are already an important issue to Brentwood-Darlington residents and property owners. Thirty percent of questionnaire respondents think that the installation of sewers will make the neighborhood a better place to live. At public workshops, participants were particularly concerned about coordinating sewer construction and street improvements to minimize costs and disruptions. Residents and property owners want to be involved in the process of sewer installation early in order to make informed decisions that will help them to control costs.

Other public services in Brentwood-Darlington also need to be upgraded. The Portland Metropolitan

Area Boundary Commission voted to annex Errol Heights September 18, 1986. The commission initiated annexation primarily so that Errol Heights could be served with Portland water. A 1978 study showed that the community's local water districts did not offer sufficient supplies to meet fire needs. The Portland Water Bureau is nearing the end of a five-year plan to improve water mains, install fire hydrants and improve water pressure.

The majority of the neighborhood has no system for dealing with storm water. The Bureau of Environmental Services is coordinating its efforts with those of other agencies and interest groups to prepare and implement a comprehensive Resources Management Plan for the Johnson Creek Corridor. The plan will address issues of water quality and storm water runoff as well as projects to clean up Johnson Creek and reduce flooding. These projects will have the added benefits of protecting, improving and increasing fish and wildlife habitat, wetlands and vegetative resources, scenic and natural areas, open space and recreation areas.

The Johnson Creek Corridor Committee (JCCC) has been established to recommend a basin wide resources management program and to advocate and coordinate its implementation. The committee is made up of a wide variety of participants, including all affected agencies and groups such as the Friends of Johnson Creek, the Wetlands Conservancy, and the Audubon Society.

Storm water management will be part of future street improvement projects. Stormwater management, including limiting the amount of impervious surfaces, will support water quality in

Johnson Creek, maintain wildlife habitat and prevent flooding locally and downstream.

The Public Services policy addresses these important concerns of the neighborhood. The strategies focus on actions that individuals, the neighborhood association, city agencies and legislators can initiate to ensure that sewers and other public services are installed in a timely and cost-efficient manner.

POLICY 8: PUBLIC SERVICES

DEVELOP AN ECONOMICAL PROGRAM FOR THE DEVELOPMENT OF SEWERS AND OTHER PUBLIC SERVICES IN BRENTWOOD-DARLINGTON.

Objective 1: Keep property owners informed about the scheduling of construction of sewers and other public services.

Strategies:

1. Conduct public workshops (sewer open houses) on sewer installation techniques and costs.
2. Use the neighborhood association and newsletter to disseminate information on sewers.
3. Pool information with other neighborhoods and with agencies.

Objective 2: Reduce the costs of constructing sewers and other public services.

Strategies:

1. Consider earlier sewer construction schedules if less expensive.
2. Investigate combining areas to lower sewer costs through economies of scale.
3. Support state and city requirements, such as audits and competitive bidding processes,

which ensure that sewer construction costs are kept as low as possible.

Objective 3: Coordinate the timing of installation of sewers with other public works.

Strategies:

1. Use sewer and street construction as an opportunity to bury electric, phone and cable television lines.
2. Coordinate sewer construction with gas and water line maintenance and street improvements to maximize efficiency.

Objective 4: Reduce the impact of sewer costs on all property owners.

Strategies:

1. Provide information on cost-effective construction methods and contractor performance.
2. Ensure that a fair and consistent system of sewer assessment is followed by the city.
3. Encourage city, state and federal legislators to seek alternative funding methods.
4. Augment existing legislative methods to provide relief from sewer assessments through methods such as tax rebates.

5. Meet with public officials and the Mid County Sewer Project Cost Alternative Task Force to explore the feasibility of alternative funding and assessments, including options such as surcharges and "safety nets."
6. Clarify and provide information on the appeal process for people who feel their assessments are incorrect.
7. Contract with a consultant familiar with infrastructure funding for alternative methods to pay for sewers.

Objective 5: Ensure that sewer connection work is done in a cost-efficient and reliable manner.

1. Review contractors' qualifications and make the results available to the public.
2. Encourage residents to check with Better Business Bureau, State Construction Contractors Board, local plumbers associations and references before hiring a contractor.
3. Refer complaints with contractors to the State Construction Contractors Board.

4. Provide information and training on sewer hookups that property owners can perform.
5. Consider establishing "co-ops" to minimize sewer connection costs.

Objective 6: Improve public services, other than sewers and streets, throughout the neighborhood.

Strategies:

1. Identify areas that need additional street or park lighting and notify the appropriate city agency.
2. Continue to upgrade the water system in the neighborhood, including the provision of fire hydrants.
3. Investigate complaints of inadequate water pressure.

Objective 7: Encourage participation in the Johnson Creek Basin Planning process.

Strategies:

1. Develop environmentally sensitive approaches to stormwater management which respect local conditions, ground and surface water quality needs, and landscape ecology and wildlife habitat values.

2. Provide an adequate storm water system in the neighborhood and minimize runoff of impervious surfaces into stormwater systems as appropriate to protect natural areas.
3. Incorporate access for wheelchairs into improvements to the 40-Mile Loop (Springwater Corridor), Johnson Creek Basin Planning and Johnson-Tideman Park where consistent with preservation of the natural qualities of the creek resources.

Appendices

SITE REVIEW CRITERIA

Introduction

The prospect of sewers and street improvements will contribute to making Brentwood-Darlington more attractive as a place of residence and as a location for commercial and industrial activities.

In addition, the neighborhood has an opportunity to enhance its attractiveness by restoring Johnson Creek to the natural resource and recreational amenity it once was. Many years ago the children of the neighborhood used to fish in Johnson Creek and watch birds and frogs. Over the years the water quality of the creek has deteriorated because of the impacts of new construction, increased amounts of impervious surfaces, chemical pollution, garbage dumping, and the removal of native vegetation.

It is important to ensure that new development will make a positive contribution to the neighborhood and to residential livability and stability. It is also important that new development is compatible with the resource values of the creek. Improving the environment of the creek will also have a positive impact on property values and the attractiveness of the neighborhood.

These site review criteria are designed to protect and enhance the identity of the community and to ensure the integration of new development into the area.

Site Review Criteria Applicability

The site review criteria are used in the evaluation of proposed developments subject to land use reviews and for the site review process, if it should be adopted by the city.

The site review criteria are guidelines rather than objective development standards. Developments must still meet the specific development standards of the base zone and any overlay zones or plan district requirements.

A. COMMUNITY DESIGN

1. Provide approved street trees along rights-of-way to reinforce the neighborhood's identity, and to screen utility wires.
2. Preserve significant trees (especially Douglas Firs over six inches in diameter) and stands of trees.
3. Provide sidewalks, pedestrian connections to new buildings, and require safe pedestrian crossings as a part of street improvement projects.

B. BUILDING AND DEVELOPMENT ORIENTATION

Through the use of building and development orientation, landscaping, and screening, the

site layout should be designed to meet the following guidelines.

1. Protect adjacent properties from undesirable impacts produced on the site from noise, glare, odors, dust and vibrations.
2. Protect users of the site from undesirable impacts from abutting properties.
3. Hide or screen unsightly exterior improvements and items such as exterior vents, and mechanical devices.
4. Locate storage areas, trash collection facilities, recycling areas, and noise-generating equipment away from abutting residential development or provide sight-obscuring screening.
5. Conserve existing large trees and other significant natural features, such as rock outcroppings or streams, and incorporate them into landscape plans.
6. Promote passive energy conservation.
7. Preserve sunlight to adjacent residential areas to ensure that gardens and yards are not unduly shaded.
8. Landscape all areas not developed with structures, parking or outside development.
9. Where outdoor storage is allowed, ensure that it is adequately screened and done in

a way that will not attract pests or rodents.

10. Allow expansions of uses only when existing violations on the site have been corrected.
11. Provide a buffer between mobile home parks and adjacent development and between manufactured housing subdivisions or planned unit developments and adjacent development.

C. SAFETY AND PRIVACY

1. The site layout should take into consideration safety and privacy, both for users of the site and abutting developments. In some instances, this may mean orienting buildings and exterior improvements away from abutting uses or streets.
2. Landscaping should allow visibility from the street to the site, through the use of low shrubs and trees that canopy. Adjacent to windows or other vulnerable parts of structures, use plant materials that are crime-detering, such as thorny shrubs.
3. Provide adequate lighting in parking lots, structures, walkways and other public areas to enhance visibility and provide safe access, but which do not shine into adjacent residences.
4. New residential development should provide clear transitions between public

and private spaces, using such things as landscaping, screening, and the use of different colors and materials.

5. Encourage the use of security hardware, security doors, door-viewers, and other access control devices.

D. PARKING AND LOADING AREAS

1. Parking areas should be designed to meet the following guidelines.
 - a. Provide safe and convenient entrances and exits.
 - b. Provide a safe and convenient on-site circulation system for vehicles and pedestrians.
 - c. Limit the amount of paved surface to the minimum amount needed for parking and circulation.
 - d. Preserve on-street parking opportunities.
 - e. Screen residential uses from vehicle headlights.
 - f. Soften the impact of parking areas on adjacent public and private spaces through the use of landscaping and screening.
 - g. Promote energy conservation through the use of vegetation to shade and cool parking areas.

2. Where possible, loading areas should be designed so that vehicles enter and exit the site in a forward motion.
3. Loading facilities should be provided on-site and be of sufficient size and number to adequately handle the delivery or shipping of goods.

E. PEDESTRIAN CIRCULATION

1. Design the pedestrian circulation system to provide safe, clearly marked, and convenient routes between building entrances, parking areas, and abutting streets. Where the development is part of a larger complex covering several lots, the individual circulation systems should be integrated.
2. Provide a pedestrian circulation system that increases the likelihood that transit will be used.

F. UTILITIES

1. New utility services should be placed underground where possible.
2. Where utilities are above ground, locate them so as to minimize adverse impacts on the site and neighboring properties.

G. JOHNSON CREEK AREA

1. Improve the Johnson Creek corridor as a natural and scenic area through the preservation and enhancement of

wildlife habitat and riparian vegetation.
Orient lights away from the creek.

2. Provide access to Johnson Creek only where natural values can be preserved.
3. Ensure that water quality is preserved and enhanced.
4. Buffer the creek and the Springwater Corridor from each other and adjacent development through the use of native vegetation.

H. 82ND AVENUE AREA

1. Consolidate access points to lessen traffic hazards.
2. The number, scale, illumination, and scale of signs should be consistent with the associated structure and with adjacent structures. Signs should be no higher or larger than necessary to convey the desired information.
3. Require the dedication of right-of-way for sidewalk construction adjacent to 82nd Avenue in connection with development proposals.
4. Provide landscaping, including trees, within the special setback adjacent to 82nd Avenue.

ORAL HISTORY

Irving and Sylvia Densem's charming home, park-like yard, and until last year, master-gardener quality vegetable garden lift the spirits of neighbors and passers-by. Their five and half decades of memories here include raising their two sons. Some of their reminiscences are included in the history section of the plan. Their reflections lend to it some of their spirit and perspectives.

On Labor day of 1934, when the boys were two and three years old, the Densens moved into a tiny house on SE 65th and Flavel. There were no paved roads, just graded dirt roads, where cars got stuck in the mud. (Southeast Flavel was named after Commodore Flavel of Astoria, the famous bar pilot, the first to use gasoline engines to power the tug boats at the mouth of the Columbia River.) Flavel was an 18-foot oiled-surface road. There were no lots or houses, just fields with much poison oak. Across 65th were woods, and it was often so foggy one couldn't see the dirt road.

In 1934, the Densem's was the only house on the south side of Flavel between 62nd and 72nd Streets, surrounded by hazel brush and trees. The city bus would go east down Flavel from 52nd to 72nd, then go north on 72nd to Duke, and proceed west on Duke to downtown. They used the Foster street-car to go to the doctor or other errands. Before their marriage in July 1929, Mrs. Densem took the trolley to work.

For the first four months after their move to SE Flavel, the nearest water available was from the little grocery store on the north side of Flavel and 63rd. They had to haul the water. Mr. Densem

built a rolling rack to daily haul and store the water barrel beside the house. One day they discovered a meter for city water on the south side of Flavel which had been put in and apparently forgotten. The Densens asked to be hooked up to it, and by Christmas had water, and were connected for electricity. Theirs was the first house east of 62nd and south of Flavel to have these utilities.

Hazel brush grew everywhere, and every year it would catch fire. The Fire Department tried to control it, but there was no water from the south side of Flavel Street to put it out with. Once a couple of houses back in the field caught fire. Even the grass, which had grown tall and then dried in the Densem's pasture and near their house, caught fire. They used wet gunny sacks to beat it out.

Their sons enjoyed playing in the large, vacant fields. Next door, where Mr. Densem's mother's house was later built (where they live now), was full of ferns; then it was planted with hay for cows the Densem's had.

The Densens owned five lots, and they had a self-sustaining farm. The boys had to help clean the barn, spade the garden and saw wood with a cross-cut saw. Their helping at home contributed to their both becoming good workers and students. Both had good careers. The family has risen to overcome many challenges, and they feel that they have gotten along because they keep a good sense of humor and they always try to help each other.

When sidewalks and curbs were put in during the mid-fifties, and Flavel was paved, the street was shut down for a long time. At first, both buses, the No. 19 on Duke and the No. 71 on Flavel, went downtown.

(Since MAX began operation, the No. 71 connects with the MAX station at NE 60th and Glisan.)

Buildings

Joseph Lane School was the only school in the area, for all grades up to high school. The Densem boys went to Lane, then one went on to Franklin High School, acting as drum major for the Franklin High band in the Rose Parade in 1948 and 1949. (In 1948, the Rose Parade used Foster Road because of the Vanport flood.) He was a student at and graduated from the University of Portland when girls were first admitted in the 1950s. (His picture appeared in the "Oregonian's" story about the admission of girls to the college.) The other son went to Benson Tech, his father's alma mater. He later served in the Air Force, receiving training in gas and diesel fuel engines, which prepared him for a successful career.

There was a dairy by Lane School, and a dairy on either side of 72nd. One was called White City, and one, Golden Rule (the site of this dairy is now occupied by the mobile home park across from Whitman School).

The dance studio on SE Flavel (it recently moved away) was originally a little grocery store, and later a cold ceramics store, run by several different people.

Several "ma and pa" grocery stores—on 52nd and Ogden, on 63rd and Duke, and on 57th and Flavel have changed. The one on 57th is now a house; the yard is dirt covering over the gravel parking lot. One of the Densem's sons was bringing home a loaf of bread home from the 57th Street store. He was carrying it under his arm in such a way that half of

the slices fell out of the bag without his realizing it until he gave it to his mother.

The store on 52nd and Flavel was mainly a drug store and soda fountain, with a small grocery store on the side. The owner's son has a store on Milwaukie Avenue now.

There have been many churches built. The Moose Lodge on 52nd and Flavel used to be a Methodist Church with a lady preacher whom the Densem boys liked.

Tragedy

Mr. Densem's mother, who was always very kind to Mrs. Densem and to their children, lived in the home they had built for her in 1942. She died of stomach cancer, rejecting all treatment because of her Christian Science beliefs. On the way to the funeral, the Densem's car was hit at an intersection. Mr. Densem was thrown out, and the door shut, leaving Mrs. Densem, distressed, inside the car. Mr. Densem pulled himself up to her window and said, "I'm all right, honey." Both were injured and could not attend the funeral. After the funeral, family and friends searched for them.

The family of five in the house across Flavel Street was troubled. When the husband caught the wife in infidelity, he came home and killed the youngest child and himself. The wife found the bodies and ran to the Densem's to have her call for help. The child had come home from school with the Densem's son just that afternoon. His little dog stayed with them for a long time afterward. The memory still brings sadness.

Economy

When they married, the Densem's sold their new 1929 Buick to buy a house on Mt. Scott. The house was foreclosed on during the Depression. Wages were cut from 92 1/2 cents per hour to 32 cents per hour, so they couldn't meet the payments any more and the seller would not accept an FHA loan.

They were able to stay there one year after foreclosure and saved enough money to buy their first two lots. (A new Cadillac cost \$3,000 and a new Ford, \$545.) The lots cost them \$62.50 per lot for the first two, \$90 for the back lot and \$100 each for the two along Flavel, where the cows were pastured. Property taxes were \$5 per lot—\$25 per year for all five lots. A new home could be purchased for \$3,000, but the Densem's couldn't afford to buy one, so they built their own.

The Densem's present kitchen and dining room were the entire house when they moved here. It took them ten years, from 1934 to 1944, to build their own home. They moved it into the center of the lots. Moving it cost \$30 for a week's work. Mr. Densem's brother-in-law drafted the plan according to the floor plan they had drawn. They have been there for 57 years.

They built the smaller one for his mother, completely finished, for \$2,100 in 1942. It had polished hemlock floors and blinds—ready to live in, at that price! Even so, it was hard to save money.

Mr. Densem drove a lumber carrier for a lumber company and delivery trucks for a heating company and for Sunset Fuel Company before his retirement in 1967. Mrs. Densem worked at the Fred Meyer candy kitchen for years after the boys were grown up. Fortunately, their garden supplied food

to preserve for each year's use, and they sometimes sold tomatoes for 50 cents a crate and apples at 50 cents for 60 pounds. They even gave away free apples and milk to needy people sometimes.

ORDINANCE No. **165071**

Amend Comprehensive Plan Policy 3.6 (Neighborhood Plan) by adding the Brentwood-Darlington Neighborhood Plan to the list of neighborhood plans adopted by the City Council. (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. The Portland Comprehensive Plan and its implementing Ordinances were acknowledged by the Oregon Land Conservation and Development Commission in May, 1981. Comprehensive Plan Policy 3.6 (Neighborhood Plan) allows for the adoption and incorporation of a local plan into the citywide Comprehensive Plan. Neighborhood plan provisions must be consistent with the Portland Comprehensive Plan and its implementing Ordinances.
2. The Portland Comprehensive Plan Policy 3.6 (Neighborhood Plan) encourages the creation of neighborhood plans in order to address issues and opportunities at a scale which is more refined and more responsive to neighborhood needs than can be attained under the broad outlines of the City's Comprehensive Plan. The neighborhood plan serves as a component of that document.
3. Adoption of the Policies and Objectives of the Brentwood-Darlington Neighborhood Plan is consistent with the intent, purposes, provisions and map designations of the Portland Comprehensive Plan as more fully set forth in the Report of the Planning Commission on the Brentwood-Darlington Neighborhood Plan.
4. There are no Statewide goals, procedures, or timelines to guide the adoption of neighborhood plans other than those addressing citizen involvement (Oregon Statewide Planning Goal 1: Citizen Involvement). Portland's notification procedures, a survey delivered to all residential occupants, attendance at and co-sponsorship of neighborhood meetings and workshops, and public hearings provided opportunities for citizen involvement throughout the plan development process in compliance with Goal 1.
5. The Brentwood-Darlington Neighborhood Plan was developed by the Brentwood-Darlington Planning Committee and subcommittees, in cooperation with the Bureau of Planning. The Brentwood-Darlington Neighborhood Association initiated a citizen-based effort which culminated in the development of the Brentwood-Darlington Neighborhood Plan and was adopted by the Brentwood-Darlington Neighborhood Association membership on October 9, 1991.

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6. The data base used for the formulation of the goal, policies and objectives of the Brentwood-Darlington Neighborhood Plan was provided through an inventory compiled by members of the Brentwood-Darlington Planning Committee and Bureau of Planning staff. A questionnaire was mailed to all residents and property owners. Approximately 400 questionnaires were returned. Responses to the questionnaire provided information on neighborhood attitudes, issues and expectations.
7. Neighborhood plans are intended to promote patterns of land use, urban design, circulation and services which encourage and contribute to the economic, social and physical health, safety and welfare of both the neighborhood and the City.
8. The neighborhood plan is an advisory document for directing and managing change. The adopted Policies and Objectives of the Brentwood-Darlington Neighborhood Plan will serve as an official guide for decision-makers, particularly in land use reviews, and will also guide public deliberations and investments.
9. The Brentwood-Darlington Neighborhood Plan includes strategies which are not being adopted by the City Council as part of the Council's adoption of this plan. They are proposed by the neighborhood as a plan for neighborhood-initiated programs and provide a guide for self-help, private, or city-assisted projects. With the adoption of the Policies and Objectives of this plan, the City is not committing to the implementation of the strategies or to funding projects, although the policies and objectives include projects which could be pursued and funded in the future.
10. The Brentwood-Darlington Neighborhood Plan provides an opportunity for the City and the neighborhood citizenry to address the future of the neighborhood. The plan encourages new investment and development while acknowledging that Brentwood-Darlington is hampered by a lack of public services that need to be provided in order for the neighborhood to grow and prosper.
11. All public notification requirements have been met. In addition to three community workshops and a Planning Commission public hearings, the Brentwood-Darlington Planning Committee worked with the Bureau of Planning staff to develop the plan which has been presented to the City Council.
12. All property owners within the Brentwood-Darlington Neighborhood Association boundaries received notification of the November 26, 1991, Portland Planning Commission public hearing which reviewed the plan.

- 13. On November 26, 1991, the Planning Commission held a public hearing on the Brentwood-Darlington Neighborhood Plan. The Planning Commission delayed voting on the plan at that hearing in order to receive additional information from staff regarding rezoning proposals. The Planning Commission adopted the Plan, Policies and Objectives at a subsequent meeting on December 10, 1991.
- 14. The recommendation of the Planning Commission on the Brentwood-Darlington Neighborhood Plan is in conformance with Portland's Comprehensive Plan and with the Statewide Planning Goals as more fully set forth in the Report of the Planning Commission. The recommended Brentwood-Darlington Neighborhood Plan was submitted to the Oregon Department of Land Conservation and Development for review as required by ORS 197.610. No objections were received from the Oregon Department of Land Conservation and Development.
- 15. It is in the public interest that the recommendations on the Brentwood-Darlington Neighborhood Plan be adopted to direct and manage change in the Brentwood-Darlington Neighborhood.
- 16. On January 22, 1992, the City Council held a public hearing and approved the Brentwood Darlington plan and directed that this ordinance be submitted for City Council adoption.

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NOW THEREFORE, The Council directs:

- a. The Report and Recommendations of the Planning Commission on the Brentwood-Darlington Neighborhood Plan is adopted and incorporated by reference.
- b. Based on the Report and Recommendations of the Planning Commission and the findings of this ordinance, Policy 3.6 (Neighborhood Plan) of the Portland Comprehensive Plan is amended by adding the Brentwood-Darlington Neighborhood Plan to the list of neighborhood plans adopted by City Council.

Passed by the Council, **FEB 12 1992**

Commissioner Gretchen Kafoury
January 27, 1992
N Weisser

Barbara Clark
Auditor of the City of Portland

By

D. Bowers Deputy