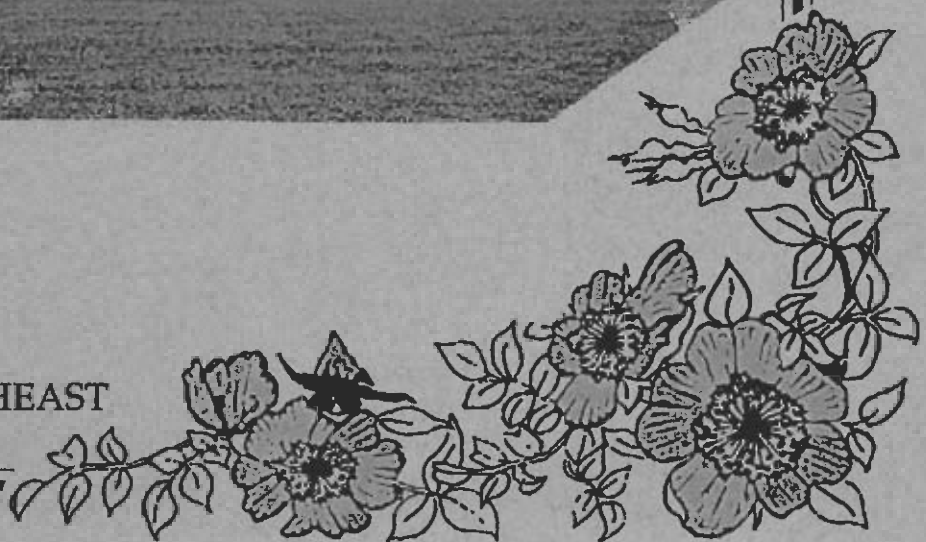


**ADOPTED
SOUTH TABOR
NEIGHBORHOOD PLAN**



**OUTER SOUTHEAST
COMMUNITY**



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

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

Adopted South Tabor Neighborhood Plan

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

March, 1996
Bureau of Planning
Portland, Oregon

Portland City Council

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

THANKS TO THE FOLLOWING FOR PROVIDING MEETING SPACE:

Youngson School
St. Mark's Lutheran Church
Southeast Uplift

ADDITIONAL THANKS TO:

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

Outer Southeast Community Plan Technical Advisory Committee

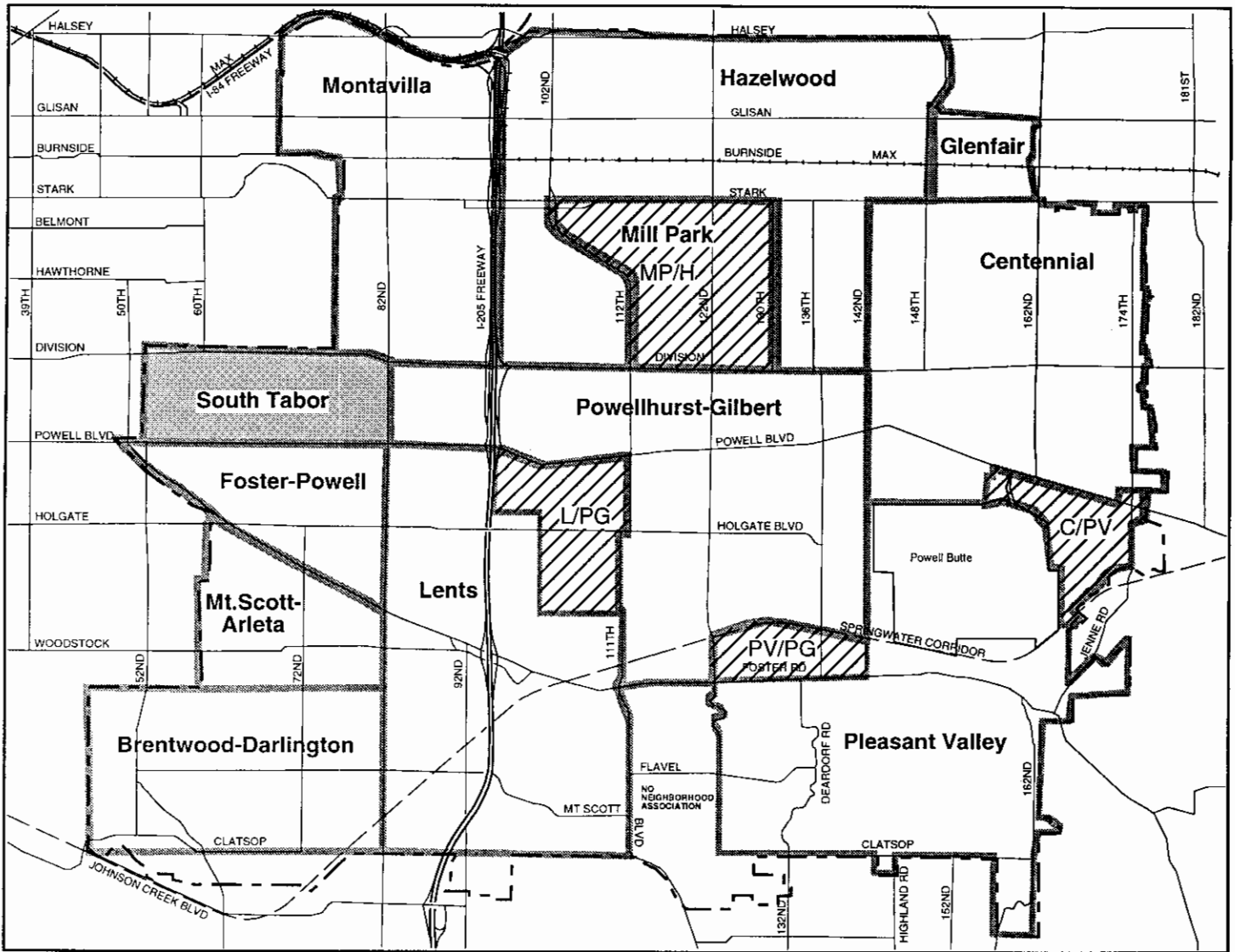
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The Bureau of Planning appreciates the time given to this Plan by each member of the Committee.

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 NORTH


 ONE MILE

Outer Southeast Community Plan March, 1996

ADOPTED

SOUTH TABOR

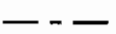



NEIGHBORHOOD

PLAN

MAP

South Tabor Neighborhood

Legend

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

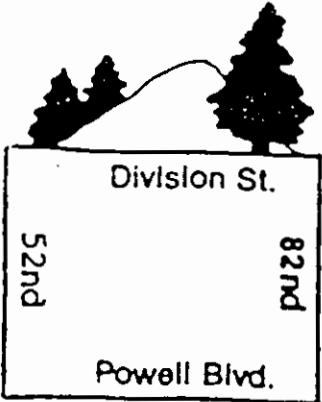
Introduction

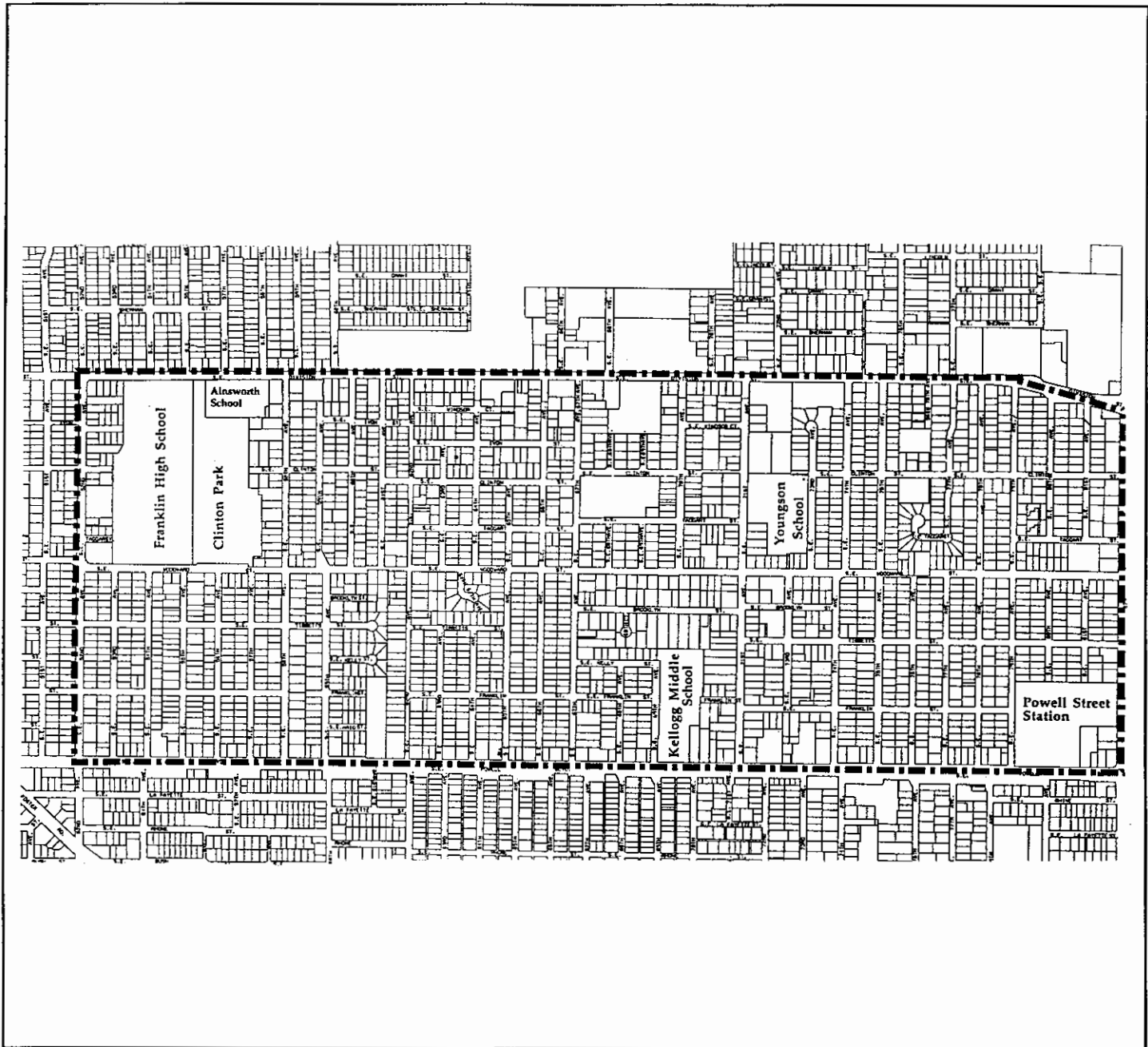
The South Tabor Neighborhood Association enthusiastically took up the challenge of preparing this plan in conjunction with the larger Outer Southeast Community Plan. During the past two years, we have reached out to our neighbors and businesses to prepare a plan which reflects the vision we have of ourselves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

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

Neighborhood Description

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





 NORTH

Not to Scale


Outer Southeast Community Plan March, 1996

ADOPTED
SOUTH TABOR
NEIGHBORHOOD
PLAN

MAP

South Tabor Neighborhood

Legend

 South Tabor Neighborhood Boundary

Plan Organization

The South Tabor Neighborhood Plan consists of several parts. They are the Background, the Overall Neighborhood Goal, Comprehensive Plan Policies and Objectives, Action Charts and a Neighborhood Advocacy Agenda. The policies and objectives were adopted by Ordinance No. 169763. The Action charts were adopted by Resolution No. 35491. Resolutions are advisory to decision makers and do not have the force of law.

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

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

The South Tabor Neighborhood Plan's **Comprehensive Plan Policies and Objectives** address the aspects of the South Tabor Neighborhood over which those participating in the planning process wish to provide guidance to decision makers. They were adopted as part of the Outer Southeast Community Plan by ordinance. The Policies state the neighborhood's desires for housing; transportation; economic development; public safety; social, cultural and educational environment; parks, recreation and open space; and Urban Design, Historic Preservation and Neighborhood Livability. The Objectives detail ways in which to reach these policies.

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

The **Neighborhood Advocacy Agenda** lists items for which the South Tabor Neighborhood wishes to advocate but cannot be included as part of the Outer Southeast Community Plan. Either they deal with city-wide changes to city codes or are requests for capital expenditures that are unlikely to be made within the next 20 years. Some issues are of regional importance. None of it was adopted or made part of Portland's Comprehensive Plan.

Neighborhood History

Compiled by Kathryn M. Notson

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

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



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

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

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

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

Schools and School Names

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

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

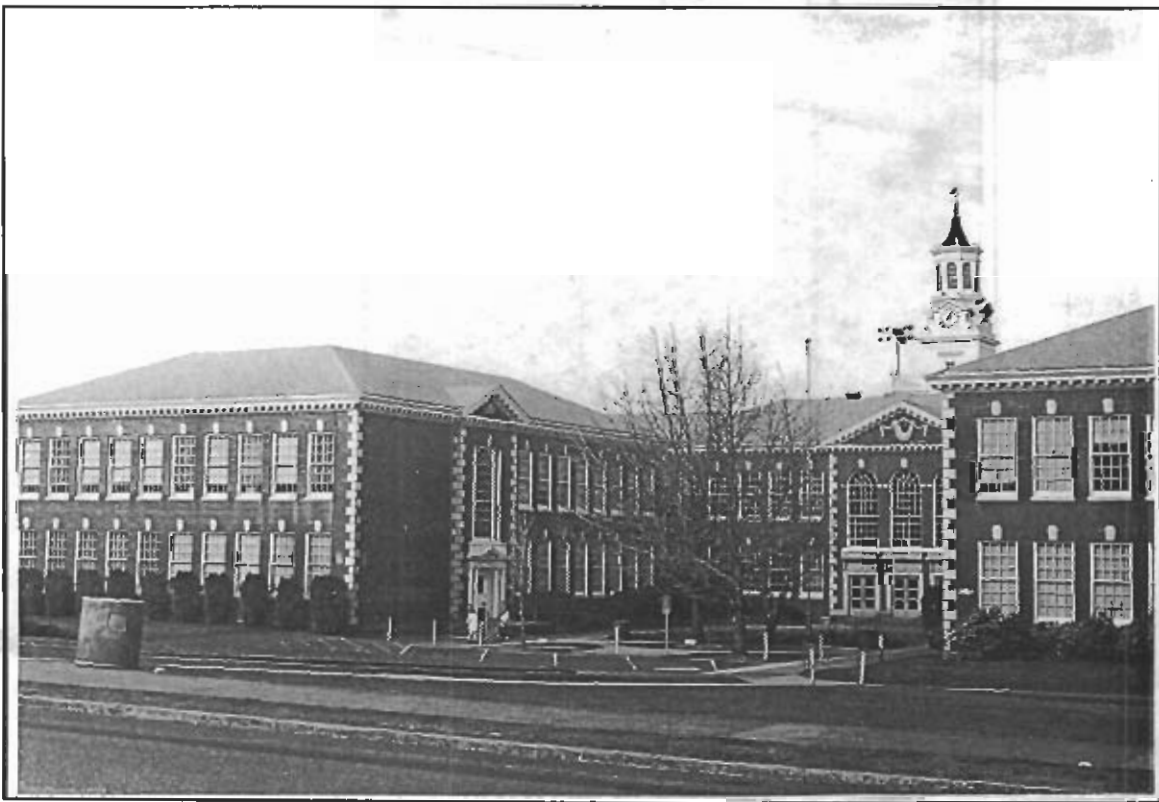
Joseph Kellogg Middle School was annexed from District 44 in 1906. From 1906-1914 it was known as South Mt. Tabor School and then as Hoffman School from 1914-1917. A Mr. Hoffman sold his property to the school district. This building opened in February 1914. The name was changed from Hoffman to Joseph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

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

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

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

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



Franklin High School is the largest institution in South Tabor.

Streets and Street Names

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



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

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

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

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

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

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

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

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

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

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

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

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

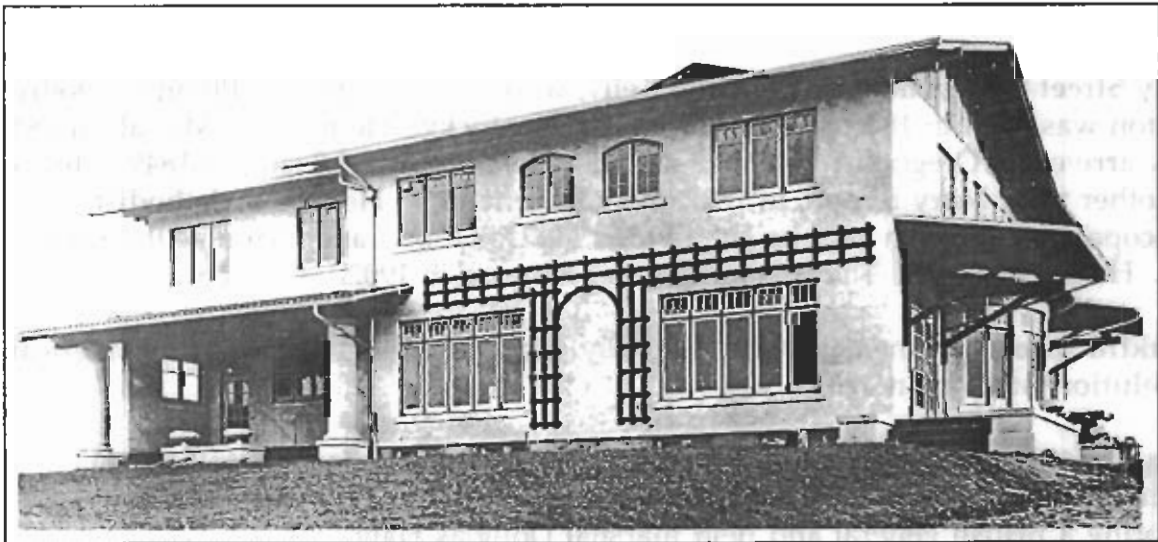
Powell Boulevard was formerly called Powell Valley Boulevard. Ironically, there were three men who had Donation Land Claims in Gresham whose name was Powell, but they weren't related to each other. They were James Powell, Jackson Powell and Dr. J. P. Powell who was the Multnomah County Coroner.

Plan Purpose

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

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

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



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

The Planning Process

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

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

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

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

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

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

The recommended community, neighborhood and business plans were forwarded to the Portland City Council for their consideration. City Council hearings on the plans including South Tabor's were held on November 8 and 15, 1995 and January 11, 1996. City Council adopted Ordinance No. 169763, which makes the South Tabor Neighborhood Plan part of the Portland Comprehensive Plan on January 31, 1996. On the same date City Council also adopted the plan's Action Charts by Resolution No. 35491.

Relationship to Outer Southeast Community Plan and Portland Comprehensive Plan

The South Tabor Neighborhood Plan is part of the Outer Southeast Community Plan. The Outer Southeast Community Plan, and the neighborhood plans developed with it, were adopted as part of Portland's Comprehensive Plan on January 31, 1996 by Ordinance No. 169763 and Resolution No. 35491. The Outer Southeast Community Plan creates an overall framework for a 28-square-mile study area. This framework establishes programs, policies, and regulations and identifies actions which are applicable to or are needed to benefit residents of the entire study area. Policies, projects, programs and regulatory provisions which are special to South Tabor are contained in the South Tabor Neighborhood Plan. The neighborhood plan also reinforces parts of the community plan as they apply to South Tabor.

The context within which the Outer Southeast Community Plan was developed 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 was a major element 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 established. Review and refinement of the district and neighborhood plans progressed as a single process through the development of successive drafts.

Comprehensive Plan Policies, Objectives and Actions for South Tabor

The policies and objectives that follow were adopted as part of Portland's Comprehensive Plan by Ordinance No. 169763. Future land use changes in the neighborhood will be required to conform with the Portland Comprehensive Plan, the Outer Southeast Community Plan and this portion of the South Tabor Neighborhood Plan.

The Actions were approved by Resolution No. 35491 and are advisory only. Their accomplishment depends on the ability of the implementors listed after them to carry them out. Circumstances may make this impossible or require that the actions be changed or replaced with others.

Comprehensive Plan Policies 2.26 and 3.9

2.26 Outer Southeast Community Plan

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

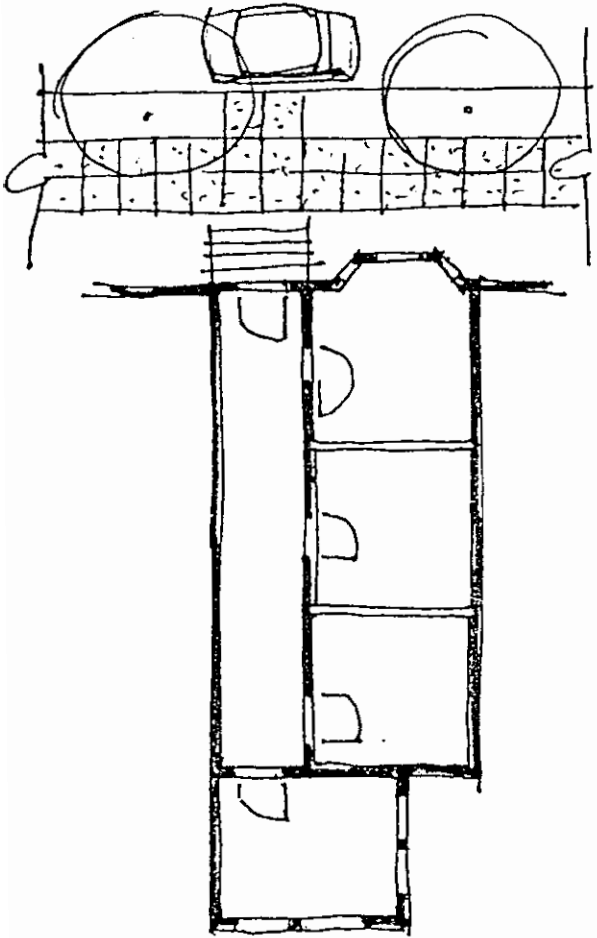
3.9 Outer Southeast Community Plan Neighborhoods and Business Plan

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

Objectives:*

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

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



Front Room

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

Middle Room

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

Back Rooms

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

ROWHOUSES

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

**Policies, Objectives
and Implementation Actions**

Policy 1: Housing

Introduction

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

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

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

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

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

Policy 1: Housing

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

(Adopted as part of Portland's Comprehensive Plan)

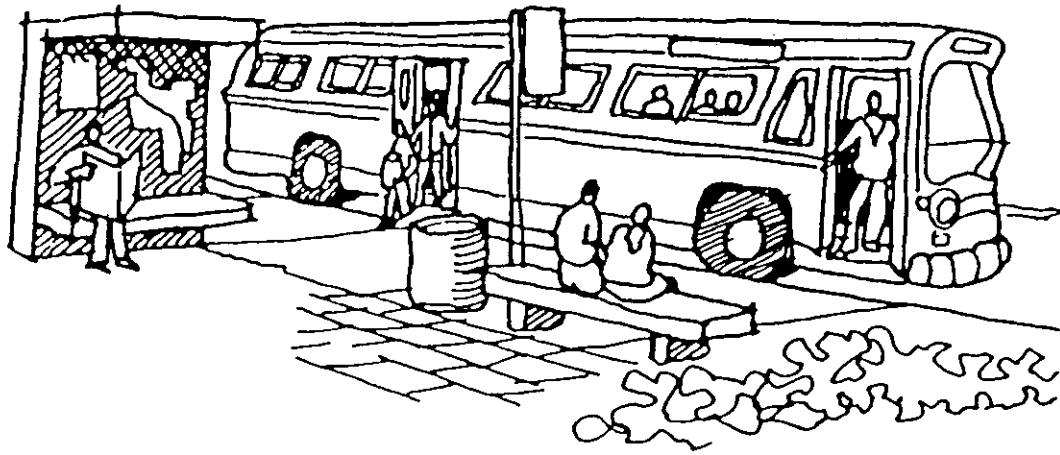
Objectives:

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

Action Chart: Housing

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

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Policy 2: Transportation

Introduction

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

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

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

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

Policy 2: Transportation

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

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

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



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

Action Chart: Transportation

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

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

Action Chart: Transportation

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

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Policy 3: Economic Development

Introduction

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

The guiding principles include:

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

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

Policy 3: Economic Development

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

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

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



Powell Street Station is the largest shopping area in South Tabor.

Action Chart: Economic Development

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

Action Chart: Economic Development

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

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Policy 4: Public Safety

Introduction

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

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

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

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

Policy 4: Public Safety

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

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

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



Some streets in South Tabor are not improved.

Action Chart: Public Safety

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

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Policy 5: Social, Cultural and Educational Environment

Introduction

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

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

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

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

Policy 5: Social, Cultural and Educational Environment

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

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

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

Action Chart: Social, Cultural and Educational Environment

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

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Clinton Park is the only park in the South Tabor Neighborhood.

Policy 6: Parks, Recreation and Open Space

Introduction

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

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

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

Policy 6: Parks, Recreation and Open Space

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

(Adopted as part of Portland’s Comprehensive Plan)

Objectives:

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

Action Chart: Parks, Recreation and Open Space

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

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

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

Introduction

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

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

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

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

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

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

(Adopted as part of Portland's Comprehensive Plan)

Objectives:

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

Action Chart: Historic Preservation, Urban Design and Neighborhood Livability

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

Action Chart: Historic Preservation, Urban Design and Neighborhood Livability

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

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Implementing Agencies or Organizations

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

<u>ABBREV.</u>	<u>AGENCY/ORGANIZATION</u>
BOB	Bureau of Buildings
BOP	Bureau of Planning
ODOT	Oregon Department of Transportation
Parks	Bureau of Parks and Recreation
PDC	Portland Development Commission
PDOT	Portland Department of Transportation
PFB	Portland Fire Bureau
PGE	Portland General Electric
PPB	Portland Police Bureau
SEUL	Southeast Uplift Neighborhood Program
STNA	South Tabor Neighborhood Association
State	State of Oregon
TM	Tri-County Metropolitan Transit District
82ABA	82nd Avenue Business Association

Neighborhood Advocacy Agenda

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

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

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

Section I

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

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

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

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

Parks

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

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

Section II

Housing

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

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

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

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

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

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

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

Economic Development

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

Comment: This was done as part of the Outer Southeast Community planning process. The neighborhood would likely continue this evaluation when reviewing future zone changes.

E3c Advocate Design or Site Review on new commercial development.

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

Urban Design

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

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

City-wide Issues

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

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

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