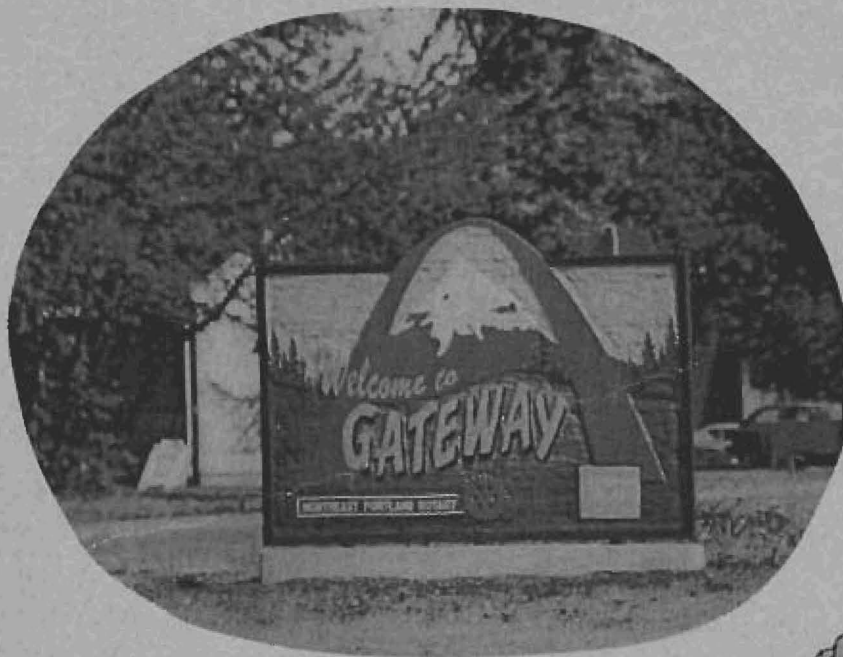


OUTER SOUTHEAST COMMUNITY PLAN

Adopted HAZELWOOD NEIGHBORHOOD PLAN



City of Portland
Bureau of Planning
Portland, Oregon
March, 1996

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Adopted

Hazelwood Neighborhood Plan

Adopted on January 31, 1996
by Ordinance No. 169763 and
Resolution No. 35491

March, 1996
Bureau of Planning
Portland, Oregon

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

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Introduction

The Hazelwood area has developed a distinct characteristic due to its particular history, location and potential for growth. Concerns, as the Plan was developed, focused on:

- Retaining the essential character of established neighborhoods and;
- Enhancing the quality of the environment within which neighbors live, shop, recreate and work.

The Hazelwood Neighborhood

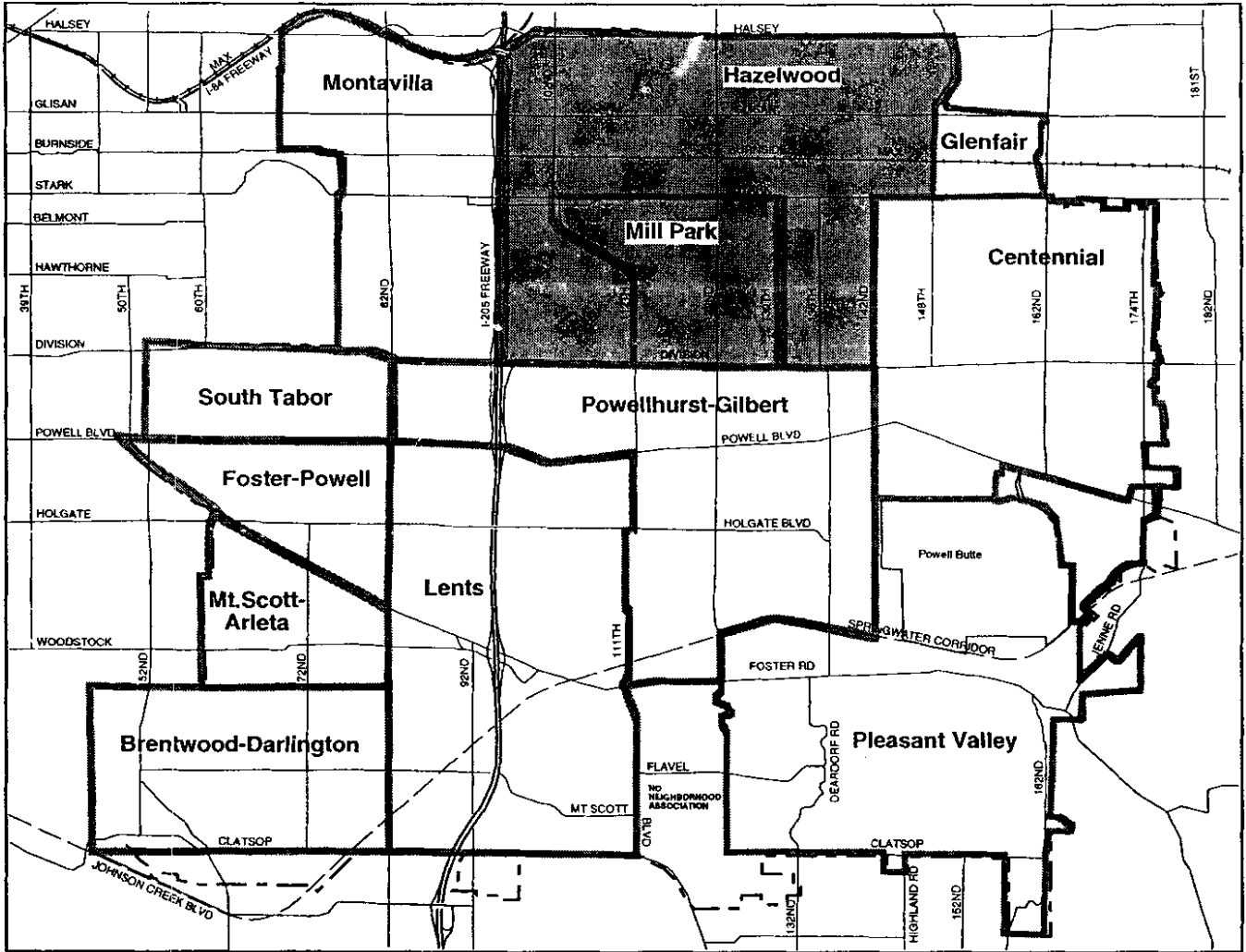
Goal for the Future

Assure safe neighborhoods that provide vitality of experience and quality of life for residents, commuters, workers, visitors and businesses. Do this by:

- Enhancing the appearance and functionality of the environment -- the pleasantness of the surroundings and the maintenance and increase of various amenities and services.
- Promoting:
 - The safety and security of all homes, businesses and other buildings and facilities.
 - Pedestrian and non-motorized vehicle access through Hazelwood.
 - Ease of vehicle traffic flow along Hazelwood's major streets.
 - The increased use of public transit.
 - Development of parks and open spaces by the City and Metro.
 - A wide variety of businesses and industries.
 - An appropriate mix of housing types and quality standards of construction.

Boundaries

Beginning at SE Division and I-205, north to Halsey, then east to NE 148th, then south on 148th to SE Stark, then west to SE 142nd, then south to SE Division and west on SE Division to I-205.



NORTH

ONE MILE

Outer Southeast Community Plan March, 1996

ADOPTED

HAZELWOOD NEIGHBORHOOD PLAN

MAP

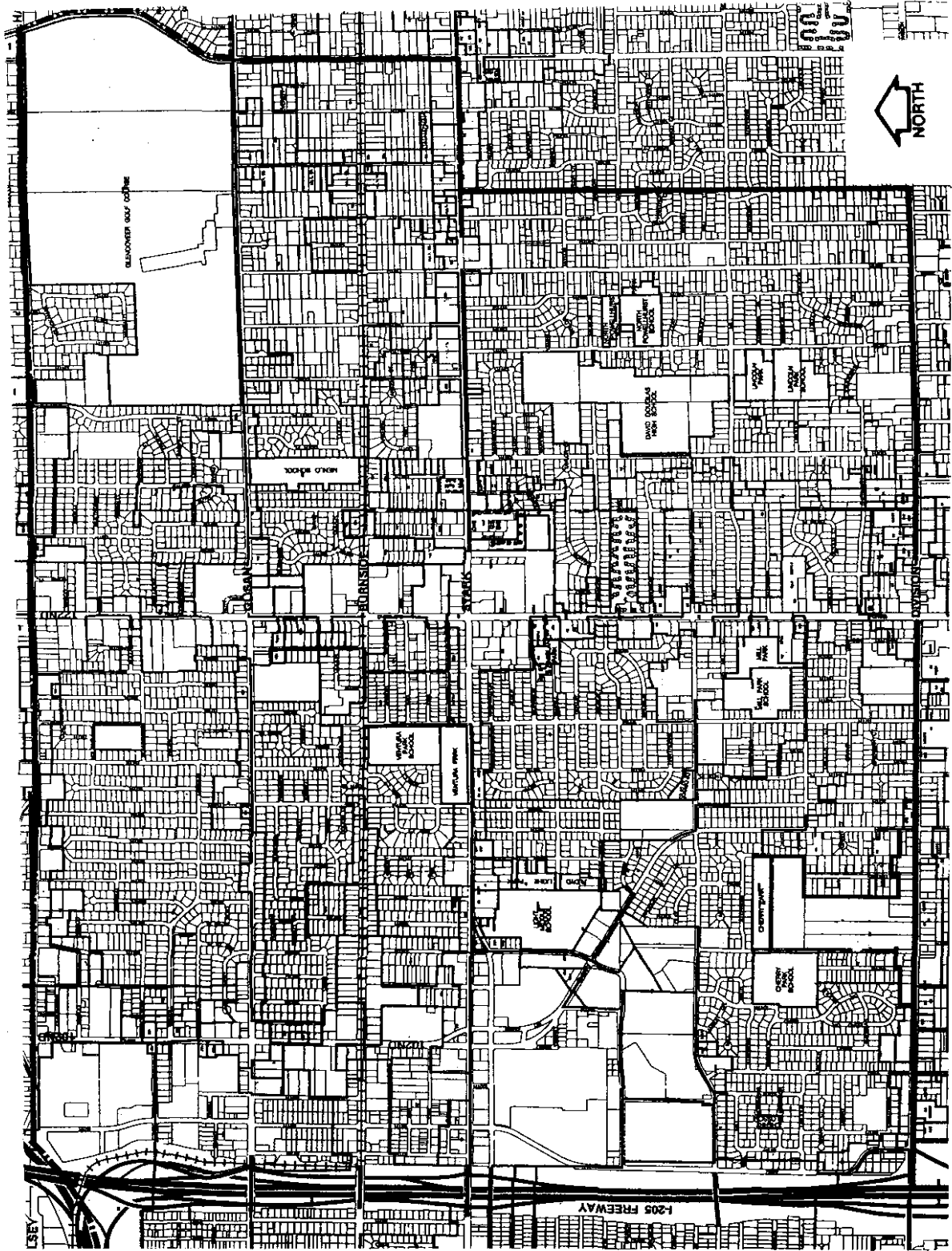
Hazelwood Neighborhood

Legend

- Outer Southeast Community Plan Boundary
- Neighborhood Boundaries within Outer Southeast Community Plan Boundary
- Hazelwood Neighborhood

2

HAZELWOOD NEIGHBORHOOD



History

The Hazelwood Community area is rich in history, dating from pioneer times. However, much as it does today, the area focused around transportation routes. Prior to 1854 there were only two routes east from downtown Portland, one of which followed what is now Foster Road and linked to a branch of Barlow Road, the Oregon Trail. In 1854 a petition was approved by Clackamas County to build a road along the baseline (surveyed in 1851) from the Sandy River to the Willamette River--Base Line Road, which is now SE Stark Street. Every mile along this road a concrete marker was placed, a few of which can still be seen. Be sure to make a pilgrimage to see the one (labeled "P-5") at 117th and SE Stark in Ventura Park.

Besides Stark Street/Base Line Road many streets and roads in Hazelwood used to have different names: Division Street/Section Line Road, Halsey Street/Barr Road, Glisan Street/Villa Avenue, Market Street/Everglade Avenue, 102nd Avenue/Craig Road, 122nd Avenue/Buckley Road, 128th Avenue/Lennox Avenue, 130th Avenue/Prune Road, 135th Avenue/Taylor Avenue, 136th Avenue/Gates Road. These names suggest the character of the area prior to 1945--primarily rural farming. Neighborhoods, as we think of them, lay west of 92nd Avenue.

The Era of Development

Following World War II a housing boom hit the area with returning veterans demanding homes. Most of the core residential housing seen in Hazelwood today was constructed between 1946 and 1960. To quote the History and Folklore of the David Douglas Community¹, the impetus for this construction boom was:

- "1. Pent-up demand, of course.
2. A natural sub-surface gravel area for storm and sanitary disposal that was wide spread and which greatly reduced building costs.
3. A new Union High School District with a fine reputation that actively promoted a sense of community.
4. Easy access provided by a grid system of paved roads [transportation again!]
5. Glendoveer Golf Course.
6. An adequate supply of skilled craftsmen, material and financing."

Despite the housing boom, the area was fortunate to have a number of good contractors, who created pleasant neighborhoods--one, Cherry Blossom Park, was spotlighted by the first two Home Builders Association's Parade of Homes in 1952 and 1953.

¹This historical sketch is deeply indebted to *History and Folklore of the David Douglas Community* published by the David Douglas Historical Society, 1989. The Hazelwood Neighborhood Association wishes to thank this group for permission to use their material.

The area continued to grow in population and commercial enterprise throughout the 1960s, 1970s and 1980s. Beginning in 1986, portions of Hazelwood west of 122nd Avenue were annexed to the City of Portland. This process was completed in 1994.

Origin of the "Hazelwood" Name

The Hazelwood Neighborhood Association took its name directly from the Hazelwood Water District, whose boundaries largely coincided with those of the neighborhood. The Water District was formed from four prior districts: Russellville, Baseline, Menlo Park and Hazelwood. A look at plan maps of the area reveals that the name was popular early on in the development of the area. However, the origin of the term "Hazelwood" itself is conjectured to relate to the hazelnut trees and bushes which have always grown voluntarily and prolifically in the area.

Hazelwood Neighborhood Association and Previous Neighborhood Plans

In 1977 the Hazelwood Community Group was formed under Multnomah County. The citizens developed a process under which anyone could become involved at the grass roots level in shaping and determining the image of their own community. Utilizing Goal I of the recently adopted SB 100 land use law, the Hazelwood Community Plan was developed; it was adopted in 1979 in conjunction with Multnomah County's Framework Plan. In 1986, this Plan was revised to conform to the City of Portland's Comprehensive Plan and was adopted by the City Council in 1986. The Hazelwood Community Group was recognized as a Portland neighborhood association in 1988. In part, to become more consistent with the City of Portland's neighborhood association situation, the Group changed its name in 1994 to the Hazelwood Neighborhood Association.

The commitment to citizen involvement exhibited during those planning processes has continued into the present, ensuring a community which deals effectively with on-going changes affecting its residents and businesses, and provides a mechanism for on-going citizen involvement. This is especially important, since the long period of unincorporated history and the relatively recent development of the area has resulted in residents having a different viewpoint from those in the historical neighborhoods within Portland.

Neighborhood Profile

Demographically, in 1990 16,898 people, 4,509 families, and 6,802 households lived in the Hazelwood neighborhood. Over 91% of its population is Caucasian, the largest minority being Asian/Pacific Islanders at almost 6%. About 6.5% of the population is over 65 and 9% is aged 14 and under. Educationally, 23% of the population graduated from high school, 8% have a Bachelor's degree, and less than 3% have a graduate or professional degree.

In 1989, of persons aged 16 and over, 1,771, or 21.5% of the 8,222 workers, were employed in the retail trade, 15.8% in manufacturing, and 6% in business and repair services. Over 18% of workers were employed as administrative support staff, including clerical. Almost 12.5% were employed in sales and 21.6% were employed in managerial and professional specialty occupations.

In 1990, 5,470 persons, or 68% of the 7,992 workers aged 16 and over, drove alone to work. Only 663, or 8% took public transportation, even though the MAX light rail line goes right through the neighborhood. It took 3,083 commuters 15-24 minutes to get to work.

The median household income in 1989 was \$27,719, which compares favorably with the median for East Portland of \$26,790 and \$25,592 for the City of Portland. Of the 7,008 housing units, 57.5% were owner-occupied and almost 3% were vacant.

Today major features of the Hazelwood area continue to be transportation oriented. There are four major east-west and four north-south arterials, including Interstate 205, within the area; Tri-Met's MAX light rail line bisects Hazelwood, providing commuting access to downtown Portland or Gresham. Other highlights include: shopping hubs--Gateway Center and Transit Mall, Mall 205 and the Stark/Washington Couplet, Menlo Park Shopping Center; Portland Adventist Medical Center; Midland Regional Library; and David Douglas High School, one middle and five elementary schools. On the periphery, and within short commutes, are a number of other attractions and amenities.

There are still vacant lots and commercial opportunity sites within Hazelwood, making it an area where additional population growth is anticipated.

Purpose of this Plan

The Hazelwood Neighborhood Plan will help guide our neighborhood through changes anticipated over the next 20 years. It provides direction on matters of land use, social and economic development programs and capital expenditures for our neighborhood. It helps residents, property owners, business owners, and others thinking of locating or investing understand the desires and vision of its current residents. Finally, it will be used by the neighborhood association to determine if future land use changes are in agreement with the overall goal.

Relationship of the Hazelwood Neighborhood Plan to the Outer Southeast Community Plan and the Comprehensive Plan

The Hazelwood Neighborhood Plan is part of the Outer Southeast Community Plan, which was adopted as part of Portland's Comprehensive Plan by the Portland City Council on January 31, 1996 by Ordinance No. 169763 and Resolution No. 35491. The Outer Southeast Community Plan creates an overall framework for the twenty-six square mile plan area. This framework establishes programs, policies, and regulations and identifies actions applicable to or needed to benefit residents of the entire study area. Policies, projects, programs and other provisions which are unique to Hazelwood are contained in the Hazelwood Neighborhood Plan. The Neighborhood Plan also reinforces community plan elements applicable to the Hazelwood neighborhood.

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

The Planning Process

The Community Planning Process for the Outer Southeast District began in early 1992. In March, 1993 Doug Warren, lead planner for the Outer Southeast Community Plan at that time, came to the Hazelwood general meeting and talked about the need to revise the 1986 Plan. The Association realized early in the process that, instead of simply editing the existing plan, they needed to prepare a completely new plan.

To direct the neighborhood planning process, a Steering Group was formed by the Hazelwood Neighborhood Association. Between March and November, 1993, the Steering Group met every couple of weeks. Topics were brainstormed, as were objectives and actions. An initial draft version was presented to the Association's general meeting on November 18, 1993. Following changes, a January, 1994 draft was distributed to residents, businesses, and members of the Outer Southeast Community Plan Technical Advisory Committee (TAC).

Between January and April, the Steering Committee revised the plan again. And on April 21, 1994 a workshop was held at Floyd Light Middle School. The April version was reviewed again by TAC members. During the rest of 1994 Steering Committee members accelerated efforts to assure that the plan met the needs of the neighborhood while still conforming to a more standard format set by the Planning Bureau. Members incorporated TAC revisions and discussed substantive issues of concern in great depth. The Proposed Plan was formally adopted by the Hazelwood Neighborhood Association on January 16, 1995.

In March, 1995, the Portland Planning Commission held two public hearings on the Proposed Outer Southeast Community Plan and associated plans, which generated several amendment requests. Decisions made by the Planning Commission were incorporated into the Recommended Hazelwood Neighborhood Plan.

City Council held public hearings in November 1995 and January 1996 on the Recommended Plans. There were no requests to amend the Hazelwood Neighborhood Plan. City Council adopted the Hazelwood Neighborhood Plan by ordinance and resolution on January 31, 1996.

Plan Organization

The Hazelwood Neighborhood Plan consists of several parts. They are the Goal for the Future; Comprehensive Plan policies and objectives; action charts; a Neighborhood Association-Specific Advocacy Agenda; and appendices. The Neighborhood's Goal, policies, and objectives were adopted by the City Council by ordinance and are a part of the Outer Southeast Community Plan and Portland's Comprehensive Plan. The action charts were adopted by resolution. Items adopted by resolution are advisory to decision makers, but do not have the force of law. Policies A and B are intended solely for the neighborhood's own guidance and are not part of the City's Comprehensive Plan, the Outer Southeast Community Plan, or the adopted Hazelwood Neighborhood Plan.

Goal: The Hazelwood Goal Statement illustrates where the Plan is leading and identifies two main goals it wants to achieve as a neighborhood. An abbreviated form of this Neighborhood Goal ties the Hazelwood Neighborhood Plan to the Outer Southeast Community and Portland's adopted Comprehensive Plan Vision statements. It was adopted by ordinance as a policy in the Outer Southeast Community Plan Vision and the City's Comprehensive Plan Vision statement.

Policies and Objectives: The Hazelwood Neighborhood Plan's policies and objectives address the aspects of the Hazelwood neighborhood over which those participating in the planning process wish to provide guidance to decision makers. Policies 1 - 7 were adopted as part of the Outer Southeast Community Plan and Comprehensive Plan by ordinance. The policies guide actions of both the neighborhood and other agencies for Public Safety, Economic Development, Recreation and the Environment, Transportation, Housing, Community Design and Livability, and 122nd Avenue Subarea. The objectives detail ways in which to carry out those policies.

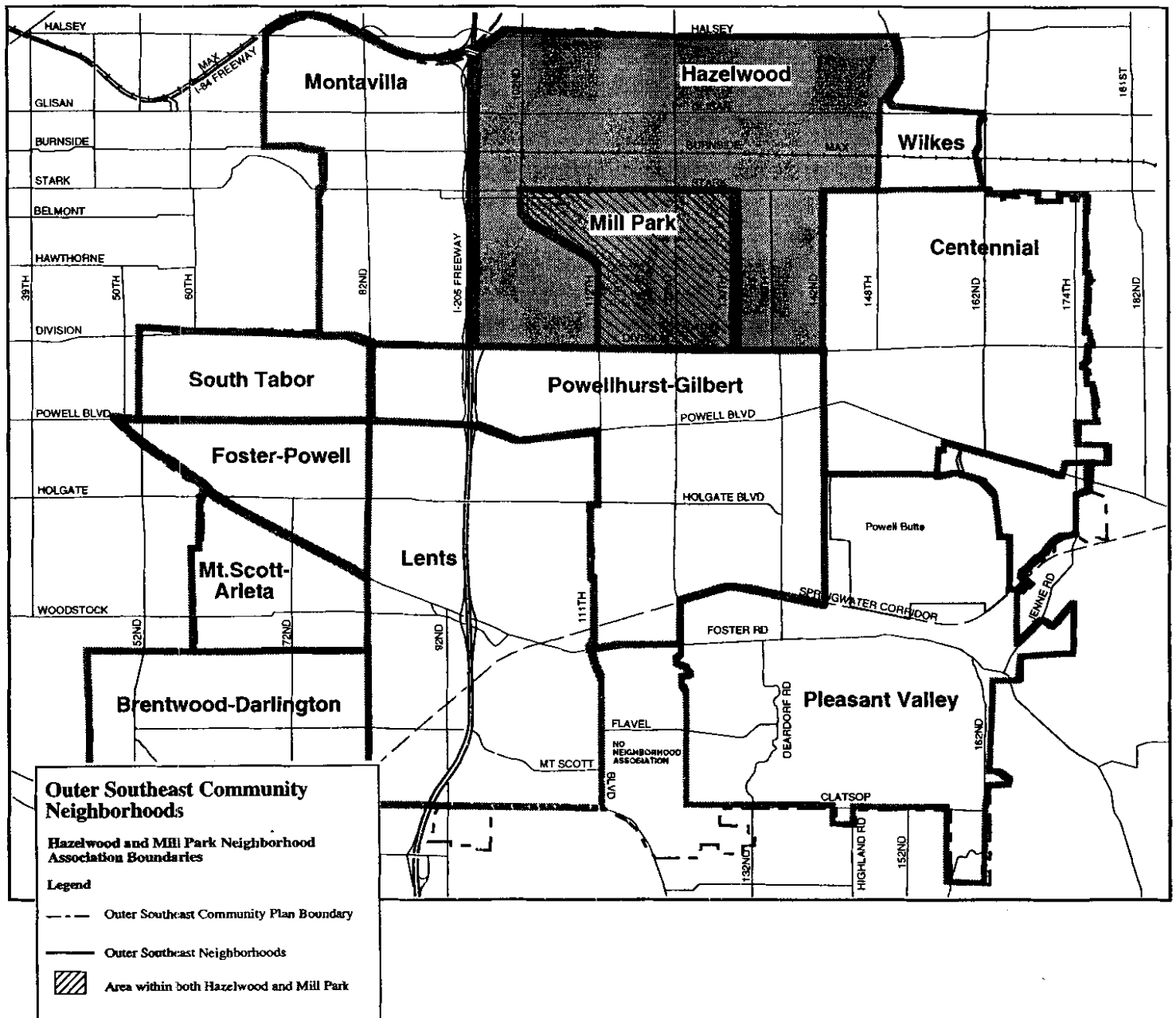
Action Charts: The action charts specify projects, programs and regulatory measures that carry out the Neighborhood Plan's policies. They are assigned a time frame and implementor to carry them out. Implementors have expressed interest and/or support for the action with which they are linked. Implementors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

Advocacy Agenda: Policy A, *Community Institutions and Human Services*, and Policy B, *Advocacy Agenda*, are internal to the Hazelwood Neighborhood and were adopted by the Hazelwood Neighborhood Association only. The Advocacy Agenda addresses social elements deemed important to the neighborhood's future success and advocacy items which address issues of significance either beyond the scope or outside the area of the community planning process or issues that the neighborhood association would like considered. The Hazelwood Neighborhood Association is solely responsible for implementing these actions unless otherwise noted.

Appendices: Appendices includes a Table of Traffic and Transportation Problem Areas and Recommended Design Guidelines for Hazelwood Neighborhood. These appendices were adopted by the Hazelwood Neighborhood Association only and were not adopted by City Council.

Hazelwood and Mill Park Neighborhood Association Boundaries

The boundaries of Hazelwood Neighborhood Association include the recognized Mill Park Neighborhood Association, which has also prepared a neighborhood plan. Bureau of Planning staff reviewed each plan to assure consistency with each other as well as the Community Plan. However, it is possible that, sometime in the future, some policies, objectives and actions might be interpreted in such a manner as to create a conflict. Should this occur, decisions will be made based on both the Comprehensive Plan and individual elements of the Outer Southeast Community Plan.



Policies, Objectives and Implementation Actions

Policies, Objectives & Implementation Actions

The following policies and objectives are included in Portland's Comprehensive Plan. Inclusion of these statements in the Comprehensive Plan makes the Hazelwood Neighborhood Plan a part of Portland's Comprehensive Plan; excluding only Policies A and B in the Hazelwood Neighborhood Association-Specific Advocacy Agenda which was adopted by the Hazelwood Neighborhood Association only. Future land use changes in the Outer Southeast Community Plan area will be required to conform with the City-wide Comprehensive Plan, Outer Southeast Community Plan and Hazelwood Neighborhood Plan. These policies read:

Comprehensive Plan Policies 2.26 and 3.9

2.26 Outer Southeast Community Plan

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

3.9 Outer Southeast Community Plan Neighborhoods and Business Plan

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

Objectives:*

B. Reinforce the vitality of experience and quality of life for residents, commuters, workers, visitors and businesses in Hazelwood.

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

Policy 1. Public Safety

Hazelwood residents and businesses view Public Safety as the basic building block for quality of life. In recent years Portland has come to view Public Safety as a partnership between service providers - Police, Fire and Medical - and the "community" - residents, schools, businesses and a variety of public and nonprofit agencies. In order to further the goals of participation by community members in their own security, each individual must take responsibility for crime and fire prevention measures, first aid, and earthquake preparedness. The goal of the Neighborhood Association is to encourage and support Public Safety education, training and activities (e.g. Neighborhood Watch, Neighborhood Fire Response) that will promote an enhanced quality of life and sense of security.

Foster and maintain a safe environment for residents, businesses and visitors in the Hazelwood Neighborhood by reducing crime and the fear of crime.

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

1. Support programs that maintain police, fire and medical emergency services at a level that will create a sense of safety, security and improve livability and quality of life.
2. Build a long term partnership among public safety providers (police and fire), residents and businesses.
3. Foster education of residents and business persons to be active participants in furthering their own safety and security.

Action Chart: Public Safety

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
PS1	On an annual basis invite representatives from police and fire departments to discuss the status of their services.		X			HNA
PS2	Include representatives of the Hazelwood neighborhood on mailing lists maintained by area Police Precincts and the Fire Bureau.		X			HNA, PPB, PFB
PS3	Include representation of residents and business persons on police and fire advisory committees.		X			HNA, PPB, PFB, BA
PS4	Support targeted community policing, e.g. the David Douglas Safety Action Team, community contact offices.		X			HNA, PPB
PS5	Educate citizens in ways to support police efforts, such as identifying and observing drug houses and reporting criminal activity,			X		HNA, PPB, EPDC
PS6	Encourage training of landlords in tenant screening and eviction techniques.			X		HNA, PPB, HAP
PS7	Include district and community police officers and fire personnel in neighborhood meetings and activities involving local citizens.		X			HNA, PPB
PS8	Organize, promote and support communication among a variety of public safety efforts, e.g., Neighborhood Watch, Citizen Patrols, and the East Portland District Coalition crime prevention specialists, Public Safety Committee, Court Watches, Neighborhood Emergency Teams and police.		X			HNA, PPB, EPDC, PFB
PS9	Assist and train citizens in crime and fire prevention techniques, e.g. locks, lighting, environmental design and smoke detectors.		X			PFB, PPB, EPDC
PS10	Encourage businesses and business associations (e.g. Rotary, Kiwanis, Gateway area Business Association) to become more involved in crime prevention and public safety issues.		X			EPDC, BA
PS11	Target crime in the vicinity of transit stations, malls and pedestrian areas.		X			PPB, TM
PS12	Organize and support citizens to perform regular and prompt graffiti removal.		X			EPDC, HNA
PS13	Create active Neighborhood Watch groups and Citizen Patrols in every neighborhood in the Hazelwood Neighborhood.		X			EPDC, HNA

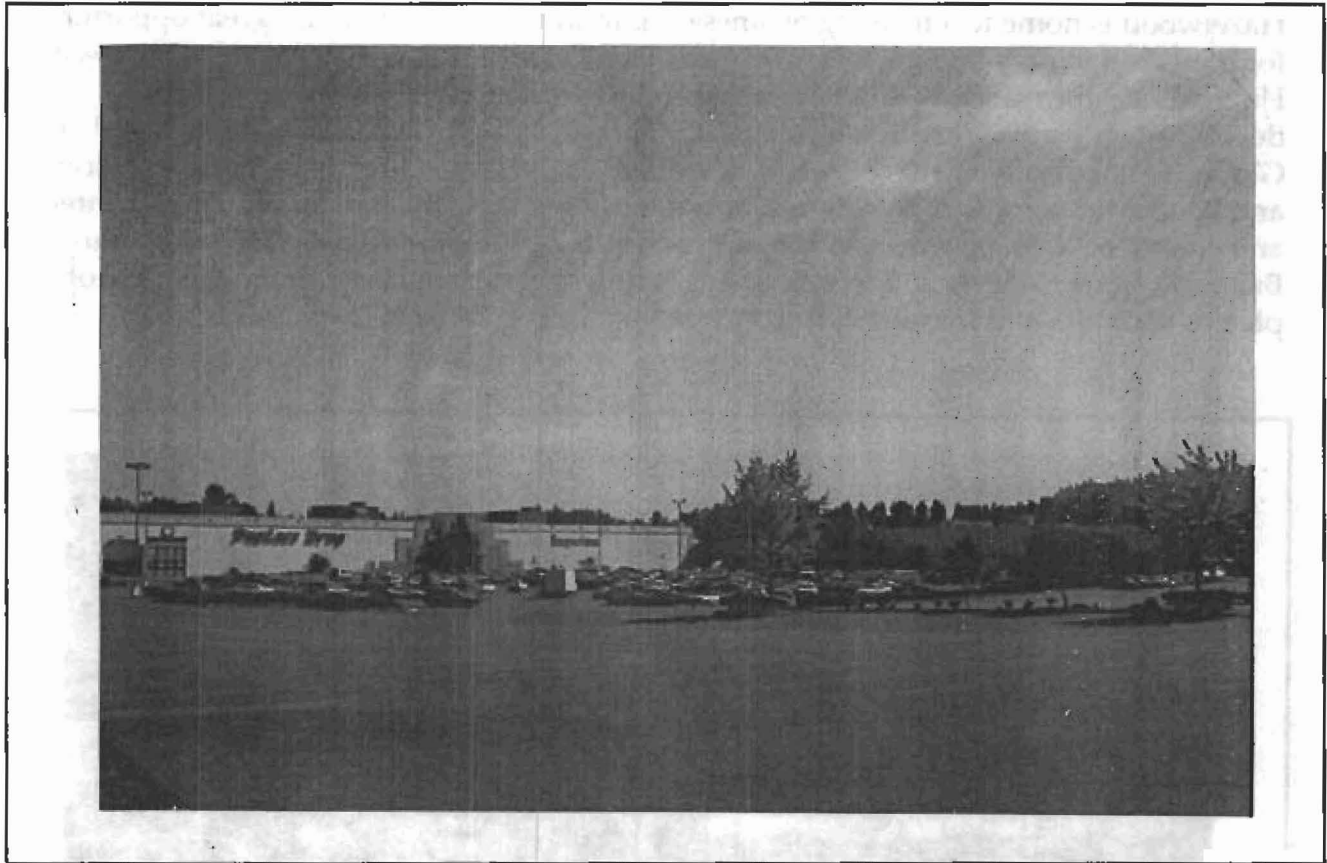
Note: Action Charts were approved by Portland City Council by resolution. They are a starting place. All actions have an identified implementor. They were adopted with the understanding that some will need to be adjusted and others replaced with more feasible proposals. Identification of an implementor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

Policy 2. Economic Development

Hazelwood is home to a thriving business community, but one that has great opportunities for increased variety and growth. At present there are four major shopping centers within Hazelwood: the Gateway, Mall 205 and Menlo Park shopping malls and the newly developed showcase Target-Safeway center with senior citizen housing at NE 122nd and Glisan. Immediately north of Hazelwood at NE 122nd and Halsey is the San Rafael center, and on all four corners of the intersection at SE 122nd and Division are shopping centers and commercial enterprises. All major intersections of 122nd Avenue (Halsey, Glisan, Burnside, Stark, Market and Division) are commercial nodes. It is a significant goal of this plan to maintain and increase the economic viability of the Hazelwood area.



Menlo Park Plaza



Mall 205 Shopping Center

As part of the Outer Southeast Community Plan, the Gateway Plan District was expanded to include Gateway, Mall 205, Portland Adventist Medical Center, and the area between. Metro designated Gateway a "Regional Center" in its Region 2040 Plan. A major aspect of the Hazelwood "vision" is to seek a quality development of the Gateway area, including a mix of commercial, housing and open space that will enhance both the economic potential and the livability of the entire Hazelwood community and establish the Gateway Regional Center as the major commercial and business center for East Portland.



Portland Adventist Medical Center
Hazelwood's Largest Employer

Preserve and enhance the commercial viability of businesses within Hazelwood by stimulating business growth, investment and a high level of livability.

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

1. Provide programs and incentives that will: a) help stabilize and retain existing business; b) attract new firms and investments; c) create new jobs for area residents.
2. Establish viable commercial and business centers to serve the neighborhoods and draw visitors from outside Hazelwood.
 - a. Support commercial development in hub areas by advocating on their behalf before decision-makers.
 - b. Discourage the expansion of strip commercial development by encouraging concentration of retail and wholesale car lots at the commercial intersections of major traffic streets.
3. Assure that commercial and business centers are constructed and reconstructed to be pedestrian friendly environments.
4. Maintain open channels of communication between neighborhood residents and businesses.

Action Chart: Economic Development

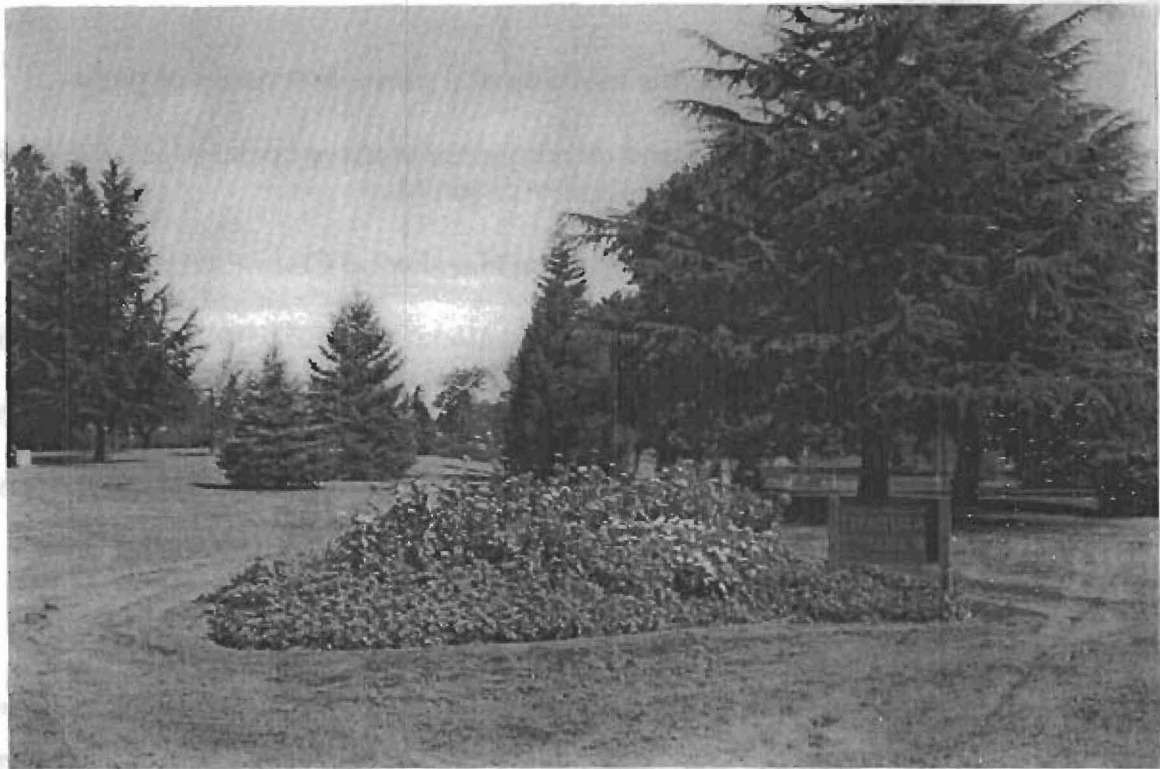
#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
ED1	Develop activities, such as festivals and picnics that promote the area.		X			HNA, EPDC, BA
ED2	Develop a pedestrian friendly environment along the MAX line that supports transit and local residents.			X		PDOT, BA, BOP, HNA, TM
ED3	Seek ways to provide funding to support economic development in the community.			X		PDC, HNA
ED4	Create a strong working relationship between Hazelwood Neighborhood Association and business associations by: a) Establishing a liaison task force with businesses and business associations within Hazelwood; b) Developing a marketing and economic analysis of the Hazelwood area; and c) Developing and implementing an image/marketing plan for target areas.		X	X		HNA, EPDC, BA, OSEBC, PDC
ED5	Compile and maintain a directory containing the names and telephone numbers of a responsible person for each business in Hazelwood.			X		HNA, BA
ED6	Encourage businesses to clearly post readable addresses.			X		BA, HNA, EPDC, PFB
ED7	Encourage neighborhood businesses to employ local residents and advertise in community papers.			X		HNA, BA
	PROGRAMS					
ED8	Entice family-oriented businesses, such as gift shops, hobby shops, and restaurants, to locate in Hazelwood.			X		BA, PDC
ED9	Encourage business associations (for example, Gateway Area Business Association) and service clubs, such as Kiwanis and Rotary, to become more involved in implementing this neighborhood plan.		X			BA, HNA, OSEBC

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
ED10	Maintain active participation and representation from businesses to Hazelwood Neighborhood Association.		X			HNA, BA
ED11	Encourage a variety of commercial development types that are compatible with the neighborhood by supporting applicable zoning and design requirements: a) Light industrial and office parks; b) General business and professional office sites; c) Recreation, education, and social service providers.	X	X			BOP, HNA, EPDC
ED12	Encourage the viability of small, visually appealing businesses and commercial enterprises which serve the residents of the neighborhood and are located outside commercial centers.	X	X			HNA
	REGULATIONS					
ED13	Concentrate expansion of commercial development at the following centers/hubs: a) Stark / Washington Street from I-205 to SE 108th b) Gateway Plan District c) Menlo Park/Rogers Center at 122nd & Glisan	X	X			BOP, HNA, EPDC

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

Policy 3. Recreation and the Environment

The focus of this section is to increase and improve the recreational and scenic opportunities in the Hazelwood neighborhood. Currently, the Hazelwood area is designated as “parks deficient” by the Portland Bureaus of Planning and Parks and Recreation. During the early development of the area under Multnomah County, several sites were denoted as park lands, usually adjacent to elementary schools. Only one of these sites, Ventura Park, has been developed for general use. Most of the others are simply vacant lots.



Ventura Park

There are opportunities in the future for additional land in Hazelwood to be designated as open space, and the intent of the plan is to take advantage of any such openings, e.g. the “gravel pit” at approximately 106th and SE Division and the Hazelwood Water District land on NE 117th and Multnomah. An exciting potential addition identified in the Community Plan is a north-south greenspace mall through the Gateway area development. Finally, the plan advocates for the conscious “setting aside” of land in large new housing developments for recreational use. (See Policy 6: Community Design and Livability)

The plan takes into account other types of recreational facilities, such as a community, senior citizen and youth center. Pedestrian and bike pathways and routes increase the enjoyment of the area. The pleasantness of our surroundings is correlated with the maintenance and appearance of the housing, businesses and other construction in the area. The plan promotes neighborhood activities that encourage cleanliness, absence of graffiti, recycling and other efforts that demonstrate desire for a quality environment.

Promote recreational opportunities in parks, scenic areas, and open spaces in and around Hazelwood.

(Adopted as part of Portland’s Comprehensive Plan)

Objectives:

1. Update park facilities, increase the usability and promote security of parks.
2. Support acquisition, expansion and development of those open spaces and parks identified in Outer Southeast Community Vision Map.
3. Create an environment that encourages the Hazelwood Community’s Identity.
4. Encourage the continued development of well-marked and well-lighted pedestrian and bicycle systems that connect residential areas and activity centers of the community, including shopping districts, parks, recreation sites, and institutions.
5. Create opportunities that encourage members of the community to maintain and improve the appearance of their property and public areas.

Action Chart: Recreation and the Environment

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
RE1	Develop a community center within Hazelwood. Include as part of it an Activity Center for citizens with special needs, bookmobiles, and a swimming pool.			X		HNA, EPDC
RE2	Install a paved sidewalk around the perimeter, outside the fence, of Glendoveer Golf Course.			X		HNA, EPDC, ANA
RE3	Provide parks with amenities (such as picnic benches, paved pathways, climbing and play equipment, tennis courts, and playing fields) that are appropriate to the size, location and use of the park.			X		Parks

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
RE4	Start an aggressive tree planting effort in parks.			X		HNA, EPDC, Parks, FOT
RE5	Continue to develop a path between Portland Adventist Medical Center and the Mall 205 shopping area. (See p. 37 for further description)	X				BOP, PAMC, PDOT, HNA
RE6	Work with the Bureau of Parks and Recreation to develop the undeveloped parks: Menlo Park, Midland, Cherry Blossom Park, Lincoln Park, North Powellhurst Park, Mill Park and Floyd Light Park.				X	HNA, ANA, EPDC
RE7	Promote the acquisition of open space and park land sites. Consider in particular acquisition of the gravel pit at 106th and Division.				X	HNA, Parks, BOP
	PROGRAMS					
RE8	Encourage developers of multi-family, multiple single-family, and commercial developments to follow open space and recreational guidelines found in Appendix C.		X			HNA
RE9	Establish neighborhood citizen patrols in parks.		X			HNA, EPDC
RE10	Design and place landscaping to maintain security and enhance surroundings.	X				Parks, EPDC
RE11	Develop undeveloped parks and open spaces to fit neighborhood needs.		X			Parks, HNA
RE12	Sponsor programs for community cleanup, e.g. debris, garbage, broken cars and equipment.		X			HNA, EPDC
RE13	Maintain trees and forested areas of Lincoln Park, North Powellhurst, Mill Park, Midland Park and Floyd Light Park.		X			HNA, Parks
RE14	Preserve and enhance significant natural features, such as wooded areas.		X			HNA
RE15	Educate citizens on ways to improve their neighborhood's appearance.		X			HNA, EPDC, ONA
	REGULATIONS					
RE16	Require developers to incorporate pathways and open spaces into all high density developments.	X	X			BOP, PDOT

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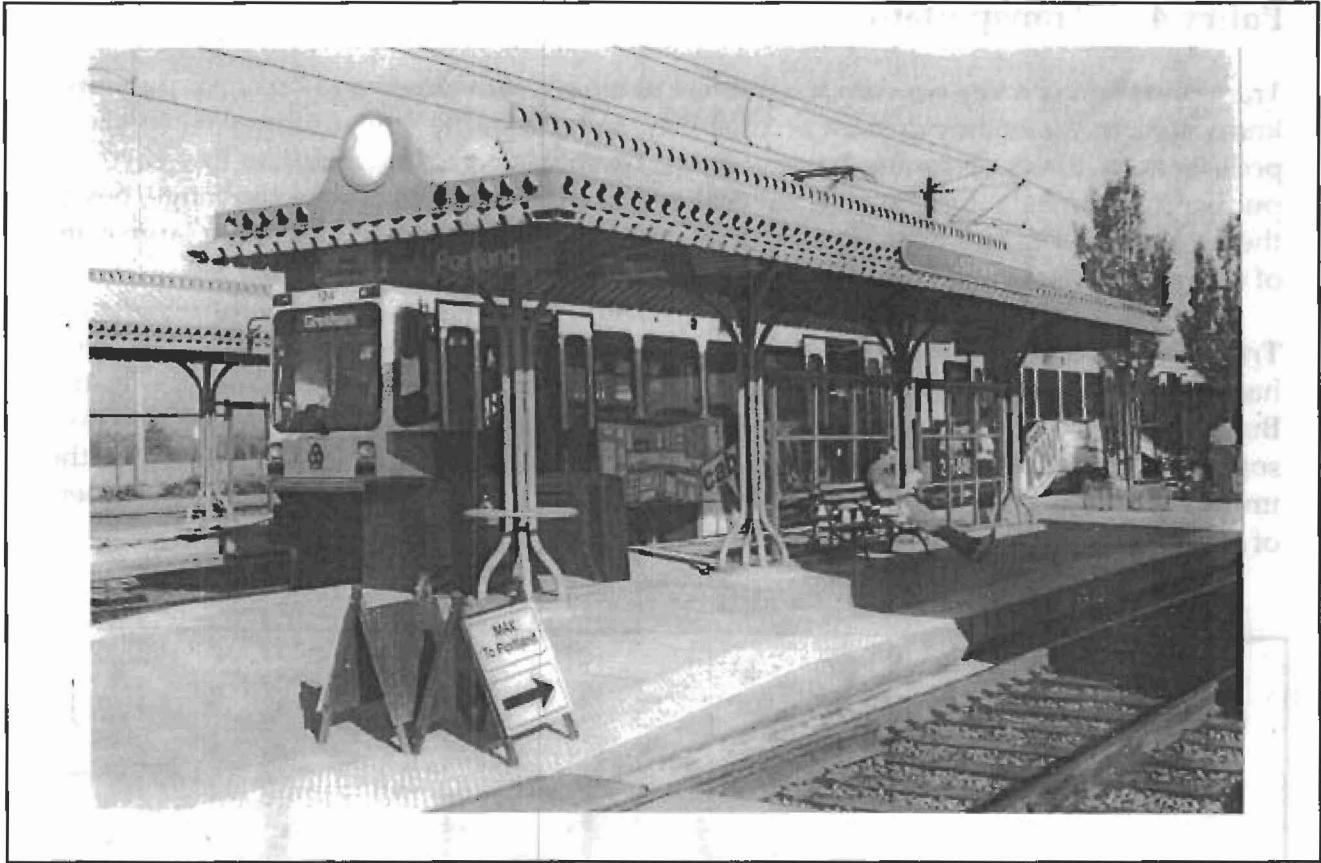
Policy 4. Transportation

Transportation is a key concern in land use planning. Residents and business persons know the outcomes they desire - accessibility, smooth traffic flow, minimal congestion, pedestrian and bicycle routes, handicapped/disabled access and frequent low-cost public/mass transit. Obtaining these features and amenities is often a challenge, beyond the capability of the average citizen. The plan includes four objectives and a large number of action proposals.

Transportation is the single most prominent feature of the Hazelwood area. Hazelwood has been historically, and continues to be, an area of east-west transit: Halsey, Glisan, Burnside, Stark, Market and Division, and the MAX Light Rail line. There are also north-south routes, most significantly I-205, 122nd, 139th, and 148th. The plan recognizes the importance of finding ways of both facilitating movement and avoiding the consequences of noise, pollution and congestion that can easily result.



MAX Light Rail Transit Line



MAX Gateway Transit Station

An opportunity exists within the Outer Southeast Community Plan to provide pedestrian and bicycle routes through the Gateway Plan District, connecting the Gateway Regional Center with the Mall 205 commercial area. The paths should provide safe access through traffic and vehicle parking to shopping and housing.

Improve accessibility in, around and through Hazelwood. Develop, improve and expand paths, trails and streets that serve as links between recreational, commercial, and residential areas while maintaining the livability of residential areas.

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

1. Improve accessibility within the neighborhoods and among commercial, recreational, employment and transit sites.
2. Improve accessibility by mass transit and alternative modes of transportation.
3. Place a high priority on construction and upgrading of streets to City of Portland street standards.
4. Support a comprehensive bicycle program for recreational and commuting purposes.

Action Chart: Transportation

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
T1	Examine bus lines and other public transit routes through Hazelwood to ensure better access, adequate service, and more convenient transfers.		X			HNA, TM, PDOT
T2	Request development of designated pedestrian and bicycle routes in the following neighborhood areas: Glendoveer Golf Course, Gateway, Mall 205, Cherry Park, Mill Park, Lincoln Park, North Powellhurst Park and David Douglas High School.			X		HNA, Parks
T3	Review existing curb ramps in Hazelwood and request that additions be made where they are most needed. Participate in the City-County Commission on the Disabled Committee's review of curb ramp requests.		X			EPDC, HNA, CCACD
T4	Request PDOT to evaluate the traffic patterns, access and acceptable congestion impact of private streets on neighborhood public streets, collectors and arterials.			X		BOP, HNA, EPDC

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
T5	Request PDOT to evaluate the traffic and transportation problems listed in Appendix B and work with its staff on studies and methods of resolution.			X		HNA
T6	Create a barrier-free pedestrian network within the neighborhood's activity centers and between these centers and adjacent residential areas.			X		PDOT, HNA, BOP
T7	Support study and implementation of alternative means of transportation.		X			HNA, EPDC
T8	Encourage through traffic to use arterials rather than local neighborhood streets.		X			HNA, PDOT
T9	Support increased funding for bicycle route improvements.			X		HNA
T10	Encourage Tri-Met to operate buses on streets designated as transit streets in Portland's Comprehensive Plan.		X			HNA, EPDC, TM, PDOT
	REGULATIONS					
T11	Set criteria for the assessment of need, design, construction and maintenance of new private streets.			X		BOB, BOP, HNA, EPDC
T12	Require commercial development to design buildings, sidewalks, pedestrian walkways and drives to encourage pedestrian and non-automobile (e.g. bicycles and wheelchairs) use and access to the site.	X				PDOT, BOP, HNA

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Policy 5. Housing

While the Hazelwood neighborhood currently supports a mix of single and multi-family dwellings, it is anticipated that multi-family housing, from duplexes to apartment complexes, will increase over the life of this plan. The Outer Southeast Community Plan will create zoning which increases housing opportunity, and the present plan acknowledges that such change is necessary and desirable, but only if the appropriate guidelines (defined in Appendix C) are in place and enforced. Objectives in the plan seek to encourage a stable populace to maintain a sense of community among residents who live, shop and work in Hazelwood.

Maintain and reinforce Hazelwood housing as affordable for families and individuals, which provides for a stable population of responsible homeowners and renters.

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

1. Promote the development of a variety of housing types.
2. Enable home ownership by supporting programs that provide access for homeowners to financial resources and technical expertise.
3. Support programs to increase long-term leases and rentals of multi-dwelling housing.
4. Rehabilitate dilapidated and derelict houses.
5. Concentrate new housing development near major transit facilities, particularly existing light rail transit stations.

Action Chart: Housing

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
H1	Establish a good working relationship between the Bureau of Buildings and HNA to deal with derelict, dilapidated, and vacant buildings. a) Identify dilapidated rental properties and pursue their rehabilitation. b) Expedite the nuisance abatement and condemnation processes and condemn derelict housing.		X			HNA, EPDC
	REGULATIONS					
H2	Locate multi-unit housing over four units within walking distance (not to exceed 1/4 mile) of committed or established transit lines to encourage less vehicular use.	X				BOP

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Policy 6. Community Design and Livability

Community Design and Livability is possibly the most important component of the present plan. Prior to Comprehensive Plan Code changes, Hazelwood residents had the Site Review tool of land use planning and zoning changes. Hazelwood neighbors are extremely concerned that the present City Code requirements lack the “teeth” to handle the rapid growth and construction that is already occurring and likely to accelerate in the next few years, since there are a considerable number of available building sites in Hazelwood. Examples of difficulties already encountered include:

- Fast food restaurants built on corner lots of busy intersections with no provision for ingress and egress that will avoid traffic congestion and accidents;
- Narrow private streets built with no provision for garbage pickup, future repair, maintenance, parking and turnaround;
- Housing developments built with limited provision for on-site recreation which will accommodate the number and types of residents envisioned as tenants.

The plan addresses these concerns by proposing design guidelines that will assure privacy and pleasing surroundings for all, encouraging provision of adequate recreational area for new multi-family housing, and advocating for the location of multi-family housing near transit.

Maintain Hazelwood as an affordable, attractive neighborhood, which provides a friendly, safe, and pleasing community for everyone.

(Adopted as part of Portland’s Comprehensive Plan)

Objectives:

1. Assure that all new developments - single and multi-family housing, commercial and business - are planned and constructed to minimize adverse impact on the community and neighborhood, including traffic and traffic patterns.
2. Encourage development projects to meet the voluntary design guidelines included in Appendix C of this plan for the Hazelwood Neighborhood.
3. Support programs and activities that enhance the livability and quality of life of the Hazelwood Neighborhood.
4. Provide recognition and incentives for businesses to invest in rehabilitation and neighborhood enhancements.

Action Chart: Community Design and Livability

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROGRAMS					
CD1	Encourage developers of multi-family housing, multiple single-family housing developments, and commercial buildings to meet with the Neighborhood Association on their projects and to use guidelines in Appendix C.		X			HNA
CD2	Seek the opportunity to comment on development plans for commercial ventures and residential developments over three units.		X			HNA
CD3	Review commercial developments which desire to expand into adjacent residential areas on a case by case basis. Encourage commercial developments to locate or expand outside established residential areas only.		X			HNA
CD4	Work with the City of Portland, business associations, and non-profit organizations to beautify neighborhood commercial and residential streets and transit stops.		X			HNA
CD5	Minimize the number of new curb cuts which could create safety hazards and congestion for pedestrians, bicyclists, and drivers, especially near four-way arterial intersections.		X			BOP, PDOT
CD6	Continue to work with the Portland Police Bureau and Parking Enforcement on illegally parked cars, enforcement of parking regulations and removal of abandoned cars.		X			PPB, PDOT, HNA, EPDC

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

Policy 7. 122nd Avenue Subarea

The Hazelwood Neighborhood Plan creates a special subarea for the area along 122nd Avenue from NE Halsey to SE Division. The reason for this designation is that what happens on 122nd directly impacts the adjacent residential areas and all east-west streets in terms of traffic, commercial uses, and the potential for higher density housing and increased transit use. Although this Plan encourages nodal commercial development, the actual market pattern appears to be moving toward a more linear design. The neighborhood feels strongly that, unless 122nd is monitored on an on-going basis and investors encouraged to limit their developments to nodes, 122nd could easily become even more of a strip commercial street than it is now. This type of development pattern could threaten the neighborhood's desire to make its streets more transit and bicycle friendly.

A number of objectives and actions which directly concern this subarea more appropriately belong elsewhere in the Plan. Please review ED14, Appendix B, and the Transportation and Economic Development Policies as well as the following Action Chart.

Ensure that 122nd Avenue commercial area develops in a nodal pattern to maintain the quality of adjacent neighborhoods and enhance the pedestrian and bicycle-friendly nature of areas in-between commercial nodes.

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

1. Recognize the role which 122nd Avenue plays as a major traffic and transit street in future planning and development efforts.
2. Encourage construction of a mix of housing types and commercial/retail along 122nd to increase transit use and support local business nodes.

Action Chart: 122nd Avenue Subarea

#	Actions	Time				Implementors
		Adopted with Plan	On-going	Next 5 Yrs	6 to 20 Yrs	
	PROJECTS					
S1	Establish the 122nd Avenue Subarea within the Hazelwood Neighborhood Plan.	X				HNA
S2	Prepare a Vision for 122nd Avenue in conjunction with adjacent neighborhoods and business coalitions.			X		HNA, EPDC
S3	Request a study of traffic and pedestrian concerns along 122nd.			X		HNA
S4	Request a study of the traffic patterns generated by the Menlo Park Shopping Center and the Target-Safeway Center at NE 122nd & Glisan.			X		HNA
	PROGRAMS					
S5	Work with developers and public agencies to assure that the siting and design of buildings, transportation elements, and other features in the 122nd Avenue Subarea contribute to the Vision.		X			HNA
S6	Work with developers using criteria established in Appendix C.		X			HNA
S7	Monitor traffic and parking in order to determine how best to deal with congestion, speeding, and other safety problems. Request PDOT to help determine how best to deal with the situation. Work with PDOT on methods of resolution.		X			HNA
S8	Request that all developers of property abutting residential neighborhoods work in conjunction with those neighbors to minimize or alleviate negative impacts.		X			HNA, BOP, BOB

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

DESCRIPTION OF SELECTED ACTIONS

The following is a detailed description of Action RE5 associated with Policy 3, Recreation and Environment. It is presented here in a level of detail provided by the Hazelwood Steering Group.

Policy 3: Recreation and the Environment

RE5: Maintain and develop a trail between Portland Adventist Medical Center to the Mall 205 shopping area.

Assure the development of the adopted pathway from SE Market to the Mall 205 shopping area, which is identified in the Transportation Element of the City of Portland Comprehensive Plan dated October 23, 1992, and also included in the Portland Adventist Medical Center's Master Building Plan. The pathway presently exists between SE Market east of SE 104th to SE Main; north of SE Main the pathway follows the vacated portion of SE 102nd right-of-way to the north edge of Professional Office III. The pathway may be subject to reasonable restrictions for security and maintenance, and shall be built simultaneously with the development of abutting easterly properties. The pathway will be signed at the SE Market entry.

Hazelwood Neighborhood Association Specific Advocacy Agenda

Policies A and B are for the guidance of only the Hazelwood Neighborhood Association. They have been adopted by the Hazelwood Neighborhood Association only. City Council took no action on these policies. Policies A and B are not part of the Comprehensive Plan, the Outer Southeast Community Plan, nor the adopted Hazelwood Neighborhood Plan. These actions will be used to guide the work of the Neighborhood Association. They may also be the subject of requests for capital improvement projects and grant applications. In no instance will any item included in these sections be used for individual land use site specific issues. The presence of these items in this part of the plan does not reflect or imply any support by the City or its bureaus for these actions.

Policy A pertains to human services, which are provided primarily by jurisdictions and agencies other than the City of Portland.



Russellville School on 102nd Avenue south of Burnside

Policy B includes items which the Hazelwood Neighborhood Association wishes to pursue, but which are not included in either the Outer Southeast Community Plan or Portland's Comprehensive Plan. Since the Hazelwood Neighborhood Association feels these actions are important to implementing their goal, they are included as a separate policy. This policy is only for the guidance of the Neighborhood Association about projects and programs it wishes to pursue in the future.

Policy A. Community Institutions and Human Services

Many governmental and private agencies and services support an enhanced quality of life for individuals and groups in our society. The goal of the plan relating to community institutions and family services is to promote coordination and cooperation among service providers. The plan recognizes that, for the future, persons will require educational and training opportunities throughout their lifetime, delivered in a variety of ways both for their work careers and leisure activities.

The plan includes Hazelwood and other neighborhood associations and citizen and business groups as community institutions. Such groups serve a variety of purposes, such as giving input to local governments, providing forums for discussion of issues, sponsoring educational activities, and supporting events that encourage cooperation among organizations and neighbors.

Ensure that the delivery of human services are coordinated, comprehensive and prevention-oriented. Encourage cooperation among citizens, governmental bodies, schools, and private and nonprofit organizations to provide planning, funding and support for human services.

(Adopted by the Hazelwood Neighborhood Association only)

Objectives

1. Maintain and enhance community resources such as community health, dependent care, employment training and placement, and juvenile, elderly and senior services, to meet the needs of the present population as well as projected growth.
2. Support a variety of educational and training alternatives and programs for youth and adults to encourage lifelong learning, occupational flexibility, enhanced quality of life and citizen awareness and responsibility.

Actions Related to Community Institutions and Human Services

With the exception of Numbers 3 and 5 which would be started within 5 years, all actions are on-going. Abbreviations in parentheses refer to agencies and organizations which Hazelwood would like to work with on that particular action.

1. Increase the number and expand the type of family services available to persons over 60 years of age, including day and foster care. (MC)
2. Establish and promote daycare centers that are accessible to all income levels and that have flexible hours so as to provide before and after school care for school age children to avoid latch-key children. Encourage the location of pre-school daycare near transit centers so families can avoid driving to get their children to daycare. (MC, HDS)
3. Provide a service that will screen and refer appropriate help to individuals needing live-in or in-home care. (MC)
4. Assure representation of Hazelwood residents on committees and boards to organize, monitor and evaluate the delivery of family services from the clients' perspective.
5. Provide information and assistance to community residents about health, mental health, housing and social services that are available. (MC)
6. Recruit and train volunteers to act as tutors, Big Brothers/Big Sisters and mentors. (DDSD)
7. Support and assure citizen input into planning by local school districts for educational and training facilities and programs for citizens of the Hazelwood area. (DDSD, MHCC, MESD)
8. Support the Portland Adventist Medical Center's programs and planning for health care, prevention and maintenance in its client area. (EPDC)
9. Support nursing and foster care providers and advocates (Ombudsman Program) to ensure compliance with existing regulations and nursing care practices.
10. Encourage citizens to become active as citizen ombudsmen on behalf of nursing and foster care clients.

Policy B. Advocacy on behalf of Neighborhood

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

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

Advocate on behalf of the residents and businesses of the Hazelwood Neighborhood.

(Adopted by the Hazelwood Neighborhood Association only)

Objective: Encourage citizen involvement and provide all citizens of Hazelwood optimal access to City of Portland and other governmental planning and decision-making bodies through the recognized neighborhood association: Hazelwood Neighborhood Association.

Section I

This section includes items which solely pertain to the Hazelwood Neighborhood Association or are beyond the scope of the plan.

1. Conduct frequent outreach and public relations activities that will maintain a strong core group of citizens actively involved and participating in the Hazelwood Neighborhood Association. (ONA, EPDC)
2. Evaluate activities and Hazelwood Neighborhood Association's organizational structure for optimal flexibility and response to neighborhoods and citizens' needs.
3. Regarding code enforcement:
 - a. Monitor building, nuisance and zoning codes for implementation and work with the appropriate agency(ies) to assure their enforcement.
 - b. Monitor implementation of building code requirements relating to flag lot developments and work with the Bureaus of Buildings and Planning to assure their timely enforcement.

4. Work with the Office of Transportation to identify and devise new strategies to pay for the paving of unpaved streets.
5. Require public and private electric utilities, telephone, cable and other related utility operators doing business in Hazelwood to maintain high standards of compliance with the National Electric Safety Code (NESC) regulations to ensure that the construction, placement, operation and maintenance of their facilities and installations protect the public from any safety hazards and are in full compliance with all of the NESC regulations at all times.

Section II

This section identifies those items that conflict with City policy and/or Metro or State goals, policies or guidelines. The appropriate policy is referenced for each item.

6. Request the Bureau of Planning to reinstitute design and site review for all new construction of commercial, multi-family and single-family over three units. Work with the City to develop and enforce design standards that will enhance the quality of life in the community. Standards should include architectural design and compatibility and aesthetics for all construction and recreational space and design, quiet and comfort standards, especially for residential construction.

When parts of Outer Southeast were annexed into the City, the City tried to create parallel zoning tools in Title 33 that would allow the Planning Bureau to have something very close to the design and site review which had been allowed in Multnomah County. Since site review was administrative and basically discretionary with no appeal provisions, the City was sued. As part of the Zoning Code Rewrite Project, design and site review, except within specially designated design districts or developments meeting certain criteria, was dropped. However, at that time Planning Commission addressed the need for elements of good design and siting by adding new quantitative standards into the Code that would take the place of design and site review in some cases.

7. Require that multi-family residential buildings and grounds constructed in any zone be designed in an aesthetically pleasing fashion and to enhance neighborhood quiet. (See Appendix D for Recommended Design Guidelines for Hazelwood Neighborhood.)

See #6 for primary discussion of design. Title 33.120 contains requirements for multi-family buildings and grounds in multi-dwelling zones. Those requirements should lead to the ends desired in those zones.

Appendices

Appendix A
Letter of Endorsement

Hazelwood Neighborhood Association

RECEIVED
PLANNING BUREAU

1995 MAR 13 P 12: 30

March 10, 1995

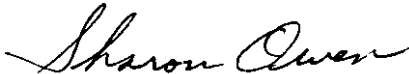
Portland Planning Commission
1120 SW Fifth Ave., Room 1002
Portland, OR 97204-1966

Subject: Notification of Neighborhood Plan Adoption

On January 16, 1995 at a specially called General Membership Meeting, the Hazelwood Neighborhood Association adopted its proposed Neighborhood Plan as part of the Outer Southeast Community Plan. As we understand it, the proposed Neighborhood Plan is subject to amendment by the Planning Commission and the Portland City Council, prior to its final adoption by that body.

We would like to take this opportunity to express our appreciation for Planning Bureau Staff Ellen Ryker's excellent assistance in bringing our Neighborhood Plan to closure. Ellen worked well and with good humor with our Plan committee; she did an outstanding job of offering alternatives for wording and format that would accomplish our goals within the framework of the larger Community Plan.

Sincerely,



Sharon K. Owen, Chair

cc: ✓ Ellen Ryker
Michael Harrison

Sharon Owen, Chair
1307 NE 111th Ave.
Portland, OR 97220
503-253-5568

Kay Collier, Vice-Chair
Mary O'Leary, Secretary
Jane Baker, Land Use
Frank Cleys, At-Large

Gayland German, At-Large
John Hoefling, GABA
Pat Holcomb, At-Large
Shirley Holmes, Cherry Pk

Nancy King, At-Large
Francis McElroy, Cherry Pk
Pat O'Leary, At-Large
Joe Wallace, At-Large

Appendix B Key to Implementing Agencies and Organizations

ANA	Adjacent Neighborhood Associations
BA	Business Associations
BOB	Bureau of Buildings
BOP	Bureau of Planning
CCACD	City/County Advisory Committee of the Disabled
DDSD	David Douglas School District
EPDC	East Portland District Coalition
FOT	Friends of Trees
HAP	Housing Authority of Portland
HDS	Head Start
HNA	Hazelwood Neighborhood Association
MC	Multnomah County
MESD	Multnomah Education Service District
MHCC	Mt. Hood Community College
ONA	Office of Neighborhood Associations
OSEBC	Outer Southeast Business Coalition
PAMC	Portland Adventist Medical Center
Parks	Bureau of Parks and Recreation
PDC	Portland Development Commission
PDOT	Portland Department of Transportation
PFB	Portland Fire Bureau
PPB	Portland Police Bureau
TM	Tri-County Metropolitan Transit District

Appendix C Traffic and Transportation Problem Areas

The Hazelwood Neighborhood Association and the Steering Group for this plan identified the following streets and intersections as having traffic problems. The Neighborhood Association intends to work with the Portland Office of Transportation to correct these problems.

#	Location	Problem(s)
1	117th from Burnside to Division	<ul style="list-style-type: none"> • Needs sidewalks • Speeding
2	130th from Stark to Division	<ul style="list-style-type: none"> • Needs sidewalks • Speeding
3	139th between Stark & Glisan	<ul style="list-style-type: none"> • Needs sidewalks • Speeding
4	Stark	<ul style="list-style-type: none"> • Needs sidewalks where they don't currently exist. • Needs access to safe crossings • Traffic congestion
5	Division	<ul style="list-style-type: none"> • Needs sidewalks where they don't currently exist. • Needs access to safe crossings • Traffic congestion
6	Glisan	<ul style="list-style-type: none"> • Needs sidewalks where they don't currently exist. • Needs access to safe crossings • Traffic congestion • At on-ramp to Southbound 205 traffic backs up into intersection because lane is too short.
7	Halsey	<ul style="list-style-type: none"> • Needs sidewalks where they don't currently exist. • Needs access to safe crossings • Traffic congestion • Speeding
8	101st from Market to Division	<ul style="list-style-type: none"> • Speeding
9	148th from Halsey to Division	<ul style="list-style-type: none"> • Speeding
10	Market from 96th to 130th	<ul style="list-style-type: none"> • Speeding
11	122nd	<ul style="list-style-type: none"> • Needs access to safe crossings • Traffic congestion at major intersections

#	Location	Problem(s)
12	102nd from Halsey to Stark	<ul style="list-style-type: none"> • Speeding • Needs access to safe crossings • Traffic congestion
13	108th & Stark	<ul style="list-style-type: none"> • Unsafe for students at Floyd Light Middle School to cross
14	99th between Stark & Glisan	<ul style="list-style-type: none"> • Signalization
15	99th & Washington	<ul style="list-style-type: none"> • Blocked lanes because of short signal
16	99th between Halsey & Glisan	<ul style="list-style-type: none"> • Traffic blocked going south from Park & Ride • Traffic going west blocking traffic from Park & Ride

Appendix D
Transportation Capital Improvement Projects in Hazelwood

	Total Project Costs
1995-1996	
SE Market (between SE 96th and SE 122nd) (neighborhood traffic management; \$66,000 in '95-'96)	\$138,910
1997-1998	
SE Stark/SE Washington (SE 92nd to SE 108th) (traffic safety, traffic operations, bicycle safety, pedestrian access)	375,000
NE Halsey (NE 122nd to NE 162nd) (sidewalks, curb ramps)	814,000
NE Pacific Speed Bumps (depending on funding availability) (NE Glisan to NE Pacific, SE 102nd to 108th)	

Appendix E

Recommended Design Guidelines for Hazelwood Neighborhood

Before our area was annexed to the City of Portland, developers routinely discussed their plans and proposals with the Hazelwood Community Group. The Hazelwood Neighborhood Association hopes to continue this tradition of open negotiation in the future with those who wish to invest and develop in our neighborhood.

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

1. When designing multi-family buildings and grounds, include the following features:
 - a. Set buildings back from the sidewalk or street for privacy.
 - b. Use landscaping both as shield for noise and privacy and for attractiveness.
 - c. Design elements which will blend in with the neighborhood and be aesthetically pleasing.
 - d. Use building materials which are comparable in quality and appearance to those used in local owner-occupied housing, both to assure neighborhood blending and to minimize the possibility of stigma for renters.
 - e. Use open space to create an aesthetically pleasing environment.
 - f. Provide on site exterior recreational space and facilities adequate for all types and numbers of residents. In addition to providing important amenities, this will provide more privacy and noise protection for both residents of the development and those who live nearby.
 - g. Assure adequate on site parking, so that tenants do not have to park along local streets.
2. For multifamily developments over four units, physically separate parking from children's recreational space.
3. Create recreational open space in single-family residential developments of more than eight units. Ideally, this would be a minimum of one lot per eight units.

4. When designing new commercial and business developments, include the following:
 - a. Appropriate design features which are in scale with the surrounding commercial area
 - b. Quality of materials and workmanship comparable to or higher than the surrounding commercial area
 - c. Configuration of ingress and egress which doesn't aggravate existing parking problems and traffic patterns.
 - d. Adequate but not excessive parking

5. In new construction or major renovations, include a buffer zone between commercial and residential use to ensure neighborhood quiet, aesthetics and privacy. The buffer zone could include landscaping and screening.