

Powell-Division

Transit and Development Project

Literature Review: Plans and Policies

March 10, 2014

TABLE OF CONTENTS

- Chapter 1: Introduction and Key Findings.....1
 - 1.1 Purpose of Literature Review1
 - 1.2 Summary of Key Findings1
- Chapter 2: State and Regional Plans and Studies.....3
 - 2.1 State.....3
 - 2.1.1 Statewide Planning Goals3
 - 2.2 Metro.....3
 - 2.2.1 East Metro Connections Plan3
 - 2.2.2 High Capacity Transit System Plan4
 - 2.2.3 Regional Framework Plan.....4
 - 2.2.4 Regional Six Desired Outcomes4
 - 2.2.5 Active Transportation Plan4
 - 2.2.6 Climate Smart Communities.....4
 - 2.2.7 Urban Growth Management Functional Plan5
 - 2.2.8 Regional Transportation Functional Plan6
 - 2.2.9 Regional Transportation Plan6
 - 2.3 TriMet6
 - 2.3.1 Service Enhancement Plans.....6
 - 2.3.2 Pedestrian Network Analysis Project7
 - 2.4 Oregon Department of Transportation and City of Portland8
 - 2.4.1 Outer Powell Boulevard Conceptual Design Plan (2012)8
 - 2.5 Community Colleges.....9
 - 2.5.1 Portland Community College Southeast Center Campus site plan9
 - 2.5.2 Mt. Hood Community College9
- Chapter 3: Portland10
 - 3.1.1 Portland Comprehensive Plan Update (2012)..... 10
 - 3.1.2 The Portland Plan (2012) 10
 - 3.1.3 Southeast Quadrant Plan (2013) 10
 - 3.1.4 122nd Rezoning (2012) 11
 - 3.1.5 Commercial Corridors Study..... 11
 - 3.1.6 Neighborhood Prosperity Initiative: Division-Midway and Jade District 12
 - 3.1.7 E205 Initiative–Parks for Everyone..... 12

3.1.8	East Portland Action Plan	13
3.1.9	Inner Powell Boulevard Streetscape Plan (2007)	13
3.1.10	Division Green Street/Main Street Plan (2006).....	15
3.1.11	Division-Midway Neighborhood Street Plan (2014).....	16
3.1.12	East Portland in Motion.....	16
3.1.13	Portland High Crash Corridor Program.....	17
Chapter 4: Gresham		19
4.1.1	Gresham Downtown Plan.....	19
4.1.2	City of Gresham Transportation System Plan (2013)	19
4.1.3	City of Gresham Division Street Corridor Project.....	20
4.1.4	Transit Corridor Plan Area	20
4.1.5	Housing / Housing Policy	20
4.1.6	Design Districts	21
4.1.7	Community Health and the Built Environment	21
4.1.8	Parks and Trails Master Plan	21
Chapter 5: East Multnomah County.....		23
5.1.1	Multnomah County Transportation Capital Improvement Plan	23
5.1.2	Wood Village Urban Renewal Plan (2010).....	23
5.1.3	City of Troutdale Transportation System Plan (2013)	23

Chapter 1: Introduction and Key Findings

1.1 *Purpose of Literature Review*

The purpose of this literature review is to summarize the key land use, transportation and economic development plans and studies that are most relevant for understanding the context of the Powell-Division Transit and Development Project. The plans and studies documented here are intended to ensure previous regional and local planning efforts are incorporated as the project proceeds.

This literature review focuses on the most relevant plans and studies that are key to understanding the framework from which the Powell-Division Project needs to emerge; it is not intended to provide an exhaustive list of all plans, projects and studies completed related to the area. Links in this document provide additional information and/or the original documents.

The document is organized first by geography or jurisdiction or agency, and then by type of study.

1.2 *Summary of Key Findings*

- The Portland Comprehensive Plan is underway.
- The Gresham Transportation System Plan Update (2013) is complete.
- Portland has completed a streetscape plan for Inner Powell Boulevard (2007) between the Ross Island Bridge and 92nd Avenue and, in conjunction with the Oregon Department of Transportation (ODOT) completed a conceptual design plan for Outer Powell Boulevard (2012) between I-205 and the Gresham city limit just east of SE 174th Avenue.
- ODOT recently completed a safety project on Outer Powell between SE 112th and SE 174th Avenues.
- Portland completed a roadway study for Inner Division in 2006.
- The Division-Midway neighborhood street plan is currently underway and will be recommending improvements to the local

street system adjacent to Division between 117th and 148th Avenues.

- Portland recently completed roadway improvements on Division between 13th Ave. and Cesar Chavez (39th Ave.), and between 60th and 80th Avenues.
- Gresham is working to improve stormwater, bicycle, and pedestrian facilities on Division between Wallula and the Gresham-Fairview Trail.
- Portland and the Portland Development Commission have established several districts through the Neighborhood Prosperity Initiative to support neighborhood commercial development, including in the Jade District (82nd Ave. and Division) and Division-Midway District.
- Portland Community College Southeast Campus has a major campus construction program underway on Division at 82nd Avenue.
- Mount Hood Community College in Gresham will be conducting a strategic plan in 2014.
- The East Portland Action Plan identifies policies, services, and improvements for the residents in East Portland. In the study area, this includes lands south of Division Street from 82nd Avenue to the eastern city limit.
- East Portland in Motion is a strategy to implement active transportation improvements east of 82nd Avenue in Portland. If current grant applications are successful, over \$48 million in improvements will be completed between 2012-2018.
- The East Metro Connections Plan is a recently completed corridor study for the four cities of East Multnomah County. The plan identifies road, transit, active transportation, system management, and safety investments. The Powell-Division Transit and Development Project is a priority project from the plan.
- TriMet will be working on a Service Enhancement Plan for new and improved transit service concurrently with the Powell-Division Transit and Development Project.

- The Portland-Milwaukie light rail project will be open for service in 2015, including a new bridge

over the Willamette River. It will link with Powell on the west side of Portland.

Chapter 2: State and Regional Plans and Studies

2.1 State

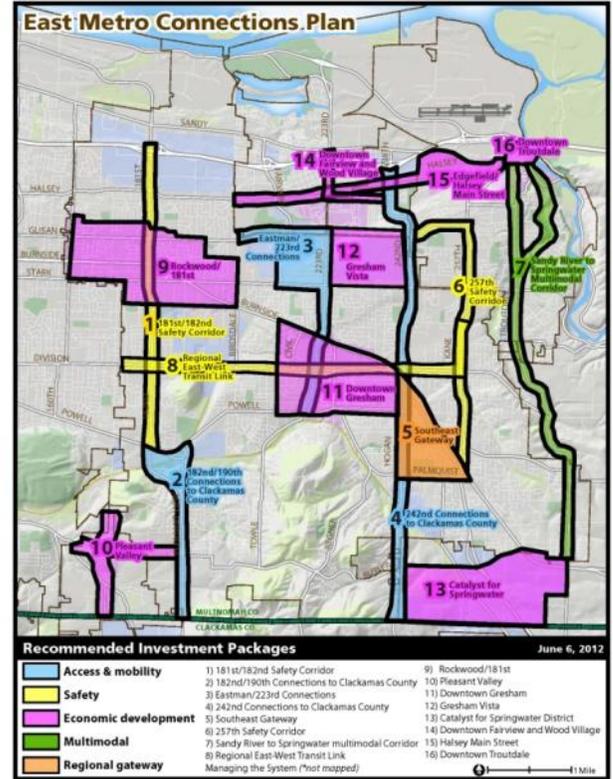
2.1.1 Statewide Planning Goals

Oregon’s statewide land use planning laws and regulations were adopted in 1973 and express the state’s policies on land use and related topics. Oregon’s 19 Statewide Planning Goals are accompanied by guidelines, which suggest how a goal may be applied, and Administrative Rules. The Goals require local jurisdictions to adopt and periodically update comprehensive plans and implementing ordinances, including maps of planned and zoned land use designation, Urban Growth Boundaries, and Transportation System Plans.

Statewide Planning Goals 1 and 2, and 5 through 15 apply within the Powell-Division study area. These goals address: citizen involvement, land use planning, natural resources, resource quality, natural hazards, recreation needs, economic development, housing, infrastructure, energy, and urbanization.

2.2 Metro

2.2.1 East Metro Connections Plan



This 2-year planning effort within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, produced an action plan that identifies specific transportation, community, economic development projects and their phasing over the next 20 years in the plan area. The jurisdictions worked together to analyze present and future transportation challenges and prioritize solutions that reflect community values. The Powell-Division Transit and Development Project is identified as project #8. More information, including the final action plan and recommendations are available at <http://www.oregonmetro.gov/index.cfm/go/by.web/id=36435>

2.2.2 High Capacity Transit System Plan

Metro completed the High Capacity Transit System (HCT Plan), a 30-year plan to guide investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metropolitan region, in 2010. The Plan evaluated 55 corridors on 26 criteria and the Metro Council adopted 16 potential high capacity transit corridors in four priority tiers. The Powell-Division corridor was identified for near term transit investments as one of three corridors with the greatest need for regional transportation investments.

2.2.3 Regional Framework Plan

In 1992, the region's voters adopted a Charter for Metro which gave Metro jurisdiction over matters of regional concern and required the adoption of a Regional Framework Plan. The Regional Framework Plan unites all of Metro's adopted land use planning policies and requirements. The Charter directs Metro to address the following subjects in the Plan:

- Management and amendment of the Urban Growth Boundary
- Protection of lands outside the Urban Growth Boundary for natural resource use and conservation, future urban expansion or other uses
- Urban design and settlement patterns
- Housing densities
- Transportation and mass transit systems
- Parks, open spaces and recreational facilities
- Water sources and storage
- Coordination with Clark County, Washington
- Planning responsibilities mandated by state law
- Other issues of metropolitan concern.

This document brings together these elements as well as previous regional policies including the Regional Urban Growth Goals and Objectives, 2040 Growth Concept, Metropolitan Greenspaces Master Plan and Regional Transportation Plan, to create a coordinated, integrated Regional Framework Plan.

2.2.4 Regional Six Desired Outcomes

In 2008 regional leaders agreed on six desired outcomes for communities throughout the region. By embracing measurable outcomes, leaders shifted from talking about abstract concepts like "compact urban form" to focusing on things that really matter in our everyday lives. Identifying regional values ensures decisions are guided by a clear focus. The following six desired outcomes for the region were adopted by Metro Council in 2010 as part of the region's growth management policies:

- Vibrant communities: People live, work and play in vibrant communities where their everyday needs are easily accessible.
- Economic prosperity: Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- Safe and reliable transportation: People have safe and reliable transportation choices that enhance their quality of life.
- Leadership on climate change: The region is a leader in minimizing contributions to global warming.
- Clean air and water: Current and future generations enjoy clean air, clean water and healthy ecosystems.
- Equity: The benefits and burdens of growth and change are distributed equitably.

2.2.5 Active Transportation Plan

Planning efforts for the Regional Active Transportation Plan (ATP) are underway. The plan identifies a vision, policies and actions to complete a seamless network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit. The plan will be proposed for adoption as a component of the Regional Transportation Plan (RTP) in 2014. Updates to the the Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, will be considered in 2018.

2.2.6 Climate Smart Communities

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the

2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent by 2035. The Climate Smart Communities Scenarios Project is currently underway. It is engaging community, business, public health and elected leaders in a discussion with their communities to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

Over the summer of 2013 Metro evaluated three approaches – or scenarios—to understand how to best support community visions and reduce greenhouse gas emissions:

- Scenario A Recent Trends: implement adopted plans to the extent possible with existing revenue.
- Scenario B Adopted Plans: implement adopted land use and transportation plans and achieve the current RTP, which relies on increased revenue
- Scenario B New Plans and Policies: pursue new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

The results of the analysis were released in fall 2013. The analysis indicates that adopted local and regional plans can meet our target for reducing greenhouse gas emissions if we make the investments and take the actions needed to implement those plans.

Community and business leaders, local governments and the public are being asked to weigh in on which investments and actions should be included in the region's preferred approach. The results will be used to frame the regional discussion about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

Visit the project website for more information and project updates:
www.oregonmetro.gov/climatescenarios

2.2.7 Urban Growth Management Functional Plan

The Metro Urban Growth Management Functional Plan set forth policy to meet Goals in the 2040 Growth Concept, Metro's long-range growth management plan. The 2040 Growth Concept Design Types include the Portland Central City, Regional Centers, Town Centers, Corridors, and Station Communities. The Functional Plan implements regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO), including the Metro 2040 Growth Concept and the Regional Framework Plan. The Plan requires that cities and counties within the region comply with the comprehensive plan changes and implementing actions required by this Functional Plan as a component of the Regional Framework Plan.

There are several 2040 Growth Concept designations including Central City, Regional Center, Corridor, and Neighborhood in the study area. The Powell-Division Transit and Development Project could potentially identify possible locations for station communities in the study corridor. Any consequential changes to the 2040 Growth Concept would need to be evaluated by the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), and ultimately adopted by the Metro Council.

Title 6 of the Urban Growth Management Functional Plan was amended in December 2010. It identifies Centers, Corridors, Main Streets and Station Communities as the principal centers of urban life in the region, and identified local actions required to be eligible for regional investments as well as for applying lower mobility standards and lower trip generation rates in those 2040 Growth Concept areas when considering plan amendments subject to the TPR section -0060.

2.2.8 Regional Transportation Functional Plan

The Regional Transportation Functional Plan (RTFP) establishes requirements for cities and counties to implement and be consistent with the Regional Transportation Plan in their comprehensive plans; transportation system plans (TSPs), land use regulations, and transportation project development.

2.2.9 Regional Transportation Plan

The 2035 Regional Transportation Plan (RTP) was adopted on June 10, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The Regional Transportation Plan establishes a regional transportation policy framework and identifies multi-modal transportation improvements for the region. It fulfills the federal and state-required air quality conformity analysis of the proposed system.

The RTP introduced several new concepts, including mobility corridors. Mobility Corridors are broad geographic corridors or regional sub-areas, which function to achieve mobility through a network of multi-modal facilities and services and the adjacent land uses they serve. Mobility Corridors include freeways and highways and parallel networks of arterial streets, regional bicycle parkways and trails, high capacity transit, and frequent bus routes. These mobility corridors integrate land use and transportation to determine regional system needs, functions, desired outcomes, performance measures, and investments strategies.

The Powell-Division study area is within corridor #6, which runs from Gateway to the eastern city limit of Gresham. The RTP identifies needs and multi-modal transportation, land use and transit investments and solutions in each of those corridors. The RTP is specific in its recommendations of strategies for achieving better mobility in each corridor.

The RTP also includes a Regional Transit Network Concept and identifies transit supportive development patterns as including:

- An urban form and densities that generate a high number of transit riders.
- A mix of uses, and a balance of jobs and housing, that creates a place where activity occurs at least 18 hours a day.
- Well-designed streets and buildings that encourage pedestrian movement.
- Streets that can accommodate 40-foot buses.
- Safe, direct and convenient pedestrian and bicycle access, within communities and to transit stops.
- Street connectivity with good pedestrian and bike paths to extend the effective coverage of bus and rail service.
- Limited and managed auto parking.

There is currently a limited scope update to the RTP underway and anticipated for adoption at the end of 2014. The scope includes an updated project list, inclusion of the Active Transportation Plan and the Regional Safety Plan; and meeting state and federal requirements.

2.3 *TriMet*

2.3.1 Service Enhancement Plans

TriMet's Service Enhancement Plans are a multi-year effort to plan for new and improved service in the region. Enhancement Plans will help guide TriMet's priorities for future transit investments and identify for jurisdictions where pedestrian and bicycle improvements will best support access to transit. The process looks at plans, growth and engages local communities to determine where new service should be located and how to improve existing services for future growth. In 2013-14, TriMet will focus on East Portland and the cities of East Multnomah County. More information is available at <http://trimet.org/sep/>

2.3.2 Pedestrian Network Analysis Project

The Pedestrian Network Analysis Project identifies key locations within the Portland region where pedestrian investments will provide better access to transit stops and have the strongest potential to improve pedestrian safety, both actual and perceived, and increase the number of people walking and using transit. Three of the ten focus areas in the TriMet service area chosen for detailed analysis are in the Powell-Division Corridor:

- SE Division Street and SE 182nd Avenue
- SE Division Street and SE 122nd Avenue
- SE Powell Boulevard and SE 82nd Avenue.

The Pedestrian Network Analysis report is available at <http://trimet.org/pdfs/pednetwork/trimet-pedestrian-network-analysis-report.pdf>

SE Division & SE 182nd Ave. – Gresham

The SE Division and SE 182nd Avenue focus area is approximately two miles from downtown Gresham and one mile from the Rockwood Neighborhood. Specific actions to improve the pedestrian environment include:

- Build sidewalks at least 10', but preferably 14', wide along the south side of SE Division St. where there are none and widen existing sidewalks, including a landscaped buffer, along SE Division St.
- Add curb cuts on all corners and re-grade driveways to make the entire length of the sidewalk ADA accessible.
- Shorten crossing distances and provide more time for pedestrians to cross at the intersection of SE Division St. and SE 182nd Ave. All signals should be, at a minimum one second for every 3.5' of crossing distance, but 2.5' is preferable to allow those who walk slowly to cross safely.
- Make crosswalks more visible
- Add more crossings. Provide additional protected crossings along SE Division St. At a minimum, protected crossings should be provided every 530 ft. to allow people to cross the street frequently in a safe manner. In

particular consider a mid-block crossing between the two signalized intersections of 174th Ave. & 182nd Ave., near SE 179th Ave. to provide access to Centennial Middle School.

- Provide a shelter at the bus stop at SE 174th Ave. & SE Division St., serving the westbound Line 4-Division bus route (ID 1422). The stop has 35 average boardings each weekday and 66 lift or ramp deployments at the stop each month.

SE Division St. & SE 122nd Ave. - Portland

The SE Division Street & SE 122nd Avenue focus area is approximately seven miles from the City of Portland's downtown, five miles from City of Gresham's downtown, and three miles from Portland's Gateway Regional Center. Light rail and bus connections converge nearby at the MAX Green Line Division St. Station and the MAX Blue Line E 122nd Ave Station. A variety of retail and service providers are located along SE 122nd Ave. & SE Division Street. The high existing transit ridership in this area combined with the mix of land uses make this a good location for infrastructure investments that will improve safe, direct and comfortable access to transit stops and local destinations.

Specific actions to improve the pedestrian environment include:

- Shorten crossing distances, and provide more time for pedestrians to cross at the intersection SE Powell Blvd. & SE 122nd Ave. Consider other signal treatments like leading pedestrian phases, automatic recall for pedestrian actuated signals, and right turn on red restrictions. Curb radius reduction, curb extension, and crossing island treatments should also be considered to shorten crossing distances.
- Provide additional, frequent, and protected pedestrian crossings along SE Division St. & SE122nd Ave.
- Make crosswalks more visible
- Build sidewalks that are at least 10', but preferably 14', wide along SE Powell Blvd., where there are none, and widen existing

sidewalk corridors all along SE Powell Blvd., so there is landscaped buffer between pedestrians and the motor vehicles

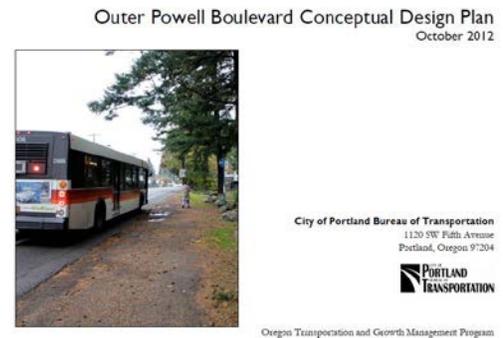
- Widen existing sidewalk corridors all along SE Division St. & SE 122nd Ave., so there is landscaped buffer between pedestrians and the motor vehicles. The minimum sidewalk corridor width for a busy road like this should be 10', including a landscaped buffer, but 14' is preferable.

SE Powell & SE 82nd Ave. - Portland

The SE Powell Blvd. & SE 82nd Ave. focus area is located in the City of Portland approximately six miles from the City of Portland's downtown, seven miles from City of Gresham's Downtown, and 2.5 miles from Portland's Gateway Regional Center. Light rail and bus connections converge nearby at the MAX Green Line Powell Street Station. Within the focus area a variety of retail and service providers are located along SE 82nd Ave. and SE Powell Blvd. The high existing transit ridership in this area combined with the mix of land uses makes this focus area a good location for infrastructure investments. Improvements identified are similar to those suggested above for the other two focus areas.

2.4 Oregon Department of Transportation and City of Portland

2.4.1 Outer Powell Boulevard Conceptual Design Plan (2012)



The Outer Powell Boulevard Conceptual Design Plan project was jointly undertaken by the City of Portland and ODOT to identify needed improvements to SE Powell Boulevard (US 26) between I-205 and the Gresham city limit just east of SE 174th Avenue. The overall goal of the Outer Powell Boulevard Conceptual Design Plan is to develop a conceptual design plan for improvements to SE Powell Blvd. to accommodate the 20-year needs of motor vehicles, bicycles, pedestrians and transit. Today, this section of Powell Blvd. is reminiscent of a 1950 rural highway with no provision for pedestrians, drainage or transit.

Currently, the Oregon Department of Transportation (ODOT) has the Outer Powell Safety Improvements project underway to improve safety and replace worn out pavement on SE Powell Boulevard from SE 111th Avenue to just east of SE 174th Avenue at the Gresham city limits. Eight intersections along this section of Outer Powell Boulevard are among the top 10% of high-crash sites in the region. Heavy traffic and narrow road shoulders also contribute to difficult conditions for pedestrians throughout the corridor. ODOT's project website is at

<http://www.oregon.gov/ODOT/HWY/REGION1/Pages/OuterPowellSafety.aspx>

The Outer Powell Boulevard Conceptual Design Plan is available at

<http://www.portlandoregon.gov/transportation/article/398307>

2.5 Community Colleges

2.5.1 Portland Community College Southeast Center Campus site plan



Portland Community College (PCC) is transforming Southeast Center at SE 82nd Avenue and SE Division Street into a comprehensive, full-service campus. The expanded campus will have two new buildings - a student commons and library - that will include a bookstore, tutoring center, the Women's Resource Center, a Multicultural Center, new classrooms and science and computer labs. The buildings will front SE 82nd Avenue and SE Division Street; each will be three stories with active ground floor or commercial space to better integrate and serve the college and surrounding neighborhood and business community. Under this bond measure, PCC has acquired three adjacent properties: 1) the German American Society/Kaiser Permanente Clinic property along SE Division Street, 2) Legin Restaurant adjacent to campus parking lots, and 3) property to the north of campus on 82nd Avenue currently a U-Haul Moving and Storage Center. The German American Society's historic 1911 building will be preserved and provide space for events, campus administration and Southeast's Community Education staff. The clinic site will be a future child development center for the campus.

Overall, PCC is investing a total of \$34 million in direct construction for campus improvements that will more than double the size of Southeast Center. New construction began October 2012. The site plan is available at: <http://bond.pcc.edu/dev/wp-content/uploads/downloads/2012/06/SE-Campus-Site-Plan-Schematic-May-13-2011.pdf>

2.5.2 Mt. Hood Community College



A ten year master plan was approved by the Board in spring of 2010. Specific strategies for the campus include a paid parking strategy, determining best point of entry for circulation, confirming needed road improvements, lighting, landscaping, and a gateway feature sign at Stark Street and Kane Road. The site plan is available in a Board Retreat document at http://www.mhcc.edu/docs/President/facilities_master_plan_draft.pdf. In addition, information on the college's Strategic Planning is available at <http://www.mhcc.edu/President.aspx?id=965>.

Chapter 3: Portland

3.1.1 Portland Comprehensive Plan Update (2012)

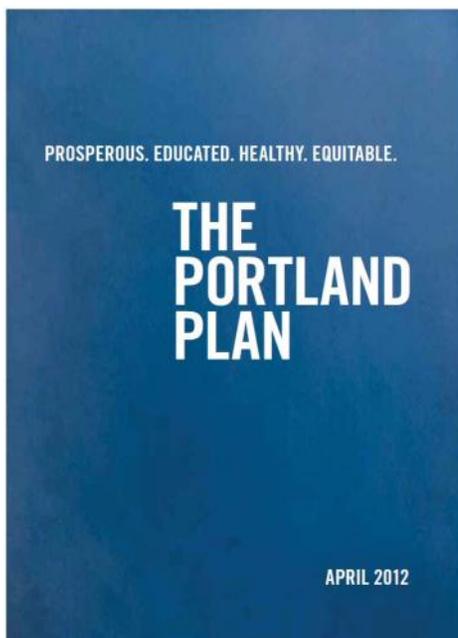
The City of Portland is updating its Comprehensive Plan, a long-range 20-year plan that sets the framework for the physical development of the city. Portland originally developed its Comprehensive Plan in 1980; periodic updates of the plan are mandated by the State of Oregon. The Comprehensive Plan Update will help to implement the Portland Plan, the City's strategic plan for a prosperous, educated, healthy, equitable and resilient Portland.

The City's new Comprehensive Plan is presented in two parts: Goals and Policies, and Maps and Infrastructure. Working drafts are currently available online.

The reports, as well an overview document that provides key findings and recommendations are available at

<http://www.portlandoregon.gov/bps/57352>

3.1.2 The Portland Plan (2012)



The Portland Plan presents a strategic roadmap to help our city thrive into the future. The result of more than two years of research, dozens of workshops and fairs, hundreds of meetings with community groups, and 20,000 comments from residents, businesses and nonprofits, the plan's three integrated strategies and framework for advancing equity were designed to help realize the vision of a prosperous, educated, healthy and equitable Portland.

The Portland Plan focuses on a core set of priorities: prosperity, education, health and equity. The plan emphasizes actions that achieve multiple objectives, it sets numerical targets and suggests ways of measuring progress toward them, and it includes both 25-year policies and 5-year action plans. The plan is available at:

<http://www.portlandonline.com/portlandplan/>

3.1.3 Southeast Quadrant Plan (2013)

The SE Quadrant Plan, which is currently underway, is an element of the Central City 2035 (CC2035) project to update the 1988 Central City Plan. The SE Quadrant planning effort will build on work completed in Summer 2013 through the Inner SE Station Areas process, which focused on the four close-in southeast light rail station areas at OMSI, Clinton, Rhine and Holgate. Ideas generated for the OMSI and Clinton stations will be examined as part of the SE Quadrant Plan.

The Southeast Quadrant Plan will provide detailed planning for the Central Eastside area of the Central City. This planning effort will focus on ways to enhance and strengthen the area's role as a major employment center, building on its current job base and considering options for increased employment opportunities. As a result of this process, new policies, urban design concepts and potential zoning updates will emerge to guide new development and investment in the Central Eastside Industrial District.

Project information, documents, including the Inner SE Station Area planning, and updates are available at <http://www.portlandoregon.gov/bps/62130>.

3.1.4 122nd Rezoning (2012)



This effort by staff at the Portland’s Bureau of Planning and Sustainability and a neighborhood-based advisory group reviewed the zoning patterns along SE 122nd Avenue between SE Division and SE Foster. It proposes land use changes to 58 lots totaling 22 acres within the study area that would increase the availability of neighborhood serving commercial activity and employment opportunities, including adding an additional 1.5 acres of new commercial zoning immediately to the approximately 17.35 acres of existing commercial land located at the intersection of SE Powell Boulevard and SE 122nd Avenue. The study report is available at <http://www.portlandoregon.gov/bps/article/410161>

3.1.5 Commercial Corridors Study

This project, started in 2004, provided an inventory and assessment of the commercial land uses that can be found along Portland’s network of arterial streets outside of the Central City. Phase II of the Commercial Corridor Study completed in summer 2007, incorporates a detailed market analysis of five of the 93, including Division Street and 82nd Avenue. One of the key goals of Phase II was to identify

market opportunities and demographic and economic drivers impacting market activity.

3.1.5.1 Division Street Commercial Corridor Retail Market Analysis

The Division Street Commercial Corridor is located approximately 8 miles southeast of downtown Portland and extends roughly 2.6 miles along Division Street from 110th Street to 162nd Street. Division Street can be characterized as having multiple commercial centers versus a corridor of commercial activity with both neighborhood and community-serving functions; the commercial activity centers around major intersections along the 52 blocks of the Division Corridor studied. The analysis identified four main commercial centers at the intersections of 110th, 122nd, 149th, and 162nd and characterized the businesses along the corridor as highly auto-dependent.

The majority of business owners surveyed along the corridor felt that the three most important factors for the vitality of the corridor were safe roads, parking availability, and safe pedestrian environment. While these three factors were ranked the highest, business owners also felt that attractive and visible signage, and maintained buildings, are very important in attracting more customers to the corridor.

According to analysis, the most distinguishing feature of the Division Street Corridor is the lack of public improvements along the length of the corridor. With almost 100 square feet of curb-to-curb right-of-way, unpredictable sidewalk conditions, lack of safe pedestrian crossings, lack of street trees and sidewalk amenities, such as trash receptacles and covered bus stops. The report is available at <http://www.portlandoregon.gov/bps/article/203576>

3.1.5.2 82nd Retail Market Analysis

The 82nd Avenue Corridor is located 6.0 miles southeast of downtown Portland and extends roughly two miles along 82nd Avenue, from Glisan Street to Powell Boulevard. According to the analysis, the most distinguishing feature of the

corridor is its mix of multi-cultural businesses and services, and the agglomeration of used car dealerships and auto repair shops. Lack of sidewalks and safe pedestrian crossing were identified as major barrier to commercial development. Strengths of the corridor include many redevelopable sites, an active business association, strong and diverse retail, and freight access. The report is available at: <http://www.portlandoregon.gov/bps/article/192274>

3.1.6 Neighborhood Prosperity Initiative: Division-Midway and Jade District

The Neighborhood Prosperity Initiative is a part of the city of the Portland Development Commission's Neighborhood Economic Development Strategy. It's a community-driven approach to creating thriving commercial areas. The goal of the Neighborhood Prosperity Initiative (NPI) is to strengthen the economic competitiveness of neighborhood business districts through community planned and community-implemented actions and projects. NPI districts are located adjacent to communities with higher than City-average poverty rates and/or lower than City-average median family incomes. Each district is composed primarily of local businesses, many of which are minority-owned and/or minority-servicing. The Initiative focuses on:

- Increasing the visibility of the business district
- Growing more jobs
- Strengthening existing businesses
- Filling vacant spaces

Two of the six NPI areas, Division-Midway and Jade District (82nd Avenue and Division) are within the Powell-Division project study area.

Each of the selected NPI areas are small urban renewal areas (URA) administered by the local NPI district. URAs generate revenue through tax increment financing (TIF), which will provide NPI districts funding for capital improvement projects such as:

- improvements to business exteriors and interiors
- street furniture and trash cans
- lighting
- district signage
- gateway markers
- other small-scale, permanent capital improvements.

It is anticipated funding from the URA will be available by February 2014, with approximately \$65,000 available for projects in the first year. Each district's investment of TIF funds will be guided by a community-developed action plan and implemented consistent with statutory requirements.

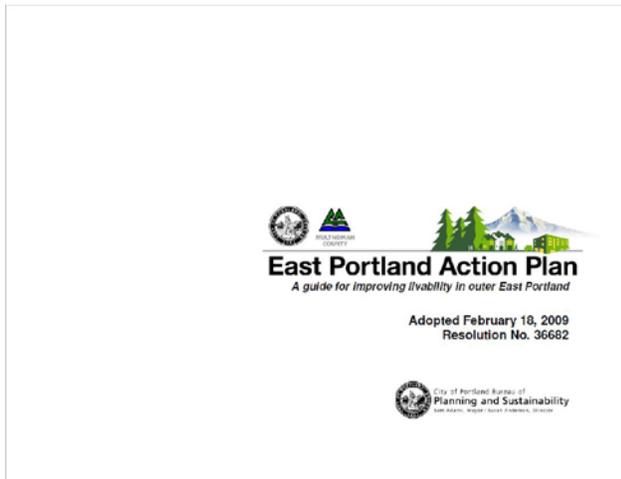
3.1.7 E205 Initiative-Parks for Everyone

Portland Parks and Recreation (PR&R) has completed the E205 Initiative, which made minor improvements (under \$250,000 per site) to 12 parks east of I205. Five of the parks have service areas in the Powell-Division Corridor:

- Lynchwood Park Pathways and Seating—SE 170th and Haig
- Parklane Park Playground—SE 155th and Main
- Gilbert Primary Park Pathways and Seating
- Ed Benedict Park—SE 100th Avenue and Powell Boulevard
- East Portland Community Center Playground—740 SE 106th Avenue

Improvements included new playgrounds, community gardens, paths, drinking fountains, benches, picnic tables, and fenced off-leash area for dogs. Information on improvements is available at <http://www.portlandoregon.gov/parks/54791>

3.1.8 East Portland Action Plan



The East Portland Action Plan (Action Plan) identifies gaps in policies, services and improvements in the area and opportunities to address these gaps while complementing existing efforts. The Action Plan area includes, generally the area in Portland east of I-205 from the Columbia River to the city limit. South of SE Division Street it includes the area east of SE 82nd.

The Action Plan includes specific strategies and actions to provide guidance and direction to public agencies, non-profit organizations, businesses and individuals to address the array opportunities and challenges facing East Portland. The strategies and actions address the following elements and issue areas:

- Built
 - Housing and development policy
 - Commercial and Mixed-Use Development
 - Transportation
 - Public Infrastructure and Utilities
- Environmental
 - Parks and open space
 - Natural areas and environmental
- Economic
 - Economic development
 - workforce training
- Learning
 - Education infrastructure
 - Programs
- Social

- Public safety
- Safety net services and housing assistance
- Community Building
- Equity

Economic develop focus groups conducted as a part of the analysis identified improved transit service as the single greatest public infrastructure need¹.

The Action Plan is available at:

<http://eastportlandactionplan.org/sites/default/files/Adopted%20EAP%20ACTION%20PLAN%20February%2009.pdf>

3.1.9 Inner Powell Boulevard Streetscape Plan (2007)

Inner Powell Boulevard Streetscape Plan Ross Island Bridgehead to 92nd Avenue Final Report



December 2007
City of Portland
Office of Transportation

¹ E.D. Hovee & Company, Portland Plan Background Report *City of Portland Economic Opportunities Analysis: Section 4 – Alternative Choices*, pg 26. (2012) <http://eastportlandactionplan.org/sites/default/files/2011.12.08%20Plan%20Review%20Summary%20for%20East%20Portland%20Economic%20Development%20Assessment.pdf>

The Inner Powell Boulevard Streetscape Plan identifies improvements from the Ross Island Bridgehead to 92nd Avenue to allow SE Powell Blvd to serve motor vehicle traffic movement while improving the safety, accessibility and the aesthetic environment for pedestrians, cyclists and transit riders. The plan identifies treatments, largely within the existing right-of-way, that improve the pedestrian and bicycling environments along and across SE Powell Blvd, and connections to transit service. Examples of treatments include pedestrian refuge islands in the median, pedestrian actuated signals, signal optimization, median trees, landscaping, stormwater management facilities and intersection modifications. The plan is available at <http://www.portlandonline.com/shared/cfm/image.cfm?id=191322>

The major issues raised by the community during the process included that it is difficult and often unsafe to cross Powell Blvd walking or biking, there is significant motor vehicle traffic congestion on Powell Blvd now and forecasted into the future, and many street trees along Powell Blvd are missing or in poor health.

The following are some of the elements included in the Plan:

- Improve safety, motor vehicle capacity and transit operations at key congested intersections.
- Maximize intersection capacity by implementing Intelligent Transportation System (ITS) measures throughout the corridor.
- Enhance pedestrian and bicycle crossings at un-signalized intersections including new enhanced, marked crosswalks between SE 57th Ave and 92nd Ave.
- Make improvements to existing marked crosswalks at un-signalized intersections to provide consistent treatment throughout the corridor.
- Improve pedestrian and bicycle crossings at signalized intersections.
- Implement different sidewalk treatments to improve the pedestrian environment along

Powell Blvd west of 50th Ave and east of 50th Ave

- Incorporate stormwater management facilities in the Furnishing Zone and curb extensions along Powell and on cross-streets, where feasible
- Add trees to existing and new median islands and along the sidewalk where feasible.
- Improvements at the following Focused Opportunity Areas
 - SE 7th Ave. to 10th Ave
 - SE Milwaukie and Powell
 - SE 22nd Ave. to 26th Ave
 - SE 71st Ave. to 72nd Ave

In response to the Inner Powell Boulevard Streetscape Plan, as a part of the Portland-Milwaukie Light Rail project, SE Milwaukie Avenue is being widened to include bike lanes from SE Powell to Gideon Street, connecting the existing bike network south of Powell Boulevard to the inner southeast network including the Clinton Street bike boulevard.

Recommendations for further study of several elements, include:

- Enhanced, marked pedestrian and bicycle crossing at SE 61st or 62nd Ave
- Bikeway facility between SE 72nd Ave and 92nd Ave
- Public parking lots along Powell Blvd and potential for redevelopment

The proposed improvements have not been analyzed to determine whether they meet all standards of the ODOT Highway Design Manual and the plans have not been reviewed by the City Traffic Engineer or the State Traffic Engineer. Changes to Powell Blvd must meet the standards of the ODOT Highway Design Manual or receive a Design Exception from the State Traffic Engineer.

The Plan does not propose intersection improvements at 39th Ave or 82nd Ave. The project

investigated what would be required at these intersections to achieve the regional volume to capacity ratio requirement of .99 or less in the 20-year planning horizon. It would be necessary to widen the intersection and add turn lanes at these intersections to achieve less than a 0.99 v/c at these intersections. These changes would require significant cost and private property impacts. Both intersections are high crash locations. There is a high level of pedestrian activity and transit transfers at these locations. Widening the roadway to add lanes could exacerbate existing safety issues. The City is not recommending pursuit of these changes. Both of these intersections are high on the City's safety improvement list, so it is hoped that such changes will not be necessary in the future.

3.1.10 Division Green Street/Main Street Plan (2006)



The Division Green Street/Main Street Project was a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the plan contains goals, objectives, and implementation strategies to create a pedestrian friendly commercial district that reflects and reinforces community values, including a focus on sustainable and “green” development.

Key themes expressed by citizens during the planning process were:

- **Commercial Nodes** Infuse the corridor with energy and vitality by encouraging strings of two- to six-block commercial nodes. Commercial nodes are well-lighted and connected by landscaping, housing, and other unifying elements. Between the commercial nodes are mostly residential areas that are quiet and less active spaces.
- **Art & Water** Create art and water features at the neighborhood centers to provide a continuous or thematic flow of water through the corridor.
- **Education Corridor** Embrace and integrate the five primary and secondary schools, as well as nearby Warner Pacific College and Portland Community College – SE Center, into the community fabric.

The plan developed a corridor concept that includes roadway cross-sections identifies the major and minor nodes (neighborhood mixed use centers) and neighborhood connections.

The plan is available at <http://www.portlandonline.com/shared/cfm/image.cfm?id=108541>.

After receiving federal and local funds to move forward with the transportation components, the City initiated the Division Streetscape and Street Reconstruction Project to address the specific issues and ideas identified in the Green Street/Main Street Plan, analyze and improve traffic operations along the corridor and to develop the conceptual streetscape plan for Division Street from SE 10th to 39th Avenues. This plan is available at <https://www.portlandoregon.gov/transportation/article/305520>. The Portland Bureau of Transportation and Environmental Services started work in May, 2013 on the Division Streetscape Project on SE Division Street from SE 11th Avenue to SE Cesar Chavez Boulevard. Block-by-block diagrams of improvements are available at <https://www.portlandoregon.gov/bes/article/445257>

3.1.11 Division-Midway Neighborhood Street Plan (2014)

The Portland Bureau of Transportation (PBOT), in partnership with the Portland Bureau of Planning and Sustainability and Oregon Department of Transportation (ODOT), will develop the Division-Midway Neighborhood Street Plan. This planning effort will last roughly one year, from Fall 2013 to Summer 2014.

The overall goal is to develop a Neighborhood Street Plan that can better increase street connectivity and multi-modal travel options within the project area. Objectives:

- Establish a more connected local street and path network
- Create safer walking and bicycling routes to neighborhood destinations, transit and the regionally designated SE Division Main Street
- Define the range of options for improving local streets, including use of Portland Street By Street design options.
- Inform future improvements to be built over-time by property owners, developers and the City.

3.1.12 East Portland in Motion



East Portland in Motion is a five-year implementation strategy for active transportation projects and programs east of 82nd Avenue in the City of Portland, Oregon. Active transportation is daily travel powered by human energy. Walking, biking and taking transit are all means of active transportation. Encouraging active travel means creating seamless networks of accessible sidewalks, crossings, bikeways and trails.

In Spring 2013, PBOT staff conducted a status update one year since City Council adopted the strategy. This status was updated in Fall 2013 to reflect additional funding awards. The following is a summary of the findings:

- The City and other agency partners have over \$36 Million of local funds and secured grant funds committed to implementing priority projects identified in EPIM. This includes the recent funding secured at through the State Legislature

by Representative Shemia Fagan for SE 136th Ave and Outer Powell Blvd.

- PBOT and TriMet recently submitted grant applications for over \$10 Million in additional funding. If all grants are awarded, over \$47 million will have been allocated to EPIM implementation between 2012 and 2018.

3.1.13 Portland High Crash Corridor Program

High Crash Corridors (HCCs) are extended areas of roadway that have exceptional concentrations of crashes. Powell and Division are both among the top ten HCC in the city of Portland. In addition, SE 82nd Avenue and SE 122nd Avenue are HCCs that intersect the corridor. HCC program objectives include traffic safety improvements and education to:

- increase the number of people walking, biking or taking transit
- reduce number of pedestrians, bicyclists and motorists killed or injured in crashes.

SE Division Street High Crash Corridor Safety

The HCC program completed the SE Division Street Safety Plan February 2013. The plan identified the following improvements that are not yet complete or funded:

- Marked crosswalks and median islands at or near 64th & 68th, design to-be-determined by planning process
- Curb ramps from SE Cesar Chavez Boulevard to SE 98th Avenue.
- Audible pedestrian signal enhancements as part of future signal upgrades.
- Safety improvements such as center median islands, pedestrian crossing improvements, and signal improvements 60th to 80th Avenues

(ODOT, TriMet and PBOT have partnered to request funding for 2016/17).

- Develop access management plan or city policy related to access management.

SE Powell Boulevard

The SE Powell Boulevard High Crash Corridor study is currently underway. The program is addressing traffic safety inner SE Powell from SE 7th Ave to SE 92nd Ave. An existing Conditions report completed June 13, 2013 includes:

- key findings
- overview of crash data, including crash types and locations
- location of pedestrian and transit facilities
- other plans and projects

Key findings include:

- The average distance between improved pedestrian crossings is about four blocks (900 feet.)
- The percentage of pedestrian crashes on Powell Boulevard is about 50 percent higher than the City wide percentage. Seven pedestrian fatalities were reported in the past ten years of crash data.
- The incidence of rear-end crashes on Powell Blvd is about 50 percent higher than the citywide average. About 20 percent of these crashes were related to stopping for pedestrians.
- Inattentive driving, including fatigue, is overrepresented as a crash factor (about 4% of all crashes. Alcohol and drug related crashes account for over 2% of the crashes.

The report is available at

<http://www.portlandoregon.gov/transportation/article/462968>

SE 82nd Avenue High Crash Corridor Safety Plan(2008)

The 82nd Avenue of Roses High Crash Corridor Safety Plan was completed in January 2008. The

[HCC Safety Map](http://www.portlandoregon.gov/transportation/article/415737) (2012) is available at <http://www.portlandoregon.gov/transportation/article/415737>. It identifies improvement projects along 82nd Avenue that are complete, planned and funded, and unfunded. Planned and unfunded projects on SE 82 Avenue include:

- Larger bus shelters and parking removal at Division
- Powell Boulevard access management

122nd Avenue High Crash Corridor Safety Plan(2012)

Ninety-five percent of pedestrian crashes on 122nd Avenue involve pedestrians crossing this roadway, with more than half occurring at signalized intersections. Findings for SE 122th include:

- Pedestrian safety at high-traffic signalized intersections (Division, Powell) is a concern for residents and business people
- There are few opportunities for safe pedestrian crossings between signalized intersections on SE 122nd.
- Overall, the lack of a connected street grid is a barrier to efficient, safe travel by walking.

Recommendations for SE 122th include:

- Pedestrian median islands at SE Lincoln,
- Pedestrian safety crossing improvements at SE Clinton, SE Tibbetts, SE Bush, SE Boise, SE Schiller, SE Raymond, and SE Carlton.
- Study and implement ways to further improve pedestrian crossing safety at Division and Powell.
- Conduct a streetscape study, develop a project for inclusion in the TSP and pursue funding.

The safety plan is available at <http://www.portlandoregon.gov/transportation/article/386466>

“Like much of East Portland, the SE 122nd Avenue area has seen considerable change in recent years. Until a mid-1990s annexation to Portland, the area was a low-density, semi-rural and suburban community in unincorporated Multnomah County. The area was originally developed without urban infrastructure such as sanitary sewers and storm water facilities. Wastewater services were developed in the 1990s, but much of the area still lacks complete transportation infrastructure including sidewalks and fully improved streets, storm water systems and other urban services such as fully developed parks.

At the same time, the area has experienced a considerable amount of residential “infill” development due to rezoning as part of the 1996 Outer Southeast Community Plan. New housing has been built on formerly low-density sites, changing the character of the area. Street and pedestrian infrastructure has been built along with new development projects, but the result is a patchwork of improvements.”

Excerpt from Bureau of Planning and Sustainability’s “SE 122nd Avenue Final Report and Recommendation”:

Chapter 4: Gresham

4.1.1 Gresham Downtown Plan

The creation of a new Downtown Plan for Gresham began in 2007 with The Gresham Downtown Regional Center Development Strategy process, which developed strategies and implementation recommendations designed to achieve Gresham's Vision for Downtown Gresham, overcome barriers to investment in Downtown, and encourage Regional Center type development.

The process developed recommendations regarding:

- development plan changes
- revised architectural requirements
- general land use strategies
- incentives for desired development
- funding strategies

Background information and data developed during the process are available at

<https://greshamoregon.gov/city/city-departments/planning-services/comprehensive-planning/template.aspx?id=9528..>

A second, follow-up planning effort, Regional Center Planning Implementation became the Downtown Plan, which is incorporated as Appendix 37 of the City's Comprehensive Plan. It includes the factual information that is the basis for the Downtown Plan. Appendix 37 is available at <http://greshamoregon.gov/city/ordinances-and-codes/>.

Out of this process, a single Land Use Framework Plan was created that provided a land use vision for the future of Downtown Gresham, showing land use sub-areas with various characters, improved transportation connections, and potential park/plaza locations including the Center for the Arts Plan and The Children's Fountain.

The Downtown study area was expanded in 2009 to encompass the area north of Division Street up to the NE Burnside Road Corridor. The Downtown Plan area generally encompasses properties between

NW Eastman Parkway on the west, NE Hogan Drive on the east, both sides of NE Burnside Road to the north and both sides of E Powell Boulevard to the south.

Since the creation of the Downtown Plan, a few implementation measures have occurred to help realize the community vision for this unique area. The Downtown Design District was adopted in 2009 and programs – like the Storefront Improvement Program and Get Street Smart – provided tools to local businesses to enhance their commercial presence and the overall experience of being in downtown Gresham.

4.1.2 City of Gresham Transportation System Plan (2013)

The Gresham Transportation System Plan Update was adopted in December 2013. There are four primary chapters or elements:

- **Guiding Tenets:** The TSP's vision, goals, guiding principles, policies and action measures are broad statements that define what the Gresham community desires in its transportation system. They give direction on how the transportation network is built and maintained.
- **System of Street Function and Design:** This system defines how arterial and collector roads should operate (i.e., traffic volumes and speeds). It includes cross-sections, defined widths for automobile travel lanes, bicycle lanes, center medians, planter strips, sidewalks and multi-use paths.
- **Project List:** This is a list of proposed new construction projects for autos, bikes, pedestrians and transit. These projects range in size and scope and can be prioritized for short- or long-term implementation.
- **Funding Mechanisms:** This element describes different funding sources that are available to build and maintain the transportation system.

Near- and long-term projects identified in the Plan support and maintain these goals:

- Healthy and active transportation options
- A safe and efficient transportation system
- Economic development
- A well-connected, multi-modal system
- Reduced greenhouse gas emissions and increased environmental stewardship
- The City's position when competing for transportation-related funding opportunities.

The plan also includes changes to streets designated as Boulevard Streets in the Downtown Plan area. The Boulevard designation includes a wider amenity zone and a median. Boulevard designated streets include:

- Division between Birdsdale and Burnside,
- Powell between Eastman and Hogan,
- Burnside between 181st and Hogan, and
- Hogan between Burnside and Powell.

In addition, the Plan identifies future streets that would improve connectivity in the Civic Neighborhood between Division and Burnside. These would be built when new or redevelopment projects happen.

Information on the plan and the planning process are available at <http://greshamoregon.gov/tsp/>

4.1.3 City of Gresham Division Street Corridor Project

The city transportation division is improving pedestrian and bicycle facilities on Division Street between Wallula Avenue and the Gresham Fairview Trail. The improvement will construct an important connection to the Civic Neighborhood and the Gresham Fairview Trail and improve facilities along one of TriMet's highest ridership routes. Proposed improvements include a multi-use path with bicycle facilities, installing missing sidewalks, rain gardens for storm water treatment.

<https://www.greshamoregon.gov/city/city-departments/environmental->

[services/transportation-streets/template.aspx?id=283249](#)

4.1.4 Transit Corridor Plan Area

With the adoption of the Regional Urban Growth Management Function Plan and the Region 2040 Map in the late 1990s, Metro helped to chart a course where more intense development would locate in centers and corridors throughout the region. In response, Gresham examined its plans and policies for its transit streets to ensure they also meet the regional goals for corridors. Corridors are slightly denser, allow for a mix of uses, and are designed to support transit and other alternative modes of transportation.

There are two guiding policies for transit corridor plan areas – which applies to both Powell and Division Streets:

- 1) The City will permit and encourage land use types and intensities of use which support creation of transit supportive development along the City's transit streets, accommodate forecast growth and are otherwise consistent with the Urban Growth Management Functional Plan and the 2040 Growth Concept Map.”
- 2) The City will seek to create a mix of complementary land uses within easy walking distance of mixed use districts and neighborhoods along the City's transit streets.

4.1.5 Housing / Housing Policy

The City of Gresham adopted a Housing Policy Update, effective December 19, 2013. This effort included an intensive analysis of population and housing trends. Key findings of this analysis include:

- Population characteristics are changing. While the average age has increased from 32.3 years in 1990 to 33.6 years in 2010, there is still a large contingent of population under 18 years (26.4 percent).

- Gresham’s population is more diverse with an increasing immigrant population.
- Gresham’s average household size has increased.
- Gresham residents have a slightly longer commute time than other Portland Metropolitan area residents, and mixed-use developments can decrease commute time.

Goals were adopted as part of the Housing Update regarding housing as it related to overall opportunity, economic development, livability, rehabilitation/revitalization, and the City’s role.

These goals are:

- Gresham will have a full range of quality housing for its current and future residents.
- Housing investments will contribute to Gresham’s economic development goals.
- Gresham will provide for a variety of livable neighborhoods.
- Gresham’s housing stock will be well maintained and will be rehabilitated when appropriate.
- The City will use appropriate tools, including public-private partnerships, to achieve desired types and locations of housing.

Policies and action measures in the Housing Policy call for permitting appropriate housing types in locations that most benefit the viability of the City and for coordination with TriMet when planning for changes to residential density.

4.1.6 Design Districts

The City identified and adopted design districts in 2008 to recognize the impact improved design can have on the built environment, safety, and livability. Since that time, design principals, guidelines, and standards have been created to implement the design vision for the adopted design districts in Gresham including Downtown, Rockwood, and Corridors which include Commercial and Multi-Family developments. Design principals address:

- Site design, which may address building orientation, connectivity to the street, public spaces, crime prevention, parking, landscaping, open spaces, and safe design.
- Building design, which may address building materials, building articulation, and façade design.
- Sustainability, which may address site sustainability, energy efficiency, and resource conservation.

4.1.7 Community Health and the Built Environment

In 2012, the City of Gresham adopted policies that recognize the relationship between community health and the built environment, with a focus on policies that may affect rates of obesity. The built environment includes sidewalks, bike lanes, parks, land uses and schools, and plays a role in people’s health by providing access to food options and opportunities for physical activity as part of normal routine. Opportunities to walk, bike and use transit promote active living and a healthier lifestyle. A well-designed and planned variety of uses – such as grocery stores, schools, parks, and employment centers – in close proximity to where people live increases the opportunity for active living. Providing these opportunities, ensuring they are part of a complete network, and ensuring they are designed to promote pleasant and safe experiences increases the likelihood that people will use these modes of travel and increase their physical activity.

4.1.8 Parks and Trails Master Plan

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 on average are in fair condition, and several remain undeveloped. The Master Plan calls for the development of undeveloped parks, acquisition of new parkland in unserved areas (including new growth areas) and additional recreation

programming in existing parks if additional funding becomes available.

Specific to the study area, the area along Division from Gresham's western boundary to Kane Road is mostly underserved by parks, with exceptions on the south side for areas served by Bella Vista Park (roughly 202nd to Civic Drive) and parts of Downtown that are served by Main City Park. It does have access to the Gresham/Fairview Trail.

Powell Boulevard fares better in part because of its proximity to the Springwater Trail and Bella Vista Park, Hollybrook Park and Main City Park. Its western end would benefit from additional parks, such as the development of Southwest Community Park.

The Kane-Stark-Hogan loop has access to Hall Park and Red Sunset Park and facilities at Mt. Hood Community College, which is at the intersection of Kane and Stark.

Chapter 5: East Multnomah County

5.1.1 Multnomah County Transportation Capital Improvement Plan

Multnomah County Capital Improvement Plan and Program, updated 2013, lists prioritized roadways, bicyclists, pedestrians and the Willamette River Bridges projects. The Capital Improvement Plan identifies and ranks transportation improvement needs on county roadways and bridges over the next 20 years. The county's network of roads and bridges lies outside the cities of Gresham and Portland, with the exception of five Willamette River bridges within Portland. Projects that accommodate all modes of transportation — motor vehicle, pedestrian and bicycle, and improvements to fish passage culverts — are considered. County staff uses objective criteria to evaluate and score potential projects. Criteria include safety, health, equity, access to transit, congestion relief, support of regional land use goals, and community support.

The Capital Improvement Program assigns anticipated revenues to the highest priority projects for a five-year period. The program is reviewed by the County Transportation Division annually for programming updates. The annual updates ensure that anticipated capital revenues are adjusted to more current projections, and capital project expenditures are allocated appropriately. The proposed CIPP reviews the list of uncompleted projects and evaluates any new projects identified through the update process.

<https://web.multco.us/transportation-planning/county-transportation-capital-improvement-plan-and-program>)

5.1.2 Wood Village Urban Renewal Plan (2010)

The City Council created the Wood Village Urban Renewal District in February 2010 to provide future

funding for infrastructure systems, incentives for private investment, and redevelopment of certain commercial and residential areas.

In addition to the URA, the city of Wood Village has a Business Incentive Program and an Enterprise Zone. The purpose of the Wood Village Business Incentive Program is to encourage businesses to occupy existing commercial space in the Commercial/Industrial, Neighborhood Commercial or Town Center zones in the City of Wood Village.

5.1.3 City of Troutdale Transportation System Plan (2013)

In July, 1995 the City of Troutdale adopted the first Transportation System Plan (TSP) in the Portland Metropolitan area. The TSP was updated in August 2005, and was updated in 2013 to incorporate the conclusions and recommendations of the East Metro Connections Plan, and to comply with the Oregon Transportation Planning Rule, the Regional Transportation System Plan, and the I-84 Troutdale Interchange Area Management Plan.

Information on the plan is available at http://sites.kittelson.com/Troutdale_TSP_Update_and_Public_Facilities_Plan