

Powell-Division Transit and Development Project

Existing Conditions Reports

March 7, 2014

City of Portland

City of Gresham

Metro

Powell-Division Transit and Development Project
Existing Conditions Report
City of Portland

Existing Conditions Report (City of Portland)

Introduction

Recent regional transportation studies, including Metro’s Regional High Capacity Transit System Plan and the East Metro Connections Plan, a 2-year effort in east Multnomah County that that identified specific transportation, community, economic development projects and their phasing over the next 20 years, identify the Powell-Division corridor as an area with a significant need for improved transit.

Project Purpose

The Powell-Division Transit and Development Project seeks to bring investment to Southeast Portland, East Portland, and Gresham, and make it easier for people to get around by increasing public transit options in the Powell Boulevard-Division Street corridor, from inner Southeast Portland to Portland Community College’s Cascade Campus on SE 82nd Avenue and Division Street all the way to Gresham and Mount Hood Community College.

Between now and 2015, the community, including representatives from organizations such as Catholic Charities, East Portland Neighborhood Office and OPAL Environmental Justice Oregon; and agency staff from the Cities of Portland and Gresham, Metro, TriMet, Multnomah County and ODOT, will work together to create a plan to improve the public transit connection between Portland and Gresham and support economic development at key places along the route.

Project Outcomes

Specifically, this project will result in:

1. Identification of a preferred high capacity transit route between Portland’s Central City, Portland Community College Cascade Campus, downtown Gresham and Mount Hood Community College, among other major destinations.
2. Identification of the most appropriate high capacity transit mode for the route. Options include bus rapid transit, light rail or streetcar.
3. Identification of development nodes.
4. An action plan and capital projects needed to support high capacity transit and community development.

Report Purpose

The intent of the document is to provide a snapshot of the conditions within the study area. This information will be used to guide decisions about where to locate the new high capacity transit service, where to encourage development, where to preserve existing community places and where and when programs to help reduce gentrification and displacement are needed.

Specifically, this report describes demographic conditions, such as household size and the race/ethnicity and age of people who live in the study area. It also describes development patterns, which includes things like common building types and building age; regulations that apply in the project area; identifies major employers and institutions that many people need to travel to and from; environmental conditions like watershed health; and identifies areas that may be at risk of gentrification.

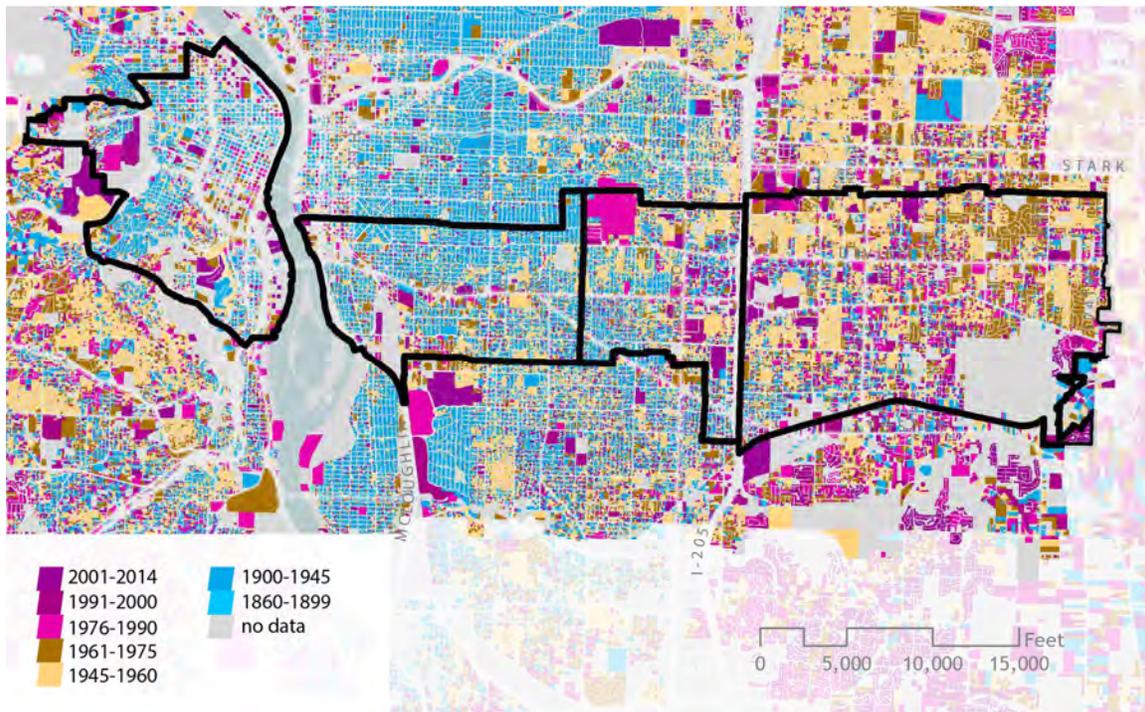
This document complements the existing conditions report prepared by the City of Gresham. Together, they form the existing conditions for land use for the project area. A separate document,

Land Use

The study area covers a nearly 10 mile long section through the middle of the east side of Portland in addition to the Central City, where a potential new line would link to multiple regional transit lines. The area includes a variety of residential, commercial and industrial districts and a varied development history. Brief summaries of the land use history and current land use conditions, by this reports four study area geographies: Central City, Inner Portland, Jade District and East Portland are provided below.

The Year Built map, Figure 2, provides a quick view of when properties in the study area were developed. The map shows the era in which buildings on the property constructed.

Figure 2. Year Built



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Central City

In this analysis, the Central City includes the area commonly recognized as downtown Portland, over to OHSU and South Waterfront on the south end and up to Goose Hollow, Washington Park, Jeld-Wen field and West Hills in northwest Portland.

Development in the Central City reflects its historic and current role as the state and region's economic center and major transit hub. In some areas of the Central City, there are historic buildings dating back Portland's urban beginnings. However, there are also significant portions of downtown that were built and rebuilt in the 20th and 21st centuries.

Today, the Central City consists of a mix of retail, offices, educational and cultural institutions, and higher-density housing. The West Hills include Marquam Hill, home to Oregon Health Sciences University (OHSU). Some multi-family housing is also located, there, adjacent to OHSU. The rest of the West Hills includes mostly single-residential neighborhoods, but north of Highway 26, also contains a portion of Washington Park and other hillside residential areas.

For detailed information on land use and development in Portland's Central City, please see the Central City 2035 Background Reports, which are available at: <http://www.portlandoregon.gov/bps/52119>

Inner Portland

Inner Portland, within the study area, includes areas south of Powell Boulevard and north of Division Street from the Willamette River to SE 60th Avenue. Land use and development in this area reflects its Streetcar Era origins. Most of this area was developed prior to 1945.

Many lots in this area were originally platted in conjunction with the late 19th- and early 20th Century expansion of the streetcar system. Streets where streetcar lines were located sometimes include "main street" business districts, where streets are lined by clusters of storefront buildings directly abutting the sidewalks. Most of the urban fabric of the inner neighborhoods is characterized by a consistent pattern of rectilinear blocks, with residential lots approximately 50'-wide by 100'-deep (blocks with narrower lots and closely-set houses are common in the innermost neighborhoods that originally developed during the Victorian era). This original platting provides a fine-grain pattern of relatively small-scale buildings, the majority of which are detached houses.

Inner Portland consists of a mixed but fairly ordered and interconnected set of uses. Industrial uses are prominent near the river north of Powell and adjacent to the rail corridor south of Powell Boulevard. Powell Boulevard from the river to around 50th/52nd Ave consists primarily of automobile-oriented strip commercial. Division Street, along the same stretch, is notably more of a mix of main-street commercial and mix-used buildings— one to three floors of housing above ground floor business.

Multifamily structures are most frequently found along or near the former streetcar lines or in neighborhoods close to Downtown, and were often built on individual residential lots, continuing the established development pattern. In the adjacent residential areas, single-family residences on smaller lots are the main housing type in this section, but some multi-family housing is mixed into the neighborhood fabric, notably below Powell in the vicinity of SE Cesar Chavez and Gladstone.

For more information, please see the Urban Form Background Report, prepared for the Comprehensive Plan, which is available at: <http://www.portlandonline.com/portlandplan/index.cfm?c=51427>

Jade District

The Jade District, for the purposes of this study, includes an area roughly bounded by Powell Boulevard on the south and Division Street on the north and from SE 60th Avenue to SE 92nd Avenue. The heart of the Jade District, 82nd Avenue, also is the marker of transition from Inner Portland to East Portland. The street is lined primarily with strip commercial uses, as are Powell and Division from here to Interstate-205. Between the Powell and Division, newer multi-family housing is mixing in with older single-family residences.

From the 50s/60s to 82nd Avenue, the corridor's character begins to shift. Here, Division is flanked primarily by multi-family housing interjected by two colleges—Warner Pacific College and Portland Community College. On Powell Boulevard, the stretch contains a mix of auto-oriented commercial and multi-family housing. On the south side of the street, a set of remnant properties have been turned into parking lots. Between Powell and Division, the single-family housing remains the main type of use.

East Portland

In contrast to the Central City and Inner Portland, most of East Portland developed after 1945. Here, much of the existing urban fabric is based the post-war single-family housing construction boom and the increasing preference for getting around in a private automobile

Land use and development in East Portland, which in this study generally includes land east of I-205, is highly variable. It is reflective of incremental development that occurred in different development eras, each period leaving its own distinct imprint on the area's street, block and lot structure. These areas were largely outside the city boundaries until the 1980s, before which development was often not provided with urban infrastructure such as sidewalks and sewers.

The major streets in East Portland began as rural roads, between which agricultural holdings were urbanized in a patchwork manner over time, sometimes with only limited connectivity between different developments. The area remains dependent on the widely-spaced, once rural roads for through-street connections. The area includes some clusters of blocks that are continuations of the 200'-deep block structure of the inner neighborhoods.

During the Streetcar Era, the Springwater interurban line near Johnson Creek provided access that resulted in the creation of large "junior acre" lots (sometimes as deep as 400'), often built with small bungalows. Later, car access enabled more households larger-lot living. At that time, shopping centers with large parking lots, rather than compact "main streets" became the norm and cul-de-sacs, which offered respite from increasing car traffic, quickly became part of the area's underlying urban pattern.

In East Portland, Division Street widens to a multi-lane major arterial. The land uses are primarily a mix of single-story auto-oriented commercial businesses; a variety of residential uses, from single-family homes, duplexes, and town homes to garden apartments and manufactured homes; and a few newer office buildings and multi-family housing trending towards pedestrian-oriented design.

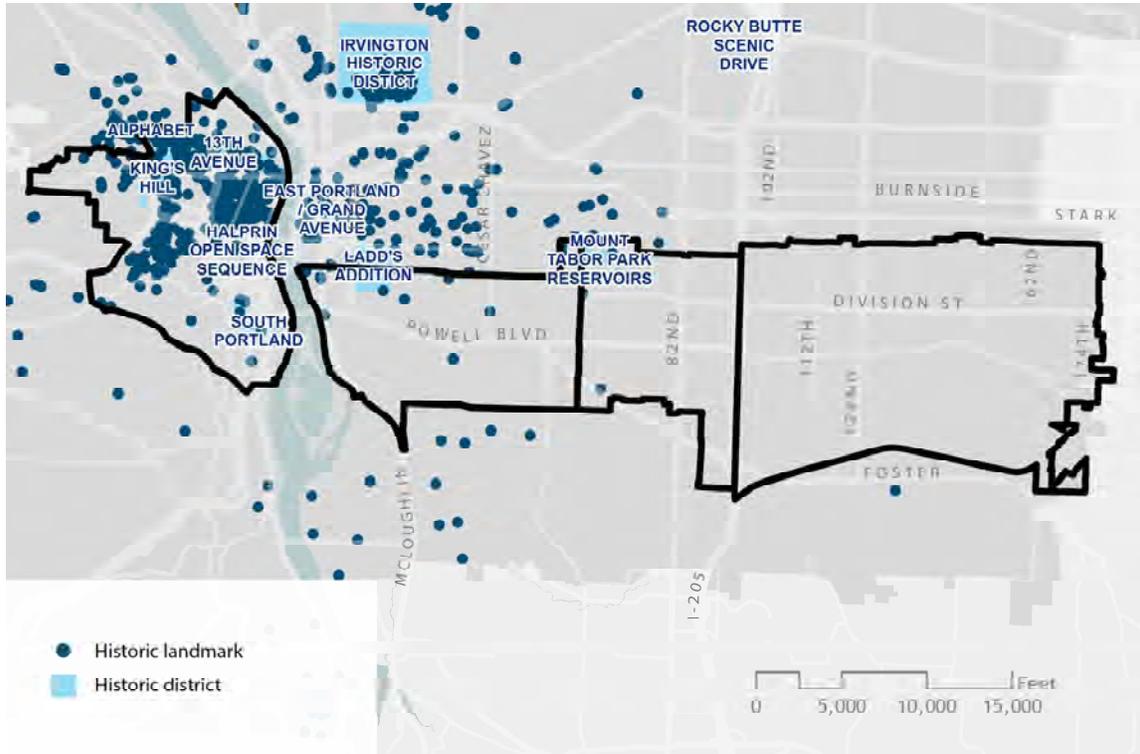
Powell Boulevard, in contrast, is noticeably narrower than Division Street. The street is typically consists of two travel lanes with an occasional left-turn lane, striped bike lanes, and characteristically few and far between sidewalks. Where they do exist, typically near commercial crossroads and along isolated newer stretches of development, they are no more than a couple blocks long, tend to be on just one side of the street, and are noticeably isolated and rarely connect to another segment of sidewalk. The land uses on this stretch are primarily a mix of residential, ranging from single-family houses to garden apartments, townhomes to manufactured homes. Commercial uses are concentrated typically near major intersections and sparsely scattered and intermixed along the whole stretch. Altogether, including the many stands of trees visible on this stretch of roadway, the Powell Boulevard travel experience here feels more like a rural highway than urban arterial.

For more information and land use and development in Portland, please see the Urban Form Background Report, prepared for the Comprehensive Plan, which is available at:
<http://www.portlandonline.com/portlandplan/index.cfm?c=51427>

Historic Resources

As suggested by the timing of development described in the preceding sections, most of the acknowledged historic resources in the study area are located in the Central City and Inner Portland areas. This is mainly the result of the timing of development and redevelopment of Portland. However, more buildings and places in East Portland may become eligible for historic or landmark status. In 2009 and 2011, the City of Portland produced *The East Portland Historical Overview and Historic Preservation Study* and *Modern Historic Resources of East Portland: A Reconnaissance Survey*. These studies highlight areas in East Portland that may be studied to identify additional resources.

Figure 3. Historic Landmarks and Districts



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Healthy Connected Neighborhoods

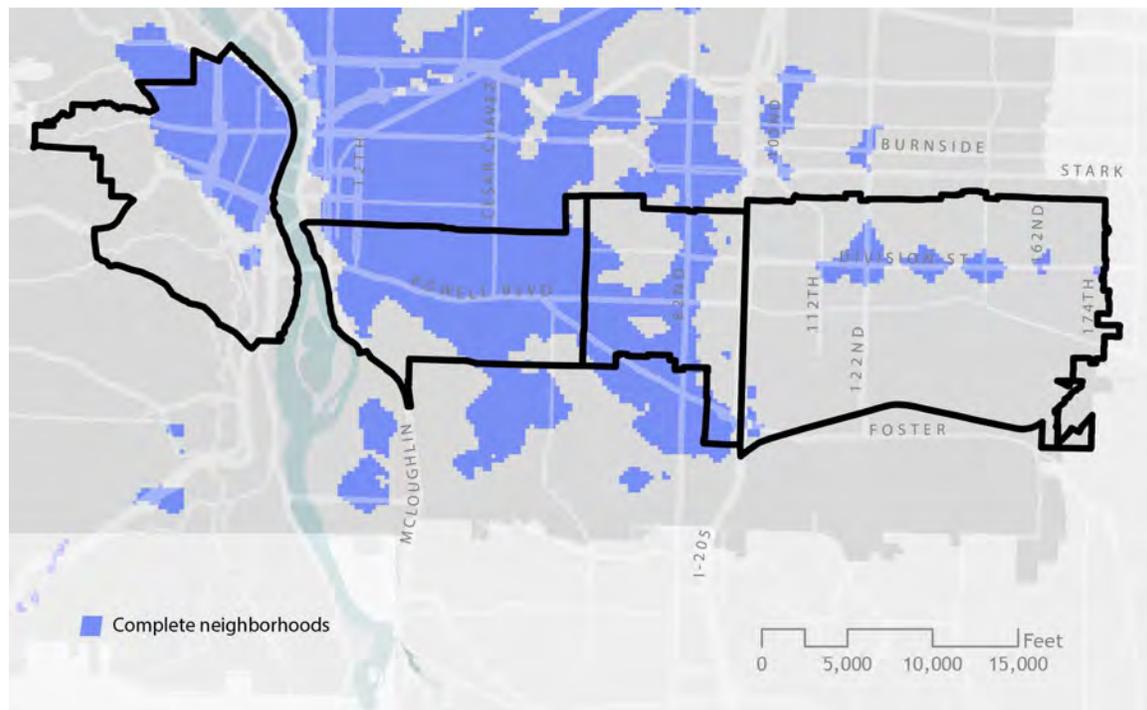
Through the Portland Plan, in 2012 the City of Portland resolved to improve human and environmental health by creating safe and connected neighborhoods. It also resolved to encourage active transportation, integrate nature into neighborhoods, enhance watershed health and provide access to services and destinations, locally and across the city.

Healthy connected neighborhoods are places that support the health and well-being of all Portlanders. They are parts of the city where people of all ages and abilities have safe and convenient access to more of the goods and services needed in daily life — grocery stores, schools, libraries, parks and gathering places — reachable on foot or by bike. They are well connected to jobs and the rest of the city by transit. They have a variety of housing types and prices so households of different sizes and incomes have more options.

In service to this effort and to provide a factual basis for understanding where healthy, complete and connected neighborhoods connected people to goods, services and nature, Portland developed the Complete Communities Index. The index showed that residents in the Central City and Inner Portland neighborhoods had markedly better access to services than residents in the east and west parts of the city. It also showed that, today, only about half of all Portlanders live in places with convenient and safe, walkable access to services. Most residents with good access to services live in the Central City and in Portland's inner neighborhoods. With the exception of the Central City, which has an extremely diverse economic profile, many of those with greater access to services in and around where they live are higher income Portlanders. Often it is lower income Portlanders and Portlanders of color who are not able to live in healthy, connected neighborhoods. Outside of limited areas along SE Division Street and 82nd Avenue, most East Portland residents do not live in healthy connected neighborhoods.

The Complete Neighborhoods map below shows the locations that provide the greatest level of access to services. These are areas with complete sidewalk networks, parks and basic commercial services, like grocery stores, within a safe and walkable distance.

Figure 4. Complete Neighborhoods



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Increasing access to services is a City of Portland goal. Increased access to services comes in the form of both public and private investment. These investments, which can come in the form of new sidewalks and streetscapes, business development and building improvements, can often increase a neighborhood's attractiveness. Increased attractiveness and better services intended to benefit existing residents can also, and have often, caused problems for existing residents. Increased neighborhood attractiveness can lead to rising property values and the involuntary displacement of residents and businesses as the result of rising rents.

Portland's experience of gentrification and displacement has racial dimensions. In the past, in Northeast Portland, African-Americans were segregated and the neighborhood was redlined, or denied access to housing loans. Large public investments, such as the construction of the I-5 freeways and Legacy Emanuel Hospital, including demolitions of housing and commercial buildings, caused displacement and physically split African-American communities.

More recently, public policies were adopted to improve inner North and Northeast Portland. As these areas became more desirable to higher income buyers and property values increased, many African-American residents and businesses were displaced. While some community institutions remain in place, many long-time residents or people who grew up in the neighborhood can no longer afford to live there.

Figure 5, below, shows where in the study area households are more vulnerable to displacement.

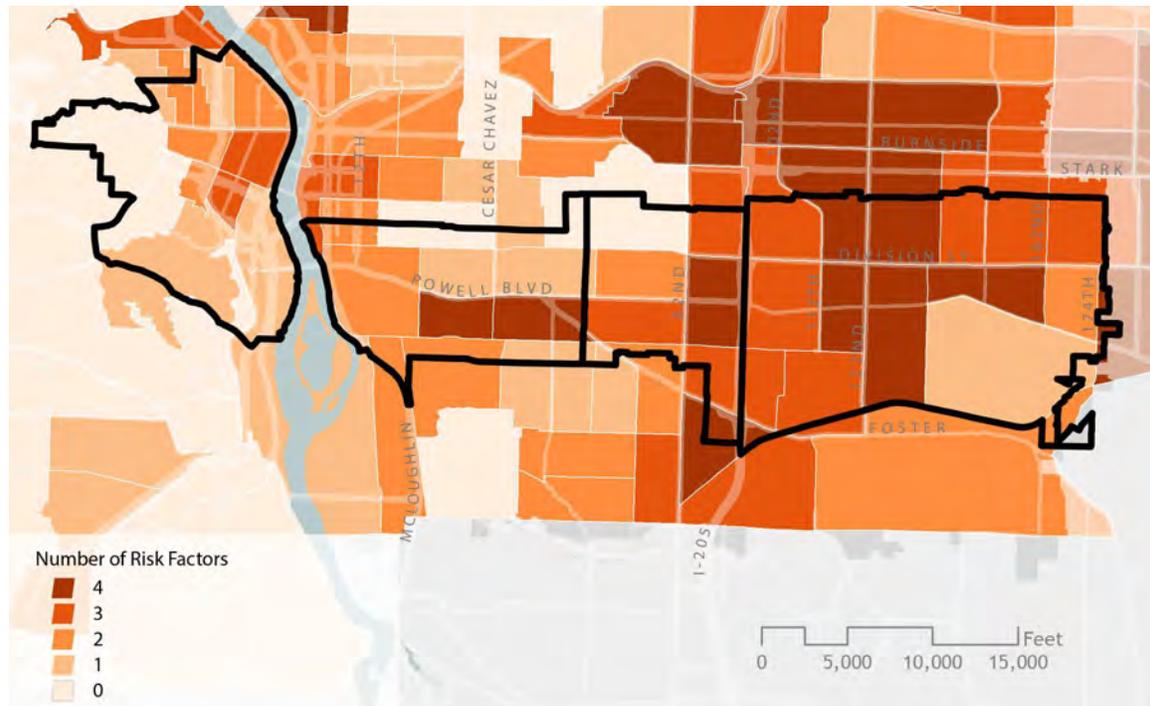
The vulnerability assessment is based on four risk factor thresholds. The factors include:

- Renters are equal to or make up more than 44 percent of the occupied households.
- Communities of color are equal to or make up more than 26 percent of whole population.
- Families at or below 80 percent of median family income are equal to or greater than 47 percent of all families.
- Population age 25 years or more without a bachelor's degree is equal to or more than 58 percent.

The more factors that are true about a census tract, the more vulnerable households are to displacement. On the map, the darker shades represent more risk factors; the lighter tones fewer risk factors.

Among the sub-areas, the number of census tracts increases in proportion to distance east of the downtown. In the Central City, most census tracts have relatively few risk factors. Only two, near Portland University and in the vicinity south of Burnside, have 3 risk factors. In inner Portland, three census tracts just below Powell in the Cesar Chavez vicinity have 4 risk factors. In the Jade District, five areas around of 82nd Avenue have 3 or 4 risk factors. In East Portland, all but two census tracts have 3 or 4 risk factors.

Figure 5. Households Vulnerable to Displacement, 2010



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Overall, these areas highlight the locations where it will be particularly important to evaluate the potential effects of investments and new development. And where it is important to develop tools and programs to help reduce and mitigate negative effects.

Currently, the City of Portland and the Portland Development Commission have a program called the Neighborhood Prosperity Initiative (NPI), which aims to increase neighborhood business district economic competitiveness. The program includes six focus areas, two of which are in the Powell-Division Transit and Development Project study area: Jade District, along 82nd Avenue between Powell and Division and Division-Midway, which is along SE Division Street between 117th and 148th Avenues. For a map of these areas and existing economic conditions, please see the Employment section of this report or visit the PDC website: <http://www.pdc.us/for-businesses/business-district-programs-support/neighborhood-prosperity.aspx>

Zoning

Zoning designations regulate the land use for each site and also the size, placement, height and setback of the building. Unlike many other cities, the City of Portland allows residential and mixed-use development in commercial zones. The city also sets density limits by allowable height and floor area rather than a set number of residential units. Zoning within the study area varies throughout. The study area contains all 27 zoning designations of the city in five main zoning categories. In addition to the 27 zoning designations, the Powell Boulevard Special Setback also applies to a significant portion of the study area.

Summaries of the primary zoning characteristics in each of the four study area geographies, as well as summaries of the locations of groups of zones are noted below. A summary of the Powell Boulevard Special Setback is also provided.

Zoning by Geography

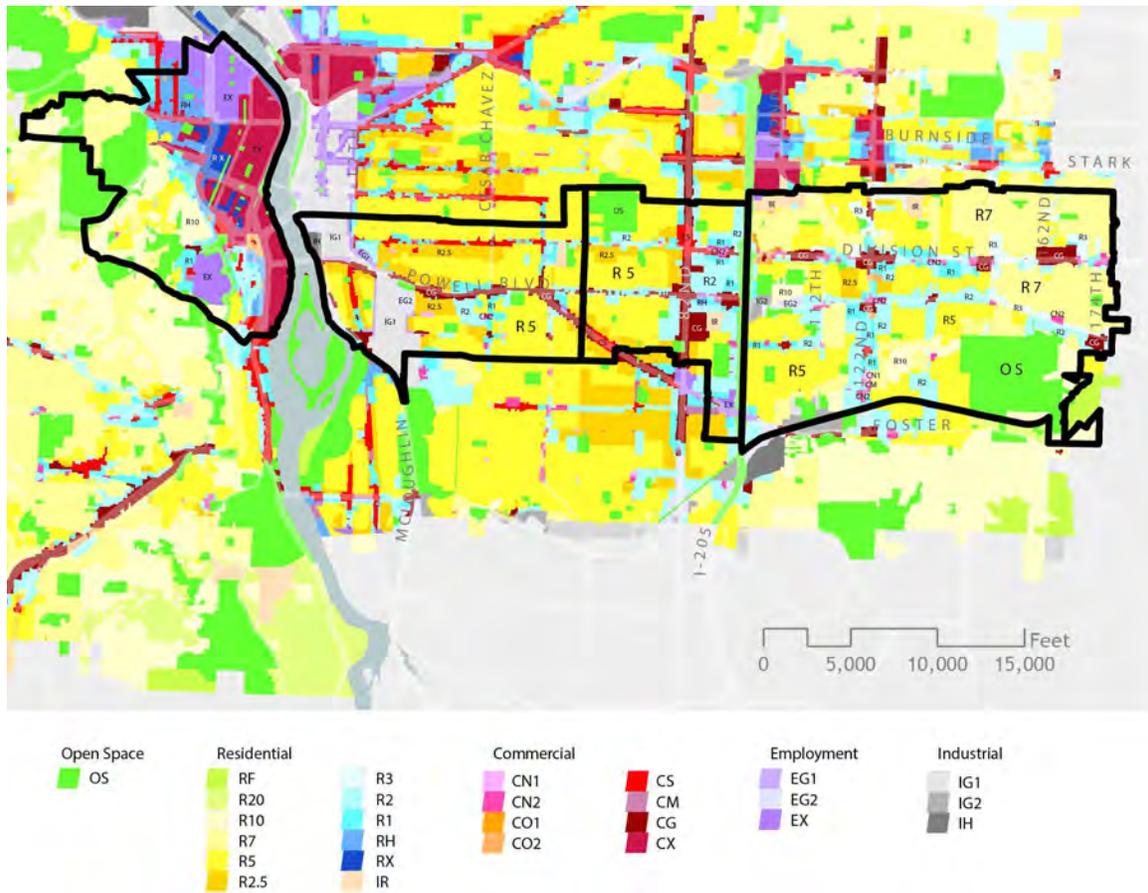
Central City – Zoning in the Central City, west of the Willamette River, includes significant amounts of Central Employment (EX), Central Commercial (CX) and Central Multi-Dwelling Residential (RX). All 784 acres of Central Commercial (CX) is located in the Central City. Nearly 600 acres are located in the Central City sub-area, which includes Washington Park.

Inner Portland – Zoning patterns in this area follow historical development patterns with mixed use zoning (commercial) on main streets, with mainly single-family residential zoning (primarily R-5) in the areas between main streets. Notable exceptions to this pattern can be found in the areas closest to the Willamette River and rail lines, where a significant number of parcels are industrially-zoned.

Jade District – Zoning patterns in this area, between the western boundary and 82nd Avenue, follow the patterns established in Inner Portland. From 82nd Avenue to the eastern boundary, the zoning intensifies. Commercial zoning along 82nd Avenue is typically deeper and the lots are larger than along the Inner Portland main streets and much of the residential areas is multi-family (R-2).

East Portland – Zoning in East Portland is more varied than in other portions of the study area. East Portland includes significant multi-family zoning (R-1, R-2 and R-3) along the 122nd Avenue corridor, among other places; pockets of lower density residential zoning near the Gresham border and in areas like Johnson Creek. The Gateway area has zoning similar to the Central City and it is a designated Regional Center.

Figure 6. Zoning Designations



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Zoning Distribution by Designation

Open Space – There are more than 1,800 acres of Open Space land in the study area, third most behind single-family dwelling zones R5 and R7. Nearly 600 acres are located in the Central City sub-area and 860 acres in East Portland. The study area includes multiple parks, including Powell Butte and portions of Washington Park.

Residential - Of the residential zoning designations, Single-dwelling zones are the most prominent, especially R-5, consisting of over 3,700 acres. The R-7 zone covers the single most area by sub-area, more than 1,700 acres in East Portland. Low- to medium-density multi-dwelling residential (R-3, R-2), are also mostly located in East Portland. Medium-density, multi-family dwelling zone, R-1, is Low-density/larger-lot residential zone (R-10) are only found in the Central City (about 400 acres)—in the hillside residential areas—and East Portland (about 330 acres).

Employment - Employment lands (EG1, EG2, EX) are located primarily in the Central City—nearly all Central Employment (EX)—and Inner Portland—making up most of EG1 and EG2 lands.

Industrial - Of the industrial lands, more than eighty percent—about 360 acres—is located in Inner Portland. About 70-plus acres, mostly IG2, are located in East Portland.

Commercial - Commercial zoning pattern vary across the sub-areas. Of the zones with more than 100 acres among all the sub-areas, a few notable patterns are observed.

General Commercial (CG) is fairly evenly split among Inner Portland, the Jade District, and East Portland—about 200 plus or minus acres each—and less than ten acres in the Central City. In contrast, Storefront Commercial (CS) is fairly evenly split between Central City, Inner Portland, and the Jade District—about 70 acres plus or minus—and only 11 acres located in East Portland.

Neighborhood Commercial – Of the 120 acres of Neighborhood Commercial (CN2) that allows for a smaller building footprint on the land, 80 acres of it is in East Portland.

Central Commercial – All 784 acres of Central Commercial (CX) is located in the Central City.

Figure 7. Zoning Acreage by Sub-Area

Open Space and Residential Zones

	CG	CM	CS	CN1	CN2	CO1	CO2	CX	EG1	EG2	EX	IG1	IG2	IH	IR
Central City	8	7	77	1	10		24	784	3		417	3			
Inner Portland	179	9	68	10	7	1			49	72	13	341		25	20
Jade District	208	12	65	0	24	3				2	31				24
East Portland	187	13	11	8	79	10	31		2	47	15	14	62		94
Total	582	41	221	20	119	14	55	784	54	120	475	358	62	25	137

Commercial and Industrial Zones

	OS	RF	R20	R10	R7	R5	R2.5	R3	R2	R1	RH	RX
Central City	579	5	23	404	267	185	1		102	152	238	145
Inner Portland	66				2	1,263	378		140	154	0	2
Jade District	357					713	243		396	120	6	
East Portland	860	0	0	327	1,743	1,552	64	250	662	236		
Total	1,861	5	24	731	2,013	3,712	686	250	1,299	662	244	147

Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Powell Boulevard Special Setback

In 1979, the City of Portland adopted the Powell Boulevard Special Setback. It is a special setback for development along Powell Blvd.. from Ross Island Bridge to SE 50th Ave. The special setback requires a setback of ten feet from the property line for all new construction along Powell Blvd. for the purpose of providing light, air, driver sight distance, pedestrian safety and space for street tree growth. The special setback remains in effect.

In 1984, the City of Portland adopted a special zone, previously known as the “Y Powell Boulevard, Phase II Land Use Control Zone” as a part of Phase II of the Powell Blvd. Project. The “Y-zone” was only applied to certain properties along Powell Blvd. The purpose of the zone was to assure that redevelopment within the project area preserves the quality of the neighborhood. The land use controls established specific criteria in addition to the regulations of regular zones, to maximize the opportunity for commercial redevelopment and to provide buffering of all residential development within the project area.

In 1991, the “Y-zone” was replaced by the “Powell Boulevard Plan District,” Chapter 33.567 of the Portland Zoning Code. The Chapter is located in Appendix A. The regulations of the Powell Boulevard plan district are intended to buffer residences from the noise and traffic of Powell Boulevard, to promote commercial redevelopment opportunities, and to ensure the smooth flow of traffic on Powell Boulevard. The regulations of this chapter support the intent of the highway improvements which widened Powell Boulevard and created public off-street parking. The Powell Boulevard Environmental Impact Statement required noise protection for the adjacent residential neighborhood, the encouragement of commercial opportunities and the preservation of highway traffic flows.

Planning

The Powell-Division Transit and Development Project builds upon both current and past community work and planning. Some plans have been recently implemented and/or are under construction. Other plans have not yet been implemented.

Division Streetscape Project

Neighborhood groups and the business community formed the Division Vision Group in 2001 and spent several years working to develop a vision of Division as a main street that could better serve the residential, and business communities.

Between 2003 and 2005, the City of Portland and community members used the findings of the Division Vision Group to develop the Division Green Street/Main Street Plan. The plan focuses on improving the livability of Division Street between SE 11th and SE 60th avenues over the next 20 years.

Working with a technical advisory group and a community advisory group, the city started designing the Division Streetscape Project in 2009. With input from the public and advisory groups, the city completed design in 2012.

The project will update the streetscape design on SE Division Street from SE 11th Avenue to SE Cesar Chavez Boulevard. Streetscape improvements will include:

- Building curb extensions for bus landing
- Adding new crosswalks and streetlights
- Improving signalization
- Installing public art

Construction work began in May 2013. For more information, please see:

<http://www.portlandoregon.gov/transportation/41107>

Division Street - High Crash Corridor Safety MAP

High Crash Corridors are streets in Portland with a high concentration of crashes. The High Crash Corridor program uses relatively inexpensive education, enforcement and engineering solutions to address crash problems in a short period of time. There are ten identified corridors, which helps the City target limited resources on improved safety.

Recent improvements on SE Division St include the conversion of Division St to a three lane street, with a center turn lane, bike lanes and one travel lane in each direction, between 60th Ave and 80th Ave. Other improvements are also described in the plan. For more information, consult:

<http://www.portlandoregon.gov/transportation/article/445014>

Division-Midway Neighborhood Street Plan, City of Portland

The street plan will define the primary active transportation routes and identify new opportunities for street system connections in the project area, which is centered on SE Division St from SE 112th to 148th Avenues, and roughly one mile north and south to SE Stark St and SE Holgate St. An additional project in this area is the Division-Midway Neighborhood Prosperity Initiative.

<http://www.portlandoregon.gov/TRANSPORTATION/63384>

122nd Avenue Rezoning Project

The SE 122nd Avenue Rezoning Project was a one-year effort to increase opportunities for neighborhood-scale commercial uses along the southern portion of the 122nd Ave corridor and improve multi-dwelling design and compatibility within the study area. The study explored land

use, transportation and connectivity, and development design issues in multi dwelling residential and commercial zones in the area generally within ¼ mile of SE 122nd Avenue from SE Division Street to SE Foster Road.

Final recommendations included creating more mixed use zoning at key intersections. Initially, the project recommended converting some multi-family zoning on Powell to mixed use; however, that recommendation was changed due to concerns about traffic conditions on Powell Blvd. For more information on the project, please visit: <http://www.portlandoregon.gov/bps/50636>

Outer Powell Boulevard Design Plan, City of Portland

The plan identifies improvements and right-of-way width requirements that will allow Outer SE Powell Blvd to serve vehicle traffic movement while also improving safety, accessibility and the aesthetic environment for pedestrians, cyclists and transit riders over the next 20 years. <http://www.portlandoregon.gov/transportation/53084>

East Portland Action Plan

In 2009, the City of Portland adopted the East Portland Action Plan. Since that time, the community organization, East Portland Action Plan, has been actively stewarding the implementation of a variety of the plans actions and ideas. A few sample actions in the plan that relate to the Powell-Division Transit & Development Project include:

HD.6.3 Initiate a pilot project in East Portland to test new land use concepts: consider land development, transportation and connectivity, services.

CM.1.2 Promote redevelopment in "centers" and along "main streets."

T.1.3 Explore opportunities for expanded transit service and improved connections between East Portland neighborhoods and Columbia Corridor employment areas.

T.1.7 Expand City of Portland and TriMet partnership linking sidewalk improvements with transit stop improvements.

T.3.3 Develop complete and more well-defined bike system plan for East Portland; consider/incorporate safety innovations such as divided bike lanes, "bike boxes", path systems.

T.6.1 Develop a complete and more well-defined future street plan for East Portland.

For more information on the plan, please review:

<http://www.portlandoregon.gov/bps/article/214221>

For more information on the East Portland Action Plan organization, please see:

<http://eastportlandactionplan.org/>

Pedestrian Network Analysis (TriMet)

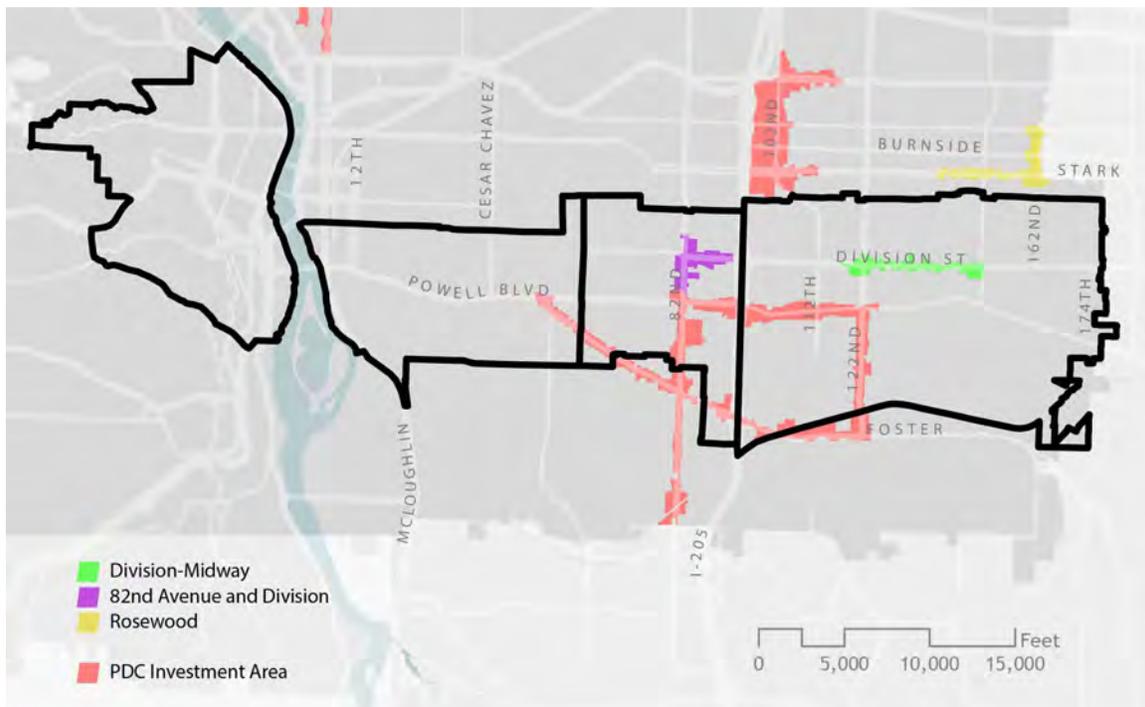
Through the [Pedestrian Network Analysis Project](#), TriMet partnered with cities and counties to identify areas around the region where pedestrian improvements will provide safer and more comfortable access to transit. The project looked at areas where sidewalks are missing, traffic volumes are high, speed limits are high and pedestrian crashes have occurred in the past. Seven thousand transit stops were analyzed and a report with specific recommendations was published.

The recommendations are intended to be implemented by a variety of agencies, as future projects are planned, designed and constructed. Powell Blvd and 82 Ave and Division St and 122nd Ave were two focus areas addressed in the report. For more information, please consult: <http://trimet.org/pdfs/pednetwork/trimet-pedestrian-network-analysis-report.pdf>

Neighborhood Prosperity Initiatives

Currently, the City of Portland and the Portland Development Commission have a program called the Neighborhood Prosperity Initiative (NPI), which aims to increase neighborhood business district economic competitiveness. The program includes six focus areas, two of which are in the Powell-Division Transit and Development Project study area: Jade District, along 82nd Avenue between Powell and Division and Division-Midway, which is along SE Division Street between 117th and 148th Avenues.

Figure 7. Neighborhood Prosperity Initiative Areas and PDC Investment Areas



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Demographics

Population and Households

In 2000, the population in the study area was about 143,000. Over a decade, the population in the study area increased by 17 percent to approximately 168,000. These residents make up the 64,000 households in the study area, with an average household size of 2.15 persons.

East Portland has the largest population among the sub-areas. It has about 16,000 more people than the next highest sub-area, the Central City. Although East Portland has more residents than the Central City, there are about 7,000 fewer households in East Portland. This is due to average household size which is much higher in East Portland (2.86) than in the Central City (1.49). In other words, there are likely more single-person and smaller households living in the downtown and inner neighborhoods; larger households and families with children tend to make up a larger proportion of households as one heads east. By subarea, there are some notable observations. The Central City and East Portland had the largest increases in population between 2000 and 2010, 33 percent and 20 percent, respectively. Figure 5 summarizes the population and household distribution within the study area by sub-area.

Figure 9. Population and Households

Population

	2000	2010	% Change
Study Area	143,403	167,727	17%
Central City	35,588	47,367	33%
Inner Portland	32,468	32,872	1%
Jade District	22,246	24,008	8%
East Portland	53,101	63,480	20%

Source: U.S. Census Bureau, Census 2010 Summary File 1.

Households

	2000	2010	% Change
Study Area	64,059	74,823	17%
Central City	22,106	28,530	29%
Inner Portland	14,399	14,930	4%
Jade District	8,624	9,616	12%
East Portland	18,930	21,747	15%

Source: U.S. Census Bureau, Census 2010 Summary File 1.

Average Household Size

	2010
Study Area	2.15
Central City	1.49
Inner Portland	2.18
Jade District	2.46
East Portland	2.86

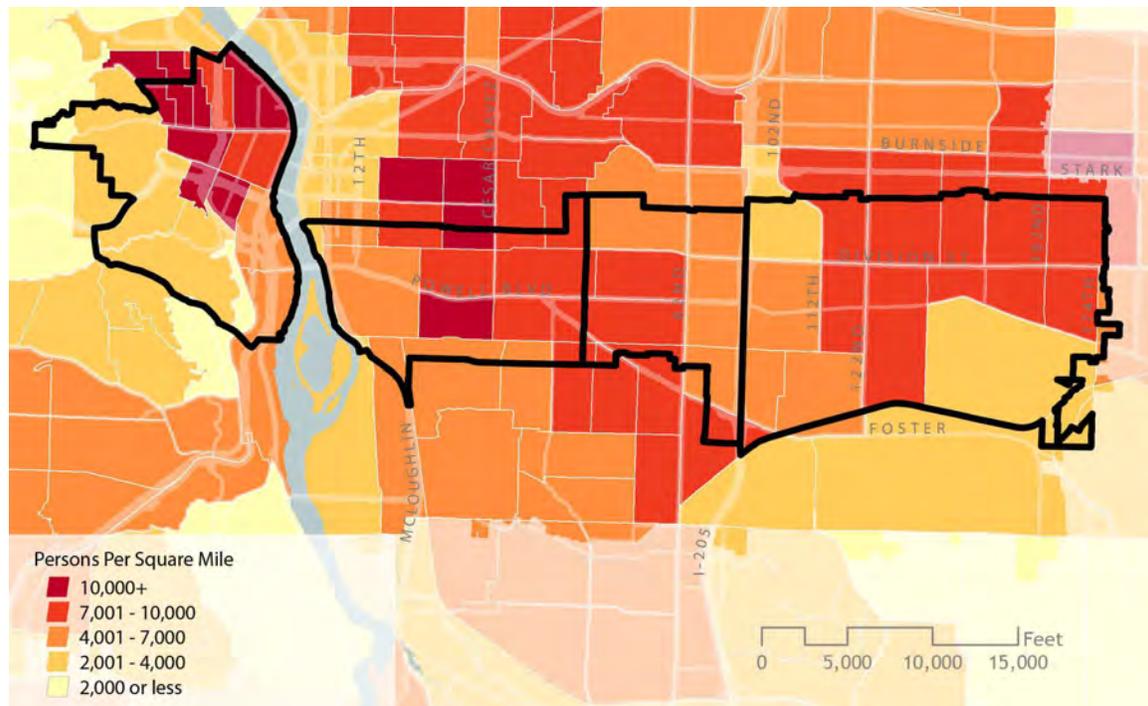
Source: U.S. Census Bureau, Census 2010 Summary File 1.

Density

The study area covers approximately 23 square miles. The average population density is approximately 7,300 persons per square mile. Within the study area, the Central City contains the highest levels of population density, exceeding 10,000 persons (dark red) per square mile in some areas. Inner Portland has a couple census tracts with similar density level. Mostly, however,

Inner Portland, the Jade District, and East Portland have population densities ranging from 4,001 to 7,000 (orange) and 7,001 to 10,000 (burnt orange) persons per square mile. Pockets of lower density, 2001 to 4,000 persons are found in the southeast and northwest corners of East Portland and in the hillside areas of the Central City.

Figure 11. Population Density



Source: U.S. Census Bureau, 2010 Census, Summary File 1, Table DP-1.

Race and Ethnicity

From 2000 to 2010, the population in the study area has gradually become more diverse. In 2000, communities of color made up about 20 percent of the total population; in 2010, they made up 25 percent of the total population in the study area. In 2010, of the 168,000 people in the study area, 42,000 belonged to communities of color.

Over the last 30 years, as noted in the 2012 Portland Plan, Portland's population grew by more than 360,000 people. Most of this growth occurred in the 1980s and 1990s, when Portland annexed large portions in east Portland and some additional areas in west Portland. During the 1980s and 1990s, the growth rate was approximately 20 percent each decade. Between 2000 and 2010, the city's growth rate was less dramatic. Forecasts indicate that Portland will grow by at least 125,000 households by 2035.

For most of its recent history, Portland was an overwhelmingly white city, but as population increased, so has Portland's racial and ethnic diversity. Portland's non-white population was 15 percent of the total population in 1980 and 27 percent in 2010. The national average is 33 percent.

Figure 11 summarizes the change in race and ethnicity between 2000 and 2010 in the study area and by sub-area.

Figure 11. Summary of Race and Ethnicity

Race and Ethnicity in the Study Area, 2000 and 2010

	Study Area		Central City		Inner Portland		Jade District		East Portland	
	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010
Total Population	142,899	167,726	35,283	47,367	32,543	32,872	22,291	24,008	52,784	63,479
Population Reporting One Race	137,311	160,047	34,146	45,378	31,264	31,414	21,353	22,830	50,550	60,479
White	115,026	125,717	29,575	39,149	26,791	27,677	16,616	15,942	42,044	42,950
Black	3,853	7,289	1,391	1,634	790	811	495	1,186	1,177	3,659
Native American	1,551	1,788	442	460	342	257	216	316	552	754
Asian	11,782	16,497	2,080	3,348	2,505	1,988	3,203	3,976	3,996	7,186
Pacific Islander	425	961	71	111	95	81	102	220	157	548
Some Other Race	4,674	7,795	587	676	741	600	722	1,190	2,624	5,328
Population Reporting Two or More Races	5,588	7,679	1,137	1,989	1,279	1,458	938	1,178	2,234	3,054
Total Hispanic Population	9,494	16,900	1,531	2,517	1,733	1,904	1,563	2,419	4,667	10,060

Source: U.S. Census Bureau, Census 2010 Summary File 1.

Race and Ethnicity as a Percent of Total Population within Geography, 2000 and 2010

	Study Area		Central City		Inner Portland		Jade District		East Portland	
	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010
Total Population	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Population Reporting One Race	96%	95%	97%	96%	96%	96%	96%	95%	96%	95%
White	80%	75%	84%	83%	82%	84%	75%	66%	80%	68%
Black	3%	4%	4%	3%	2%	2%	2%	5%	2%	6%
Native American	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Asian	8%	10%	6%	7%	8%	6%	14%	17%	8%	11%
Pacific Islander	0%	1%	0.2%	0.2%	0.3%	0.2%	0.5%	1%	0.3%	1%
Some Other Race	3%	5%	2%	1%	2%	2%	3%	5%	5%	0%
Population Reporting Two or More Races	4%	5%	3%	4%	4%	4%	4%	5%	4%	5%
Total Hispanic Population	7%	10%	4%	5%	5%	6%	7%	10%	9%	16%

Source: U.S. Census Bureau, Census 2010 Summary File 1.

The increase in diversity can be most attributed to population change in the more eastern parts of the city—for this study, in the Jade District and East Portland. Here, in 2010, diverse populations exceeded 30 percent of the total population within the same geography. Comparing each sub-area population, East Portland had the highest concentration of Hispanics.

In 2010, East Portland had the largest population among subareas. Thus, of all the population groups in the study area, East Portland also had the largest proportions of any one group compared to the other sub-areas. Figure x summarizes the study area population distribution by race and ethnicity distribution across sub-areas.

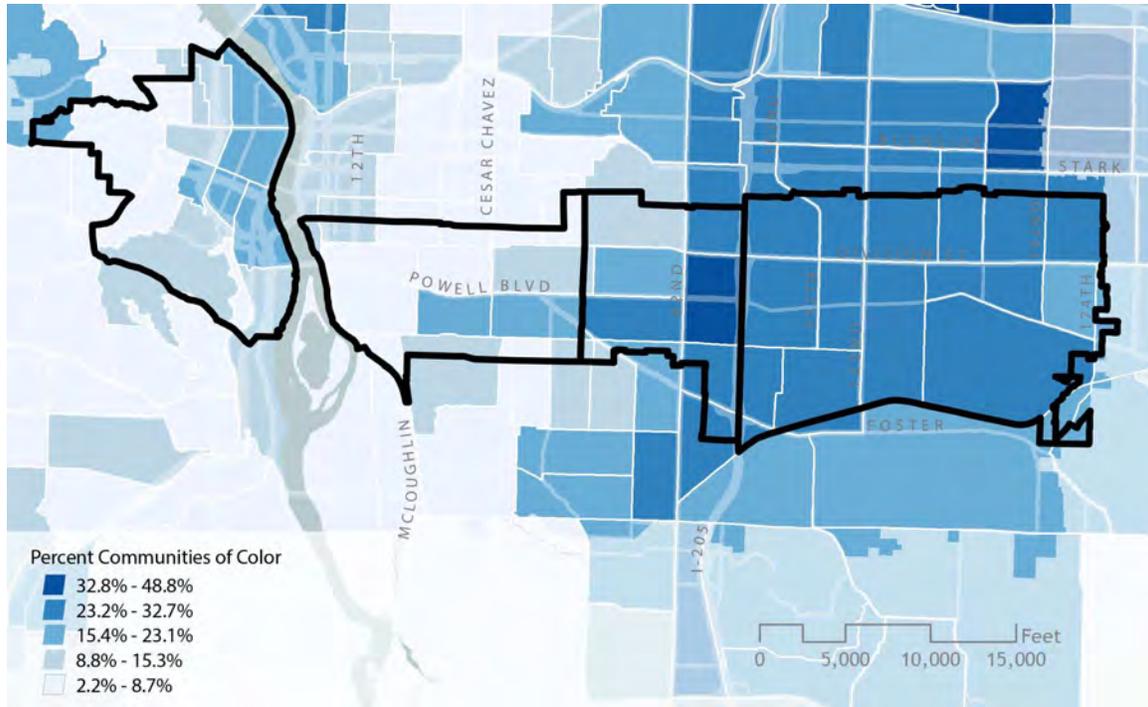
Figure 12. Study Area Population Distribution Across Sub-Areas, 2010

	Study Area	Central City	Inner Portland	Jade District	East Portland	
Total Population	167,726	100%	28%	20%	14%	38%
Population Reporting One Race	160,047	100%	28%	20%	14%	38%
White	125,717	100%	31%	22%	13%	34%
Black	7,289	100%	22%	11%	16%	50%
Native American	1,788	100%	26%	14%	18%	42%
Asian	16,497	100%	20%	12%	24%	44%
Pacific Islander	961	100%	12%	8%	23%	57%
Some Other Race	7,795	100%	9%	8%	15%	68%
Population Reporting Two or More Races	7,679	100%	26%	19%	15%	40%
Total Hispanic Population	16,900	100%	15%	11%	14%	60%

Source: U.S. Census Bureau, Census 2010 Summary File 1.

Figure 13 shows, by census tract, the percent of population in the census tract self-identifying as a member of a racial group that is not white. As you move eastward through the city the proportions of communities of color in census tracts increase. Comparatively, census tracts in the Jade District and in East Portland are among the most diverse in the city.

Figure 13. Communities of Color



Source: U.S. Census Bureau, 2010 Census, Summary File 1, Table QT-P5.

Age Characteristics

In the study area, median age of the population is 34.7 years. The majority of the population are adults—20 - 64 years of age. Children ages 0 – 19 make up 20 percent, and the senior population make up 10 percent.

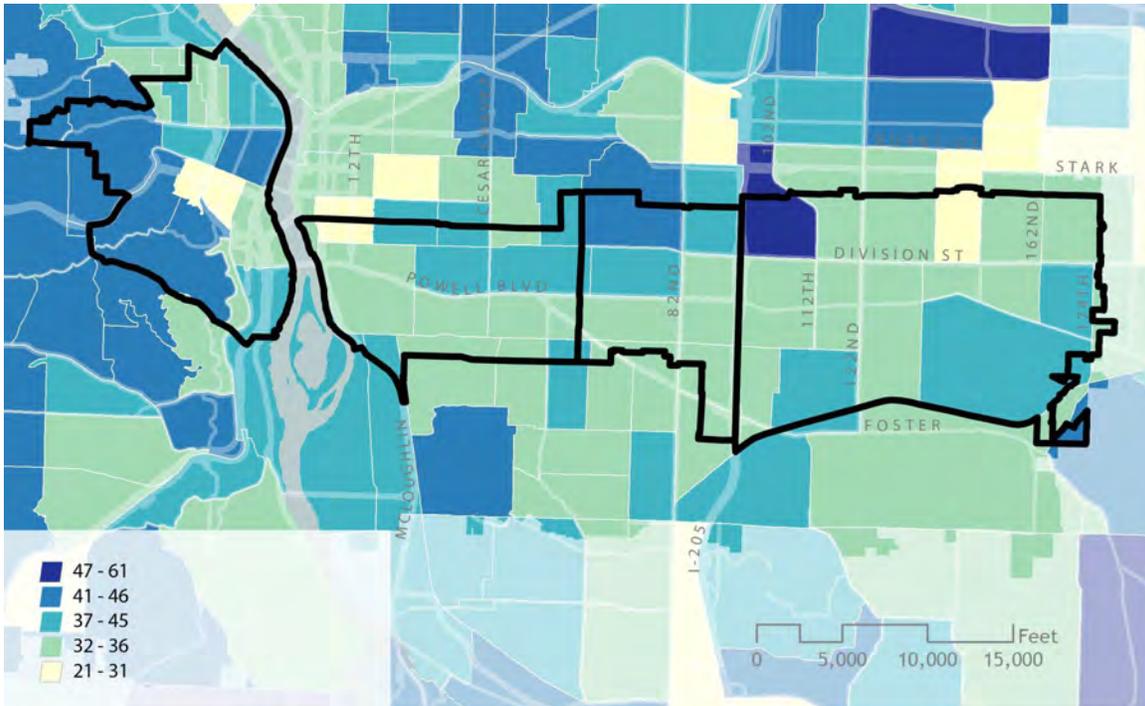
The distribution of different ages varies across the different sub-areas. In the Central City, fewer children and youth make up the population. The youth population continually increases moving eastward through the city. In East Portland, youth make up 30 percent of the sub-area’s population, the highest concentration of youth among the sub-areas.

Figure 14. Population by Age

	Study Area		Central City		Inner Portland		Jade District		East Portland	
0-19	34,195	20%	4,222	9%	5,567	17%	5,462	23%	18,943	30%
20-64	116,021	69%	37,969	80%	24,593	75%	15,691	65%	37,769	59%
65+	17,510	10%	5,176	11%	2,713	8%	2,855	12%	6,767	11%

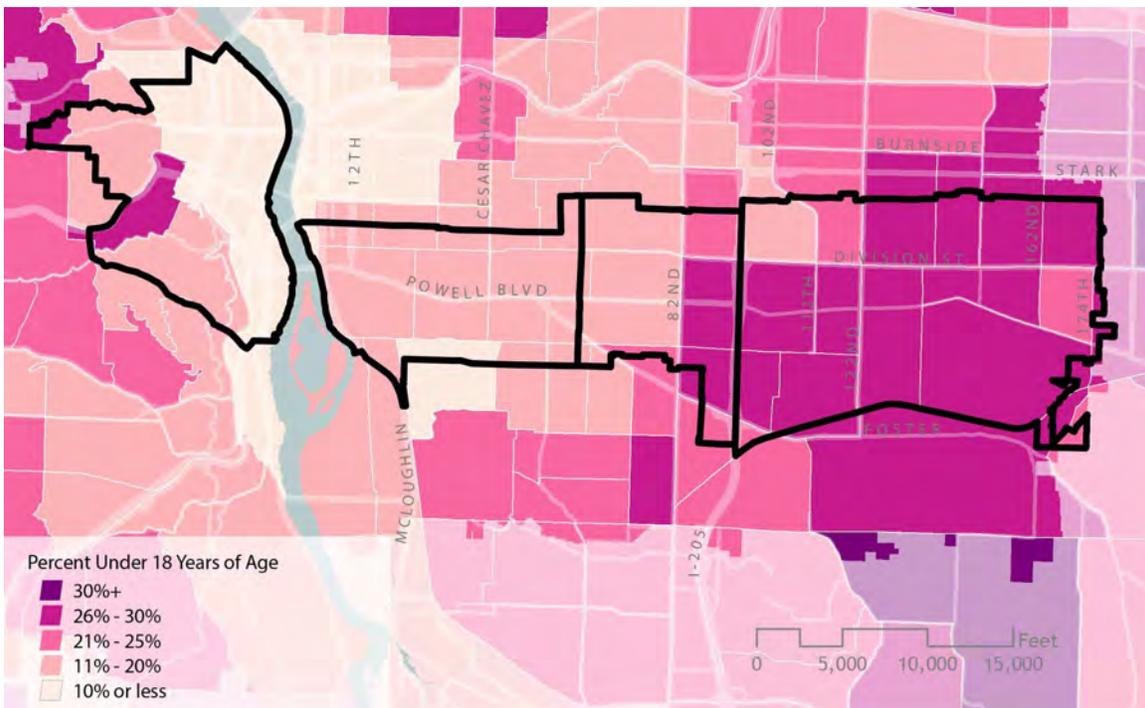
Source: U.S. Census Bureau, Census 2010 Summary File 1.

Figure 15. Median Age



Source: U.S. Census Bureau, 2007-2001 American Community Survey, Table S0101.

Figure 16. Youth Population

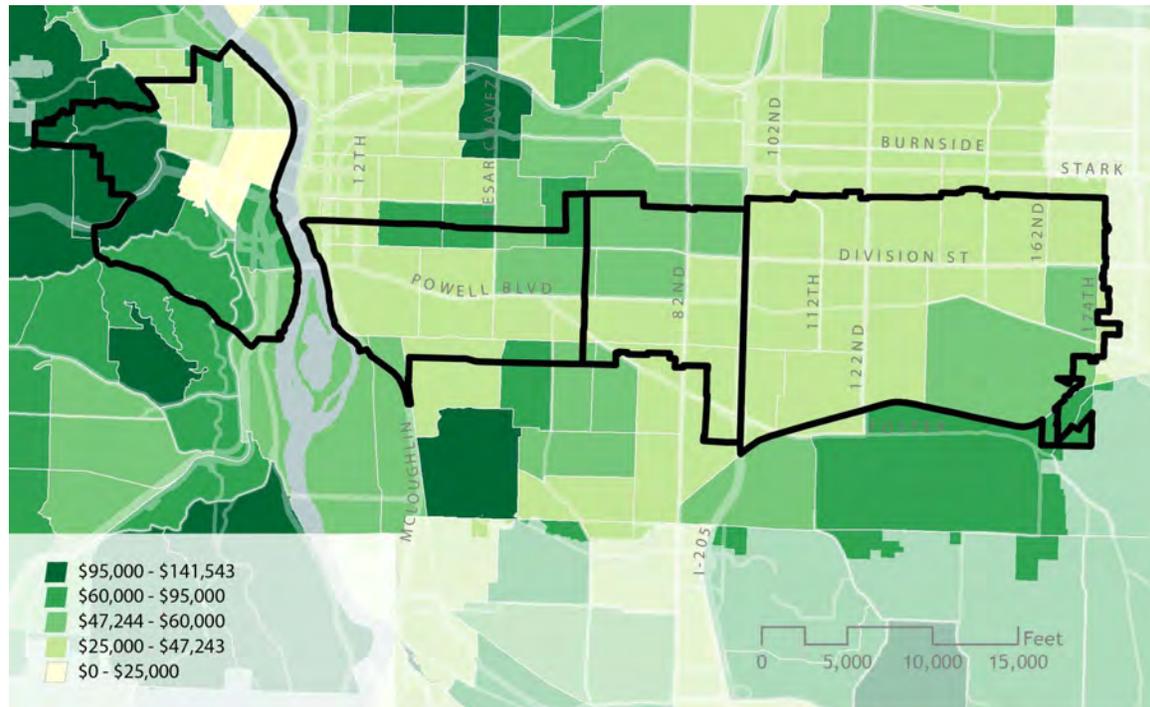


Source: U.S. Census Bureau, 2010 Census, Summary File 1, Table P-12.

Median Household Income

In the study area, the median household income by census tract varies. The highest and lowest income households are both in the Central City part of the study area. Low- to middle-income households make up most of the Inner, Jade District, and East Portland subareas. Figure 17 shows the distribution of median household income by census tract. Following the map, brief descriptions about income distribution are provided by sub-area.

Figure 17. Median Income



Source: U.S. Census Bureau, 2007-2011 American Community Survey, Table B19013. Median household income in past 12-months (in 2011 inflation-adjusted dollars) by 2010 census tract geographies.

Central City

The Central City has the greatest variety of household incomes. Some of the highest income households (\$60,000 - \$143,543) are located in the West Hills, west northwest and southwest of downtown Portland. Low- to low-middle income (\$0-\$47,243) households are notably found in the heart of the downtown in the vicinity of Burnside Street.

Inner Portland

Inner Portland has the next overall highest income households, generally north of SE Division Street and west of SE Cesar Chavez Boulevard, although there are groups of higher income households near Mount Tabor and south of Holgate. There are significant areas of lower income households in Inner Portland south of Powell Boulevard.

Jade District

In the Jade District, generally more middle class incomes—\$47,000 to \$60,000 (light green)—are found in the north and northwest portion of the sub-area. To the south and southeast portion of the sub-area, low-middle to middle incomes, \$25,000 to \$47,000 (yellow-green) are the norm,

East Portland

Incomes in East Portland tend to be distributed across the low- to middle-income range. From a census tract perspective, in the heart of East of Portland, low-middle to middle incomes are

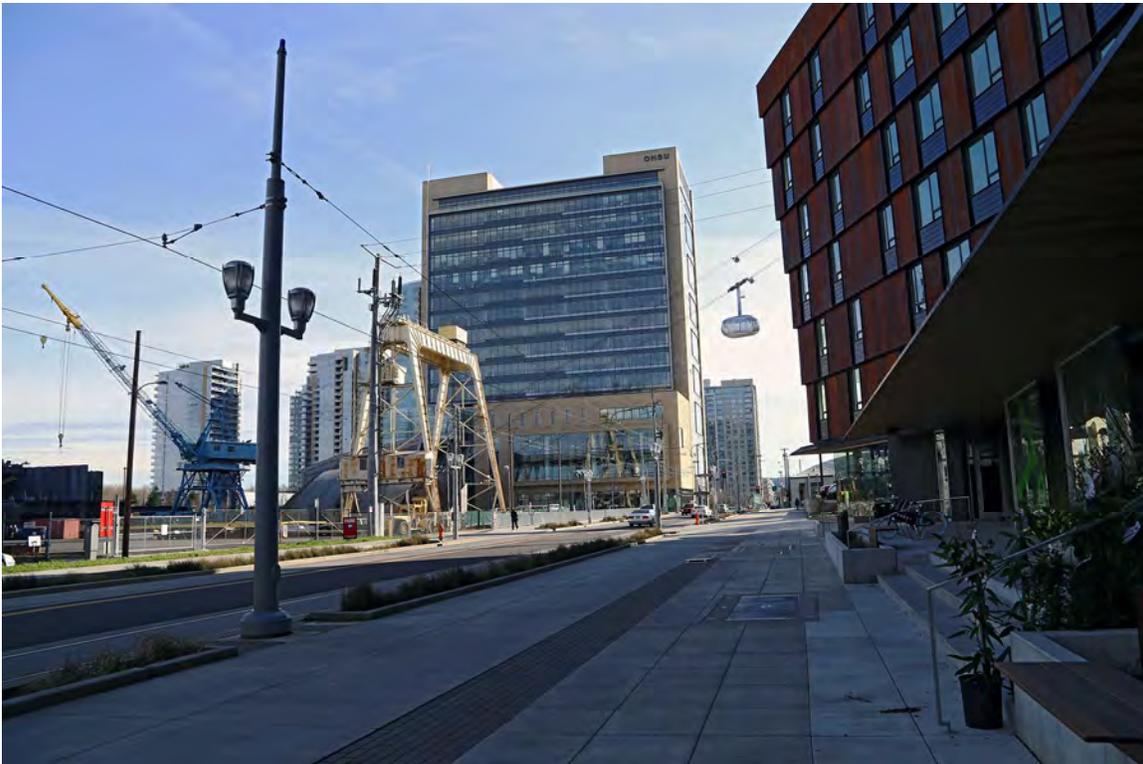
generally evenly distributed. Progressively higher incomes tend to be concentrated in the more southern and southeastern portions of the sub-area.

Housing

The study area contains over 80,000 housing units.

In the study area, from 2000 to 2010, 13,000 housing units were constructed, an increase of nearly 20 percent. Most of that growth occurred in the Central City and East Portland, together, accounting for about 90 percent of new housing units in the study area. New housing units in the Central City accounted for nearly two-thirds and in East Portland, about one quarter.

Over the same period, the Jade District had over 1,000 new housing units built and Inner Portland, about 500. In recent years, however, growth in these areas has become more noticeable, especially in the vicinity of SE 92nd Avenue and on Division Street.



Central City: Development on in the South Waterfront district.



Inner Portland: Development on Division Street.



Jade District: Multi-family housing on SE 92nd Avenue.



East Portland: Recent housing development on R-2 zoned land.

The majority of housing units in the study area are multi-family dwelling units, ranging from attached (duplexes) to dwellings in buildings with 50 or more units. Most of those units—60 percent—are located in the Central City. The remaining forty percent is distributed over the other three sub areas: in Inner Portland, 15 percent; in the Jade District, 7 percent; and in East Portland 18 percent. Among these areas of the study area, over 90 percent of the single-family dwellings are distributed: in Inner Portland, 29 percent; in the Jade District, 20 percent; and in East Portland 42 percent.

The housing pattern varies in of the study area. In Inner Southeast Portland, the majority of homes consist of single-family residences built before 1945. (See Year Built map.) A few pre-WW11 apartment buildings are also found in Inner Portland. Later-era housing stock is scattered throughout the area, consisting of a mix of single-family residences and low- and mid-rise apartment buildings and courtyard style apartments. They are most noticeable south of Powell Boulevard in the vicinity of Cesar Chavez Boulevard. Newer development notably consists of condominiums and apartments, particularly on Division Street. Some newer and larger apartments have also been built just south of Powell Boulevard in the vicinity of 28th Avenue. Newer single-family homes are also found on infill lots.

Moving eastward in the corridor, the housing stock, while still consisting mostly of single-family residences, increasingly becomes a mix of pre-war, post-war mid-century, and recent-era development. Some apartments can be found in the interior of the neighborhoods, but most apartments and condominiums are located along the major streets, notably along Powell and Division east of 60th Avenue.

In the vicinity of 82nd Avenue and 92nd Avenue, an eclectic mix of older and newer housing types are shaping the evolving character of the area. Notably, between Powell and Division, recent-era multi-family development is mixing in with larger lot pre-war era single-family residences. Here,

the flag-lot development pattern is quite noticeable. This is the transition, as you move eastward through the city, from primarily streetcar-era development to primarily post-war development.

In the corridor through East Portland—east of Interstate 205 to the city limit—the majority of housing was built after 1945. Here, the area is distinctly more auto-oriented than in the corridor west of 82nd Avenue. Post-war single-family homes, many on large lots, make up a large portion of the housing stock. Newer development has tended towards a mix of apartments, rowhouses, narrow-lot single-family homes, and plexes on flag lots. This section of the study also contains the largest concentration of manufactured housing.

Occupancy rate in the study area is about 8 percent. It is lowest in Inner Portland, under five percent. In the Jade District and East Portland, the vacancy rate is between five and six percent. The Central City has a vacancy rate around 13 percent.

The number of owner-occupied and renter-occupied housing units is roughly split 60 percent to 40 percent. In the Central City, renters outnumber owners three to one. Inner Portland and the Jade District have roughly an even ratio. In East Portland, there are owners outnumber renters. There are about four owners for every three renters.

Figure 18. Summary of Housing

Housing Units, 2000 and 2010

	2000	2010	Change	% Change
Study Area	68,503	81,596	13,093	19%
Central City	24,106	32,779	8,673	36%
Inner Portland	15,079	15,613	534	4%
Jade District	9,099	10,152	1,053	12%
East Portland	19,965	23,052	3,087	15%

Source: U.S. Census Bureau, Census 2010 Summary File 1.

Occupancy and Vacancy Rate, 2010

	Study Area	Central City	Inner Portland	Jade District	East Portland
Total	81,555	32,707	15,614	10,143	23,092
Occupied	74,823	28,530	14,930	9,616	21,747
Vacant	6,732	4,177	684	527	1,345
Vacancy Rate	8.3%	12.8%	4.4%	5.2%	5.8%

Source: U.S. Census Bureau, Census 2010 Summary File 1.

Owners and Renters, 2010

	Study Area	Central City	Inner Portland	Jade District	East Portland
Total	74,823	28,530	14,930	9,616	21,747
Owner-Occupied	31,821	7,159	7,273	5,180	12,208
Avg HH size	2.44	1.83	2.34	2.51	2.84
Renter -Occupied	43,002	21,371	7,657	4,436	9,539
Avg HH size	1.94	1.38	2.03	2.41	2.89

Source: U.S. Census Bureau, Census 2010 Summary File 1.

Housing by Structure Type, 2009

	Study Area	Central City	Inner Portland	Jade District	East Portland
Total	74,715	27,682	15,361	9,489	22,183
1, detached	31,807	2,857	9,086	6,462	13,402
1, attached	2,548	708	433	255	1,152
2	2,885	574	1,208	474	629
3 or 4	4,227	942	1,148	406	1,732
5 to 9	3,701	1,001	1,068	313	1,320
10 to 19	4,694	2,275	943	490	985
20 to 49	7,904	5,983	752	290	879
50 or more	15,536	13,267	698	763	808
Mobile Home	1,379	76	25	37	1,241
Boat, RV, van, etc.	35	0	0	0	35

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Median Home Value and Median Rent, 2009

	Median Home Value	Median Rent
Study Area	N/A	N/A
Central City	N/A	N/A
Inner Portland	\$309,107	\$679
Jade District	\$223,103	N/A
East Portland	\$199,900	\$671

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Employment

In 2011, over 156,000 people were employed in the study area. The majority of employment—nearly 80 percent—is concentrated in the Central City. Inner Portland contains 16,000 employees, about 10 percent of all employment. The Jade District with 6,000 jobs—about 4 percent—and East Portland with about 11,500 jobs—about 7.5 percent—make up the balance of jobs.

The three largest employment sectors make up 40 percent of the jobs. Educational services employ over 25,000 people, making up 16 percent of all jobs. Professional, Scientific, and Technical Services employ over 19,000 people, about 12 percent of all jobs. Health Care and Social Assistance employ over 17,000, about 11 percent of all jobs in the study area.

The distribution of these sectors varies across the four geographies addressed in this report. In the Central City, the distribution mirrors the overall distribution of jobs. Four industry sectors: Educational Services (17.8 percent or almost 64,000 employees); Professional Scientific and Technical Services (14.9 percent); Finance and Insurance (9.9 percent); and Food and Accommodation (9.6 percent) provide more than half the jobs (52.2 percent) in the Central City. In Inner Portland, one notable difference is the percentage of manufacturing jobs. Although the number of manufacturing jobs in Inner Portland is nearly the same as the number in the Central City, in Inner Portland, manufacturing jobs make up more than 11 percent of jobs. In the Central City, manufacturing accounts for less than one percent of jobs. In the Jade District, more than 20 percent of existing jobs are in retail trade. The largest employment sectors in East Portland are Health Care and Social Assistance (34.5 percent and 4,025 employees); Educational Services (16 percent and 1,865 employees); and Retail Trade (12.3 percent and 1,432 employees).

Figure 19. Employment Data

Number of Jobs and Percent Share of All Jobs within the Study Area, 2011

Study Area	Central City	Inner Portland	Jade District	East Portland
156,034 100%	122,261 78%	16,044 10%	6,071 4%	11,658 7%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).

Jobs by Industry Sector and Percent Share of All Jobs within Each Area, 2011

	Study Area	Central City	Inner Portland	Jade District	East Portland
Agriculture, Forestry, Fishing and Hunting	328 0.2%	210 0.2%	25 0.2%	87 1.4%	6 0.1%
Mining, Quarrying, and Oil and Gas Extraction	1 0.0%	0 0.0%	1 0.0%	0 0.0%	0 0.0%
Utilities	970 0.6%	605 0.5%	365 2.3%	0 0.0%	0 0.0%
Construction	4,474 2.9%	2,314 1.9%	1,446 9.0%	221 3.6%	483 4.2%
Manufacturing	3,210 2.1%	1,133 0.9%	1,884 11.7%	63 1.0%	125 1.1%
Wholesale Trade	2,642 1.7%	1,462 1.2%	969 6.0%	52 0.9%	159 1.4%
Retail Trade	10,064 6.4%	6,270 5.1%	1,134 7.1%	1,228 20.2%	1,432 12.3%
Transportation and Warehousing	1,637 1.0%	424 0.3%	379 2.4%	458 7.5%	376 3.2%
Information	5,967 3.8%	5,686 4.7%	141 0.9%	86 1.4%	54 0.5%
Finance and Insurance	12,548 8.0%	12,149 9.9%	84 0.5%	131 2.2%	184 1.6%
Real Estate and Rental and Leasing	3,899 2.5%	3,400 2.8%	222 1.4%	109 1.8%	168 1.4%
Professional, Scientific, and Technical Services	19,282 12.4%	18,229 14.9%	742 4.6%	118 1.9%	193 1.7%
Management of Companies and Enterprises	6,884 4.4%	5,706 4.7%	1,104 6.9%	7 0.1%	67 0.6%
Administration & Support, Waste Management and Remediation	8,270 5.3%	5,877 4.8%	1,551 9.7%	117 1.9%	725 6.2%
Educational Services	25,149 16.1%	21,778 17.8%	691 4.3%	815 13.4%	1,865 16.0%
Health Care and Social Assistance	17,600 11.3%	10,579 8.7%	2,142 13.4%	854 14.1%	4,025 34.5%
Arts, Entertainment, and Recreation	2,897 1.9%	2,380 1.9%	362 2.2%	68 1.1%	97 0.8%
Accommodation and Food Services	15,500 9.9%	11,693 9.6%	1,756 10.9%	1,237 20.4%	814 7.0%
Other Services (excluding Public Administration)	6,248 4.0%	4,486 3.7%	910 5.7%	370 6.1%	482 4.1%
Public Administration	8,464 5.4%	7,875 6.4%	146 0.9%	50 0.8%	383 3.4%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).

The majority of employees—87 percent—working in the study area live outside the area. About 13 percent are both employed and live in the study area.

Of all employed people living in the study area, about 70,000 people, 7 out of 10 people—about 50,000 people—work outside the study area. About 20,000 people both live and work in the study area.

Community Assets

Parks and Community Centers

Portland Parks & Recreation (PP&R) provides care to over 11,000 acres of parks and natural areas, manages the city's community gardens and offers thousands of programs for all ages at its community centers, swim pools, and other recreation facilities. Portland Parks & Recreation currently protects more than 7,700 acres of natural areas. These natural areas are primarily forest and represent the range of forest types naturally occurring in the region including upland Douglas fir stands, ash and cottonwood riparian forests, oak savannah and younger deciduous forest types.

In 2012, the Portland Parks & Recreation system consisted of 203 developed parks, totaling 3,433 acres, 7,762 acres of natural areas, and 221 acres of undeveloped properties. Portland Parks & Recreation's built infrastructure has a replacement value of \$984 million (in 2012), and includes five main facility types:

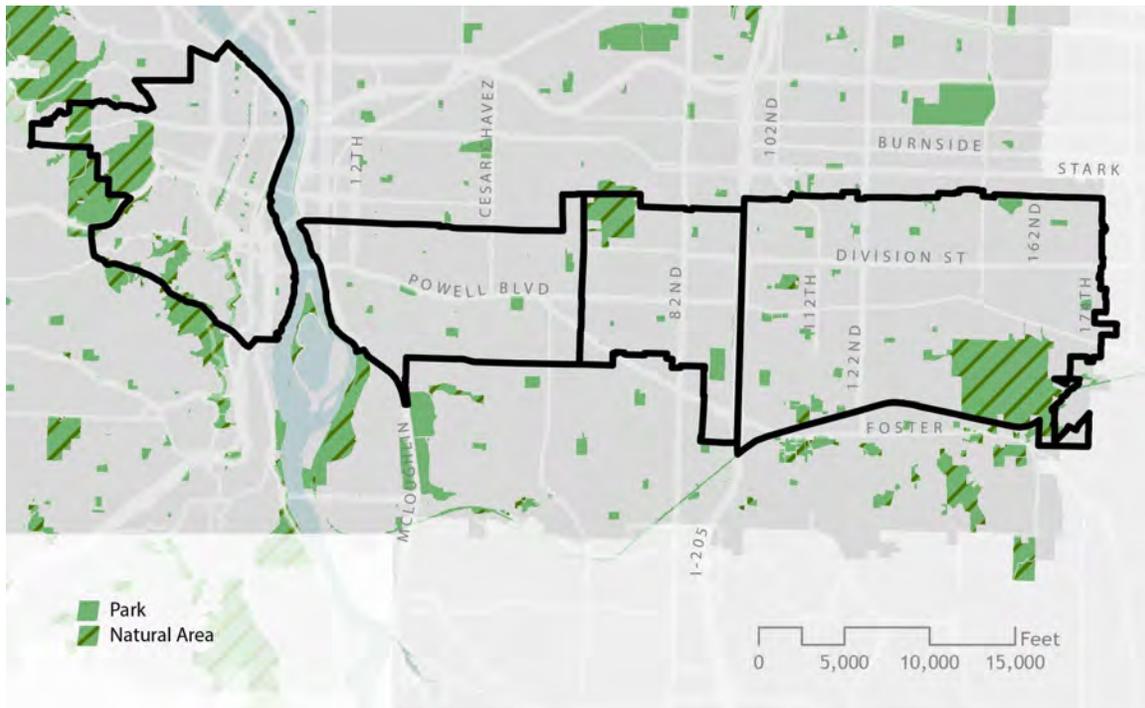
- Developed Parks: 203 Parks on 3,433 Acres
- Natural Areas: 7,762 Acres
- Trails: 152 Miles of Regional Trails
- Community and Arts Centers: 14 Facilities
- Special Facilities: 54 Facilities including Golf courses, Pittock Mansion, Portland International Raceway, Community Gardens, etc.

For a more detailed overview of Portland Parks and Recreation services and facilities, please see the Working Draft Citywide Systems Plan or visit the Portland Parks and Recreation website.

Portland Parks and Recreation website: <http://www.portlandoregon.gov/parks/35300>

Working Draft Citywide Systems Plan:
<https://www.portlandoregon.gov/bps/article/464625>

Figure 20. Parks and Natural Areas



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

High Schools and Colleges

A number of high schools and colleges are located in the corridor.

High schools in the corridor include Lincoln HS and St. Mary's HS, in the Central City; Cleveland HS and Franklin HS, in Inner Portland; Marshall HS (closed) in the Jade District; and Centennial

In downtown Portland, OHSU and Portland State are the largest education centers. University of Oregon and Oregon State University have satellite campus facilities in the downtown area. Portland Community College has education centers near OMSI—The CLIMB (Continuous Learning for Individuals, Management and Business) Center for Advancement—and in the Jade District, 82nd Avenue and Division—the Southeast Center. Warner Pacific College is located on SE Division Street at 69th Avenue, at the base of Mt. Tabor.

Institutions

A variety of public, private, and non-profit institutions are located in the corridor. They range from state, county, and local public service, health and social service institutions. These include Catholic Charities, Asian Health Center, Trillium Family Services, Adult and Family Services, Oregon State Vocational Rehabilitation, Department of Motor Vehicles, Human Solutions, OHSU Clinic, and Mid-County Health Clinic.

A fair number of religious institutions are also located throughout the corridor. They represent a wide range of faiths and cultures.

Watersheds and Stormwater Management

The City of Portland sits at the confluence of two of the nations' major river systems: the Columbia River and the Willamette River. Native salmon, steelhead and other fish and wildlife species live within Portland's urban boundary, and also migrate through Portland. The city is divided into five primary watersheds: Willamette River, Johnson Creek, Columbia Slough, Fanno Creek and Tryon Creek.

Maintaining watershed health is critical to both human and broader ecosystem health. Portland uses green streets, ecoroofs, trees, and other green infrastructure—like urban streams and wetlands—to manage stormwater, protect water quality and improve watershed health. Green infrastructure brings nature into the city, which can improve both mental and physical health, increase property value, conserve energy, enhance wildlife habitat and save money on more costly pipe infrastructure.

Details on Portland's Sustainable Stormwater Management program and related activities can be found on the Bureau of Environmental Services website and detailed design options can be found in the Stormwater Management Manual: <http://www.portlandoregon.gov/bes/47952>. Policy guidance for Portland's watershed health, stormwater management and other green infrastructure practices is found in the Portland Watershed Management Plan: <http://www.portlandoregon.gov/bes/38965>

The project area is located across two of Portland's five watersheds: the Willamette River watershed and the Johnson Creek watershed, with the majority of the project located within the Willamette River watershed. The Central City, Inner and Jade District portions of the project area are all located within the Willamette River watershed. The East Portland portion of the project area is located in both the Willamette River and Johnson Creek watersheds. The portion of the project area within the Johnson Creek watershed includes the area roughly between SE Powell and SE 100th Avenue and SE Division and SE 120th Avenue, east to the City limits.

West of I-205, much of the stormwater runoff from streets flows into the combined sewer system. The combined sewer system collects stormwater runoff from streets and sewage from buildings in the same pipes. Most of this mixture flows to the treatment plant. But when it rains, some combined sewage overflows to the Willamette River. The frequency of overflows was significantly reduced with the completion of Portland's CSO control program.

Between Caesar Chavez and I-205, stormwater either flows into the combined system or into underground injection control (UIC) facilities or sumps. Sumps are perforated, vertical pipes usually connected to sedimentation manholes which help remove pollutants. Sedimentation manholes collect stormwater, allowing solids to settle to the bottom and trapping oils and greases in the manhole before the treated stormwater flows to the sump and percolates into the ground.

In areas where groundwater is high, the city is redesigning some UIC facilities and replacing others with swales and other green stormwater management facilities to increase the distance between the bottom of the UIC and groundwater. These types of facilities replenish groundwater supplies that feed cool, clean water to rivers and streams.

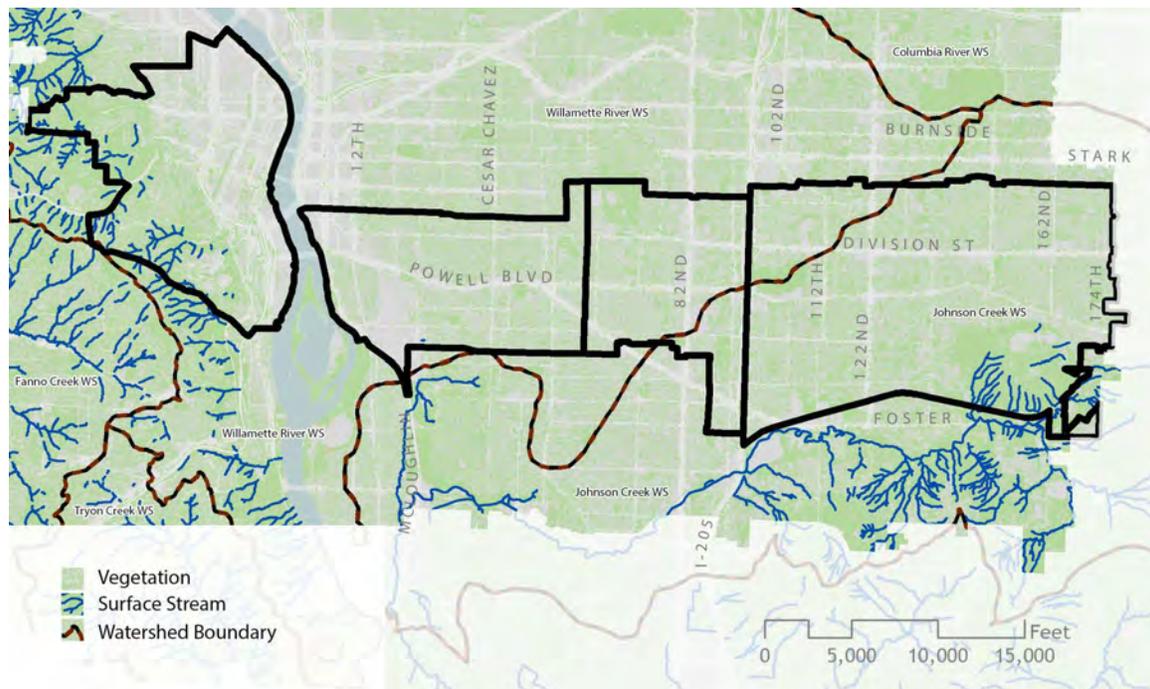
East of 205, stormwater from the streets is managed in UIC facilities or in separated stormwater pipes. In the separated stormwater system, stormwater runoff flows to streams through public and private pipes, drainages, swales and other stormwater conveyances.

There are a few, limited areas within the project boundaries where development could have a greater impact to watershed health because of the presences of natural resources, or hydrology issues, such as steep slopes or poorly infiltrating soils. Further analysis is needed in to determine how development could be accommodated while preventing impacts to watershed health.

The Stormwater Management Manual and other applicable regulations require development to be designed to maintain or improve the effectiveness of stormwater management, with an emphasis on current best management practices, including on-site infiltration, green streets, tree plantings, and eco-roofs, among other tools and approaches.

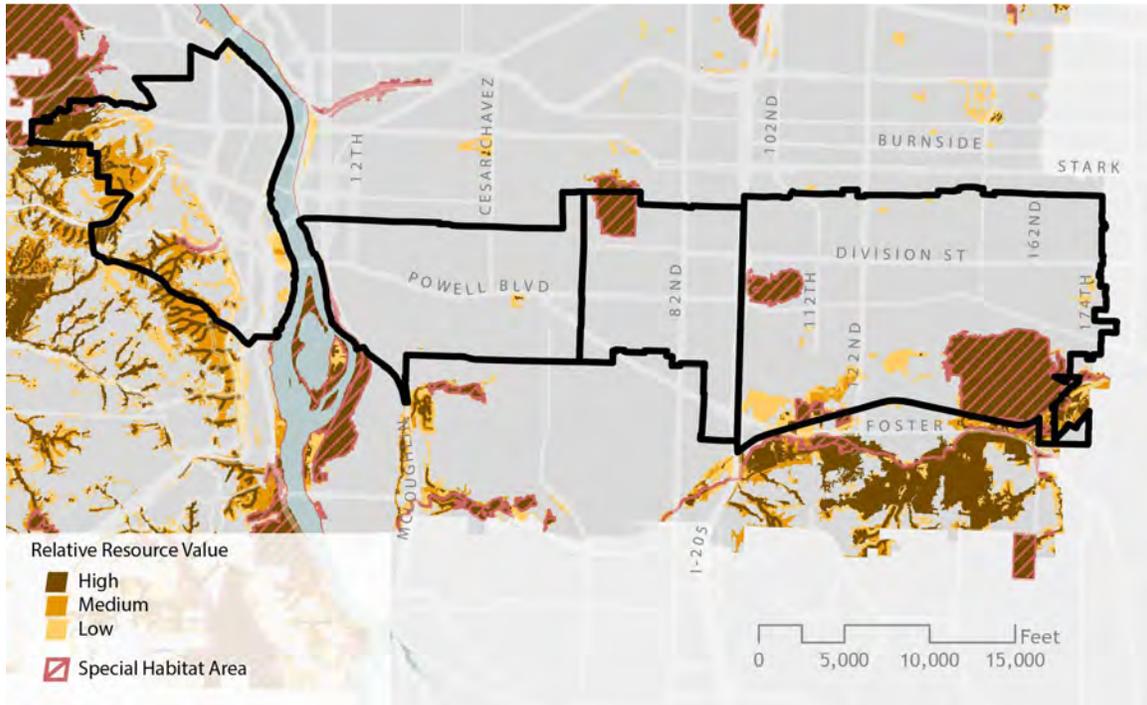
In addition to improving watershed and ecosystem health, sustainable stormwater management facilities, such as bio-swales and trees, also increase the presence of nature in the city. Green streets and tree plantings bring some of the benefits provided by parks and open spaces to other parts of the city and help reduce the urban heat island effect (and its associated health risks), which is increasingly becoming a concern in highly developed parts of Portland.

Figure 21. Watershed Health



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Figure 22. Natural Resources Inventory Combined Relative Resource Value and Special Habitat Areas



Source: City of Portland, Bureau of Planning and Sustainability, GIS, 2014.

Appendix A: Portland Zoning Designation List

Open Space Zone

1. Open Space (OS)

Single-Dwelling Residential Zones

2. Residential Farming (RF)
- 3–7. Single-Dwelling Residential (R20, R10, R7, R5, R2.5)

Multi-dwelling Residential Zones

- 8–11. Multi-dwelling residential (R3, R2, R1, RH)
12. Central Residential (RX)

Commercial

13. General Commercial (CG)
- 14–15. Mixed and Store-front Commercial (CM, CS)
- 16–17. Neighborhood Commercial (CN1, CN2)
- 18–19. Office Commercial (CO1, CO2)
20. Central Commercial (CX)

Employment and Industrial

- 21–23. Employment (EG1, EG2, EX)
- 24–25. Industrial (IG1, IG2)
26. Heavy Industrial (IH)
27. Institutional Residential (IR)

Powell-Division Transit and Development Project

City of Gresham Existing Conditions Report

1. Introduction

Transit is an important way for people to move around the region and is essential to ensuring people have a variety of travel choices. It also helps reduce traffic congestion by reducing the number of cars on a street.

Frequent, reliable transit also supports the communities and neighborhoods along the bus and rail routes by making existing businesses more accessible and making development of new housing, shopping and jobs more attractive.

Transit provides a way for those persons who do not have personal vehicles to travel to jobs, shops or to visit family and friends. For those who own cars, it provides another way to get around (84 percent of TriMet riders have a car available) and helps reduce vehicle congestion on streets. According to a TriMet survey, 80 percent of the 1.5 million people in its service district ride TriMet, with 43 percent riding a couple of times a month or more.¹

Powell-Division Transit and Development Project

The Powell-Division Transit and Development Project seeks to bring important transportation and land use investments to Downtown Portland, Southeast Portland, East Portland and Gresham. These investments aim to make it easier for people to get around and to provide more opportunities for shopping, services, and convenient commuting.

The project emanates from the High Capacity Transit (HCT) plan that was adopted by the Metro region in 2010. That plan identified Powell and Division streets within Gresham and Portland as potential corridors for enhanced transit based upon community, environmental, economic and deliverability criteria. The HCT ranked the Powell-Division project as one of three “near-term regional priority corridor.” In 2011-2012 the East Metro Connections Plan process reinforced the need for enhanced transit along this corridor.

The scope of the project includes determination of a new type of transit system along the Powell-Division corridor as well as a vision for what the community desires at major transit station areas along the corridor.

Project partners are:

- **Metro:** Metro will lead a study to determine a preferred route and type of vehicle for a new transit system along the Powell-Division corridor.
- **Cities:** Gresham and Portland will lead the development of station-area visions. The cities received a grant from Metro for this work.
- **Other agencies:** TriMet, the Oregon Department of Transportation, Multnomah County and other agencies and groups will participate by providing data, expertise and comments on the project. These include traffic analyses and identification of potential health and equity impacts.

¹ TriMet. TriMet 2010 Customer Profile. June 2011. Web. 27 Dec. 2013.
<http://trimet.org/pdfs/publications/customer_profile.pdf>.

Challenges and opportunities

Within the Powell and Division corridors in Gresham and Portland, the No. 4 bus on Division Street is the busiest line in TriMet's system with 9,200 passengers a day. The No. 9 along Powell Boulevard is not far behind at 7,800 passengers a day. These statistics are impressive but also reflect a growing need for additional service. Within Gresham:

- The Division and Powell bus lines are busy and will need more capacity as population increases.
- Some East County destinations (southwest Gresham, Mt. Hood Community College, Gresham Vista Business Park) could be better served by transit.
- North-south transit connections from many parts of Gresham's southern and eastern neighborhoods to the current MAX Blue Line are infrequent or are too far to access for many potential riders.
- There is a need for high-capacity transit that links to northeastern Gresham and the Gresham Vista Business Park, Mt. Hood Community College and Mount Hood Medical Center, where many existing jobs are located and future jobs are anticipated.

In addition to enhanced transit service, people who live and work in Gresham have expressed that they like the land uses in their neighborhoods but see opportunities for improvements, such as:

- More jobs in or near their neighborhoods.
- Additional retail shops, such as grocery stores, that are close to where they live.
- More sidewalks and safer crosswalks so they can get to their destinations, including transit.
- Better transit stops with paved waiting areas and shelter from the wind and rain.

Project outcomes

The Powell-Division Transit and Development Project is designed to study transit and land-use enhancements that can address the challenges and fulfill neighborhood needs/desires.

The project will:

- Recommend a transit solution that effectively serves an area where there is high transit demand. This Metro-led portion of the project will result in:
 - A preferred transit route, and
 - A preferred vehicle type (such as light rail, bus rapid transit/express bus, streetcar, etc.).

Gresham is a partner in this effort and will advocate for a route and vehicle type that works well for Gresham. Determining what works for Gresham will include extensive public outreach.

- Result in a strategy that identifies potential land use enhancements along the preferred transit route. The enhancements will aim to provide the opportunity for new services desired by the neighborhoods and stimulate economic development. Gresham will lead the portion of the study focused on land use, urban design and neighborhood improvement within Gresham.
- Engage the community in all phases. This has already begun. Two community forums were held in December 2013 and January 2014 to discuss existing conditions with people who live and work in Gresham.

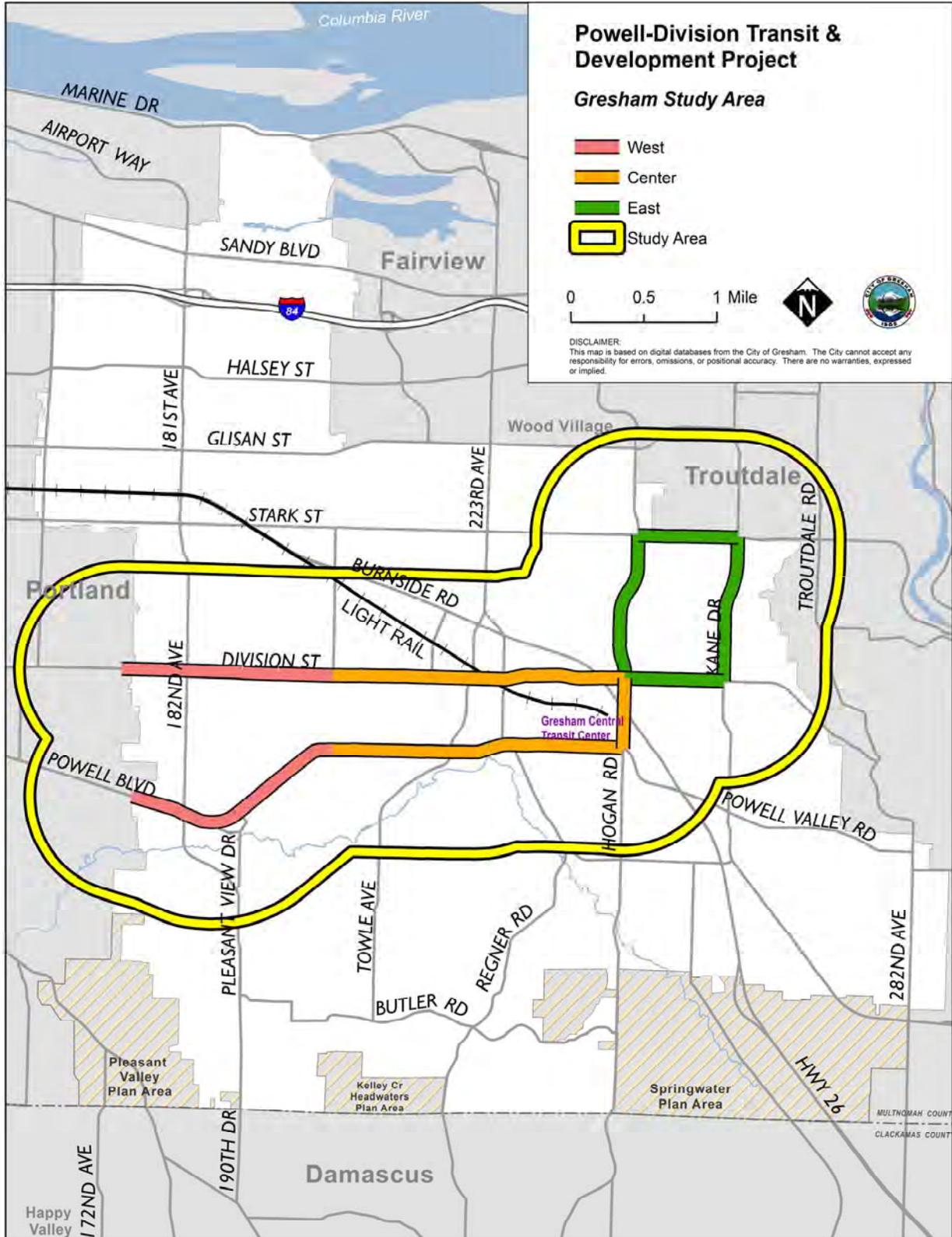
Existing conditions

This report describes the existing conditions in the study area, as seen in Figure 1. Understanding how transportation, land use and neighborhoods are working now provides important information as the project considers alternative transit and land-use options.

The existing conditions report is organized into the following sections:

1. Introduction
 2. Demographics
 3. Land Use and Zoning
 4. Housing
 5. Business & Market Conditions
 6. Environment
 7. Community Assets and Safety
- Appendix A: Gresham Public Input Summary

Figure 1: Study area for Gresham existing conditions report



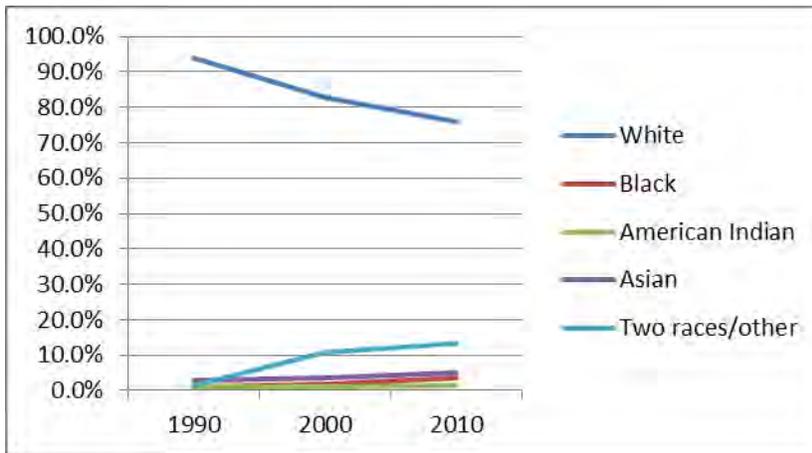
2. Demographics

Demographic information presented in this section is reflective of Gresham in its entirety since the project will ultimately serve the transportation needs of all of Gresham. Data used in this section of the report is derived from the U.S. Census and the American Community Survey.

Demographic information

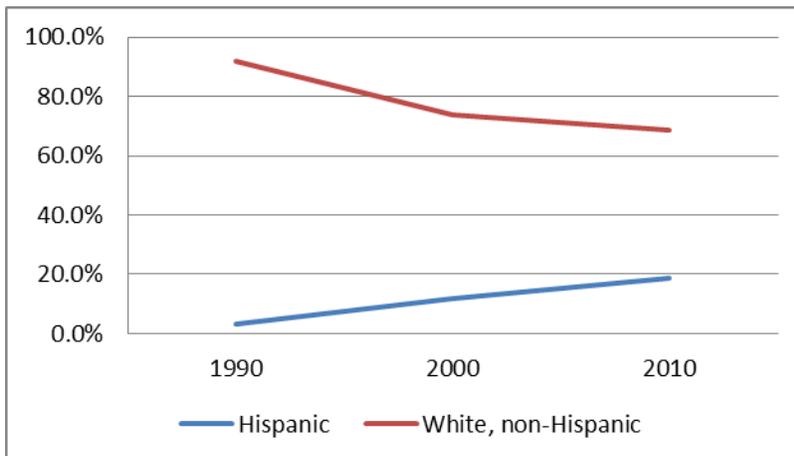
Gresham has seen many changes in its demographic composition over the past 20 years. Its population grew from 68,235 in 1990 to 106,180 as of July 1, 2013; a 55.6 percent increase. It has become more diverse, with the Hispanic and Latino population increasing from 3.3 percent in 1990 to 18.9 percent in 2010. During this same time period, the percentage of the population identifying themselves as White declined from 93.8 percent to 76.0 percent. Figure 2 and Figure 3 illustrate the racial and ethnic demographic trends in Gresham over the last 20 years.

Figure 2: Demographic Trends, Race (1990 to 2010)



Source: US Census

Figure 3: Demographic Trends in Gresham, Ethnicity (1990 to 2010)



Source: US Census

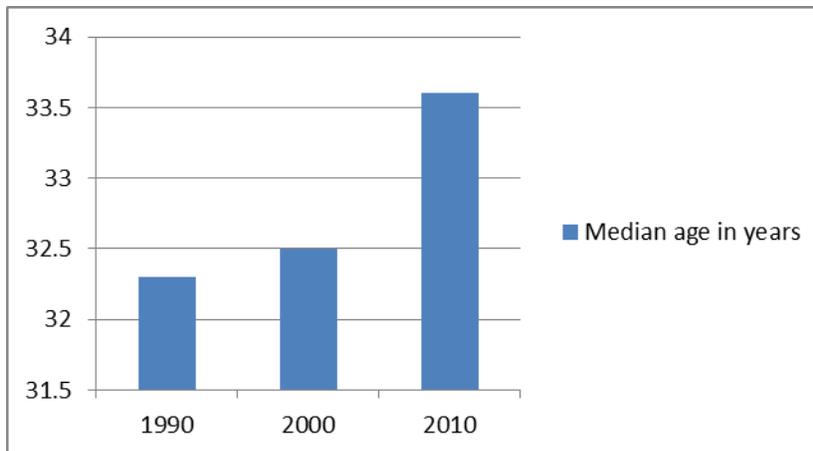
Also, Gresham's percentage of foreign-born people - whose households tend to be poorer and of larger size - increased from 13 percent in 2000 to 17 percent in 2010. As a point of comparison, the population of foreign-born people in the Portland/Vancouver Metropolitan Statistical Area is 12.5 percent. Table 1 provides additional information on Gresham's foreign born population in 2000 and 2010.

Table 1: Gresham demographics: Foreign-born population (2000 to 2010)

	2000		2010		Growth	
	Number	Share	Number	Share	Number	Growth
Foreign-born population	11,828		16,856		5,028	43%
Europe	2,061	17%	2,746	16%	685	33%
Asia	2,240	19%	3,267	19%	1,027	46%
Africa	177	1%	176	1%	-1	-1%
Oceania	154	1%	206	1%	52	34%
Latin America	6,688	57%	10,044	60%	3,356	50%
Northern America	508	4%	417	2%	-91	-18%

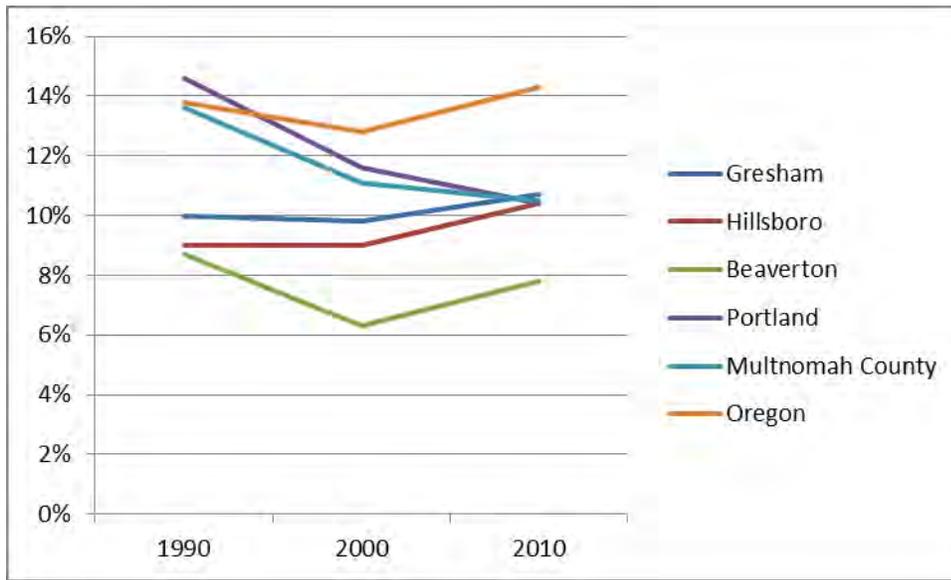
* Latin America includes Mexico, Caribbean, Central and South America. Northern America includes Canada and Greenland
 SOURCE: US Census, Johnson Reid LLC

Along with other communities in the Portland metropolitan area, Gresham's population is aging. The median age in Gresham in 2000 was 32.6, increasing to 33.6 in 2010. According to the 2010 US Census, 10.7 percent of Gresham residents are over the age of 65. However, between 2000 and 2010, the under-18 population in Gresham grew from 25 percent to 26.4 percent, with most of this cohort located in the Rockwood neighborhood. This trend is dissimilar to the downward trend in the under-18 population seen in other parts of the Portland metropolitan area. Median age trends in Gresham are depicted in Figure 4. Figure 5 and Figure 6 illustrate comparative data for the under-18 and over-65 populations in select cities in the Metro area, Multnomah County and Oregon. Figure 4: Demographic trends in Gresham: Median age



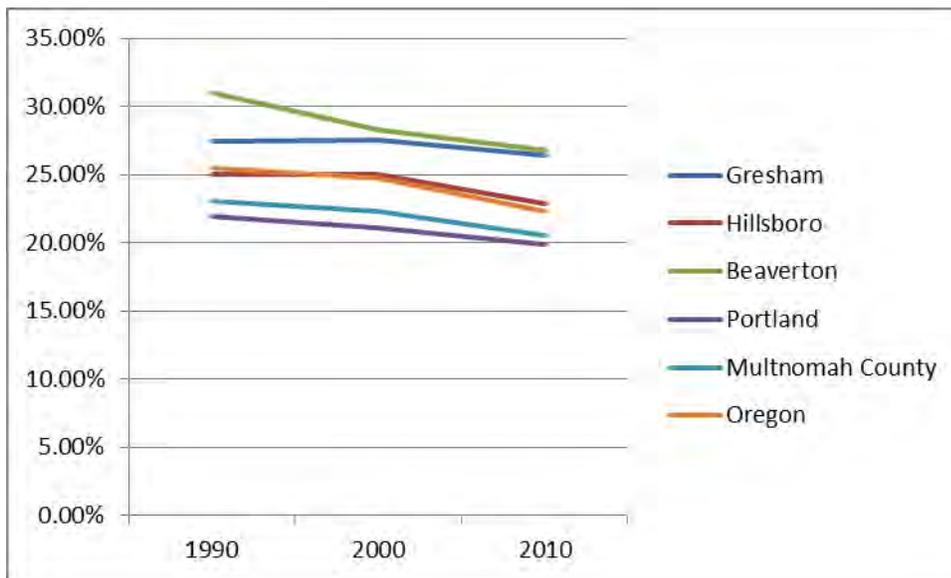
Source: US Census

Figure 5: Demographic trends in Gresham: People over 65



Source: US Census

Figure 6: Demographic trends in Gresham: People under 18



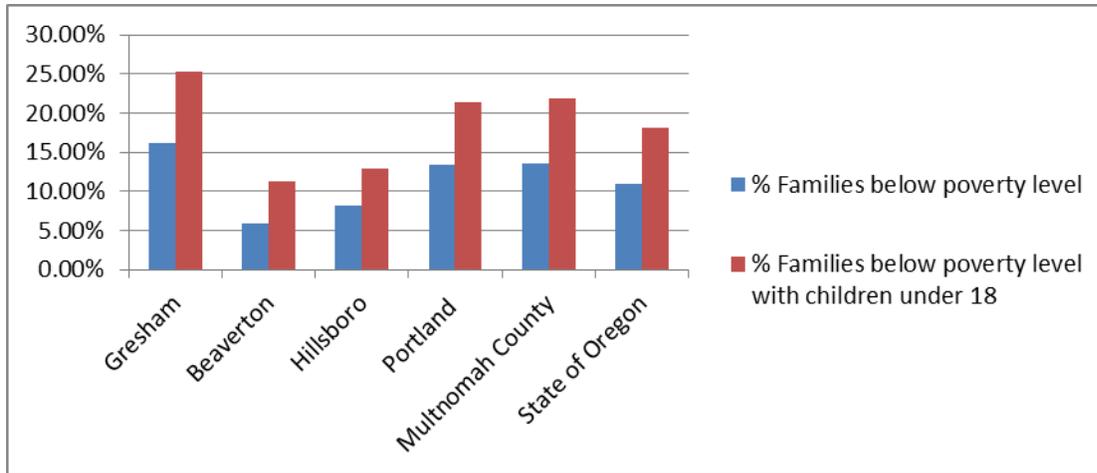
Source: US Census

Gresham's population is demonstrating an upward trend in household size. In 1990, the average household size was 2.62 persons. This increased to 2.69 persons in 2010. Although this demonstrates only a slight increase in size, other metro area communities experienced a decrease in household size.

Gresham's median family income in 2010 was \$47,154, which is similar to median family incomes in Portland, Multnomah County and the State of Oregon. However, this figure is less than those found within other Metro area jurisdictions such as Beaverton (\$54,885) and Hillsboro (\$63,618). The level of poverty and need for public assistance in Gresham is relatively high. In 2010, 16.2 percent of Gresham

families and 25.3 percent of families with children under the age of 18 were living below the poverty level. Information on levels of poverty in the Metro area, the county, and the state is found in the chart below.

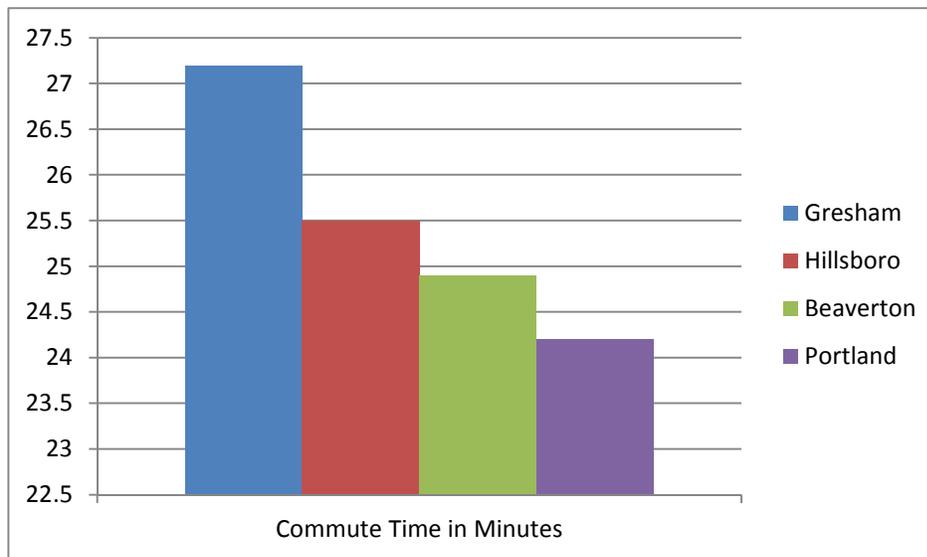
Figure 7: Gresham demographics: Families below poverty



Source: American Community Survey

In 2010, Gresham’s workforce had a slightly longer commute time than those experienced by residents of Beaverton, Hillsboro and Portland.² This information is shown in Figure 8.

Figure 8: Gresham demographics: Commute time to work 2012



Source: American Community Survey 2012, one-year estimate

Of those persons traveling to work, approximately 8.3 percent used public transportation³; in contrast, 6.2 percent of Beaverton residents and 7.0 percent of Hillsboro residents used this mode of transportation to their place of employment. Roughly 12.8 percent of Gresham households had no access to a vehicle at

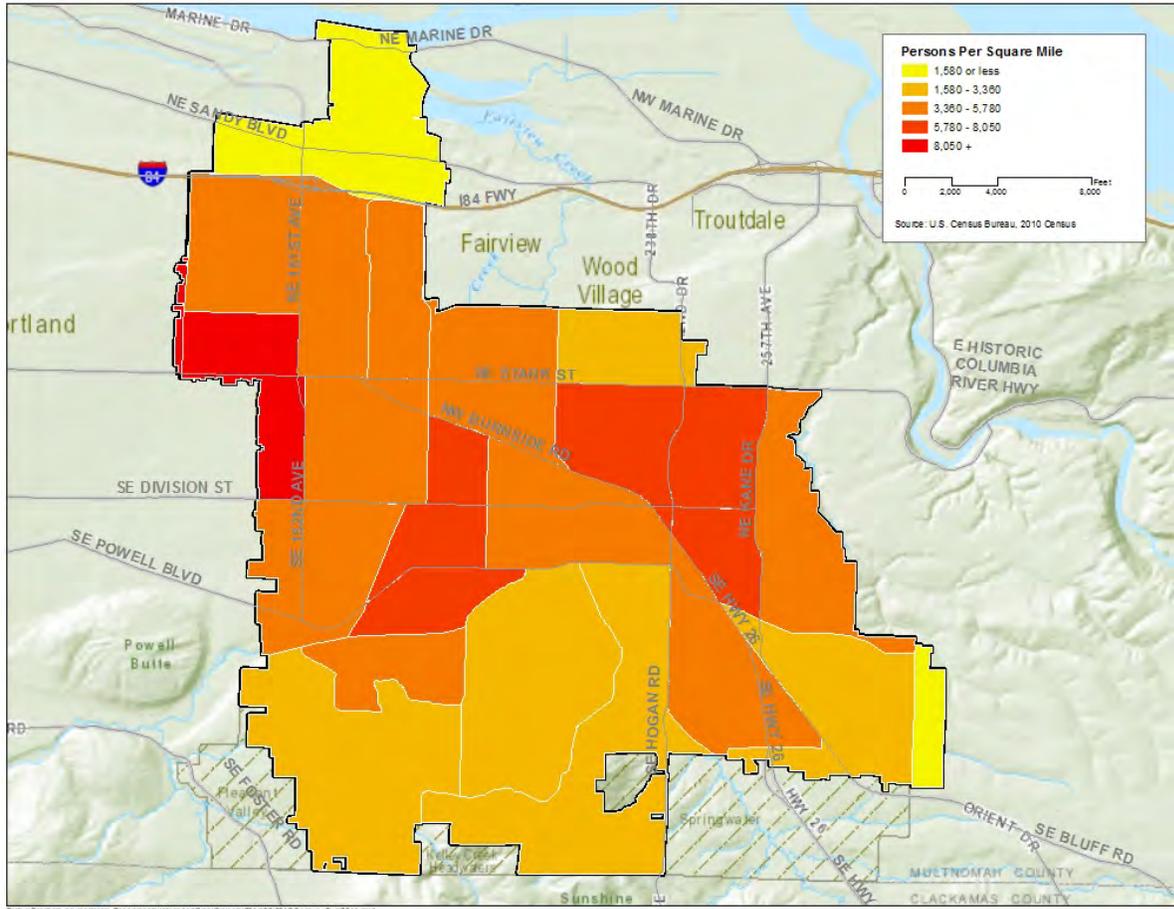
² American Community Survey, 2010, 1 Year Estimates.

³ American Community Survey, 2012, 1-Year Estimates

their places of residence, while 8.6 percent of Beaverton and 8.0 percent of Hillsboro residents had no access to a vehicle at their places of residence.⁴

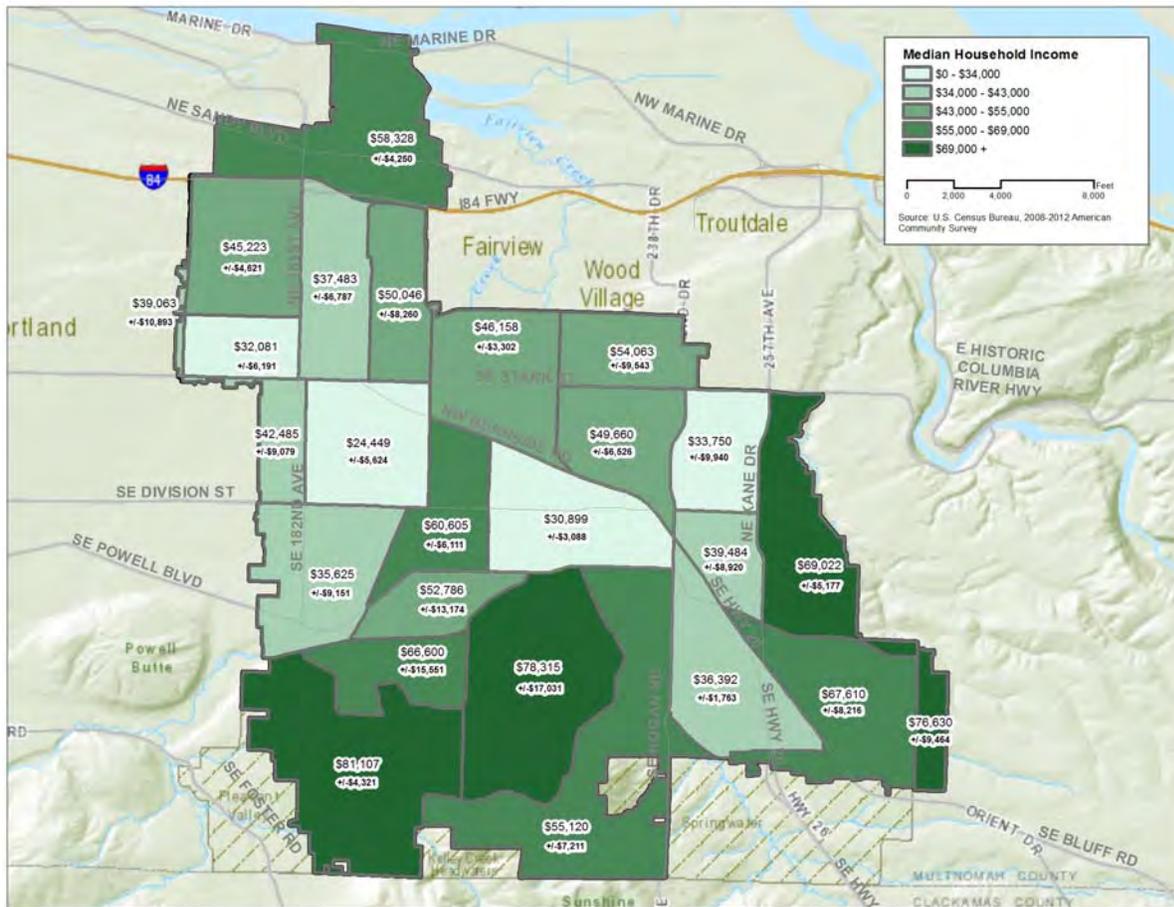
The following maps also provide demographic information tied to locations in Gresham.

Figure 9: Gresham population density



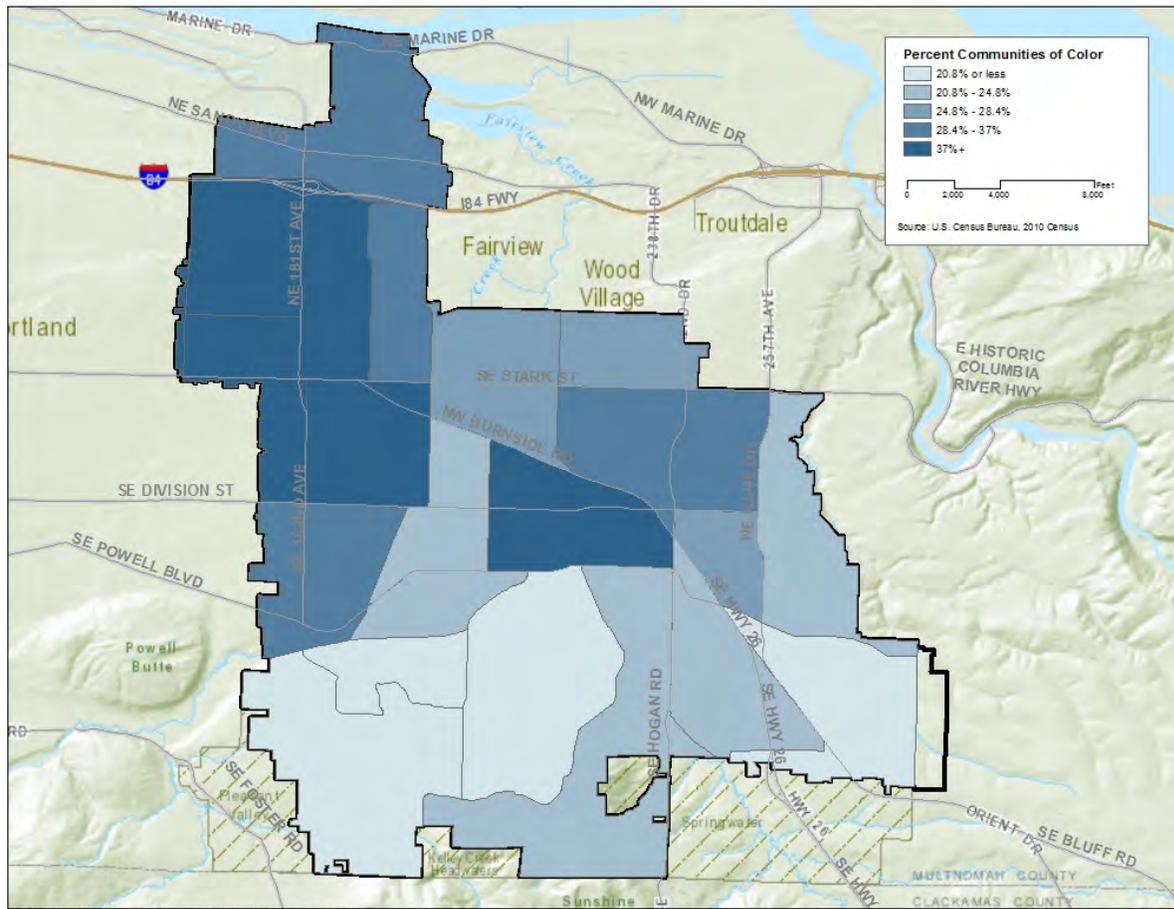
⁴ American Community Survey, 2012, 1-Year Estimates

Figure 10: Median household income



The “+/-” number indicates the margin of error. For example, “\$55,120 +/- \$7,211” means the actual median income is likely somewhere in the range of \$47,909 and \$62,331.

Figure 11: Communities of color



This map shows, by census tract, the percent of the population in the census tract self-identifying as a member of a racial group that is not white.

Summary:

Gresham’s demographic is typified by a population that is becoming more diverse with more foreign-born people. Family size is increasing, and the percentage of both persons under the age of 18 and over the age of 65 is increasing. Gresham also has a lower median household income than other similarly sized cities in the metropolitan area, and a higher rate of poverty. Commute times are longer and there is more of a need and desire for access to public transportation.

3. Land Use and Zoning

Gresham's zoning and land use patterns will help inform the Powell-Division Transit and Development Project and will be a critical element in determining the transit route and preferred type of transit vehicle. Evaluating existing land use also helps identify potential land use enhancements along the preferred transit route. The enhancements will aim to provide the opportunity for new services desired by the neighborhoods and stimulate economic development.

This chapter will briefly describe the land use zoning that apply within the study. It will then look at Gresham study sub-areas to provide a greater understanding of the land uses, unique features, and vacant lands within those areas. There are three sub-areas: Gresham West, Gresham Regional Center, and Gresham East.

Gresham overview

Gresham began as a small farming town that was incorporated into a city in 1905. Most of its physical expansion took place between the 1960s through the 1980s with a significant annexation of lands incorporated into West Gresham during the 1980s. Gresham's population growth has been noteworthy over the last 30 years, but increases have varied from a large increase between 1990 and 2000, to a more moderate growth between 2000 and 2010. As of July 1, 2013, Gresham's population has been certified at 106,180.

Aside from the annexation of 521 acres of rural lands in Pleasant Valley in 2006, that trend has not continued. The only expected significant annexations would be in the Springwater, Pleasant Valley and Kelley Creek Headwaters areas as those currently unincorporated areas become more primed for development.

The City of Gresham is the fourth largest city in Oregon. It is east of and adjacent to the City of Portland and is the second largest city in Multnomah County. Much of the area is characterized by residential development – both low density and multi-family developments. Downtown Gresham is identified as a Regional Center in the Metro Region 2040 Growth Concept Plan. The Rockwood neighborhood is identified as a Town Center, which is slightly smaller than a Regional Center. In addition to these two Centers, the Plan Areas of Pleasant Valley and Springwater also include Town Centers. These designations imply areas of increased growth and intensity of retail, services and housing in the future.

Interstate 84 runs east-west in the northern portion of the city; U.S. 26 (Powell Boulevard) runs east-west in the central portion of the city. The MAX light rail "blue line" generally follows Burnside Road and serves Rockwood, Civic Neighborhood, and Downtown Gresham. In addition to Max, there are 9 TriMet bus lines that serve Gresham, with Route 4 on Division providing frequent service (15-minute wait times between buses). Gresham Central Transit Center is the terminus for many bus routes and is located in Downtown Gresham.

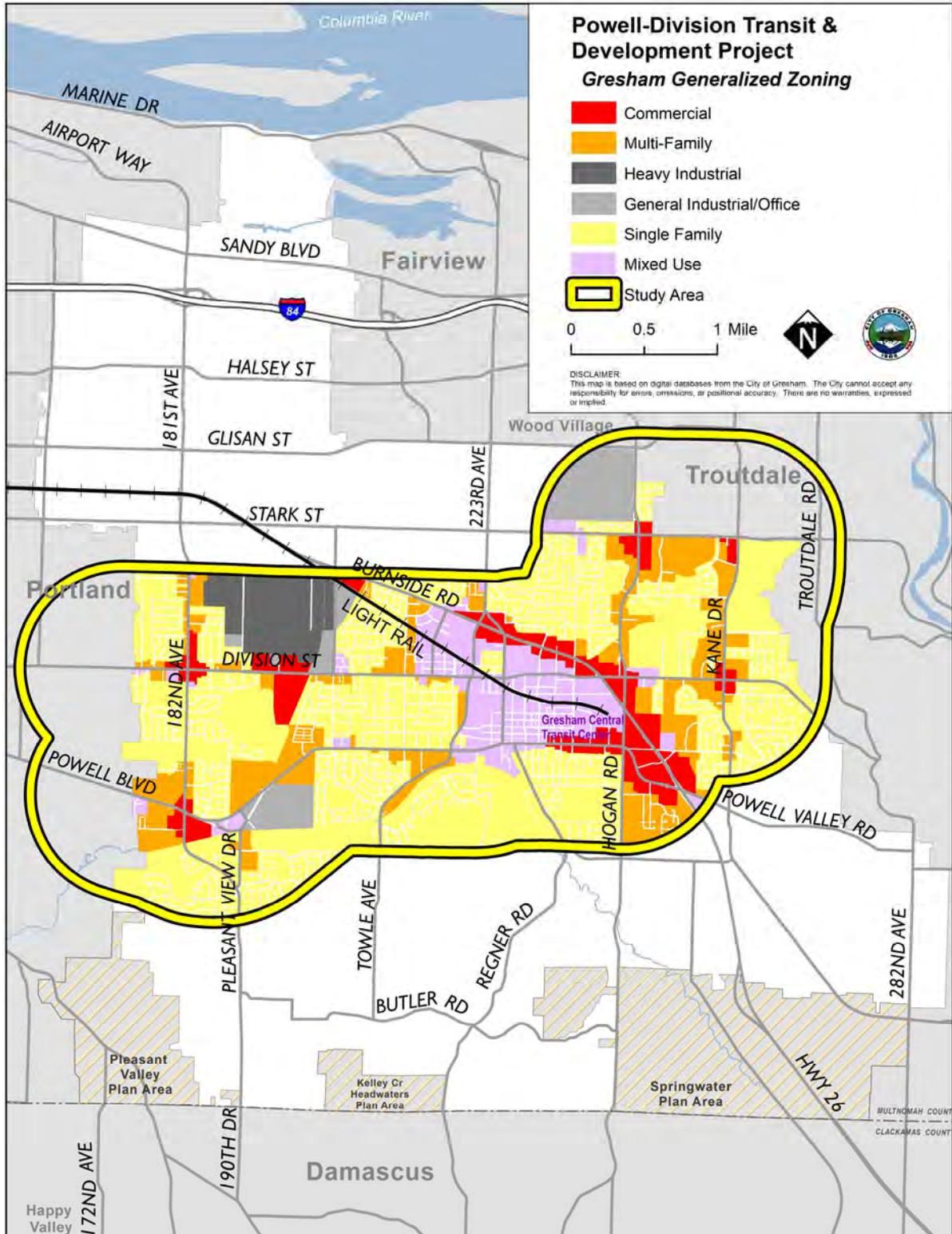
Zoning

Gresham's zoning includes residential, commercial, industrial and mixed-use land use districts. Standards apply in different zones to implement the unique characteristics of that zone. Standards include building height, residential density, commercial intensity, and required setbacks. Additionally, different types of uses are permitted in different land use districts. Gresham's Land Use Districts are explained in detail on the web at: www.greshamoregon.gov/developmentcode.

Zoning could be conceived of in six general categories (shown in Figure 12):

1. **Single-family:** Areas where low-density single-family detached housing is allowed. Features in these zones typically include separate ownership of property and units, generous yard space and auto parking, and less activity. In general, these produce fewer transit riders than more intense districts. In the study area, this includes the LDR-GB, LDR-7, LDR-5, DRL-1, and TR districts.
2. **Multi-family:** Areas where multi-family is allowed, including row houses, apartments, and condominiums. These land use districts are usually located close to activity centers and major transportation/transit corridors. Other development standards, such as maximum building heights and minimum parking requirements affect the potential scale for development of these areas. In the study area, this includes the TLDR, MDR-12, CMF, MDR-24, MDR-C, and HDR-C districts.
3. **Commercial:** Areas where commercial uses are allowed, including more auto-oriented establishments. Commercial areas are located at major transportation nodes such as 182nd Avenue and Division and along corridors such as Burnside Road. The development standards and guidelines for these districts require that future development be more compatible with transit goals. In the study area, this includes the CC, MC and DCL districts.
4. **Mixed-use:** Areas where a mix of multi-family and commercial uses is allowed. They include transit-oriented development standards and allow more intensity. In the study area, this includes the OFR, DRL-2, CMU, SC, TDM-C, SC-RJ, TDH-C, DEM, DCC, DTM, and DMU districts.
5. **General Industrial:** Manufacturing, information services, and other light industrial uses are allowed. In the study area, this includes the GI district.
6. **Heavy Industrial:** Aggregate, raw material, and other heavy industrial uses are allowed. In the study area, this includes the HI district.

Figure 12: Gresham generalized zoning



Areas with more intense, mixed-use zoning that could benefit from and provide riders for enhanced transit and encourage station area development are located in the following locations:

- 182nd and Division
- 182nd and Powell
- Portions of Division between 182nd Avenue and Birdsdale
- In the Gresham Regional Center
 - Roughly from Wallula to Hogan on Division
 - Roughly from Eastman Parkway to Hogan on Powell
- On most of the Division/Kane/Stark/Hogan loop with a few lower-intensity residential pockets.

The Regional Center land-use districts allow for the most intense mixed-use development in the study area. In addition, the Gresham Vista Business Park bordered by 223rd Avenue, Stark Street, Hogan Road and Glisan Street is zoned for industrial uses and is a future job center.

Design Districts

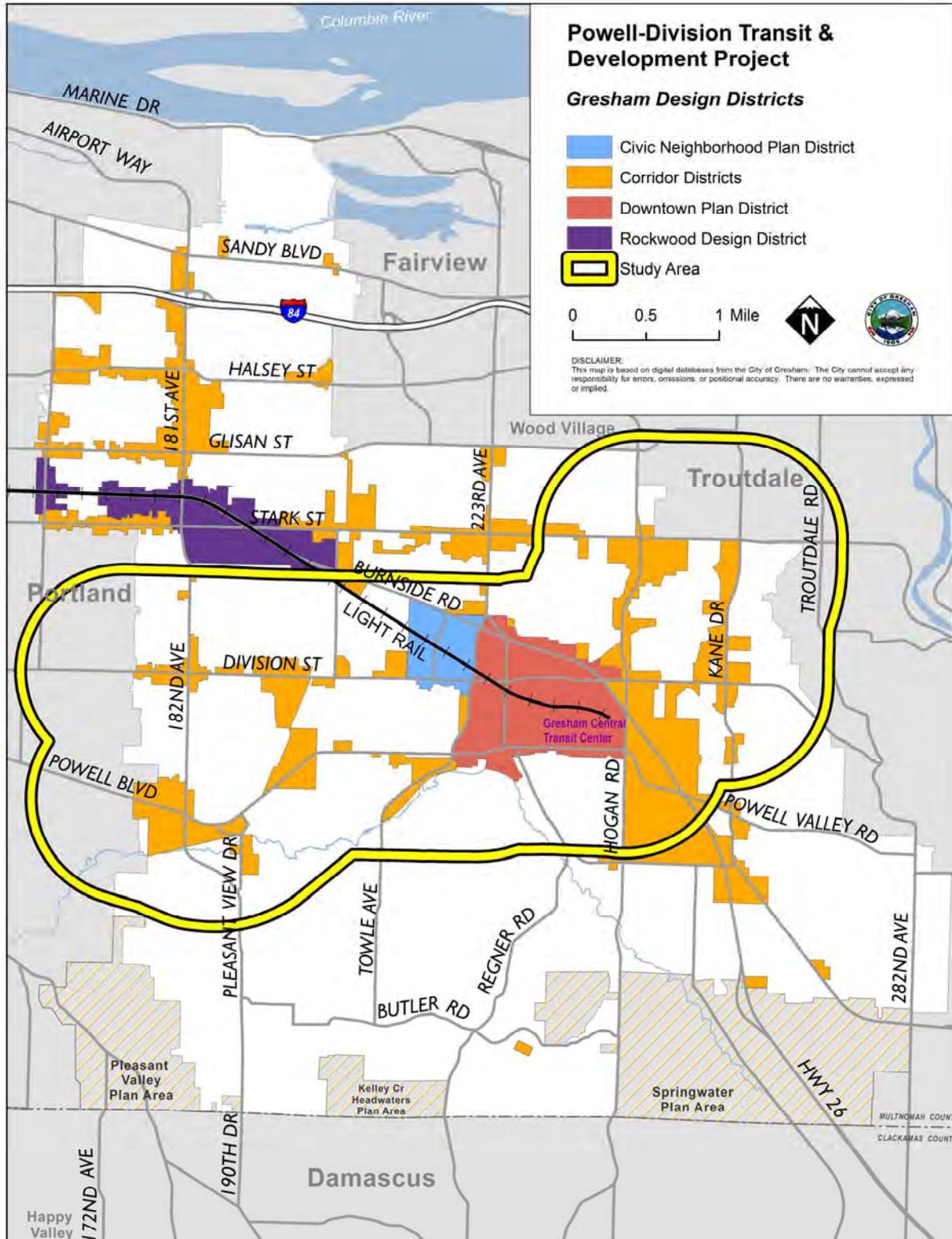
Gresham's design districts, shown in Figure 13 , provide guidelines and standards for development to promote quality site design and building designs that result in pedestrian-friendly environments that support successful developments and a variety of travel modes, including transit. The standards and guidelines promote higher quality new development in potential transit station areas.

There are multiple design districts in the study area: Downtown, Rockwood, Corridor Commercial, and Multi-family. The Civic Neighborhood is designated as a Design District, but guidelines and standards have yet to be created for the area.

Site design standards encourage buildings to be placed near the street, incorporate good pedestrian connections, and apply appropriate landscaping for each use. Building design standards encourage quality buildings with doors facing major streets, window transparency that facilitates interactions between the public and private realm, and durable, attractive materials.

Design standards and guidelines apply to most multi-family and commercial locations in the Powell-Division study area (with the exception of commercial properties in Civic Neighborhood) and promote a pedestrian- and transit-friendly environment. New development and major alterations in design districts require a public hearing before the Design Commission.

Figure 13: Gresham Design Districts



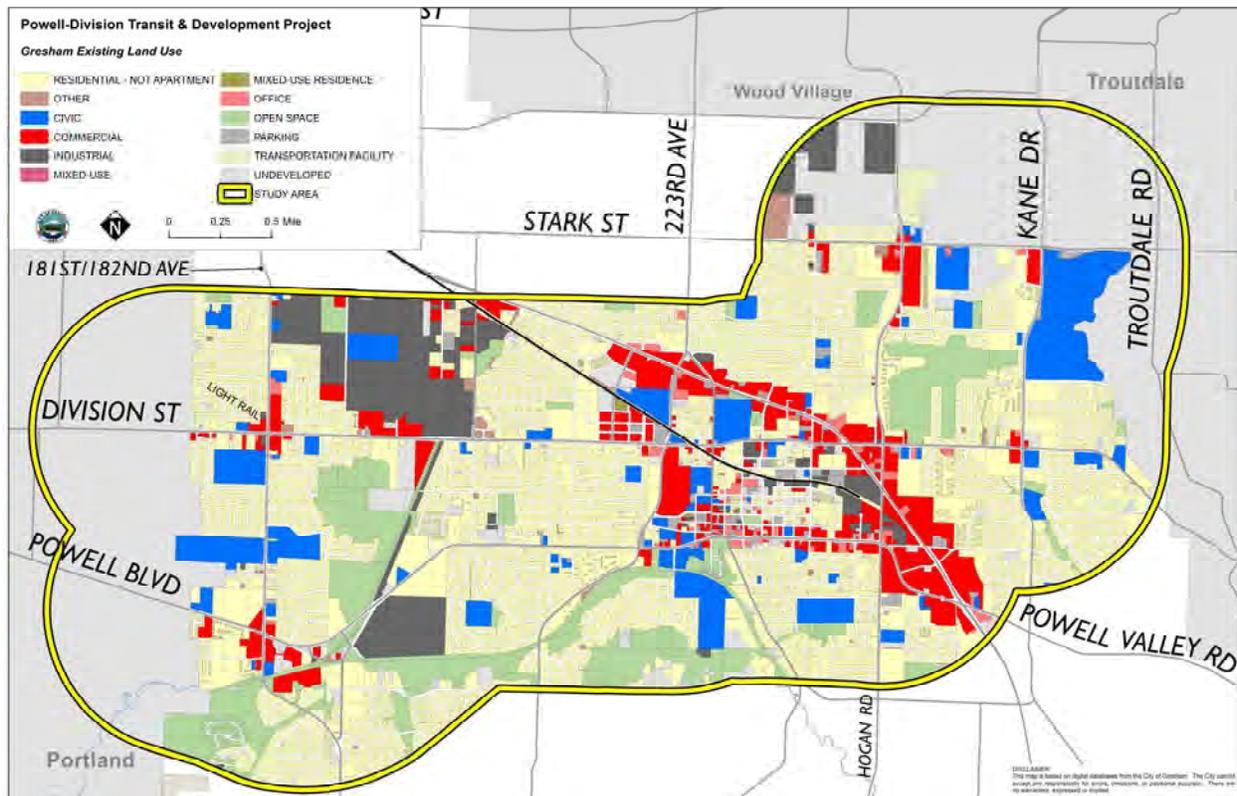
Land use

The Gresham portion of the Powell-Division Transit and Development Project study area may be considered as three areas.

- Gresham West: Western city limits to Birdsdale Avenue
- Gresham Regional Center: Birdsdale to Hogan, including Downtown Gresham and Civic Neighborhood
- Gresham East: A loop to Mt. Hood Community College from Downtown Gresham that includes Division, Kane, Stark and Hogan.

Each of these geographies is described below in terms of general land use composition, unique features, and transit. The current land uses are shown in Figure 14.

Figure 14: Existing land uses



Gresham West

The western portion of the Study Area contains large areas of one- to two-story single-family-detached residential homes. Multi-family developments are located mostly along arterials and at major intersections, such as on Powell and Division near 182nd Avenue.

Commercial uses exist along the major arterials of Division and Powell where they intersect 182nd. Several commercial uses also are found on Division between 190th and Birdsdale.

Industrial uses are found on the north side of Division between 190th and Birdsdale, with a large heavy industrial area with a history of aggregate extraction in this area. On Powell, an industrial area dominated by a Portland General Electric facility is found east of West Powell Loop.

Institutional uses in the Gresham West area include Centennial High School, Portland Lutheran High School, Centennial Middle School, Eastside Christian School, Centennial Learning Center, Lynch Meadows Elementary School, Hollydale Elementary School, and Portland Adventist Elementary School.

Vacant lands along Division include an 8-acre parcel zoned GI just northwest of the Birdsdale/Division intersection. Vacant land in the Powell corridor includes several parcels owned by Walmart in the 182nd and Division area.

Gresham Regional Center

This area contains some of Gresham's most active areas and is served by light rail and several bus lines. Buildings in Downtown and Civic Neighborhood are one to five stories.

Civic Neighborhood between Wallula and Eastman Parkway features City Hall, large retailers like Best Buy, smaller businesses and offices and a range of residential uses. Downtown (between Eastman and Hogan) is Gresham's historical center and includes both inline shopping centers with national retailers (along arterials) and historic Downtown which has many small businesses and restaurants and several three- or four-story mixed-use buildings in pedestrian-friendly areas with narrower streets and small blocks. The segment is largely residential besides, and the neighborhoods around the Regional Center are some of the oldest in Gresham.

Institutional uses in the Gresham Regional Center area include Gresham High School, Alpha High School, Center for Advanced Learning, Dexter McCarty Middle School, West Gresham Elementary School, and East Gresham Elementary School. There are a number of governmental uses including Gresham City Hall, Multnomah County facilities and state offices.

The Regional Center has numerous vacant or underdeveloped properties of varying sizes that provide significant development or redevelopment opportunities.

Gresham East

This segment includes mostly multi-family, commercial and institutional uses facing the arterials, with occasional pockets of single-family residential or manufactured home parks. This loop also includes several large/campus uses, which are Gresham Golf Course, Mt. Hood Community College, Legacy Mount Hood Medical Center and Gresham Vista Business Park (on Hogan just north of Stark). The college, hospital and business park are or will be major travel destinations and provide valuable jobs, education and medical care to the community.

Commercial nodes exist at the four intersections: Division, Hogan, Kane and Stark. They generally have apartments near the commercial areas. Gresham Vista Business Park is larger than 200 acres and is anticipated to have more than 2,500 jobs.

Institutional uses in this area include Mount Hood Medical Center, Mt. Hood Community College, Gordon Russell Middle School, Powell Valley Elementary School, and Hall Elementary School. The Gresham Golf Course provides the largest area of open green space in this segment of the study area.

Conclusions

Existing land use patterns and allowed development in Gresham's land-use districts provide the following opportunities:

- Gresham West: Division has the largest potential for development and/or redevelopment at 182nd. It also has potential between 182nd and Birdsdale.
On Powell, the 182nd intersection provides some opportunities. Powell from 182nd to Downtown has larger areas of single-family neighborhoods that present fewer potential for development/redevelopment and in general produce fewer transit riders.
- Gresham Regional Center: On both Division and Powell, this segment has significant potential for more intense development of housing, jobs and commercial activity. The allowed uses and intensities in this area are some of the highest in Gresham and it contains transit, commercial availability and road access to support additional activity.
- Gresham East: The campuses in this area provide significant potential for job growth, with Mt. Hood Community College and Legacy Mount Hood Medical Center having plans and room for growth. The Gresham Vista Business Park is poised to fill 200 acres with new industrial/business park development that can accommodate more than 2,500 new jobs. Some more limited opportunities are available elsewhere on the loop formed by Division, Kane, Stark and Hogan.
- Nodes of higher density residential areas near key transportation nodes – while already developed – may accommodate additional capacity. There are some vacant as well as underdeveloped parcels throughout the study area.

4. Housing

This section generally describes overall housing conditions and trends in Gresham. Data used in this section of the report is derived from the U.S. Census, the American Community Survey, and the December 2012 City of Gresham Housing Study.⁵

Housing

Tenure

According to the 2010 U.S. Census, Gresham's housing units are currently 52.5 percent owner occupied and 47.5 percent rentals. This represents a decrease in home ownership from 58.4 percent in 1990. One explanation for this decrease in home ownership is that in the 1990s and earlier, there were many new multiple-family developments constructed in Gresham that provided numerous opportunities for occupancy in multiple-family residential developments. The recent economic recession also has bearing upon these numbers because home ownership was less attainable, with some residents who were former home owners changing over to becoming renters. The following chart indicates the trending in housing tenure since 1990. Table 2 also shows a breakdown of owner occupied vs. rental units for the years 2000 and 2010.

Table 2: Gresham housing tenure: Growth rate 2000 to 2010

	2000	2010	Growth	
			Units	%
Occupied Units:	33,327	38,704	5,377	16%
Owner-Occupied:	18,282	20,320	2,038	11%
Renter-Occupied:	15,045	18,384	3,339	22%

SOURCE: US Census, Johnson Reid LLC

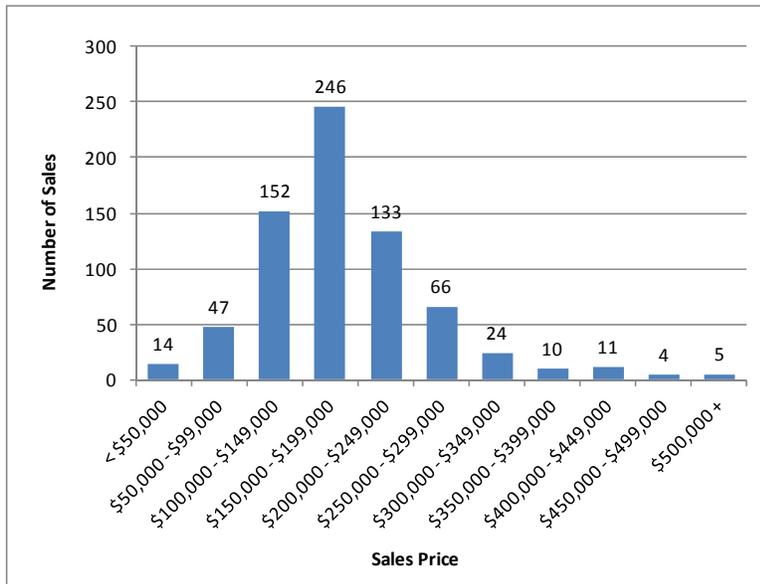
The December 2012 City of Gresham Housing Study noted that a reversal of this trend is expected over the next 20 years, with roughly 54 percent of residences to be expected to be owner occupied by 2032. Part of the reason for this change is the fact that the Gresham demographic is aging, and older residents in the Baby Boom generation tend towards home ownership. The Millennials, currently roughly 30 percent of Gresham's population, will be expected to gravitate towards urban core areas characterized by mixed-use development with access to transit and other amenities.

Housing price and rental rates

In 2012, the median price of a single-family home in Gresham was \$190,000. This is slightly lower than that for the overall Portland metropolitan area. This has been the trend since the early 2000s. Gresham housing prices rose through 2008, and then experienced a decline that continued through the recession. This trend is just now seeing a reversal. Figure 15 shows housing sales by price in 2010.

⁵ <http://greshamoregon.gov/housingpolicy>

Figure 15: Gresham housing sale prices, 2010



Source: RMLS, JOHNSON REID LLC

Rental prices bottomed out during mid-2009 and have continued to rise from that time. The average rent within the city is roughly \$ 0.90 per square foot. Older rentals in the Downtown are on par with that of the rest of the city, but newer developments such as Central Point and 3rd Central are achieving rents as much as 20 percent higher. Average rents in the Civic Neighborhood are estimated at roughly \$1.06 per square foot, with the Crossings at Gresham Station, Columbia Trails and Springwater Crossings (near the Civic Neighborhood) achieving some of the highest rent levels of Gresham apartments.⁶

The overall Gresham housing vacancy rate in December 2012 was estimated at 5.5 percent. This is expected to decrease in the future.

Housing needs:⁷

Like most jurisdictions, lower cost rentals will continue to be needed in Gresham. Units with a rent of up to \$380 per month represent 20 percent of needed rental units by 2032. However, the greatest percentage of needed rental units will fall in the range of \$870 to \$1060 for monthly rent, representing 22.4 percent of needed rental units in 2032.

It is expected that the need for owner occupied housing will increase by 2032. Based on current trends, it is expected that there will primarily be a need for more owner occupied housing in the price range of \$270,000 to \$410,000 by 2032.

Conclusion

With the general aging of the population, access to transit will become a necessity for an increasing number of Gresham residents; additionally, the younger Millennial generation will actively seek out the urban core areas of the city where access to transit is more readily available. Both trends point to the need for more and better options for public transportation.

⁶ City of Gresham, OR Housing Study, December 2012.

⁷ All price and rental costs are noted in 2012 dollars.

5. Business and Market Conditions

Gresham includes a diverse job base, and the city is seeking additional jobs to ensure employment for its growing population. According to the 2010 U.S. Census, nearly 56,000 Gresham residents are employed. There are approximately 31,000 workers in the city. This demonstrates that many Gresham residents work outside the city. With the jobs in the city, many positions are held by Gresham residents, and many are held by people who live in other communities; 24 percent of people who work in Gresham live in Portland, while 20 percent of people who work in Gresham also live in Gresham. Generally, Gresham's workforce has a slightly longer commute than other cities – commute time is approximately 26 minutes. The average commute time in Oregon is 22 minutes, and it is 24 minutes for Portland and Multnomah County.

Gresham job and employee characteristics

Gresham remains a manufacturing city, with 20 percent of jobs in the city's privately owned businesses being manufacturing jobs.⁸ These businesses make such things as airplane parts; eyeglass lenses; refrigeration units; polyurethane foam; metal frames and windows; hydraulic equipment, micro controllers; semiconductors and food products.

Manufacturing is the largest employment sector, followed by health care, retail trade, and accommodation and food services.

The following are the top industry categories for workers within Gresham:⁹

- Education services, health care and social assistance: 19.8 percent
- Retail trade: 13.8 percent
- Manufacturing: 10.9 percent
- Arts, entertainment, recreation, accommodation and food services: 10.4 percent

Gresham workers have a slightly longer commute than some other cities in the region, with the mean travel time to work in Gresham at 26.9 minutes compared with 24.2 minutes in Portland and 24.7 minutes in Hillsboro.¹⁰ This reinforces the need for additional jobs in Gresham to provide opportunities for Gresham's workers. It also points to the need for quality transit to provide options for workers to get to their jobs.

Economic development goals

Gresham's economic development efforts focus on retaining and attracting traded sector jobs to Gresham and the Portland region. Traded sector jobs are jobs in companies that export goods or services out of the region. These sectors are important because they bring wealth back into the community and create additional "spin off" jobs for suppliers and the service sector (such as medicine, education, retail and dining).

Traded-sector efforts are focused on:

⁸ Source: WorkSource Oregon Quarterly census of Employment and Wages 2010 Annual Data.

⁹ Source: U.S. Census Bureau, 2008-2012 American Community Survey. The margin of error ranges from 1 percent to 1.4 percent.

¹⁰ Source: U.S. Census Bureau, 2008-2012 American Community Survey. The margin of error is 0.9 minutes for Gresham, 0.3 minutes for Portland and .08 minutes for Hillsboro.

- **Manufacturing:** Strengthen and grow Gresham's existing manufacturing sector, retain existing family wage jobs, and create new family wage jobs through expansion of existing companies and recruitment of new companies.
- **Clean Technology:** Further Gresham's position as a preferred location for clean technology companies, including support industries. Expand focus to include clean technology sub-sectors like electric vehicles, battery storage, smart grid technology, and wind, wave and solar manufacturing.
- **Professional Services:** Encourage job creation and new investment in Gresham's industrial and regional centers. Focus on professional service companies which fit into the industrial uses allowed by Gresham's Development Code.

Gresham works with its regional and local partners (such as the Port of Portland, Greater Portland Inc., the Metropolitan Export Institute and Mt. Hood Community College) on these efforts.

Development and job-growth incentives

Gresham and its partners provide economic development incentives to bring jobs and additional economic activity to Gresham. These include a variety of methods, including incentives for industrial jobs and housing and reducing the cost of doing business in Gresham.

Incentives include:

- **Enterprise Zone** is a public/private partnership program which provides three to five year property tax abatement on new investments in exchange for meeting job creation and other requirements aimed at business creation.
- **GREAT Business Program** offers free assistance in environmental conservation, with awards and publicity for businesses that go above and beyond.
- **Green Practice Incentives** are offered by local, state, and national organizations. The programs provide financial incentives and how-to support for businesses that implement green practices.
- **Gresham Strategic Investment Zone (SIZ)** covers approximately 500 acres of industrial land in the Columbia River Corridor, within which new qualifying traded-sector business investments are eligible for a 15-year partial property tax abatement.
- **Oregon Strategic Investment Program (SIP)** has similar criteria to the SIZ and is available statewide for eligible projects.
- **Commercial Stormwater Fee Reduction Program** provides stormwater utility fee adjustment information and application materials for commercial, industrial, multi-family and institutional customers. Fee reductions are possible for qualified stormwater design projects that lessen the impact to Gresham's stormwater system. This program supports the use of "green" stormwater development designs.
- **System Development Charges Financing Program** allows deferring payment of SDCs until occupancy, or financing SDCs over a period of up to 10 years.
- **Vertical Housing Development Zone** allows eligible mixed-use projects to receive 10 years of up to 80 percent property tax abatement for buildings that include residential and commercial space.
- **Workforce Training** connects businesses with a dynamic network of partners who have established a comprehensive system designed to provide a trained workforce.

Growth opportunities

Job growth opportunities exist throughout the study area. Larger-scale growth opportunities in the study area include:

- **Regional Center:** Gresham's Regional Center, which includes both Downtown Gresham and Civic Neighborhood, has vacant and underdeveloped land and redevelopment opportunities that could accommodate additional jobs. For example, Metro owns lands along Civic Drive near the MAX line in the Civic Neighborhood that are currently vacant.
 - The Kmart site at Eastman Parkway and Burnside Road is underutilized and includes a large amount of square footage currently designated as a surface parking lot.
 - The Town Fair Shopping Center provides redevelopment opportunities that are both adjacent to Downtown Gresham and highly visible from Division and Eastman Parkway.
- **Gresham Vista Business Park:** This state-certified 220-acre business park is owned and marketed by the Port of Portland. It is located in northern Gresham and is bounded by 223rd Avenue, Glisan Street, Hogan Road and Stark Street. This site is expected to accommodate more than 2,500 predominantly industrial jobs at build-out.
- **Mt. Hood Community College:** Gresham's college campus full-time equivalent enrollment was 9,801 for the 2012-13 academic year.¹¹ The college has a master plan that anticipates future growth.
- **Mount Hood Medical Center:** Legacy Health has a medical campus on Stark Street between Hogan Road and Kane Road with a full-service hospital and associated medical office buildings. It has land available for expansion.
- **Other opportunities:** Smaller job growth opportunities can be found along Powell, Division, Kane, Stark and Hogan streets in the study area. Vacant land and redevelopment opportunities also are described in Chapter 3.

Conclusion

With key employment sectors and economic development goals to grow the jobs base in Gresham, transportation to Gresham, to employment areas, and connecting where people live to where they work becomes increasingly important. This includes connections to industrial areas north of I-84, the Gresham Vista Business Park, and key employers like Mount Hood Medical Center and Mt. Hood Community College.

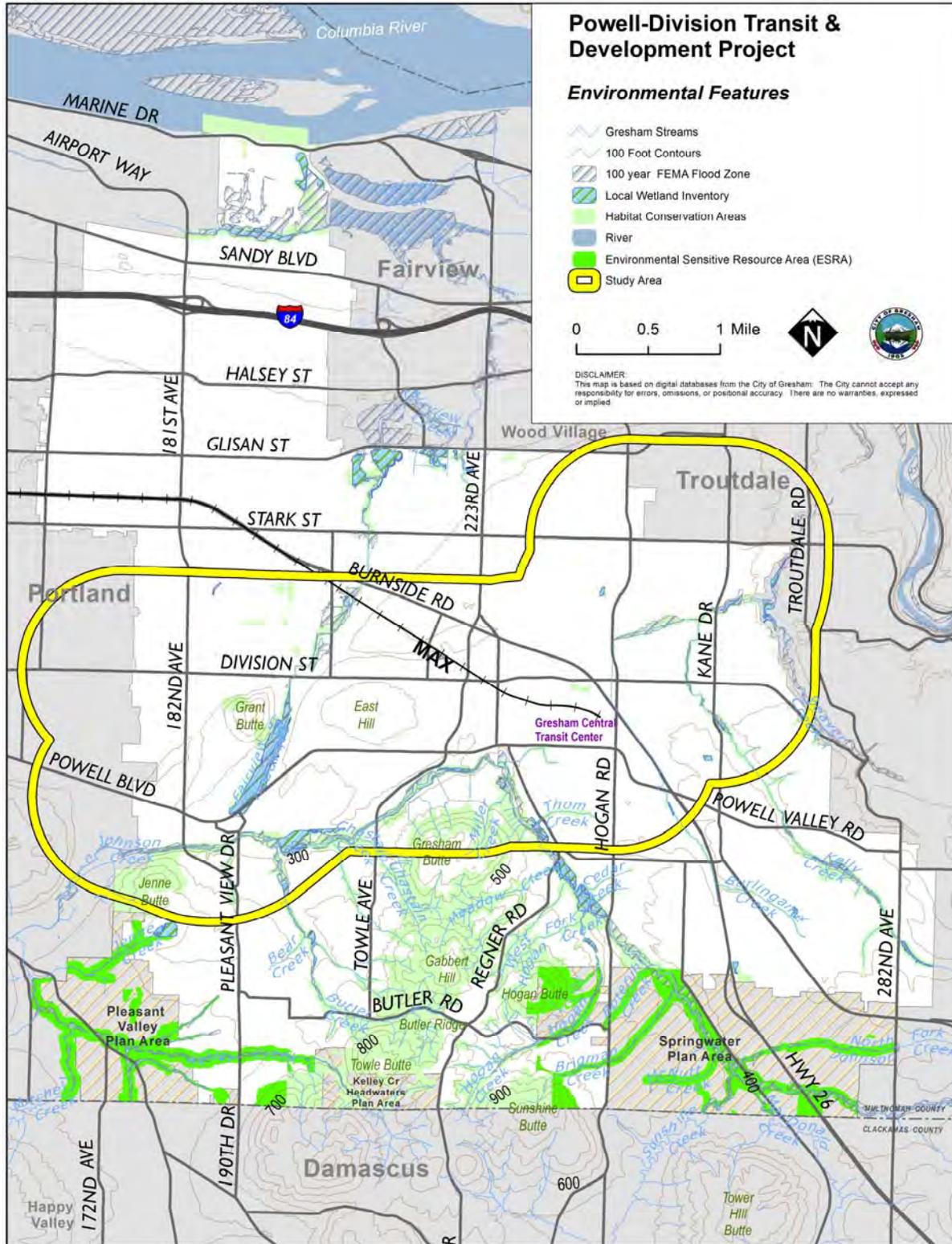
¹¹ "Recent Enrollment Trends." www.mhcc.edu. Mt. Hood Community College, 29 Aug. 2013. Web. 24 Dec. 2013. <http://www.mhcc.edu/docs/Research/enrollment_trends.pdf>.

6. Environment

Environmental assets such as streams, wetlands, buttes and forests provide important ecological services to Gresham, including stormwater management and habitat. They also provide natural beauty to the city, which is something valued by Gresham's residents. Because these features are an important asset, rules are in place to protect them. These rules include limits on development that may affect the feasibility of some Powell-Division Transit and Development Project alternatives.

This chapter details some of the natural features in the study area and describes their potential constraints on transit options or development/redevelopment opportunities. Figure 16 shows where key natural and urban features are located.

Figure 16: Environmental features



Natural features

Streams and wetlands

Gresham West: The western portion of the Gresham study area between the city boundary and Eastman Parkway has one significant stream and wetland complex along Fairview Creek. Fairview Creek is fed by over 100 acres of groundwater-supported wetlands adjacent to Powell Boulevard near 10th Street and continuing north to Division, around the base of Grant Butte. These wetlands provide habitat to state-protected amphibians and reptiles. Powell Boulevard is four lanes to the west but narrows to two lanes as it proceeds east under the pedestrian bridge that carries the Gresham/Fairview Trail over Powell Boulevard. The wetlands may constrain street widening and adjacent development in this location.

Fairview Creek continues north and goes under Division Street. The creek crossing area also limits development potential along Division. Division is five lanes wide throughout this section.

Gresham Regional Center: Further east in Gresham's Regional Center (Downtown and Civic Neighborhood), Thompson Creek and Johnson Creek run just south of Powell Boulevard and somewhat limit development potential between Main Avenue and Cleveland. Otherwise, stream and wetland constraints on development are not common in the Regional Center.

Gresham East: The eastern portion of the study area in Gresham contains Burlingame Creek and Kelly Creek. Burlingame Creek runs through Gresham Golf Course, and Kelly Creek is surrounded by residential homes, the Gresham Golf Course, and Mt. Hood Community College. Some wetland areas are found upstream of the golf course at Hogan Road and on the Mt. Hood Community College campus. The creeks and wetlands in those locations would provide some constraints. The arterials in the area are at least five lanes wide.

Uplands/buttes

Upland areas enrich the urban environment by providing a landscape of natural features when viewed from more developed, urban points in Gresham. They also serve important natural functions by providing:

- Habitat for wildlife and birds
- Nesting, cover and feeding sites for over 100 bird species
- Wildlife migration corridors
- Forest cover that cools streams, which makes the streams healthier for fish as well as residents

Upland areas in Gresham include: Grant Butte in west Gresham between Division and Powell; Jenne Butte in southwest Gresham south of Powell; and Gresham Butte just south of Downtown Gresham.

Development constraints

City rules provide protection for natural features and wildlife habitat as well as require developments to take stormwater quality measures. These also have a foundation in state and regional regulations that seek to protect natural resources and water quality.

Habitat Conservation Areas

Habitat Conservation Areas are overlays in Gresham's Development Code designed to:

- Protect and improve the following functions and values that contribute to fish and wildlife habitat in urban streamside areas and upland areas that influence water quality:

- Microclimate and shade;
- Stream-flow moderation and water storage;
- Bank stabilization, sediment and pollution control;
- Large wood recruitment and retention and channel dynamics; and
- Organic material sources.

Habitat Conservation Areas rules typically require mitigation of the habitat area disturbed by development. Rules are applied to areas near streams, wetlands and on upland areas, including buttes.

Gresham West: In the western portion of Gresham's study area, Habitat Conservation Areas are found along Fairview Creek and Grant Butte, starting at Powell, moving northeast across Division and north to Burnside.

Gresham Regional Center: In the Regional Center portion of Gresham's study area, Habitat Conservation Areas are found south of Powell along Johnson and Thompson Creeks. They are also found on Gresham Butte.

Gresham East: In the eastern portion of the Gresham study area, Habitat Conservation Areas are found in narrow areas along Kelly and Burlingame Creeks. The conservation areas are wider in the Gresham Golf Course area between Hogan and Kane.

Floodplain Areas

Floodplains are areas susceptible to being inundated by flood waters from any source. Additional regulations are in place for these areas to minimize damage caused by flooding.

In the study area, floodplains are generally coterminous with the habitat conservation areas associated with the stream.

Gresham West: In the western portion of Gresham's study area, floodplains are designated along Fairview Creek and Johnson Creek

Gresham Regional Center: In the Regional Center portion of Gresham's study area, Floodplain Areas are along Johnson and Thompson Creeks.

Gresham East: In the eastern portion of the Gresham study area, Floodplain Areas are found along Kelly and Burlingame Creeks.

Stormwater quality

Gresham requires development that adds significant impervious surface to address the quality and quantity of runoff generated from that new development. Stormwater rules promote on-site management of stormwater where possible, which can include swales, ponds, vaults or marshes. These requirements improve water quality and reduce runoff quantity from a site. Some solutions may reduce the amount of developable land available.

Conclusion

Natural features provide important benefits for ecosystem health and residents' quality of life in Gresham, and City policies and rules are designed to protect these resources. Considerations for enhanced transit and land-use development/redevelopment include potential impacts to buttes, streams, wetlands, and

associated wildlife in the study area. As described above, these protected resources present more constraints along Powell Boulevard on Gresham's west side and along Kelly and Burlingame creeks on the eastern portion of the study areas near Gresham Golf Course and Mt. Hood Community College. Otherwise, the study area typifies an area largely urban in character with ample opportunity for enhanced transit and development/redevelopment of select locations to accommodate new uses such as jobs, housing and shops.

7. Community Assets and Safety

Places to play, enjoy nature and engage in physical activity are an important part of full-service neighborhoods. Having a safe, secure community where people can comfortably live, work and play also is essential to a successful city. This chapter provides a summary of:

- Community services, such as libraries and post offices;
- Parks, natural areas and trails; and
- An overview of public safety and security conditions.

Community services

Community services uses provide services available to the general public. They typically provide services of a social need, such as libraries and post offices. Some of the community services located in the study area include:

Gresham West: A Multnomah County Health Department clinic along 182nd Avenue and My Father's House on Powell Boulevard.

Gresham Regional Center: Community services in this area include Gresham City Hall, the Gresham branch of the Multnomah County Library, Multnomah County Offices, and a US Post Office. Other social service agencies in this vicinity include El Programa Hispano and Zarephath Kitchen.

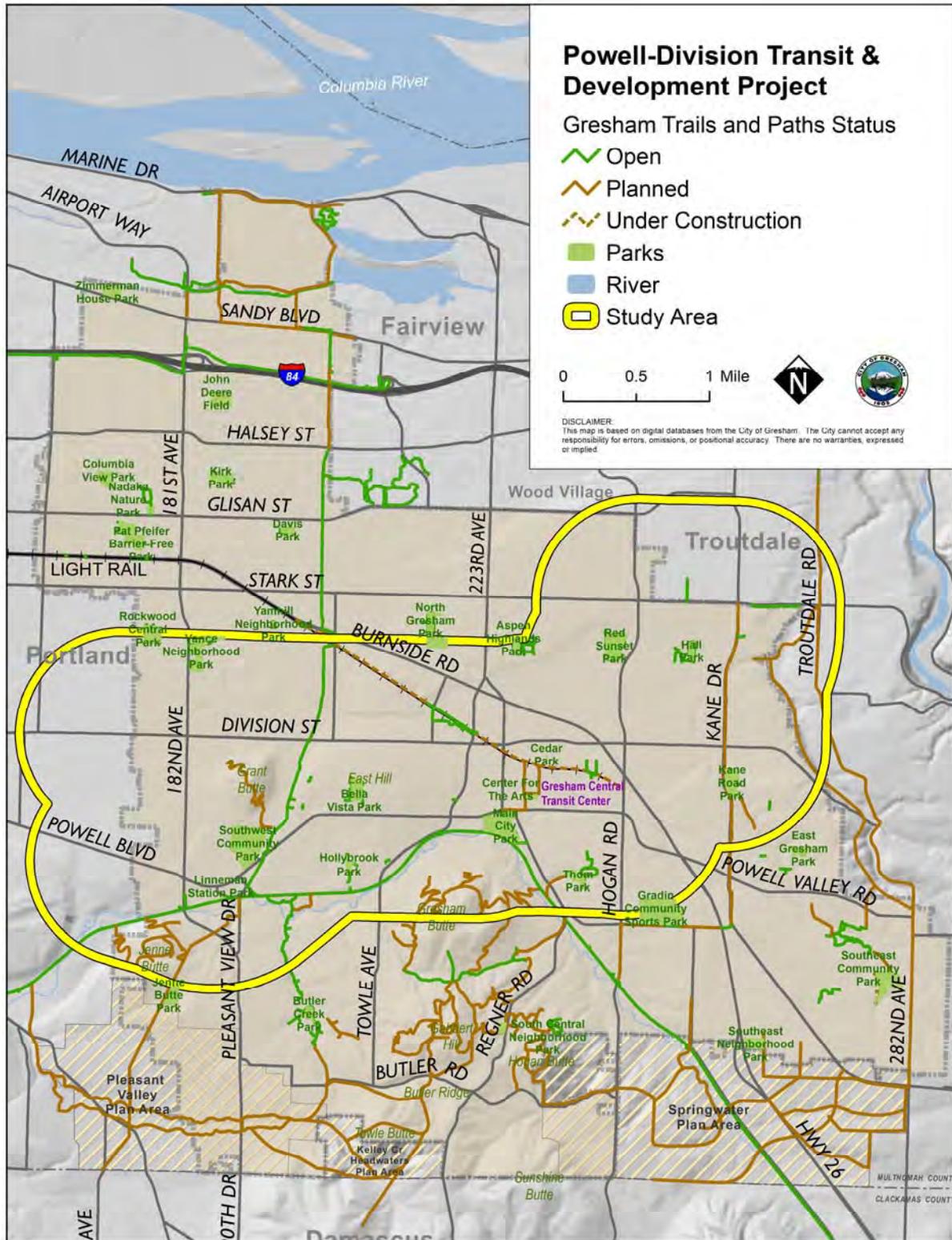
Gresham East: Mount Hood Medical Center and associated clinics.

Parks, natural areas and trails

Parks

Gresham's portion of the study area has 24 parks, natural areas and trails that provide a variety of amenities including multi-use trails, sports fields, picnic areas, playgrounds and green spaces. Table 3 and Table 4 provide a list of these parks, natural areas and trails, which are shown in Figure 17. Additional parks and natural areas are provided by other government agencies, schools and private property owners in the study area.

Figure 17: Parks, open space, trails and paths



Gresham's 2009 Parks & Recreation, Trails and Natural Areas Master Plan provided a summary of existing parks and their conditions. Because of limited funding for parks, Gresham parks are, on average, in fair condition, and several remain undeveloped. The Master Plan calls for the development of undeveloped parks, acquisition of new parkland in unserved and underserved areas (including new growth areas) and additional recreation programming in existing parks if additional funding becomes available.

Gresham West: Parks – developed and undeveloped - in this area include: Rockwood Central Park, Vance Park, Bella Vista Park, Hollybrook Park, Linneman Station Park, Jenne Butte Park, Butler Creek Park and Southwest Community Park.

Gresham Regional Center: Parks in this area include: Main City Park, the Center for the Arts Plaza, Aspen Highlands Park, Thom Park, and Cedar Park.

Gresham East: Parks in this area include: Gradin Community Sports Park, East Gresham Park, Red Sunset Park, Kane Road Park, and Hall Park.

Natural areas

Natural areas include outdoor recreation areas, buttes, and greenways. Outdoor recreation areas are permanent, undeveloped green spaces that are managed for their natural value as well as for recreational use. They provide opportunities for such things as nature-based recreation, such as bird watching or environmental education, and may preserve or protect environmentally sensitive areas.

The study area includes buttes, including Grant Butte and Gresham Butte, that provide upland habitat with a dense tree canopy. The buttes are prominent in view from both Powell Boulevard and Division Street.

The study area includes at least part of two Gresham greenways along Butler Creek and Kelly Creek. These greenways also provide a throughway for the movement of wildlife.

Trails

The study area includes two paved, multi-use trails.

- The Springwater Trail runs from Downtown Portland to Boring. In Gresham, it runs just south of Powell Boulevard before taking a southerly turn after Downtown Gresham.
- The Gresham/Fairview Trail intersects with the Springwater Trail at about 190th Avenue and runs north, crossing Division and eventually ending at Halsey. It is planned to connect with the Marine Drive Trail along the Columbia River.

The study area also includes the Butler Creek Greenway Trail, which runs south from the Springwater Trail (and Johnson Creek Trail) at about 195th Avenue. This provides an out-and-back trail experience through a natural area.

The MAX path is a planned trail that will run from Downtown Gresham to the Ruby Junction area of Rockwood and will intersect with the Gresham/Fairview Trail. It is anticipated to be constructed by the end of 2014.

The study area's west side is well served by existing and planned trails. Other portions of the study area are served by smaller walking paths within neighborhood or community parks.

Table 3: Study area park and recreation facilities

Park Name	Acres ¹²	Park Type	Amenities
Gresham West			
Bella Vista Park	8.1	Neighborhood	Basketball, picnic area, playground
Hollybrook Park	2.5	Neighborhood	Baseball, soccer, picnic area, playground
Jenne Butte Park	6.7	Neighborhood	Undeveloped
Linneman Station Park	0.5	Special Use Area	Restroom
Rockwood Central Park	9.4	Community	Soccer, softball, basketball, disc golf, picnic area, playground, restroom
Southwest Community Park	34.1	Community	Undeveloped
Gresham Regional Center			
Aspen Highlands Park	3.7	Neighborhood	Basketball, picnic area, playground
Cedar Park	0.3	Neighborhood	Picnic area
Center For The Arts	2.0	Special Use Area	Plaza, restroom, play fountain planned for 2014
Main City Park	21.6	Community	Baseball, basketball, picnic area, horseshoe courts, playground, restroom
Thom Park	5.5	Neighborhood	Picnic area, playground
Gresham East			
Gradin Community Sports Park	31.5	Special Use Area	Baseball, soccer, picnic area, playground
Hall Park	3.9	Neighborhood	Soccer, softball
Kane Road Park	10.3	Neighborhood	Picnic area, playground
Red Sunset Park	14.2	Community	Soccer, softball, basketball, picnic area, playground, restroom
Vance Neighborhood Park	14.5	Neighborhood	Soccer, softball, community garden, disc golf, picnic area, playground, restroom

Table 4: Natural areas, greenways and trails

Name	Acres ¹³	Type
Springwater Trail	N/A	Trail
Gresham West		
Butler Creek Greenway	31.0	Greenway
Butler Creek Greenway Trail	N/A	Trail
Grant Butte	41.2	Outdoor recreation area
Gresham/Fairview Trail	N/A	Trail
Jenne Butte	120.5	Outdoor recreation area

¹² Study area might not include entire acreage¹³ Study area might not include entire acreage

Gresham Regional Center

Gresham Butte	320.4	Outdoor recreation area
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Gresham East

Kelly Creek Greenway	51.2	Greenway
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Community safety/security

Long-term trends show property crime rates dropping in Gresham. As seen in Figure 18, the property crime rate has dropped since 1990, from about 4,900 crimes per 100,000 people to about 4,500 crimes per 100,000 people in 2010. Property crimes include burglary, larceny-theft, motor vehicle theft, and arson.

The rate of crimes against people has risen slightly over the same period, from about 325 crimes per 100,000 people in 1990 to about 450 crimes per 100,000 people in 2010. This rate has fallen over the last 10 years, including falling about 20 percent since its peak in 2006.¹⁴ Crimes against people include murder and non-negligent manslaughter, forcible rape, robbery, and aggravated assault.

This long-term downward trend has occurred despite the Gresham Police Department having 1.12 sworn police officers per 1,000 population for the 2012/13 fiscal year, below the 1.5 officers per 1,000 recommended by the International Association of Chiefs of Police.

Figure 18: Gresham crimes per 1,000 population, 1990 to 2012¹⁵



¹⁴ FBI, Uniform Crime Reports, prepared by the National Archive of Criminal Justice Data

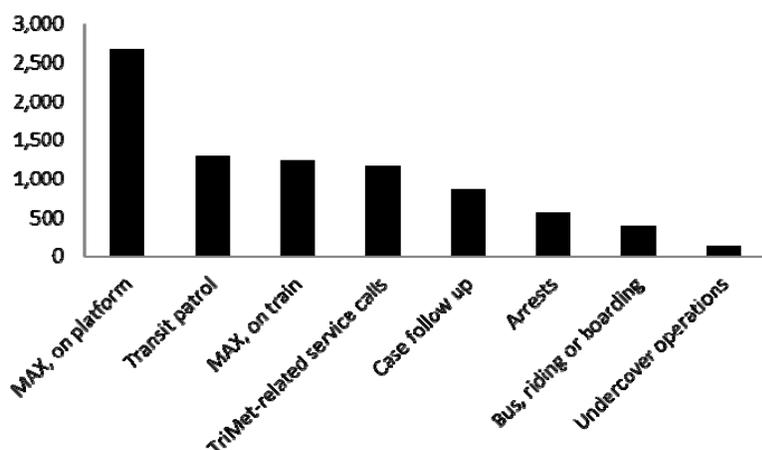
¹⁵ FBI, Uniform Crime Reports, prepared by the National Archive of Criminal Justice Data.

Transit enforcement

Gresham works with TriMet and other police agencies to patrol the transit system. Transit police patrol the TriMet system daily. The Gresham Police Department has six officers assigned to the TriMet Transit Police Division; other transit officers are employed by TriMet. Officers not assigned to the Transit Police also respond to incidents as needed. Gresham City Hall, which is in the study area near the intersection of Division Street and Eastman Parkway, is home to the transit unit’s east precinct.¹⁶

Figure 19 shows the hours of transit-related work done by the Gresham Police Department in 2012, the latest year for which complete numbers are available.

Figure 19: 2012 hours of transit-related police work¹⁷



Community organizations

Gresham has an active collection of neighborhood associations that are involved with civic matters. Neighborhood associations in the study area include: Rockwood, Centennial, Southwest, Hollybrook, Northwest, Central City, ASERT, Mt. Hood, Kelly Creek, Powell Valley, Northeast, and North Central.

Conclusion

A variety of community services draw people to this area, increasing the need for reliable, timely, and safe transit options in the Powell-Division corridor. Other community assets including the parks and trails system also draw people. Given the demographic trends described earlier in this report, the growing diversity in ages and socioeconomic status will result in even more demand for community services and for parks usage.

¹⁶ Junginger, Craig. 2012 Annual Report: Year in Review. Rep. City of Gresham Police Department, n.d. Web. 31 Dec. 2013. <www.greshamoregon.gov>.

¹⁷ Junginger, Craig. 2012 Annual Report: Year in Review. Rep. City of Gresham Police Department, n.d. Web. 31 Dec. 2013. <www.greshamoregon.gov>.

POWELL-DIVISION TRANSIT and DEVELOPMENT PROJECT

Gresham Existing Conditions Report APPENDIX A: PUBLIC INPUT SUMMARY

DECEMBER 16, 2013
6:30-8:00 P.M.
CENTENNIAL MIDDLE SCHOOL

JANUARY 9, 2014
6:30-8:00 P.M.
MT. HOOD COMMUNITY COLLEGE



Staff Contacts:

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Executive summary

This report provides a compilation of public comments that were received during two community forums for the Powell-Division Transit and Development Project (PDTDP). The purpose of the forums was to receive input from residents and interested stakeholders about the PDTDP.

The community forums were held from 6:30 to 8:00 PM on:

- Monday, December 16, 2013 at the Centennial Middle School, 17650 SE Brooklyn St. Approximately 30 people attended, including staff from Gresham, Metro and TriMet.
- Thursday, January 9, 2014 at Mt. Hood Community College, 2600 SE Stark St.
- Approximately 20 people attended, including staff from Gresham, Metro and TriMet.

A variety of outreach efforts were used to raise awareness of these events. This included:

- Approximately 11,000 postcards mailed to all property owners and renters within ¼ mile of Division St, Powell Blvd and the Kane Dr/Glisan St/Hogan Dr loop
- Email to the Gresham Neighborhood Association presidents and land-use chairs
- Announcement to the TriMet riders club
- Announcement via Metro project webpage
- Gresham online updates at GreshamOregon.gov
- Gresham Facebook and Twitter posts
- Articles in Gresham’s Neighborhood Connections

Community forum organization and description

The purpose of the community forum was to facilitate a conversation with the community on existing conditions within the Powell Blvd. and Division St. corridors.

This community forum included a brief open house period followed by a presentation, table discussions, and finally a reporting out period. The open house period provided participants the opportunity to gain familiarity with the meeting materials. Staff then presented an overview of the project and explained the purpose of the forum was to hear about the existing conditions along the Division St. and Powell Blvd. corridors.

Table discussions focused on the issues from the presentation, with a recorder selected from each table. Table discussion facilitators asked the following questions:

1. Neighborhood

- a. Is there a good mix of businesses (shops, offices, restaurants) and institutions (schools, churches, medical facilities) near where you live so you can get needed good and services? What is missing?
- b. How do you get around? Is it easy to drive, bike, walk?

2. Change vs. stability

- a. If a corridor gets enhanced transit, what changes would you most like to see along the route in Gresham (Division, Powell, Kane, Stark, Hogan), either in the road or on adjacent land? What would you like to see stay the same?
- b. If the corridor gets enhanced transit, what changes would you be most concerned about along the route in Gresham, either in the road or on the adjacent land?

3. Areas of change

1. If enhanced transit made it possible for more intense housing, shops and jobs, what locations would be most appropriate for that increased intensity?

During the reporting out period, each table presented to the room the top three comments they discussed. All comments were recorded for this document.

Copies of materials from the community forums are included at the end of this appendix:

- PowerPoint slides
- Table discussion questions
- Maps

Public input themes

The following themes were noted during public comments, and many of these were described as one of the top three comments from individual tables:

Neighborhoods & destinations

- Most participants felt Gresham neighborhoods along the route provided a good mix of uses, including shops and services. Many were interested in additional grocery options and more jobs.
- Major intersections provide opportunities for new development or redevelopment.
- New development should respect existing residential areas, especially single-family homes, such as through transitions and other compatibility measures.
- Connecting people to educational institutions and jobs is desirable.

Transit

- In Gresham, participants generally favored Division over Powell for the route and bus rapid transit over light rail for the vehicle.
- More and more frequent north-south transit connections are needed.

- Participants were interested in the cost of enhanced transit and ensuring funding can be sustained.

Transportation - car, transit, bike ped

- Faster transit and better connections among destinations is desired, but many participants are concerned about how that will affect other travel modes, such as automobile traffic.
- Pedestrian and bike improvements are needed, such as:
 - Safe, comfortable bike routes.
 - A complete sidewalk network, especially sidewalks to transit.
 - Safe pedestrian crossings, including ones with flashing lights that can be activated by pedestrians.

Comments

Neighborhood destinations

- Near the Regional Center, the mix of businesses and services is good. It is easy to reach many destinations on foot, and the MAX is close.
- Many segments along the corridor have a good mix of businesses. Some areas have too few places to walk to and commercial vacancies.
- Start with what makes the neighborhood good and build on the strengths of the neighborhood. Consider small businesses. Improvements should maintain the neighborhood character or build it where there is none.
- A positive addition would be a state park or activities park.
- The corridors are missing places to stay overnight, such as hotels.
- Rockwood Plaza Shopping Center at the northeast corner of 182nd and Division has received some recent upgrades and new tenants, including Planet Fitness. Other participants said the area still has vacancies and business types that are repeated in more than one building (pizza, Chinese food).
- Parking is crowded at MHCC, and transit could help people get to campus.
- Cultivating opportunities for tourism and specialty shops would be a benefit.
- Destinations that are important to serve with transit:
 - Human Solutions
 - Future Friends of the Children facility at Pat Pfeiffer Park.
 - Future Boys and Girls Club at 165th and Stark.
 - Gradin Sports Park on Palmquist between Hogan and U.S. 26.
- There are a few places to walk to at 162nd and Powell. North-south transit is not adequate at 122nd and 182nd.
- Participants said the following are desired along the corridors in Gresham:
 - A “green” dry cleaners.
 - Costco.
 - A more robust farmer market, like Beaverton’s, would be great. Gresham benefits from a lot of surrounding agriculture that could be better utilized at a farmer market.

Grocery stores

- The Grocery Outlet on Division is a good amenity. More grocery stores are needed. Closure of the Safeway and Albertsons hurt area communities and left dead shopping centers (particularly the Albertsons closure in Rockwood).

- Additional grocery options would be welcome in southwest Gresham. A new grocery store is planned at the Eastman Parkway and Burnside Road intersection, which will help serve the Regional Center.
- A food store sized between a full grocery store and a convenience store would be good. Examples are Trader Joes and Fresh and Easy (found in California).
- Short drives to places, such as grocery stores, are desirable.
- Participants expressed a desire for a full-service grocery store in Downtown Gresham.

Neighborhood/transit infrastructure (Traffic, pedestrian, bike, transit stops)

- Walkability is great downtown Gresham. It is easy to walk and there are a lot of sidewalks.
- Planning should focus on creating places where people have the option of living and working so they can have no commute or a very short commute.
- Would like to see walkability in Gresham downtown cloned along the corridors. Communities and neighborhoods in which people are able to walk to daily errands are healthier and safer. Knowing neighbors and having sidewalks creates a safer environment. Landscape strips between sidewalks and the street are good.
- Concern regarding HCT: make sure there are good connections to the development and have sidewalks to the transit to people can easily access it. Pedestrian preferred signals would be good.
- It is harder to get around in areas with missing sidewalks. More sidewalks are needed.
- Pedestrian and bicycle improvements are desired.
- Biking on arterials can be intimidating.
- Some crosswalks are in the wrong place.
- Mid-block crossings are hard to see.
- At MHCC southbound bus, no signals at crossings and jaywalkers are hard to see. Buses use to pull in but there it not a traffic light and it is hard for car access with buses.
- There are not good amenities at many stops near MHCC, except at entrance.
- Sidewalks and access for people with disabilities are important along the corridor.

Bus stops

- Bus stops need protection from wind and rain.
- Some bus stops along Powell and Division lack concrete pads, shelters, lighting and other amenities, which make it less comfortable and safe to wait at those stops. This discourages transit use.
- There are more shelters westbound than eastbound.
- Litter at bus stops, particularly those with shelters, is a problem.
- New shelters should have consistent, quality construction. Maintenance and garbage pickup also are important.

Powell

- Traffic and pedestrian safety are issues on Powell, specifically near the Powell and Towle intersection because of traffic volumes and speeds as well as difficult site lines with hills.
- Pedestrian safety improvements are needed, especially along Powell – primarily in the City of Portland portion.
- Many places along Powell do not have sidewalks and have only 5' bike lanes. These comments were in reference to the portion of Powell within the City of Portland.
- Walking on Powell is not safe – people making turns and has wide intersections.
- Area around Safeway at Powell/182nd is nice for walking.

Division

- Kids don't look at High School on Division when crossing.
- Some said the Division and Eastman intersection is nice for walking; others said it is difficult in part because of the MAX crossing.

Hogan

- Hogan needs sidewalks in some areas.
- Walking is not great once past Hogan towards Orient.

Neighborhood change and transit change

- A more walkable, intense, transit-supportive environment would be welcome around the station areas.
- Areas where more people live without a car or only one car would benefit from high-capacity transit and also from more and more frequent north-south bus routes.
- Ensuring new development has quality design and construction will be important anywhere on the corridor.
- Job growth is desirable.
- Concerns arose regarding high density as it transitions to quite residential neighborhoods and what that transition may bring. Where will the high density nodes be? Will they be single family residential nodes?
- Some are concerned that increased density would bring increased noise.
- The redevelopment of the Fred Meyer site is a positive.
- There are quasi-industrial areas (the gravel pits, etc.) that are underdeveloped. What happens to these vacuums of space? Keep those areas heavy industrial or change to some other use?
- Single-family residential areas in the area are built out and there is not a lot of room for changes or new development.
- Livability is important. Residents along Powell are concerned about the current noise levels from traffic and are concerned about the possibility for additional livability concerns if a train were routed along that street.
- There are concerns that if increased transit reduces automobile capacity on a street, that traffic will be diverted to other streets and worsen congestion there. (Staff note: This project includes traffic analysis that will evaluate traffic on other streets for various transit options.)
- The area along Division from 82nd Avenue to 122nd Avenue could accommodate new development, particularly housing and more specifically senior housing. It is close to transportation, shopping and a hospital.
- How would high-capacity transit affect existing transit lines?
- High-capacity transit could promote more economic development.
- Access to Gresham's downtown will help area events such as the art walk and foundation for arts and will enhance Gresham's livability and viability.
- Mixed use development is desirable at the nodes.
- Some types of density do not serve families (i.e. micro apartments).
- Development would be welcome at the triangle site in Rockwood (the former Fred Meyer location at 185th and Stark).
- One resident who lives near 122nd and Powell noted that the areas has development opportunities and would benefit from:
 - Additional shopping opportunities.
 - Better pedestrian crossings and sidewalk connectivity.

- Buildings in better condition.
- Safer biking infrastructure/conditions.

Potential transit stops/nodes mentioned

- 82nd and Division (Portland Community College southeast campus)
- 182nd and Division
- Eastman and Division
- Powell and 122nd
- Mt. Hood Community College at Stark and Kane
- Division/Powell and 122nd, 148th, 174th
- Downtown Gresham
- Division and Kane

Transit needs/comments

- North/south transit routes and frequency needs to be better, particularly south of Powell.
- There is only one bus line serving the industrial area in north Gresham off of 181st. People going there need to drive or walk many blocks to the bus stop.
- A desire for enhanced transit on Foster Road was expressed.
- Frequency and reliability of transit is important.
- For people in north Gresham, it takes a significant amount of time go anywhere by transit due to bad connections and infrequent service. (One participant said it takes at least an hour to go anywhere.)
- Infrequent service and difficult connections, in general, hinder transit use.
- Enhanced connections between educational campuses would be great and very positive for Gresham.
- Detailed travel information at each bus stop is needed.
- Route 9 (Powell) has infrequent service in East County.
- Route 87 (Downtown Gresham to Gateway via south Gresham neighborhoods, 182nd/181st, Airport Way and 102nd) is inconsistent and not frequent.
- 182nd has one hour service only, could be better north/south.
- Travel time on transit between Gresham and Portland is too long.
- Fare evasion is a problem.
- Transit from Gresham to Portland State University could be faster.
- Better transit access from southeast Gresham to Gresham's center is desired.
- MAX is hard for people in the south part of Gresham to use.
- Line 4 (Division) is great.
- Need better connections to Mt. Hood Community College, Legacy Mt. Hood Medical Center, the hospital and Fred Meyer on Burnside.

Transit route

- Many expressed that Division may be the better route for high-capacity transit because:
 - It has more commercial and multi-family development and less single-family residential development than Powell, so the line would serve a lot of people and commercial destinations.
 - It has many opportunities for additional jobs, housing, shops and services.
 - It has a fairly uniform five-lane character, which provides room for transit enhancements.

- One participant asked if a bus could be run on I-84 and then a south. (Staff note: Reviewing an I-84 bus is outside the scope of this project.)
- Enhanced transit service on Powell would be difficult without widening Powell east of I-205.
- The transit route should have lanes of adequate width to handle transit. Hawthorne in inner southeast Portland, for example, has narrow lanes.
- The study should include whether adding north-south routes to the MAX on Burnside would be more effective than adding high-capacity transit on Division or Powell. Participants also discussed whether both were possible considering funding. (Staff note: Adding north-south routes will be considered as part of the Eastside Transit Service Enhancement Plan.)
- Past plans have called for high-capacity transit on Roberts Avenue south of Powell. Participants said that is not an appropriate location because of the narrow conditions and historic homes.
- Building transit of Powell will be more of a challenge.
- Part of Powell Boulevard between 174th and 182nd is only three lanes (two travel lanes and a center turn lane) and is sometimes missing curbs and sidewalks. They also said:
 1. Currently, there appears to be inadequate right of way in some places for high-capacity transit, especially transit that would require a dedicated lane.
 2. The areas that lack sidewalks and curbs do not provide safe pedestrian travel options.
- Much of Powell Boulevard has low-density residential uses along it, particularly the area between 182nd and Eastman Parkway. This makes it less favorable for high-capacity transit because:
 1. There are fewer development and redevelopment opportunities.
 2. Light-rail-style transit (similar to the MAX line on Burnside which allows fewer street crossings) could provide a barrier between neighborhoods on the north side of Powell and those on the south.
 3. Significant right-of-way acquisition might be necessary to have adequate right-of-way width.
 4. Concern or opposition has already been expressed from residents and some real-estate professionals.
- Division is the better fit as a major transit corridor because it has a consistent 5-lane profile, more redevelopment/development opportunities around potential station areas and more major destinations to serve.

Transit type

- Some commented that light rail is not the desired vehicle for this study area.
 - Light rail/fixed rail does not make sense along Powell because the street is not wide enough.
 - Buses on Powell (within Gresham) will slow down traffic.
 - Within Gresham, Division to Hogan is better route than Powell.
- Some thought light rail would not be appropriate on Division.
- A participant suggested that taking the bus or MAX is not convenient when getting groceries or for other trips to get many items.
- A participant asked if using smaller (shorter) buses would save costs. (Staff note: TriMet representatives answered that fuel savings for smaller buses are relatively small and large buses accommodate more riders. But short buses sometimes are used in certain situations.)
- Buses provide flexibility because they are not limited to rail locations.
- Having dedicated lanes for transit on Division is a concern because rush-hour automobile traffic still needs adequate capacity along that street.
- A participant suggested bus rapid transit might be more viable than a light rail but wondered if it will be competitive regarding speed of the trip.
- Children and the elderly need improved ability to get around in Gresham.

Safety

- Crosswalks that are marked with flashing lights that are activated by a push button (rapid rectangular flashing beacons) are effective in creating safe crossings. Participants said the flashing devices should be installed at more locations. One could be used on 181st Ave. where there are long distances between lights. (Staff note: The beacons can only be implemented mid-block and not at intersections.)
- Powell and Division have seen numerous pedestrian injuries and deaths in recent years.
- Drivers, including distracted drivers, would benefit from education about how to operate vehicles around pedestrians and people who use bicycles.
- Pedestrians sometimes fail to use crosswalks and make unsafe crossings in the middle of the block.
- Vegetation should not be planted in ways that block visibility at crosswalks. Drivers need to be able to see the pedestrians. Example: Trees block visibility at Powell and Roberts in Downtown Gresham.
- Lighting of bus stops and crosswalks could help safety.
- Some participants expressed concerns about crime and perceived that there is more crime around train stops than bus stops.

Miscellaneous

- Participants asked about project funding. (Staff note: Gresham's portion of the project is funded through a Metro Community Planning and Development Grant to prepare land in the urban growth boundary for development.)
- Some participants were interested in the cost of enhanced transit and ensuring funding can be sustained.
- Participants asked about LIFT paratransit service. (Staff note: LIFT service provides a safety net for people with disabilities and are unable to use the bus and MAX. Federal law requires transit operators to provide such service.)
- One participant said Portland's Hollywood District is nice.
- One participant said bus rapid transit might encourage people to go to major destinations like the convention center.

Community Forum Written Responses

Using the map and questions shown below, attendees were surveyed to understand where they live, work and frequent in order to gain a sense of the origins and destinations along the corridors. Of the 17 submitted surveys, responses focused on where attendees live and frequent but not where they work. The following is a summary of responses received.

Locations where forum attendees live:

1. Powell Blvd. and 181st/182nd Ave.
2. Downtown Gresham
3. Southeast Gresham
 - a. south of Roberts Dr. and west of Hogan Rd.
 - b. Orient and 282nd Ave.
4. Division and 181st/182nd Ave.
5. Powell Blvd. and 160th Ave. (in Portland)

Attendee's most frequented destinations:

1. Grocery store (particularly area Safeway and Fred Meyer)
2. Church
3. School (high schools and colleges)
4. Downtown Gresham/City Hall
5. Downtown Portland
6. Springwater Corridor Trail
7. Main City Park

Is transit a good option for these trips?

- The majority of responses stated that transit was not a good options for the following reasons:
 - Unable to carry groceries on a bus or MAX.
 - Hilly terrain to and from transit stops.
 - Takes too much time to get a bus and transfer to destination.
 - Infrequent service.
 - Able to walk instead of take transit.
 - Live too far from a transit stop.
 - East/west trips could be an option but north/south trips are not due to infrequent transit service.
- The minority of responses stated that transit is a good option for the following reasons:
 - Transit provides access for more people.
 - Transit is the only option for long trips for those who do not have a car.
 - MAX is a good option to get to downtown Gresham.

Examples given for the option to use transit for trips are:

- Attendees who live around 181st/182nd Ave. and Powell Blvd. and shop for groceries at the Safeway in the same area yet do not feel transit is a good option for this trip because they are not able to carry groceries on a bus.
- Attendees who live in downtown Gresham find it is easier to walk to their destination or to take transit as needed because they do not have a car.

Additional comments received on the surveys and on comment cards are:

- A transit option to MHCC would be great.
- Freight mobility should be addressed as part of the study.
- Businesses have closed along transit corridors, such as the Blue and Yellow lines, so ensuring businesses can continue is important. If it hurts businesses, Gresham cannot afford another high capacity transit corridor through it.

Powell-Division Transit & Development Project
Community Forum January 9, 2014



Legend

- School
- Grocery Store
- Business
- Environmental
- Existing, MAX
- Under construction, MAX

1. If you live or work in the corridor, mark where.
 2. Mark the three places you most frequently visit.
 3. Is transit a good option for these trips? Why or why not?
- Bonus Questions:
1. What is the mileage distance between Division at 181st and Burnside at 181st?
 2. What is the mileage distance from Division at 181st to Burnside at 181st?
 3. What is the bus travel time between the Gresham Transit Center and Portland State University?
 4. What is the bus travel time between the Gresham Transit Center and Mt. Hood Community College?



Community Forum Materials

Postcard sent to addresses in the corridor
Email invitations
PowerPoints from forums



Powell-Division Transit & Development Project Making a Vibrant Corridor

What type of development and transit do you want along Powell and Division? **Your input is valuable** because you live, work or own property in the project area. Please bring your ideas to an upcoming forum.

Gresham, Portland, Metro and TriMet are studying potential improvements for development and transit along Powell and Division between Gresham and Downtown Portland. Visit the website to receive email updates as the project looks at alternatives in 2014:

<http://www.oregonmetro.gov/powelldivision>

Upcoming community forums:

Monday, Dec. 16, 2013; 6:30 to 8:30 p.m.
Centennial Middle School
17650 S.E. Brooklyn, Portland

Thursday, Jan. 9, 2014; 6:30 to 8:30 p.m.
Mt. Hood Community College
26000 S.E. Stark, Gresham

Contact: Brian Martin, Land Use Planner

503-618-2266, Brian.Martin@GreshamOregon.gov

Katherine Kelly, Transportation Planner

503-618-2110, Katherine.Kelly@GreshamOregon.gov

¿Está interesado en cómo mejorar el transporte público y su vecindario? Llame al 503-618-2532 para aprender más.



Martin, Brian

From: PowellDivision <PowellDivision@oregonmetro.gov>
Sent: Friday, December 06, 2013 2:11 PM
To: PowellDivision
Subject: Powell-Division update: Community forums in Gresham Dec 16 and Jan 9

Greetings,

Gresham community forums

Do you live, work or go to school in Gresham? What type of transit and development would make your community even better? The first community conversations as a part of the Powell-Division Transit and Development Project are happening on December 16 and January 9. For more information, contact Brian Martin (brian.martin@greshamoregon.gov) or Katherine Kelly (katherine.kelly@greshamoregon.gov).

Dec. 16, 2013, 6:30 to 8:30 p.m.
Centennial Middle School, 17650 SE Brooklyn St.

Jan. 9, 2014, 6:30 to 8:30 p.m.
Mt. Hood Community College, Town and Gown room, 26000 SE Stark St.

How do you want to be involved?

Help shape public engagement for the Powell-Division Transit and Development Project by letting us know what works for you! Take a quick [survey](#).

**You are receiving this email because you signed up for Powell-Division Transit Project updates. If you would like to be removed from this list, please email powelldivision@oregonmetro.gov.

Powell-Division Transit Project
www.oregonmetro.gov/powelldivision
powelldivision@oregonmetro.gov
503-797-7535

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Martin, Brian

From: Martin, Brian
Sent: Monday, December 09, 2013 3:47 PM
To: Brian Martin (Brian.Martin@greshamoregon.gov)
Cc: Kelly, Katherine; Clarke, Kelly
Subject: Powell-Division Transit & Development events

Dear Neighborhood Presidents and Land Use Chairs:

The City of Gresham, the City of Portland, TriMet and Metro are collaborating to study enhanced transit in Gresham and Portland, including what opportunities that might present for Gresham neighborhoods.

The focus areas are along Powell and Division and on Kane, Stark and Hogan on a loop that would include Mt. Hood Community College.

The first community conversations as a part of the [Powell-Division Transit and Development Project](#) are happening on Dec. 16 and Jan. 9.

Meeting details:

6:30 to 8:30 p.m. Dec. 16
Centennial Middle School, 17650 S.E. Brooklyn St.

6:30 to 8:30 p.m. Jan. 9
Mt. Hood Community College, Town and Gown Room, 26000 S.E. Stark St.

For more info:

Website: www.oregonmetro.gov/powelldivision.
To sign up for email updates, visit <https://www.surveymonkey.com/s/signupforpowelldivision>.

Contact information:

Brian Martin, 503-618-2266 brian.martin@greshamoregon.gov
Katherine Kelly, 503-618-2110 katherine.kelly@greshamoregon.gov

Thank you.

Brian Martin, AICP, LEED AP | City of Gresham Senior Planner
503-618-2266 | Brian.Martin@GreshamOregon.gov | www.greshamoregon.gov/udp
1333 N.W. Eastman Parkway | Gresham, OR 97030

Martin, Brian

From: PowellDivision <PowellDivision@oregonmetro.gov>
Sent: Monday, January 06, 2014 8:55 AM
To: PowellDivision
Subject: Powell-Division update: Gresham forum Jan 9 and other opportunities to be involved

Greetings,

Gresham community forum

Jan. 9, 2014, 6:30 to 8:30 p.m.

Mt. Hood Community College, Town and Gown Room, 26000 SE Stark St.

campus map: http://www.mhcc.edu/images/ac_upper.jpg

Do you live, work or go to school in Gresham? What type of transit and development would make your community even better? The first community conversations as a part of the Powell-Division Transit are happening in Gresham. At the first forum on December 16, people told us where they would like to see more restaurants and shops to walk to and where they would like the community character to stay the same. We also heard a preference for better bus service over light rail. Add your voice to the conversation and join us this Thursday, January 9. For more information about the forum, contact Brian Martin (brian.martin@greshamoregon.gov) or Katherine Kelly (katherine.kelly@greshamoregon.gov).

Metro Council

The Metro Council will discuss the Powell-Division Transit and Development Project at two upcoming meetings. You are invited to listen in and share your thoughts during the public comment portions of the meetings, both of which take place at Metro Regional Center, 600 NE Grand Avenue in Portland.

Metro Council work session, 2 to 4:30 p.m. on January 14

Metro Council meeting, 2 to 4:30 p.m. on January 16

How do you want to be involved?

Have you told us what would make it easy for you to be involved in the project? Help shape public engagement for the Powell-Division Transit and Development Project by letting us know what works for you! Take a quick [survey](#). Here is what people have said already.

"I think timeliness is the biggest thing here. We need a plan and action fast but we need it to be quality work. Our region is growing fast but our mass transit and freeways are not."

"Work with community groups to identify times and locations that are accessible for residents. Encourage/recruit citizen advisors - formally or informally Use community gate keepers - let the general community flow information through a few gatekeepers from community groups or organizations - many citizens are unsure of their ability to comment, what to say, how to say it, etc."

**You are receiving this email because you signed up for Powell-Division Transit Project updates. If you would like to be removed from this list, please email powelldivision@oregonmetro.gov.

Powell-Division Transit Project
www.oregonmetro.gov/powelldivision
powelldivision@oregonmetro.gov

POWELL - DIVISION TRANSIT & DEVELOPMENT PROJECT

TRANSIT SERVICE ENHANCEMENT PLAN

Community Forum – Existing Conditions
Dec. 16, 2013

POWELL - DIVISION TRANSIT & DEVELOPMENT PROJECT

TRANSIT SERVICE ENHANCEMENT PLAN

Agenda – Existing conditions

1. Short presentation (15-20 minutes)
2. Table conversations (40-45 minutes)
3. Each table reports their top discussion comments

Powell - Division

- Powell - Division Transit & Development Project
 - Downtown Portland to East Portland to Gresham (and vice versa)
 - Roughly along Powell and Division corridors



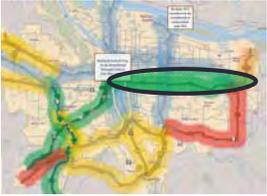
Powell - Division

- Why are we here?
 - Busy buses
 - Obstacles to transit access
 - What happens along with enhanced transit
 - What should change
 - What should stay the same
 - Public conversation about future of transit and land use



Powell - Division

- Why this corridor?
 - Corridor part of regional transit system plan
 - Potential for:
 - Growing ridership
 - Good links with rest of transit system
 - More jobs and economic vitality
 - More vital neighborhoods




Powell - Division

- What are the goals?
 - Improved transportation
 - Transit, driving, biking, walking
 - Great places
 - Housing, jobs, shops, services
 - Thriving places
 - Jobs, access to jobs




Powell - Division

- Powell - Division Transit & Development Project
 - Metro
 - Transit route
 - Transit type/vehicle



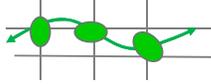

Powell - Division

- Powell-Division Transit & Development Project
 - Metro
 - Transit route
 - Transit type/vehicle
 - Gresham & Portland
 - Station Area Planning
 - Station look/feel/function
 - Adjacent uses/buildings/public spaces
 - Market for new jobs, housing



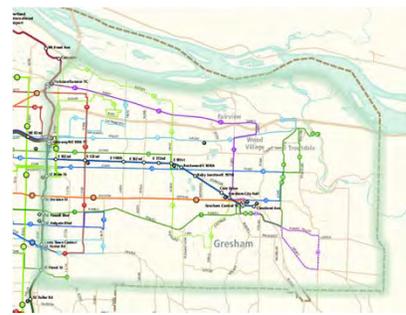

Transit Service Enhancement Plan

- TriMet
 - Improve existing
 - Service
 - Stops
 - Crossings
 - Potentially add bus routes
 - Enhance access to high-capacity transit
 - Long-term vision for service that supports current and future needs




Transit Service Enhancement Plan

- Study area
 - East Portland
 - Fairview
 - Gresham
 - Troutdale
 - Wood Village



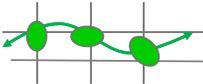
Process

- How do we get there?
 - Powell - Division Transit & Development Project
 - Phase 1: Existing Conditions Now - Feb.
 - Phase 2: Alternatives March - Sept.
 - Transit route and vehicle
 - Station area vision
 - Traffic analysis
 - Economic analysis
 - Phase 3: Draft Corridor Vision Sept. - Dec.
 - Phase 4: Corridor Vision Jan - March 2015
 - Public input at each phase




Process

- How do we get there?
 - Transit Service Enhancement Plan
 - Outreach/engagement Now - Spring
 - Draft Vision Spring
 - Outreach/refinement Spring - Summer
 - Outreach Fall
 - Finalize vision Winter (early 2015)




Process

- Who decides?
 - Powell - Division Transit & Development Project
 - Steering Committee recommends Action Plan
 - Elected leaders
 - Institutions
 - Residents
 - Business leaders
 - Organizations (bus riders, social service)
 - Local Governments
 - May endorse Action Plan
 - Metro Council votes on approval
 - Ongoing implementation
 - Transit Service Enhancement Plan
 - TriMet Board approves Annual Service Plans

- Action Plan:
 - Route
 - Vehicle type
 - Station locations
 - Supportive actions, such as:
 - Sidewalk improvements
 - Redevelopment efforts
 - Zoning changes

Discussions

- Conversation at the tables
- Each table reports to entire room
 - Top 3 comments
- All comments
 - Included in existing conditions report
 - Considered as projects look at transportation and land-use alternatives

POWELL - DIVISION TRANSIT & DEVELOPMENT PROJECT

TRANSIT SERVICE ENHANCEMENT PLAN

Thank you.

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PROJECT**

**TRANSIT SERVICE
ENHANCEMENT PLAN**



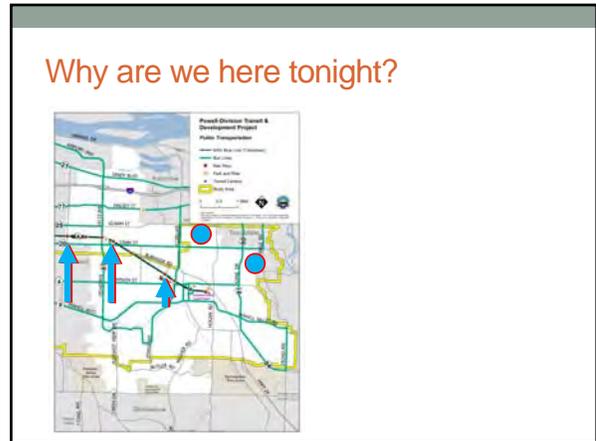
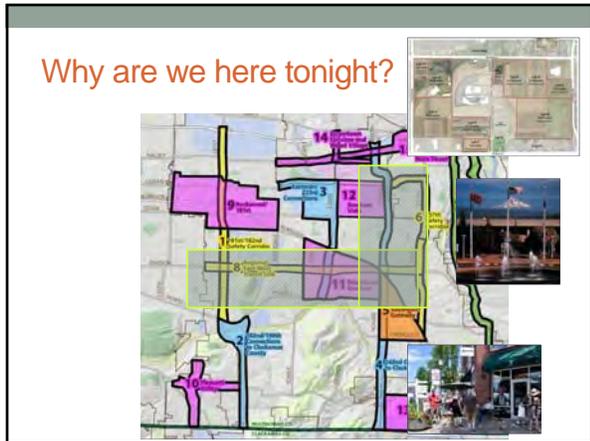
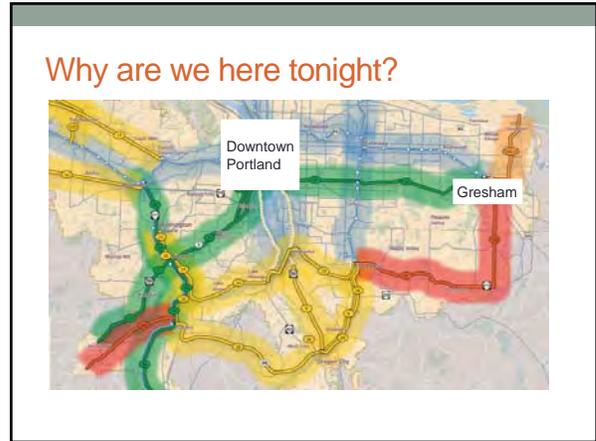
Community Forum – Existing Conditions
Jan. 9, 2014

**POWELL - DIVISION
TRANSIT & DEVELOPMENT PROJECT**

**TRANSIT SERVICE
ENHANCEMENT PLAN**

Agenda – Existing conditions

1. Presentation (15 minutes)
2. Table conversations (40 minutes)
3. Table reports (10 minutes)



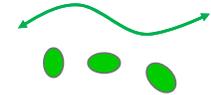
Why are we here tonight?

- Even better neighborhoods



Project descriptions

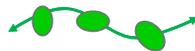
- Powell - Division Transit & Development Project
- Transit route & vehicle
- Station area visions



- TriMet Eastside Transit Service Enhancement Plan
- Improved service east of I-205



Powell - Division



What is high-capacity transit?

Bus Rapid Transit



Light rail



Other



BRT



Station areas

- Neighborhood improvements
- Housing, jobs, shops, services
- Sidewalks, crosswalks, transit shelters, lighting



Transit Service Enhancement Plan

Improve existing service

- Long-term vision for service that supports current and future needs
- Improve
 - Service
 - Bus routes
 - Access to high-capacity transit
 - Stops
 - Crossings

Process

- Powell - Division Transit & Development Project

Process

- Transit Service Enhancement Plan

1. Outreach	Now - Spring
2. Draft Vision	Spring
3. Refinement	Spring/Summer
4. Final vision	Early 2015

Process

- Decisions & Results?
- Powell - Division Transit & Development Project
 1. Steering Committee
 2. Action Plan
- TriMet Transit Service Enhancement Plan
 1. TriMet Board
 2. Enhancement Plan
 3. Annual Service Plan updates

Discussions

- Table conversations
 - Existing conditions
- Each table reports to entire room
 - Top 3 comments
- All comments
 - Included in existing conditions report
 - Considered as projects look at transportation and land-use alternatives

Next Steps

- Powell - Division Transit & Development Project
 1. Existing Conditions Reports
 2. Meet with Steering Committee
 3. Develop & study alternatives



- TriMet Transit Service Enhancement Plan
 1. Outreach

POWELL - DIVISION TRANSIT & DEVELOPMENT PROJECT

TRANSIT SERVICE ENHANCEMENT PLAN

Thank you.

