

Roseway final publication

January 2002



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Grace Lutheran Church	



The Roseway Vision Plan project has been a dynamic, neighborhood-initiated planning effort. This citizen-driven planning process was sponsored by Roseway Neighborhood Association (RNA) and funded by the Meyer Memorial Trust and RNA. This project has resulted in a document that expresses a new vision for the Roseway Neighborhood, a vision that builds on our strengths and reflects our values.



The goal of the project was to bring the community together in an effort to impact the future. To develop a neighborhood-oriented vision for Roseway, a series of interactive community workshops was held to provide a forum for neighborhood residents and business owners to voice their views about the preferred future. The format of these meetings was specifically designed to be interactive, and the meetings were scheduled to take place throughout the fall and winter, with two meetings on Saturday mornings and one on a Tuesday evening to provide a variety of meeting times. The meeting dates were November 18, 2000, December 9, 2000, and January 9, 2001. Turnout at the meetings was good, and increased with each successive meeting.



Throughout the project, the Roseway Vision Steering Committee worked with Urbsworks' Marcy McInelly, a professional hired to guide the process. The Vision Committee also provided the publicity for the meetings, including volunteering time to design, print, label, and mail 2500 meeting announcements to every household and business address in Roseway Neighborhood. The Committee also printed and distributed meeting publicity posters, and sent a second meeting reminder postcard to every address in Roseway.

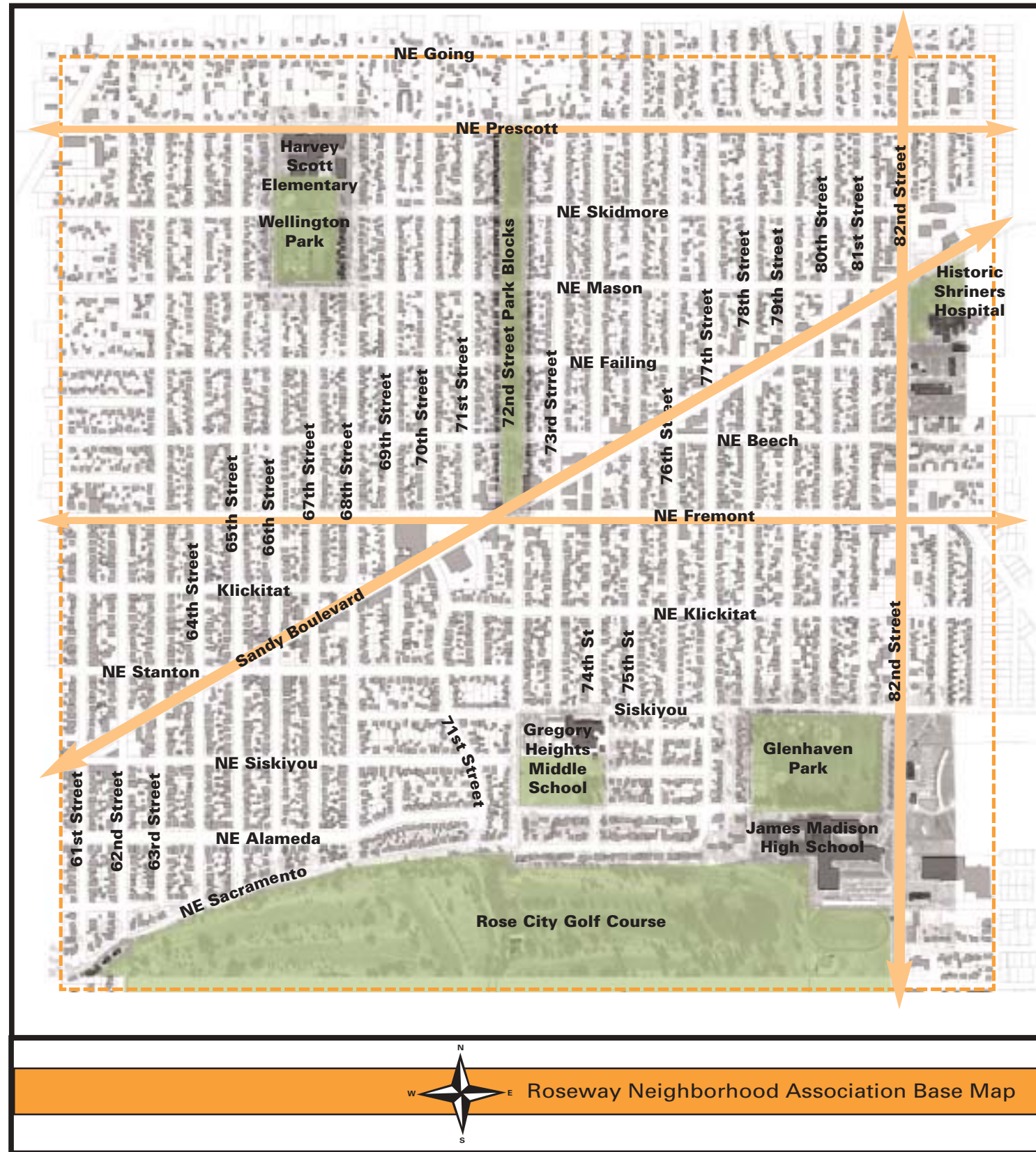


Through the workshop process, the community identified a vision for the future for five different focus areas within Roseway neighborhood. These areas provide a hierarchy of neighborhood places, and the vision for each area is:
I. Sandy from 68th to 77th is the neighborhood center and a lively pedestrian-oriented commercial main street.
II. Sandy from 77th to 82nd is a mixed use commercial area centered on the Gregory Heights branch library, which serves as a civic anchor.
III A & B. Prescott & 72nd and Fremont & 62nd are small-scale hubs of activity that are oriented to surrounding residences
IV. The 82nd & Siskiyou area is a neighborhood gateway that provides a sense of arrival to Roseway neighborhood and Northeast Portland.



After the workshops, the Vision Committee continued to meet to assist Urbsworks in turning the vision expressed by the community into more detailed action items and then to provide input on the development of the actual plan document.

The plan document is intended to articulate the vision identified by the community. Most important, it includes detailed action charts that spell out individual steps for achieving the vision, with timelines and implementers identified. This will be a valuable tool for RNA as the neighborhood moves from the planning stage into implementation. The written plan document is intended to serve as a record, a reference, and a starting point for implementation. It is intended to be a living document, one that can be changed and adapted over time as the neighborhood moves forward with implementation.



CHAPTER ONE

BACKGROUND & OVERVIEW

- Roseway Description
- Process Summary
- Summary of Vision for each Focus Area

Citizens of neighborhoods can use Roseway's Visioning Project as a model for involvement, because it is self directed, separate from government and aimed at what can be done to change and improve situations rather than complaining about what is wrong. By seizing the opportunity of private foundation funding, Roseway neighbors broke away from the stereotype of citizens as spectators.

• Phill Colombo

u r b s w o r k s

BACK GROUND & OVERVIEW

ROSEWAY DESCRIPTION

Roseway Neighborhood is located in northeast Portland, and was first developed in the early part of the twentieth century. Rose City Park Golf Course is located immediately to the south of Roseway, and provides a major green space at the southern end of the neighborhood. The eastern boundary is NE 82nd Avenue, historically the city limits and a major gateway to Portland. Its northern boundary is NE Prescott Street, and the western boundaries are NE 62nd north of NE Fremont Avenue and NE 67th south of NE Fremont Avenue.

Sandy Boulevard bisects the neighborhood, passing through Roseway on a diagonal and intersecting with NE Fremont and NE 72nd Avenue in a major intersection at the geographical center of the neighborhood. Development began in Roseway in conjunction with the Sandy streetcar line, and there are a number of storefront buildings near the neighborhood center dating back to the heyday of the streetcar. In the days before the interstate highway system, Sandy was an old state highway, and it is still used as a major automobile route into the city.

Roseway has excellent transit connections, both within the city and regionally. Sandy Boulevard has a major bus route on it, as do 82nd Avenue and Fremont. MAX light rail is nearby, with the Parkrose Transit Center accessible from the #12 bus line that runs down Sandy. Hollywood Transit Center, another major light rail and bus hub, is also close by the neighborhood. The Portland International Airport is very convenient to Roseway, and can be easily reached by light rail, private automobile, or taxi.

Roseway Neighborhood has historically had a business district along Sandy Boulevard, centering on the Fremont/Sandy/72nd intersection. Sandy was and continues to be the main commercial street in the neighborhood, with some additional commercial activity on Fremont, 82nd Avenue, and Prescott.

The Roseway Theater, a single screen neighborhood cinema dating back to the 1920s, is located near the center of the neighborhood, as is Fairley's Pharmacy, a landmark business in Roseway that still contains a working soda fountain. A strong southeast Asian business community has developed along Sandy Boulevard west of NE 72nd, and includes restaurants, markets, and a variety of other businesses.

The bulk of the neighborhood is single family residential housing, much of which was built prior to World War II. Infill of residential areas has occurred over time, and newer homes are interspersed with older homes throughout portions of the neighborhood.

Roseway contains three Portland public schools: Harvey Scott Elementary School, Gregory Heights Middle School, and Madison High School. The Gregory Heights branch of the Multnomah County Library system is located on Sandy Boulevard between NE 79th and NE 80th Avenues. The library was recently renovated, and includes a community room. Glenhaven Park is located at the southeast corner of the neighborhood, adjacent to Madison High School. Glenhaven includes tennis courts and soccer, softball, and baseball fields, as well as playground facilities. Because of the athletic fields and the fact that it is one of only two parks in Roseway, Glenhaven Park is well-used throughout the year. Wellington Park is located near the northwest corner of the neighborhood, adjacent to Harvey Scott Elementary School. This park was recently upgraded by the Portland Parks Bureau with neighborhood participation. The other major park feature in the neighborhood is the

72nd Avenue park blocks, which are located between Fremont and Prescott along 72nd Avenue. These park blocks slope down to the north, providing views of the Columbia River and the tower at the Portland Airport. The historic Shriners Hospital site is located on the east side of the neighborhood, at the intersection of 82nd Avenue and Sandy Boulevard. Since its construction in the 1920's, Shriners has provided a major landmark feature and gateway to both Roseway Neighborhood and the City of Portland.

During the 1960s, the Roseway was one of a series of east side neighborhood theaters that my parents would drive my brother and me to to see Saturday matinees. While it was a little farther to drive to from where we lived, I recall seeing a handful of films in this theater that was still operating under the Roseway name in the 1960s.

• Carl Bennett

PROCESS SUMMARY

Planning has been a topic of the Roseway Neighborhood Association for several years because residents were concerned about the future of the neighborhood and were seeking ways to improve upon what they saw as a great neighborhood to live in. It was clear to the RNA Board that a planning effort would require outside assistance, and that it would not be possible to complete a neighborhood planning process using only neighborhood volunteers. When the City of Portland undertook the Hollywood and Sandy Plan in the late 1990's, Roseway requested that the boundary of that planning effort be extended from NE 57th Avenue to NE 82nd Avenue to include Roseway. At that time, the planning boundary could not be extended. The Roseway Neighborhood Association continued to discuss ways of accomplishing a neighborhood planning effort. Development proposals continued to come up, and the neighborhood repeatedly found that the zoning in the neighborhood did not support the kinds of development the neighborhood wanted to see, and that some developers were trying to build. The need for a neighborhood planning effort was becoming clearer and clearer to the neighborhood.

Because public sources of funding appeared to be very limited for neighborhood planning efforts, Board members began to consider the possible of finding private funding for the project. Roseway Neighborhood Association is a member of the Central Northeast Neighbors coalition, which is a 501(c)(3) organization. Since non-profit status was available, Roseway began to research into charitable foundations, and Meyer Memorial Trust was identified as a potential grant source. Board members prepared a scope of work for the planning effort and applied to the Trust's Small Grants program under Central Northeast Neighbors. Meyer Memorial Trust awarded Central Northeast Neighbors / Roseway Neighborhood the maximum Small Grant in July 2000.

After receiving the grant, Roseway Neighborhood Association formed a Vision Plan Steering Committee to select a consultant and guide the development of the vision plan. A core body of participants, led by chair Lauren Schmitt and vice-chairs Sean Batty and Peter Meijer, starting meeting in August 2000. Membership on this committee was open, so additional Roseway citizens joined the Vision Committee as the project progressed.

On behalf of Roseway Neighborhood Association (RNA), the Vision Committee solicited Statements of Qualifications from a short list of three urban design firms developed by committee members. Based on the submittals, the firm Urbsworks was selected for its prior experience with similar projects and for principal Marcy McInelly's experience with Portland planning, as a Planning Commissioner, frequent consultant to the City, and Coalition for a Livable Future co-founder.

During the consultant selection process, an initial project information booth was prepared by Vision Committee members for NeighborFaire, the annual neighborhood festival, to increase awareness of the project and begin to gauge preferences for where the planning efforts should focus.

The Vision Committee met regularly with Urbsworks throughout the fall, and set out a program of three community workshops to provide a forum for neighborhood residents and business owners to voice their views about the preferred future of Roseway. The format of these meetings was specifically designed to be interactive, and the meetings were scheduled to take place throughout the fall and winter, with two meetings on Saturday mornings and one on a Tuesday evening to provide a variety

of meeting times. The meeting dates were Saturday, November 18, 2000, Saturday, December 9, 2000 and Tuesday, January 9, 2001.

To publicize the community meetings, Vision Committee members designed a meeting notice flyer and poster. Both the flyer and poster included Vietnamese text with the project goal and meeting dates and times. Translation was provided by Reverend Vincent Minh of the Southeast Asian Vicariate. The posters were placed in neighborhood businesses and at the library. Vision Committee members obtained address and mailing label information from Metro, and 2500 flyers were printed up. The Vision Committee met to do a mailing (via first class mail) to every household and business within the neighborhood to announce the meetings. Prior to the January meeting, follow-up postcards with meeting date reminders were sent out, with Vision Committee members meeting again to label and stamp every postcard.

The scope of the project required the neighborhood to focus in on specific areas, with more general planning for areas outside the "focus areas." The purpose of the first workshop was twofold: to bring up planning issues that the Vision Plan should address, to identify the focus areas.

This project
"...portrays how one
of 90 neighborhood
associations in
Portland, Oregon,
took a giant step
towards politicians
and public
administrators. The
vehicle
for this involvement
was a neighborhood
visioning process
that gave neighbors
an introduction to
and stake in the
future master
planning process
surrounding their
homes and
businesses. Along
the way,
neighborhood
leaders discovered
that the process
engaging neighbors
to present city
planners with a
neighborhood vision
yielded benefits
beyond initial
expectations.

• Phill Colombo

Prior to the first workshop, the Vision Committee met to refine the list of potential vision plan issues. Neighborhood residents provided initial input into issues of interest to residents at the 2000 NeighborFaire vision booth. The Vision Committee worked with Urbsworks to refine a list of issues, which were represented by icons and used for both discussion exercises and mapping exercises in the first workshop. More detail on these icons is included in the appendix.

The format for the first workshop included a presentation and an interactive session. A presentation at the beginning of the workshop provided an introduction to neighborhood planning principles and an overview of the project work plan. The participants then broke out into three groups facilitated by Vision Committee volunteers. Materials for the small group sessions were prepared by Urbsworks so that each group followed a similar format. The first portion of the small group session was a brainstorming exercise, with members discussing each of the identified issues, then identifying any additional issues that might not have been mentioned. All ideas and comments were written down on a chartpak pad for each group. Each group was also given a map of the neighborhood. These maps could be drawn on during the discussion sessions. Then, after the brainstorming session, each participant was given a set of icons to place on the map to provide site-specific references for each of the

issues. The results of these exercises are included in the appendix. After the first workshop, the Vision Committee met with Urbsworks to review the workshop results. Based on the results of the small group brainstorming and mapping session, a hierarchy of focus areas was identified. These were all located in business areas, and are: Sandy Boulevard from 68th to 77th, Sandy Boulevard from 77th to 82nd (including the Shriners site), Prescott and 72nd and Fremont and 62nd, and 82nd and Siskiyou (including both sides of the street). Although participants identified some issues within residential areas, these were mainly seen as more minor and were mainly traffic-related. Overall, residents indicated a high degree of satisfaction with the residential areas of the neighborhood during the small group sessions, which reflecting the findings at NeighborFaire.

At the second workshop, the five focus areas were identified, and the results from the first workshop were reviewed. Participants concurred that the selected focus areas reflected the neighborhood's views. Urbsworks had developed an exercise where participants were to identify a vision, performance standards, and barriers to the vision in each focus area. At the second workshop, the participants worked as a group to begin identifying a vision for each focus area.

Urbsworks encouraged the neighborhood to consider how the measure success in achieving the vision by identifying performance standards. Participants began identifying ways to measure performance. The final step of this process was to identify barriers to achieving the vision. The vision, performance, and barriers that were identified for each focus area were noted in a chart format called the "vision chart."

At the third workshop, the vision chart was revisited and reviewed to provide an opportunity for refinement. This workshop was also conducted as a large group session. The second part of the workshop included discussion on potential ways to implement the vision and overcome the barriers.

The turnout for these meetings was impressive, and increased with each successive meeting. It was noted by Marcy McInelly of Urbsworks that the turnout seemed higher than for many other projects she has worked on, and that she felt that the community's ownership of the project was the reason for that. Community ownership of the project meant that the planning effort was neighborhood-driven, and more of a grass-roots effort than a City of Portland-sponsored planning process.

After the workshops, the Roseway

Vision Committee continued to meet with Urbsworks to work on turning the vision charts into more detailed action items and then to provide input on the development of the actual vision plan publication.

Summary of vision for each focus area:

I. Sandy from 68th to 77th is the neighborhood center and a lively pedestrian-oriented commercial main street.

II. Sandy from 77th to 82nd is a mixed use commercial area centered on the Gregory Heights branch library, which serves as a civic anchor.

IIIA & B. Prescott & 72nd and Fremont & 62nd are small-scale mixed use hubs of activity that are oriented to surrounding residences.

IV. The 82nd & Siskiyou area is a neighborhood gateway that provides a sense of arrival to Roseway neighborhood and Northeast Portland.

The RNA Board and officers, some of them professionals, business owners and local government employees, did not want to wait for what might develop out of any City process; they preferred proactively to be ahead of the planning curve and were determined to present City planners with a vision of what Roseway neighbors wanted. The RNA Board took the proverbial bull by the horns in the Spring of 2000, authorizing Lauren Schmitt, a landscape architect and planner, and former owner of a small business, with her landscape architect husband Sean Batty, to write a grant application to the Meyer Memorial Trust to fund the hiring of a consultant. The consultant would facilitate the Visioning process and deliver the vision document; RNA members would assist with materials and funding to make neighbors aware of the process.

Phill Colombo.
"Portland Roseway's vision: Bottom-up involvement model or top-down lesson for bureaucrats," Paper, PAP PhD Program, 2000 Portland State University.

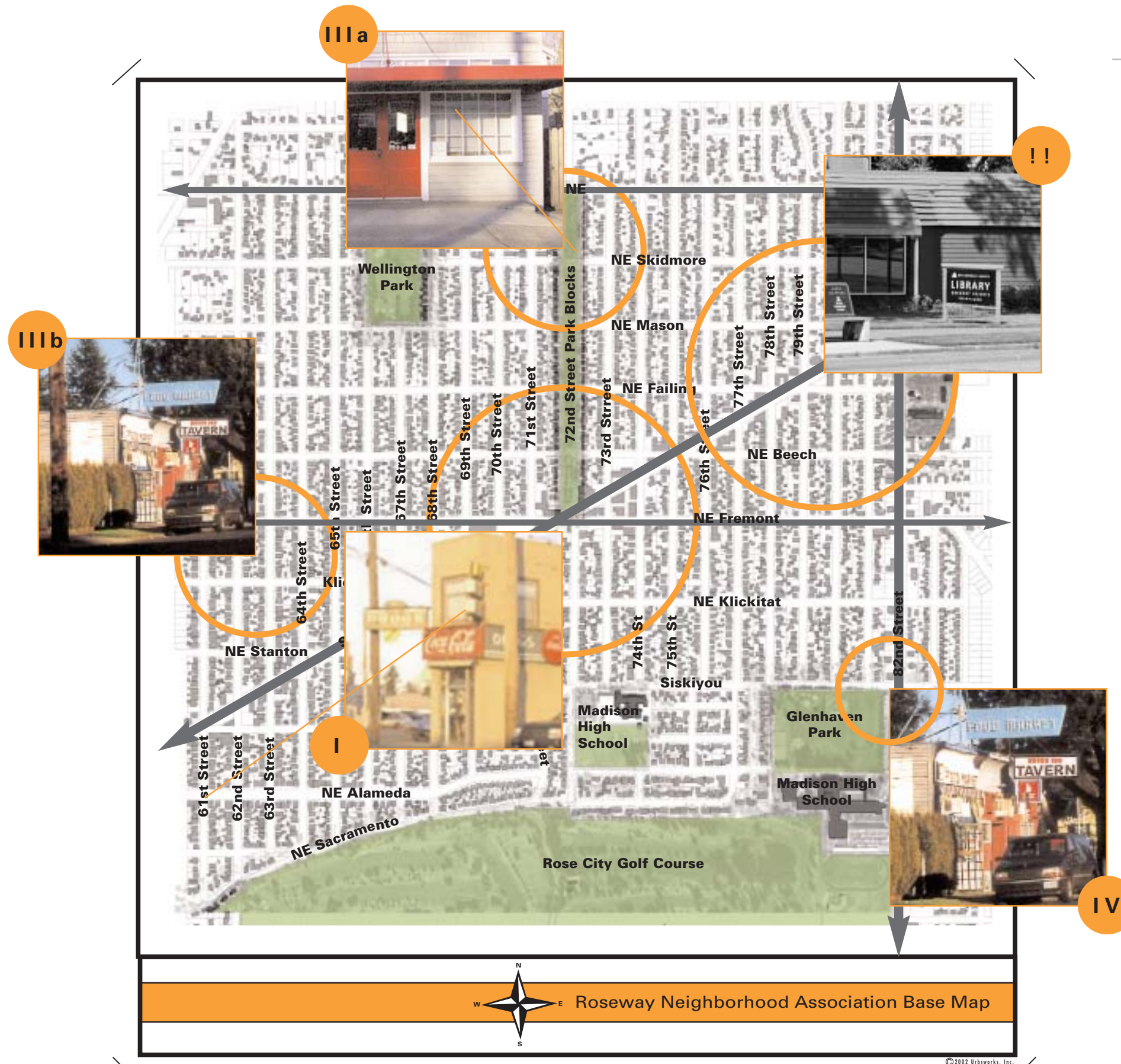


CHAPTER TWO

FOCUS AREAS IN DETAIL

- Proposals by Area
- Vision Chart
- Existing Conditions

Introduction



- I SANDY FROM 68TH TO 77TH** neighborhood center and a lively pedestrian-oriented commercial main street
- II SANDY FROM 77TH TO 82ND** mixed use commercial area centered on the Gregory Heights branch library, which serves as a civic anchor
- IIIA PRESCOTT & 72ND** small-scale mixed use hubs of activity that are oriented to surrounding residences
- IIIB FREMONT & 62ND** small-scale mixed use hubs of activity that are oriented to surrounding residences
- IV THE 82ND & SISKIYOU** area is a neighborhood gateway that provides a sense of arrival to Roseway neighborhood and Northeast Portland.

Focus Area I

Focus Area I Detailed Vision

Sandy from 68th to 77th serves as the neighborhood center for Roseway. This area is known throughout the city for its history, cultural diversity, and wealth of ethnic restaurants and grocery stores. It is a place that welcomes those from the neighborhood and those from outside it to visit, shop, conduct business, enjoy a meal, or stroll. This combination makes Sandy from 68th to 77th a memorable Main Street with a unique character.

This section of Sandy is pedestrian-oriented, while still accommodating local automobile and bus traffic, similar to NE Broadway through Irvington and the Lloyd District. Sidewalks are wide, bus stops are all fully improved, and there are better and more frequent crossings. The central neighborhood intersection and sidewalks at Sandy and 72nd have been improved to make pedestrians feel safer, and trips across the street shorter and more inviting. Automobile speeds have been reduced through curb extensions, street trees, improved pedestrian crossings, and more frequent lights. At the same time, travel time through the neighborhood hasn't increased significantly due to improved signal timing and traffic light controls.

The link between the commercial area and the 72nd park blocks is strengthened, and the park blocks have become an active neighborhood focal point, while providing a visual connection to the region.



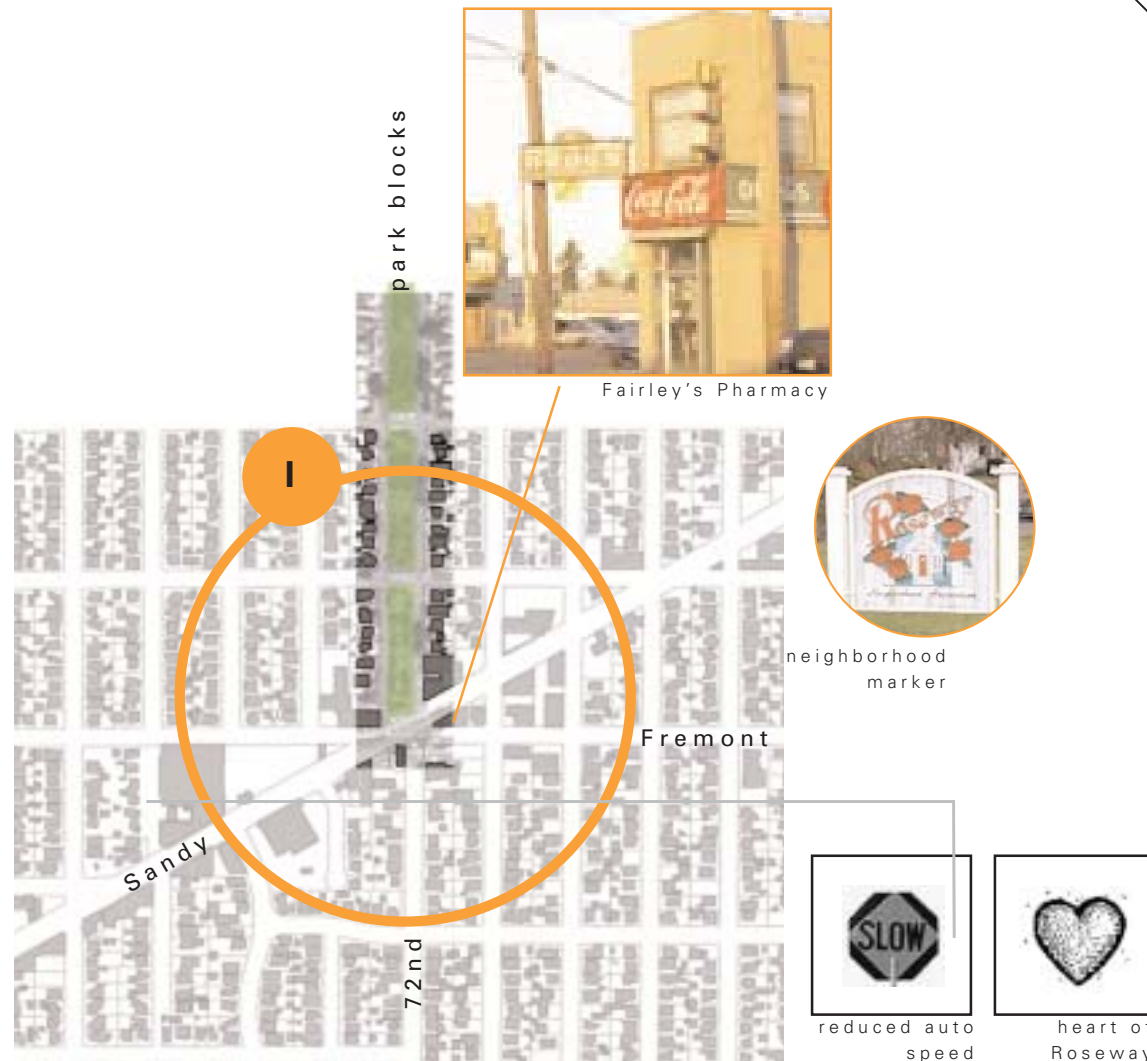
improved sidewalks



western gateway



neighborhood gathering spot



Building on the historic development pattern along Sandy, new development and redevelopment include storefronts and are compatible with the traditional pattern. Existing storefronts have taken advantage of storefront loans and are "spruced up". Windows are filled with wares, and awnings and attractive signage invite customers. A mix of businesses also helps makes the storefronts lively, attractive, and active at all hours. The Southeast Asian business community has grown even stronger. Residential uses are interspersed along Sandy, located above the ground floor. New buildings create an attractive edge on the street. Wider sidewalks encourage strolling, window shopping, and sidewalk cafes. Housing above retail adds to the diversity of housing types available in the neighborhood. This housing also adds to the customer base that can conveniently access stores on foot.

A well-organized shared parking program maximizes the utility and benefit of surface parking to support many neighborhood uses. Centrally located, but not predominant, these lots encourage visitors to walk a way and enjoy the neighborhood storefronts. Signage and banners let visitors know that they are in the "heart of Roseway".

Sandy from 68th— 77th

INCLUDING PARK
BLOCKS

VISION:

Roseway's neighborhood center and a lively pedestrian-oriented commercial main street



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A great movie theater is both a shelter and a shrine, where we can tune out our troubles by tuning into worlds of make-believe. True, most Portland theaters are operated by a Tennessee corporation more concerned with profits than majestic movie watching. Thankfully, however, vintage theaters like the Roseway continue to survive, offering cheerful service.

• Brian Libby. Willamette Week

Focus Area I

Sandy from 68th — 77th

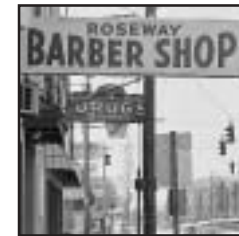
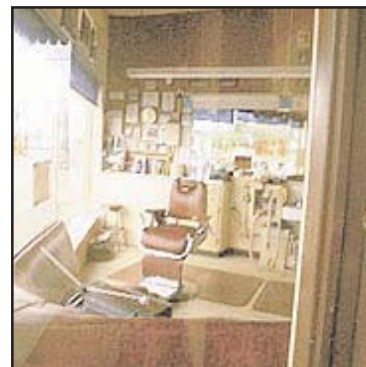
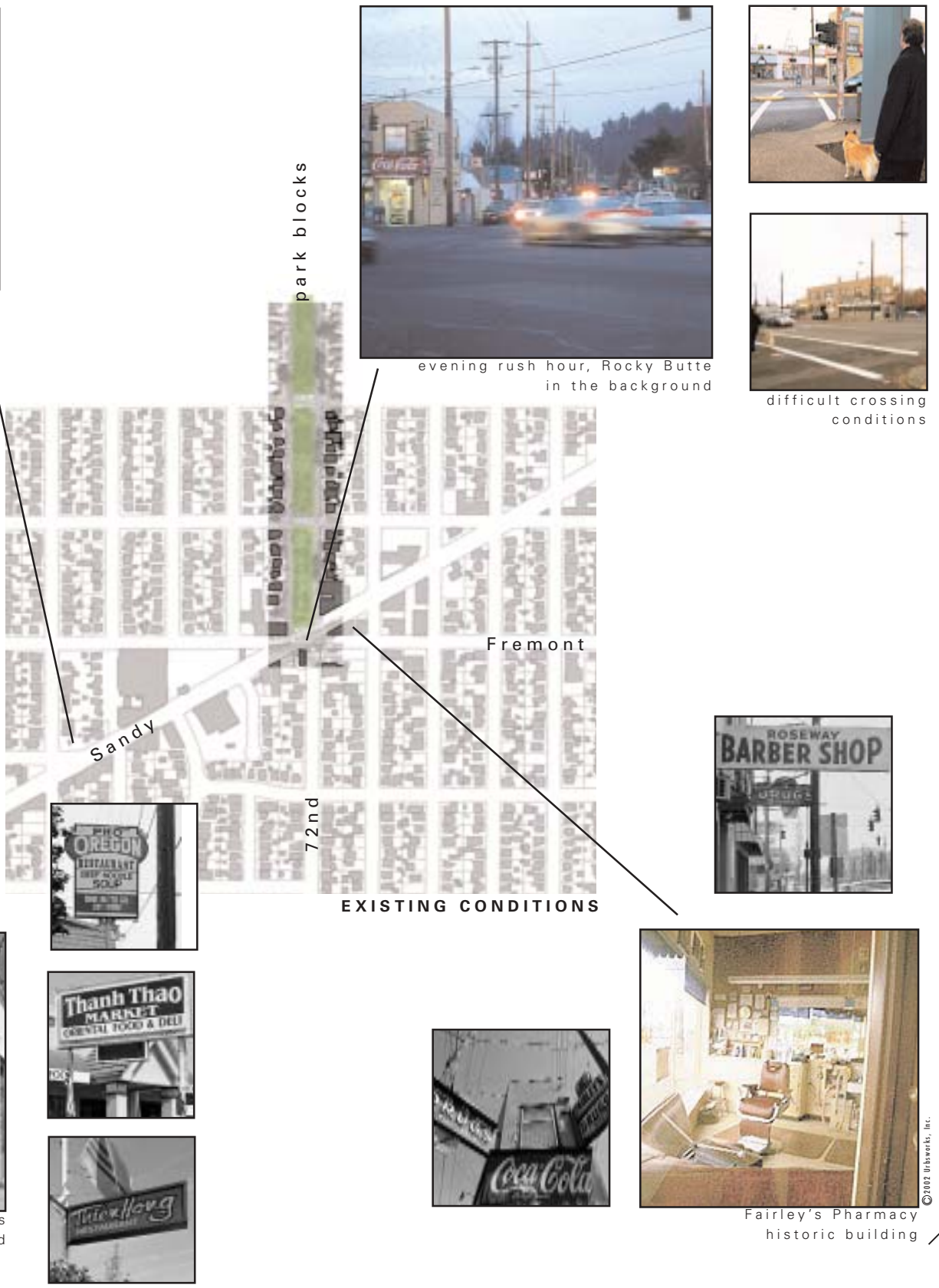
INCLUDING PARK BLOCKS

ZONING ISSUES:

CG zoning. Much of the CG zoning and associated parking requirements along Sandy Boulevard discourages storefront type commercial and/or housing above retail.

R2.5 zoning. While the Vision Committee supports attached housing, without design controls that limit the orientation of garages to the street, the R2.5 zoning that predominates north and south of Sandy may lead to certain types of housing designs that are incompatible with adjacent residential buildings,

The Action Chart lists the Roseway Vision Committee as implementer of future design workshops that would explore these and other zoning issues.



residences along the park blocks

Rose City apartments

park blocks

evening rush hour, Rocky Butte in the background

difficult crossing conditions

Fremont

Sandy

72nd

EXISTING CONDITIONS

Southeast Asian businesses along Sandy Boulevard

Fairley's Pharmacy historic building

Focus Area II

Sandy from 78th—82nd INCLUDING SHRINERS SITE

VISION:

a mixed use commercial area centered on the Gregory Heights branch library, which serves as a civic anchor

Focus Area II Detailed Vision

Sandy from 77th to 82nd is a mixed use commercial area, with Sandy functioning as a Main Street. The library located within this focus area is a civic anchor, and a center of neighborhood activity. The intersection of 82nd and Sandy in this focus area serves as a major gateway to Roseway and to greater Portland. A gateway structure has been constructed to celebrate and demark this historic entry point to the city.

The area of Sandy from 77th to 82nd includes a variety of commercial and office uses that complement but do not compete with the main neighborhood center further west on Sandy. In the future, this area has more intensive development than it currently does, with more people living, working, and shopping here. More housing is incorporated into the new and redeveloped buildings on Sandy.

Bus stops on Sandy are all fully improved. Pedestrian crossings are frequent, allowing neighborhood residents easy access to the library. Automobile speeds have been reduced by street improvements, improved crossings, and more frequent lights. At the same time, travel time through the neighborhood hasn't increased significantly due to improved signal timing and traffic light controls. Curb cuts have been consolidated and moved off Sandy. On-street parking is well-used, and parking lots are located behind or to the side of buildings.



eastern gateway



fantastic views



spruced up



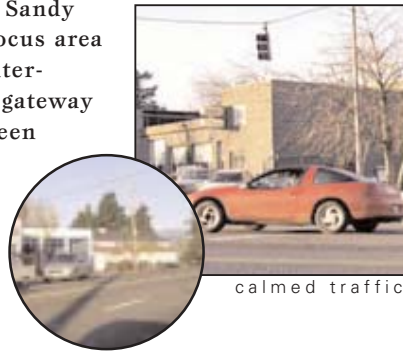
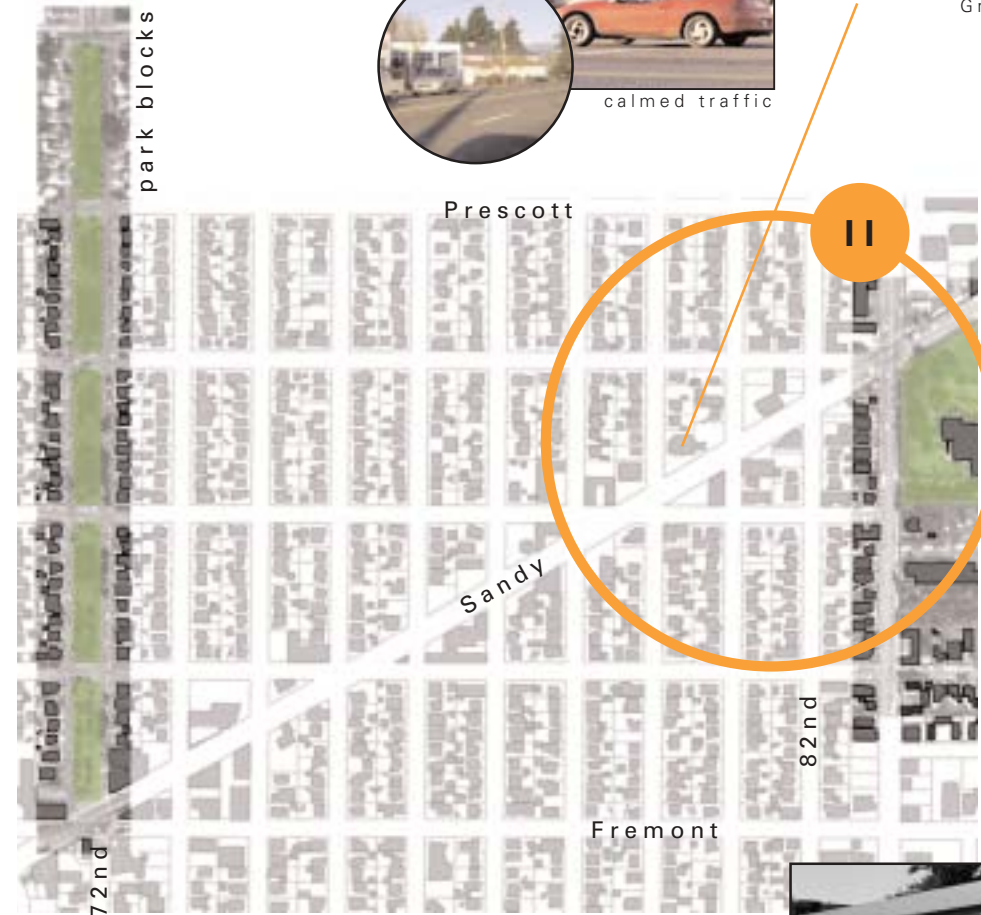
more neighborhood businesses



historic Shriners Hospital

The former Shriner's hospital was visited by numerous celebrities during its heyday, from President Franklin Delano Roosevelt and Babe Ruth, to Jack Dempsey and Rin Tin Tin.

- Kristina Brenneman, The Business Journal



calmed traffic



Gregory Heights branch library



Prescott



Sandy

82nd

Fremont

park blocks

72nd



improved bus stops



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C2. Area Two

Sandy from 78th— 82nd

INCLUDING
SHRINERS SITE



local employment
along Sandy



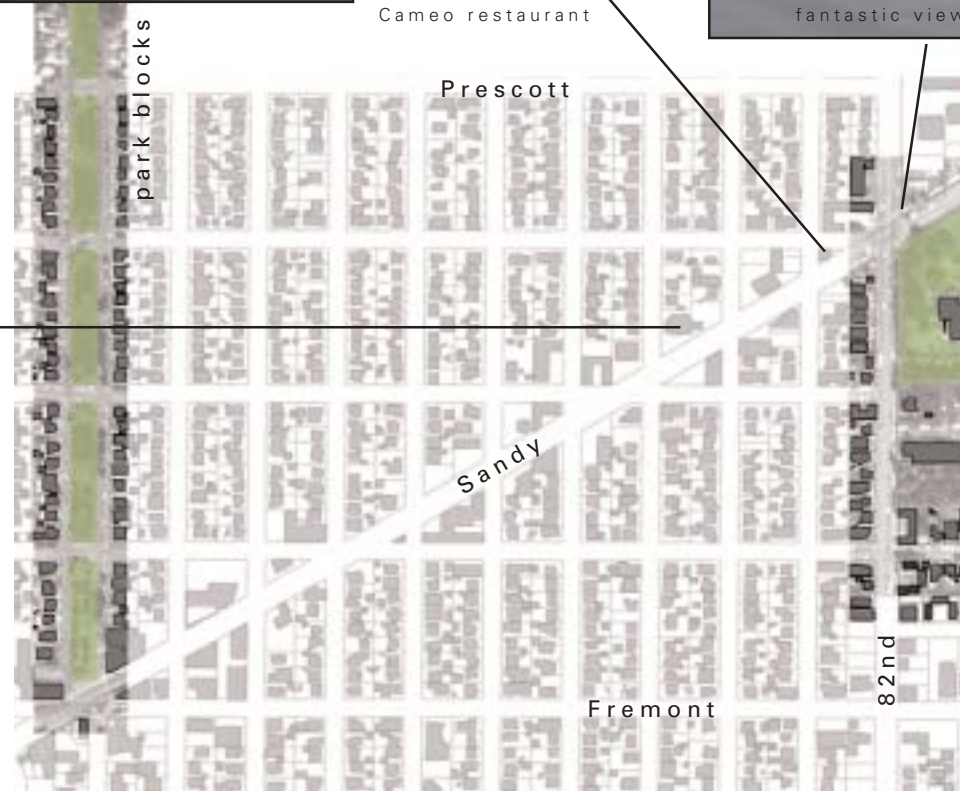
Cameo restaurant



fantastic views beyond
the signs



orientation to
places beyond



park blocks

Prescott

Sandy

Fremont

82nd

EXISTING CONDITIONS



landmark iconic
architecture



auto oriented commercial along Sandy Boulevard



bus service along 82nd

ZONING ISSUES:

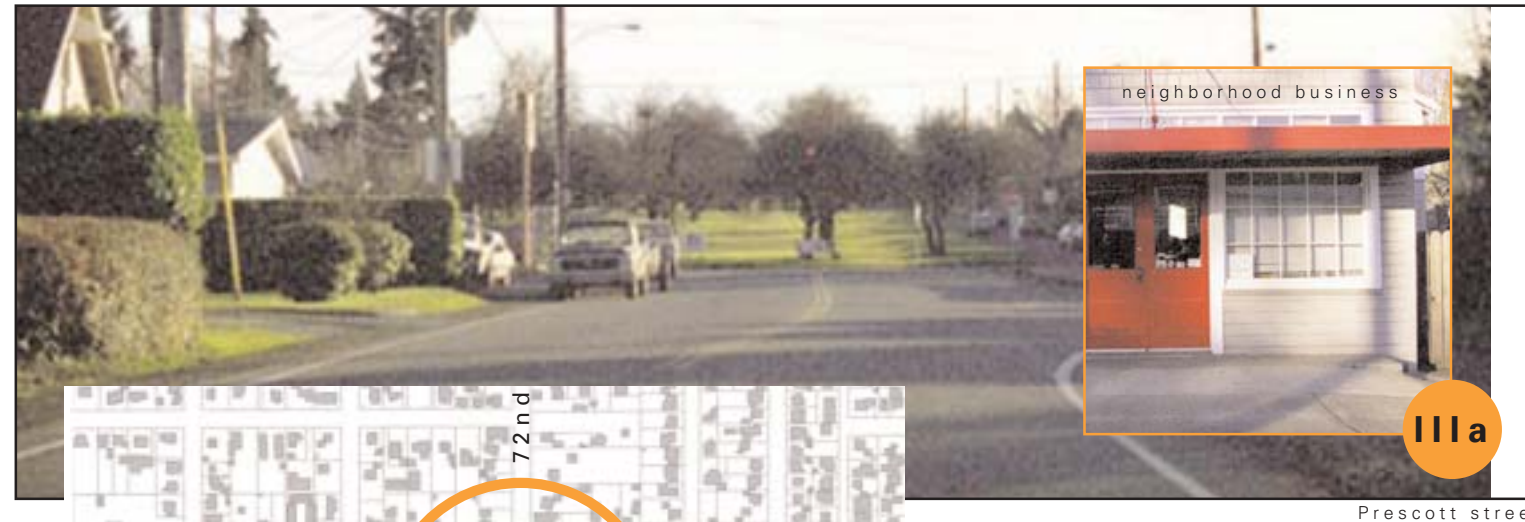
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R2.5 zoning. While the Vision Committee supports attached housing, without design controls that limit the orientation of garages to the street, the R2.5 zoning that predominates north and south of Sandy may lead to certain types of buildings that are incompatible with adjacent residential buildings,

The Action Chart lists the Roseway Vision Committee as implementer of future design workshops that would explore these and other zoning issues.

Focus Area III.a

Prescott/72nd



Prescott street

Harvey Scott Elementary School

Wellington Park



neighborhood business



heart of Roseway



Roseway identity



Sandy

Fremont

Prescott

72nd

park blocks

Focus Area III.a Detailed Vision

Prescott & 72nd and Fremont & 62nd are both neighborhood-oriented mixed use centers. These two focus areas provide small-scale hubs of activity that are oriented to surrounding residences. The uses, design, and intensity of these focus areas are compatible with residential development. These places provide an opportunity for people to live and work in the neighborhood. A person could have both a home and an office at these locations, with both fitting in to the neighborhood context. In addition to smaller scale office use, these focus areas can provide places where people can meet daily needs, such as small markets, coffee shops, or possibly even neighborhood-scale cafes or pubs. Both locations have a history of neighborhood-scale commercial uses, and the vision for the future is to build on that history. The Prescott and 72nd focus area has a strong pedestrian and visual link with 72nd and Sandy through the improved 72nd Street park blocks.



potential neighborhood business



potential neighborhood business



coffee shop

VISION:

a small-scale mixed use hub of activity that is oriented to surrounding residences



©2002 Urbworks, Inc.

I worked for a number of chain stores until 1935 when I was fired by Piggly Wiggly for being too old. Herb Fairley said not to worry, that he would add 36 feet onto the drugstore and I could have a store of my own. That was the beginning of George's Food Market, opened April 6, 1935 with \$400.00 of 30 day borrowed money.

•George Denfield

C2. Area Three B

Fremont/
62nd



Fremont/Irvington neighborhood commercial



Fremont/Irvington neighborhood commercial



Fremont/Beaumont



62nd

Fremont

Sandy

©2002 Urbworks, Inc.



neighborhood business



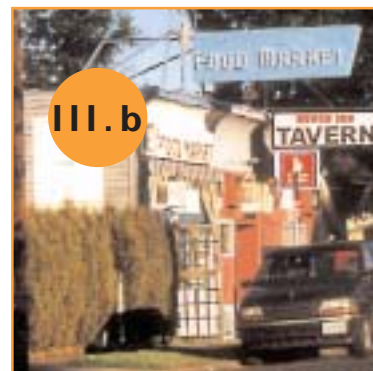
spruced up



**III.b
Detailed
Vision**

Fremont & 62nd

is a neighborhood-oriented mixed use center that is oriented to surrounding residences. This area continues the pattern of small-scale hubs of activity that occur along NE Fremont Street, at historic crossroads. At Fremont and 13th/14th Streets, for example, a cluster of shops and cafes serves the Irvington neighborhood. At Fremont and 24th, a group of shops serves the Beaumont neighborhood. The uses, design, and intensity of this focus area is compatible with residential development. A person could have both a home and an office at this location, with both fitting in to the neighborhood context. In addition to smaller scale office use, these focus areas can provide places where Roseway residents can meet daily needs, at a small market, coffee shop, or neighborhood-scale cafes or pubs.



III.b

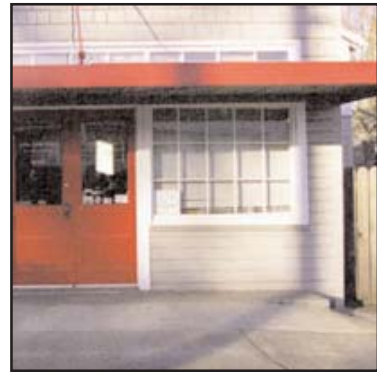
Fremont/Roseway neighborhood commercial



11



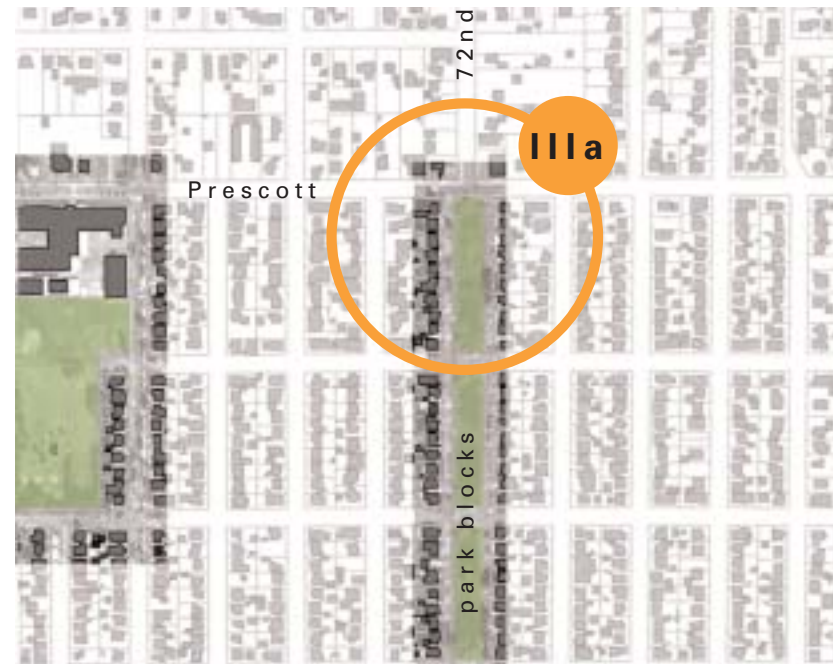
©2002 Urbworks, Inc.



Jump Jump music store on Prescott



"home occupation"



Prescott residential



ZONING ISSUES:

Neighborhood scaled commercial. Many of the sites identified by the Vision process as ideal for small scale, neighborhood-serving retail are currently zoned "multi-dwelling residential," which may limit or prohibit such commercial uses.

Some changes to the City's Home Occupation permitting process might have the desired effect, without rezoning. For example, Home Occupations located on collectors or transit streets might be modified to allow a slightly more intense commercial activity, thereby allowing such establishments as cafes or coffee shops. Currently, Home Occupation permitting restricts the permit-holder to either one employee **or** up to eight clients per day.



watershed marker



82nd Avenue looking north toward Siskiyou

**Focus IV
Detailed Vision**

The 82nd & Siskiyou area is a neighborhood gateway that provides a sense of arrival to Roseway neighborhood and Northeast Portland. This area of 82nd has street trees, better quality pedestrian-scale lighting, and frequent and easily accessible pedestrian crossings. Transit stops on this popular bus route are improved, with shelters and benches. Curb cuts have been consolidated to provide a better pedestrian experience and less automobile conflict. Future development and redevelopment includes buildings that respond to and respect the street, and are more pedestrian-oriented. Parking lots are located behind and to the side of buildings, and buildings are built out to street with windows, doors, and other features that are scaled to people, not to automobiles.

The businesses located in this area include youth-oriented businesses that attract and serve the high school and middle school students from Madison High and Gregory Heights. Glenhaven Park remains a significant open space feature, helping to welcome one to Roseway, and its existing parking lot provides some parking that can be shared with new infill commercial development.



82nd at Fremont, looking north to Washington state



Glenhaven Park



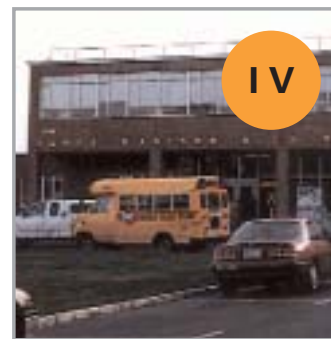
southern gateway



fantastic views



hidden treasure



James Madison High School

Focus Area IV

82nd from
Siskiyou INCLUDING
FILL SITE

VISION:

a neighborhood gateway that provides a sense of arrival to Roseway neighborhood and Northeast Portland.



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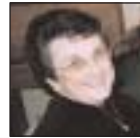
CHAPTER THREE

ACTION PLAN

- Action Charts Explanation
- Action Charts



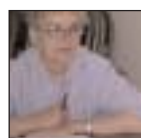
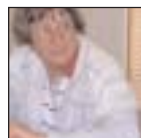
Roseway people



Workshop #1



Vision Committee meeting



ACTION CHARTS EXPLANATION

The Action Chart is a map for implementation of Roseway's vision. This chart identifies individual actions, both long-term and short-term, that will lead to the achievement of the vision. It is intended to be a tool to assist the neighborhood and policy makers in moving forward, and is expected to be periodically updated.

The chart is organized geographically, with a list of individual actions for each of the focus areas, as well as a list of actions for the general neighborhood. Actions within each geographic area are identified under categories, including such topics as street improvements, zoning changes, and community building.

The primary implementer for each action is identified, but all actions will require partnerships. To move toward achieving the community vision, Roseway Neighborhood Association will work with each of these key implementers to seek action on its identified priorities and actions.

A timeframe is identified for each action to identify whether the action can be accomplished in the short term, the long term, or somewhere in between. The timeframe is a goal, not a mandate, and is intended to provide a gauge of the amount of time that would likely be necessary to achieve a specific action.

ACRONYMS USED IN THE ACTION CHARTS

TRI MET	Tri-County Metropolitan Transportation District of Oregon
RNA	Roseway Neighborhood Association
PDOT	Portland Department of Transportation
OPDR	Office of Planning & Development Review
BOP	Bureau of Planning
PDC	Portland Development Commission
CNN	Central Northeast Neighbors

PLACES/FOCUS AREAS IMPLEMENTER TIMEFRAME ACTION

I.
Sandy from 68th to 77th

STREETSCAPE
IMPROVEMENTS

IMPLEMENTER	TIMEFRAME	ACTION
TriMet, RNA/Roseway Bus. Assoc.	1 yr 2 yr 5 yr > 5	Work with local businesses to get trash cans at neighborhood bus stops.
RNA	1 yr 2 yr 5 yr > 5	Explore installing planters on medians as a short term improvement.
PDOT/ODOT	1 yr 2 yr 5 yr > 5	Adjust light timing to favor pedestrians, with longer crossing time and quicker change to "walk" signal.
Roseway Bus. Assoc.	1 yr 2 yr 5 yr > 5	Design and install banners, street furnishings and plants to build a better business district.
PDOT/ODOT, RNA/Roseway Bus. Assoc.	1 yr 2 yr 5 yr > 5	Improve street crossings and install new ones.
Friends of Trees, business owners	1 yr 2 yr 5 yr > 5	Establish business district tree planting.
RNA/Roseway Bus. Assoc.	1 yr 2 yr 5 yr > 5	Organize park block design workshop.
Roseway Business Association/PDOT	1 yr 2 yr 5 yr > 5	Select, design and prioritize on-street parking revisions.
OPDR/PDOT	1 yr 2 yr 5 yr > 5	Implement selected on-street parking revisions
Commissioners/Business owners	1 yr 2 yr 5 yr > 5	Negotiate parking at the existing surface lots for use by local business customers
RNA/Roseway Bus. Assoc.	1 yr 2 yr 5 yr > 5	Implement park block design.

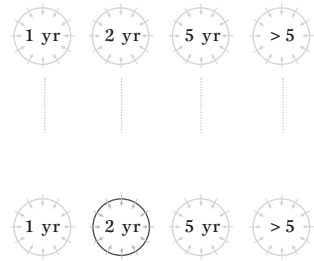
AcTiON CHaRT

PLACES/FOCUS AREAS IMPLEMENTER TIMEFRAME ACTION

I.
Sandy from 68th to 77th
continued

BUILDING
IMPROVEMENTS:
ZONING
CHANGES

OPDR/BOP



Organize and conduct a Roseway Vision Committee design workshop. Explore zoning issues and possible barriers to mixed use and storefront retail development.

ZONING
CHANGES

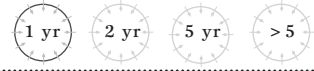
OPDR/BOP



Reconsider R2.5 zoning on blocks adjacent to Sandy Boulevard.

BUILDING
IMPROVEMENTS

Roseway Bus. Assoc./OPDR



Education to improve compliance with City's storefront window standard.

PDC



Secure storefront improvement loan funding.

COMMUNITY
BUILDING

RNA



Identify key businesses, such as Safeway, US Bank, Thanh Thao, Latus Motors, Roseway Theater and Fairleys and encourage them to stay in neighborhood and take on a leadership role.

PDC/CNN



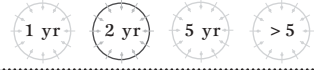
Re-establish Roseway Business Association.

business owners



Develop a Roseway Business District promotional program.

Roseway Business Association



Develop a program to attract new businesses, especially neighborhood-oriented retail and offices.

AcTiON CHaRT

PLACES/FOCUS AREAS	IMPLEMENTER	TIMEFRAME	ACTION
I. Sandy from 68th to 77th continued			
COMMUNITY BUILDING	Roseway Bus. Assoc./PDC		Conduct a market analysis for the Sandy/Roseway business district to determine, among other things, niche market opportunities for the district.
	Roseway Bus. Assoc.		Conduct workshops for local business owners about how to improve displays, lighting, signage and storefront design.
	Roseway Bus. Assoc.		Develop a program to attract new businesses, especially neighborhood-oriented retail and offices.
	Roseway Bus. Assoc.		Explore programs to enhance effectiveness of Business Association, such as the creation and funding of a position for Main Street Manager.
	Roseway Bus. Assoc.		Create a position for and hire a Main Street Manager.
POLICY CHANGES TRANSPORTATION SYSTEM PLAN	PDOT/ODOT		Reclassify Sandy Boulevard as a "Main Street" through this area.
	PDOT/ODOT		Study, design, and implement improvements to 72nd/Sandy intersection.
	PDOT		Update Bicycle Master Plan to show 72nd/Fremont/Sandy as a junction of several routes. Implement improvements.
	PDOT		Update Pedestrian Master Plan to show junction of several routes. Implement improvements.

AcTiON CHaRT

PLACES/FOCUS AREAS	IMPLEMENTER	TIMEFRAME	ACTION
<p>I. Sandy from 68th to 77th continued</p> <p>POLICY CHANGES. ZONING CODE & COMP PLAN</p> <p>AGENCY COORDINATION</p>			
	<p>OPDR/BOP</p>		<p>Rezone</p>
	<p>Tri-Met</p>		<p>Coordinate bus stop enhancements.</p>
	<p>Tri-Met</p>		<p>Improve local bus service, especially for commuters, weekend and evening users of lines 12 and 33.</p>
	<p>Tri-Met, Roseway Bus. Assoc., commissioners</p>		<p>Coordinate weekend use of park and ride spaces for business customers.</p>
	<p>TriMet/PDOT</p>		<p>Explore streetcar on Sandy</p>
	<p>Roseway Business Assoc./PDC/ TriMet</p>		<p>Create and negotiate shared parking program utilizing existing surface parking lots for use by local business customers.</p>
<p>Roseway Business Assoc./PDC</p>		<p>Secure storefront improvement loan funding.</p>	

AcTiON CHaRT

PLACES/FOCUS AREA	IMPLEMENTER	TIMEFRAME	ACTION
<p>II. Sandy from 77th to 82nd</p>			
STREETSCAPE IMPROVEMENTS	PDOT/ODOT		Adjust light timing to favor pedestrians, with longer crossing time and quicker change to “walk” signal.
	RNA		Design gateway and implement.
BUILDING IMPROVEMENTS; ZONING CHANGES	OPDR/BOP		Organize and conduct a Roseway Vision Committee design workshop. Explore zoning issues and possible barriers to mixed use and storefront retail development.
ZONING CHANGES	OPDR/BOP		Reconsider R2.5 zoning on blocks adjacent to Sandy Boulevard.
BUILDING IMPROVEMENTS	OPDR/PDC		Education to improve compliance with City’s storefront window standard.
	RNA/Roseway Bus. Association		Organize and conduct Roseway Business Association design workshop.
COMMUNITY BUILDING	RNA, Mult. County Library		Continue building relationship with Gregory Heights Branch of the Multnomah County library, including using the library bulletin board as the neighborhood news center. With improvements to display, include multilingual format.

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PLACES/FOCUS AREA	IMPLEMENTER	TIMEFRAME	ACTION
<p>II. Sandy from 77th to 82nd continued</p>			
COMMUNITY BUILDING	RNA/CNN		Develop liaison with key businesses. Help them secure funding for improvements that enhance pedestrian access and street presence.
	RNA		Encourage existing businesses to have more retail/storefront presence, rather than an auto strip presence.
POLICY CHANGES. TRANSPORTATION SYSTEM PLAN	PDOT/ODOT		Reclassify Sandy Boulevard as a “Main Street” through this area.
	PDOT		Update Bicycle Master Plan to show bicycle route to Parkrose TC, The Grotto, Rocky Butte Natural Area, Historic Shriners Hospital Site; implement improvements.
	PDOT		Update Pedestrian Master Plan to show pedestrian route to Parkrose TC, The Grotto, Rocky Butte Natural Area, Historic Shriners Hospital Site; implement improvements.
POLICY CHANGES. ZONING CODE & COMP PLAN	OPDR/BOP		Rezone

AcTiON CHaRT

PLACES/FOCUS AREA	IMPLEMENTER	TIMEFRAME	ACTION
<p>III. a Prescott & 72nd</p>			
<p>BUILDING IMPROVEMENTS: ZONING CHANGES</p>	<p>OPDR/BOP</p>	<p>1 yr 2 yr 5 yr > 5</p>	<p>Organize and conduct a Roseway Vision Committee design workshop. Explore zoning issues and possible barriers to mixed use and storefront retail development.</p>
<p>STREETSCAPE IMPROVMENTS</p>	<p>RNA/Roseway Bus. Assoc.</p>	<p>1 yr 2 yr 5 yr > 5</p>	<p>Select, design and prioritize Streetscape improvements improvements.</p>
<p>POLICY CHANGES. TRANSPORTATION SYSTEM PLAN</p>	<p>PDOT</p>	<p>1 yr 2 yr 5 yr > 5</p>	<p>Update Bicycle Master Plan to show junction of several bicycle routes.</p>
	<p>PDOT</p>	<p>1 yr 2 yr 5 yr > 5</p>	<p>Update Pedestrian Master Plan to show junction of several pedestrian routes.</p>
	<p>PDOT</p>	<p>1 yr 2 yr 5 yr > 5</p>	<p>Investigate Prescott for additional BMP, Pedestrian Plan updates. Implement improvements.</p>
<p>AGENCY COORDINATION</p>	<p>PDOT/Parks</p>	<p>1 yr 2 yr 5 yr > 5</p>	<p>Participate in implementation of Park Blocks improvements/maintenance.</p>
<p>POLICY CHANGES. ZONING CODE & COMP PLAN</p>	<p>OPDR/BOP</p>	<p>1 yr 2 yr 5 yr > 5</p>	<p>Rezone</p>

AcTiON CHaRT

PLACES/FOCUS AREA	IMPLEMENTER	TIMEFRAME	ACTION
<p>III. b Fremont & 62nd</p>			
<p>BUILDING IMPROVEMENTS; ZONING CHANGES</p>	<p>OPDR/BOP</p>		<p>Organize and conduct a Roseway Vision Committee design workshop. Explore zoning issues and possible barriers to mixed use and storefront retail development.</p>
<p>STREETSCAPE IMPROVEMENTS</p>	<p>RNA</p>		<p>Select, design and prioritize Streetscape improvements.</p>
<p>POLICY CHANGES. TRANSPORTATION SYSTEM PLAN</p>	<p>PDOT</p>		<p>Update Bicycle Master Plan to show as a bicycle route. Implement improvements.</p>
<p>POLICY CHANGES. ZONING CODE & COMP PLAN</p>	<p>PDOT</p>		<p>Update Pedestrian Master Plan to show as a pedestrian route. Implement improvements.</p>
<p>POLICY CHANGES. ZONING CODE & COMP PLAN</p>	<p>OPDR/BOP</p>		<p>Rezone</p>

AcTiON CHaRT

PLACES/FOCUS AREA	IMPLEMENTER	TIMEFRAME	ACTION
IV. Siskiyou & 82nd			
BUILDING IMPROVEMENTS: ZONING CHANGES	OPDR/BOP		Organize and conduct Roseway Vision Committee design workshop. Explore zoning issues and other possible barriers to desired development.
STREETSCAPE IMPROVEMENTS	RNA		Select, design and prioritize Streetscape improvements.
POLICY CHANGES. TRANSPORTATION SYSTEM PLAN	PDOT		Update Bicycle Master Plan to show bicycle routes to Schools, Park, Rocky Butte, Sacramento, Tillamook Bikeway, Parkrose Golf course, 40 Mile Loop Trail, Parkrose TC. Implement improvements.
	PDOT		Update Pedestrian Master Plan to show pedestrian routes to Schools, Park, Rocky Butte, Sacramento, Tillamook, Bikeway, Parkrose Golf course. Implement improvements.
	PDOT		Reclassify 82nd as a "Neighborhood Corridor".
AGENCY COORDINATION	PDOT		Implement pedestrian improvements.
POLICY CHANGES. ZONING CODE & COMP PLAN	OPDR/BOP		Rezone

AcTiON CHaRT



CHAPTER FOUR

The first successful airplane flight in Oregon launched from the Rose City Race Track, now the site of the Rose City Golf Course, in 1910.

Roseway Neighborhood Association

WHAT HAPPENS NOW?

The Roseway Vision Plan is intended to serve as a record, a reference, and a starting point for implementation. It is a living document, one that can be changed and adapted over time as the neighborhood moves forward with implementation.

With the completion of the Vision Plan document, preliminary planning for the future of Roseway Neighborhood is complete. Neighbors have come together to identify the future they envision for Roseway, and the plan documents the process and the vision itself.

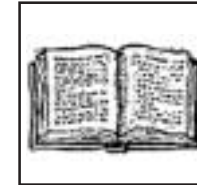
The initial goal of bringing the community together in an effort to impact the future has been met, with great success. The community planning meetings attracted new participants to take on neighborhood leadership roles. These new participants have continued to attend the monthly neighborhood Board meetings and are now involved in neighborhood activities.

This added benefit of the vision project has resulted in increased energy in the neighborhood. Now that people see that their neighbors have similar goals, and that people are "on the same page" about their dreams for the future, the neighborhood association has been energized. RNA has always had a strong base of supporters and participants, but this project has recharged many of the long-term volunteers and brought new people and new ideas into the organization.

Now that preliminary planning is complete, it is time to move into implementation of the vision. The Action Chart outlines a general path for implementation, and there are both small and big steps to be accomplished. RNA volunteers have already begun work on some of these action items. The neighborhood bulletin board and information center at Gregory Heights Library is one action that is currently underway, with a committee working on design, funding, and fabrication. As another example, during the vision plan process, RNA contributed comments to the Portland Parks 2020 planning effort, based on the vision emerging through the community workshops. These comments were incorporated into the Parks 2020 Plan, resulting in coordination between this city planning effort and Roseway's Vision Plan.

A key to the success of this plan will be the neighborhood's efforts to tie the Roseway vision into ongoing and future city and regional efforts, leveraging the plan by tying into these efforts. RNA will continue to work with the city and agencies to identify common ground and similar goals. RNA will also continue to build consensus within the neighborhood as the implementation of the vision gets underway.

Finally, because it is intended to be a living document, the Vision Plan will require ongoing stewardship from Roseway Neighborhood Association, residents, and business owners to ensure its successful implementation.



Appendix One

APPENDIX A. PROCESS

Workshop One. Maps and Icons

Workshop Two. Vision Charts

In 1921, A.H. "Jay" Gould played his first round of golf ever. After returning home, he decided to look for a good place to hit golf balls and came upon The Rose City Speedway. Jay and (a friend) used shovels and hoes to carve out a 9-hole course on the speedway infield. After a few weeks the Rose City Golf Association was founded... donations from businesses and individuals solidified the construction.

On January 31, 1923 the first greens fee ticket was sold to Jay Gould and in the spring over 800 played in one day.

Oregongolf.com

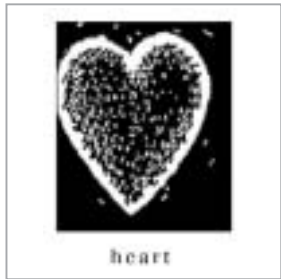
WORKSHOP ONE

ICONS

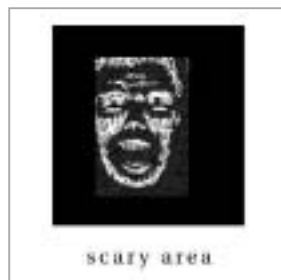
The format for the first workshop included a presentation and an interactive session. A presentation at the beginning of the workshop provided an introduction to neighborhood planning principles and an overview of the project work plan. The participants then broke out into three groups facilitated by Vision Committee volunteers. Materials for the small group sessions were prepared by Urbsworks so that each group The first portion of the small group session was a brainstorming exercise, with members discussing each of the identified issues, then identifying any additional issues that might not have been mentioned. All ideas and comments were written down on a chartpak pad for each group. Each group was also given a map of the neighborhood. These maps could be drawn on during the discussion sessions. Then, after the brainstorming session, each participant was given a set of icons to place on the map to provide site-specific references for each of the issues.

The week prior to the workshop, Marcy McInelly worked with the Vision Committee to identify a series of cartoons, or icons—simple images that represented different issues, problems or positive attributes of Roseway.

After the first workshop, the Vision Committee met with Urbsworks to review the workshop results. Based on the results of the small group brainstorming and mapping session, a hierarchy of focus areas was identified. Maps are shown on the following pages.



PEDESTRIAN BARRIER such as a busy street
COFFEE SHOP walk-to neighborhood gathering spot
GATEWAY site for a Roseway entry marker
HEART and soul—Roseway’s center; site for Roseway celebrations, Site for a Roseway Community Center
HIDDEN TREASURE waiting to be discovered and shown off
SITE FOR NEIGHBORHOOD-SCALE, NEIGHBORHOOD-SERVING BUSINESS
NO NUDIE BIZ areas that are dominated by strip clubs
ORIENTATING DEVICE existing or possible site for understanding regional connections
SITE OF UNIQUE ROSEWAY IDENTITY or where Roseway identity might be promoted
SCARY AREA a scary, unsafe place
SPRUCE UP site that needs cleaning up
A STORY THAT NEEDS TO BE TOLD site of historic and/or cultural significance
STREET CROSSING difficult street to cross
TRAFFIC CALMING site that needs traffic calming
FANTASTIC VIEWS



GOT AND IDEA wild card/participant’s choice

GATEWAY:

72nd & Prescott. 82nd & Sandy, 65th & Sandy, 57th & Sandy (Gateway to Upper Sandy), lower Sacramento, 67th & Sandy (gateway to core commercial), 74th & Sandy. Stick to perimeter so not to abandon people. Archway, rose bushes.

BARRIERS:

Every east-west street without sidewalk. Subsidized cost for sidewalks – compromise. 72nd & Sandy crosswalk. Bus stops without lights & crosswalks on Sandy. Library needs crosswalk w/light on Sandy. 57th north of Sandy. Prescott & Culley.

COFFEE SHOP/NEIGHBORHOOD SPOT:

Something needed near movie theatre. Fremont east of 72nd. Park Blocks, parks, 72nd & Prescott, 72nd & Fremont, Library. Sports, community pub, Harley shop.

HIDDEN TREASURE:

Park Blocks, 70th south of Sandy, Roseway Theater, Fairley's Pharmacy, Library, trees-and add more, Heritage tree @ lower Fremont, unimproved streets almost like trails(the totally car-free ones 77th-78th), schools, Rocky Butte, Parks, Shriners.

TRAFFIC CALMING:

ALL of Prescott!-use rounds to slow cars. Left turn light at 82nd & Prescott. 57th & Sandy-left turn signals needed. 72nd & Sandy-signage to show how to make left turn.

ORIENTATION:

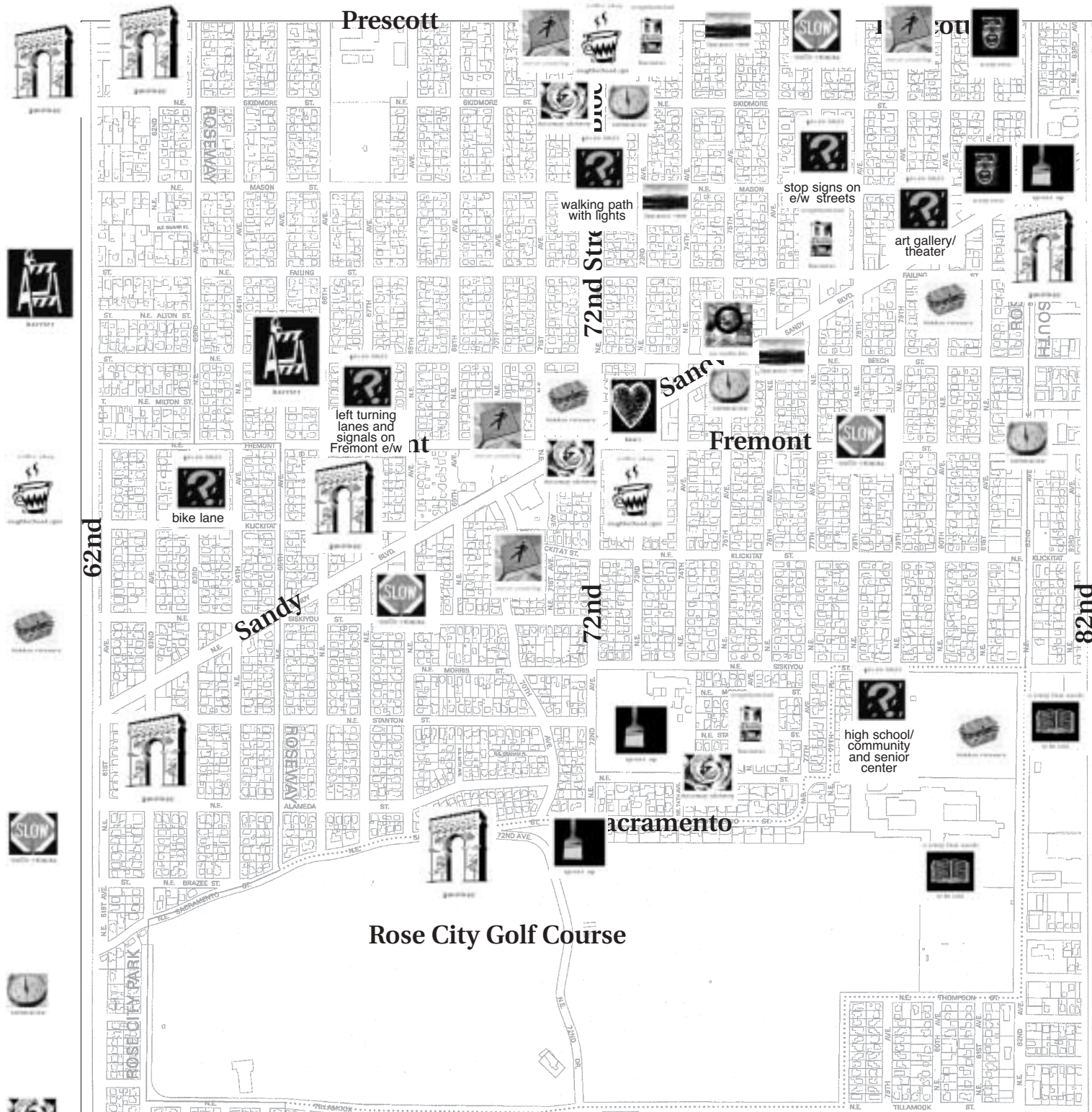
Bus line signs, signs to airport, neighborhood pointers, 72nd & Sandy-pointer w/distance to variety of spots.

ROSEWAY IDENTITY:

Plant roses, retain old-town feel, Asian businesses, sign toppers-currently on wrong blade, see gateway notes.

PEDESTRIAN CROSSING:

Needed at every bus stop. Markings on street. Prescott needs some. 57th & 60th. Fremont by Safeway.



HEART:

72nd & Sandy – core. 67th to 74th on Sandy. Harley shop. Glen Haven Park on Siskiyou.



SPRUCE-UP:

Gregory Heights M.S. grounds, Harvey Scott School, bus stops, Sandy businesses, Safeway trash-maintenance of nearby areas, 82nd! Sandy-make it a true boulevard with island. South side of Sacramento overlooking golf course. 66th & Sandy (Green House) – exterior dumpsters. Marshy area across 82nd from high school.



A STORY TO BE TOLD:

Shriners, library, Rocky Butte, Fairley's, Sandy Jug, Roseway Theater, Fire Station, Most of Sandy.



FANTASTIC VIEWS:

Southside of Sacramento overlooking golf course-Mt. Hood. Park Blocks, Wellington Park-Mt. St. Helens, city view at 57th & Sandy, 78th & upper Sandy looking east, Fremont looking at Rocky Butte.



NO "NUDIE BIZ":

Exterior dumpsters a side problem.



SCARY AREA:

82nd & Sandy, 82nd & Prescott, Upper Prescott, between Roseway Theater and Wild Orchid on Sandy (74th-75th).



NEIGHBORHOOD BUSINESS:

Pet oriented – vet, dog washing. Farmers market, Senior Center (no bingo) transform Jug – ice cream, coffee. Gym/community-center/pool, children's store – clothing, toys, books. Bookstore w/coffee. Breakfast place/bakery. Brew pub-billiards, darts, live music. Performance center.



WILD CARD:

Bike lane east-west hooking up with Tillamook Lane north of Sandy. Trees on Sandy – in sections in conjunction with crosswalks on upper and lower away from commercial hub, art gallery. Blocking off 66th & Sandy (south) creating one piece of property.



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Roseway
Neighborhood Vision

ROSEWAY DISTRICT VISION PLAN
RESULTS OF NEIGHBORHOOD WORKSHOP, SATURDAY, NOVEMBER 18, 2000
GROUP ONE



Sheet Number:

1

GATEWAY:

62nd, distinguish from Rose City, 57th? Not 62nd, 82nd.

BARRIERS:

Hard to cross street, pedestrian walkways, Sandy Boulevard, Physical barriers – Skidmore vacant lot, accessible? Private property?

COFFEE SHOP/NEIGHBORHOOD SPOT: Need place near Safeway., quiet place, neighborhood center to gather, activities, rent for functions, small, near theater, maybe coffee shop

HIDDEN TREASURE:

Alameda ridge slope to golf course – needs upkeep – would be treasure. Golf course – running trail would be nice. Park behind Gregory Heights MS. Sandy Boulevard is treasure that needs polishing. Wellington Park, Glenhaven Park.

TRAFFIC CALMING:

72nd dangerous, 5 corner area, 57th & Sandy light timing-Alameda, 65th & Sandy need light?, Cully/Prescott, 77th/Sandy, Sandy-rush hour, not many lights.

ORIENTATION:

Commemorative, not big need right now. Park Blocks? Directory, Boundaries.

ROSEWAY IDENTITY:

Name Roseway – what significance? Roses? Way?. Flag banners, historic signs (Hawthorne), flower baskets, Asian businesses? First thing people see when coming from airport. Bad image – nothing inviting until 57th.

PEDESTRIAN CROSSING:

Sandy not pedestrian friendly – Broadway easier to cross. Center strip would be nice, get stranded on Sandy/Fremont.

HEART:

Lots of potential for thriving town center. Affordability, residential feel, type of homes – good upkeep, future "Hawthorne". What is heart: 57th & 72nd, old bldgs, library, energy, flatiron blocks, golf course, walking district to theater, donut shop, Park Blocks, Fairley's-hidden treasure-spend at evening.



SPRUCE-UP:

Sandy and auxil. Streets, businesses. How do we get them to improve? Upgrade Tri-Met bus stops. Trees and flowers at Safeway are nice. Trees on Sandy. PDC storefront improvement grants (Hollywood). 66th & Sandy – Armadillo Arms.

A STORY TO BE TOLD:

Golf course/race track, 63rd/Alameda – old jockey club. Old marking columns? Sandy/streetcar line cottages. Mailing to residents – gather historical info. Have at library. Historical markers.

FANTASTIC VIEWS:

Fantastic view from Wellington Park. Sacramento/ridge, view west from Sandy/57th. View of gorge from Sandy.

NO "NUDIE BIZ":

No nudie bars near "heart" of Roseway Fremont/Sandy node. Need better lighting – make more obvious/policing. Jug was "nice" place. How much of a problem are they? Problems around these businesses – complaints of needles, prostitution nearby. Picketing – vehicle for demonstrating opposition. Will inhibit development of a node. Who owns? Leased or owned? Want them out.

SCARY AREA:

82nd/Sandy, 82nd between Sandy & Prescott – TriMet bus stop – 7-11 store. HIGH VICE AREA. Need for better community policing. Adult businesses in evening..

NEIGHBORHOOD BUSINESS:

Dog wash. Hardware store – neighborhood size/type. "Beaumont" Upscale – Starbucks coffee shop – later open for after movie. Evening gathering place. "Common Grounds" Variety of restaurants – pizza, brewpub, bakery, Zupans, bookstore. center.

WILD CARD:

Vvacant/unused areas. Special neighborhood event, park blocks – community garden, promoting existing businesses, reach out to Asian business community. Design overlay – appearance codes. Designated historic area – Jug, Roseway Theater, Fairleys – landmark status. neighborhood event, park blocks –



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Roseway	
Neighborhood	30
Vision	

Sheet Title:

Date:



Sheet Number:

2

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ROSEWAY DISTRICT VISION PLAN

RESULTS OF NEIGHBORHOOD WORKSHOP, SATURDAY, NOVEMBER 18, 2000

GROUP TWO

GATEWAY:

A structure, "Rose City" creep, related to identity, gateway and heart related. Remember Fremont! Sign/banner – similar at entry points. "Arrival", more consistent sign toppers, Roseway arbor or trellis, trees, "Gateway to Rose City"

BARRIERS:

Safeway parking lot. Sandy itself. Curb cuts along Safeway parking lot. 72nd/Sandy/Fremont barrier (not an intersection) – bad in car, worse on foot. Related to business failure!!! Or businesses not coming here. Barriers to businesses – "nudie" shops, empty lots. Language Barrier: people new to the U.S. in Roseway. They don't know neighbors, community support is far away not next door, don't feel connected to police, city, etc. Culture barrier. "Neighborhood Without Boundaries Program"

COFFEE SHOP/NEIGHBORHOOD SPOT: Not lots of lunch-dinner spots. Maybe theater could be part of this. Annie's Donuts? "Sidewalk Café" Beautification. Maybe a group of businesses and open spaces – cafes. Thrift shop – vintage clothes/boutique.

HIDDEN TREASURE:

Cultural diversity (like San Francisco, Seattle), "Little Saigon". "Communities Beyond Boundaries – could go into Blockwatch??. Park Blocks, Rocky Butte, Annie's Donuts!, Gregory Heights branch library, vacant lots on Sandy, Lotus Motors "Harley shop", Roseway Theater, Fairley's Soda Shop, Sandy Jug (the building). Historic storefront buildings. Sandy/Fremont transit (12 & 33). Residential areas, residential architecture, residential revival. Easy to region and downtown, close to airport, proximity to regional bike trails (existing and planned). The Grotto.

TRAFFIC CALMING:

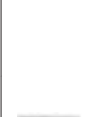
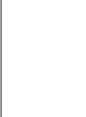
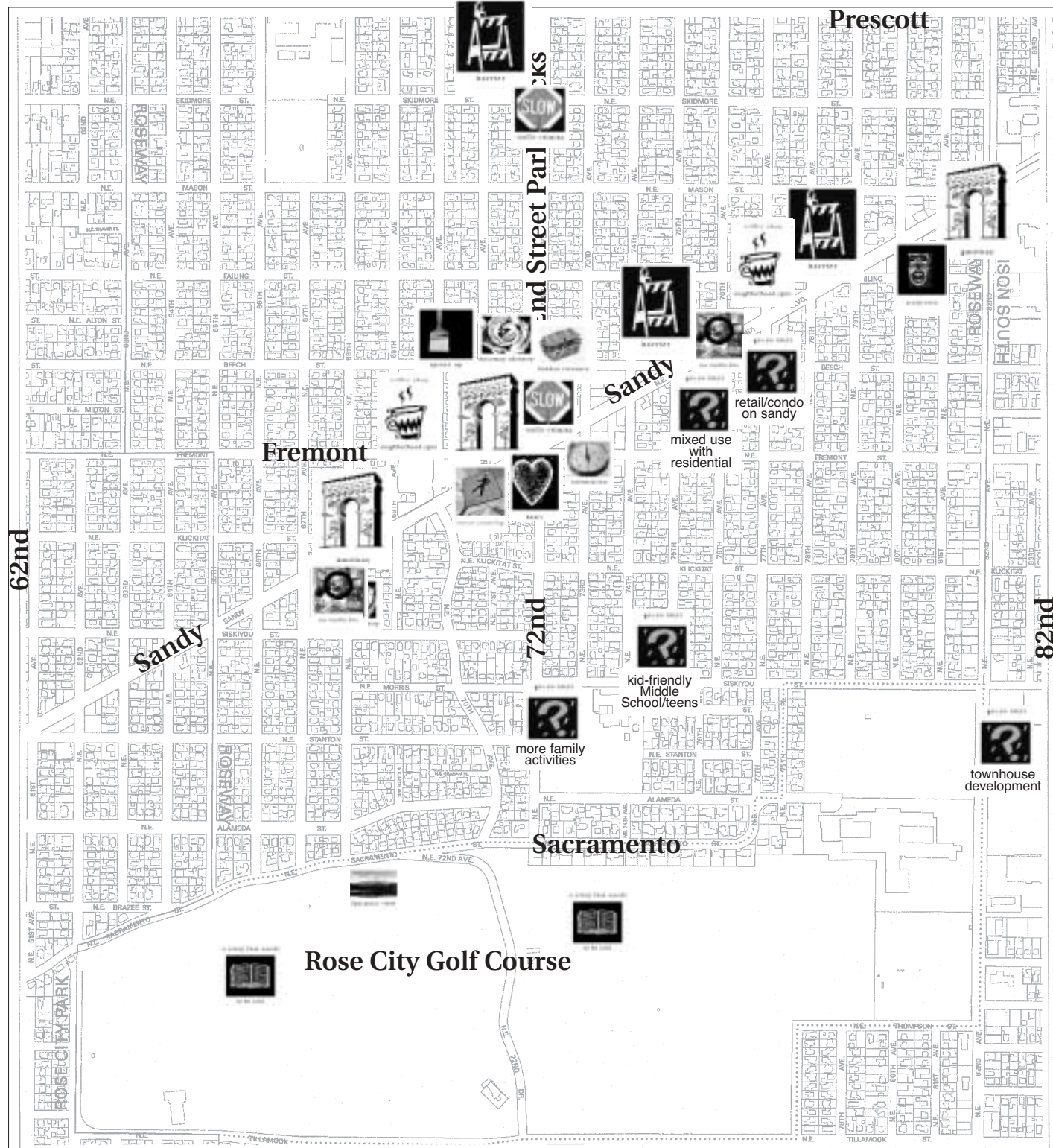
Sandy! – neck down crossings, longer crossing lights. Ask for more police presence and traffic enforcement. Midblock crossing into Safeway needs improvement. Sandy/72nd/Fremont intersection. Safeway parking lot. 72nd to Sandy. More trees on commercial streets, street furniture, planted median on Sandy. 68th – 77th before crossings.

ORIENTATION:

Related to views. 72nd & Sandy intersection. Sign toppers. Diversity.

ROSEWAY IDENTITY:

Cultural diversity – "Little Saigon". Old time neighborhood, 72nd/Sandy/Fremont intersection,



donut shop, Fairley's Theater. "Roses" – antiques, too. Parks and open spaces. Continuum: small town center to naturalistic open space. Historic architecture – commercial and residential. "Gateway Neighborhood", proximity to airport, Welcome to Portland, last gas before airport.

PEDESTRIAN CROSSING: See Traffic Calming above.

HEART:

Where is it. Businesses, "hub of activity" Could be about gathering, not just retail. "Slow down" – chance to see what is going on. About going somewhere, not getting through somewhere. Helps pedestrians.

SPRUCE-UP:

PAINT!!! Shriners Hospital, Sandy in general, Sandy Jug, World "IDE" Supply, Fairley's, all storefronts next to Theater. 82nd. Tirestore – keep business! But make it look better & unique. (is there a way to encourage this?). Cameo to Gateway from east. All historic buildings, bus stops, trash cans: Fremont & Sandy. Trash at Safeway. Prescott to around 72nd (lots of abandoned cars).

A STORY TO BE TOLD:

Historic buildings, Rose City golf course. Helps to root the neighborhood. Opportunity to display in key businesses – connection to past. Shriners Hospital (also a gateway feature). Rose City Village.

FANTASTIC VIEWS: Rocky Butte, airport tower, Mt Hood, Mt. St. Helens, downtown, the park and Mt Tabor beyond, Vancouver, Hills and mountains in Washington. Potential for "view walk". Nice architecture – historic buildings.

NO "NUDIE BIZ": Nothing listed.

SCARY AREA:

Jug and "Wild Orchid". Sandy between 74th and 76th. 82nd between Fremont and Sandy. Sandy, Fremont- need spruce up, not pedestrian.

NEIGHBORHOOD BUSINESS:

Need business association. Related to spruce up. Connect all businesses – connection to Asian business association (which is strong!). Focus on appearance, beautification!! Brew pub. Buy local/buy Roseway. Pedestrian oriented (like Hawthorne, Broadway, Beaumont). Antique shops. "Daytrip to Roseway", "Roseway Travel Package"

WILD CARD:

SCHOOLS: all ages, more than one choice. Walkable to schools, shared open space, need to support schools, lots of student turnover at Madison – related to "starter homes". Want people to stay! Schools are "natural community", can be a resource. Need kid things, family things.



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Roseway
Neighborhood Vision

Sheet Title:

Date:



Sheet Number:

ROSEWAY DISTRICT VISION PLAN
RESULTS OF NEIGHBORHOOD WORKSHOP, SATURDAY, NOVEMBER 18, 2000
GROUP THREE

**GATEWAY:**

72nd & Prescott. 82nd & Sandy, 65th & Sandy, 57th & Sandy (Gateway to Upper Sandy), lower Sacramento, 67th & Sandy (gateway to core commercial), 74th & Sandy. Stick to perimeter so not to abandon people. Archway, rose bushes.

**BARRIERS:**

Every east-west street without sidewalk. Subsidized cost for sidewalks – compromise. 72nd & Sandy crosswalk. Bus stops without lights & crosswalks on Sandy. Library needs crosswalk w/light on Sandy. 57th north of Sandy. Prescott & Culley.



COFFEE SHOP/NEIGHBORHOOD SPOT: Something needed near movie theatre. Fremont east of 72nd. Park Blocks, parks, 72nd & Prescott, 72nd & Fremont, Library. Sports, community pub, Harley shop.

**HIDDEN TREASURE:**

Park Blocks, 70th south of Sandy, Roseway Theater, Fairley's Pharmacy, Library, trees-and add more, Heritage tree @ lower Fremont, unimproved streets almost like trails(the totally car-free ones 77th-78th), schools, Rocky Butte, Parks, Shriners.

**TRAFFIC CALMING:**

ALL of Prescott!-use rounds to slow cars. Left turn light at 82nd & Prescott. 57th & Sandy-left turn signals needed. 72nd & Sandy-signage to show how to make left turn.

**ORIENTATION:**

Bus line signs, signs to airport, neighborhood pointers, 72nd & Sandy-pointer w/distance to variety of spots.

**ROSEWAY IDENTITY:**

Plant roses, retain old-town feel, Asian businesses, sign toppers-currently on wrong blade, see gateway notes.

**PEDESTRIAN CROSSING:**

Needed at every bus stop. Markings on street. Prescott needs some. 57th & 60th. Fremont by Safeway.

**HEART:**

72nd & Sandy – core. 67th to 74th on Sandy. Harley shop. Glen Haven Park on Siskiyou.

**SPRUCE-UP:**

Gregory Heights M.S. grounds, Harvey Scott School, bus stops, Sandy businesses, Safeway trash-maintenance of nearby areas, 82nd! Sandy-make it a true boulevard with island. South side of Sacramento overlooking golf course. 66th & Sandy (Green House) – exterior dumpsters. Marshy area across 82nd from high school.

**A STORY TO BE TOLD:**

Shriners, library, Rocky Butte, Fairley's, Sandy Jug, Roseway Theater, Fire Station, Most of Sandy.

**GATEWAY:**

62nd, distinguish from Rose City, 57th? Not 62nd, 82nd.

BARRIERS:

Hard to cross street, pedestrian walkways, Sandy Boulevard, Physical barriers – Skidmore vacant lot, accessible? Private property?

COFFEE SHOP/NEIGHBORHOOD SPOT: Need place near Safeway., quiet place, neighborhood center to gather, activities, rent for functions, small, near theater, maybe coffee shop

HIDDEN TREASURE:

Alameda ridge slope to golf course – needs upkeep – would be treasure. Golf course – running trail would be nice. Park behind Gregory Heights MS. Sandy Boulevard is treasure that needs polishing. Wellington Park, Glenhaven Park.

TRAFFIC CALMING:

72nd dangerous, 5 corner area, 57th & Sandy light timing-Alameda, 65th & Sandy need light?, Cully/Prescott, 77th/Sandy, Sandy-rush hour, not many lights.

ORIENTATION:

Commemorative, not big need right now. Park Blocks? Directory, Boundaries.

ROSEWAY IDENTITY:

Name Roseway – what significance? Roses? Way?. Flag banners, historic signs (Hawthorne), flower baskets, Asian businesses? First thing people see when coming from airport. Bad image – nothing inviting until 57th.

PEDESTRIAN CROSSING:

Sandy not pedestrian friendly – Broadway easier to cross. Center strip would be nice, get stranded on Sandy/Fremont.

HEART:

Lots of potential for thriving town center. Affordability, residential feel, type of homes – good upkeep, future "Hawthorne". What is heart: 57th & 72nd, old bldgs, library, energy, flatiron blocks, golf course, walking district to theater, donut shop, Park Blocks, Fairley's-hidden treasure-spend at evening.

SPRUCE-UP:

Sandy and auxil. Streets, businesses. How do we get them to improve? Upgrade Tri-Met bus stops. Trees and flowers at Safeway are nice. Trees on Sandy. PDC storefront improvement grants (Hollywood). 66th & Sandy – Armadillo Arms.

A STORY TO BE TOLD:

Golf course/race track, 63rd/Alameda – old jockey club. Old marking columns? Sandy/streetcar line cottages. Mailing to residents – gather historical info. Have at library. Historical markers.

FANTASTIC VIEWS:

Fantastic view from Wellington Park. Sacramento/ridge, view west from

GATEWAY:

A structure, "Rose City" creep, related to identity, gateway and heart related. Remember Fremont! Sign/banner – similar at entry points. "Arrival", more consistent sign toppers, Roseway arbor or trellis, trees, "Gateway to Rose City"

BARRIERS:

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Roseway

Neighborhood 3 2

Vision

Sheet Title:

Date:



Sheet Number:

4

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>1. Sandy from 68th to 77th</p>	<p>What is our vision for the future of this area?</p> <p>It is the center of the community.</p> <p>A place where people from the neighborhood gather.</p> <p>A place where seniors can gather.</p> <p>A place where people from outside the neighborhood come to visit, shop and stroll.</p> <p>A place that draws people from around the region because of its high quality entertainment venues, restaurants and shopping.</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p> <p>The large number of people who come from the neighborhood, and from the region, to experience the center of Roseway.</p> <p>The large number of pedestrians using the sidewalks, sitting at sidewalk cafes, window shopping.</p> <p>The diversity of people who both visit Roseway, and who run businesses here. Diversity of ethnic groups and age groups.</p> <p>The number and diversity of entertainment venues. Sidewalks will feel safer because they are wider, and the walking zone will be buffered from traffic by parked cars at the curb and street trees.</p>	<p>What barriers will we have to overcome to achieve our vision?</p> <p>Existing CG zoning and other auto oriented City land use and transportation policies.</p> <p>Parking. Not enough for businesses, yet too much parking to foster pedestrian friendly environment.</p> <p>Cultural diversity may be a general barrier, as it may prevent participation in the process.</p>	

ViSION CHaRT

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>1. Sandy from 68th to 77th, continued</p>	<p>What is our vision for the future of this area?</p> <p>A place known for its cultural diversity; its ethnic restaurants and grocery stores, and the cultural diversity of its residents.</p> <p>A street that is comfortable and inviting to pedestrians, while at the same time serves regional traffic, similar to NE Broadway.</p> <p>The street design accommodates bike lanes.</p> <p>Traffic to and through the area moves smoothly, but not necessarily faster.</p> <p>There is better, safer and more predictable driver/pedestrian/bike interaction.</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p> <p>Streetscape changes will dramatically improve pedestrians' experience of Roseway central business district. Pedestrians will no longer experience fear using the Right of Way. They will be able to cross Sandy Boulevard more comfortably, at a slower pace and at more frequent intervals. At a minimum, pedestrians should be able to cross at designated crossings at 70th, 72nd and 67th.</p> <p>There will be frequent, inviting places to stop and sit, furnished with benches, trash receptacles and other street furniture.</p> <p>The number of historic plaques, monuments, and signs celebrating the history and story of Roseway.</p>	<p>What barriers will we have to overcome to achieve our vision?</p> <p>Lack of funds.</p> <p>Motorists speeding through the neighborhood.</p> <p>Apathy from business owners and residents.</p>	

VISION CHART

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>I. Sandy from 68th to 77th, continued</p>	<p>What is our vision for the future of this area?</p> <p>A memorable mainstreet with a unique character.</p> <p>Buildings in this area have residential uses above businesses.</p> <p>Buildings have a historic character; that is, existing historic buildings are treasured and preserved, while accommodating a variety of uses, and new buildings are compatible in design and scale with the older buildings</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p> <p>Historic buildings improved and restored. The number of building owners who pursue official historic designation for their buildings.</p> <p>The increased number of attractive, inviting storefronts. The number of improved storefronts and signage.</p> <p>The number of new buildings that are built up to the right of way, with parking at the back.</p> <p>Slower, smoother traffic.</p> <p>Traffic that stops at Roseway, rather than just traveling through.</p> <p>Conflict between pedestrians, bicyclists and drivers is minimized through improvements at the Safeway curbcut, bus stop, and Sandy crossing.</p>	<p>What barriers will we have to overcome to achieve our vision?</p> <p>Existing businesses and structures. For example, one story historic bldgs don't promote increased density.</p> <p>Existing negative businesses.</p> <p>Vacant parcels.</p> <p>Perceived difficulty of undertaking historic designation, property owner resistance, lack of understanding of benefits.</p>	

VISION CHART

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
1. Sandy from 68th to 77th, continued	What is our vision for the future of this area?	How will we measure our success in achieving the vision? What Performance Standards would we use?	What barriers will we have to overcome to achieve our vision?	

ViSION CH^aRT

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>11. Sandy from 77th to 82nd</p>	<p>What is our vision for the future of this area?</p> <p>It is the gateway to Roseway and to Portland, and the historic city limits.</p> <p>It accommodates more intense development, more people living, working and shopping.</p> <p>Specifically, we envision the Gregory Heights branch library as more inviting, more of a center of neighborhood activity, possibly providing a meeting center for the community.</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p> <p>Buildings are improved and restored.</p> <p>People choose to live on Sandy Boulevard, over retail and office space.</p> <p>Vacant or underutilized parcels are redeveloped.</p>	<p>What barriers will we have to overcome to achieve our vision?</p> <p>Existing zoning (CG) and City street classification for Sandy—policies that promote auto oriented development.</p> <p>Low intensity land uses.</p> <p>Undesirable businesses.</p>	

ViSION CH^aRT

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>11. Sandy from 77th to 82nd, continued</p>	<p>What is our vision for the future of this area?</p> <p>Specifically, we envision the Shriners Site (with or without the building).as a community center, a senior center, a social services center and/or aconference center with community rooms and recreation facilities.</p> <p>In addition, the Shriners site should accommodate more housing, and higher density housing.</p> <p>In addition, we envision the Shriners site playing a major role in the gateway function of this node.</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p> <p>There is a strong gateway to the City and Roseway at 82nd and Sandy.</p>	<p>What barriers will we have to overcome to achieve our vision?</p> <p>Plans for the Shriner’s site that may be incompatible with neighborhood vision</p>	

ViSION CH^aRT

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>III.1 & III.b. Prescott & 72nd and Fremont & 62nd</p>	<p>What is our vision for the future of this area?</p> <p>We envision this area as serving the neighborhood with a small grocery establishment, selling small daily use items.</p> <p>The commercial use is small scale, parking is limited, and the land use is compatible with the adjacent single family detached residential land uses.</p> <p>A place where people can live and work. Residents might live above the store or have an office above.</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p> <p>Storefronts are improved.</p> <p>A little hub of activity is developed at each of the nodes.</p> <p>Underutilized parcels are redeveloped.</p>	<p>What barriers will we have to overcome to achieve our vision?</p> <p>Existing zoning that may limit live/work and mixed use development.</p> <p>Jurisdiction of Park Blocks.</p> <p>Lack of resources for improvements.</p> <p>Lack of customer volume, enough to support a small neighborhood oriented commercial establishment.</p>	

ViSION CHaRT

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>III.1 & III.b. Prescott & 72nd and Fremont & 62nd, continued</p>	<p>What is our vision for the future of this area?</p> <p>A place where the story of the small grocery stores and gathering places that used to occupy these sites is told. These nodes have a history of mixed use establishments. New establishments should promote and tell the story of the people who used to make their livelihood here and serve the neighborhood.</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p>	<p>What barriers will we have to overcome to achieve our vision?</p>	

ViSION CHaRT

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>IV. Siskiyou & 82nd</p>	<p>What is our vision for the future of this area?</p> <p>We envision this area as a place that creates a sense of arrival at Roseway neighborhood and sets the tone for neighborhood character.</p> <p>A place that involves and recognizes the high school, with commercial facilities that attracts and serve kids.</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p> <p>Better look and feel at 82nd.</p> <p>Right of Way improvements and development will involve school.</p> <p>More trees, better lighting fixtures, pedestrian oriented improvements, including planted medians, curb cut consolidation, pedestrian crossings.</p> <p>Attractive development on all three corners facing the school.</p> <p>Businesses that attract and serve kids—record, pizza stores.</p>	<p>What barriers will we have to overcome to achieve our vision?</p> <p>Government jurisdiction over 82nd is through ODOT, rather than PDOT (Portland Department of Transportation).</p> <p>Businesses' signage and visibility concerns may cause initial resistance to street trees; street tree species will need to be selected with businesses' concerns in mind.</p> <p>Lack of funds for street and streetscape improvements.</p>	

ViSION CHaRT

NODE	VISION	PERFORMANCE	BARRIERS	SOLUTIONS/ACTIONS
<p>Outside of Nodes: Residential areas</p>	<p>What is our vision for the future of this area?</p> <p>Safe, accessible and attractive east-west cross streets with neighborhood character.</p> <p>Traffic in neighborhoods is slow, safe and multi-modal.</p>	<p>How will we measure our success in achieving the vision? What Performance Standards would we use?</p> <p>Streets are paved, with sidewalks and street trees.</p> <p>Pedestrians, bikes and autos share residential streets.</p> <p>Car speeds are reduced on residential streets.</p>	<p>What barriers will we have to overcome to achieve our vision?</p> <p>Funding.</p> <p>Continuing deterioration of unpaved streets.</p> <p>Right of Way may be too narrow for needed improvements.</p> <p>Lack of street trees.</p>	

ViSION CH^aRT

Appendix Two

APPENDIX B. POLICY DOCUMENTS & OTHER INFORMATION

Relevant City Policies

1990 Census Data

Focus Area One

APPLICABLE TRANSPORTATION POLICY

Principles for Pedestrian Design. Portland Pedestrian Design Guide, From Page 3

The following design principles represent a set of ideals which should be incorporated, to some degree, into every pedestrian improvement. They are ordered roughly in terms of relative importance.

1. The pedestrian environment should be safe. Sidewalks, pathways and crossings should be designed and built to be free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic and protruding architectural elements. The pedestrian network should be accessible to all. Sidewalks, pathways and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability.

The pedestrian network should connect to places people want to go. The pedestrian network should provide a continuous direct routes and convenient connections between destinations, including homes, schools, shopping areas, public services, recreational opportunities and transit.

The pedestrian environment should be easy to use. Sidewalks, pathways and crossings should be designed so people can easily find a direct route to a destination and delays are minimized.

The pedestrian environment should provide good places. Good design should enhance the look and feel of the pedestrian environment. The pedestrian environment includes open spaces such as plazas, courtyards, and squares, as well as the building facades that give shape to the space of the street. Amenities such as street furniture, banners, art, plantings and special paving, along with historical elements and cultural references, should promote a sense of place.

The pedestrian environment should be used for many things. The pedestrian environment should be a place where public activities are encouraged. Commercial activities such as dining, vending and advertising may be permitted when they do not interfere with safety and accessibility.

Pedestrian improvements should be economical. Pedestrian improvements should be designed to achieve the maximum benefit for their cost, including initial cost and maintenance cost as well as reduced reliance on more expensive modes of transportation. Where possible, improvements in the right-of-way should stimulate, reinforce and connect with adjacent private improvements.



STREET CLASSIFICATION: SANDY BOULEVARD

- Major City Traffic Street.
- Major City Transit Street.
- City Bikeway.
- City Walkway.
- Minor Truck Street.



STREET CLASSIFICATION: FREMONT

- Major City Traffic Street.
- Major City Transit Street.
- City Bikeway.
- City Walkway.
- Minor Truck Street.



STREET CLASSIFICATION: 72ND,

- City Bikeway.
- City Walkway.
- KLICKITAT/SISKIYOU**
- City Bikeway.

Focus Area One



ZONING: CG

General Commercial zone.

The General Commercial (CG) zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is expected to be generally auto-accommodating, except where the site is adjacent to a transit street. The zone’s development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.



ZONING: CN2

Neighborhood Commercial 2 zone.

The Neighborhood Commercial 2 (CN2) zone is intended for small commercial sites and areas in or near less dense or developing residential neighborhoods. The emphasis of the zone is on uses which will provide services for the nearby residential areas, and on other uses which are small scale and have little impact. Uses are limited in intensity to promote their local orientation and to limit adverse impacts on nearby residential areas. Development is expected to be predominantly auto accommodating, except where the site is adjacent to a transit street. The development standards reflect that the site will generally be surrounded by more spread out residential development.



ZONING: R1

Medium Density Multi-Dwelling Residential 1,000 zone.

The R1 zone is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses, and rowhouses. Generally, R1 zoning will be applied near neighborhood collector streets, and local streets adjacent to commercial areas, or major streets.



ZONING: R2.5

Attached Single Dwelling Residential 2,500 zone.

The R2.5 zone is intended for areas with complete public services and without development constraints. It allows a mixture of housing types having single dwelling character, including attached houses. Allowed densities for attached houses are higher than for detached housing.

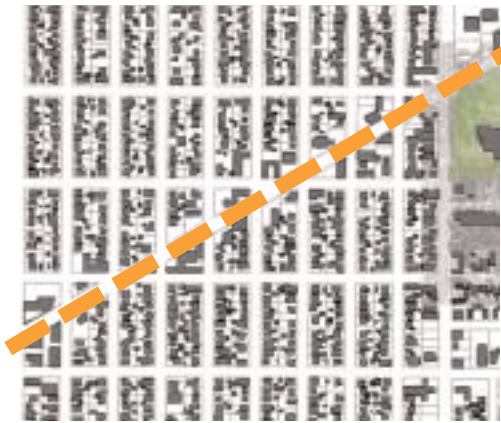


ZONING: R5

Single Dwelling Residential 5,000 zoning.

The R5 zone reflects Portland’s most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.

Focus Area Two



STREET CLASSIFICATION: SANDY BOULEVARD

- Major City Traffic Street.
- Major City Transit Street.
- City Bikeway.
- City Walkway.
- Minor Truck Street.



STREET CLASSIFICATION: 82ND AVENUE

- Major City Traffic Street.
- Major City Transit Street.
- City Walkway.
- Major Truck Street.



STREET CLASSIFICATION: FREMONT

- Neighborhood Collector.
- Major City Transit Street (west of 72nd).
- Minor City Transit Street (east of 72nd).
- City Walkway.
- Minor Truck Street (west of 72nd).



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ZONING: CM

Urban Commercial zone.

The Urban Commercial (CM) zone is intended for more developed parts of the city near relatively dense residential areas. A full range of retail, service and business uses are allowed in mixed-use projects. It is intended primarily for areas which are served by transit. Development should have a strong orientation to pedestrians. It is also intended to allow commercial development in some areas while maintaining housing opportunities. New development may be either 100 percent housing or mixed housing with some commercial.

APPLICABLE TRANSPORTATION POLICY

Principles for Pedestrian Design. Portland Pedestrian Design Guide, From Page C-4

C2.4 Pedestrian Delay at Unsignalized Crosswalks

Pedestrian delay occurs when a pedestrian must wait at the curb for an interval before it is safe to cross the street. At unsignalized crosswalks, pedestrian delay occurs when pedestrians feel they must wait for a safe gap in the traffic before crossing. Although pedestrians have the right-of-way, many people feel safer waiting for a gap than asserting their right to cross.

Average pedestrian waiting time should generally be no more than sixty seconds at an unsignalized crossing.

Ideally, safe gaps should occur frequently enough that pedestrians will not be tempted to cross in unsafe gaps. Pedestrian delay at unsignalized crosswalks can be reduced either by adjustments to signals at nearby intersections (to increase gaps through platooning of traffic) or by the addition of median refuge islands (see Table C-2, Crosswalk Toolbox).

Focus Area Two



ZONING: R1

Medium Density Multi-Dwelling Residential 1,000 zone.

The R1 zone is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses, and rowhouses. Generally, R1 zoning will be applied near neighborhood collector streets, and local streets adjacent to commercial areas, or major streets.



ZONING: R2

Low Density Multi-Dwelling Residential.

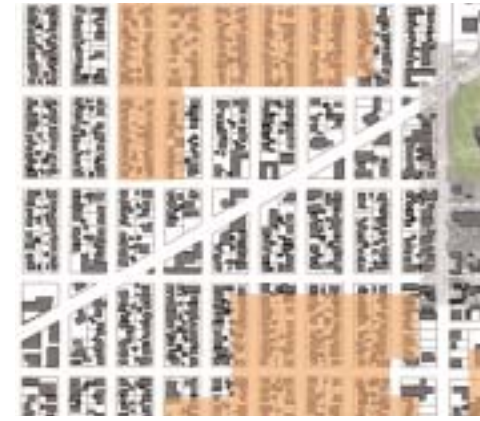
R2 zone. The R2 zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near neighborhood collector and district collector streets, and local streets adjacent to commercial areas or major streets.



ZONING: R2.5

Attached Single Dwelling Residential 2,500 zone.

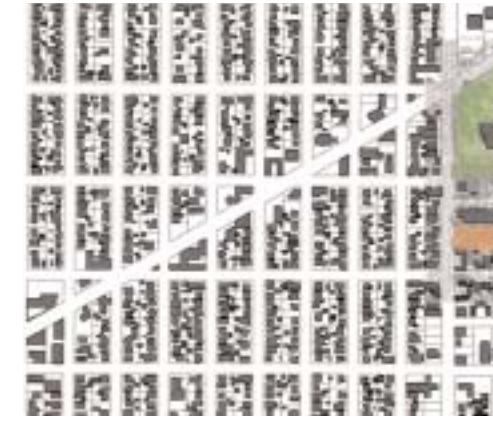
The R2.5 zone is intended for areas with complete public services and without development constraints. It allows a mixture of housing types having single dwelling character, including attached houses. Allowed densities for attached houses are higher than for detached housing.



ZONING: R5

Single Dwelling Residential 5,000 zoning.

The R5 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.



ZONING: R7

Single Dwelling Residential 7,000 zoning.

The R7 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.

Focus Area Three A



**STREET CLASSIFICATION:
PRESCOTT**

- Neighborhood Collector.
- Minor City Transit Street.
- City Bikeway.
- City Walkway.



**STREET CLASSIFICATION:
72ND**

- Minor City Transit Street (north of Prescott).
- City Bikeway.
- City Walkway.



ZONING: CN2
Neighborhood Commercial 2 zone.

The Neighborhood Commercial 2 (CN2) zone is intended for small commercial sites and areas in or near less dense or developing residential neighborhoods. The emphasis of the zone is on uses which will provide services for the nearby residential areas, and on other uses which are small scale and have little impact. Uses are limited in intensity to promote their local orientation and to limit adverse impacts on nearby residential areas. Development is expected to be predominantly auto accommodating, except where the site is adjacent to a transit street. The development standards reflect that the site will generally be surrounded by more spread out residential development.



ZONING: R2
Low Density Multi-Dwelling Residential.

R2 zone. The R2 zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near neighborhood collector and district collector streets, and local streets adjacent to commercial areas or major streets.



ZONING: R5
Single Dwelling Residential 5,000 zoning.

The R5 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.

Focus. Area Three B

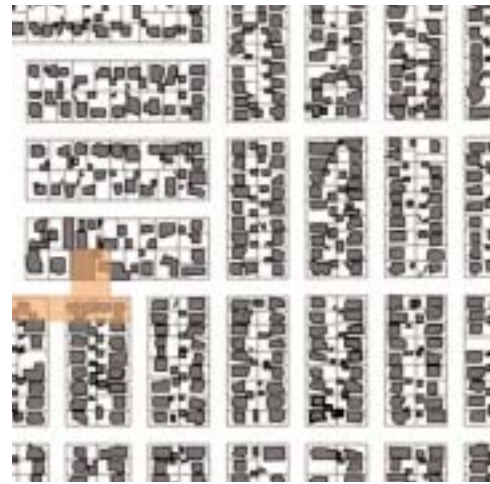


STREET CLASSIFICATION:
FREMONT

- Neighborhood Collector.
- Major City Transit Street.
- Minor Truck Street.

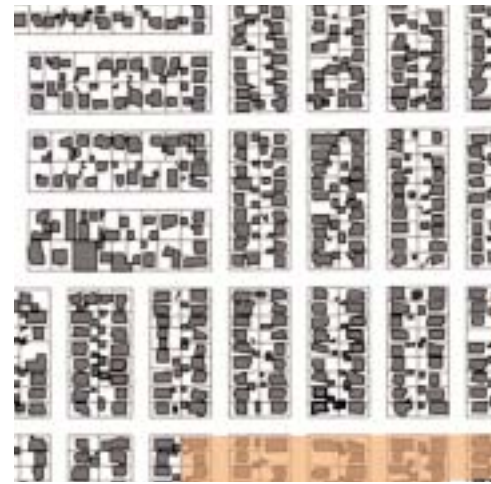
KLICKITAT

- City Bikeway.



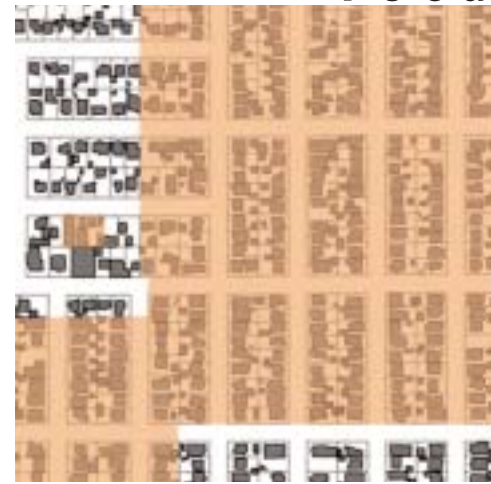
ZONING: R2
Low Density Multi-Dwelling Residential.

R2 zone. The R2 zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near neighborhood collector and district collector streets, and local streets adjacent to commercial areas or major streets.



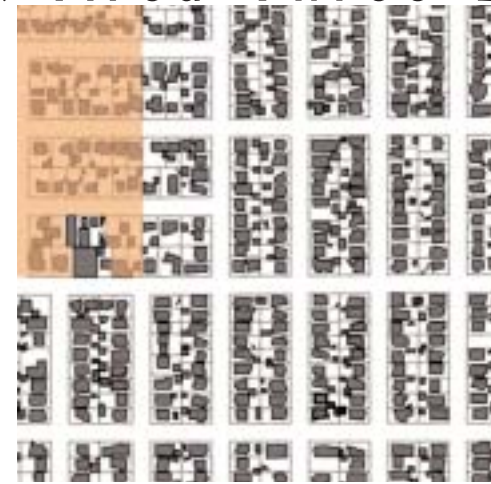
ZONING: R2.5
Attached Single Dwelling Residential 2,500 zone.

The R2.5 zone is intended for areas with complete public services and without development constraints. It allows a mixture of housing types having single dwelling character, including attached houses. Allowed densities for attached houses are higher than for detached housing.



ZONING: R5
Single Dwelling Residential 5,000 zoning.

The R5 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.



ZONING: R7
Single Dwelling Residential 7,000 zoning.

The R7 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.

Focus Area One



STREET CLASSIFICATION: 82ND AVENUE

Major City Traffic Street.

Major City Transit Street.

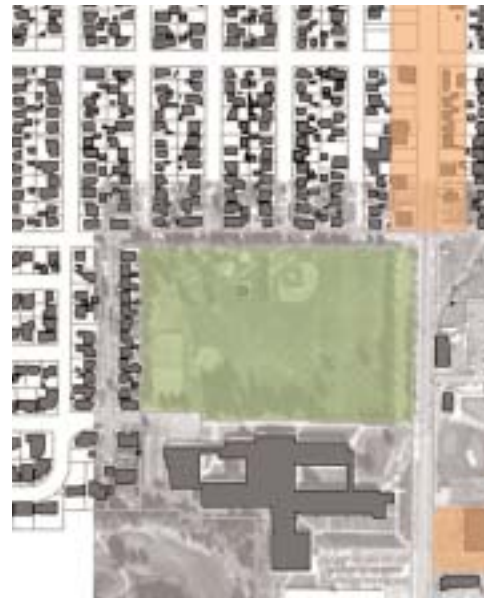
City Walkway.

Major Truck Street.

SISKIYOU/77TH/ SACRAMENTO

City Bikeway.

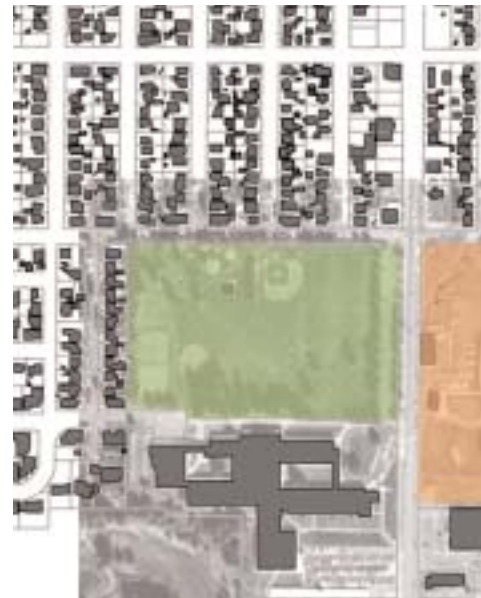
City Walkway.



ZONING: CG

General Commercial zone.

The General Commercial (CG) zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is expected to be generally auto-accommodating, except where the site is adjacent to a transit street. The zone's development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.



ZONING: EG2

General Employment 2 zone.

The General Employment zones implement the Mixed Employment map designation of the Comprehensive Plan. The zones allow a wide range of employment opportunities without potential conflicts from interspersed residential uses. Other commercial uses are allowed to support a wide range of services and employment opportunities. The development standards for each zone are intended to allow new development which is similar in character to existing development. The intent is to promote viable and attractive industrial/commercial areas. General Employment 2. EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street.



ZONING: R2

Low Density Multi-Dwelling Residential.

R2 zone. The R2 zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near neighborhood collector and district collector streets, and local streets adjacent to commercial areas or major streets.



ZONING: R5

Single Dwelling Residential 5,000 zoning.

The R5 zone reflects Portland's most common pattern of single dwelling development. It is intended for areas with good public services and few constraints.

City of Portland
Office of Neighborhood Associations

Neighborhood Social Profiles
(1990 Census)

Roseway

* Area (in Acres) 519
* Population:6,250
* Population Density (people per acre) 12.03
* Families: 1,696
* Households: 2,597

Population by Race

* White89%
* Black 1%
* American Indian, Eskimo & Aleut 2%
* Asian & Pacific Islander 8%
* Other Race 1%
* Hispanic Origin 5%

Population By Age:

* Less Than 5 Years 6%
* 5-17 Years 17%
* 18-34 Years25%
* 35-64 Years34%
* 65 Years And Over 16%

Number Of People Per Household 2.41

Household Type (Presence and Age of Children)

* Married couple with own Children under 18 23%
* Married couple with no own children under 18 26%
* Male Householder with no spouse with own Children under 18 1%
* Male Householder with no own children under 18 3%
* Female Household with no spouseWith own Children under 18 8%
* Female Household with no spouseNo own children under 18 5%
* Nonfamily Households35%

Population Place Of Birth:

* Born In State Of Residence 55%
* Born In Other State In U.S.
* Northeast 2%
* Midwest 12%
* South3%

* West 18%
* Outside United States/USA Citizen 0%
* Foreign Born 10%

People In Same House In 1985 46%

Transportation to Work for Workers 16+

* Drove Alone 71%
* Carpooled 17%
* Public Transportation 7%
* Motorcycle 1%
* Bicycle 0%
* Walked 2%
* Other Means 0%
* Worked At Home 2%

Educational Attainment Age 25+:

* Less Than 9th Grade 4%
* 9th To 12th Grade, No Diploma 12%
* High School Graduate/equivalency 32%
* Some College, No Degree 26%
* Associates Degree 6%
* Bachelor's Degree 13%
* Graduate Or Professional Degree 6%

Occupation Age 16+:

* Managerial & Professional Specialty 25%
* Technical, Sales, & Admin. Support 37%
* Service Occupations 13%
* Farming, Forestry, & Fishing 2%
* Precision Production, Craft, & Repair 11%
* Operators, Fabricators, Laborers 13%

Class Of Worker Age 16+:

* Private For Profit Wage & Salary 73%
* Private Not-for-profit Wage & Salary 10%
* Local Government 7%
* State Government 2%
* Federal Government 2%
* Self-employed 5%
* Unpaid Family 0%

Median Income \$27,037

Household Income In 1989:

- * Percent Less Than \$5,000 3%
- * Percent \$5,000 To \$9,999 12%
- * Percent \$10,000 To \$14,999 9%
- * Percent \$15,000 To \$24,999 22%
- * Percent \$25,000 To \$49,999 42%
- * Percent \$50,000 To \$74,999 10%
- * Percent \$75,000 To \$99,999 2%
- * Percent \$100,000 Or More 0%

Household Earnings In 1989:

- * % Households Earning Nonfarm Self Employment Income 11%
- * % Households Earning Farm Income 1%
- * % Households With Income From Interest/div/rental 48%
- * % Households With Social Security Income 31%
- * % Households With Public Assistance Income 4%
- * % Households With Retirement Income 19%
- * % Households With Other Type Of Income 10%

Total Percent Below Poverty Level 11%

Housing Units 2705

Housing Units/Per Acre 5

Median House Value \$61,300

Median Gross Rent \$441

Occupancy Status: Housing Units

- * Occupied 2603
- * Vacant 103
- * occupied, percent 96%
- * vacant, percent 4%

Tenure Of Housing Units

- * Percent Owner Occupied 70%
- * Percent Renter Occupied 26%

Rooms Per Housing Unit 6

Number Of People Per Occupied Owner Occupied Unit 2

Number Of People Per Renter Occupied Unit 3

Units In Structure: Percents

- * Percents 1, Detached 90%
- * Percents 1, Attached 1%
- * Percents 2 3%
- * Percents 3 To 9 4%
- * Percents 10 To 49 2%
- * Percents 50 Or More 0%
- * Percents Mobile Home Or Trailer 0%
- * Percents Other 1%

Year Structure Built:

- * 1989 To March 1990 0%
- * 1985 To 1988 1%
- * 1980 To 1984 1%
- * 1970 To 1979 6%
- * 1960 To 1969 5%
- * 1950 To 1959 16%
- * 1940 To 1949 22%
- * 1939 And Earlier 48%

Vehicles Per Occupied Housing Unit 1.5

Last revised August 1997.