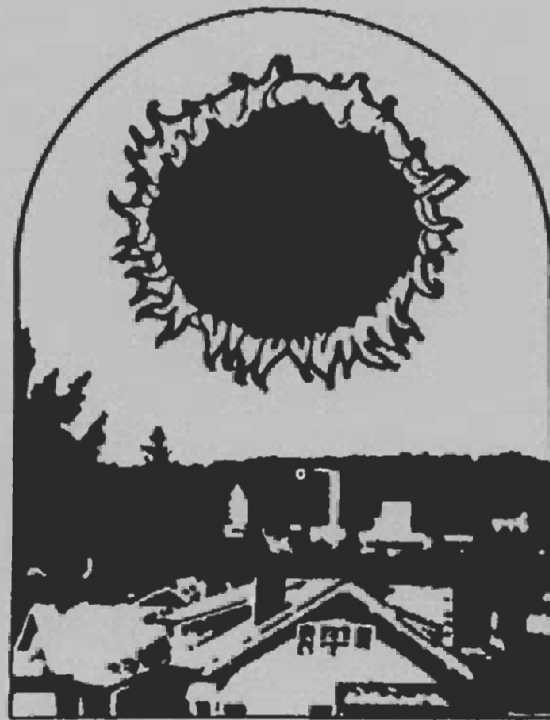


ADOPTED SUNNYSIDE NEIGHBORHOOD PLAN



SUNNYSIDE

PROUD PAST - BRIGHT FUTURE



City of Portland
Bureau of Planning
Portland, Oregon
September 1999



*Conrad Green's grocery: NE corner of SE 33rd and Belmont, around 1889-90.
Photo courtesy of Oregon Historical Society. OrHi 25629*

*Photo at right: Mt. Tabor Streetcar on Belmont – looking west at SE 34th, around 1908. J. Pettit's physician's office was on upper floor above market. Photo courtesy of Oregon Historical Society.
OrHi 54271*

Adopted Sunnyside Neighborhood Plan



Adopted on September 1, 1999
By Ordinance No. 173725 and
Resolution No. 35820

September 1999
Bureau of Planning
Portland, Oregon

Portland City Council

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Commissioner Jim Francesconi
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Past Co-Chairs Katie Bretsch and Lavinia Marx

Livability Committee: Tom Badrick

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Vision Statement

The Sunnyside Neighborhood motto is "Proud Past, Bright Future". There is no better and succinct a definition. In Sunnyside we are proud of the past of this neighborhood while also looking boldly into the future knowing we can expect even better things to come. This is a diverse neighborhood, both culturally and economically. People of all lifestyles know they are welcome here. The features that make Sunnyside unique today will help maintain that diversity and even enhance it into the future.

Recalling the proud past of Sunnyside, we can envision a self-sufficient community. A community where goods and services are provided locally and the residents can meet their physical, social, cultural and spiritual needs without a large amount of external support. What comes to mind is a village. A place where the citizens engage in free association with each other in order to improve the condition of their lives. Today we work to re-capture that feel of a village from our past.

The starting point for any great neighborhood/village is the people who live and work there. Sunnyside is open to people from a wide spectrum of ideologies. It is this openness, this ability to accept differences between us and to learn from the differences that makes Sunnyside a special place. Saying hello to neighbors or passers-by on the streets is a custom in Sunnyside. No one feels excluded in Sunnyside. The neighborhood association will expend every effort to enhance the strength comes from the people who live and work here by seeking new ways to communicate, to include people of all lifestyles and backgrounds, and to make being part of this neighborhood even better.

Sunnyside is an urban village, with two distinct Main Streets and quiet residential areas. In the Sunnyside of 2020 the village feel has been

enhanced with new amenities, with more emphasis on a sustainable way of life. The Sunnyside of 2020 continues the tradition of recognizing, appreciating and protecting the historical character and features of our neighborhood, while allowing new and innovative ways to provide for housing and jobs.

The year 2020 finds a continued economic diversity. The current mix of housing types from single family owner occupied homes to multi-family housing such as duplexes, accessory units and apartments will be maintained as much as possible to assure a steady supply of affordable housing. At the same time, what were once new and/or unusual housing types, cooperatives and community owned, are more prevalent. Residential opportunities for all economic levels are built above main street storefronts.

Our two main street business corridors and adjacent commercial nodes formed around the trolleys that existed in the proud past. A walk through Sunnyside shows off lively and thriving businesses that are commercial centers on the main streets. Our business districts are more attractive than ever before with an abundance of shops and services serving the local neighborhoods. Many are locally owned businesses that provide a diversity of goods and services that supports the lifestyles of the residents while enhancing the environment. Our neighbors are friends, and our friends own the businesses which enhance life in Sunnyside. We see and promote buffers between businesses and residential protects residences that enhance the livability of the neighborhood. A revived trolley system is in the planning stages.

The historic character of Hawthorne and Belmont will be maintained and enhanced. New developments will fit into the streetscape. The shopping areas will be a pleasant place to spend time, day and night. It will be safe to walk on the sidewalks, ride a bike to the area and the balance between residential and commercial will be maintained with even better partnering and communication.

We continue to seek out new partnerships and enhance existing ones to ensure that necessary services such as the library, schools and help for the elderly are provided so that one can feel cared for and involved from the first to last day spent in Sunnyside. Special focus will continue on the youth for they are the future neighborhood leaders of tomorrow.

We are creating a safe and peaceful community in Sunnyside. Our livability is enhanced by positive relationships between residents, businesses, social service providers and local government agencies. We build alliances with local law enforcement agencies and participate in community policing. A safe, friendly neighborhood is essential to the continued openness as well as ensuring that families feel safe here. We envision a 2020 in Sunnyside where graffiti is but a memory, crime is disappearing and all people feel safe.

The livability of the area, already impressive, will be further enhanced. Sunnyside Park will continue to be upgraded to a place where people will want to spend time and feel a part of the community. Access and improvements to Laurelhurst and Mt Tabor regional parks will be enhanced to ensure that neighbors have recreational avenues. Graffiti and vandalism are reduced through education, partnerships and neighborhood led efforts.

The already wonderful landscaping variety in Sunnyside will be promoted further with contests and education to both help prevent pollution and to offer an opportunity for nature even in a densely populated urban neighborhood. The major effort to install street trees in the 1990s will be in full growth by 2020 and every effort will be made to preserve and enhance the urban forest. Our already strong sense of community will be further grown through activities and events that allow for appreciation of our strengths. A public square type of space will exist for social and official gatherings.

Ease of access both within Sunnyside and outside to other areas has always been a strength of Sunnyside and will be even further strengthened in the future. In 2020, the dominance of the automobile of the 1990's will have been reduced through continued efforts to promote mass transit, and other alternatives such as biking, telecommuting and good old fashioned walking. Sunnyside has a pleasant pedestrian environment and it will become more so with continued changes such as more pedestrian cross walks that actually stop traffic, better sidewalks and tree lined streets that offer both beauty and shade. Traveling by bike will be better and safer with programs that increase the education of those people that drive in Sunnyside and alterations to traffic flows that encourage bike travel on the streets of Sunnyside. Mass transit, always immensely popular in the area will be further grown through a trolley system, making it easier and more fun to travel within Sunnyside and to and from other areas. The increase of density along the Main streets will further strengthen travel by means other than the automobile.

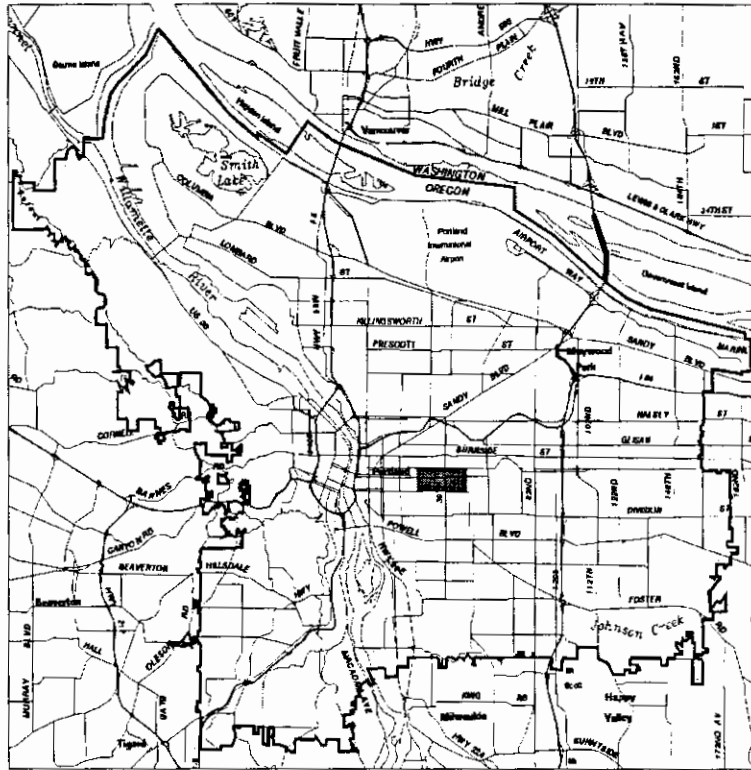
Our vision forecasts a time where the lifestyles of the residents and the activities of our businesses enhance, instead of degrade, the environment, both the natural and human made environment. Our friends and neighbors are informed advocates and active practitioners in efforts promoting healthy environments.

Goal

Foster Sunnyside's vision as a place where the lifestyles of its residents and the activities of its businesses enhance the natural and human made environment, where cultural and economic diversity thrives, where historic structures and features are preserved, and where businesses are an inherent part of neighborhood life.

Introduction

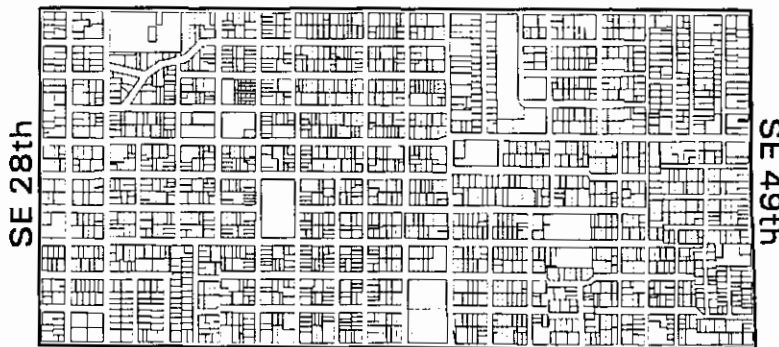
The boundaries of the Sunnyside neighborhood are SE 28th, SE 49th, SE Hawthorne Boulevard and SE Stark. The neighborhood contains approximately 384 acres.



Sunnyside within the City of Portland



SE Stark



SE Hawthorne

Sunnyside is located on a portion of the Seldon Murray donation land claim granted in 1851, which ran from Stark to Division and SE 30th to SE 38th. In 1880 Sunnyside was an extension of the City of East Portland and a day's outing away from what we know as downtown Portland.

Records are not clear about the origin of the name "Sunnyside" for the development, but it was a popular name for other land developments across the country, individual estates and popular songs when it was annexed into the City of Portland in 1891. It is likely the development company played upon that popularity, as advertisements for the subdivision touted the "desirability of living on the sunny side of the city, outside the shadow of the west hills and downtown Portland."

Demographic Profile

The Sunnyside area today is relatively small geographically, yet it is one of the most densely populated neighborhoods in Portland, with approximately 3,500 households. Its population grew 6 percent between 1980 and 1996, from 7,191 to 7,621. Settled prior to the turn of the century, it has been called Sunnyside for well over 100 years. Once largely populated by Italian immigrants, today many different nationalities and cultures are represented. Unlike many predominantly residential neighborhoods, Sunnyside is still populated primarily by renters, although gentrification of the area is occurring and property values have escalated dramatically in the 1990s.

In 1990, 30 percent of Sunnyside residents owned their homes, down slightly from 1980. The neighborhood had 2.1 persons per household, with 45 percent single person households. Median household income in 1996 was estimated to be about \$28,000. Eighty-four percent of Sunnyside residents had graduated from high school in 1990, and 62 percent had attended some college. In 1990 35 percent of the workforce worked in technical, sales, and administrative occupations. Since neighborhood demographics appear to be changing, it is anticipated that the 2000 Census will indicate a larger proportion of homeowners than at present.

History

First records of the district indicate that this part of Portland was settled in 1851. First record of ownership is March 19, 1866, when Seldon Murray and his wife, Hiantha Murray, received a United States "Land Patent" signed by President Andrew Jackson.



*John and Sarah Sheffield House, built in 1866.
The house is on the Historic Register.*

After farming parts of this land for six years, they sold off portions at \$10 an acre. By the time the Sunnyside Land and Improvement Company was formed in 1887 and began developing the area, they paid \$625 an acre to James and Jane Abraham for their part of the land. A portion of the Seldon Murray holdings later became the Lone Fir Cemetery, one of the oldest cemeteries in the city.

Prior to 1887, there was no bridge between the city of Portland on the west side of the Willamette and the undeveloped land on the east side of the river. Only a ferry crossed the Willamette at Stark Street. The opening of the Morrison Bridge on April 17, 1887, made the east side area ripe for real estate development.



Northeast corner of SE 33rd and Belmont, 1890-91.
 Photo courtesy of Oregon Historical Society. OrHi 25630

Taking advantage of the bridge opening were both the Sunnyside Land and Improvement Company, formed in 1887, and the Willamette Bridge and Street Railways Company. The primary backers of the Sunnyside Land and Improvement Company were F. C. Goodin and Henry L. Pittock. The latter was the majority stockholder and editor of the *Oregonian* and had financial interests in banks, railroads, paper mills and real estate ventures. The company was given the right to construct, equip and operate railways, tramways and streetcars. The company filed the plat of Sunnyside on June 7, 1888.



Map of Sunnyside, 1888. Courtesy of Oregon Historical Society. OrHi 39739

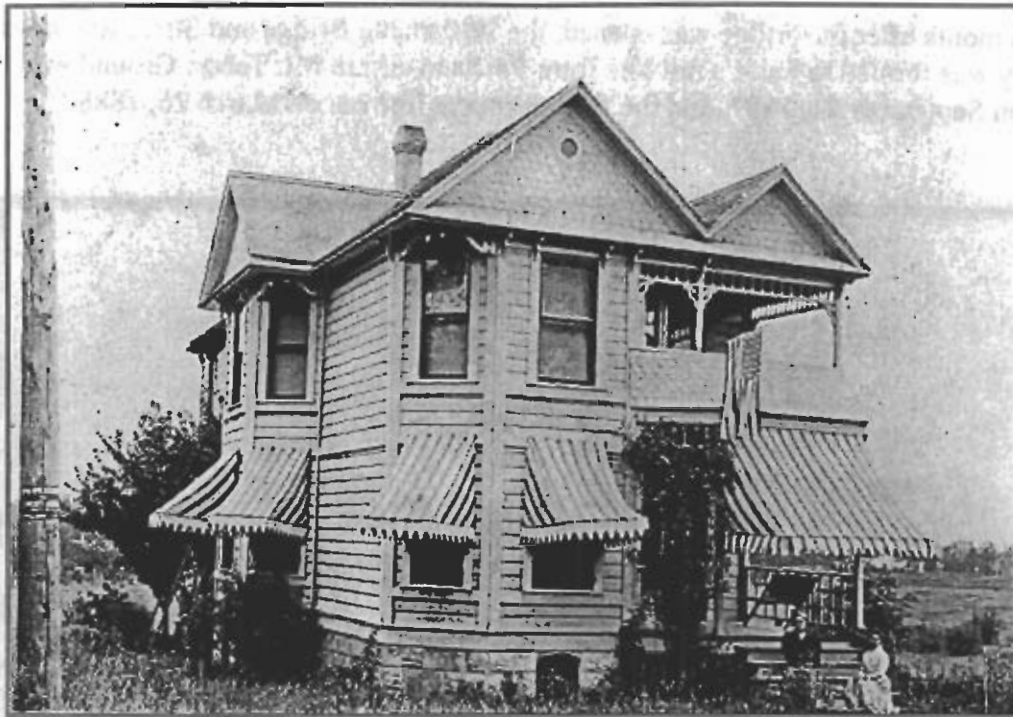
Within a month after the bridge was opened, the Willamette Bridge and Street Railways Company was formed to build a rail line from Portland east to Mt. Tabor. Ground was broken on September 21, 1887, and the first steam car line ran on March 26, 1888.



*Mt. Tabor Street Railway Co., Car No. 1, 29th & Belmont. Photo taken prior to 1890.
The Mt. Tabor train ran from Grand Avenue to 69th Street; the fare was 5¢. Hans and Nancy
Hanson had 60 acres, including a house, between 27th and 30th, from Stark to Main.
Photo courtesy of Oregon Historical Society. OrHi 25631*

The subdivision was bounded on the north by Stark, then called Baseline Road, on the south by Hawthorne, on the west by 30th Avenue and on the east by a line generally along 35th to 38th Avenues. Streets were named by individual developers - the general custom in subdivisions at the time. Originally the tract had lettered east-west streets (L through T in order from present-day Washington St. to Madison St.) and north-south avenues named for trees - Laurel, Myrtle, Maple, Laburnum, Acacia, Chestnut, and Cedar corresponding to present-day 31st to 37th Avenues. With the annexation of the Sunnyside area to the City of Portland in 1891, all streets running east and west adopted the names given to streets on the west side of the Willamette and the north-south streets were given numbered names.

Sunnyside's development clearly illustrates the inter-relationship of that era's railway and land development interests. The company developed the land; laid out streets, blocks and lots. Then the land could be developed. Often a particular builder would buy a number of lots and build on speculation. As a result, many of the houses were comparable in form and scale, creating the cohesive streetscapes that still exist today. Most homes were set back from the street 20 feet, and had large front porches. There are still a number of the original Queen Anne style homes scattered along these streets today; a few retain the original carriage house in a side or rear yard. In the early 1900s, a second residential



*Holder House at SE 33rd and Morrison, around June 1898.
Photo courtesy of Oregon Historical Society. OrHi 68067*

development boom occurred in and around Sunnyside. Laurelhurst was platted by 1909 and Tabor Heights to the east by 1910. Smaller homes filled in the gaps between the larger Victorians, creating an overall residential pattern of romantically styled houses.

Meanwhile, the streetcar line was also opening up opportunities for commercial developments. Due to limited power sources, the streetcar line had to take the easiest grade, along East Morrison Street, turning south at 26th onto Belmont Street and then out towards Mt. Tabor. Belmont quickly became the most important thoroughfare on the east side, and the city's first neighborhood shopping area formed at Belmont and 34th Avenue. The area was named Laburnum, which was the name of 34th at the time, and some of its small stores are still present along Belmont between 33rd and 35th.

With convenient public transportation, workers no longer had to live within walking distance of their place of employment. Free streetcar rides induced viewers to buy property in Sunnyside, and by 1890 there was enough development to warrant its own post office. Local markets and shops were developed along the streetcar line on Belmont, which by 1889 continued out to 69th. A small shopping district existed at the original end of the line at Belmont and 34th Avenue, then Laburnum. A shopping district from that era still exists along Belmont between 33rd and 35th Avenues.

In 1889 the Mt. Tabor Railway Company was granted a franchise to operate a steam line along Hawthorne, then called Asylum Road because it had earlier housed an asylum. In 1883 the asylum became a state institution and was moved to Salem.

Peacock Lane, a little street at the east end of Sunnyside, is a remarkably homogeneous residential development that is very representative of the 1920s and early 1930s. Peacock Lane is a narrow four-block long strip of modest one and one-half and two-story homes in various eclectic styles of that period. The street has its own lamp standards and is unlike any other neighborhood in Portland with the exception of the 1927 Mock's Crest Addition. These blocks might well be considered as the best examples of popular housing



Peacock Lane today – looking north from Belmont

of this period. An interesting historic note is that James H. Richmond, the first bridge tender of the original Morrison Bridge in 1887 and of the second bridge in 1905, owned the house at 604 SE Peacock Lane. Equally as interesting is Peacock Lane's annual Christmas display of lights and scenery. What began as a drive to build civic pride in 1929 remains a Portland tradition today with pedestrians and a continuous parade of cars enjoying the displays. Residents have put up their lights every year, with the exception of a few years during World War II and during the energy crisis of the early 1970s.

The residential character of Sunnyside was essentially formed by the late 1920s. The district had become a staunch working class neighborhood with solid ties centered upon the Sunnyside School and several neighborhood churches. The Sunnyside Improvement Association formed as early as 1913. In 1923, a Portland zoning code was approved and Sunnyside was zoned R2, a zone which allowed a mix of homes, multi-dwelling structures, and incidental commercial uses. Automobile use led to the expansion of commercial properties as businesses previously serving a local clientele tried to attract

the new regional market. Many homes were destroyed to make way for parking lots on and near Belmont.



SE 33rd and Belmont around 1926.

Photo courtesy of Oregon Historical Society. COP 00185

The pedestrian character of Belmont Street changed in the 1920s and 1930s as several structures were demolished to provide parking spaces and expanded commercial space. Business owners decided to attract business, not only from locals, but also from clientele outside the district.

By the 1950s, Belmont was deteriorating and less inviting to pedestrian shoppers. The solid working class neighborhood that had flourished at the turn of the century had also begun to noticeably deteriorate. During the 1960s major demographic changes swept across the area. Young single adults in their twenties and thirties filled neighborhood apartments and large houses that had been converted into multidwelling housing.

Historic Architecture

While the origins of the Sunnyside area date back to early pioneers, the development and maturation of the neighborhood occurred as a result of expanding streetcar lines on the east side of the Willamette. Two streetcar lines in particular, the Hawthorne and Morrison/Belmont lines affected growth in the area. Developments were first located along ridge streets such as Yamhill and later filled in the lower areas such as Alder Court. A rich assortment of wooden Victorian homes remain along Taylor, Salmon and Yamhill, many with the original carriage houses still in the rear yard.

The influence of the streetcar era is quite apparent today and is highlighted by the proliferation of appropriate architectural styles throughout the neighborhood. In addition, Sunnyside contains a significant array of other architectural styles of note, particularly residences in the Queen Anne and Queen Anne Vernacular styles.

Despite demolition of larger, older residential structures to provide for commercial expansion and residential structures of higher density, many historically and architecturally significant structures still remain in Sunnyside. Handsome homes and other notable buildings that survive in Sunnyside include the following examples.



*American
Basic*

*Example of
American Basic,
built around 1908*

***Brick Post
and Beam
Utilitarian***

*The Sunnyside
Fire Station at SE
34th and Belmont
is an example of
Brick, Post and
Beam Utilitarian
architecture. Built
in 1913, the
station is a
landmark in the
neighborhood.*



Bungalow (1900-1925)

The Bungalow style, one of the most common styles in Sunnyside, was popular beyond the Progressive Era, well into the Motor Age. The bungalow was influenced by the Arts and Crafts movement, which advocated fine craftsmanship, structural honesty, and use of natural materials. The architect-designed bungalows built before the end of World War I were typically designed for wealthy clients and were often large and extravagant. After the war, architectural magazines provided plans for a more basic and compact bungalow that middle class families could afford. Characteristics of the Bungalow style include:

- Low-pitched gabled or hipped roof with wide overhanging eaves and exposed rafters, exposed purlins, and decorative brackets;
- Exterior chimneys often of cobblestone or rough brick;
- Wood-frame or brick construction with rustic surface materials (shingles, rock, rough brick); and
- Porches, verandahs, sunrooms, and sleeping porches often supported by tapered porch posts.



Example of a Bungalow, built around 1910



Example of the Bungalow Style, built in 1909

California Mission (1910-1935)

Early stone or adobe buildings of the mission period of California history inspired the California Mission style. The style had become popular as early as the 1890s in public buildings and by 1910 had become a popular residential style as well. The Mission style is common to the neighborhood, mostly in apartment houses. Characteristics of the Mission style include:

- Low-pitched, often tiled, curvilinear parapets rising above the roof line;
- Symmetrical composition with wood-frame or brick construction with stucco walls;
- Projecting roof beams, either real or imitation; and
- Wrought-iron decorative trim.

Colonial Revival (1890-1915)

Sunnyside contains several examples of Colonial Revival style homes. Two Boston architects, William Whidden and Ion Lewis, with the skills to design fashionable building in this new style, established their own firm in 1890. Over the next 20 years they

produced some of the city's finest Colonial Revival homes. Characteristics of the Colonial Revival style include:

- Gambrel, and low-pitched hipped and gable roofs;
- Rectangular form with formal facade organizations, usually with bilateral symmetry and central prominent entrance or portico;
- Wood-frame construction with thin weatherboard siding; and
- Building trim based on the eighteenth-century interpretation of classical architecture—quoins, garlands, swags, columns of various orders, dentil molding—and some Queen Anne elements, such as leaded glass windows.



Example of Colonial Revival, built around 1903

English Cottage (1910-1935)

The English Cottage style followed the tradition established by the English Arts and Crafts movement. English architects of the late nineteenth century looked to the traditional cottages of the past for inspiration. Characteristics of the English Cottage style include:

- Medium pitched gable roof with rolled eaves, or gable ends flush with wall surface;
- Prominent chimneys, frequently with compound flues;
- Asymmetrical plans, usually one-and-one-half stories; and
- Picturesque details such as curved sidewalk entry or spider-web window design.

Mediterranean (1910-1935)

Mediterranean style buildings are based on the vernacular stucco buildings in villages and towns along the Mediterranean Sea. This style was popular mostly in multidwelling buildings. Characteristics of the Mediterranean style include:

- Low-pitched hipped or gabled roof, often tiled;
- Wooded or wrought-iron railings, balconies, and window grilles;
- Ornamentation inspired by Spanish or Mexican Baroque architecture, including colorful decorative tiles; and
- Wood-frame construction with smooth or textured stucco wall surface.

Motor Age Utilitarian Commercial (1915-1940)

Characteristics of the Motor Age Utilitarian Commercial style include:

- Steel, concrete, and glass construction;
- Little ornamentation; and
- Buildings built up to the front property line or set back to accommodate additional automobile storage and parking.

Queen Anne (1880-early 1900s)

Queen Anne styles were introduced to America in the mid 1870s and found their way to Oregon soon thereafter. This style from the Victorian Era was very popular through the early 1900s. Characteristics of the Queen Anne style include:

- Two to two-and-a-half story frame buildings;
- Asymmetrical plans characterized by towers and turrets, wrap-around porches and verandahs, and recessed porches in upper floors;
- Massive decorative detail including gable ornaments, brackets, and spindlework; and
- Flared chimneys with clustered flues.

Queen Anne Subtypes (1870-1900)

There are several Queen Anne Subtypes which share a number of common attributes, such as asymmetry in plan, patterned shingles, and a vertical emphasis. The subtypes differ mostly in the amount and type of decorative ornamentation. The Queen Anne Vernacular style is a simplified version of the Queen Anne style and is the most common subtype in Sunnyside. Characteristics of the Queen Anne Vernacular style include:

- Retention of features of the Queen Anne style such as polygonal window bays and paired windows but with less elaborate decoration;
- Verandahs and detailed corner or partial porches; and
- Rectangular or ell-shaped plans with fewer wings and bays than Queen Anne.



Example of Queen Anne Vernacular, built around 1910



*Example of Queen Anne Vernacular,
built around 1892.*

Rural Vernacular

Residences in Sunnyside of this architectural style were built between 1894 and 1901. Homes are located along Taylor, 34th and 43rd.

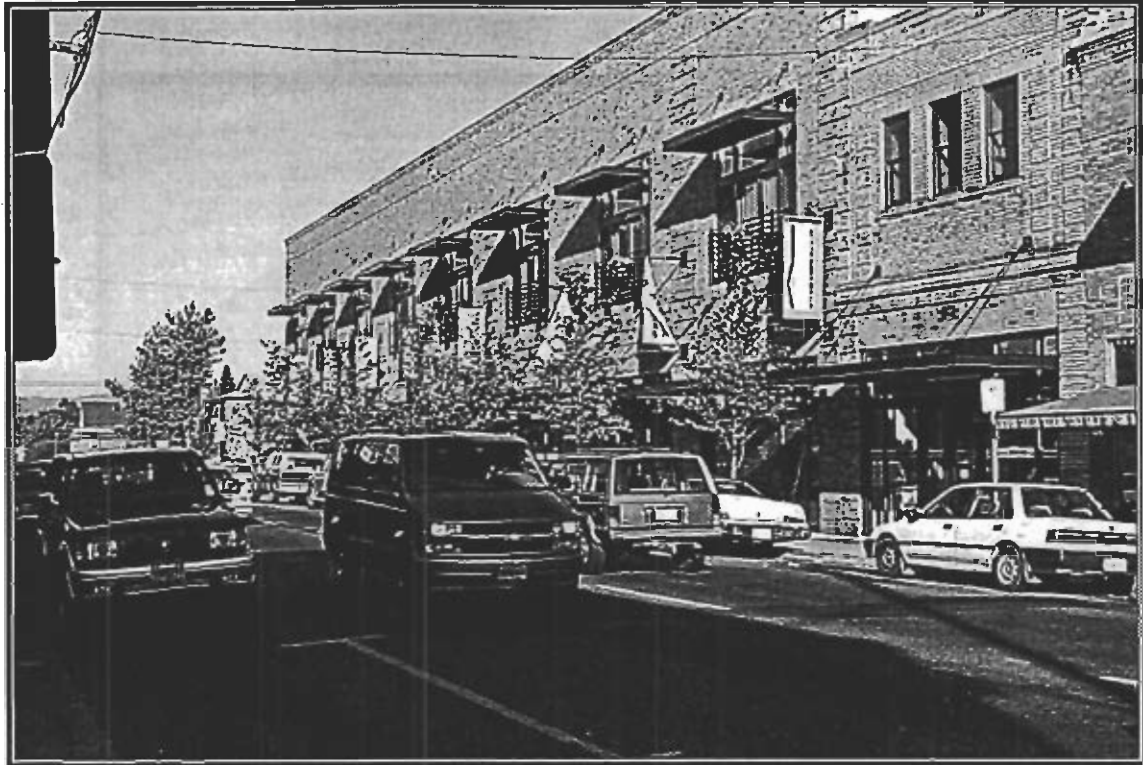


Example of the Rural Vernacular style, built around 1900

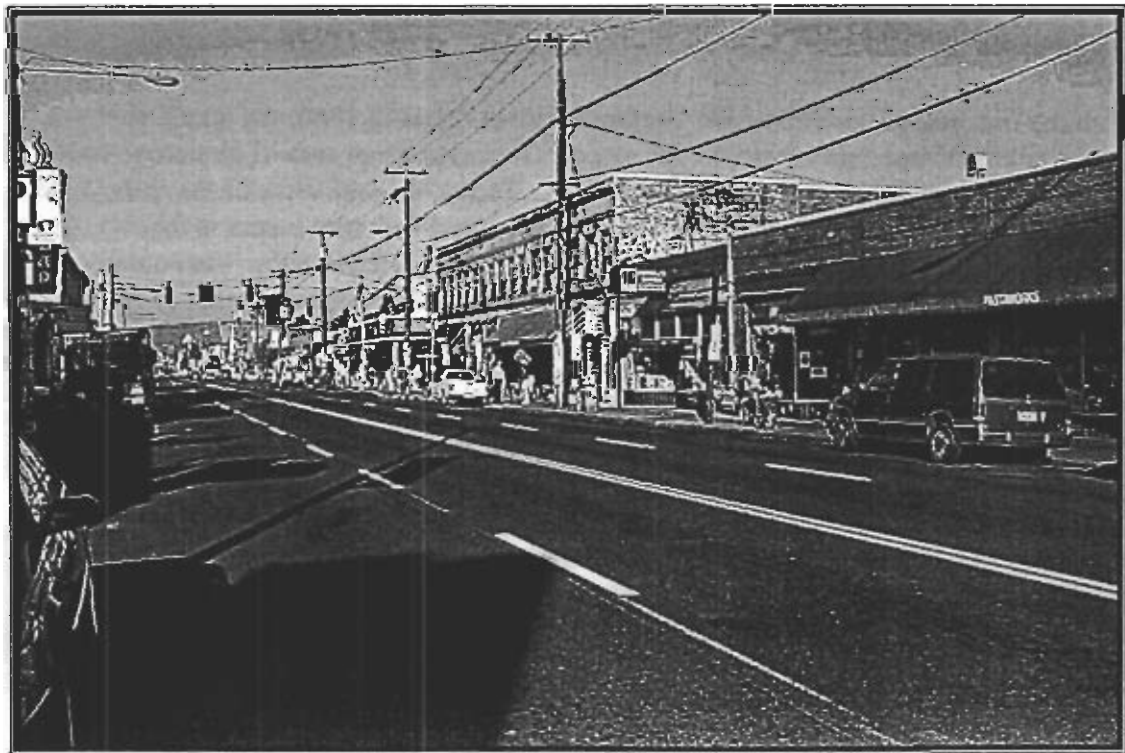
Streetcar Residential and Commercial Development (1884-1913)

With the opening of the Sunnyside line on Belmont Street in 1886, the area's first neighborhood shopping center was developed. It started as an area of about one-half square mile between SE 33rd and 44th Avenues. Today, the influence of the Sunnyside-Mt. Tabor streetcar alignment can be seen in the central Belmont business district. A number of historically significant commercial buildings still serve the retail needs of Sunnyside residents. In addition, much of the residential development that grew adjacent to the Sunnyside line remains intact.

The present commercial streets of Hawthorne and Belmont are remnants of linear streetcar era commercial districts. These traditional main streets support neighborhood movie theaters, restaurants, taverns, and professional offices that are a focus for the surrounding neighborhoods. Both of these streets have mixed use buildings that are usually two to three stories high, with housing units located above retail uses. The buildings are built in brick, wood or stucco, and with a few exceptions, they do not have on-site parking garages or basements. They often help define the edges of the street, and the storefronts contribute to the pedestrian-friendly character of the street.



Both Hawthorne Boulevard and Belmont Street are prime examples of main streets: mixed use development, thriving economies, a diverse population and housing stock, neighborhood and regional attractions, and local services.



The predominant types of streetcar era multidwelling buildings are:

- **Quadruplexes:** These are typically two stories high, each having about four units. They often have basements and attics and are mostly built of wood. They have no garages.
- **Rowhouse apartments:** These are typically one to two stories high with about four to six units each. Most have on-site garages and may have basements. They are mostly built in wood, stucco or brick.
- **Courtyard apartments:** These are usually single storied buildings having anywhere between eight to 20 units. They are built in brick or wood; masonry is an exception. They often have basements and garages on site.
- **Block apartments:** These cover a whole 200 x 200 foot block and are typically two to four stories in height. Wood, brick, stucco, and masonry are the common forms of construction. They often do not have basements. The number of units ranges from four to 60 and, except in some cases, garages don't exist.



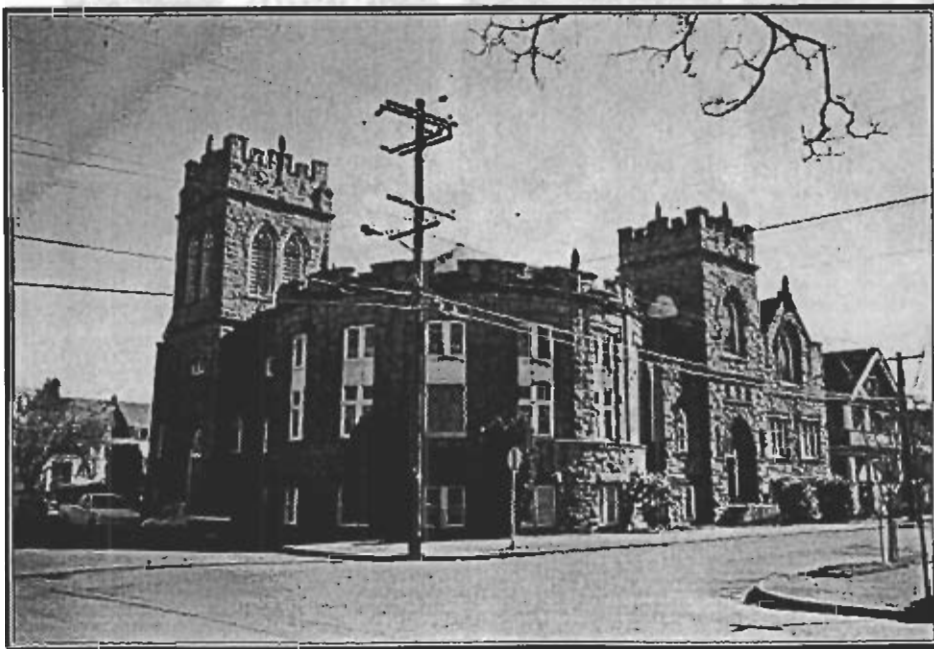
Example of a Streetcar Era apartment, built around 1905

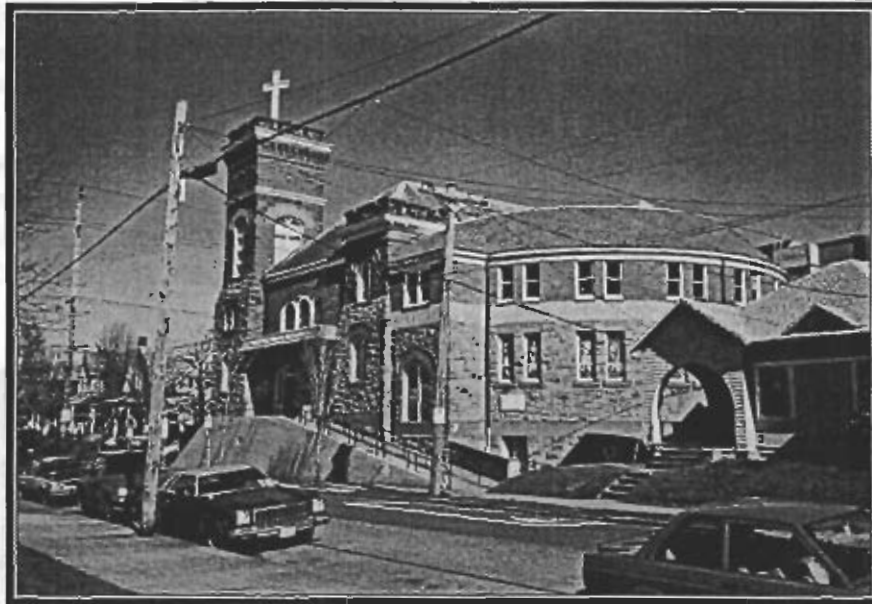


Right: Example of a Streetcar Era commercial structure, built in 1912.

Below: Sunnyside Congregational Church built in 1910. This church is a prime example of Twentieth Century Gothic architecture.

Twentieth Century Gothic





*Sunnyside Methodist Episcopal Church, built in 1910.
This church is another example of Twentieth Century Gothic.*

Twentieth Century Romanesque



*St. Stephen's Catholic Church, an example of Twentieth Century Romanesque architecture.
The church was built between 1924-1925.*

Schools

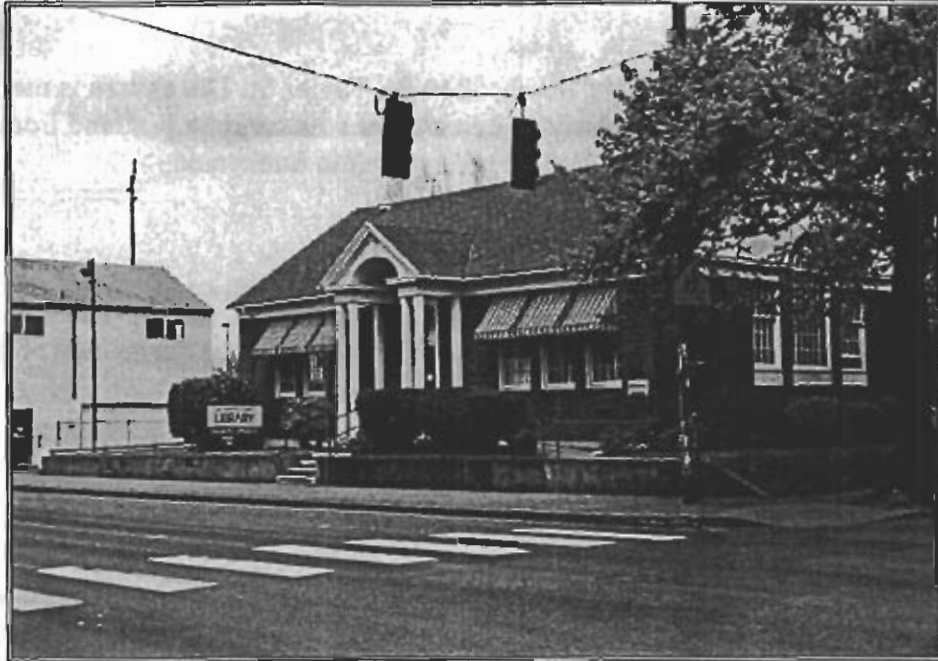
The Sunnyside neighborhood contains three schools: Sunnyside Community School at 3421 SE Salmon Street, St. Stephen's School at 4235 SE Salmon Street, and East-West College of the Healing Arts at 45th and Belmont. The original Sunnyside grammar school occupied the east half of the block from 34th to 35th avenues between SE Yamhill and Taylor. This area is now part of the Sunnyside Park. The existing Sunnyside Community School was built in 1925 just to the south on the block between 34th to 35th and between Taylor and Salmon. Since that time Taylor has been vacated, and now the park and school adjoin each other.



*Sunnyside School built in 1925.
This is an example of Twentieth Century Georgian architecture.*

Other Landmarks

Sunnyside landmarks are buildings, structures, or other special objects, which lend something distinctive to the neighborhood's character or community nature. The Sunnyside Fire Station and School are both landmarks, as is the Sunnyside Community Library.



The Library, built in 1924, is an example of Twentieth Century Georgian architecture.

Parks

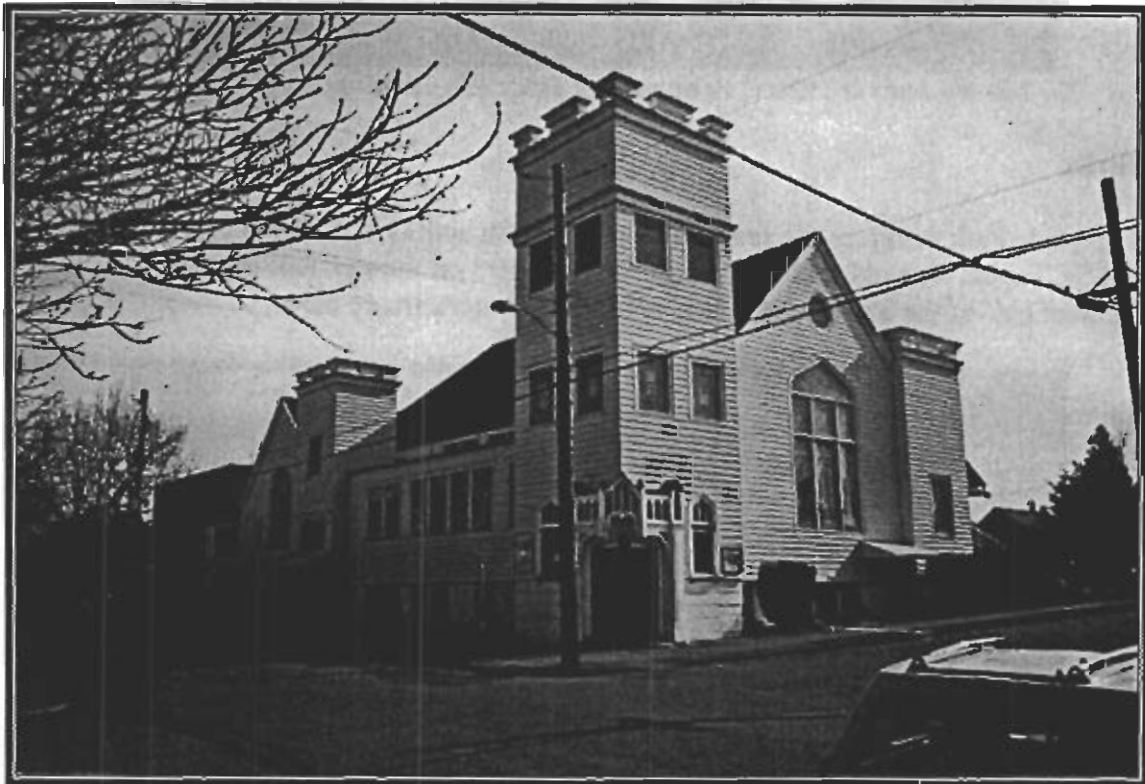
Sunnyside Park occupies the space between SE 34th and 35th Avenues and SE Yamhill and SE Taylor. The old grammar school was situated on the east half of this block. On the west half of the block were a feed store and Hunter's livery barn.



Sunnyside Park

Houses of Worship

- Staub Memorial Congregational Church, 3210 SE Taylor St. The church is named for Dr. Raymond Staub, a beloved early church worker who came to Portland from Switzerland. He was a physician and surgeon reared in Sunnyside.
- St. Stephen's Catholic Church, 1112 SE 41 St.
- Sunnyside Methodist Episcopal Church: 3520 SE Yamhill St. (1910). The church was organized in 1890. The present structure replaced a wooden church erected on the same site and dedicated in 1891.
- Portland Mennonite Church: 1312 SE 35th Ave. (1917). The congregation was originally located across the street to the north.



Portland Mennonite Church at SE 35th and Main

Businesses

The Sunnyside neighborhood is one of the few in Portland containing both local businesses that adequately serve the daily needs of residents as well as regional businesses that attract shoppers from other areas. Fred Meyer, Walgreens, and a number of auto repair shops cater strictly to the local community.

Part of the unique and wonderful flavor of the Hawthorne and Belmont districts is due to the many small coffee, book, gift, record and antique stores. Second hand stores are popular, as are such establishments as Pastaworks, Zupans and restaurants like Thanh Thao, Bread and Ink, Hawthorne Cafe and Genoa.

Because of the breadth of financial institutions - Wells Fargo, Bank of America, U. S. Bank, Washington Mutual, and PACE Credit Union -- Sunnyside has become a mini-Eastside banking center. In addition, Sunnyside's eclectic character attracts artistic and cultural businesses.



Dixie Mattress Company on Belmont represents the small manufacturing businesses remaining in Sunnyside.

Sunnyside, along with four other neighborhood associations, is home to two business associations: the Belmont Area Business Association and the Hawthorne Boulevard Business Association.

Belmont Area Business Association

The Belmont Business Association was started in 1986, and when its boundaries were expanded, the name was changed to the Belmont Area Business Association (BABA). Today BABA includes businesses from 12th to 60th and Yamhill to Stark. One of BABA's major accomplishments was working with residents of the Buckman and Sunnyside neighborhoods on the Belmont Livability & Zoning Study. With the support and direction of REACH Community Development Corporation, through the *Belmont Action Plan*, BABA and local businesses added many street amenities such as banners, flower baskets, murals, storefront improvements, and lighting to the district. Also with REACH's help, BABA started the Belmont Street Fair, now in its third year.



1999 Belmont Street Fair

Hawthorne Boulevard Business Association

Hawthorne Boulevard businesses are well represented through the Hawthorne Boulevard Business Association (HBBA). Formed in 1982, HBBA was preceded by the Hawthorne Boosters, shown below in a 1952 photo welcoming Daylight Saving Time to Portland. The purpose of the organization is to help make the district, through community involvement, a good place to work, shop and live. Hawthorne borders on five neighborhood associations: Sunnyside, Richmond, Hosford-Abernethey, Buckman, and Mt. Tabor.



Hawthorne Boosters Vote for Daylight Savings Time, 1952. Photo courtesy of Oregon Historical Society. OrHi 74183

The association includes businesses from 12th to 55th and Main to Market St. There are nearly 300 businesses in the district, including at least 110 retail shops, 73 restaurants, pubs, coffee shops and bakeries, 101 service businesses, 5 theaters and 5 social service agencies, and one fraternal organization.

For 15 years HBBA has published a newsletter, *The Gazette*, and has sponsored an annual street fair. In addition, merchants periodically sponsor holiday activities and support other events or opportunities for working together on projects, such as the Hawthorne Transportation Plan, celebrations marking the reopening of the Hawthorne Bridge after its year-long closure, and a month-long Metro Reach for Recycled Project. Periodically HBBA prepares specialty publications, such as a Business Directory and a Restaurant Guide.

Youth Organizations and Activities

The Boy Scout movement was preceded in the Sunnyside area by the **Boy's Brigade** until it was disbanded around 1910-1912 because of lack of financial support. The local brigade hall and gymnasium was located directly across Yamhill Street from the entrance to the old Sunnyside grammar school.

Sunnyside Neighborhood Association

The Sunnyside Neighborhood Association has been active for over **25 years**. Its mission is to provide advocacy review and community building while preserving and expanding livability for people who live, work and own property in our neighborhood.

A Board of Directors manages the neighborhood association. The board consists of 9 seats with an Executive Committee composed of the officers: president, vice-president, treasurer and secretary. The board operates with a set of by-laws and a code of ethics, which must be signed by a new board member in order to hold a seat. An approved committee operating guideline spells out the duties of committees and their membership. The board assigns a liaison to each committee to ensure continuous communication between each.

All official meetings are required to have an attendance sheet and minutes, and meetings must be communicated to the public in a way that complies with Oregon public meeting laws. Committees meet on regularly scheduled dates and at locations accessible for anyone wanting to attend.

Each committee has a certain amount of freedom to set its direction within the parameters of the overall organization. This both encourages participation and provides ownership of committee activities by members of the committee.

Elections to the board for two-year terms are held in May of each year. Four seats are open during one year, with five seats open in alternating years. Effort is made to keep a balance of all interests of the neighborhood represented, including property owners, renters and business owners.

The neighborhood association has helped develop Sunnyside School Park, repair deteriorated housing, and address issues surrounding the presence of homeless people in the neighborhood. The neighborhood association has also worked to resolve transportation and parking issues with neighborhood businesses and has sponsored garage sales and tree plantings. Sunnyside Neighborhood Association has been active in social and political issues, voting to become Portland's first Nuclear Free Zone in 1983 and rejecting an effort to become a Hemp Enforcement-Free Zone in 1993.

Previous Planning Efforts

Planning in and for the Sunnyside neighborhood started only recently – precipitated primarily by the increase in traffic, economic development, and incipient gentrification along Hawthorne Boulevard and the decline in prosperity and building integrity along Belmont Avenue. The juxtaposition of these two, quite distinct trends, within a relatively small neighborhood has meant that residents, businesses, and property owners have found themselves involved with several planning processes since 1992.

Six of the seven plans below were recently completed and adopted. The first two were prepared and implemented by REACH Community Development Corporation (REACH CDC). REACH CDC is the non-profit corporation established to strengthen the ability of neighborhoods in inner southeast to make positive changes in housing, community and economic development. The next four were adopted by City Council. The *Richmond* and

Buckman Neighborhood Plans are included because each is adjacent to Sunnyside and shares similar concerns. The final listing, the *East Portland Community Plan*, is included because it was another planning process in which neighborhood residents, businesses and property owners participated and in which expectations were raised.

1. Belmont Action Plan

REACH CDC initiated a target area improvement plan program in the Belmont Business District in 1992. The purpose of this program was to prepare, in conjunction with the community, an action plan for the revitalization of the Belmont Business District. The objective was to provide a strong foundation upon which the community could build a sustainable, livable, and safe neighborhood. The work was funded through grants from the City of Portland Bureau of Housing Development, United Way Community Investment Fund, and the Autzen Foundation.

The plan, completed in July 1993, focused on community development issues in a five-by-eleven block area in the heart of the Sunnyside neighborhood. The area straddles Belmont Street between SE 23rd and 39th Avenues. This target area included a central portion of the Belmont Business District and the abutting residential neighborhood of about 950 households. Key community stakeholders included the Sunnyside Neighborhood and Belmont Area Business Associations.

The plan included the following six goals:

1. Strengthen the neighborhood business district;
2. Improve owner-occupied and rental housing while guarding against gentrification;
3. Increase safety for all community members;
4. Increase safety for auto, bike and pedestrian traffic while reducing traffic's negative impacts on the neighborhood;
5. Improve the neighborhood's appearance; and
6. Improve neighborhood livability and support local schools.

Each goal was accompanied by a set of short term and long range strategies designed to achieve project goals. Each goal included a unique list of private, public, and nonprofit project partners committed to the successful implementation of program actions.

A number of the *Belmont Action Plan* goals and strategies have been incorporated into the *Sunnyside Neighborhood Plan*.

2. Belmont Business District Plan

The *Belmont Business District Plan* was the next step in implementing the *Belmont Action Plan*. REACH CDC began this project in 1993 by working with the Belmont Area Business Association, the Sunnyside Neighborhood Association and interested residents and businesses through surveys and planning workshops to create a vision and plan for the district. The work was funded through a challenge grant from the federal Heinz Neighborhood Development Program, City of Portland Bureau of Housing and Community Development, Neighborhood Partnership Fund, Portland Development Commission, SAFECO Insurance Companies, American Express Foundation, US Bank, and private donations.

The plan, completed in 1995, concentrated its attention on the 11 block commercial area between 28th and 39th. Its goals were to strengthen the district as a whole through actions to improve the area and partnerships between local merchants, residents, funders, and technical assistance providers. Actions included business education programs, financial assistance for storefront and security lighting improvements, joint marketing activities, and the development of design recommendations to guide future improvements in the area.

A number of action items of the *Belmont Business District Plan* have been incorporated into the *Sunnyside Neighborhood Plan*.

3. Belmont Livability and Zoning Study (BLAZ)

Acting in collaboration with the Sunnyside Neighborhood Association, Buckman Neighborhood Association, REACH CDC, and the Belmont Area Business Association, the Bureau of Planning completed Phase I of the *Belmont Livability and Zoning Study* (BLAZ) in 1995. The study improved the match between zoning and land uses for commercial properties. The zoning discrepancy was perceived to be a barrier to development along the corridor. In addition to rezoning 45 sites, the study also resulted in a change to the mixed-use zone (CM) in some locations to support the type of mixed-use development found along streetcar era commercial streets like Belmont.

Phase II, the livability portion of the project, was to have been completed as part of the *East Portland Community Plan*. When that plan was put on hold because of lack of funding, the livability portion of BLAZ was also put on hold. Action LU10 in the "Land Use Policy" references the desire to complete BLAZ.

4. Hawthorne Boulevard Transportation Plan

The *Hawthorne Boulevard Transportation Plan* (HBTP), adopted by City Council resolution in July 1997, sought to produce a more effective balance among users of

Hawthorne. The plan emphasized alternative modes of travel as well as providing and enhancing access to the variety of activities found along the Boulevard.

Hawthorne is one of the most constrained roadways in Portland. Within a space of 70 feet, pedestrians, cars, bicyclists, buses and trucks vie for space. Up to 1,200 pedestrians an hour attempt to negotiate nine-foot wide sidewalks clustered with various obstructions. Each weekday, the four travel lanes between 12th and 39th carry 24,000 vehicles, including buses that shuttle 9,700 riders. Bicyclists tend to avoid Hawthorne, given the narrow heavily used travel lanes and availability of parallel bike routes, or attempt to ride with the heavy flow of traffic. Customers jockey for the few parking spaces.

The premise for the HBTP process was that the final plan must balance the uses of the street in order to provide the greatest benefit for the greatest number of those users. The process focused on asking the community where that balance could be found and used a variety of methods to inform and involve the community in the decision making process. These methods included a survey, newsletters, a citizen advisory committee, public workshops and an open house.

The result is a layered plan where each layer relates to a different mode of travel along Hawthorne with improvements that benefit each mode. The layers provide a framework where one type of improvement (e.g. a curb extension) can make other types of improvements (e.g. bike oases or transit stop amenities) possible. Curb extensions are used primarily as a means for providing improved pedestrian crossings, but they also to provide space for transit shelters, bike racks and sidewalk obstructions like newsracks or traffic signal poles. The streetscape layer includes the kinds of amenities that businesses, shoppers, and residents want to see along the boulevard - ornamental street lighting, street furnishings (e.g. trash receptacles or benches), kiosks, or street trees.

The adopted plan addresses a number of community issues:

- Safer, more comfortable pedestrian crossings;
- Slower traffic speeds;
- Better transit operations and stop areas;
- Improved side street bike routes and bike parking; and
- Improved safety for all users

The improvements recommended work within the existing curb-to-curb cross section, maintaining the current number of travel lanes on Hawthorne. Advantages of the plan include:

- Maintaining and/or improving existing level of transit service;
- Potential to add signals for slowing traffic;
- Minimizing traffic diversion and travel time delay;
- Community support for maintaining four lanes;
- Ability to move immediately into implementation; and
- Cost

Elements of the *Hawthorne Boulevard Transportation Plan* have not been incorporated into the *Sunnyside Neighborhood Plan*, because the former has already been adopted by City Council.

5. Buckman Neighborhood Plan

The *Buckman Neighborhood Plan* was adopted by City Council in July 1991. One of the major reasons the plan was prepared was because Buckman was experiencing increasing pressures that threatened neighborhood livability. Two mentioned were the incursion of commercial uses into residential areas to the effects of homelessness. While addressing these and other concerns such as the effects of through traffic on residents, one important element were the Buckman Design Guidelines contained in the appendix. These guidelines, though voluntary only, have been used by both the neighborhood association and the Bureau of Planning in talking with developers during land use review cases. The desire to prepare guidelines for the Sunnyside neighborhood is included in the *Sunnyside Neighborhood Plan*.

6. Richmond Neighborhood Plan

The *Richmond Neighborhood Plan* was adopted by City Council in December 1994. The residents of Richmond desired to prepare a plan because the neighborhood was changing so rapidly. On the one hand, the rise in property values along Hawthorne Boulevard acted as both an incentive to new investment and to the renovation of much of the residential stock. On the other hand, Division Street was languishing with businesses closing and other structures deteriorating. Important to the Sunnyside neighborhood was the plan's desire to have the Portland Office of Transportation and Tri-Met help with solutions for transit, pedestrian, bicycle, traffic, and parking problems along Hawthorne and SE 39th.

7. East Portland Community Plan

The *East Portland Community Plan* was to have been the fifth community plan prepared to update the *Portland Comprehensive Plan*. The plan was also intended to examine a variety of growth and planning issues affecting the study area over a 20-year time period. It was begun in March 1996 and generally covered the area bounded by the Banfield Freeway and NE Thompson on the north, NE 76th and SE 45th Avenues on the east, the city boundary on the south, and 12th Avenue and the Willamette River on the west. The Sunnyside neighborhood was to have been a part of this plan.

In early May 1997 the release of preliminary budget figures by City Council indicated that the *East Portland Community Plan* would not be funded past June 30, 1997. This was one of several projects tabled in response to budget cuts necessitated by voter approved property tax rejections adopted in 1997. Important to a number of Sunnyside

residents is that the “Livability” portion of the *Belmont Livability and Zoning Study* was to have been completed during the *East Portland Community Plan*. Since that did not happen, there was hope that some elements could be included in the *Sunnyside Neighborhood Plan*.

Relationship to Other Plans and Regulations

A. Portland Comprehensive Plan

The Portland *Comprehensive Plan* is the overarching document that guides planning and land use in the city. It contains 12 goals, each with its own policies and objectives. There are also over 40 neighborhood plans that have been adopted into the *Comprehensive Plan*. The *Comprehensive Plan*, adopted in 1980, governs the city’s land use planning. The State of Oregon requires that each city and county have a comprehensive plan to guide growth and development. The State also requires that all cities and counties update their plans periodically. The plan ensures that community livability is protected and provides developmental certainty.

The Portland *Comprehensive Plan* provides the citywide framework for the *Sunnyside Neighborhood Plan*. The *Sunnyside Neighborhood Plan* focuses on neighborhood-specific concerns, issues and opportunities. Policy 3.6 of the Portland *Comprehensive Plan* calls for the City to:

Maintain and enforce neighborhood plans that are consistent with the *Comprehensive Plan* and that have been adopted by City Council.

The *Sunnyside Neighborhood Plan* vision statement, policies, and objectives are adopted into the City of Portland’s *Comprehensive Plan* under Policy 3. (Neighborhood Plan). As part of the *Comprehensive Plan*, it is ensured that the policies and objectives of the *Sunnyside Neighborhood Plan* are considered when *Comprehensive Plan* designations and conditional use proposals are reviewed by the City.

The *Sunnyside Neighborhood Plan* is made part of the Portland *Comprehensive Plan* by the addition of this goal and addition of the *Sunnyside Neighborhood Plan* to the list of adopted neighborhood plans in Policy 3.6 (Neighborhood Plan):

“Foster Sunnyside’s vision as a place where the lifestyles of its residents and the activities of its businesses enhance the natural and human made environment, where cultural and economic diversity thrives, where historic structures and features are preserved, and where businesses are an inherent part of neighborhood life.”

Goal 6 of the Portland *Comprehensive Plan*, Transportation, is of particular importance to Sunnyside. The Transportation Element of the *Comprehensive Plan* contains district policies and street classifications. The street classifications describe the types of

automobile, transit, bicycle, pedestrian, and truck use that should be emphasized on each street and how future street improvements and public and private development relate to those uses. Below is listed the classification for each street within Sunnyside.

- Belmont Avenue: Neighborhood Collector, Major City Transit Street, City Walkway, Minor Truck Street
- Hawthorne Boulevard: District Collector, Major Transit, City Bikeway, City Walkway, Major Truck Street (west of 39th), Minor Truck Street (east of 39th)
- SE 39th: Major City Traffic Street, Major City Transit Street, City Walkway, Minor Truck Street
- Stark: Neighborhood Collector, Minor City Transit Street, City Walkway
- 30th, 49th: Neighborhood Collectors, Minor Transit Streets, City Walkways
- 28th, 41st/42nd: City Bikeways
- All other streets: Local Service Streets

B. Metro Region 2040 Plan

Metro, the elected government responsible for urban growth management within the Portland metropolitan region, instituted its *Region 2040 Plan* process several years ago. The *Region 2040 Plan* contains several different components, each of which builds on the previously adopted element.

1. *Regional Urban Growth Goals and Objectives* (RUGGOs). Adopted 1991. RUGGOs are the goals and objectives that guide all future planning for the region.
2. *2040 Growth Concept*. Adopted December 1995. The *Growth Concept* sets the course for how the region will grow during the next 50 years. Directives of importance to Sunnyside are:
 - a. Focus compact development along main streets, such as Hawthorne Boulevard and Belmont Avenue, which are served by frequent and accessible transit.
 - b. Promote a transportation system that accommodates alternate ways to travel, such as bicycling, walking and mass transit, as well as cars and which provides connections to, through, and within the region.
3. *Urban Growth Management Functional Plan*. Adopted in November 1996. The *Functional Plan* establishes requirements and tools for local governments to use

until Metro adopts the *Framework Plan*. While all elements of the *Functional Plan* are important, the primary importance to Sunnyside is that the neighborhood plan must not preclude options for potential future development.

4. *Regional Framework Plan*. Adopted in December 1997. The Framework Plan specifically identifies what changes the region must make to implement the growth management policy. The plan contains specific guidelines for land use, transportation, water quality, natural areas and parks. While all elements of the *Framework Plan* are important, the primary importance to Sunnyside is that the neighborhood plan must not preclude options for potential future development.

Plan Organization

The *Sunnyside Neighborhood Plan* consists of five parts. They are the vision statement, which includes the goal; introduction; policies, objectives and action charts; neighborhood advocacy agenda; and appendix. The goal, vision statement, policies and objectives will be adopted by ordinance. The action charts will be adopted by resolution. Resolutions are advisory to decision-makers and do not have the force of law. Other portions of the plan will be used by the Sunnyside Neighborhood Association as part of its implementation efforts.

The **Introduction** describes the neighborhood, its history, the neighborhood and business associations, the plan's organization and process, and relationships to other plans or regulations. This material is for the reader's information. None of it is adopted or made part of Portland's *Comprehensive Plan*.

The **Vision Statement** contains the aspirations of the current residents of Sunnyside for their future. The vision provides a standard against which to measure the plan's success. Following the vision discussion is the goal. This goal ties the *Sunnyside Neighborhood Plan* to Portland's adopted *Comprehensive Plan*, making the plan and its eight policies a part of the *Comprehensive Plan*. The vision and the goal are adopted as part of the *Portland Comprehensive Plan* by ordinance.

Policies and Objectives provide guidance to decision-makers. They are adopted as part of the *Portland Comprehensive Plan* by ordinance. The eight policies are neighborhood history, environment, transportation, community services, economic development, public safety, land use and livability.

Action Charts specify projects and programs that carry out Sunnyside policies and objectives. They are assigned a time frame and possible implementor to carry them out. Action charts are adopted by resolution, which means they do not have the force of law.

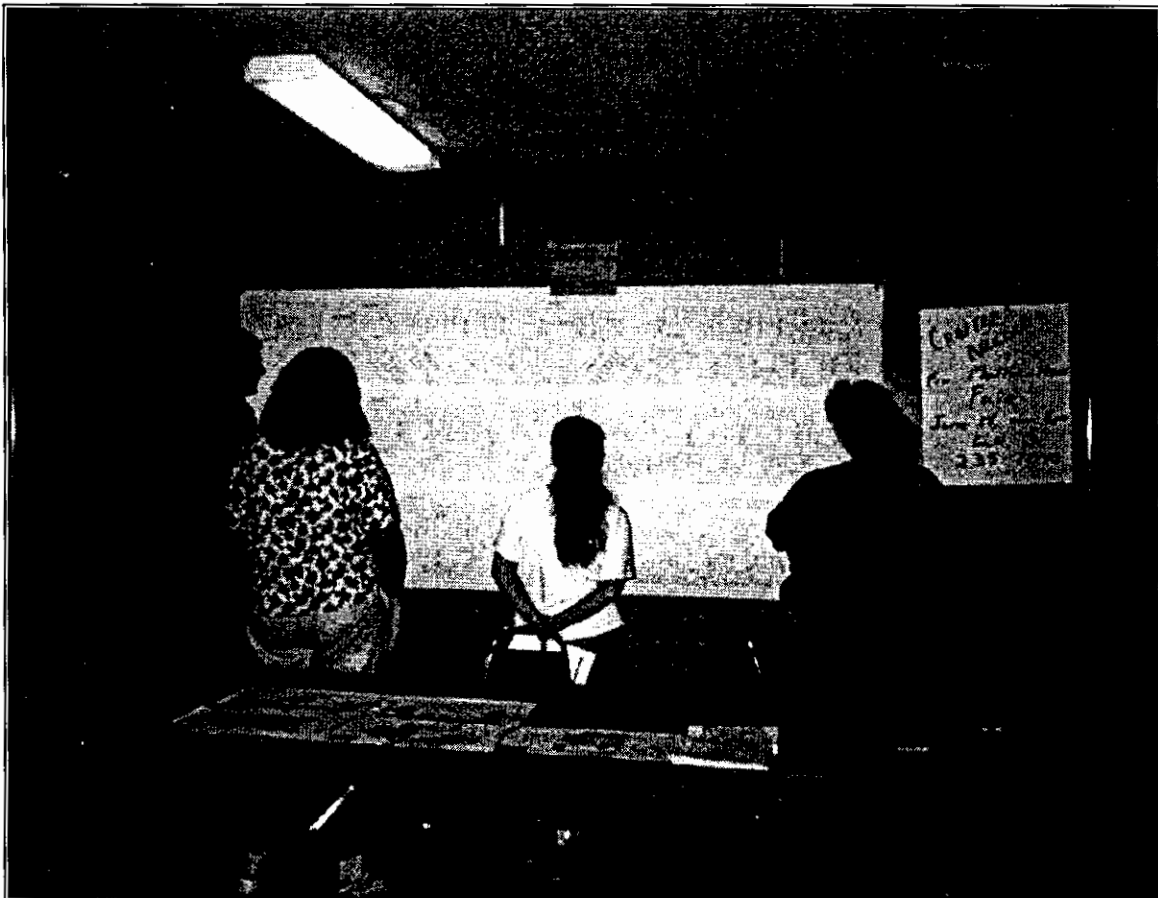
The **Neighborhood Advocacy Agenda** is internal to the Sunnyside Neighborhood Association and is adopted by the Sunnyside Neighborhood Association only. It addresses issues deemed important to the future of the neighborhood within the larger

global context. Its significance lies in the recognition that Sunnyside residents recognize that, while these items are beyond the scope of the neighborhood planning process, their implementation is necessary to well being and future of the planet. The Sunnyside Neighborhood Association is responsible for implementing these actions.

The **Appendix** contains the adopting ordinance and resolution, as well as information such as abbreviations, surveys, a glossary and a bibliography.

Planning Process

The Sunnyside Neighborhood Association started work on the *Sunnyside Neighborhood Plan* in the fall 1993 with the receipt of a grant from Hannah B. Anderson Memorial fund managed by the Oregon Community Foundation. Between 1993 and the start of the East Portland Community Plan, little was done beyond starting to identify problems. This was probably due to participation by residents and businesses in the two REACH CDC projects and the *Hawthorne Boulevard Transportation Plan*. By the time the East Portland Community Plan began, neighborhood residents and businesses eagerly looked forward to completing the neighborhood plan.



Many participants in the Hawthorne Boulevard Transportation Plan workshops also participated in the Sunnyside Neighborhood Plan process.

Between March 1996 and summer 1998, the neighborhood association held the following:

Committee meetings. The plan was developed and modified at each of the regular committee meetings. The committees met monthly, with meeting schedules published in the SNA newsletter, on the hotline, and web page. Additionally, milestone meetings were published in the *Southeast Examiner*. These committees were Historical, Transportation, Land Use, Livability, and Crime Prevention.

General membership/Board meetings. Regular updates were covered at each meeting, held monthly.

Business association meetings. Somewhat regular presentations were made at the monthly meetings of the Belmont Area Business Association and the Hawthorne Boulevard Business Association.

Special outreach. In the fall 1997 special outreach efforts were made to the community service providers of the area and to the business community. An invitation to comment and a copy of the draft Community Services section was mailed to every organization within or serving Sunnyside residents, including non-profits, churches, and schools. An invitation to comment and a copy of the Economic Development section was mailed to every business in Sunnyside.



Presentation of Sunnyside Neighborhood Plan materials at one of the annual events held by the Sunnyside Neighborhood Association

The neighborhood distributed two surveys to all households and businesses, one in spring 1996, the other in fall 1998. Two separate printings of the Sunnyside newsletter contained draft components of the plan. The newsletter was expanded to eight pages two times during 1997 to include all draft sections created at that time.

The version approved by the committees and board in late summer 1998 was then distributed to all organizations and bureaus listed as potential implementors in the action charts. Their comments were then included in an annotated version of the plan for review by the neighborhood association.

Between fall 1998 and January 1999 various committees worked through all comments, suggestions, and requests to remove or add implementors. These committees concentrated on individual components of the plan. From this effort came the *Sunnyside Neighborhood Plan Discussion Draft*. The draft plan was distributed widely to neighborhood residents, businesses and organizations, as well as to the Planning Bureau's Direction Team and to the Technical Advisory Committee for another review. The Bureau of Planning held an Open House on the *Discussion Draft* at Sunnyside School on June 3, 1999.

Once again an annotated version, containing all comments and requests for changes, was prepared. It was reviewed again by another neighborhood association committee. The result of its work was contained in the *Proposed Sunnyside Neighborhood Plan*. Notices of the public hearing before the Planning Commission were sent to all property owners within the Sunnyside neighborhood, and a postal route mailing was sent to all households in the 97214 and 97215 postal routes.

The Planning Commission held a hearing on the *Proposed Sunnyside Neighborhood Plan* on Tuesday, June 22, 1999. Staff and residents of the Sunnyside neighborhood requested several amendments. The Planning Commission approved the amendments, adopted the plan, and forwarded the *Recommended Sunnyside Neighborhood Plan* to City Council.

City Council held a hearing on the *Recommended Sunnyside Neighborhood Plan* on August 25, 1999, and voted to adopt the plan on September 1, 1999 with Ordinance No. 173725 and Resolution No. 35820.

Using the *Comprehensive Plan* and the *Sunnyside Neighborhood Plan* in Land Use Reviews

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

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

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

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

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

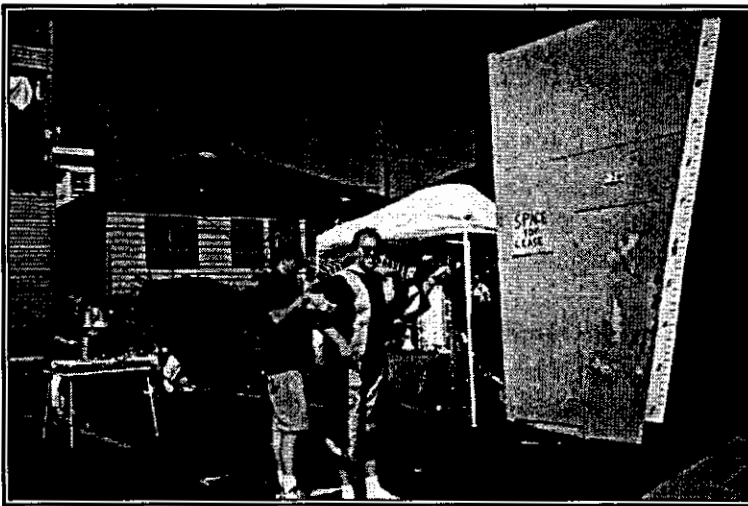
Aspirational policies express a public desire, but are guidelines only. They do not have to be considered, but may be used to help understand an area or issue, to develop more detailed policy, or to guide a neighborhood in creating an action plan. They are not binding on the City, property owners, or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

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

Scenes from the 1999 Belmont Street Fair



“Tiger Cat” is always a favorite of the young crowd.



Sunnyside Neighborhood Association President, Tom Badrick, readies himself for the “Velcro Run”....



.....and then has to be peeled off the wall!

Policy 1. Community Services

Sunnyside has always been an area that thrives on diversity. The economic and ethnic heritage is one of community and compassion. The availability of many different community services reflects that heritage. Residents have access to several public and private grade schools including one of the few "community schools" in Portland. The neighborhood contains a branch of the Multnomah County Library, originally created by the area residents. The great fondness for the library is demonstrated today by being one of the busiest in the Multnomah County system. A major concern in recent years is gentrification, the steady increase in property values that leads to displacement of those on the lower end of the economic spectrum. A wide range of religious organizations is available to residents either within Sunnyside or nearby.

The impacts on neighborhood diversity are concerns for Sunnyside. Economic diversity is a significant component of the fabric of neighborhood that is threatened by increasing property values. The neighborhood enjoys a certain amount of increase in livability as properties are upgraded. It is critical to the continued economic diversity that efforts to support affordable housing for renters as well as first time home buyers.

As the population of Portland as a whole and Sunnyside in particular becomes more ethnically diverse, the Sunnyside Neighborhood Association will continue to strive towards making all groups feel welcome and part of the community. Partnering with various groups that focus on this particular issue will be an active future effort. Continued partnership with the schools to ensure that today's youth learn the value of community and are part of shaping the future is also a major goal.

Enhance community services to Sunnyside by forming partnerships that are beneficial to all parties.

Objectives

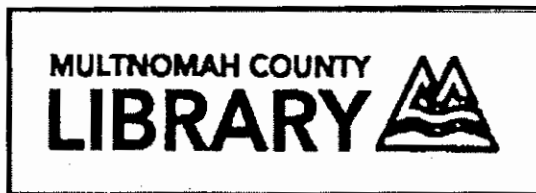
1. Work with organizations, institutions, and groups that serve Sunnyside residents to enhance community involvement, ensure ongoing neighborhood library services, and target groups of people who require added assistance.
2. Work with housing agencies, nonprofits, and advocacy groups to increase the supply of affordable housing and sponsor programs for renters.
3. Recognize that the Sunnyside community is diverse. Promote diversity as a community value.

Community Services Action Chart

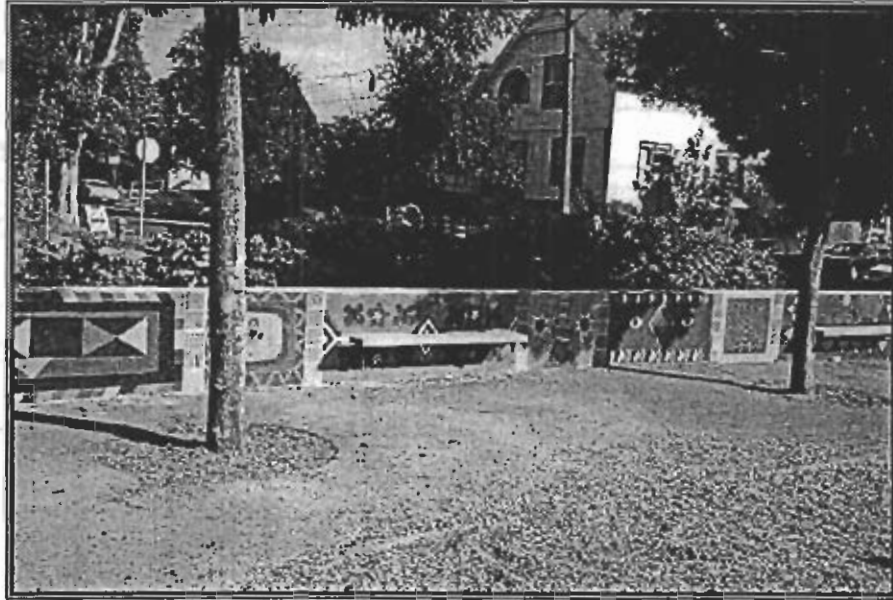
#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
CS1	Help develop, sponsor, participate in, and work on individual and joint projects with groups, agencies, and organizations to promote and create new opportunities for community building, clean-up the neighborhood, and provided needed services to community members. See Appendix E for potential activities.	X			SNA
CS2	Ensure regular communication with the Belmont branch library staff, school site councils and boards, and agencies and groups that provide services to Sunnyside youths, special needs individuals, the elderly, and different ethnic groups.	X			SNA
CS3	Identify needed support services in Sunnyside and support their establishment by working with interested persons and organizations.	X			SNA
CS4	<ul style="list-style-type: none"> a. Prepare and distribute an annual survey of Sunnyside residents. b. Compile results and distribute widely. c. Identify strategies for addressing community needs and desires. 	X			SNA
CS5	Work with existing groups to sponsor or co-sponsor trainings and forums that focus on issues such as land use training, drug forums, and leadership training.	X			SNA
CS6	Produce neighborhood information in several different languages to encourage participation by persons from different ethnic groups in Sunnyside activities.	X			SNA
CS7	Support programs that promote "living history" interactions between elderly residents and youth.	X			SNA, PI
CS8	Create and maintain a committee of library customers and staff to work with the Multnomah County Library administration to provide a high level of library service to Sunnyside residents.	X			SNA
CS9	Designate an SNA Board member to liaison with the Belmont branch of the Multnomah County Library.	X			SNA
CS10	Sponsor or co-sponsor forums on rights and responsibilities for tenants and landlords.	X			SNA, PI, REACH, PHC, SEUL

Community Services Action Chart

#	Actions: Project and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
CS11	Sponsor or co-sponsor first time homebuyer fairs.	X			SNA, PI, REACH, PHC, SEUL
CS12	Work with agencies and other groups to identify potential property for development of affordable housing.	X			SNA, PI, REACH
CS13	Provide space in all Sunnyside Neighborhood Association communication tools for organizations to publicize activities and events and update readers on their activities. These organizations could include, but not be limited to, religious, nonprofit, housing and business groups, schools, and the library.	X			SNA



CS14	Support school projects by helping with grant proposals, class support, playground improvements, and providing public art.	X			SNA
CS15	Incorporate activities for youth into existing neighborhood events.		X		SNA
CS16	Regularly organize supervised drug- and alcohol-free activities specifically geared toward youth.	X			SNA
CS17	Compile and distribute information on the nature and extent of substance abuse problems in the neighborhood and on services available to those with substance abuse problems.	X			SNA
CS18	Coordinate efforts to address substance abuse problems in Sunnyside with other neighborhood groups in the surrounding area.		X		SNA



Neighborhood children designed and painted the protective walls around their new play equipment in Sunnyside Park.

Community Services Action Chart

#	Actions: Project and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
CS19	Compile and distribute information on the nature and extent of homelessness in the neighborhood and on services available to homeless persons.	X			SNA
CS20	Investigate and apply for federal, state and local grants for developing programs to assist homeless population.		X		SNA
CS21	Work with neighborhood restaurants, grocery stores, and community and private gardeners to redirect excess produce and non-perishable items to churches, food banks, and other groups that assist those in need.		X		SNA
CS22	Coordinate efforts to address homelessness in Sunnyside with other neighborhood groups in the surrounding area.		X		SNA
CS23	Participate in the process for siting social service facilities within neighborhoods.	X			SNA
CS24	Identify, welcome and introduce newcomers to the community.	X			SNA

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Policy 2. Economic Development

Sunnyside has two "main street" business districts and additional pockets of commercial activity. There has long existed a symbiotic relationship between the neighborhood businesses and the neighborhood. It is the goal of this plan to continue to develop this relationship and encourage further improvements to the commercial areas that will further enhance the districts, pockets and the neighborhood.

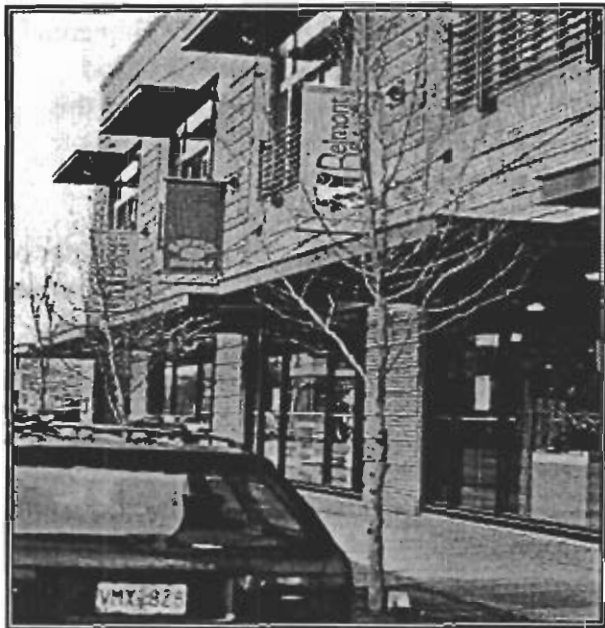
The types of business development in Sunnyside help promote the pedestrian character of the neighborhood. Easy pedestrian, bike and transit access has made both Hawthorne and Belmont a fun and exciting place to do business. This plan continues efforts to pursue improvements and partnerships that enhance that character.

Certain types of businesses create challenges for adjacent residential areas. This plan encourages open communication and dialogue to maintain the satisfaction of the entire community. Development of voluntary good neighbor agreements will be a useful tool in maintaining the balance that is essential to this area.



Hawthorne Boulevard has become a regional attraction.





Zupans, a full-service specialty grocery, located in the renovated mixed-use Belmont Dairy at SE 33rd and Belmont, fits well with Belmont's streetcar commercial character.

Ensure the health of the business districts; they are vital to the success of the neighborhood and key components of its character.

Objectives

1. Maintain and expand positive relationships, respect, and cooperation between the business communities and the neighborhood.
2. Minimize negative and maximize positive impacts between business and adjoining residential areas.
3. Support the establishment of businesses and commercial developments that are compatible with the character of the surrounding neighborhood.
4. Promote the enhancement of the business corridors as pedestrian oriented public spaces.

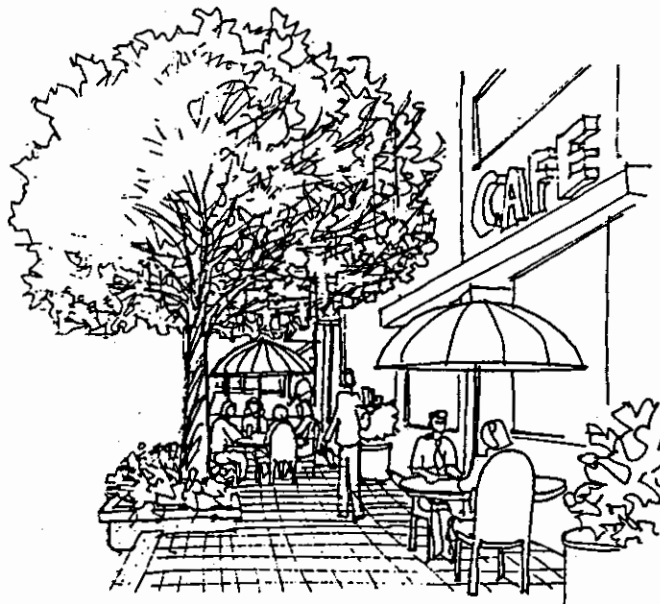
Economic Development Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
ED1	Maintain regular communication between the Belmont Area Business Association and the Hawthorne Boulevard Business Association, including maintaining a board liaison position among the organizations.	X			SNA, BABA, HBBA
ED2	Promote beneficial activities of the business districts to the community.	X			SNA, BABA, HBBA
ED3	Encourage local businesses to minimize the impact of business parking demands on nearby residential areas by participating in the parking study in T31.	X			SNA, BABA, HBBA
ED4	Work with the Belmont Area Business Association and the Hawthorne Boulevard Business Association to promote the districts' identities.	X			SNA
ED5	Promote neighborhood-compatible use of commercial space.	X			SNA, BABA, HBBA
ED6	Maintain direct links from SNA web page to appropriate business association pages.	X			SNA
ED7	Encourage the use of bike or pedestrian travel by employees.	X			Businesses, BABA, HBBA, PDOT, TM, SNA
ED8	Encourage businesses to provide additional bike parking along the business corridors where possible.	X			BABA, HBBA, PDOT, SNA
ED9	Encourage owners with "blank wall" buildings to include more windows on sides with street frontages.	X			SNA, BABA, HBBA
ED10	Promote the planting of street trees and landscaping along the neighborhood's business corridors where possible.	X			SNA, BABA, HBBA, FOT
ED11	Present annual awards to merchants and businesses for outstanding achievements and contributing to Sunnyside's livability.	X			SNA
ED12	Work with both Belmont and Hawthorne Business Associations on banners, flower baskets and other methods of enhancing, identifying, and promoting the districts.	X			SNA

Economic Development Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
ED13	Encourage business owners to provide, adopt, and/or install public art and associated amenities, such as benches, banners, public trash receptacles, flower baskets, and drinking fountains.	X			SNA, BABA, HBBA
ED14	Identify, help recruit, and promote businesses that serve neighborhood needs.	X			SNA
ED15	Hold a "friendly face of Sunnyside" business façade awards program biannually.	X			SNA
ED16	Work with property owners, businesses, landlords, managers and tenants to maintain building exteriors, yards and landscaping.	X			SNA, BABA, HBBA
ED17	Encourage businesses to promote the use of Tri-Met through including bus line information in ads, using discount days for bus riders, and paying for bus discounts for employees.	X			SNA, BABA, HBBA

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Policy 3. Environment

The Sunnyside neighborhood cares about the environment. The neighborhood's natural landscape is cared for and enhanced. Neighbors are informed about how the decisions that they make impact the environment.

The natural and cultivated landscape is a cherished and identifying feature of the Sunnyside neighborhood. Its residents, recognizing the multiple benefits of a thriving tree canopy, make a significant contribution to the urban forest. April strolls down SE Yamhill when the cherry blossoms are in bloom and the cool shaded walkways in summer reflect some of the aesthetic benefits of trees. Trees provide shelter, food and nesting habitat for birds, raccoons, squirrels, and butterflies. They moderate temperature extremes, cooling in the summer and warming in the winter. They dampen noise, quieting the neighborhood and adding privacy. They absorb pollutants and clean the air. They improve water quality by reducing runoff and erosion.



Tree-planting in Sunnyside

Many residents take pride in the care they give to their yards. Their yards are personal statements that enrich the experience of the passerby. Many are adopting a more sustainable approach to yard care. They are learning and using methods that conserve water. They are limiting or eliminating the use of fertilizers, herbicides and pesticides. Some are planting with native species to encourage and provide for wildlife and to reduce the need for soil amendment. The Blair community garden flourishes in natural bounty as residents expand their stewardship beyond the borders of their yards.

Regional issues like water quality and supply, waste generation and disposal, and air pollution are increasingly becoming local neighborhood issues. The federal listing of Willamette Valley Chinook salmon and steelhead trout are threatened under the Endangered Species Act. Water quality is now an issue that has been brought to the yards and driveways of Sunnyside. Residents and businesses alike are concerned about stormwater runoff and the impact to the Willamette River. This is reflected in the efforts to increase downspout diversion and surface permeability. Residents can be seen making conscious choices to improve the quality of the region's waterways.

Likewise, residents and businesses are making decisions that impact other aspects of the environment. In Sunnyside there are resources to inform and aid in making these decisions. If information to make informed decisions is lacking, the Sunnyside Neighborhood Association is bridging this gap. Whether it is information on the state of the environment, where and how to recycle or information about the impact of the chemicals people buy and use, the Sunnyside Neighborhood Association is making the effort to inform its residents.

Maintain and enhance Sunnyside's environmental resources, including the quality of its urban forest. Promote environmental awareness among Sunnyside's residents, businesses, and property owners.

Objectives

1. Increase awareness of environmental issues through education and participation.
2. Create opportunities to learn about the values, principles, and practices of sustainable and low-impact living.
3. Develop resources and tools for citizens to monitor progress and track the state of the natural environment in the community.
4. Promote citizen involvement in making sustainability a reality.

Environment Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
E1	Work with schools, agencies, and organizations to involve students in environmental issues such as neighborhood clean-ups and storm drain stenciling.	X			SNA
E2	Support more effective olfactory, visual and aural buffers between businesses and residential properties.	X			SNA
E3	Ensure that businesses comply with recycling laws.	X			SNA
E4	Recycling and Environmental Programs: a. Maintain a library of general recycling information for resident and business use. b. Support the City's Downspout Disconnect Program by encouraging property owners to take advantage of its provisions. c. Set up a resource center for trading useable construction site materials. d. Support environmentally friendly remodeling classes.	X			SNA
E5	Urban Forest: a. Encourage classes on composting, alternatives to pesticides, and tree care and pruning. b. Promote Master Gardener events in Sunnyside. c. Encourage waterwise landscaping. d. Advocate preserving and maintaining existing trees. e. Promote the planting of new trees where appropriate. f. Distribute information on native species landscaping.	X			SNA
E6	Encourage citizen and volunteer participation in removal of debris from storm drains, stenciling programs, and litter patrols.	X			BES
E7	Create an annual "State of the Sunnyside Neighborhood" environmental report card.	X			SNA
E8	Work with the Environmental Protection Agency to provide access to environmental indicators on Sunnyside's web site.		X		SNA

Environment Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
E9	Educate people on: a. Existing legislation designed to protect the environment; b. Water efficient appliances and fixtures; c. Alternate energy technologies such as solar, wind, hydrogen, and biomass; d. How to eliminate junk mail; e. Eco-friendly ideas and technologies; and f. Specific actions they can take to reduce environmental impact.	X			SNA
E10	Hold an annual Earth Day event. Invite environmental organizations to participate.	X			SNA
E11	Promote day hikes to reconnect the neighbors to nature.	X			SNA
E12	Inform and involve citizens in tracking environmental pollutants.	X			SNA

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Sunnyside's excellent tree canopy is part of Portland's urban forest.

Policy 4. Land Use

Originally prized for its superior solar access, compared to the shady west side of Portland, the Sunnyside neighborhood enjoys a strong architectural heritage. Sunnyside residents value the friendly environment created by its older homes with their historic designs and detail, porches, and adjacent trees. Residents also value its historic churches, schools and the pedestrian-friendly scale of the remnants of trolley car line businesses. Sunnyside is a diverse neighborhood, with people of different ages and incomes. Increasing costs for housing is a threat to that diversity.



Example of renovated multifamily home in Sunnyside

While maintenance of the residential areas is paramount to the neighborhood's vision, the mixed-use development on the main street corridors is a major asset to the neighborhood's livability. The Sunnyside Neighborhood Association's participation in land use processes is for the purpose of advancing the adopted vision for the neighborhood. In developing its responses, the neighborhood association strives to be fair, open, and principled.

Ensure that residential uses predominate in the areas of Sunnyside designated for residential use in the *Comprehensive Plan*.

Objectives

1. Preserve the intrinsic character of the neighborhood.
2. Encourage a mix of housing types, including quality, affordable and attractive single and multifamily housing and accessory rentals, to serve a diverse population.
3. Support existing and appropriate new mixed-use development on Belmont, Stark, 39th, and Hawthorne.
4. Work with the City of Portland and other agencies to ensure that regulations are effective, reasonable and support the maintenance and expansion of the character of the neighborhood as expressed in the adopted neighborhood vision and policies.
5. Discourage drive-through developments, garages in front of houses, and commercial intrusions into residential areas in Sunnyside.

Land Use Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
LU1	Work with property owners, businesses, the City and historic preservation advocates to preserve, upgrade, and maintain the character of historic buildings and features.	X			SNA, SHPO
LU2	Create public awareness projects that focus on historic structures in Sunnyside.	X			SNA, BOP
LU3	Encourage owners to retain porches on existing buildings.	X			SNA, BOP
LU4	Identify new development and redevelopment projects which celebrate or complement the neighborhood's historic character and support both livability and density goals. Recognize their completion annually in community newsletters.	X			SNA

Land Use Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
LU5	Advocate for redevelopment of auto-oriented buildings into designs compatible with pedestrians.	X			SNA, BOP
LU6	Support appropriately scaled and compatibly designed in-fill multifamily development through communications with review bodies.	X			SNA
LU7	Promote building projects with designs that support the pedestrian nature of the streetscape and the use of transit and bicycles.	X			SNA, BOP
LU8	Create a booklet of desirable and undesirable development styles, including landscaping, which can be shared with planners and developers, to encourage creative, diverse and compatible development.		X		SNA, BOP, BABA, HBBA



Infill home on SE Madison



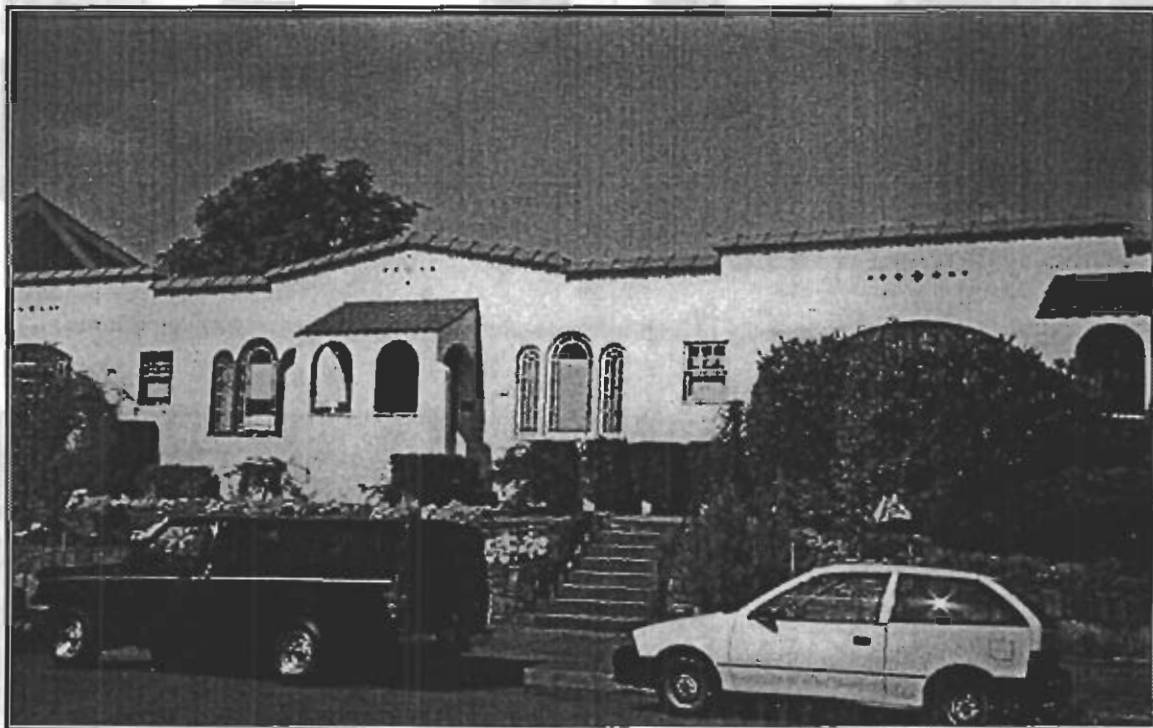
Conversion of a small cottage to a multi-story Art Deco home on SE Main

Both homes exhibit the wide diversity of architectural styles within the Sunnyside neighborhood.

LU9	Advocate for the City to add design review to all multi-family and commercial zones.	X			SNA, BABA, HBBA
LU 10	Advocate for the completion of the <i>Belmont Livability and Zoning (BLAZ) Study</i> .	X			SNA, BABA
LU 11	When a residential building or property is demolished, rezoned, or converted to a non-residential use or zone, work with the property owner and the City to find a location for replacement housing or housing potential within the Sunnyside neighborhood.	X			SNA

Land Use Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
LU 12	Encourage home and property owners to improve the housing stock in Sunnyside.	X			SNA, BOP
LU 13	Provide residents with information about programs that support home improvements and property purchases for low to moderate income homeowners.	X			PHC, PI, REACH
LU 14	Identify special housing needs of seniors, disabled adults and other groups. Work towards meeting those needs through partnerships with other groups.	X			SNA, PI, REACH
LU 15	Work with property owners and managers and the Portland Bureau of Buildings to identify sites and buildings where remedial action is needed to address existing conditions which pose a threat to the health, safety and welfare of Sunnyside.	X			SNA
LU 16	Distribute information and co-sponsor "do-it-yourself" workshops on home repair, maintenance and improvement programs.	X			SNA, REACH, PHC



One of the many lovely multi-family homes in Sunnyside. This one is at SE 35th and Madison.



One of the many mixed commercial buildings along Hawthorne Boulevard that give Sunnyside its urban village character

Land Use Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
LU 17	When responding to code provisions being considered by the City of Portland, advocate on behalf of the adopted vision and policies of the Sunnyside Neighborhood Plan.	X			SNA
LU 18	Publicize Sunnyside communication methods, such as the neighborhood hotline and the web page, as a means for residents to keep up-to-date on new and ongoing land use issues.	X			SNA
LU 19	Develop and adopt a set of voluntary design guidelines for Sunnyside.		X		SNA
LU 20	Work toward removing existing billboards, and discourage placement of new billboards.	X			SNA

Land Use Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
LU 21	Discourage business owners from covering windows from the inside.	X			SNA, BOP
LU 22	Support proposed changes to <i>Comprehensive Plan</i> land use designations along the business corridors where the zone change is consistent with the <i>Sunnyside Neighborhood Plan</i> .	X			SNA, BOP
LU 23	Whenever possible, contact developers and property owners early in the proposal process to encourage compatible design and land uses and discuss impact of the development on the neighborhood.	X			SNA
LU 24	Promote the ground floor window standard on all street-facing walls in commercial zones.	X			SNA
LU 25	Encourage enforcement of nuisance codes in Sunnyside.	X			SNA, BABA, HBBA
LU 26	Identify commercial operations where a good neighbor agreement between the business and the neighborhood association is appropriate. Encourage these firms to develop and maintain good neighbor agreements. With businesses selling alcohol, address the sale, distribution and consumption of alcohol, as well as the possible need for crime prevention measures. With businesses that adjoin residential areas, include visual, aural and olfactory compatibility. Review all agreements biannually.	X			SNA, BABA, HBBA, SEUL, ONI
LU 27	Review all liquor licensee applications, renewals, and provide feedback to the City of Portland and Oregon Liquor Control Commission.	X			SNA

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Policy 5. Livability

Sunnyside has always had a strong sense of community and identity. It is the goal of this plan to maintain and enhance the livability and cohesiveness of the neighborhood through diverse cultural and social opportunities and by improving the physical environment.

Sunnyside offers a feeling of neighborliness, where neighbors know each other, share the fruits of their gardens, discuss issues of importance and maintain a sense of cooperation. Events such as neighborhood clean ups offer both a chance to improve the neighborhood look and to meet other like-minded people in the neighborhood. Neighborhood events such as the annual celebration, the annual garage sale and the Hawthorne and Belmont Street fairs offer the chance to celebrate what is unique about this community. This plan builds upon the already strong sense of community as a way to further add to the livable character of the neighborhood.



Working in the Blair Community Garden

Sunnyside is blessed with a number of murals and public art works. In addition, it is becoming more of an artisan community with new art galleries, coffee shops that display art and several live theaters. This plan encourages additional placement of art in the community as well as further support of various artistic expressions.

Environmental issues are very important to this neighborhood. Environmentally friendly yard designs and plantings are favored, as are efforts to recycle and to re-use materials. Trees are plentiful and more are planted on a regular basis. Street tree plantings such as those sponsored by Friends of Trees are very successful. The Blair community garden is

a popular spot. Easy access to regional parks such as Laurelhurst and Mt. Tabor is a major asset. This plan enhances the strong environmental stewardship with more outreach, classes and programs that offer both awareness of important environmental issues and actual improvements.

Sunnyside has a village atmosphere. Promotion of leaf removal schedules, street cleanings, and applications of City nuisance codes are encouraged. Litter patrols and public trash cans are also strongly promoted.

Ensure the livability of Sunnyside by encouraging diverse cultural and social opportunities, improving the physical environment and promoting a strong neighborhood identity.

Objectives

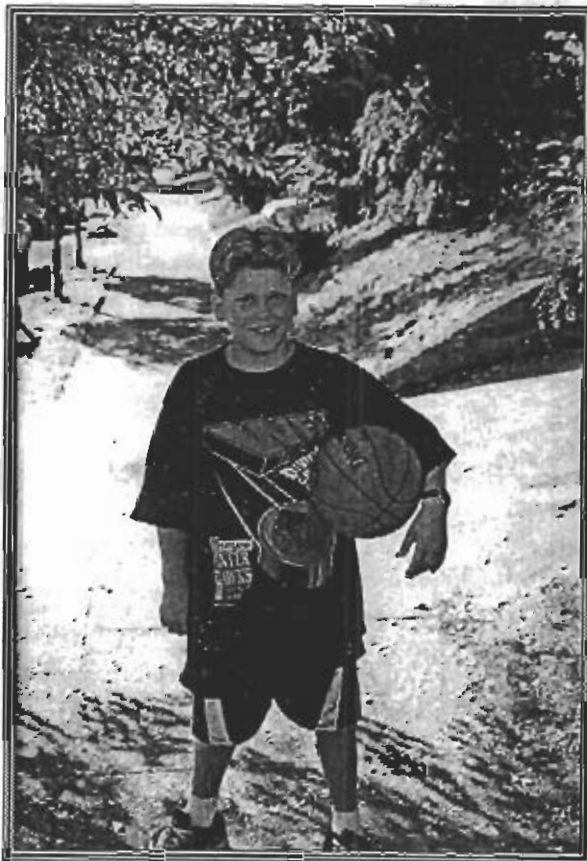
1. Develop and support social and cultural activities and public art projects to enhance neighborhood interactions.
2. Maintain clean streets, yards, parks and open space, and building exteriors.

Livability Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
L1	<u>Street Fairs:</u> a. Help recruit volunteers. b. Help coordinate activities. c. Assist with fundraising. d. Help ensure event insurance is available as needed.	X			SNA, BABA, HBBA
L2	Hold annual events to celebrate Sunnyside's diverse residents, businesses, and achievements; raise funds for ongoing activities; and improve Sunnyside's livability. See Appendix C for a list of possible activities and associated tasks.	X			SNA
L3	<u>Farmers Market:</u> a. Research possibility of organizing a market in the neighborhood. b. If feasible, implement it.		X		SNA

Livability Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
L4	Develop a "Meet-Your-Neighbor" program to encourage Sunnyside residents, property owners and businesses to get to know each other.		X		SNA
L5	<u>Sculpture:</u> a. Identify locations where sculpture art could enhance livability, for example, in the heart of the Hawthorne district and along Belmont. b. Pursue partnerships for financing, producing, and locating completed sculptures.		X		SNA
L6	Work with local artists to stage public concerts, plays, puppet shows, and other performance art at neighborhood events.	X			SNA
L7	Ensure that neighborhood residents have easy access to information regarding leaf pickup by the City.	X			SNA



Heath Green wins a basketball signed by Blazer's Basketball team members as part of the 1999 Belmont Street Fair's Silent Auction.

Livability Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
L8	Promote enforcement of Poop’N’Scoop Law by: a. Installing signage on neighborhood streets reminding dog owners of their responsibility to pick up after their pets. b. Asking the City to supply complimentary bag outlets. c. Asking Animal Control to step up monitoring of loose dogs and enforcing licensing.	X			SNA
L9	Create programs for integrating Sunnyside children and youth into the neighborhood fabric.		X		SNA
L10	If appropriate properties for possible parks or open space become available for purchase, ensure that the City of Portland has the opportunity to purchase them.	X			SNA
L11	If owners of vacant parcels in appropriate locations are willing to consider the use of those parcels for community gardens or other informal use, negotiate a nonbinding agreement with them on behalf of the neighborhood.	X			SNA
L12	Advocate for a community space, with amenities that include sports facilities and gathering places.		X		SNA

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Policy 6. Neighborhood History

The Sunnyside Neighborhood Association has a strong and active Historical Committee whose goal is to explore, celebrate, and help maintain the history of the people and places of Sunnyside.

The Historical Committee is interested in preserving the social, cultural, and personal histories of its residents and businesses. To that end, this policy includes action items intended to increase neighborhood residents' knowledge of Sunnyside's history and to pass that knowledge on to future generations.

The committee also recognizes that the historic character of Sunnyside is reflected in its historic homes and buildings. Sunnyside contains 125 properties that have been identified by the city of Portland as historically significant. Some of these are identified in the earlier section on "Architecture." This policy includes action items that identify tools that neighborhood residents can use in working with owners and developers to preserve and restore these significant older buildings.



*Example of a Bungalow built around 1907.
Now home to Graystone Gallery on Hawthorne Boulevard*

Recognize and preserve Sunnyside's historic records and resources.

Objectives

1. Celebrate the social and cultural history of Sunnyside, including both its architectural and ecological heritage.
2. Explore the connections between the histories of the people and places of Sunnyside and the history of Portland, the metropolitan region, and Oregon.
3. Share the results of the endeavors with the residents of Sunnyside and surrounding neighborhoods in such a way that will both educate and inspire the entire community.

Neighborhood History Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
NH1	Identify and create a visual record of historic houses, buildings, and natural features in the neighborhood as a resource.		X		SNA
NH2	Continue to research the history of Sunnyside using textual and visual sources as well as oral interviews.	X			SNA
NH3	Collaborate with other neighborhood associations on historical research projects.	X			SNA
NH4	Prepare materials that relate the history of Sunnyside and distribute to neighborhood residents.		X		SNA
NH5	Create and site historical displays in public areas (such as bus stops) and semi-public areas (such as store windows).	X			SNA
NH6	Using Sunnyside's communication tools, prepare articles, provide committee updates, and offer opportunities for involvement to neighborhood residents.	X			SNA
NH7	Compile a current listing of historically significant houses, buildings, and properties in Sunnyside and work with the City of Portland to use this list to update its Historic Resource Inventory.		X		SNA

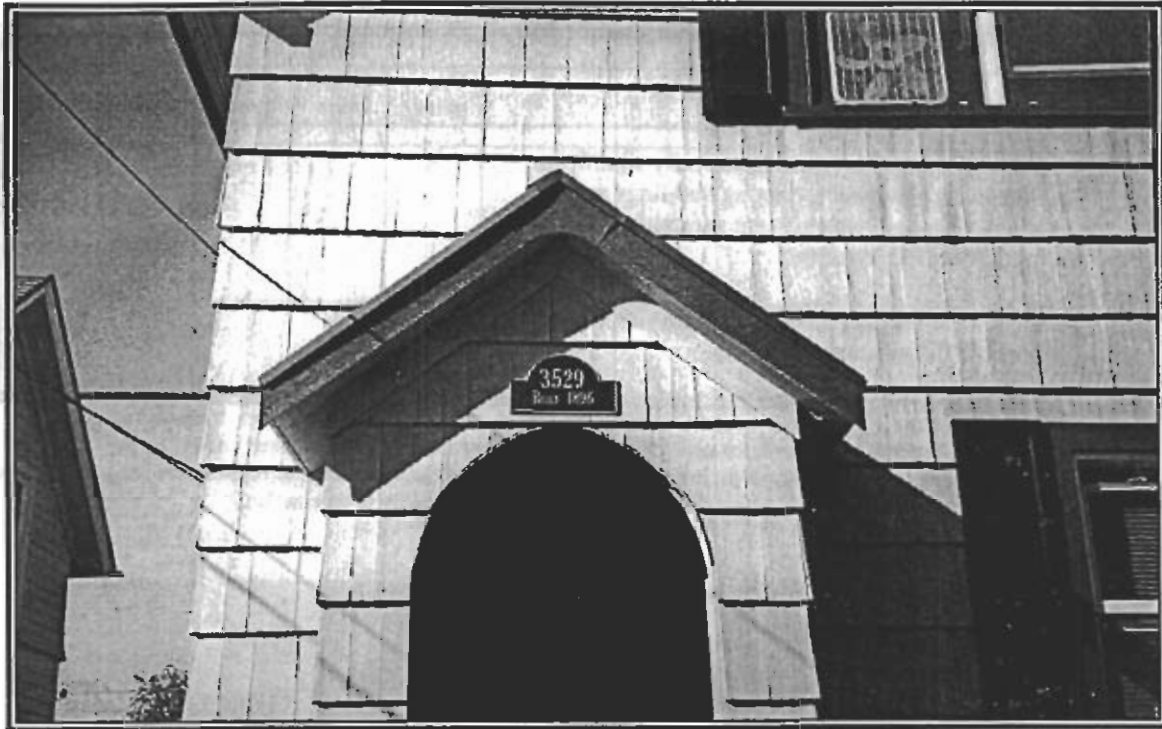
Neighborhood History Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
NH8	Encourage owners to retain historically significant architectural features on existing buildings and to preserve historically significant natural features (such as trees) on their property.	X			SNA, BOP
NH9	Research the pros and cons of a Sunnyside Historic District or Conservation District.		X		SNA

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Example of Queen Anne Vernacular, built around 1892



One of Sunnyside's older homes with a plaque noting its date of construction



*SE 39th and Belmont, looking north on SE 39th. Photo taken February 7, 1927.
Photo courtesy of Oregon Historical Society. OrHi 100179*

Policy 7. Public Safety

Public safety is an ongoing concern. Although the level of crime is historically small, this plan strives for a crime free neighborhood and city. Public safety can be enhanced through creation of neighborhood or business watches. These groups not only increase the number of eyes on the street to deter crime, but the formation and maintenance of the groups instills a strong sense of community. Past incidents have highlighted Sunnyside's intolerance to prejudice; this plan continues to work towards reduction of prejudice throughout the neighborhood. Ongoing graffiti removal efforts and foot patrols send the message that illegal behavior will not be accepted in this neighborhood.

A solid foundation of communication and partnership exists between local police and the community. This plan continues that course and builds upon it wherever possible. Helping residents and businesses become more prepared in the event of a disaster will greatly enhance public safety.

The Sunnyside neighborhood strongly supports the concept of community policing. Citizen oversight, review and accountability of the local police are keys to authentic and effective community policing. Neighbors understand that, to succeed, community policing demands maximum community involvement.

Encourage measures that promote the safety and livability of the Sunnyside neighborhood.

Objectives:

1. Promote the safety of the Sunnyside neighborhood through community building efforts.
2. Encourage the use of crime prevention techniques in the Sunnyside neighborhood.
3. Work to eliminate graffiti and vandalism in the neighborhood.
4. Maintain the relationship between the Sunnyside community and the Portland police, fire, and emergency services.
5. Support education to reduce prejudice.

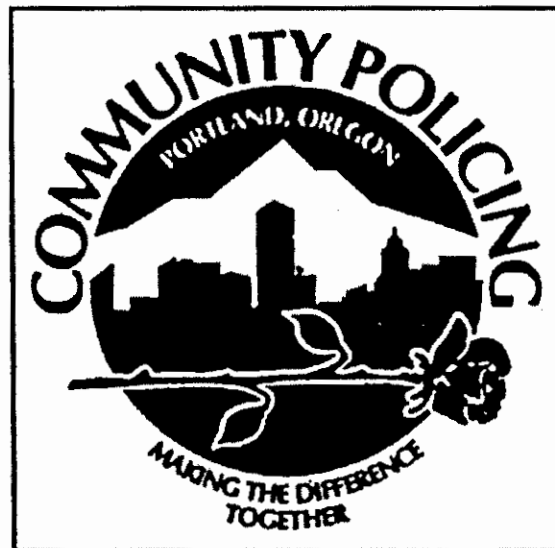
Public Safety Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
PS1	Develop partnerships between residents and businesses, including maintaining the "strike team," to remove graffiti promptly.		X		SNA, BABA, HBBA
PS2	Continue support to existing neighborhood and business watches.	X			SNA
PS3	Work with apartment managers and landlords on tenant screening and maintaining and improving tenant safety.	X			SNA
PS4	Form four neighborhood and/or apartment watches each year.	X			SNA, SEUL
PS5	Work with the Belmont and Hawthorne Business Associations and nonaffiliated businesses to form and maintain business watches.		X		SNA, SEUL
PS6	Hold a National Night Out event, and assist with neighborhood block parties.	X			SNA
PS7	Provide residents and businesses with information about crime prevention measures and graffiti removal programs.	X			SNA, BABA, HBBA, SEUL



Public Safety Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
PS8	Encourage property and business owners to use Crime Prevention Through Environmental Design techniques in building and landscaping design in order to enhance the safety of their property.	X			SNA
PS9	Develop foot patrols, where appropriate, to lend support for community policing.		X		SNA, BABA, HBBA
PS10	Maintain the community police office on Hawthorne Boulevard as long as it continues to be utilized by the Portland Police Bureau.	X			PPB

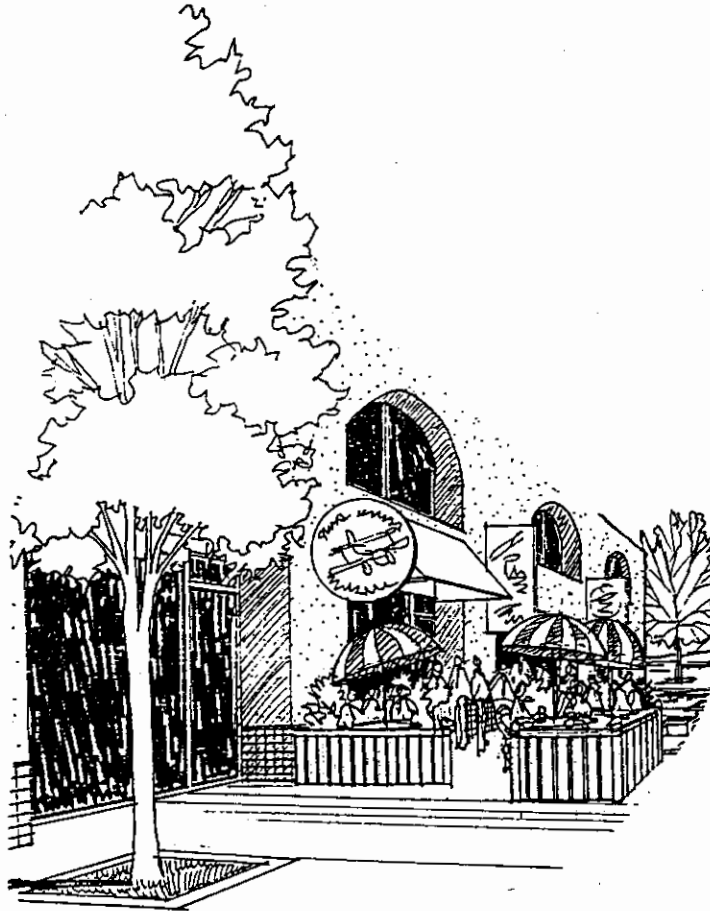


PS11	Continue monthly police bureau participation in Sunnyside Neighborhood Association meetings or as needed.	X			PPB, SNA
PS12	Partner with adjacent neighborhood and business associations to prepare joint programs on crime prevention and public safety.	X			SNA, BABA, HBBA, PFB
PS13	Partner with Fire Station #9 to hold an annual open house.	X			SNA, BABA, HBBA, PFB

Public Safety Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
PS14	Educate neighborhood residents about their role in disaster response, recovery, loss control, and preparedness.	X			POEM
PS15	Develop an outreach program between the community and emergency response personnel to enhance preparedness. This includes recruitment of community members for Neighborhood Emergency Teams (NET).		X		PFB, SNA, BABA, HBBA
PS16	Respond to requests to improve public lighting in and around bus shelters, along crosswalks, and where children cross streets to attend school.	X			PDOT, SNA

Note: Portland City Council approves Action Charts by resolution. They are a starting place. Actions with an identified implementor are adopted with the understanding that some may 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 may affect the implementation leader's ability to take action.



Policy 8. Transportation

Sunnyside neighborhood is an urban village with easy access to, from and within its boundaries regardless of travel method. Residents often note the easy access to other key areas of the city such as downtown, regional parks, and shopping areas. Major freeways are close by, as are major bike routes and transit centers. A key feature of the transportation policy in Sunnyside is the equal treatment of all modes of transportation, rather than the dominance of recent years by the automobile.



Biking, walking, and driving along Hawthorne Boulevard

Residents enjoy easy pedestrian access to local shops and services along the two main streets, Belmont and Hawthorne. Neighbors are a short distance on foot to local schools, a branch library and churches. The pedestrian environment is relatively safe with sidewalks on nearly every road within the neighborhood. Improvements to further encourage pedestrian use are paramount in this plan. Major actions include highlighting crosswalks with paint, different pavement treatment such as raised bricks, and upgrading pedestrian traffic signals.

Bicycle access to downtown and other areas is served via bike routes such as Salmon/Taylor Streets and the mid-40's service (under development). Additional services such as covered parking, bike lockers and other amenities will further encourage the use of the bicycle as a viable transportation method.

Buses actively serve the major main streets of Hawthorne, Belmont, and 39th Avenue. Service along Hawthorne and Belmont are both frequent and popular, with the Hawthorne line being one of the most used transit corridors in Portland. Additional improvements such as additional bus service and shelters will further encourage transit use. Installation of streetcar lines along these as well as Stark Street would further encourage transit use.

The automobile is a dominant feature in any neighborhood and Sunnyside is no different. Sunnyside residents and businesses enjoy significant access to all parts of the neighborhood. A major theme in this plan is the reduction of negative impacts of the automobile on neighborhood livability. This includes more attention directed towards enforcement of traffic laws, requesting limits on delivery vehicles on side streets and further managing current parking conditions.

Provide for the safe movement of people and goods, while preserving, enhancing and reclaiming the neighborhood's livability.

Objectives

1. Encourage the use of bicycles as a viable, safe and efficient means of transportation.
2. Promote pedestrian travel as a preferred mode of transportation, and enhance Sunnyside's pedestrian environment.
3. Promote and increase transit use by making Sunnyside more transit friendly.
4. Reduce the negative impacts on the neighborhood's livability from motorized vehicles.

Transportation Action Chart

#	Actions	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
	Programs				
T1	Create safe and convenient bicycle access to the neighborhood.	X			PDOT
T2	Establish additional marked, safe and convenient bicycle routes, particularly to schools.	X			PDOT

Transportation Action Chart

#	Actions	Time			Proposed Implementers
		On-going	Next 5 years	6-20 Yrs	
	Programs				
T3	Encourage completion of the bike system to support the ability to travel anywhere in Portland by bike.	X			SNA
T4	Work with school administrators to provide additional and convenient bike parking.		X		SNA
T5	Work with the yellow bike program to include Sunnyside.		X		SNA
T6	Along Hawthorne, Belmont, Stark, and 39 th encourage the use of curb cuts that do not break the plane of the sidewalk. <i>(See photos below)</i>		X		PDOT, SNA



The picture above shows the curb cut through sidewalk. This break in the sidewalk is a hindrance to many pedestrians and persons with disabilities.

The curb cut in the picture at the right leaves room for a level sidewalk as a continuation of the sidewalk on either side.

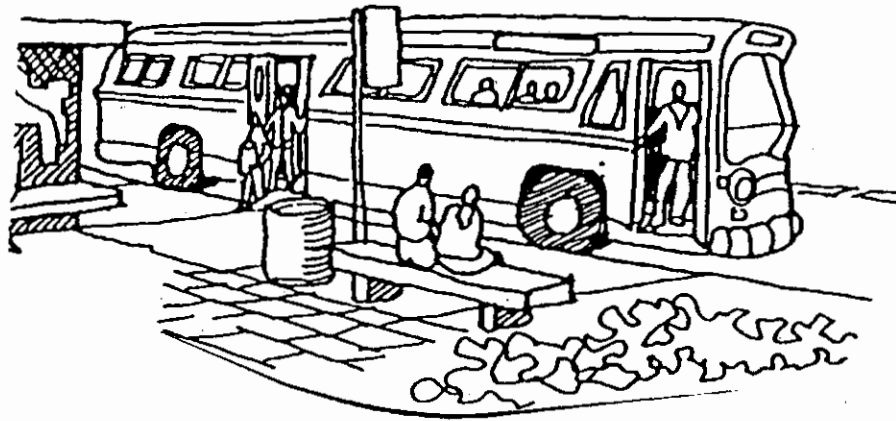


Transportation Action Chart

#	Actions	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
	Programs				
T7	Provide bicycles, when practical, to low-income residents.	X			SNA
T8	Advocate for PDOT to give street cleaning priority on bike routes.		X		SNA
T9	Explore use of methods such as signage, diagrams, and different colors to identify bike intersections and bike lanes.		X		PDOT
T10	Encourage property owners to trim vegetation to ensure safety.	X			SNA
T11	Improve enforcement of pedestrian right-of-way at all crosswalks.		X		PPB
T12	In conjunction with the Richmond Neighborhood Association, consider options for making Hawthorne Boulevard more pedestrian-friendly, including, but not limited to, the following: <ul style="list-style-type: none"> • Planting strip(s) • Streetcar • Sidewalk expansion • Sidewalk treatment 			X	SNA, PDOT, RNA, merchants, HBBA
T13	Increase bus service on Hawthorne and Belmont during off-peak hours.		X		TM
T14	Make transit more convenient and pleasant by: <ol style="list-style-type: none"> a. Placing current laminated bus schedules at each stop. b. Creating a network of trash receptacles at bus stops. c. Identifying sites in need of additional and/or improved benches, lighting, and shelters and implementing the needed changes. d. Monitoring bus stops for graffiti and vandalism and removing their effects. e. Identifying the possible need for new stops. f. Advocating for Tri-Met to take an increased interest in pedestrian issues. 	X			SNA, BABA, HBBA, TM
T15	Promote transit use in neighborhood and business publications for commuting, occasional trips, and events.	X			SNA, BABA, HBBA, SE Examiner

Transportation Action Chart

#	Actions	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
	Programs				
T16	Consider starting a shuttle service between city and regional shopping centers, including but not limited to Hawthorne, NW 23 rd , Lloyd Center, Clackamas Town Center, Jantzen Beach, and Washington Square.			X	TM
T17	Provide new neighbor packets with bus information, free pass, etc.	X			SNA, TM
T18	Promote use of alternative fuel buses in Sunnyside.	X			TM, SNA
T19	Promote the use of transit by students, faculty, and for school-class trips.	X			SNA



T20	Advocate for a Stark Street bus line.		X		SNA
T21	Advocate for free transit service.	X			SNA
T22	Enforce parking restrictions at intersections.	X			PPB, WPC, PDOT
T23	Investigate ways to make street signs more readable.		X		SNA
T24	Hold periodic events that close off streets to vehicular traffic temporarily.	X			SNA

Transportation Action Chart

#	Actions	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
	Programs				
T25	Eliminate excessive impact of delivery truck traffic by: <ol style="list-style-type: none"> Identifying locations where "no-through" truck signs are needed. Identifying areas where and times when deliveries are made. Developing Good Neighborhood Agreements to establish and perhaps limit delivery time, truck size, and routes used. Enforcing truck parking restrictions and other regulations which restrict truck use of local service streets. Advocating for reducing the size of trucks. 		X		SNA, BABA, HBBA, PPB
T26	Educate residents about Portland's transportation laws and system including but not limited to: <ul style="list-style-type: none"> Courses on how land use and transportation inter-relate in Portland neighborhoods. Banners Newsletters Enforcement tools, such as Speed Watch Safety programs, such as Stop for Red Lights and others pertaining to Vehicle/Pedestrian, Vehicle/Bicyclist, and Bicyclist/Pedestrian Safety 	X			PDOT, PPB, SNA
T27	Provide quarterly information to residents on abandoned vehicle abatement efforts, including nuisance codes.	X			SNA
T28	Lobby/advocate for a Belmont Transportation study.		X		SNA, BABA
T29	Advocate for adding streetcars on Hawthorne, Belmont, Stark, and 39 th .		X		SNA
T30	Request the appropriate agency to enforce vehicular noise laws throughout the neighborhood.	X			SNA
T31	Promote alternatives to individual car ownership such as carpooling and car sharing.	X			PDOT, SNA
T32	Advocate for the retention and reclamation of the right-of-way for non-vehicular travel.		X		SNA
T33	Investigate underground utility service to new development or redevelopment.		X		SNA

Transportation Action Chart

#	Actions Projects	Time			Proposed Implementors
		On- going	Next 5 years	6-20 Yrs	
T34	Request improvements to pedestrian safety at the following intersections and others where necessary. Consider the use of different pedestrian treatments, such as raised crosswalks or red brick paving. <ul style="list-style-type: none"> • 39th & Hawthorne • 39th & Belmont • 39th & Stark • 34th & Belmont • 33rd & Belmont 			X	PDOT, SNA
T35	Provide Bike Central facilities in Sunnyside.		X		PDOT, BTA, BABA, HBBA



Walking and biking through the neighborhood...



T36	Request that push-button signals be replaced with automatic signals at fully signalized intersections.		X		SNA, PDOT
T37	Request PDOT to study the need for lengthening the duration of crossing times for crosswalks, and implement where needed.		X		SNA
T38	Complete a neighborhood-wide inventory of sidewalks, identify trouble spots, and work for ways to fix identified problems, such as coordinated sidewalk repairs and removal of impediments.		X		SNA

Transportation Action Chart

#	Actions Projects	Time			Proposed Implementors
		On- going	Next 5 years	6-20 Yrs	
T39	Request painting and maintaining marked crosswalks at the following locations: <ul style="list-style-type: none"> • 38th & Main • 35th & Salmon • 34th & Salmon • 34th & Yamhill • 41st & Taylor • 35th & Taylor • 34th & Taylor 		X		PDOT, SNA
T40	Advocate for a pedestrian crosswalk with a pedestrian button at 33 rd and Belmont.		X		SNA
T41	Use curb extensions to reduce crossing distances on Belmont, Stark, and other streets where appropriate.			X	PDOT, SNA, BABA, HBBA
T42	Map traffic problems and request PDOT to implement solutions.		X		SNA
T43	Identify the transportation needs and concerns of children and seniors.		X		SNA



A popular ice cream parlor at the corner of Hawthorne Boulevard and SE 36th

Transportation Action Chart

#	Actions	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
	Projects				
T44	<p>Improve parking conditions by:</p> <ul style="list-style-type: none"> a. Reviewing past studies of parking conditions in the Sunnyside neighborhood and adjacent areas. b. Determining if a new study needed and preparing one if necessary. c. Determining options for new parking possibilities, including shared parking, parking structures, parking meters, and timed parking d. Implementing preferred option(s). <p>See note on page 83</p>	X			PDOT, SNA, BABA, HBBA,
T45	<p>Work to eliminate speeding traffic by:</p> <ul style="list-style-type: none"> a. Identifying opportunities for better and more enforcement and use of deterrents. b. Examining and installing appropriate traffic calming devices in the following locations: <ul style="list-style-type: none"> • Stark between 28th and 39th • 30th • 34th and 35th around the school, including the intersections • 49th • 47th between Belmont and Stark • Yamhill between 30th and 39th • Salmon between 30th and 45th • Belmont Corridor • 45th between Belmont and Stark 		X		PDOT, PPB, SNA
T46	<p>Request improvements to the following intersections that are unsafe for bicyclists:</p> <ul style="list-style-type: none"> • 39th & Main • 39th & Salmon • 49th & Salmon • 42nd & Belmont • 47th & Stark • 41st & Hawthorne 	X			SNA, BTA, PPB, PDOT
T47	<p>Investigate the possibility of creating a business and property owner-generated Local Improvement District (LID) for the purpose of:</p> <ul style="list-style-type: none"> • constructing more pedestrian-friendly sidewalks, • undergrounding utilities, • providing ornamental street lights, and • providing other improvements, such as landscaping, benches, and plazas. 			X	SNA, Owners



SE 39th and Belmont, November 6, 1913, showing the alignment offset still existing today.
 Photo courtesy of Oregon Historical Society. COP 00029

Transportation Action Chart

#	Actions: Projects and Programs	Time			Proposed Implementors
		On-going	Next 5 years	6-20 Yrs	
T48	Prepare a land use and transportation analysis of SE 39 th . Consider ways to make the streetscape, crossings, and buildings more pedestrian-friendly, architecturally innovative, and non-intrusive to adjacent homes.			X	PDOT, BOP, SNA
T49	Create maps of the Sunnyside neighborhood to include, but not be limited to, important features in the neighborhood, bicycle and pedestrian routes, and transit lines. Make maps available along main pedestrian corridors.		X		SNA
T50	Work with the City of Portland to develop criteria to measure pedestrian, bicycle and transit flow and access. Measure and evaluate the effectiveness of pedestrian, bicycle, and transit improvements.			X	SNA

Note: Portland City Council approves Action Charts by resolution. They are a starting place. Actions with an identified implementor are adopted with the understanding that some may 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 may affect the implementation leader's ability to take action.

III. Description of Selected Actions

The following is a detailed description of action T31 in the Sunnyside Neighborhood Plan. It is presented here in a level of detail provided by the Sunnyside Neighborhood Association committee members in response to comments made by the Portland Office of Transportation.

Policy 8 Transportation

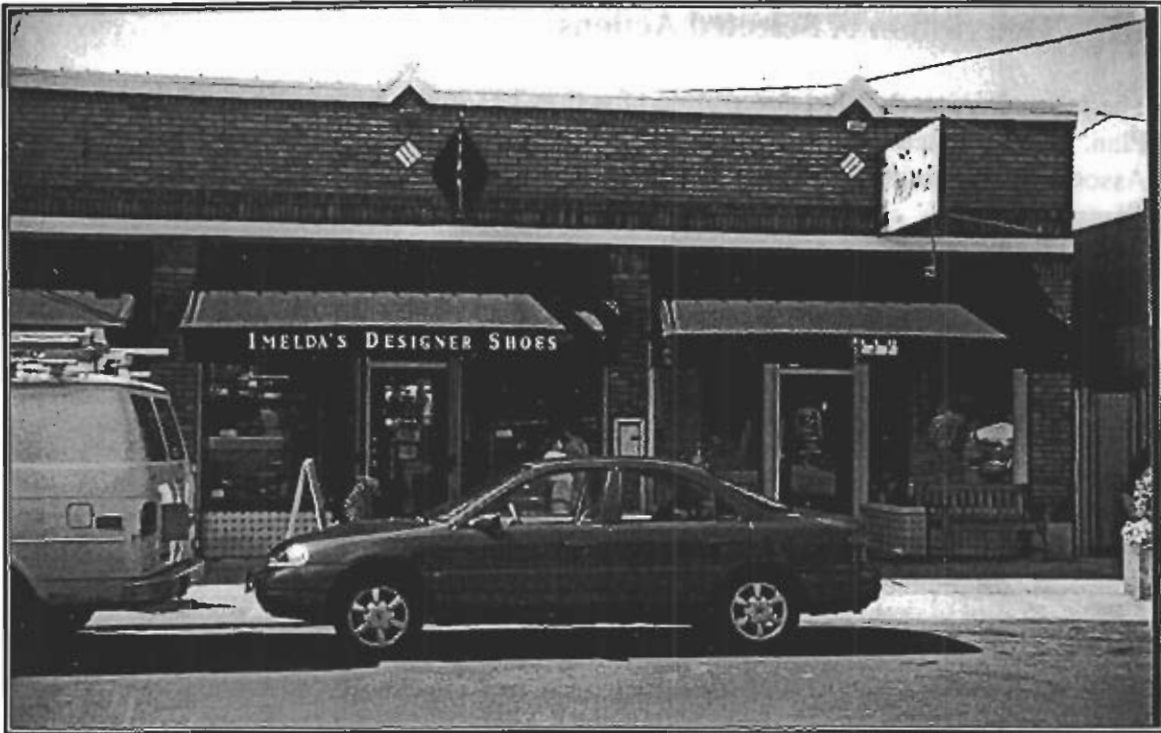
T31 Improve parking conditions by:

- a. Reviewing past studies of parking conditions in the Sunnyside neighborhood and adjacent areas.
- b. Determining if a new study needed and preparing one if necessary.
- c. Determining options for new parking possibilities, including shared parking, parking structures, parking meters, and timed parking
- d. Implementing preferred option(s).

Members of the Sunnyside Neighborhood Plan Transportation Committee initially suggested that the area for such a parking study be from Powell to I-84 and from 12th to 60th. The Office of Transportation rejected this request as being too broad an area for a neighborhood plan. Committee members recognize the legitimacy of this point of view. However, while a study of parking within Sunnyside might be helpful, it would not fully address the broader issues of traffic flow, parking, and their effects on the economic environment of all four main east-west streets, Powell, Division, Hawthorne, and Belmont. All four streets serve both local and regional markets, carry large traffic and transit loads, and have parking effects that spill over into adjacent residential neighborhoods.



Parking is increasingly a problem in the neighborhood due to the economic success of both Hawthorne and Belmont. This picture shows SE 36th just north of Hawthorne.



SE 37th Avenue "streetscape" showing sidewalk, building display windows, awnings, landscaped containers, doors fronting directly on the sidewalk, buildings constructed up to the sidewalk, and parking along the street. These features make an environment pleasant for the pedestrian, while still allowing for parking nearby.



SE Belmont "streetscape" showing sidewalk, landscaped yards in front of adjacent homes, parking on the street, and the proximity of the fire station and the nearby commercial district.

IV. Advocacy Agenda

A number of Sunnyside residents recognize that some situations which affect Sunnyside and over which Sunnyside has a small but important contribution to make occur outside of the neighborhood boundaries. These residents believe it is possible to alter the current trends that are putting the natural world under severe strain. They seek a means by which society as a whole – and the Sunnyside neighborhood in particular - becomes physically sustainable. The strength of a sustainable community lies in its ability to integrate economic, environmental, and social forces to forge innovative, enduring, and comprehensive solutions to current and future challenges. A sustainable community is their shared vision of a better tomorrow.

The Sunnyside Neighborhood Plan Advocacy Agenda reflects the international trend to embrace sustainability as a way to meet these challenges. The challenges that face us exceed our capacity to deal with them. As such, we will undertake any and all actions which we have resources, energy and will for, that moves us as a neighborhood, city, national, and global community in the direction responsible stewardship.

This Advocacy Agenda reflects these beliefs. It provides guidance for the Sunnyside Neighborhood Association, and will be adopted by the Sunnyside Neighborhood Association only. The Portland Planning Commission and City Council will take no action on anything in this chapter. It will not be part of the Portland Comprehensive Plan nor the adopted Sunnyside 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.

Sunnyside residents believe that, in order to meet the needs of the present without compromising the ability of future generations to meet theirs, new imperatives must inform the decisions they make in their daily lives. Therefore, residents have adopted the following three criteria in determining the actions below.

- The rate at which renewable resources – for example, trees, fish, soil – are used can not exceed the rate of regeneration.
- The depletion of non-renewable resources – for example, oil, coal, and minerals - can not exceed the rate at which renewable substitutes are developed.
- The rate of waste generation – for example, pollutants and toxins - can not exceed the environment's ability to absorb them.

While this desire for sustainability is broad and far-reaching, the steps taken must be concrete, measurable, and real. By endorsing and meeting the challenge of these principles, Sunnyside has shown itself a community, if not a national, leader. Its lifestyles, activism, education, outreach, and cooperation with others ensures that, at least minimally, its residents will do their part in the goal of obtaining sustainability

Citizen Involvement Actions

1. Host political candidate forums where neighbors can “question the candidate” during election cycles.
2. Work with groups like Southeast Uplift to plan and conduct community activist training to prepare citizens for public testimony. Develop Association expertise in the process of public testimony and have them act as mentors for neighbors wishing to develop these citizen skills.
3. Develop a task force to investigate the barriers to increasing Neighborhood Association power in establishing environmental, social, and economic policy.
4. Develop a task force to get City Council and Metro meetings to be held during citizen friendly hours.
5. Design, plan and conduct basic citizenship classes, on such topics as: how a bill becomes a law, opportunities for involvement, where do your taxes go, writing a public official, etc.

Transportation Actions

The following actions request the Portland Office of Transportation to do certain tasks for which PDOT, at this time, is unwilling to commit.

1. Request PDOT to paint and maintain all:
 - Existing crosswalks
 - Remaining legal crosswalks along Hawthorne, Belmont, Stark, and 39th

PDOT notes that this request is redundant, since existing and legal crosswalks are painted and maintained. Members of the neighborhood association note that many existing crosswalks are not adequately maintained such that drivers cannot distinguish the painted strips. Neighborhood members also note that it is legal to cross at most intersections, even if no crosswalks have been striped to indicate that

situation. The neighborhood advocates for crosswalks at all intersections along Hawthorne, Belmont, Stark, and 39th, which should have crosswalks but don't. They are unpersuaded that pedestrians will feel an unwarranted sense of safety in painted crosswalks.

2. Request PDOT to make the response time to the pedestrian push-buttons instantaneous at the following intersections:
 - 41st & Hawthorne
 - 39th & Taylor

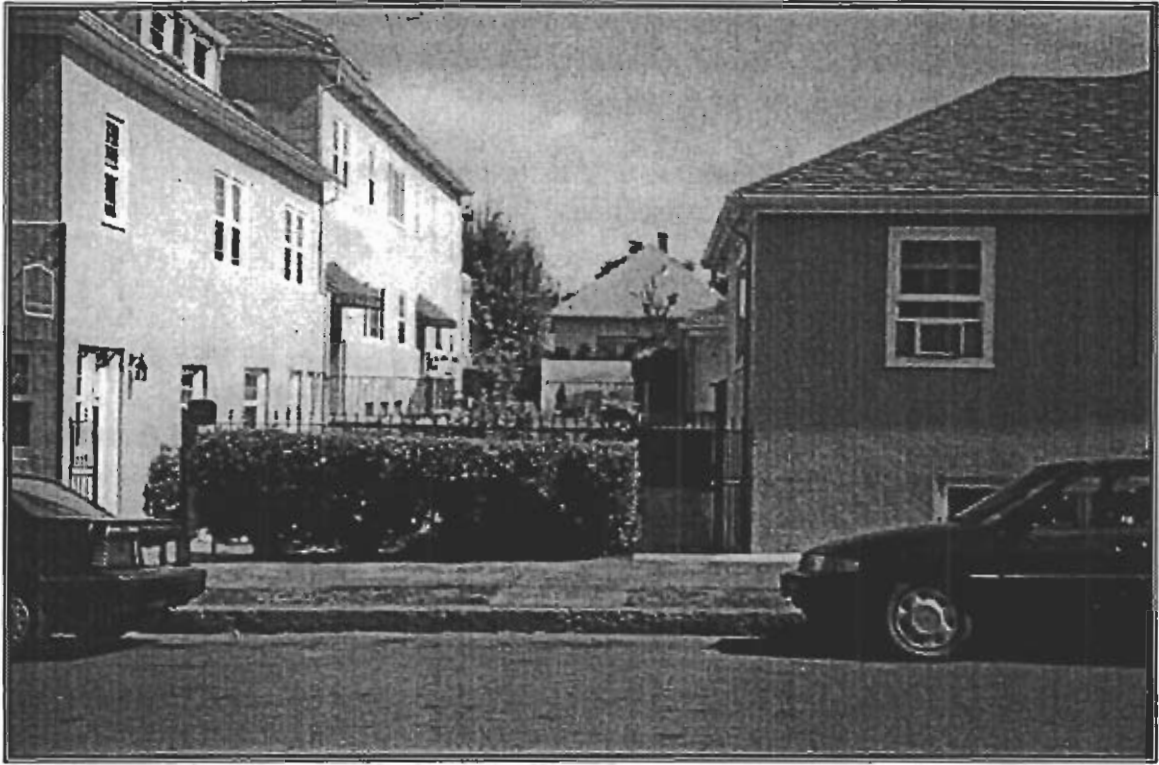
PDOT notes that there are reasons why the agency cannot do this. However, members of the neighborhood note that, if these streets and this neighborhood are to become more friendly to pedestrians – thereby increasing pedestrian use – the response time for crossing these busy streets must be quicker than is currently the case.

3. Request PDOT to increase the frequency of crosswalk timing mechanism changes at all intersections with automatic timers.

PDOT notes that there are reasons why the agency cannot do this. However, members of the neighborhood note that, if these streets and this neighborhood are to become more friendly to pedestrians – thereby increasing pedestrian use – the frequency of crosswalk timing changes for crossing these busy streets must be more often than is currently the case.

The following actions are more global in nature.

4. Advocate for lower posted speed limits along Hawthorne, Belmont, Stark, 30th, 39th, and 49th.
5. Advocate for eliminating car/trucks emissions.
6. Advocate for eliminating motor vehicle noise pollution.
7. Advocate for reduced size limits of motor vehicles.
8. Limit news and enforcement helicopters in sky.
9. Advocate for stricter automobile licensing requirements, such as yearly driver license exams and graduated driver permits.
10. Determine the “true” cost of owning, maintaining, and operating vehicles, and explore ways to recoup those costs.



More homes in the neighborhood...

**Appendix A
Ordinance**

Ordinance No. 173725

Adopt the Sunnyside Neighborhood Plan (Ordinance)

The City of Portland Ordains:

Section 1. The Council finds:

1. Portland's Comprehensive Plan was adopted on October 16, 1980, acknowledged for compliance with Statewide Planning Goals on May 3, 1981, and updated as a result of periodic review in June 1988, January 1991, March 1991, September 1992, and May 1995.
2. Oregon Revised Statutes (ORS) 197.640 requires cities and counties to review their comprehensive plans and land use regulations periodically and make changes necessary to keep plans and regulations up-to-date and in compliance with Statewide Planning Goals and State laws. Portland is also required to coordinate its review and update of the Comprehensive Plan and land use regulations with State plans and programs.
3. Portland Comprehensive Plan Goal 10, Plan Review and Administration, states that the Comprehensive Plan will undergo periodic review to assure that it remains an up-to-date and workable framework for land use development.
4. Portland Comprehensive Goal 3, Neighborhoods, calls for reinforcement of the stability and diversity of the City's neighborhoods while allowing for increased density. The Sunnyside Neighborhood Plan meets this goal by not proposing any changes to residential zoning designations, which are R5 and R2.5, high density single family residential zones; R2, low density multi-family residential zone; and R1, medium density multifamily residential zone.
5. Portland Comprehensive Plan Policy 3.6 (Neighborhood Plan) encourages the creation of neighborhood plans to address issues and opportunities at a scale which is more refined and more responsive to neighborhood needs than can be attained under the broad outlines of the City's Comprehensive Plan. The Sunnyside Neighborhood Plan's vision statement, policies and objectives will serve as a component of the City's Comprehensive Plan.
6. Neighborhood plans are intended to promote patterns of land use, urban design, circulation and services which encourage and contribute to the economic, social and physical health, welfare, and safety of the neighborhood and the City.
7. The neighborhood plan is an advisory document for directing and managing change over time. The adopted vision statement, policies and objectives of the Sunnyside Neighborhood Plan will serve as an official guide to decision-making, public deliberation, and investments.

8. The Sunnyside Neighborhood Association started work on the Sunnyside Neighborhood Plan in the fall 1993, continued this effort as part of the East Portland Community Plan process, and completed its work independently after the East Portland Community Plan was put on hold. The resulting plan was approved by the Sunnyside Neighborhood Association on June 22, 1999.
9. Information used for the formulation of the policies and objectives of the Sunnyside Neighborhood Plan was based on Portland land use, public infrastructure analyses, two surveys, general and board meetings of the neighborhood association open to the public, at least four business association meetings, one open house, and over 15 committee meetings open to the public.
10. Of the Statewide Planning Goals, Goal 1 (Citizen Involvement), is most directly relevant to the adoption of neighborhood plans. Portland's notification procedures, attendance at and sponsorship of neighborhood meetings and open houses, and the Planning Commission and City Council public hearings maximized opportunities for citizen involvement throughout the plan development process in compliance with Goal 1. All public notification requirements have been met or exceeded.
 - a. Between March 1996 and summer 1998 the Sunnyside Neighborhood Association (SNA) held regular monthly historical, transportation, land use, livability, and crime prevention committee meetings. Meeting schedules were published the SNA newsletter, on the SNA hotline, and on the SNA web page. Additionally, milestone meetings were published in the *Southeast Examiner*.
 - b. Between March 1996 and summer 1998 the Sunnyside Neighborhood Association met periodically with the Belmont Area Business Association and the Hawthorne Boulevard Business Association to obtain their comments on the plan, particularly on business development.
 - c. In spring 1996 the Sunnyside Neighborhood Association distributed a survey to all households and businesses. In fall 1998 a second survey was sent to all households and businesses to ensure that the plan to date accurately captured the desires expressed in the earlier survey.
 - d. In the fall of 1997 special outreach efforts were made to the community service providers of the area. An invitation to comment and a copy of the draft Community Services section was mailed to every organization within or serving Sunnyside residents, including non-profits, churches, and schools.
 - e. In the fall of 1997 special outreach efforts were made to the business community. An invitation to comment and a copy of the Economic Development section was mailed to every business in Sunnyside.

- f. Two separate printings of the Sunnyside neighborhood newsletter contained draft components of the plan. The newsletter was expanded to eight pages two times during 1997 to include all draft sections created at that time. Residents and businesses were encouraged to use the SNA hotline to voice their comments on the draft plan.
- g. In February 1999 the Discussion Draft of the Sunnyside Neighborhood Plan was distributed widely to neighborhood residents, businesses and organizations for their comments.
- h. On June 3, 1999 an open house was held at Sunnyside School to discuss the Proposed Sunnyside Neighborhood Plan.
- i. In preparation for the Planning Commission hearing on June 22, 1999 notices were sent to all property owners with the Sunnyside boundary and to all addresses in the 97214 and 97215 zip code postal routes.
- j. On June 22, 1999 Planning Commission held a hearing on the Proposed Sunnyside Neighborhood Plan. Testimony was taken from all who wished to testify.
- k. In preparation for City Council proceedings August 25th, a mailing about the Sunnyside Neighborhood Plan was sent to 116 persons.

Other potentially relevant Statewide Planning Goals are addressed in the Sunnyside Neighborhood Plan Findings Report, attached and incorporated as Exhibit B.

- 11. The Sunnyside Neighborhood Plan was systematically reviewed by the Bureau of Environmental Services, Bureau of Planning, Office of Neighborhood Involvement, Portland Office of Transportation, Portland Fire Bureau, Portland Office of Emergency Management, Portland Police Bureau, Office of Planning and Development Review, Bureau of Parks and Recreation, Portland Public Schools, and Tri-Met.
- 12. The Sunnyside Neighborhood Plan is a citizen-based and initiated effort supported by private, institutional and public sectors of the community.
- 13. Sunnyside Neighborhood Plan provisions encourage the involvement of residents, businesses, and organizations into activities which benefit the two Sunnyside main streets and their surrounding neighborhood.
- 14. Sunnyside Neighborhood Plan provisions provide a basis for integrating new housing, residents, and commercial uses into the neighborhood; transportation linkages within and beyond the neighborhood; and development opportunities. The plan incorporates action charts that ensure that plan policies and objectives will be achieved through comprehensive and realistic implementation programs that involve committee implementors from the public, private and non-profit sectors of the community.

15. The Sunnyside Neighborhood Plan vision statement, policies, objectives, action charts, and its planning process are consistent with the criteria established to evaluate neighborhood plans in the Community and Neighborhood Planning Program adopted by the Portland City Council in May 1994.
 - a. The planning process ensured that all members and organizations of the Sunnyside Neighborhood had the opportunity to participate in each phase of the planning program.
 - b. Over eighty percent of the action chart items have neighborhood and community based organizations as implementation partners.
 - c. The Community Services policy calls for enhanced community services by forming partnerships that are beneficial to all parties.
 - d. The Economic Development policy calls for ensuring the health of the business districts as they are vital to the success of the neighborhood and key components of its character.
 - e. The Environment policy focuses on maintaining and enhancing Sunnyside's environmental resources, including the quality of its urban forest, and promoting environmental awareness among Sunnyside's residents, businesses and property owners.
 - f. The Land Use policy calls for ensuring that residential uses predominate in the areas of Sunnyside designated for residential use in the Comprehensive Plan.
 - g. The Livability policy focuses on encouraging diverse cultural and social opportunities, improving the physical environment, and promoting a strong neighborhood identity.
 - h. The Neighborhood History policy recognizes and seeks to preserve Sunnyside's historic records and resources.
 - i. The Public Safety policy encourages measures that promote the safety and livability of the Sunnyside neighborhood.
 - j. The Transportation policy calls for providing for the safe movement of people and goods, while preserving, enhancing and reclaiming the neighborhood's livability.
16. The Sunnyside Neighborhood Plan recommends provisions that implement Metro's Functional Plan as discussed in Findings 17 through 24 in Exhibit B, Transportation Planning Rule, Livable City, and Comprehensive Housing Affordability policies and strategies.

17. Incorporation of the recommended Sunnyside Neighborhood Plan into Policy 3.6 of the Portland Comprehensive Plan is consistent with the use of neighborhood plans to address localized issues, concerns, and opportunities within the framework of the City-wide Comprehensive Plan. The Sunnyside Neighborhood Plan provisions are consistent with the Portland Comprehensive Plan.
18. The Sunnyside Neighborhood Plan includes action charts that are adopted by resolution. These action charts represent a commitment from public, private and non-profit groups to help the neighborhood implement the policies and objectives of the Sunnyside Neighborhood Plan. Every listed implementor has agreed to the assigned action item by verbal consent or by submitting a letter of support.
19. On June 22, 1999, the Planning Commission held a public hearing on the Sunnyside Neighborhood Plan, and, after approving several amendments, recommended approval of the vision statement and policies and objectives relating to community services, economic development, environment, land use, livability, neighborhood history, public safety, and transportation for implementation as part of the Comprehensive Plan.
20. The recommendation of the Planning Commission of the Sunnyside Neighborhood Plan is in conformance with Portland's Comprehensive Plan and the Statewide Planning Goals as more fully set forth in the Sunnyside Neighborhood Plan Findings, attached and incorporated by reference as Exhibit B as part of this Ordinance.
21. The Notice of Proposed Action and three copies of the Recommended Sunnyside Neighborhood Plan were mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610 on July 8, 1999, more than 45 days before the Council hearing on the plan.
22. A copy of the Notice of Proposed Action was sent to Metro on July 30, 1999.
23. It is in the public interest that the recommendations on the Sunnyside Neighborhood Plan be adopted to direct and manage change in the Sunnyside Neighborhood.

NOW, THEREFORE, the Council directs:

- a. The Sunnyside Neighborhood Plan is hereby adopted.
- b. Based on the Recommendations of the Planning Commission and the findings of this ordinance, Policy 3.6 (Neighborhood Plan) of the Portland Comprehensive Plan is amended to add the Sunnyside Neighborhood Plan to the list of neighborhood plans adopted by the City Council.
- c. The Sunnyside Neighborhood Plan Findings Report, attached hereto as Exhibit B, is hereby adopted and incorporated by a reference as findings that are a part of this ordinance.

173725

- d. All of the policies of the Sunnyside Neighborhood Plan are balancing policies. They must all be considered against each other and weighed with the balancing policies of the Comprehensive Plan, but do not have to be individually met.
- e. This ordinance shall be in force and effect on September 25, 1999.

Passed by the Council, **SEP 01 1999**

Mayor Vera Katz
Ellen C. Ryker
July 30, 1999

GARY BLACKMER
Auditor of the City of Portland

By 
Deputy

**Appendix B
Resolution**

Resolution No. 35820

Adopt the Implementation Action Charts of the Sunnyside Neighborhood Plan

WHEREAS, the Sunnyside Neighborhood Plan is a citizen-initiated plan covering the policy areas of Community Services, Economic Development, Environment, Land Use, Livability, Neighborhood History, Public Safety, and Transportation; and

WHEREAS, Sunnyside Neighborhood households, businesses, public and non-profit service providers, and community-based organizations and associations have participated in the Sunnyside Neighborhood planning process since 1993, and worked together to develop a shared vision for the neighborhood's future, identify public, private, and non-profit implementors of the plan's policies and objectives, and coordinate strategies among implementors to achieve the neighborhood's envisioned future; and

WHEREAS, the Sunnyside Neighborhood Plan was systematically reviewed and is supported by the Bureau of Environmental Services, Bureau of Planning, Office of Neighborhood Involvement, Portland Office of Transportation, Portland Fire Bureau, Portland Office of Emergency Management, Portland Police Bureau, Office of Planning and Development Review, Bureau of Parks and Recreation, Portland Public Schools, and Tri-met; and

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

WHEREAS, more than eighty percent of the actions listed in the action charts have as implementors community-based organizations and association as the Sunnyside Neighborhood Association, Southeast Uplift, Portland Impact, and Friends of Trees; and

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

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

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland that the City Council adopts the implementation action charts of the Sunnyside Neighborhood Plan which was adopted by the Council as Ordinance No. 13725 on September, 1999. The action charts, which specify the projects and programs, are a starting place and a guide. They do not require or mandate any particular action or any particular timeline.

Implementors, through their listings in the action charts, demonstrate their interest and support for the Sunnyside Neighborhood Plan with the understanding that circumstances may affect their ability to take action at the specific time. Future circumstances, resource capabilities, and plan performance may require further refinement, replacement, or substitution of existing action chart items and timelines.

Adopted by the Council, SEP 01 1999
Mayor Vera Katz
Ellen C. Ryker
August 18, 1999

GARY BLACKMER
Auditor of the City of Portland

By: 

Deputy

Appendix C

List of Implementors

BABA	Belmont Area Business Association
BES	Bureau of Environmental Services
BOP	Bureau of Planning
BTA	Bicycle Transportation Alliance
FOT	Friends of Trees
HBBA	Hawthorne Boulevard Business Association
ONI	Office of Neighborhood Involvement
PDOT	Portland Office of Transportation
PFB	Portland Fire Bureau
PHC	Portland Housing Center
PI	Portland Impact
POEM	Portland Office of Emergency Management
PPB	Portland Police Bureau
REACH	Community Development Corporation for SE Portland
SEUL	Southeast Uplift
SNA	Sunnyside Neighborhood Association
TM	Tri-Met
WPC	Willamette Pedestrian Coalition

Appendix D

Neighborhood Design Guidelines

These guidelines are still under discussion by residents, businesses, and property owners within Sunnyside. Though these guidelines will not be adopted, they are included in this recommended plan to ensure a wide forum for discussion in addition to the neighborhood association's other means of outreach such as its newsletter, web page, and phone line.

These guidelines are designed to:

- foster urban design excellence,
- integrate urban design with the preservation of Sunnyside's historical and architectural heritage and diversity,
- create a common sense of place,
- reinforce and enhance the pleasant, rich and diverse pedestrian experience,
- reinforce the presence of transit service to contribute to the character, appearance and vitality of the area,
- assure that new development is at a human scale, and
- create an appealing quality environment in which to do business, live and visit.

The guidelines are divided into four main categories: Community Design, Residential Design, Commercial Design, and Historic Design. All graphics are taken from *Building Blocks for Outer Southeast Neighborhoods: Neighborhood Design Guidelines for Residents and Developers*, by Portland Community Design. Prepared in cooperation with the City of Portland Bureau of Planning, March 1996.

These guidelines will be used by the Sunnyside Neighborhood Association in discussions with potential developers and the Hawthorne and Belmont Business Associations to encourage positive development and redevelopment efforts that improve and support Sunnyside's vision.

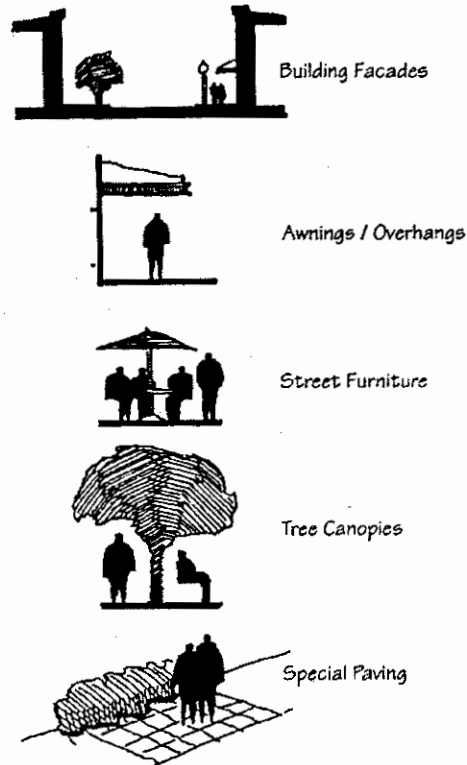
These guidelines are voluntary and for guidance only; they are not mandatory nor are they required for any development to be approved by the City. They are not part of the *Comprehensive Plan*.

Community Design

This section refers to the public realm. The public realm is primarily the street and its streetscape - trees, landscaping, sidewalks, building frontages, restaurant tables and chairs, essentially anything that you see and feel as you walk down a street or look at it from a crosswalk.

1. Sidewalks
 - a. Encourage the sidewalk level of development to be active with multi-use opportunities.

- b. Provide flower baskets and planters, appropriate sidewalk furniture (where space permits), public art, community bulletin boards, and other amenities that make the street a pleasant place to walk.



- c. Provide outdoor lighting at a human scale to encourage evening pedestrian activity.
- d. Locate sidewalk cafes and food vendors in wider pedestrian spaces.
- e. Use awnings, window openings, balconies or other features that makes the street accessible to pedestrians, whatever the weather.

2. Street trees

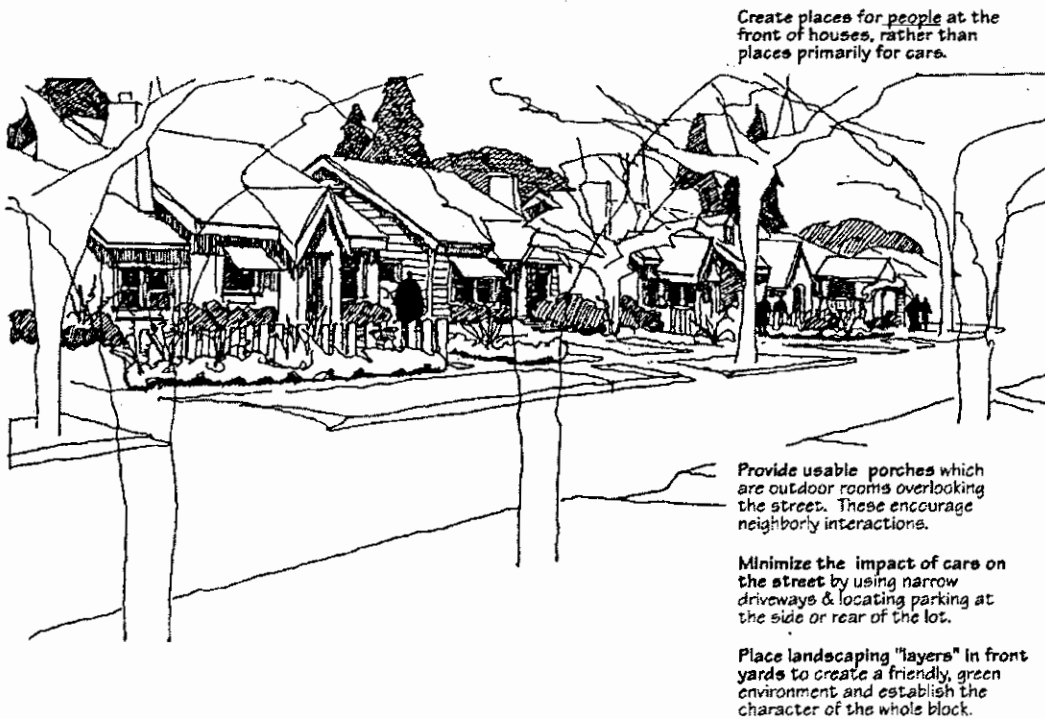
- a. Plant species consistent with the character, height, canopy and spacing of a street's original plantings, the width of the parking strip, and the scale and function of the street within the neighborhood.
- b. Preserve original street trees if at all possible.
- c. Avoid cutting tree roots when repairing sidewalks, excavating or constructing near trees.

3. Parking strips
 - a. Plant parking strips with designated street trees, grass or other appropriate plants.
 - b. Buffer and separate sidewalks from vehicular traffic by introducing street trees, plants and protective bollards.

Residential Design

1. Front porches: include front porches on new residential buildings.
2. Residential privacy
 - a. Preserve and create, where necessary, residential privacy through the placement and use of fences, walls, windows, and decks.
 - b. Avoid high decks overlooking adjacent yards.

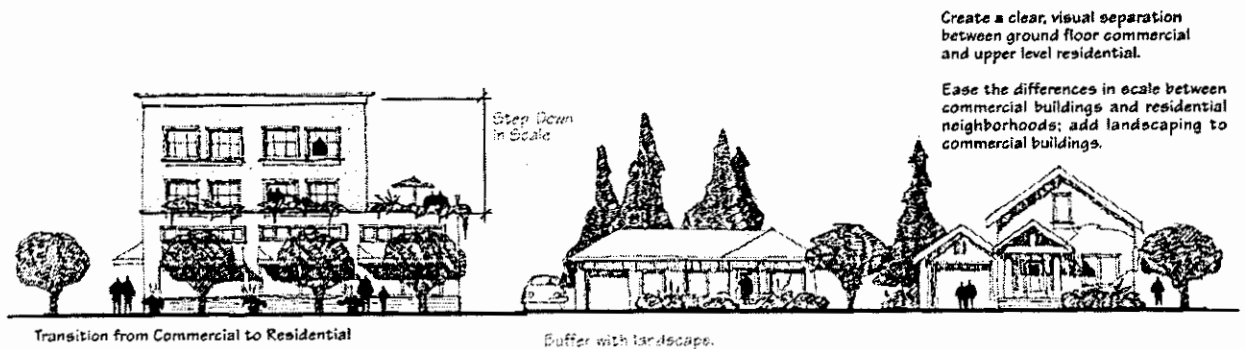
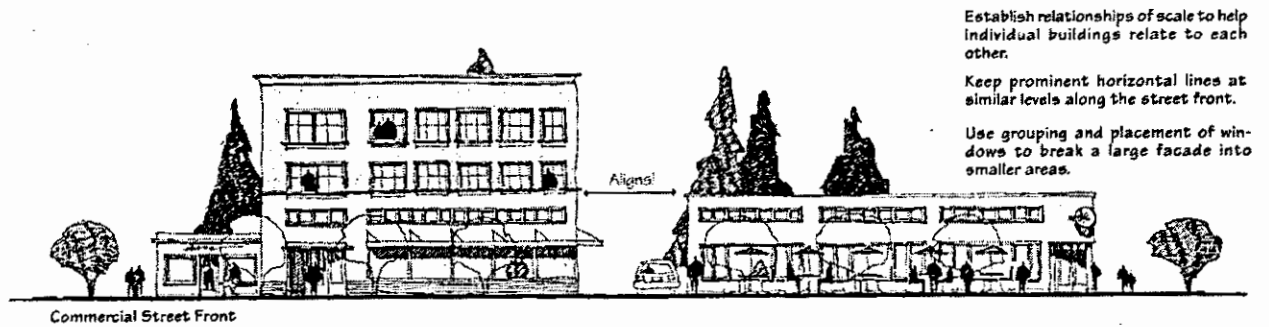
STREETSCAPE: Neighborhood character is created by the qualities of streets, house fronts, porches, front yards, and the fences and planting along the sidewalks.



3. Garages
 - a. Locate garage in back of property, so that it is not the dominant feature of the street view of a building.
 - b. Provide off-street parking at the side or rear of lots or within a garage.
4. Setbacks
 - a. Use other homes along the street to identify the most appropriate front yard setback.
 - b. Avoid high walls and fences on the street front and in the setback.
5. Architectural integrity
 - a. Use quality materials and design features that include brick, wood, terra cotta or other material commonly in use during the eras of Sunnyside's primary development.
 - b. Construct infill development that is appropriately scaled and designed to be compatible with adjacent and nearby residences.

Commercial Design

1. Development impacts
 - a. Design new development to minimize potential adverse impacts upon surrounding residences and to reduce conflicts with residential uses. Consider the following factors: traffic generation, deliveries, parking, noise, lighting, crime prevention, visual effects and buffering.
 - b. Ensure compatible development where commercial and residential zones abut.
2. Parking
 - a. Make parking, and access to and from it, attractive and convenient.
 - b. Locate on-site parking at the rear or side of the building.
 - c. Screen parking areas from adjacent properties; hedges and canopy trees are recommended as screens.
 - d. Design surface parking and parking garage exteriors to visually integrate with their surroundings.

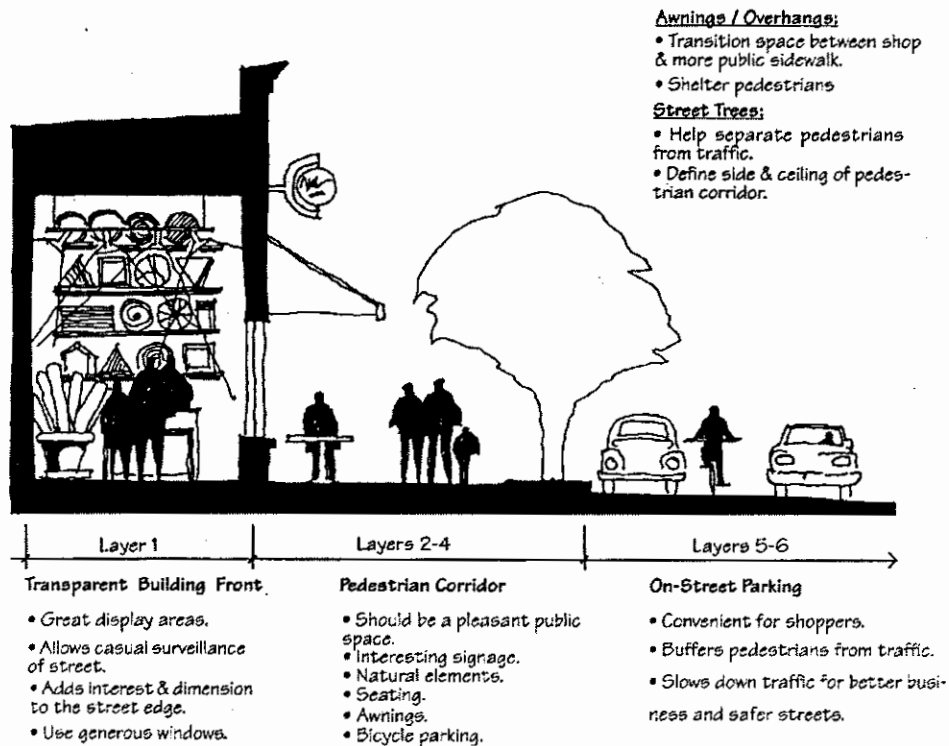


3. Utilities: accommodate or incorporate underground utility service.
4. Architectural integrity: use quality materials and design features that include brick, wood, terra cotta or other material commonly in use during the eras of Sunnyside's primary development.
5. Siting
 - a. Construct building to the edge of the sidewalk, with a zero front yard setback.
 - b. Punctuate ground floors of buildings with many destination points, such as entries for pedestrians and display windows.
 - c. Site commercial buildings so that they are accessible to pedestrians directly from the sidewalk.
 - d. Locate prominent entrances to face the street or, at an angle, the intersection of two streets. Orient primary building entries at pedestrian circulation points that conveniently and effectively connect pedestrians with transit services.

6. Windows

- a. Maintain visual contact and surveillance between the inside of buildings and the adjacent public right-of-way space of each corridor.
- b. Install sufficient number and placements of storefront windows so as to preclude blank walls.
- c. Restore commercial storefront windows and facades.

Use "layers" to make a commercial sidewalk a nice place to be.



7. Signs and awnings

- a. Do not allow signs to be the dominant features of a building or site.
- b. Place signs and awnings to be complementary and respectful of a building's architecture.
- c. Whenever possible, retain or restore original pre-1940 signs. For new signs, use materials, designs and letters appropriate to pre-1940. Plastic sign faces are discouraged.
- d. Attach wall signs, window signs, canopy and projecting signs to the building.

- e. Avoid large, excessively illuminated or freestanding signs that contribute to visual clutter.

Historic Design

1. Historic buildings
 - a. Preserve and reuse historic buildings to strengthen Sunnyside's sense of place.
 - b. Use local historic styles as models for new, infill buildings to reinforce Sunnyside's character and historic continuity.
 - c. In rehabilitating existing buildings, maintain the architectural integrity of facades oriented to a street. For additions and structural alterations, adopt the character of the existing building or be minimally visible from the street. Maintain the original topography and grade of building sites.
2. Historic features
 - a. Keep local history alive. Use historic place or individual names for businesses or open spaces. Utilize standardized historic plaques to mark significant sites. Exhibit historic photographs in prominent business locations. Assure that plaques and signs are consistent in design with Code and Federal standards for historic places.
 - b. Maintain Sunnyside's diminutive scale and blue-collar character. Continue to alternate blocks of mixed-use storefront commercial with blocks of Victorian cottages, as well as Sunnyside's friendly, inviting, and eclectic mix of businesses.
3. Stamped sidewalk details
 - a. When repairs are made in the vicinity of stamped sidewalk details and/or their stones, all intact details (including those with minor hairline cracks or flaws) should be preserved: street names, park names, dates and contractor names. This may necessitate the use of concrete saws and/or additional handwork.
 - b. When a stone with details is badly damaged or hazardous, and the details are intact, the original dates, streets and park names should be removed and reset in new concrete. Contractors' names should be reset when possible.
 - c. When stamped sidewalk details are damaged beyond repair or resetting, the sidewalk stone should be replaced and restamped with all original

street and park names, and both the original and current date (year).
Contractors' names should be restamped when possible.

- d. Wheelchair ramps should be located to avoid stamped details at sidewalk intersections, whenever possible.
- e. When curb repairs are made, original horse rings should be reset in place. When badly damaged or missing, they should be replaced.

Appendix E

Potential Events and Activities

As stated in both Policy 1, "Community Services," and Policy 5, "Livability," the Sunnyside neighborhood benefits from many community-based organizations. These organizations serve a wide spectrum of Sunnyside residents. A major desire by the Sunnyside Neighborhood Association (SNA) is to partner with these organizations to provide services to the many elements of the population: children, youth, and young adults; different ethnic groups within the neighborhood; and the elderly and persons with handicaps.

- Annual Celebrations
 - a. Hold one every year in conjunction with SNA Board elections.
 - b. Partner with local support organizations to raise awareness of services available to residents.
 - c. Attract speakers who address issues pertinent to Sunnyside.
 - d. Work to increase attendance at these events.

- Garage sales
 - a. Hold one annually.
 - b. Get good advertising coverage.
 - c. Provide maps.
 - d. Identify sale locations.

- Cleanups
 - a. Hold two each year, one in the fall and one in the spring.
 - b. Provide yard clean-up assistance to seniors.
 - c. Paint the houses of seniors/low-income residents.
 - d. Provide an educational component via flyers.
 - e. Publicize "Free Day," where discards are up for grabs by anyone on cleanup days.

- Parks Events
 - a. Hold one summer event, such as a barbeque or softball game, preferably in conjunction with National Night Out.
 - b. Celebrate the important role played by Sunnyside Park and School.

- Annual Holiday Movie Event
 - a. Hold weekend matinee family movie event to raise money for SNA.
 - b. Advertise the event.

- Joint Neighborhood Association Events. Try to participate in at least one joint neighborhood association event each year. These could be social, problem solving, or other events to increase cooperation, communication, and understanding.

- Annual Creative Garden Contest

Appendix F Oral History

Shirley Stone

Shirley was born in Portland in 1928 to Percival and Anna Stone. Her parents were also native Oregonians who met in 1920 when they both moved to Portland to find work and lived in the same boarding house. Her parents bought a house on SE 74th where they lived until Shirley was born. They then bought a larger house in Sunnyside at SE 31st and Alder Court, where they lived until Shirley was in the 3rd grade at Sunnyside School. Shirley's father successfully petitioned to have Alder Court renamed Morrison Court at some point during their years there; it has now reverted back to Alder Court.

Shirley recalls the house backed on an alley, where groceries and wood, cut by a horse drawn saw, were delivered to the back door. She remembers playing around the Carnation Dairy (Belmont Dairy) and watching the milk bottles going around on the factory loops. From their home, they could hear the streetcars along Belmont. She recalls there was only one track that took people up and down, so the conductor changed directions at each end.

For economic reasons, the family moved about 1938 to NW Portland, where they lived until about 1943. At that point, when Shirley was in her 3rd year of high school, they moved back to Sunnyside, when houses in the neighborhood were affordable. Shirley recalls the neighborhood was diverse in architectural styles, age groups and incomes. From 1949 to 1962, Shirley lived outside the neighborhood but returned to her parents' house in 1962 to care for her mother. She still resides there.



Grace Clemenson

Grace was born in 1910 in a "house tent" on the property at 221 E 46th, while her father built the family home. Her father, William Bridges, and mother had migrated from Buckinghamshire, England, to Portland a few years before Grace was born. They had five children.

Grace's parents originally rented a home in the Mt. Scott neighborhood. They decided to buy property in Sunnyside because of its proximity to downtown Portland, where Grace's father worked as a proofreader at *The Oregonian*. The neighborhood was also close to streetcar lines, had a grade school, and a church the family attended. When her parents purchased the property, there were only three houses in their neighborhood; the rest were empty lots.

Grace's father began building their house in 1908 and finished about five years later. During this time, the whole family lived in a house tent on their lot. This was a framed structure with canvas and included a toilet and running water. Grace was born in the tent, as they were unable to get to the hospital on Mt. Tabor in time, because the streetcars had stopped running earlier in the night.

The two-story house was built to resemble an English stone cottage. It was built entirely by hand out of different sizes of concrete blocks that Grace's father made from his own mold. At one time, the yard was covered with roses and flowers reflecting the appearance of an English cottage home. They had 90 rabbits in hutches for food. Grace remembers walking to the Crystal Market and Palace Market grocery stores on Hawthorne Street. Produce was delivered by a horse and buggy, as were cords of wood.

William Bridges began his own printing company, called "The Burncliff", on the lot next to their house, which they also owned. The company later was operated from the basement of their home. It ran from 1920 - 1930. During this time, Grace's father published a community paper called *The Post*, for which he wrote editorials. The paper included many advertisements for local shops. Grace remembers delivering the papers with her father in the neighborhood and up to Mt. Tabor.

Grace recalls getting around easily via streetcars, until motor cars came into fashion. While the family mostly stayed in their own neighborhood for entertainment and what they needed, she remembers taking the streetcar to Oaks Amusement Park and to Council Crest Amusement Park.

When Grace was 22, she married and moved out of the house to another Portland neighborhood. She moved back to the family house in the early 1960s, when her mother passed away. Grace has lived there ever since.



Sheila Boone

Sheila's family were sharecroppers or farmers. She came to Oregon from Oklahoma in 1937. She graduated from high school in Salem in June 1940 and went to work at Meier & Frank in November just before Pearl Harbor. She moved to Portland then.

During World War II, Sheila lived on SW 34th near Jefferson where there was a little grocery store open until 2 am. The owner didn't bother with rationing stamps, so people knew they could get whatever they wanted without accounting for it. She helped the grocer on her days off and after her shift.

At that time, SE 82nd Street was the end of Portland. Everything east of 82nd Street was "truck gardens," farms, and dairies for Portland markets. The biggest market was Corno's; there were about five in the area then. The only one left is the Sheridan Fruit Company.

Later she lived with family friends on SE 57th, a block or two south of Hawthorne. She lived in several houses in the Sunnyside area before getting an apartment with a couple of other girls in one of the war housing apartments. The neighborhood was quite a bit different then. There were lots of little shops in the area of SE 39th and Hawthorne.

In the 1930s, Roosevelt's government provided subsidy money for schools. They tried to build grade schools within walking distances of neighborhood homes, so children could walk home for lunch. High schools were located close to trolley lines. By the Second World War, there were plenty of schools. And Henry Ford was promoting automobile sales.

In this neighborhood, usually only houses with off-street corners had garages. Up to 1940 or so, 35 mph was the speed limit; it was appropriate for the design of the roads. There was traffic congestion in certain areas, especially downtown. But people mostly used their cars on the weekend for trips. During the war there was a lot of carpooling. That's when a lot of transportation and housing went in.

One of the first suburban routes in the United States was the trolley that went from downtown Portland across the Hawthorne Bridge and up to the basin. It turned around just below what is now Western Seminary, which was once a private residence. The original old-fashioned trolley had overhead wires like the ones in San Francisco; they came across and had trouble getting up to 20th Street. Quite often they couldn't get up the steep grade, especially in bad weather, and all the riders had to get off and help push! She doesn't remember when the streetcars stopped running. But the company was privately owned and they

wanted to raise the price five cents because they had to extend their services farther; the commission said no. Then the City (or County) took it over and raised the prices much more than five cents. Riders could buy three tokens for a quarter, good anytime, anywhere on the trolleys.

Meek's Pharmacy was where the Belmont Inn tavern is now, at SE 34th and Belmont. At one time, there was a little shopping center along SE Belmont, with a florist shop, a grocer and a dress shop. Sheila went to Jake's Coney Island on Hawthorne during the war once in a while. Jake loved baseball.

After she was married, Sheila moved to Camas and commuted to work in Portland. Her husband was a lithographer and photographer, doing his own darkroom work. Since printed money is lithographed, whenever counterfeit money was found, they'd come to check up on her husband!

She moved back to Portland in 1968 and into her current house near 34th and Belmont in 1970. The property was platted in 1903 and the house built in 1906. She noted especially the houses with shingles on the end; this is typical of the work of carpenters who came from Finland. They liked to lay patterns in the shingles to beautify the houses. The house behind her is the original farmhouse. She noted that Sunnyside has always been a mixed neighborhood. Laurelhurst is more exclusive and was designed that way. But Sunnyside has always had nice, working (middle) class people. They had to work and save for a house but they could get land and they could get ahead.

Almost all the houses had a vestibule or entrance hall that could be closed off. The vestibule allowed people to come and go without cold air coming in and hot air going out. In those days, people just had a heating stove. Iron Fireman was in Portland and they were the ones who put in the good wood furnaces; oil and other types of fuel came into use after the Second World War.

When Sheila moved to her house, SE 34th and Belmont was still a shopping district. At one time, there were two drugstores, where anyone could get their toiletries and health products. If people couldn't talk to a doctor, they went to the pharmacist for advice. Grocery stores sold groceries, period. Fred Meyer was the first large store in the neighborhood; its opening caused some of the smaller stores to close. The Cat's Meow and Buttertoe's Cards & Gifts on Hawthorne used to be a pharmacy. As part of the pharmacy, Old John, the owner, also had installed an old fashioned, original ice cream parlor and a fountain. He made his own syrup and cola. Sheila's daughter was the last one to work with Old John at the pharmacy.

Sheila feels that when she moved here in 1968, owners were getting older and moving out. Places were not being maintained, and speculators were buying up property. There's more pride now. The neighborhood started to turn around in the 1970s, when more young people began moving back into the neighborhood and fixing things up. Now houses are being restored to their original livability and people are upgrading their homes while still retaining the original character.

Appendix G Surveys

Dear Sunnyside Residents and Owners:

Welcome to the first step in the development of the Sunnyside Neighborhood Plan. This questionnaire is being sent to every household and business within the Sunnyside neighborhood. We are asking for information from you for a specific purpose: to determine your values and identify your concerns about the neighborhood.



The City of Portland is developing an Inner Southeast Community Plan which is scheduled for adoption by the City Council in the latter part of 1998. This plan will create the comprehensive policy and strategic framework to guide the decisions that will manage growth and changes in land use over the next 20 years.

The Sunnyside neighborhood lies within the inner southeast plan area. The Sunnyside Neighborhood Plan Steering Committee, made up of volunteers from the neighborhood, is responsible for developing a plan and presenting it to the neighborhood association for adoption. The plan will take a year or more to develop. We are working with the City to address things such as housing density, traffic and transit, and livability issues that concern you. They will be addressed with the understanding that there are some trade-offs we will have to make to achieve our desired neighborhood character. The plan must comply with the adopted State and City policies and will meet the City's density requirements, while maintaining the livability of the area. Your participation is important to the success of the neighborhood plan.

Please take a few minutes to complete the questionnaire and return it to us. We need to receive it by May 15. Each individual questionnaire is confidential; we do not need to know your name or address. Additional questionnaires for other members of your household can be obtained by calling The Sunnyside hotline at 295-1699.

We encourage you to attend our neighborhood celebration on May 16 and meet the plan steering committee, or attend one of our planning meetings held on the second and fourth Wednesdays of the month. We will be holding a workshop on June 15, 1996 to discuss the results of the survey and provide another opportunity to participate in our neighborhood plan and the City's planning efforts. If you would like to help with the planning process, or hear about the progress of the plan, please contact us. Thank you for your response.

We look forward to hearing from you!

**Tom Badrick
President, Sunnyside Neighborhood Association**

P.S. This is not associated with the Belmont Action Plan! Even if you responded to the survey from REACH for the Belmont area, please respond to this Sunnyside Plan request, too!

Please join us for our Annual Neighborhood Celebration!

When?

May 16th, 5:30 pm to 8:30 pm

Where?

St. Stephen's School
4235 SE Salmon Street

What?

- ◆ Board elections
- ◆ Meet the Steering Committee
- ◆ Neighborhood news
- ◆ Get to know your neighbors!

Why?

- ◆ Because you want to get involved, and...
- ◆ Because it will be fun!

For more information please call Joanne at Southeast Uplift - 232-0010 extension #19

**You are also invited to
join us for the**

Neighborhood Plan Public Forum

June 15th

10 am to 2 pm

St. Stephen's School
4235 SE Salmon Street

**For the
Inner Southeast Plan**

For information call the Sunnyside Hotline at 295-1699

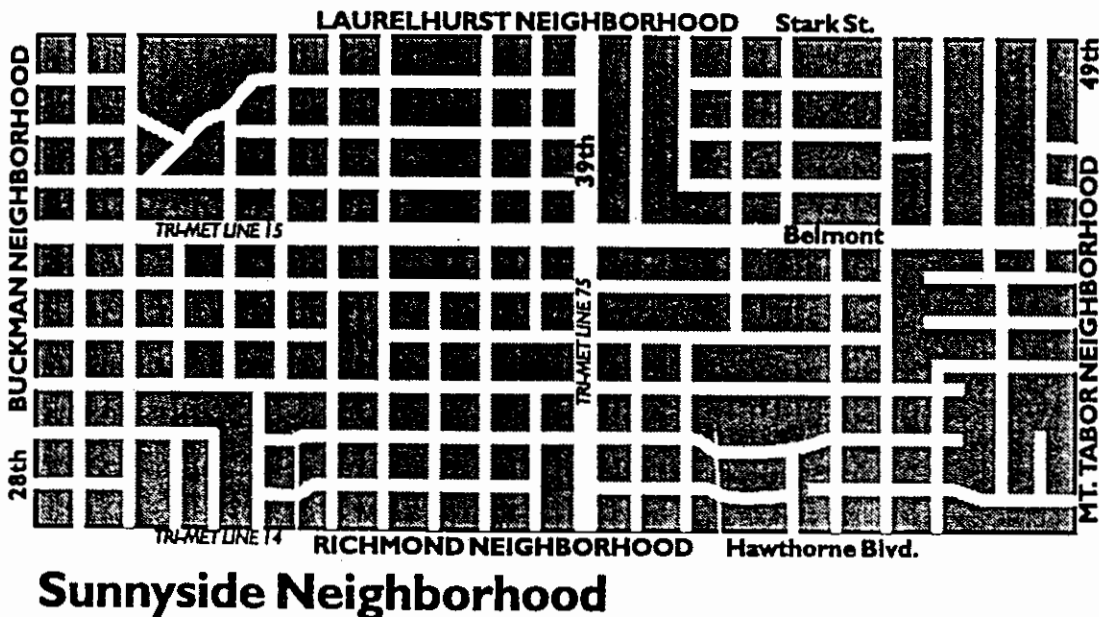


Sunnyside Neighborhood Association Survey

for residents & businesses

Why do we need a survey? The results of this survey will help put together your neighborhood plan. A neighborhood plan can help ensure that the qualities you value remain over time and the things you want to see in your neighborhood happen in the future.

1. Please mark the map with an "L" for where you live and with a "W" if for where you work, if you work in the neighborhood.



2. How long have you lived (or worked) in Sunnyside? please check one

- | | | |
|--------------------------------------|---|---|
| <input type="checkbox"/> 0-2 years | <input type="checkbox"/> 2-5 years | <input type="checkbox"/> 5-10 years |
| <input type="checkbox"/> 10-20 years | <input type="checkbox"/> 20 or more years | <input type="checkbox"/> not applicable |

3. Please rate how important you feel each of the following are for the Sunnyside neighborhood.

	<i>1 Very Important</i>	<i>2 Important</i>	<i>3 Somewhat Important</i>	<i>4 Not Important</i>	<i>5 No Opinion/ Don't Know</i>
LIVABILITY					
Availability of parks and recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street cleanliness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Presence of street trees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural/educational opportunities in neighborhood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friendliness/cooperation of neighbors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Removal/prevention of graffiti	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RESIDENTIAL & COMMERCIAL LAND USES					
Preservation of historic structures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of affordable housing/apartments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increases in property taxes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance of yards, homes and other buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loss of housing to other uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintain character of neighborhood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRANSPORTATION					
Reduce traffic noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide sufficient parking spaces for cars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make streets pedestrian friendly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide bicycle paths and bike racks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve street maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number of bus routes and stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PUBLIC SAFETY					
Provide more street lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Add traffic signals, signs, crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amount of police presence and enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deter vehicles from speeding on local streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sense of safety at night	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. What things do you think would make Sunnyside a better place to work or live?

5. What are the three things you like most about Sunnyside? Think about what is important about this neighborhood to you and why you think it is a good place to live.

a) _____

b) _____

c) _____

6. What are the three things do you like least about Sunnyside? Tell us what your biggest concerns or problems with the neighborhood are.

a) _____

b) _____

c) _____

If you live in the neighborhood, please complete the following section:

7. How often do you have contact with other people on your block?

- Daily Weekly Occasionally Never

8. How often do you interact with people who live in other parts of Sunnyside?

- Daily Weekly Occasionally Never

9. How often do you visit our park (located at Sunnyside School)?

- Daily Weekly Occasionally Never

10. If you live in the neighborhood, do you own or rent?

- Own Rent

11. I would you like to participate.....

- in designing the Sunnyside neighborhood Plan in designing the Inner Southeast Plan

Name: _____

Phone: _____

Address: _____

email: _____

Thank you for completing this questionnaire!
Please return your survey as soon as possible so we can get to work on your neighborhood plan!

Southeast Uplift
3534 SE Main
Portland, OR 97215

Return to:

Place first
class postage
here

Please Return Your Survey ASAP!

To Mail:

Fold with the Southeast Uplift address showing, tape closed and mail. First class postage is required.

or

To Drop Off:

During normal business hours, drop this survey off at the Southeast Uplift office, 3534 SE Main or any of the following local businesses:

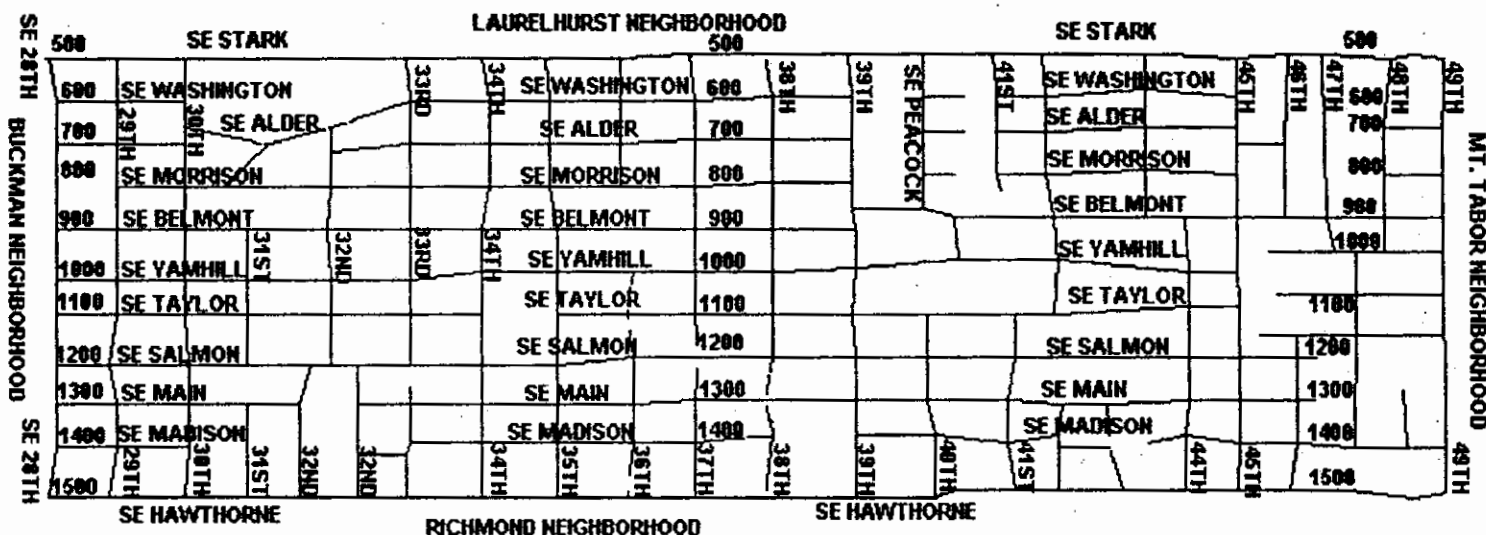
- ◆ Utopia Coffee, 3320 SE Belmont
- ◆ Mt. St. Joseph's, 3060 SE Stark
- ◆ The Bicycle Collective, 4438 SE Belmont
- ◆ Common Grounds, 4321 SE Hawthorne
- ◆ Ancina Chiropractic Clinic, 3343 SE Hawthorne

Sunnyside Neighborhood Survey 1998

Please take a few minutes to answer the following questions. We need your answers to these questions by October 31st to help us complete our neighborhood plan. After you have finished, just fold it over and mail it or drop it off along Hawthorne at Common Grounds (43rd) or British Tea Time (35th), along Belmont at Absolutely You (47th) or Utopia (33rd) or at Southeast Uplift (3534 SE Main) or the Belmont Branch Library (39th and Taylor).

Thank you for your comments.

Please mark on the map where you live and/or work. Use an L for where you live and a W for where you work



1. How long have you lived (circle one) worked (circle one) in Sunnyside?

- | | |
|------------|------------|
| 0-1 year | 0-1 year |
| 1-3 years | 1-3 years |
| 4-10 years | 4-10 years |
| >10 years | >10 years |

If you live in the neighborhood, do you Own Rent Lease

Would you like to become more involved in your neighborhood association? Please share your name, address and phone below (and e-mail if you have it). Please list any areas from the survey or other ideas that interest you.

Name: _____ Phone: _____

Address: _____ E-mail: _____

Area's of interest and skills you want to share: _____

Please tell us on a scale of 1-3 how important the following issues are to you. A rating of 1 means very important. A rating of 3 means of low importance. A rating of zero means you are unsure or don't have an opinion. If you want more information or want to volunteer for a specific item, please put an X next to your rating.

Community Services

Develop an active partnership between the neighborhood and the local schools _____

Work with local churches and other groups to develop a sense of community _____

Sponsor and support programs that benefit renters _____

Work to support efforts for maintaining affordable housing _____

Maintain regular communication with the Belmont Library _____

Promote and support programs that benefit area youth _____

Promote and support programs that benefit area senior citizens _____

Develop partnerships with groups that serve different ethnic groups _____

Create new opportunities for community involvement _____

Economic Development

Maintain positive relationships between residents and businesses in the neighborhood _____

Work to minimize the impacts upon residential areas from adjoining businesses _____

Support the establishment of businesses that are compatible with the neighborhood _____

Work to ensure that any new commercial development is compatible with the area _____

Take part in efforts to improve pedestrian access to local businesses _____

Take part in promotion of neighborhood businesses and business districts _____

Historical

Work to preserve historical buildings and residences in the neighborhood _____

Identify and catalog all historic structures _____

Identify and catalog all heritage trees in the neighborhood _____

Promote the historic character of this neighborhood _____

Livability

Hold an annual event to celebrate the neighborhood _____

Hold fall and spring clean-up events each year _____

Provide yard care to elderly and disabled neighbors _____

Hold an annual neighborhood garage sale event _____

Increase neighborhood interaction with social events _____

Support public art and neighborhood identity through murals _____

Promotion of environmental awareness programs _____

Promotion of public trash cans, street cleaning efforts and schedules _____

Development of parks and greenspaces _____

Public Safety

Promotion of neighborhood and business watches _____

Promotion of National Night Out _____

Work to prevent and remove graffiti throughout the neighborhood _____

Support education of intolerance to prejudice _____

Work with agencies to enhance fire and disaster response in Sunnyside _____

Transportation

Improve pedestrian environment including more cross-walks _____

Make Sunnyside more transit friendly _____

Establish additional safe bike routes in and serving the neighborhood _____

Increase location and improve conditions of bus stops in the neighborhood _____

Work to improve current parking conditions _____

Work to reduce traffic speed in and around our neighborhood _____

Work to limit commercial truck access within the neighborhood _____

4. What are three things you like about Sunnyside neighborhood? _____

5. What are three things you do not like about Sunnyside neighborhood? _____

6. What suggestions do you have for improvements to Sunnyside for the better in coming years?

Please fold over and tape to mail.

SNA Survey
4216 SE Madison
Portland, Oregon 97215

Appendix H Definitions

Buffer: Title 33, Portland's Zoning Code, does not define the word "buffer." It is used in the code in various ways, including the following:

Most zones in the city of Portland require a setback of some sort – generally from the lot line, sidewalk, or street. Development standards in commercial, employment and industrial zones adjacent to residential zones are generally more strict than lots not adjacent to residential zones. These standards are primarily found in Title 33.110 through 33.140. Although "setback" is the proper term, some people erroneously use the term "buffer" to describe these distances.

Buffer Overlay Zone ("b"): Requirements of the "b" overlay zone are found in Title 33.410. This zone requires additional buffering between nonresidential and residential zones. It is used when the base zone standards do not provide adequate separation between residential and nonresidential uses. The separation is achieved by restricting motor vehicle access, increasing setbacks, requiring additional landscaping, restricting signs and in some cases, by requiring additional information and proof of mitigation for uses that may cause offsite impacts and nuisances.

Title 33.430, Environmental Zones, establishes transition areas which surround the resource areas. "Resources and functional values within transition areas are not significant, but they provide a buffer for the significant resources and functional values within the resource area." (33.430.050) Title 33.430.140.N addresses parking and truck area buffers, which include a distance and a landscaping standard.

As used in the Transportation Element of the *Comprehensive Plan*: A separation between a transportation facility and adjoining developments, which mitigates negative impacts (i.e. air and noise pollution, appearance, etc.) caused by the transportation facility. The buffer or separation can be distance, changes in grade, trees, berms, etc., depending on the impact to be mitigated.

Connectivity: The word "connectivity," as implied in Portland's *Comprehensive Plan* Policy 6.6, Urban Form, is as follows: "Support a regional form composed of mixed-use centers served by a multimodal transportation system. New development should be served by interconnected public streets which provide safe and convenient pedestrian, bicycle, and vehicle access. Street and pedestrian connections should be provided to transit routes and within and between new and existing residential, commercial, and employment areas and other activity centers."

Policy 6.6 may be changed from "Urban Form" to "Connectivity," with wording revised accordingly. These revisions are being made to comply with the *Urban Growth Management Functional Plan*.

Safe and convenient: The City has no definition for “safe and convenient.” For purposes of this plan, “safe” means where all users – bicyclists, pedestrians, and transit riders as well as vehicles – are a recognized part of the transportation system. “Convenient” means that users such as bicyclists and pedestrians are not inconvenienced for the benefit of other modes of transportation.

Time: The City has no definition of “time” as used in a plan’s action charts. Typically the word means the completion time as dated from the plan’s adoption for the identified project. Since completion of a project is usually determined by the available of funding rather than desire, “time” could be conservative or optimistic, depending on other variables and actions requiring financial assistance.

Traffic Calming: The Neighborhood Traffic Management Program is a project of Portland’s Office of Transportation that works with neighborhoods to reduce speeding and traffic on local streets through the development of traffic management projects and traffic management devices.

Appendix I Bibliography

Herst, Herman. "The Geographic Expansion of Portland," BA Thesis, Reed College, 1931.

MacColl, E. Kimbark. *The Shaping of a City: Business and Politics in Portland, Oregon 1885 - 1915*. Portland, The Georgian Press Company, 1976.

Oregon Historical Society. Maps, directories, news clippings, articles.

Paulson, Rod. "Sunnyside: Hawthorne was called Asylum Road", *Community Press*. March 16, 1977, p. A6.

Pement, Jack. "Aged Sunnyside Keeps Its Pride", *The Oregon Journal*, February 7, 1977, p. 23.

"Sunnyside Methodist Church", *The Oregon Journal*, April 4, 1909, s6, p.4.

"Sunnyside Community House", *Portland Telegram*. December 25, 1927, p. 7.

Appendix J Cross-Reference Chart

For information on:

Look in policy:

Community projects	Community Services; Livability
Good neighbor agreements	Land Use
Graffiti	Public Safety
Historical buildings	Land Use; Neighborhood History
Homelessness	Community Services
Housing issues	Community Services; Land Use
Library	Community Services
Nuisance codes	Land Use
Parks	Livability
Schools	Community Services
Street fairs	Livability
Substance abuse	Community Services
Traffic	Transportation
Trees and urban forest	Environment