Brentwood-Darlington: Say Our Name!

Neighborhood Assessment and Action Plan
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Brentwood-Darlington residents draw attention to accessibility and safety challenges on their neighborhood streets. This is the corner of SE 62nd and SE Cooper, across from Brentwood Park, a popular neighborhood destination. (Chelsea Powers)
Our Key Questions

The City asked:

How can livability and housing stability for the people of Brentwood-Darlington be increased, and what do neighbors feel are the most pressing challenges?

Neighborhood leaders asked:

How can we be more effective advocates in addressing our infrastructure challenges?

How can we strengthen neighborhood identity and better engage diverse voices in our neighborhood?
How to Read This Plan

Audiences: City and Neighborhood

We wrote this plan with two audiences in mind: the city agencies that will be responsible for the large scale capital improvement projects; and engaged neighborhood residents who will be the steadfast advocates driving the direction of Brentwood-Darlington’s evolution.

City staff and neighborhood residents will play distinct roles in implementing parts of this plan, but we hope this plan will get all involved parties on the same page when it comes to what the residents would like to see.

Chapter 1 is the heart of our plan, and is intended for both city and neighborhood advocates. It’s a brief summary of the themes we identified through our public engagement events, survey results and conversations. This section explains how we found the information we used to answer the questions that were posed by both the City and the neighborhood, and informs every recommendation we’ve made.

Chapters 2 through 4 address the City’s questions about livability and the area’s most pressing challenges with an assessment of the neighborhood’s housing and displacement risk, transportation infrastructure, and economic development.

Chapter 5 answers the neighborhood’s questions about fostering the neighborhood’s identity and building organizing capacity through examples of past successful efforts and a vision for future goals.

Chapter 6 identifies overall visions for the neighborhood informed by our community assessment. We lay out a series of goals along with related actions that we recommend taking to achieve them.

At the end of the plan we have included a series of appendices intended to be resources for community members interested in finding a way to help move the neighborhood forward. We hope these sections can be accessed as both stand-alone aids and work in combination to further empower the neighborhood’s advocates.
“Say Our Name!”
"We are known around Portland as being 'felony flats' and we are often stereotyped and misjudged. We’d like to see our neighborhood treated with more respect and dignity. We’d like to not have to fight so hard for basic things that we pay for through taxes. We are Brentwood-Darlington, not 'felony flats'; say our name!"

- Survey Respondent
For many years Brentwood-Darlington seems to have flown under the radar. The Bureau of Planning and Sustainability last completed a plan for this predominantly residential neighborhood in 1992, six years after Portland annexed it. This neighborhood plan informed the Adopted Outer Southeast Community Plan in 1996, which included zoning changes within the neighborhood boundaries.

In the ensuing years, the area has received minimal attention from the City, but as Portland has changed, so has Brentwood-Darlington. While Portland's close in neighborhoods have become less diverse, Brentwood-Darlington has experienced the opposite trend. Between 2000 and 2010, the share of people of color in Brentwood-Darlington increased by nearly 38%.

In 2013, portions of the neighborhood were even designated as “landing zones” based on a gentrification study conducted by Dr. Lisa Bates. Its relative affordability is an important characteristic of the neighborhood.

The area is also characterized by infrastructure deficits such as lack of sidewalks and unpaved roads that impact livability for its residents. The absence of sidewalks in many areas makes it impossible for people with assisted wheelchairs and walkers to travel safely and directly around their neighborhood. A recent school field trip from Woodmere Elementary to Lane Middle School was completed by bus because administrators at Woodmere determined that there was no safe route between the two schools for students using mobility devices. Administrators opted to take all students by bus rather than separating the students into groups feeling that to do otherwise would run counter to the school's goals of fostering classroom unity.

Recognizing the need for improved sidewalks and safety improvements, neighbors recently came together to apply for a Metro grant and their organizing efforts paid off. They were awarded $2.2 million to fund the addition of sidewalks on Duke and Flavel. This win has been energizing and reflects the passion of the area's residents.

This win will improve livability, but what other changes do neighbors wish to see? Additionally, how can this outpost of relative affordability be preserved as housing pressures continue to mount citywide? This assessment delves into these questions, and others. Our hope is that this report and accompanying recommendations not only spur future action by the City, but that it also serves to help this group of advocates find different ways to reach out to others who might not yet be involved. Furthermore, we hope that it serves as a guide and a touchstone—a reminder of where the neighborhood has been, and an arrow pointing the way to the community's shared vision of the future.
Study Area Map

Source: Portland Metro RLIS and Portland Maps Open Data
Looking Back to Move Forward

1930: Produce stand near SE 82nd (City of Portland Archives)
"Teenagers in the 1950s hung out at Putnam’s, an ice cream store with a pinball machine on 52nd Avenue and Bybee. North of Putnam’s was a barber shop with a light switch outside. Customers turned on the light and the barber came over from the tavern across the street."

- 1992 Brentwood-Darlington Neighborhood Plan
1880-1930

Early Years

1882: Neighborhood first established, predominantly as a single-family residential area

1882: Earliest subdivision platted, west of 82nd between Harney Street and Lambert Street

1904: Articles of incorporation filed by Joseph A. Strowbridge Estate Company to develop Errol Heights

1910: Subdivision formally established with Multnomah County Commission approval

1912: Weston School opens (now Woodmere Elementary, with the name change in 1913)

1920: Apostolic Faith Camp Meeting Park created

1922: Errol Heights School opens, now Joseph Lane Middle School

1922: Mt. Scott Park opens

Apostolic Faith Camp (City of Portland Archives)
SE 45th & Harney (City of Portland Archives)
Lane Middle School Site Plan (City of Portland Archives)
1940-1950

1945: End of WWII brings many people to the Portland area and rapid development in Errol Heights

1950: End of the Interurban Rail service (now the site of the Springwater Corridor)

1950: Woodmere closed and torn down due to fire safety issues; begins rebuild

1951: Brentwood Park created

1953: Flavel Park created

1955: Whitman School opened

1957: Parker Field opened; now the home of Mt. Hood Little League

1958: New Woodmere School opened
1960-1980

Expansion: Annexation Years

1961: City of Portland annexation attempt #1 fails

1966: Errol Heights Park created as a privately owned property by George Schnabel

1971: City of Portland annexation attempt #2 fails

1971: Formation of Errol Heights Improvement Association (the roots of the BDNA today)

1977: City of Portland annexation attempt #3 fails

1979: Errol Heights Community Plan adopted by Multnomah County

1979: Urban Area Planning Agreement created, outlining the transition of service provision between the County and the City of Portland during annexation

1986: Proposal 1628 passes; Errol Heights annexed in entirety to Portland; BDNA organized and recognized by Portland Office of Neighborhoods; official name change from Errol Heights to Brentwood-Darlington

Annexation Handbook (City of Portland Archives)

Historic Neighborhood Subdivisions (City of Portland Archives)
Annexation by Decade

After unsuccessful efforts in 1971, 1977, and 1981, the City of Portland finally annexed Brentwood-Darlington in 1986 after failing cesspools and sewage issues led the Oregon State Environmental Quality Commission (EQC) to conclude that sewers were imminently needed. After this point, in conjunction with Multnomah County’s plan to discontinue urban services to unincorporated areas, that swayed the majority of residents to vote yes at last.
1990-2000
A Place in the City

1990: Brentwood-Darlington wins Neighborhood of the Year Award

1991: Groundbreaking for Harney Park

1991: Portland Impact Center (now Impact NW) opens in the neighborhood

1992: Nick Sauvie establishes Rose CDC

1992: Brentwood-Darlington Neighborhood Plan adopted

1996: Springwater Corridor trail is completed in Portland

1997: Brentwood-Darlington Community Center opens

1999: Portland Parks & Rec acquires Errol Heights Park property

BRENTWOOD-DARLINGTON NEIGHBORHOOD PLAN

Cover of the adopted 1992 Neighborhood Plan (City of Portland)

Springwater Corridor Crossing on SE 82nd

ROSE CDC Cakewalk Event at their headquarters (ROSE CDC)
2000 - TODAY

2001: Hazeltine Park opened

2004: Impact NW begins operation and management of the Brentwood-Darlington Community Center

2010: Brentwood Community Garden receives a Garden Enhancement Project grant and extends and upgrades its facilities

2011: Cartlandia opens on a former used-car lot site

2012: Grocery Outlet opens, taking over the vacant space left after the Red Apple grocery store closed

2016: Springwater Corridor homeless sweep, in anticipation of Hood to Coast relay

2017: Brentwood-Darlington awarded Metro RFF grant for sidewalk infill on Duke and Flavel and the construction of the Knapp-Ogden Neighborhood Greenway

Brentwood-Darlington Community Center

Brentwood-Darlington Community Garden

Neighborhood Street Sign
Neighborhood Voices
What two words would you use to describe your neighborhood as it is now?

- Growing and diverse
- Great potential
- Lacking infrastructure
- Underserved and community
- Tolerant and working class
- Great but disconnected
- Needs sidewalks
- Calm and pleasant
- Nice people and open spaces
- Survey Respondents
To address the key questions posed by both the City of Portland and the neighborhood, we crafted a neighborhood engagement strategy with the intent to be as community-driven as possible. We reached a variety of stakeholders and prioritized underrepresented groups such as renters and people of color in Brentwood-Darlington. We created a short neighborhood survey that we distributed online and in-person at various events, and conducted focus groups aimed specifically at renters, and members of the Vietnamese- and Spanish-speaking communities.

We canvassed several multi-family developments along 72nd Ave, one of the area’s mobile home parks, and spoke with owners of businesses located on 52nd and 72nd avenues. We sat down to talk with 3rd-5th graders at Woodmere and Whitman Elementary. In addition, we tabled at several community events, including Safe Routes to School walks and the Learning Gardens Lab annual Earth Day Festival. Our team interviewed old and new neighborhood residents, city agency representatives, and nonprofit advocates to identify major themes and to seek advice about how to address some of the neighborhood’s most pressing issues. A complete summary of all engagement events and results is located in Appendix B.

Here’s a snapshot of who responded to our survey:

What neighborhood do you live in?

- 120 of 158 respondents live in Brentwood-Darlington

How long have you lived in the neighborhood?

- 9% said less than 1 year
- 42% said 1-5 years
- 49% said more than 5 years

Are you a member of a neighborhood organization?

- 66 said yes, 54% of whom said the Brentwood-Darlington Neighborhood Association
- 70 said no

What is your race/ethnicity?

- 81% identified as white
- 19% identified as a person of color
Survey Rewind

Residents in Brentwood-Darlington have been saying many of the same things for years. We unearthed documents from past community engagement efforts that identified many of the same challenges and priorities we heard about. For instance, in the 1991 Brentwood-Darlington Survey, 41% of respondents mentioned that their primary reason for moving into the neighborhood was “housing costs.” Twenty-six years later, 45% of respondents mentioned “affordability” as their primary reason for living in the neighborhood. Today, Brentwood-Darlington is one of the last bastions of affordability available in the inner Southeast. Many neighbors expressed their desire for the City to preserve affordability and prevent further displacement of current community members.

In the early 1980s, before annexation, respondents to the Errol Heights Opinion Phone Survey overwhelmingly said, “unimproved roads and sidewalks” were the most important problem facing the area. This remains true today, nearly thirty years later. People told us that unimproved roads and the lack of sidewalks not only pose safety issues, but also prevent social cohesion and connectivity.

Southeast Uplift conducted a Brentwood-Darlington Neighborhood Survey in 2002, and in it neighbors cited crime as one of the top issues they hoped the City would address. In 2017, crime has become less of a concern in the neighborhood, as only 12% of respondents to our survey mentioned it as their primary concern. However, those concerned with crime were predominantly residents living east of 72nd Ave, illustrating that it’s the neighborhood’s more economically vulnerable residents that are most concerned for their safety.

When survey respondents were asked what are their favorite places to go from a list of options with no limits, 83% of survey respondents stated parks or open spaces and 50% said the homes of family and friends.
Throughout our public engagement process we found that perspective makes all the difference. One resident describes the neighborhood as a peaceful, quiet place to live. Another resident disagrees, characterizing the area as crime-ridden and far from serene. Some say that transit doesn’t serve their needs, others say they wouldn’t change a thing about it. Where this group rattles off a long list of improvements they’d like to see in the neighborhood, others say the area is far better than the last place where they lived.

You Say Tomato . . .

What Did We Learn?

Throughout our public engagement process we identified the following themes. These themes inform the goals and recommendations found in Chapter 6.

Crime is a concern for some neighbors, particularly for those close to 72nd Ave. This area was known recently for heavy drug use, though crime is declining. Speaking to renters along this strip helped shed light on the theft, graffiti and drug activity that many wish to see go away.

Low density designation poses a challenge to neighborhood infrastructure investment. The lack of a neighborhood center or corridor is an impediment to accessing certain types of investment opportunities. Without the designation of a center or corridor, the neighborhood will find it difficult to attract City resources.

Local youth need more activities. One father commented, “You can never have enough stuff for kids to do.” At our focus groups at Whitman and Woodmere, we heard from kids themselves that they are especially excited about splash pads and game areas for activities like gaga ball. We heard from Lane Middle School parents that there’s also a need for constructive programming for older youth, such as middle-school age and those in their early teens.

Neighbors want more community-serving businesses and gathering spaces. Many survey respondents mentioned going to neighboring Woodstock, Mt. Scott, or Lents for grocery shopping, as well as do day-to-day business, such as for banks, cafes, restaurants and retail. The Brentwood-Darlington Community Center is certainly an asset, but it’s used heavily throughout the week, and access to the Moose Lodge is limited.
Residents love their parks and green spaces, and would like to see more investment. In addition to the lush home gardens that dot the area, the 12-acre Learning Gardens Lab and the Brentwood Community Garden are valued assets used for urban farming and educational purposes. There are large parks found throughout the neighborhood, but residents mentioned that they would like to see improvements made to Brentwood Park, namely more shaded areas, picnic tables and more playground equipment.

Unimproved streets and lack of sidewalks are the neighborhood’s major concern. Residents suggested that the lack of infrastructure impedes connectivity and accessibility, and prevents community building by posing a serious safety concern for children getting to and from school, as well as those with ADA accessibility issues.

The area needs garbage cans! Along Flavel Street it’s common to see trash bags hung from fence posts as makeshift receptacles to discourage littering. Even with this creative solution, we both heard about and saw trash accumulating on the ground, especially near bus stops.

The neighborhood association has struggled to actively engage some groups due to language barriers and little to no funding to pay for translation and interpretation services.
The Place We Call Home

A newer housing development in Brentwood-Darlington
"Our neighborhood is growing rapidly and has one of the shortest days on market in the city. Also, unlike other parts of the city...our neighborhood is becoming MORE diverse, rather than the opposite. Please support this growth and diversity..."
The Neighborhood in Context

This neighborhood has long been known as a relatively affordable area, but the city’s housing crisis is putting pressure on Brentwood-Darlington, causing rents and home prices to rise. However, not all residents experience these pressures equally. This chapter provides an overview of the socioeconomic and geographic disparities that exist in the neighborhood, with a particular emphasis on housing. For context, it is important to differentiate between the three rather distinct areas within the neighborhood’s boundaries.

The area from 45th to 52nd resembles Woodstock, with its generally quiet residential streets and higher incomes. The children in this part of Brentwood-Darlington attend Lewis Elementary, a neighborhood school that primarily serves Woodstock. This part of the neighborhood is also close to the well-developed commercial corridor on Woodstock Blvd.

The zone from 52nd to 72nd feels like a blue-collar, but up-and-coming single-family home neighborhood. The area is characterized by long stretches of unfinished streets. The center of this area is dominated by parks and gardens, but lacks easy access to commercial services.
The section between 72nd and 82nd is characterized by multifamily apartment complexes and mobile home parks, and is home to people who are, on the whole, poorer, more likely to be disabled, and at risk of more crime. From a demographic standpoint, this part of the neighborhood resembles Lents, just across 82nd, much more than Woodstock. In person, the people we spoke to reflected these differences in a number of ways we’ll dive into throughout this report.

What’s In A Name?

The neighborhood used to be called Errol Heights, which was the name of a subdivision between 45th and 52nd. The Brentwood subdivision consisted of the area between 52nd and 72nd running from Duke to Flavel, while Darlington occupied the southern edge of the area from Flavel to the county line. The rest of the neighborhood consisted of the subdivisions of Harney Park, Woodmere, and Crystal Springs. Not long after annexation the neighborhood’s name changed to Brentwood-Darlington.

When we asked people to list their neighborhood name on our survey, many opted to list an intersection instead. Some people we spoke with at community events reported living in the neighborhood, but then, when pointing out their intersection or street on a map, would point to a home actually a mile away in Eastmoreland or Lents. Still others had spent their entire lives living in the neighborhood and had no idea that the area is called Brentwood-Darlington.
We can get a greater sense of the spatial differences in the neighborhood's demographics by noting the disparities between Census tracts. As seen in Table 1, every indicator of vulnerability is considerably more pronounced in Census tract 86. The people living between 72nd and 82nd, bounded by Duke and Flavel are about twice as likely to be unemployed, have children living in poverty, and to never have attended college compared to the city as a whole.

Thirty percent of the residents identify as Hispanic or Latino. The median income is more than 30% lower than that of the rest of the city or their immediate Brentwood-Darlington neighbors. These residents are also 43% more likely to suffer from a disability than Portlanders in general—a fact that is especially relevant given the infrastructure challenges that the neighborhood faces.

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<th>86</th>
<th>87</th>
<th>88</th>
<th>Portland</th>
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<tr>
<td>Median Income</td>
<td>$37,881</td>
<td>$55,820</td>
<td>$56,125</td>
<td>$55,003</td>
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<td>Childhood Poverty</td>
<td>40.2%</td>
<td>25.5%</td>
<td>20.0%</td>
<td>22.6%</td>
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<tr>
<td>Hispanic or Latino</td>
<td>30.2%</td>
<td>11.6%</td>
<td>11.9%</td>
<td>9.8%</td>
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<tr>
<td>Unemployment Rate</td>
<td>16.0%</td>
<td>8.3%</td>
<td>13.5%</td>
<td>8.4%</td>
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<td>No College</td>
<td>52.4%</td>
<td>28.5%</td>
<td>37.4%</td>
<td>25.4%</td>
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<td>Disability</td>
<td>17.9%</td>
<td>12.3%</td>
<td>17.6%</td>
<td>12.5%</td>
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</table>

Source: ACS 2011-2015 5-Year Estimates
Gentrification Risks

Recent research on gentrification and displacement risks has also identified Census tract 86 as both a “landing zone” for people displaced from other parts of the city, and as vulnerable to future displacement. As of 2013, this census tract was classified as vulnerable according to Dr. Bates’ stages of gentrification typology, as shown in the map to the right.

“Tracts designated as vulnerable have higher-than-average populations with characteristics that make resisting displacement more difficult: they are renters rather than homeowners, belong to communities of color, lack college degrees, and have lower incomes. These socioeconomic factors suggest displacement risk largely because they signal a reduced ability to withstand housing price increases caused by gentrification.”

Gentrification Neighborhood Typology
There are three schools within Brentwood-Darlington’s boundaries: Whitman Elementary, Woodmere Elementary, and Lane Middle School. However, the schools in the area draw from attendance boundaries that are not aligned by neighborhood, so that children from Lents attend Lane Middle School, and children from Brentwood-Darlington head west to Lewis Elementary depending on where they live.

Whitman, Woodmere, and Lane all receive Title I funds and the allocation of funding is based on the number of students who qualify for Free or Reduced price meals. As indicated in Table 2, Lane receives the highest allocation of this type of funding with Whitman and Woodmere following closely behind. Woodmere and Whitman also have high percentages of English Language Learners, and all three schools serve diverse student populations.

Lewis, which is not within the neighborhood’s boundaries but serves students living in the western part of the neighborhood, does not receive Title I funds and the diversity of the student population is significantly lower.

Additionally, only 2.4% of students at Lewis Elementary are English Language Learners. The difference in these figures further supports the notion that the neighborhood is comprised of distinct areas, with the eastern portion being more diverse, but also more vulnerable to displacement pressures.

### Table 2. Comparison of Student Composition in Brentwood-Darlington Schools

<table>
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<tr>
<th>Indicator</th>
<th>Lewis</th>
<th>Whitman</th>
<th>Woodmere</th>
<th>Lane</th>
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<tr>
<td>Title I FTE Allocation</td>
<td>0.00</td>
<td>1.52</td>
<td>1.47</td>
<td>1.65</td>
</tr>
<tr>
<td>% English Language Learners</td>
<td>2/4</td>
<td>19.9</td>
<td>24.0</td>
<td>9.4</td>
</tr>
<tr>
<td>Change in Enrollment 2011-2015</td>
<td>-11</td>
<td>-90</td>
<td>-85</td>
<td>+40</td>
</tr>
<tr>
<td>Racial/Ethnic Background of Students</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% African American</td>
<td>2.4</td>
<td>8.1</td>
<td>8.3</td>
<td>5.6</td>
</tr>
<tr>
<td>% Asian</td>
<td>2.9</td>
<td>13.3</td>
<td>20.2</td>
<td>16.6</td>
</tr>
<tr>
<td>% Hispanic</td>
<td>9.7</td>
<td>27.3</td>
<td>26.3</td>
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<tr>
<td>% Native American</td>
<td>0.3</td>
<td>1.8</td>
<td>0.6</td>
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</tr>
<tr>
<td>% Pacific Islander</td>
<td>0.0</td>
<td>0.7</td>
<td>2.9</td>
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<tr>
<td>% White</td>
<td>74.3</td>
<td>28.7</td>
<td>32.7</td>
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<tr>
<td>% Multiple Races</td>
<td>10.5</td>
<td>10.0</td>
<td>9.0</td>
<td>6.9</td>
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Source: Portland Public Schools 2015-2016 Enrollment Profiles
Legend

- Brentwood-Darlington Boundary
- School Boundaries
- School Location

Source: Portland Metro RLIS and Portland Maps Open Portal
Brentwood-Darlington’s relative affordability when compared with other parts of Portland might be its most salient characteristic. A huge share of people we heard from mentioned being able to afford housing as the reason they chose to live in the neighborhood. It has higher rates of homeownership, and lower median home prices than the rest of the city. Rents are also lower in the neighborhood, with the average rate for 2-bedroom apartments currently set at $961\textsuperscript{10}—equivalent to approximately 60% MFI for a 3-person household in the City of Portland.\textsuperscript{11}

A neighborhood’s affordability is often a marker of its residents’ vulnerability, and this is certainly true in Brentwood-Darlington. Many of the area’s newer arrivals are people who have been displaced from parts of North and Northeast Portland as they’ve exploded in popularity and high priced development. The percentage of Hispanic or Latino people in the neighborhood has more than doubled to 18% according to ACS 2015 5-year estimates. Nevertheless, the neighborhood has actually seen less changeover than the rest of the city. Seventy-two percent of Brentwood-Darlington residents have lived in their home since at least 2010, compared to just 59% for Portland overall.

Median Home Price

Source: Home Sales Data, Multnomah County Assessment & Taxation Analysis by Nick Kobel, Bureau of Planning & Sustainability
Home Ownership

68% of BD Residents own a home compared to...
54% of Lents Residents
81% of Woodstock Residents
53% of Portlanders

Source: American Community Survey 2011-2015 5-year estimates

30% of children live in poverty in Brentwood-Darlington compared to close to 20% in nearby Lents
Mobile Home Parks & Regulated Housing

Mobile Home Parks

1. Rudiger Mobile Home Park
2. Circle Cedar Court
3. Southgate Mobile Home & RV Park

Source: Portland Metro RLIS, Portland Maps Open Data, Google Maps, and GPS Canvassing

Brentwood-Darlington is home to three mobile home parks, all located between 72nd and 82nd Avenues. Having visited with neighbors in the Rudiger Mobile Home Park, residents described a friendly, peaceful community where neighbors gather to watch hummingbirds and squirrels at bird feeders. The mobile home parks provide the area with a sizable amount of naturally affordable housing. However, these residents may also be increasingly vulnerable to displacement due to the ease with which the buyer of a mobile home park can purchase the land out from under dozens of families at once.

This uncertainty is difficult for many residents, but people on fixed incomes are particularly vulnerable to displacement especially as rents rise. We spoke with one retired resident who has lived in his mobile home for 14 years. Originally he and his wife were paying $230 to rent their space, but they’re now paying over $600. The cost increases have taken a toll since they rely on social security payments to cover their monthly expenses.

While the majority of the affordable housing in the neighborhood is “naturally occurring,” there are also a number of developments of regulated affordable housing, located primarily on or near 72nd Avenue. ROSE Community Development Corporation and Home Forward operate the majority of the low-income units in the neighborhood.
Neighborhood Spotlight: La Hacienda

La Hacienda, a cluster of small, beige multi-unit buildings tucked away off 72nd Avenue, is a friendly and welcoming community. Residents of this low-income housing development just south of Flavel, report a high amount of satisfaction with their community and many know their neighbors by name. A large percentage of the people we reached are seniors or older adults contending with a disability that prevents them from working. These residents noted that the lack of sidewalks in Brentwood-Darlington makes it difficult to reach certain locations in the area without a car.
Housing Options

As housing market prices rise and vacancy rates fall throughout the city, Brentwood-Darlington has not been immune to these pressures. New homes in the neighborhood are now routinely listed for sale at prices that rival the median city price. Many residents, including the Brentwood-Darlington Neighborhood Association, have expressed their desire to see more affordable housing developed in the neighborhood. Given zoning, infrastructure, and market constraints, the likelihood of large multifamily developments being built in the neighborhood is relatively low, but there are other housing types that might help alleviate displacement risks and add density without dramatically impacting the neighborhood form.

One potential option is allowing additional accessory dwelling units, or “granny flats,” in people’s backyards or the development of cottage clusters of smaller homes at slightly higher densities in larger infill lots. The City of Portland is currently reviewing regulations on these housing types through the Residential Infill Project. We identified 571 lots over the required 10,000 square foot minimum lot size needed to situate a cottage housing development, eleven of which are currently vacant.

In addition to presently vacant lots, there are also a number of abandoned or bank-owned homes in the neighborhood. At the time of this report, in early May 2017, there are 17 bank-owned homes in Brentwood-Darlington. The City of Portland has begun to address the issue of so-called ‘zombie houses’ through foreclosure procedures. Vacant houses that present a nuisance to surrounding neighbors might be opportunities for the development of affordable housing in the future.
Brentwood-Darlington is host to a diverse array of housing sizes and types. It contains a mix of smaller, older homes, multi-family units, and new developments both large and small. Survey respondents cite not only the affordable home prices, but also the larger lot sizes as some of the top reasons why they chose to move to the Brentwood-Darlington neighborhood.
Where The Sidewalks End

"Cooper Lake," at the corner of SE 62nd Avenue & SE Cooper Street
"...Unfortunately, the Brentwood-Darlington community has not seen infrastructure and safety investments that other neighborhoods and Portland have. As a result, the routes to and from local schools and businesses have large sidewalk gaps and are often unpaved. In fact, 2012 analysis from the Regional Equity Atlas shows Brentwood-Darlington has the lowest density of completed sidewalks in the Southeast Uplift neighborhood coalition. This lack of infrastructure creates critical safety and accessibility issues for community members, especially youth and those with mobility challenges."

- Jeff Reardon, State Representative, House District 48
  October, 2016
Infrastructure issues have been at the heart of Brentwood-Darlington’s entire history as a Portland neighborhood. The lack of storm sewers, streets and sidewalks is behind the City’s decision to finally annex the neighborhood, and the late date of its annexation is the reason why the neighborhood still lacks complete street infrastructure to this day.

When the area officially became part of Portland, residents were informed that streets and sidewalks that were up to the City’s standards would be maintained by the city, but those that were not, would not. Any new street improvements would have to be paid for by neighbors through the formation of a Local Improvement District (LID). The paving of a street turned out to cost tens of thousands of dollars per household, which was too high for many. Developers of new housing were originally expected to include sidewalks and streets, but this requirement was eventually waived in favor of an in lieu fee because of legal challenges stating that the requirement would result in disconnected sidewalks.

Source: Portland Metro RLIS and Portland Maps Open Data
Future Funding Outlook

In spring 2016, the City of Portland adopted the Local Transportation Infrastructure Charge (LTIC) to help address the present infrastructure shortfalls. This funding is currently being held until the new Neighborhood Streets Program is developed. The City is in the midst of a public process to determine the program details, including how the City will prioritize projects in different geographic areas within the city. However, given that Brentwood-Darlington lacks a neighborhood corridor or center designation, it has not been slated as an area meant to generate a lot of new development in the 2035 Comprehensive Plan. City staff report that the likelihood of raising enough funds to address sidewalk shortfalls in Brentwood-Darlington through this program is slim.14

"The area’s close proximity to Portland and to the southeast industrial areas encouraged growth, as did the area’s location on street car and bus lines. But growth created strains on systems which did not keep with needs for service. Dirt roads deteriorated into hazardous ruts, muddy in winter, dusty in summer...Services were upgraded in neighboring areas within the Portland city limits, but Errol Heights (now Brentwood-Darlington) suffered from the inability or unwillingness of the county and special service districts to upgrade needed services."

- Brentwood-Darlington 1992 Neighborhood Plan
Roadways Still Not Improved

Compared to the rest of Portland, Brentwood-Darlington has almost three times as many unimproved roads, 4% to 11.6%. Unimproved roads are a primary source of concern for the neighbors of Brentwood-Darlington. Not only are they an eyesore for residents, but they also further impede connectivity across the neighborhood, as ever-increasing potholes become unintentional “lakes” throughout the community during Portland’s rainy months. The people of Brentwood-Darlington often have to fill in potholes on their own along some streets. Neighborhoods like Brentwood-Darlington and Cully are often left with gravel and dirt roads. Loose gravel from unmaintained dirt roads gets kicked into the air during the summer months, affecting neighborhood air quality.

Cooper Street, one of the longest unimproved roads in Portland, lies just east of Brentwood City Park. Completely impassable for blocks, the street has become a symbol for the neighborhood to rally around in frustration at what they regard is an uncaring and unfair bureaucracy. Focus group participants highlighted the lack of sidewalks as an important factor in the lack of community cohesion. Difficulties navigating the neighborhood on foot or bicycle mean that people are prone to stay indoors and keep to themselves, rather than socialize with their neighbors.

There are just over 5 miles of unpaved roads in Brentwood-Darlington, which is 11.6% of all roadways in the neighborhood. According to a 2012 City of Portland Map of Unpaved Streets, SEUL neighborhoods have an average of 2.7% of unpaved roads, and the City has 2.9% unpaved roads. Brentwood-Darlington has over 1/3 of all unpaved roads in Southeast Uplift.
SE Cooper & G2nd Avenue
Before this stretch of Cooper St was paved in preparation for new development, Cooper was the longest unpaved road in the city. The new development does not extend all the way to G2nd Avenue, and neither do the road and sidewalk improvements.
The stark difference in sidewalk infrastructure is obvious in the figure above, which shows the sidewalks literally ending at the neighborhood boundaries of Brentwood-Darlington. This makes Brentwood-Darlington look and feel more like neighborhoods in East Portland than other southeast Portland neighborhoods. Infrastructure deficiencies are linked to when the area was annexed, as illustrated when comparing the lack of sidewalks to the decade of annexation in the maps above.
“I have lived in this community for a long time and would like to see the updates made. Walking my granddaughter to and from school at Whitman is like an obstacle course after it rains avoiding the mud puddles. I would like that to change.”

- Survey Respondent
Funded Transportation Projects

Spring 2017  SE 82nd Avenue  2019  Springwater Connection  2020  Knapp/Ogden Greenway, 70s Greenway, SE Flavel + Duke Sidewalk Infill

Others in the works, but not yet funded...

2025?  60s Greenway  2025?  SE Cooper Street Improvements

Legend
- Pedestrian Improvements
- Bicycle Improvements
- Current Bicycle Routes
- Streets
- Arterials
- Freeway

0  0.5  1  2 Miles
North

28 | WHERE THE SIDEWALKS END: INFRASTRUCTURE & TRANSIT
82nd Avenue

It’s been a long time coming for street improvements on this ODOT operated and managed arterial. This multi-million dollar project works toward the city’s goal of Vision Zero or to end traffic violence on Portland streets.

Brentwood-Darlington will see several improvements on 82nd in and around the neighborhood from signal upgrades to pedestrians crosswalks and ADA ramps to sidewalk infill near Cooper and Bybee to basic street paving.

Look for signal upgrades and pedestrian improvements happening now and further improvements that strive to eliminate deaths by traffic through the end of 2017.

Greenways

Springwater Connection
In the first step toward the entire greenway, the city will implement an extension to connect to the Springwater Corridor. This comes with an additional street paving on 75th Place, just south of Whitman Elementary. Look for this as early as 2019.

70s Greenway
This greenway will be complete in 2020 and will serve a major north-south connection for cyclists throughout Portland.

Knapp Ogden Greenway
Alongside the other greenway projects, this will serve as a primary east-west connection for people of all ages and abilities. Expect to ride along this in 2020.

60s Greenway
Not yet funded but not far out of sight is another north-south greenway connection. It will connect Brentwood-Darlington to the Division area just south of Mt. Tabor, where many survey respondents mentioned as being one of their major destinations.

Sidewalk Infill

SE Flavel and Duke Street
Postcards and grassroots advocacy led to a $2.2 million dollar RFF grant from Metro. Flavel and Duke are two main neighborhood streets that serve students to three Title 1 schools, Lane, Woodmere, and Whitman with over 1,500 diverse students. This effort is expected to be completed in 2020 and would not happened without neighborhood support, SRTS, and other agencies citywide.

SE Cooper Street
As the longest stretch of unpaved roadway in Portland, Cooper is essentially a clean slate. Students at PSU are working on the pre-engineering phase of this. Residents seek a limited-vehicle access roadway that resembles a playstreet but, has the necessary grading and maintenance.
Transit in Brentwood-Darlington is a topic perceived differently by groups of people in the neighborhood. Some feel that the cumbersome times to reach the downtown core via the Ross Island Bridge de-incentivizes transit use. Others, however, feel that routes like the 71 are accessible and convenient, nearby enough for frequent use. A common concern was the lack of N/S connections through the neighborhood that can turn a nearby destination like the Mt. Scott Community Center, into a trek with two connections.
Take Cover: Bus Shelter Thresholds

“When we’re deciding which bus stops get shelters and other amenities, we have to take ridership into account; shelters are considered only at stops with an average of at least 50 weekday boarding rides.19

In some cases, though, even highly used stops don’t get a shelter. For example, on land connected to private property or parking lots sometimes a shelter just won’t fit.”

- TriMet20

Bus stops with rider numbers over 50 weekday boarding rides could qualify for an enhanced TriMet shelter, and would be strategic locations for trash can sponsorship, particularly in areas near commercial clusters and corridors. There are 9 stops in the neighborhood that have over 50 boarding rides per weekday. If ridership were to increase in the future with improvements like re-routing the 19 over the Tilikum Bridge, adding shelters, trash cans, or other stop amenities would improve the daily experience of more riders.

Stops with 50+ Boards/Day21

**Bus Line 19**
- SE Duke & 81st
- SE Duke & 72nd
- SE Duke & 60th

**Bus Line 71**
- SE 72nd & Flavel
- SE 72nd & Lexington

**Bus Line 72**
- SE 82nd & Duke
- SE 82nd & Flavel
- SE 82nd & Ogden
- SE 82nd & Crystal Springs
Let’s Get Down to Business
"I'd like for Brentwood-Darlington to have some shops, preferably something that can be used as a gathering place, like a coffee shop for example, anything at all like that would be welcomed...We have lots of space, and with the housing crisis in Portland, I'd really like for Brentwood-Darlington to have more low income and mid level housing with retail space below."

- Survey Respondent
Doing Business in Brentwood-Darlington

Many residents expressed a desire to see a wider variety of businesses in the neighborhood, particularly ones that could serve as neighborhood gathering spots. A survey of the businesses located within the neighborhood boundaries revealed that the neighborhood is lacking in several key types of services, such as professional offices and retail, as well as restaurants and coffee shops. There are small commercial nodes throughout the neighborhood, with clusters of businesses on 52nd, 72nd, and 82nd, and residents did report frequenting some of the existing businesses. However, 74% of people mentioned in our survey that their favorite business or place in the neighborhood is a place located outside the boundaries of Brentwood-Darlington, often on Woodstock, Foster, or further down 82nd in Happy Valley.

Development opportunities are limited since the area does not have a designated commercial corridor. Additionally, Brentwood-Darlington is mostly zoned residential, even along busy corridors like 52nd, which further limits development. Some long-time businesses in the area are still only conditionally zoned for commercial use. Finding ways to spur development may be challenging given these limitations, but a few targeted development efforts in the neighborhood could have big impacts.
Businesses operating within the boundaries of Brentwood-Darlington fall under the Woodstock Community Business Association or the 82nd Avenue of Roses Business Association, depending on which side of 65th Avenue they are on. Without a cohesive business association, advocacy efforts from the business community are rarely, if ever, centered on Brentwood-Darlington. Many of the business owners we spoke to had no idea which association represented them.

The result of this is not just a stagnation of economic vibrancy, but also a missed opportunity for community boosterism and support. Business associations in Portland often sponsor garbage cans by bus stops, children’s sports teams, and neighborhood nights out, such as art walks, or holiday-related events.
52nd Avenue
The Main Commercial Corridor

Conversations with local business owners and employees revealed different trends along the various commercial stretches of 52nd Ave. Between Duke and Flavel, the main concern cited at a number of establishments was the high speed of traffic, and the dangerous intersection at Flavel where broken glass from car accidents often litters the street. The area has no marked crosswalks between Duke and Flavel, and 52nd has intermittent sidewalks on that stretch of road. Several business owners in the commercial cluster at 52nd and Bybee cited the need for more parking, first and foremost. Given that there is on-street parking all along 52nd Ave, the need for more parking does not seem pressing, but it does highlight the fact that the majority of these businesses’ customers are arriving by car not by bike or on foot.

Though 52nd is not a designated corridor, its proximity to Woodstock could result in a commercial spillover effect, particularly if some areas currently zoned residential were to be re-designated. Should this occur there is the possibility that 52nd could somewhat naturally develop into a neighborhood center.

Gifts of the Spirit, SE 52nd & Bybee
Wonderland Tattoos & Starlight Knit, SE 52nd & Bybee
Hair’en Dipity, SE 52nd & Flavel St
Mehri’s Cafe & Bakery, SE 52nd & Bybee
52nd Ave Hardware and Building Supply has been in operation at the southeast corner of 52nd and Rural for the past 48 years, and Steve Besaw, has been there for 43 of them! This neighborhood hardware store has supplied tools and hardware for local theaters and television productions, including "Grimm" and "Portlandia." Steve noted that the main barriers in the neighborhood were a combination of a lack of street and sidewalk infrastructure, and difficulties navigating city regulations and zoning restrictions that come along with being a commercial enterprise on a mostly residentially zoned street.
72nd Avenue & Flavel Street
A New Neighborhood Center?

The corner of 72nd and SE Flavel came up in multiple conversations with residents, and many people commented on their desire to see more commercial businesses in this stretch of the neighborhood. The area stands on the verge of a transition, and the right sorts of supports could help catalyze a positive community identity and spirit to develop. The southwestern corner has long been the site of a neighborhood grocery store. Longtime residents of the neighborhood remember the site as a Red Apple, which served as a community hub where neighbors bumped into each other and exchanged greetings and news. But as economic conditions changed the Red Apple closed. The site stood vacant for several years and neighbors developed different shopping patterns. Over time the corner lost its vitality to crime and disinvestment.

Neighbors business owners cited concerns with drug use and vandalism on and around the corner at 72nd and Flavel. However, since 2012 the area has experienced reinvestment. The former Red Apple has become a Grocery Outlet, and the commercial strip across the way that houses the Clean-O-Rama and Stonewall’s Market has become a neighborhood hub. Some nearby residents mentioned Stonewall’s as a favorite spot, especially for their giant Jojos and homemade ranch dressing. The small commercial strip also boasts a new grassy side yard with picnic tables and a mural, as well as two food carts. The corner building, abutting the bus stop on Flavel, has been converted into a tortilla production facility for Three Sisters Nixtamal, and will eventually feature a retail window.

The vacant commercial space on the northeast corner of 72nd and Flavel has been the site of consistent problems for surrounding neighbors. Most recently occupied by a small convenience store and surrounded by a 16,000 sq. ft. parking lot, the corner is frequently the site of camping, dumping, and vandalism. Many in the neighborhood expressed interest in seeing the site redeveloped into more commercial space, or as mixed-use residential and commercial.

There are numerous businesses and community assets within a 3-block radius of SE 72nd & Flavel St, including a restaurant, food carts, a church, a laundromat, an elementary school, and a grocery store. There is also denser housing in the area, including apartment buildings and a mobile home park that can support a neighborhood-serving commercial area.
Grocery Outlet, SE 72nd & Flavel St
Stonewall’s Market, SE 72nd & Flavel St
Clean-O-Rama, SE 72nd & Flavel St
Rocky’s Bar & Grill, SE 72nd & Flavel St
Three Sisters Nixtamal, SE 72nd & Flavel St
Vacant Commercial Property on SE 72nd & Flavel St
Home-Based Businesses

Because Brentwood-Darlington does not fall within the boundaries of an Urban Renewal Area or a Neighborhood Prosperity Initiative, the area is not eligible to receive funds set aside for those projects by Prosper Portland. However, one opportunity for economic development may be in growing the home-based businesses in area through small business loans and assistance programs. The concentration of home-based businesses in Brentwood-Darlington has grown considerably since the recession from 39 in 2008 to 70 in 2015—an 80% increase! Much of that growth has been driven by increases in the Other Services (NAICS 81) category, which includes Private Households. Workers in the Private Household category work as cooks, gardeners, caretakers, and other types of maintenance workers to name a few. The other industry that has seen growth is Professional, Scientific, and Technical Services (NAICS 54), which includes establishments that provide administrative services like financial planning and billing and record bookkeeping. Currently, these people are running these businesses out of their homes, but there could be opportunity for growth in the future.\(^A\)

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\(^A\) Note: Home-based businesses are classified as establishments that appear in a residential zone and have 2 or fewer employees. Establishments falling under Construction (NAICS 23) were not excluded because business generally does not occur at the home itself. (Sources: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages (QCEW). On file with the Oregon Employment Department and the City of Portland Bureau of Planning and Sustainability, 2017.)
Neighborhood Spotlight: Cartlandia

This food cart super pod is located where the Springwater Trail Corridor crosses 82nd and it was regularly mentioned by survey respondents as one of their favorite neighborhood spots. The pod boasts 28 international food carts and a covered beer garden. It is also adjacent to the Blue Room Bar where patrons can opt to sit inside and where live music can be heard Thursdays through Sundays. The pod is dog-friendly, as well as horse-friendly for folks riding in off the Springwater. Cartlandia is a great community asset, and based on the patrons we spoke with on the occasions we were there it is a major draw for both those living nearby and those living further afield.
Building Community
Strength
"I work primarily with outer southeast neighborhoods, which are some of the luckiest and unluckiest in Portland. They are unlucky because they suffer some of the worst conditions - poverty, poor streets, no sewers, and deteriorated housing. They are lucky because some of the finest people in Portland live and work there... Harney Park is an outstanding effort by a great group of folks in Brentwood-Darlington to turn a crime ridden vacant lot into a little league field."

-Nick Sauvie, then with SE Uplift, in a letter to Charles Jordan, Director of the Bureau of Parks (December 6, 1990)
Building Identity Through Advocacy & Organizing

Members of the Brentwood-Darlington Neighborhood Association asked our team to consider how they could work to become more effective advocates, and how to strengthen the neighborhood’s identity. We determined that the neighborhood’s own history holds important lessons for current residents on both points.

Brentwood-Darlington has long been home to committed and effective advocates, which forms an important part of the neighborhood’s identity. On many occasions, neighbors have banded together to achieve big and small wins. However, some of these efforts have been particularly draining for those championing them, leading to volunteer fatigue. In this chapter we’ve highlighted examples of past successful neighborhood organizing drives in order to call attention to and celebrate these efforts, while also considering strategies to promote volunteer longevity in the future.

The neighborhood association also expressed a commitment to better engaging more diverse voices in their advocacy efforts, and asked for ideas about how to diversify membership. In an effort to address this question, we have included case study information that we hope will provide some guidance.

Neighborhood leaders asked:

How can we strengthen neighborhood identity and better engage diverse voices in our neighborhood?

How can we be more effective advocates in addressing our infrastructure challenges?

BDNA sponsored Community Connections Event
Working Through Established City Channels

The first and most salient example of neighborhood organizing begins with the founding of the Brentwood-Darlington Neighborhood Association (BDNA). Officially forming in 1986 when the neighborhood was annexed by the City of Portland, the BDNA began as an effort to address the safety and livability concerns of the community at the time.

By 1992 the BDNA successfully helped the City close 60 drug houses. The Association formed a Drug and Nuisance Committee to allow neighbors an official, yet confidential way to report drug activity. Amazingly, 42 Neighborhood Watch groups were formed in the neighborhood. Neighbors also found out that they could get a quicker response from the City by reporting delinquent activity directly to relevant agencies, rather than the Portland Police Bureau. Eventually, this collaboration between neighbors and agencies like the Children’s Services Division (now the Family Services Division of the Portland Police Bureau), Animal Control, and the Bureau of Buildings (now Building and Development Services) helped create the successful Interbureau Task Force that was coordinated by Southeast Uplift.

To improve the general livability of the neighborhood, the group also worked to establish Neighborhood Cleanup Days with the National Guard. These mobilizations led to the removal of 700 disabled cars from the neighborhood, along with the cleanup of a vacant city-owned park site. City leaders took notice of the neighbors’ accomplishments, and named Brentwood-Darlington “Neighborhood of the Year” in 1990.

Today, the BDNA continues its work within the structure established by the Office of Neighborhood Involvement (ONI). The BDNA coordinates with other southeast neighborhoods as a member of Southeast Uplift, a coalition of neighborhood groups intended to strengthen community involvement and build organizing capacity.
Winning Grants & Corporate Sponsorship

In the late 1980s, Harney Park, a 7-acre open space at the southern edge of the neighborhood, was in desperate need of maintenance and safety improvements. According to a 1992 neighborhood survey, about 40% of residents reported not feeling safe near the park at night.\(^25\) They described the site as “an eyesore and a nuisance… the unlit, overgrown lot attracts dumping, off-road vehicle use, and criminal activity”.\(^26\)

In an effort to reclaim Harney Park, the neighborhood association started a neighborhood carnival to raise money for the park, and organized t-shirt and hat sales. The group also partnered with Southeast Uplift to successfully lobby Multnomah County for a $50,000 Housing and Community Development “self-help” grant that helped fund park improvements and a volunteer coordinator.

Harnessing local momentum, the community attracted corporate sponsorship for the park from the Portland Trailblazers, the Rose Festival Association, and Precision Castparts, one of the main employers of the neighborhood at the time. Plans for Harney Park were suspended after Ballot Measure 5 passed in 1990, which threw the City’s budget into question. That prompted a letter writing campaign on behalf of the neighborhood. Thankfully, funding for the park was not eliminated, and Harney Park was renovated, largely by volunteer labor, in 1991.

Parks remain the beloved backbone of Brentwood-Darlington, however neighbors may have to apply for grants or corporate sponsorships to secure some of the improvements they hope to see in Brentwood Park.
The establishment of the Brentwood-Darlington Community Center was another major win for the neighborhood. The Center was built as a collaboration between the BDNA, Multnomah County and Impact Northwest in 1997. From the outset, the classroom spaces at the community center were built expressly for the purpose of housing Impact NW's Early Childhood programs, which are still going strong today. In 2004, Impact NW took over full operation of the facility at a time when the center was struggling to stay afloat. Now, the community center is bustling a center of activity.

On weekdays, Impact NW runs a variety of programs out of the center, including youth and family services. The organization also operates the SUN Community Schools at Woodmere and Whitman with coordinators using the center as their home base. In addition to their own services, Impact NW opens the space to local seniors who regularly meet to eat lunch and play pinochle and bunco. Portland police have an office in the building, and when the center is not in use by Impact NW programs it’s available to community members for a modest fee.

Dianne Denham, Impact NW’s Operations Manager who was worked in the neighborhood for over 13 years, told us that the center has been the site of many celebrations, including birthdays, quinceañeras, and weddings. Every Saturday, the center is home to the Czech school, and every Sunday it acts as a worship space for members of the Asian Pacific Islander community. Impact NW is an important neighborhood asset providing both critical services to residents, as well as an affordable place to gather and celebrate. Organizations hoping to reach a diverse array of neighbors would do well to start there.
Activism & Class Action Lawsuits

In 2013, Brentwood-Darlington faced yet another issue head-on, this time with Precision Castparts. The company’s factory has been located on the southern border of the neighborhood by Errol Heights Park for over 60 years, and it employs 30,000 people in the area. However, it has also long been known to be a hotspot of both air and water pollution. In 2016, after research showed highly elevated levels of hexavalent chromium, arsenic and other heavy metals in the air around Brentwood-Darlington, neighborhood residents, including BDNA members, formed a group known as South Portland Air Quality. The group’s aim was to put pressure on Precision Castparts to install new filtration systems and air pollution monitors viewable by the public.

Several community members also filed a class action lawsuit based on EPA data that showed that the nickel and chromium are likely to cause a measurable increase in the number of cancer cases over the next 70 years in the neighborhood surrounding the plant.27 The neighbors’ quick action yielded important results. Precision Castparts installed new filters this past December, though neighbors are still awaiting the results from the air quality monitoring. Residents also negotiated with the company to have an independent science advisor review the new third-party monitoring over the course of six months. Neighbors will also be working with researchers from Portland State University and breathe Oregon to perform their own independent air monitoring at several locations around the neighborhood.

Though using the litigation to force legal compliance is extreme, it may be justified to secure health and safety improvements, such as ADA compliant infrastructure.
Leveraging Advocates & Door-to-Door Organizing

One of the most recent organizing successes from the BDNA was the successful bid for Metro’s Regional Flexible Funds grant to support safer routes to school within the community. Feeling that something needed to be done about the lack of sidewalks in the neighborhood, a group of neighbors, led by BDNA member Meesa Long, decided to take action. The group gathered 1,013 signatures and submitted 284 postcards, receiving far and away the highest number of supportive comments from community members, many from school children, in support of sidewalk infill from 52nd-82nd, between Duke and Flavel. Neighborhood organizers also lobbied their state representatives and secured letters of support for the grant application from Senator Kathleen Taylor, and Representative Jeff Reardon.

Brentwood-Darlington faced an uphill battle in the grant application process. Originally, the neighborhood did not score high enough on Metro’s criteria to win the grant. However, the overwhelming outpouring of community support for the project was critical to convincing Metro otherwise.

In total, the neighborhood was awarded a $2.2 million grant from Metro and a $3.1 million matching grant from PBOT SDC funds that will be used to install traffic calming measures, sidewalks and crosswalks along Duke and Flavel, as well as additional street and sidewalk infrastructure on Knapp and Ogden from 52nd to 87th as part of the eventual Knapp-Ogden Greenway project.

| 1,013 petition signatures |
| 357 online comments |
| 284 postcards from children |
| 62 letters, email, voice call, and hearing testimony |

Public Hearing on Regional Flexible Fund Project Selection

10.27.2016
Local leaders can suffer from overcommitment and burn-out from the burden of carrying too many responsibilities as unpaid volunteers, but reaching out to neighbors and asking for help in organizing efforts can be difficult and exhausting. Making headway in engaging diverse community groups can also present cultural and economic barriers. Nevertheless, integrating the broader community into organizing efforts makes overall project success more likely.

In our outreach efforts we received assistance from a number of organizations, especially the BDNA, the Artistic Darlings, an arts-based collective of residents, Latino Network, Vietnamese Community of Oregon, the Woodstock Community Business Association, and SUN schools staff at Woodmere and Whitman Elementaries. Establishing long term contact between organizations helps build neighborhood capacity and helps train new leaders.
Many Hands Make Light Work

Meet people where they are.

More personal attempts to engage people, such as through door-to-door canvassing, tabling at schools and stores, work best for reaching new people directly.

Keep written language simple and minimal.

The word “neighborhood” alone can mean many things to different individuals. This is especially true when working with people who have limited English language proficiency.

Celebrate your victories.

Wins, however small, boost volunteer morale. Take the time to gather with neighbors and new friends in social settings, outside of meetings.

Harness volunteers from outside the neighborhood.

Residents of low income communities are often overtaxed in a variety of ways. Tap into existing volunteer programs that also draw from the wider community and may include people with time and resources to spare.

Relationships matter.

Organizers are usually more successful at engaging a larger number of people at events championed by well-known community members and organizations.
Engaging Diverse Voices

The neighborhood association expressed a desire to diversify its membership and to engage with a wider range of the area’s residents. This is a common goal shared by many community groups, and much has been written about the topic. However, before beginning to actively recruit members from other backgrounds it’s important for groups to assess their goals and the resources they are willing to expend to meet them.

Building and strengthening networks requires a great deal of outreach, as well as a long-term commitment to maintaining those connections. This can be especially difficult to achieve when there is high turnover in neighborhood leadership. For this reason, we feel that promoting sustainable practices within the neighborhood association in order to preserve leadership is a critical first step. That will put neighborhood leaders in a better position to focus on cultivating diverse networks, which will require attendance at other group’s events.

Food for Thought

Questions for groups to think about who want to expand their networks:

• What is our group hoping to gain from improving membership diversity?
  - More volunteers? A variety of opinions? Financial resources? Help accomplishing previously identified group goals? Fresh ideas?

• How will we accommodate people new to the group?

• Will we be able to provide the resources necessary to welcome marginalized community members?
  - Consider whether we can provide translation and interpretation, childcare, background and history of long-running group discussions.

• How equipped are we to deal with serious disagreements within the group?
Establishing Strong Partnerships

Strengthen existing relationships. Impact NW and ROSE CDC are both excellent neighborhood resource with wide reaches. By partnering with these organizations and working more closely with them, the neighborhood association can foster connections with the diverse communities of people already accessing their services. Partnering with these organizations to help promote neighborhood events, such as summer movies in the park, may help bolster and diversify attendance.

Take the show on the road. Before the community center was built, the neighborhood association met at the Errol Street Baptist Church. Though that church no longer exists, there are many places of worship in the neighborhood with diverse congregations. Reaching out to church leaders could prove beneficial in order to learn more about the types of programs and events they offer to their faith communities. In turn, religious leaders could pass on information about pending neighborhood events and projects on to their congregations. Additionally, the neighborhood association could consider occasionally meeting at spaces other than the community center, such as one of the neighborhood churches, to increase visibility.

Build on what’s good. The neighborhood has many assets that can be further capitalized on. Residents have already taken the lead on enhancing neighborhood identity through artistic efforts like neighborhood murals, spearheaded by the Artistic Darlings. A collaboration between the Artistic Darlings and Impact NW SUN Schools on a mural celebrating diversity in the area could be another way to both strengthen relationships and promote neighborhood beautification efforts. For guidance on a collaborative project of this nature, neighbors could look to Groundswell in New York City. More information about their efforts is available at www.groundswell.nyc.

Acknowledge difference. People often have an impulse to underplay differences within groups to maintain a sense of cohesion. However, best practices that support collaboration across cultures have found that owning and naming differences among participants, whether in race or ethnicity, class, or personal experience, is key to building authentic and long-lasting relationships.
The Big Picture

Local scarecrow in neighborhood residence
In many ways, residents of Brentwood-Darlington have expressed similar sentiments about their neighborhood for years. They value its character as well as its affordability, but they find the infrastructure deficiencies frustrating. That is no different today. What is different, however, is the rate at which Portland is growing and changing, putting pressure on Brentwood-Darlington in ways the neighborhood has not previously experienced. For this reason, maintaining affordability and protecting vulnerable residents should be paramount for the City. Investing in critical infrastructure should also be a top priority over the next several years. This oft-overlooked neighborhood deserves more attention from city agencies than it has received since the last planning effort in 1992, and its history of community organizing should be celebrated in ways that promote neighborhood identity. The following Action Plan lays out a list of recommended actions to take to achieve these goals.
How to Use This Document

The Action Plan is made up of Visions, Goals and Recommended Actions we derived from conversations with the community. The Visions lay out a forward-looking scenario, specific to each of the previous chapters. The Goals describe our broad approaches to improving livability, as they relate to the overall Vision they support. The Goals are implemented through the specific and corresponding Recommended Actions that follow. The Recommended Actions provide high level rationale of the steps needed to achieve each Goal, and name suggested Initiators, Key Partners, and Priority levels for each.

This neighborhood has heard many promises of coming improvements over the years. We wanted to make sure to avoid instilling false hope with our recommendations, which is why this Action Plan focuses on near-term and achievable projects for the neighborhood. All of the projects can conceivably be started and completed over the next 5 to 10 years. All of the Recommended Actions require a level of commitment from neighborhood activists, however, some will build neighborhood organizing capacity, thereby helping to make other Recommended Actions more achievable.

Next Steps

The Bureau of Planning and Sustainability began this Community Assessment and Action Plan with an eye toward going through the full legislative planning process for the area in the near future. Neighborhood leaders eagerly await the chance to fully participate in setting the direction of their corner of Portland.
Housing & Equity Recommendations

Vision: Goals 1-3

Brentwood-Darlington aspires to be a place that supports people from all socioeconomic and racial backgrounds. Capitalizing on the neighborhood’s history of activism, Brentwood-Darlington will be a place where summer parks programming improves community cohesion, gives teenagers constructive things to do and reduces petty crime like vandalism. The redevelopment of old, vacant properties, such as the one on the corner of 72nd and Flavel St., will create neighborhood anchors with a mix of uses; a cafe, a doctor’s office, with apartments on the upper floors. In addition, new housing policies to protect renters will be implemented, such as a mobile home zoning overlay, and land-banking of multi-family property by PHB. A re-instated community policing program will achieve the goal of reducing crime and fear among neighbors of all backgrounds.

Neighborhood champions will undergo training and be equipped with the resources necessary to lead various community building projects. This will be accomplished through elevated collaborations between the Brentwood-Darlington Neighborhood Association, ONI, Southeast Uplift, and Portland State’s Institute for Sustainable Solutions (ISS).
GOAL 1: Goal 1: Improve housing stability, housing opportunities and prevent displacement

1.1 Purchase naturally occurring affordable multi-family and mobile home park properties to guarantee long-term affordability

**Priority Level:** High  
**Initiator:** Portland Housing Bureau (PHB)  
**Key Partners:** Home Forward  
**Rationale:** As the neighborhood is home to many populations vulnerable to displacement, the City should use affordable housing bond funds to purchase multifamily properties to ensure permanent affordability and stability for neighborhood residents.

1.2 Support “right of first refusal” legislation for mobile home parks

**Priority Level:** High  
**Initiator:** PHB  
**Key Partners:** CASA of Oregon, St. Vincent de Paul, Manufactured Housing/Oregon State Tenants Association  
**Rationale:** Mobile home parks are an important source of non-subsidized affordable housing but residents are vulnerable to displacement if the land goes up for sale. Right of first refusal would provide tenants the opportunity to partner with local non-profits to make an offer on the property.

1.3 Create a mobile home park overlay zone

**Priority Level:** High  
**Initiator:** BPS  
**Key Partners:** Mobile home park owners, Manufactured Housing/Oregon State Tenants Association  
**Rationale:** An overlay zone would allow specific regulations to be applied to mobile home parks, whose residents are vulnerable to displacement, with the aim of preventing a conversion of the parks to other uses. Examples of regulations that could be utilized in this overlay zone include mandating any sale of a mobile home park resulting in a conversion go through a formal review process, implementing a 2-year minimum notice of intent to convert to park residents, or an outright moratorium on conversion of parks unless the owner can prove financial hardship.
1.4 Consider higher density residential zoning adjacent to 52nd and 72nd Avenues to expand housing types next to services and amenities.

**Priority Level:** High  
**Initiator:** BPS  
**Key Partners:** BBDS, BDNA Land Use committee  

**Rationale:** In order for commercial land to be successful, there does need to be an increase in housing opportunities, ideally, within walking distance for existing and future commercial services and amenities.

1.5 Promote cottage housing developments on lots over 10,000 sq. ft.

**Priority Level:** Medium  
**Initiator:** BPS  
**Key Partners:** Bureau of Development Services (BDS), Orange Splot, Proud Ground  

**Rationale:** There are currently 11 vacant lots over 10,000 sq. ft. that could support cottage cluster development, providing additional housing units.

1.6 Consider mixed-use development for property on NE corner of 72nd & Flavel

**Priority Level:** Medium  
**Initiator:** Rose CDC  
**Key Partners:** PHB, BDS  

**Rationale:** This property was regularly cited by residents as a site with potential. The lot is large (>16,000 sq. ft.) but the building footprint is small. Neighbors would like to see the space better utilized.

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A Note: The 10,000 sq. ft. standard for cottage housing developments may be updated in the Residential Infill Project process.
GOAL 2: Address neighborhood safety concerns and empower residents with information

2.1 Address perceptions of houselessness issues through public education campaign

Priority: Medium
Initiator: Joint Office of Homeless Services
Key Partners: Impact NW, BDNA, neighborhood churches

Rationale:
Neighborhood perception that the presence of houseless campers in neighborhood has increased crime should be addressed to alleviate concerns and proactively work to find humane local solutions to major issues. Help people connect vulnerable people to needed services.

2.2 Bring back the community policing program

Priority: Medium
Initiator: Mayor Wheeler
Key Partners: City Council, Portland Police Bureau

Rationale:
In the past, the Portland community policing program has been a successful model to build community trust and relationships regarding crime and safety issues. The Mayor’s office has expressed interest in reinstating this program to re-establish ties between the police and residents.
GOAL 3: Promote and enhance existing services and neighborhood organizations

3.1 Increase programming, particularly for older youth, and identify partnerships with other service or community organizations to increase summer and evening programming at B-D Community Center and Brentwood Park.

**Priority:** High

**Initiator:** PP&R, Impact NW

**Key Partners:** SUN program, BDNA, Bikes for Humanity, VNCO, Independent Publishing Resource Center (IPRC), Portland Youthbuilders, Learning Gardens Lab

**Rationale:**
There is a lack of programming for older children and teenagers in the neighborhood, as well as a perceived lack of community connection to the community center among neighborhood residents who do not access the social services provided in the building.

3.2 Promote more organizational collaboration and coordination of services.

**Priority:** High

**Initiator:** Impact NW

**Key Partners:** Rose CDC, Oregon DHS, Churches, Albina Headstart, St. Vincent de Paul, Green Lents

**Rationale:**
Brentwood-Darlington is home to a variety of social service providers. Supporting, strengthening, and facilitating safer connections to Lents and 82nd will expand connection to a greater range of services and CBOs.

3.3 Work with Wallace Medical Concern’s mobile unit to establish a routine visit to the Brentwood-Darlington Community Center

**Priority:** Medium

**Initiator:** Impact NW

**Key Partners:** Wallace Medical Concern, managers of mobile home parks

**Rationale:**
The neighborhood lacks medical offices. Current neighborhood service providers believe that many low income residents and seniors in the neighborhood would benefit from this service.
3.4 Identify grants and commercial sponsorships to help fund park desired improvements.

**Priority:** Medium

**Initiator:** BDNA

**Key Partners:** Learning Gardens Laboratory

**Rationale:**
Facilities at each park could be improved to inspire more use from a broader range of neighborhood residents. Residents mentioned a need for more play equipment for older kids, and updated play equipment in general, covered pavilion space for larger group events.

3.5 Conduct park usage audit

**Priority:** Low

**Initiator:** PP&R

**Key Partners:** BDNA

**Rationale:**
The neighborhood parks are heavily used and provide a wealth of resources for people throughout the area. Determining who is using the parks and when they are most being accessed can help fine tune programming and facilities services.
Infrastructure & Transit Recommendations

Vision: Goal 4

Brentwood-Darlington will push city agencies to apply a Vision Zero and ADA accessibility lens in neighborhood infrastructure and connectivity issues. PBOT will prioritize the improvement of some of the approximately 5 miles of unimproved streets and sidewalks throughout the neighborhood to address safety issues, especially at intersections like 52nd and Flavel St. and 52nd and Ogden.

Improvements in pedestrian infrastructure will support commercial space activation and safe routes to school along those corridors. Increased transit connectivity will especially benefit low income and disabled residents who can’t access private vehicles.

Changes such as the re-routing of the #19 bus line over the Tilikum Bridge, as well as improved north/south routes, will greatly improve access to employment and recreational opportunities. Unimproved roads with no immediate path toward paving provide residents ample opportunity for collaboration with PBOT to create ‘play streets,’ reducing costs for infrastructure, while also turning a deficit into a neighborhood asset.
GOAL 4: Make important infrastructure and network connectivity improvements

4.1 Improve ADA accessibility in the neighborhood

**Priority:** High  
**Initiator:** PBOT  
**Key Partners:** ODOT, Oregon Walks, Street Trust, Disability Rights Oregon  

**Rationale:** Lack of sidewalks and curb ramps disproportionately affects people with mobility challenges. Streets should be prioritized to create continuous stretches of ADA accessible pathways to centers of activity.

4.2 Prioritize safety and connectivity improvements using Safe Routes to School and Vision Zero Data

**Priority:** High  
**Initiator:** PBOT  
**Key Partners:** Oregon Walks, Safe Routes to School, PPS, The Street Trust, Community Cycling Center  

**Rationale:** Lack of sidewalk and street infrastructure is directly linked to pedestrian and bicycle accidents, and low perceived walkability of neighborhood.

4.3 Re-route bus line 19 over the Tilikum Bridge

**Priority:** High  
**Initiator:** TriMet  
**Key Partners:** PBOT  

**Rationale:** Using the Ross Island Bridge adds at least 15 minutes to the standard rush hour commute, making transit a less attractive option for neighborhood residents.
4.4 Provide more North/South transit connections

**Priority:** Medium  
**Initiator:** TriMet  
**Key Partners:** PBOT  

**Rationale:**  
Much of the area lacks north-south transit options between 52nd to 82nd. Re-routing the 71 to stay on SE 72nd would make trips to popular destinations like Mt. Scott Community Center easier. Adding a continuous line on SE 52nd would help support a neighborhood commercial corridor.

4.5 Address safety concerns on 52nd and at the corner of 52nd & Flavel through interventions like disallowing right turns on red or speed reductions

**Priority:** Medium  
**Initiator:** PBOT  
**Key Partners:** BDNA, Woodstock Community Business Association  

**Rationale:**  
Residents mentioned speeding as an issue on 52nd and some businesses in the area noted this being a problem as well, especially at the corner of 52nd and Flavel.

4.6 Host a grant writing class or program in Brentwood-Darlington for streets and infrastructure advocacy and funding

**Priority:** Medium  
**Initiator:** SEUL  
**Key Partners:** ONI, possibly in partnership with PSU or PCC  

**Rationale:**  
Enable more neighborhood residents to lead the charge on pursuing grants throughout the year and share the time and resource burden.

4.6 Partner with PBOT to make a “play street” on part of Cooper, similar to Klickitat St

**Priority:** Low  
**Initiator:** Resident advocate  
**Key Partners:** PBOT, Livable Streets Program PSU Engineering  

**Rationale:**  
Cooper St. is one of the longest unimproved roads in Portland. If the street will remain inaccessible, the area could be better used as open space with an aim to improve walkability and connectivity.
Vision: Goals 5-6

Commercial centers in Brentwood-Darlington will be activated with the aid of unique funding partnerships between the business associations, nonprofits and city agencies. By promoting business networking opportunities between current business owners along 52nd and 72nd Aves., stronger ties will be formed. These relationships will be instrumental to furthering economic and community development goals.

Designating 52nd Ave. as a Neighborhood Corridor will also increase the continuity and partnerships between the Woodstock Corridor and Brentwood-Darlington. With increased partnerships will come increased financial resources, especially to sponsor amenities such as public trash cans throughout the neighborhood.
GOAL 5: Increase commercial opportunities and neighborhood-serving businesses

5.1 Extend commercial zoning on 52nd to create a continuous commercial corridor

Priority: High
Initiator: BPS
Key Partners: Local business owners, adjacent neighbors

Rationale:
To support a neighborhood corridor, create a continuous line of commercial zoning and eliminate nonconforming uses. Support BPS Map Refinement Tool Project in this effort.

5.2 Promote neighborhood business networking and support through more business association events

Priority: High
Initiator: Local business owners
Key Partners: Woodstock Community Business Association, 82nd Ave of Roses Business Association, BDNA, Korean Grocers Association, Venture Portland

Rationale:
The area has a low concentration of commercial zoning, which makes it difficult to establish a strong business district. More support is needed to aid local economic development efforts. Build on neighboring districts successes.

5.3 Find a local 52nd Ave. business champion and pursue annual Venture Portland economic development grants

Priority: Medium
Initiator: Woodstock CBA
Key Partners: Venture Portland, BDNA

Rationale:
52nd Ave businesses are within the Woodstock Community Business Association but connections are not strong at the moment. Working more closely with the WCBA could benefit the 52nd Ave businesses and help them advocate for funding.
5.4 Obtain a Neighborhood Corridor Designation (52nd) as an extension of the Woodstock Corridor to expand opportunity for funds

Priority: Medium
Initiator: PBOT
Key Partners: BPS, Metro

Rationale:
Currently there are no designated centers or corridors within the boundaries of Brentwood-Darlington. A corridor designation along 52nd Ave. would open funding options and meet City planning criteria to bring more attention and resources to the neighborhood.

5.5 Activate the four corners of 72nd and Flavel St. as a center of neighborhood activity and look for opportunity areas to extend commercial activity on 72nd, south of Flavel

Priority: Medium
Initiator: 82nd Ave of Roses Business Association
Key Partners: Grocery Outlet, affected B-D business owners, City Repair, Prosper Portland, Venture Portland

Rationale:
This corner has been identified several times through stakeholder conversations as having potential for more community gathering. It is in a highly visible section of the neighborhood, and serves many residents through the different building occupants and uses. This could be an informal neighborhood center.

5.6 Look for opportunity areas to extend commercial activity on 72nd, south of Flavel

Priority: Low
Initiator: BPS
Key Partners: Venture Portland

Rationale:
There is an existing commercial pocket on Harney, but many R2.5 lots north to Flavel. Look at future potential to transform this area to another neighborhood-serving commercial district.

5.7 Utilize a greater range of small business services from local service providers and grant opportunities

Priority: Low
Initiator: Prosper Portland
Key Partners: MESO, Mercy Corps NW, Venture Portland, Portland City College

Rationale:
Some home-based businesses in the neighborhood could grow and potentially move into commercial spaces with funding and support
GOAL 6: Promote neighborhood beautification

6.1 Add trash cans in designated locations throughout the neighborhood through sponsorship opportunities paired with businesses, BDNA funds, and/or sustainability grants

Priority: High  
Initiator: BDNA  
Key Partners: Trimet, BPS, Woodstock Business Association, 82nd Ave of Roses, Three Sisters, Stonewall’s Korean Grocers’ Association, SE Uplift

Rationale: Residents noted the need for garbage receptacles at bus stops. Lack of corridor designation means garbage pick up will need to find local support, but limited commercial zoning in area limits number of possible participating businesses.

6.2 Conduct neighborhood wide graffiti clean-ups

Priority: High  
Initiator: ONI  
Key Partners: SEUL, BPS

Rationale: Neighbors cited the need for stronger efforts at keeping graffiti at bay.
Vision: Goals 7-9

Building off of past momentum, organizer trainings will further improve the reach of neighborhood champions, enabling them to sharpen their leadership skills. City bureaus like the Office of Neighborhood Involvement (ONI) can help provide technical assistance for this, by providing courses at free or low-cost to neighborhood associations.

In addition, the Brentwood-Darlington Neighborhood Association will widen its network and diversify its reach by creating stronger linkages between other community-serving organizations such as Impact NW, ROSE CDC, and the Latino Network’s parent group. By occasionally changing meeting locations and utilizing some of the neighborhood’s many places of worship, the neighborhood association will also increase its visibility.

The neighborhood association will celebrate past wins and promote stronger neighborhood identity by adding placards at places like Harney Park, recounting historical events that led to the park redevelopment. Finally, local representatives will assist the people of Brentwood-Darlington in effectively advocating for resources and policies that will strengthen the neighborhood.
**GOAL 7:** Help neighbors become more effective advocates and engage diverse voices

### 7.1 Support neighborhood level advocacy by clarifying decision-makers, resources, and funding between transportation agencies in the city

**Priority:** High  
**Initiator:** ONI  
**Key Partners:** PBOT, ODOT, TriMet, Metro  

**Rationale:**  
Neighborhood activists have asked for capacity building support and technical assistance in navigating planning and advocacy landscape to most effectively draw attention to local infrastructure issues.

### 7.2 Better equip those interested in being neighborhood champions with condensed resource lists and information

**Priority:** High  
**Initiator:** SE Uplift  
**Key Partners:** ONI, Institute for Sustainable Solutions (ISS)  

**Rationale:**  
Some residents are already involved in advocacy but reported being unsure of how to navigate the bureaus and knowing where to turn for resources.

### 7.3 Sponsor neighborhood leaders to attend community organizing trainings

**Priority:** High  
**Initiator:** SE Uplift  
**Key Partners:** ONI, Institute for Sustainable Solutions (ISS)  

**Rationale:**  
Community organizing is a must to continue the momentum of neighborhood advocacy and to continue to put pressure on agencies to affect change. Because the BDNA is entirely volunteer based, those in leadership positions can experience fast and intense burnout. Providing training and funds to support the highly skilled and motivated neighborhood advocates could ensure that actions continue to be addressed in the future.
7.4 Expand neighborhood connections with multi-cultural groups and service providers to reach larger portions of the BD population

**Priority:** High

**Initiator:** BDNA Equity and Inclusion Group

**Key Partners:** Latino Network, VNCO, ONI, Albina Headstart, Rose CDC

**Rationale:** Strengthen connections with groups already invested in the area like Latino Network, and connect with groups interested in expanding into the area like the VNCO. Reinstate ONI translation services.

7.5 Provide childcare at neighborhood meetings

**Priority:** Medium

**Initiator:** BDNA

**Key Partners:** ONI, SEUL

**Rationale:** Having childcare available during neighborhood association meetings increases the chance that a wide variety of people will be able to attend.

7.6 Provide language translation for documents, and interpretation at meetings

**Priority:** Medium

**Initiator:** BDNA

**Key Partners:** CELS, IRCO, Latino Network, Unite Oregon

**Rationale:** Interpretation services may be necessary to engage residents that are active in other neighborhood groups, especially given the rapidly increasing population of immigrants in the neighborhood.

7.7 Increase reach of neighborhood communication networks

**Priority:** Low

**Initiator:** BDNA

**Key Partners:** Woodmere Elementary, Whitman Elementary, Lane Middle School, neighborhood places of worship

**Rationale:** Many community members are not involved with or aware of neighborhood groups and events. Take the BDNA meetings on the road to different parts of the community to increase visibility and involvement.
GOAL 8: Enhance and celebrate neighborhood identity

8.1 Identify placemaking grants in resource library (see Appendix) that Brentwood-Darlington qualifies for and pursue those opportunities

**Priority:** Medium  
**Initiator:** BDNA  
**Key Partners:** Metro, Regional Arts and Cultural Council (RACC), SE Uplift, PBOT  

**Rationale:** Neighborhood residents expressed interest and a need to strengthen neighborhood identity. May help increase participation in civic activities.

8.2 Organize BDNA to fundraise for Brentwood-Darlington Community Center improvements to tie community assets together

**Priority:** Medium  
**Initiator:** BDNA  
**Key Partners:** Impact NW  

**Rationale:** The breadth and depth of the services available at the Community Center are a huge asset to the community. Any efforts to connect to residents not already involved in neighborhood organizing could and should begin with groups that already use this important community space. The BDNA could also strengthen its ties to Impact NW by helping to raise funds for the improvements they hope to make to the facility in the near future.
8.3 Install neighborhood placards at Harney Park and Brentwood-Darlington Community Center to celebrate organizing success stories

**Priority:** Low  
**Initiator:** SE Uplift  
**Key Partners:** BDNA, BPS, City Repair, Artistic Darlings

**Rationale:** Community organizing success stories are part of this neighborhood's identity and greater public recognition of these wins could help foster a better sense of identity.

8.4 Install wayfinding signs to Brentwood-Darlington Community Center and other neighborhood assets

**Priority:** Low  
**Initiator:** Impact NW  
**Key Partners:** BDNA, SE Uplift, Metro

**Rationale:** Many people in the neighborhood do not know about the BDCC or the services offered there. Wayfinding signs on Duke St. and Flavel St. could help orient people to this neighborhood resource.
**GOAL 9: Carry positive momentum forward**

**9.1 Identify political advocates to continue carrying Brentwood-Darlington momentum forward**

**Priority:** High  
**Initiator:** ONI  

**Rationale:** Neighborhood leaders can’t work alone. Pairing internal neighborhood advocacy with external advocacy at a broad agency and political base will help to elevate and empower BD neighbors’ voices.

**9.2 Use Complete Neighborhood strategy to take Brentwood-Darlington through a formalized legislative process**

**Priority:** High  
**Initiator:** BPS  
**Key Partners:** City Council, Multnomah County, Metro

**Rationale:** To legitimize and elevate Brentwood-Darlington’s priorities, the next step is taking this process through a formal legislative process with community representatives, agency representatives, City staffers, and politicians. After the plan is thoroughly vetted through an advisory committee, pursue adoption at the City level and a resolution or intergovernmental agreement at the County level.
Endnotes

6. Errol Heights Opinion Phone Survey Results. (Date unknown). Retrieved from City of Portland Archives.
15. PBOT, Neighborhood Streets Program, and GPS Consulting analysis
18. Interview with Zef Wagner, PBOT
21. TriMet Ridership Data
22. Personal interview with Hazel Green (2017)
Shannon Williams
With a diverse background in zoology and environmental planning and her exceptional management and organization skills, Shannon focuses GPS on the big picture and achieving community goals at large. When she is not engaging with communities, she enjoys hiking and camping with her family and playing the keys in the GPS band.

Samuel Garcia
Originally from sunny San Francisco, Sam enjoys engaging people with environmental concerns and public health. Sam believes that all people deserve the right to safe and sustainable communities. When he’s not busy in the office with zoning code, he enjoys hiking, reading and exploring the city. Sam is also working toward becoming the lead cellist in the GPS band.

Amanda Howell
Amanda’s diverse professional background ranges from artist management to prison higher education. In the current iteration of her life, she specializes in economic development and serves as the communications manager for GPS. Though she has many interests, she is especially passionate about prisoner reentry issues and deconstructing barriers for returning community members. When not communicating up a storm, she enjoys hiking and exploring, as well as playing the drum machine in the GPS band.

Laura Combs
Specializing in data analysis and mapping, Laura provides technical support at GPS. With a background in environmental sustainability, she blends her love of nature with her interest in getting to know the brilliantly diverse people of Portland. When she’s not at the office or dreaming up new plans, she enjoys exploring Forest Park, taking vacations on the Oregon Coast, and playing guitar in the GPS band.

Andrea Pastor
A lover of research and storytelling, Andrea digs into Census data and historical tomes with gusto. She wears many hats at work and in life, including small business owner and parent, and likes to think that this helps her understand where people are coming from and where they hope to go. Andrea thinks that planning should inspire people with big ideas and grand visions for a future brimming with possibilities. She also plays bass in the GPS band.

Olivia Holden
With an eye for design and her spicy personality, Olivia strives to engage all people in planning with creative communication and innovative outreach strategies. She is an avid traveler, strong social justice advocate and believes all people have the right to roam. When she’s not planning her next community event, she can be found on Mt. Hood skiing or hiking with her poohces Hank and Pearl. Luckily, GPS snagged her for her amazing tone-deaf singing voice as their one-and-only vocalist.