Aerial photography - 2012

Source: Metro Regional Land Information System (RLIS), 2012.

Notes:

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Powell-Division Transit and Development Project

Business Associations, Urban Renewal Areas, Neighborhood Prosperity Initiative Districts

- Portland Business Associations
- Gresham Plan Areas
- Urban Renewal Areas
  - Central Eastside
  - Downtown Waterfront
  - Education URA
  - Gateway Regional Center
  - Interstate Corridor
- Neighborhood Prosperity Initiative
  - NPI Division Midway
  - NPI 82nd Avenue and Division
  - NPI Rosewood

Notes:

Source: Metro Regional Land Information System (RLIS).
City of Gresham.
Powell-Division Transit and Development Project

Schools and School Districts

Schools

- College or university
- High school
- Middle School
- Elementary

School District

- Centennial
- David Douglas
- Gresham-Barlow
- North Clackamas
- Parkrose
- Portland
- Reynolds

High Schools:

- Cleveland High
- Franklin High
- David Douglas High
- Gresham High
- Springwater Trail High
- Reynolds High
- Lincoln High
- St. Mary's Academy

Colleges and Universities:

- Mt. Hood CC
- Portland CC
- Warner Pacific College
- Walla Walla U
- Portland State U
- Oregon Health and Sciences U
- Pacific NW College of Art
- Nat'i College of Naturopathic Medicine
- Oregon College of Oriental Medicine

Notes:

Source: Metro Regional Land Information System (RLIS), 2014.

Date: 11/13/2014
General Land Use

Source: Metro Regional Land Information System (RLIS), April 2014.

General Land Use boundaries are drawn from local zoning ordinances. There are almost 1000 zoning designations in the tri-county area and the local jurisdiction should be used as the definitive source for the actual zoning of any given property.

Notes:

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Date: 5/7/2014
Portland zoning designations

Gresham zoning designations

Zoning designation boundaries are from local zoning ordinances. There are almost 1000 zoning designations in the tri-county area and the local jurisdiction should be used as the definitive source for the actual zoning of any given property.

Source: Metro Regional Land Information System (RLIS), April 2014.
Source: Metro Regional Land Information System (RLIS), April 2014.

The year built is shown by taxlot. The tax lot spatial features and data associated with the tax lot are compiled by Metro from existing records created and maintained by the local county assessment and taxation offices.

Notes:

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Year Built

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<th>Color</th>
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<tr>
<td>no data</td>
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<tr>
<td>prior to 1945</td>
<td></td>
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<tr>
<td>1945 - 1960</td>
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<td>1976 - 1990</td>
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<td>1991 - 2000</td>
<td></td>
</tr>
<tr>
<td>2001 - 2014</td>
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</tbody>
</table>

---

Date: 5/8/2014
Multifamily housing


Inventory of multifamily housing units with the greater Portland metropolitan region. Included in the inventory are condominiums, duplexes, apartments, mobile home parks, triplexes, retirement facilities, dormitories, and townhomes that include multiple dwellings on a common taxlot. The dataset does not include any data for taxlots containing only one residence.

Notes:

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The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region. The map highlights elements of parallel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

Notes:
Potential Routes and Station Areas

- Potential Station
- MAX
- Potential Route
- Street Car
- Potential Route Option
- Gresham Opportunity Area
- Portland Study Area

- city boundary line
- corridor study area

Notes:

Date: 11/20/2014
Powell-Division Transit and Development Project

Land Cover
- Agriculture
- Broadleaf (over 30 ft.)
- Buildings
- Clear cuts
- Conifers (30-120 ft.)
- Conifers (over 120 ft.)
- Conifers from low resolution (non-LIDAR) areas
- Hardwoods forest from low resolution (non-LIDAR) areas
- Herbaceous I - Low sparse veg (0 - 2 ft.)
- Herbaceous II - Low vegetation (2 - 7 ft.)
- Large shrub/small trees (7 - 30 ft.)
- Mixed forest from low resolution (non-LIDAR) areas
- Open water
- Paved
- Sand bars

Notes:

Date: 12/7/2013
The chief mapping data for the Metro Title 13 Resource Inventory combines Regionally Significant Riparian and Upland Wildlife Habitat, Habitats of Concern and impact areas. It is based on Metro’s GIS models for mapping riparian functions and wildlife values.

Source: Metro Regional Land Information System (RLIS), October 2005

Notes:
The Intertwine Regional Conservation Strategy mapped priority areas for conservation on a regional scale. Habitats across the region were given scores based on scientific criteria. The values for High Value Habitat shown here are percentages of the cumulative area covered by each habitat score.
For detailed project information, see table next page.

Notes:
<table>
<thead>
<tr>
<th>ID</th>
<th>Nominating Agency</th>
<th>Project Description</th>
<th>Cost Estimate</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>10162</td>
<td>Portland</td>
<td>Williamette Greenway Trail - South Waterfront</td>
<td>$2,650,000</td>
<td>2014-2017</td>
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<tr>
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<td>Moody/Bond Ave, Couplet - SW Bond Extension (River Parkway to Gibbs)</td>
<td>$18,834,515</td>
<td>2014-2017</td>
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<td>PSL - OMSI to Riverplace or South Waterfront (close loop)</td>
<td>$19,000,000</td>
<td>2014-2017</td>
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<tr>
<td>10181</td>
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<td>Fifties Bikeway, NE/SE (Tillamook to Woodstock)</td>
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<td>Portland</td>
<td>Division Streetscape and Reconstruction</td>
<td>$5,848,135</td>
<td>2014-2017</td>
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<td>10193</td>
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<td>Division St., SE (Grand - 60th): Multi-modal Improvements, Phase I</td>
<td>$3,908,758</td>
<td>2018-2024</td>
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<td>10198</td>
<td>Portland</td>
<td>122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS</td>
<td>$515,703</td>
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<td>10199</td>
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<td>SE 136th Ave. (Division to Powell) Bikeway</td>
<td>$6,090,590</td>
<td>2025-2035</td>
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<td>Seventies Greenstreet and Bikeway, NE</td>
<td>$4,120,772</td>
<td>2018-2024</td>
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<td>Portland</td>
<td>Twenties Bikeway, NE/SE (Lombard - Clinton)</td>
<td>$2,300,000</td>
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<td>10235</td>
<td>Portland</td>
<td>South Portland Improvements, SW</td>
<td>$39,695,079</td>
<td>2018-2024</td>
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<td>Portland</td>
<td>Water Ave., SE (Caruthers - Division PI): Street Extension Phase II</td>
<td>$405,116</td>
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<td>10237</td>
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<td>Southern Triangle Circulation Improvements, SE</td>
<td>$4,051,163</td>
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<td>10239</td>
<td>Portland</td>
<td>11th/12th/Railroad Crossing, SE (West of Division): Intersection Improvements</td>
<td>$561,200</td>
<td>2018-2024</td>
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<td>10241</td>
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<td>Clay/MLK Jr. SE: Intersection Improvements</td>
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<td>10247</td>
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<td>Corbett/Hood/Shiridan, SW: Pedestrian and Bike Improvements</td>
<td>$210,450</td>
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<td>10258</td>
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<td>DivisionSt/9th, SE (7th - Center): Bikeway</td>
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<td>10271</td>
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<td>92nd Ave., SE (Powell - City Limits): Bicycle &amp; Pedestrian Improvements</td>
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<td>10283</td>
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<td>Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements</td>
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<td>10289</td>
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<td>Division St., SE (60th - I-205): Multimodal Improvements, Phase II</td>
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<td>10305</td>
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<td>Holgate Blvd., SE (52nd - I-205): Bikeway Phase I</td>
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<td>Holgate Blvd., SE (39th - 52nd): Street Improvements</td>
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<td>10323</td>
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<td>111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle &amp; Pedestrian Improvements</td>
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<td>10328</td>
<td>Multnomah Co.</td>
<td>Reconstruct Stark St. to arterial standards</td>
<td>$3,150,000</td>
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<td>10343</td>
<td>Multnomah Co.</td>
<td>257th Ave. Pedestrian improvements at intersections and mid-block crossings</td>
<td>$1,600,000</td>
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<td>Beaver Creek Culvert Replacement</td>
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<td>Beaver Creek Trail</td>
<td>$1,400,000</td>
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<td>10413</td>
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<td>Hawthorne Bridge Rehabilitation</td>
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<td>Hogan Corridor Improvements</td>
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<td>10422</td>
<td>Gresham</td>
<td>Division St. Improvements</td>
<td>$3,945,711</td>
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## Powell-Division Transit and Development Project

<table>
<thead>
<tr>
<th>ID</th>
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<th>Cost Estimate</th>
<th>Time Period</th>
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<td>Burnside: Traveler Information Only</td>
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<td>11299</td>
<td>Multnomah Co./Gresham</td>
<td>257th/Kane Dr.: Arterial Corridor Management [ACM] w/ Adaptive Signal Timing</td>
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<td>238th/242nd Ave/Hogan Dr.: ACM with Adaptive Signal Timing</td>
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<td>I-5 South operational improvements</td>
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<td>11370</td>
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<td>Interstate 205 Northbound Phase 1 Auxiliary Lane</td>
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<td>11377</td>
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<td>Seismic Analysis for Broadway, Burnside, Morrison, Hawthorne Bridges</td>
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<td>I-205 Northbound Phase 2: Auxiliary Lane Extension</td>
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<td>Corridor Safety and Access to Transit: Barbur-99W</td>
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<td>7th Street</td>
<td>$1,553,194</td>
<td>2025-2032</td>
</tr>
</tbody>
</table>
Powell-Division Transit and Development Project

TriMet transit system map

Data Source: Trimet, December 2013.

Notes:

[Map showing the TriMet transit system with various lines and stations, including the Powell-Division Transit and Development Project corridor study area.]
Active Transportation System - Pedways

Proposed pedestrian routes as defined in the 2014 Draft Regional Active Transportation Plan.

Notes:

Date: 2/6/2014
Powell-Division Transit and Development Project

Legend

Sidewalks

Sidewalk Presence

- Full Sidewalk Both Sides
- Full Sidewalk Left, No Sidewalk Right
- No Sidewalk Left, Full Sidewalk Right
- Full Sidewalk Left, Partial Sidewalk Right
- Partial Sidewalk Left, Full Sidewalk Right
- Partial Sidewalk Both Sides
- Partial Sidewalk Left, No Sidewalk Right
- No Sidewalk Left, Partial Sidewalk Right

Source: Metro Regional Land Information System (RLIS), August 2012

Notes:

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Active Transportation System - Bikeways

Proposed bicycle routes as defined in the 2014 Draft Regional Active Transportation Plan.

- **Regional Bikeway**
- **Community Bikeway**

Notes:

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Date: 2/6/2014
Bicycle Routes

Bicycle Routes are from the region-wide Bike There! map, published by Metro in 2010 and from the City of Gresham Bicycle Guide map.

Source: Metro Regional Land Information System (RLIS), May 2010. City of Gresham.

Notes:

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City of Portland Recommended Bikeway Network

EXISTING, FUNDED, OR SUGGESTED BICYCLE FACILITIES

- Future trail
- Expanded in-roadway bikeways
- Existing or funded bike lane or separated in-roadway
- Future separated in-roadway, advisory bike lane, or enhanced shared roadway
- Existing or funded bicycle boulevard
- Future advisory bike lane (suggested)

Notes:

- For facility abbreviations, please see Appendix G: Glossary, of the Portland Bicycle Plan for 2030.
Powell-Division Transit and Development Project

City of Portland Map C-51A February 2013

Truck Routes
- Preferred city truck routes
- Preferred wide load routes (see Pilot Vehicle Requirements)
- Freight districts
- State highways
- Height-restricted undercrossing

City of Portland
Weight Restricted Bridges
- Weight limit varies (verify local signage)
- 50,000 pounds single unit
- 80,000 pounds combination

Multnomah County
Weight Restricted Bridges
- 50,000 pounds single unit
- 80,000 pounds combination
- 20,000 pounds maximum

Notes:
Powell-Division Transit and Development Project

AM Peak: 7-8 am

PM Peak: 5-6 pm

Average Traffic Speed (mph)

Data Unavailable
Crashes 2007 - 2011
(Fatalities and Severe Injuries)

Density of Crash Occurrences for All Modes

- Less than 2 per acre
- 2 - 3 per acre
- 3 - 4 per acre
- More than 4 per acre

Source: ODOT, 2011.

Notes:

Date: 5/8/2014
Powell-Division Transit and Development Project

Bicycle and Pedestrian Crash Locations

Fatalities and Severe Injuries 2007 - 2011

Source: ODOT, 2011.

Notes:

Source: ODOT, 2011.
ODOT Project Safety 2009 - 2011

Safety Priority Index System (SPIS) Sites with Scores in the 85th Percentile and Higher

Site Percentile
- 85% - 89.99%
- 90% - 94.99%
- 95% - 100%

Data Source: ODOT

The Safety Priority Index System (SPIS) is a method of identifying locations that have exhibited high instances of crash activity. The SPIS score is based on three years of data and considers crash frequency, crash rate and crash severity. A higher score indicates a higher instance of crashes. A roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over the three year period.

Notes:
Demographics

Communities of Color
percent self-identify as non-white
- 2.2% - 8.7%
- 8.8% - 15.3%
- 15.4% - 23.1%
- 23.2% - 32.7%
- 32.8% - 48.8%

Percent of the total population self-identifying as non-white by 2010 census tract geographies.

Source: US Census Bureau, 2010 Census, Summary File 1, Table QT-05.
From Portland Comprehensive Plan "map app"
http://www.portlandbpois.com/gis/cpmapp/

Notes:

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Demographics

Population Who Speaks English Less Than "Very Well"
Percent Change 1990 - 2007

- minus 7.09 to minus 2.50 percent
- minus 2.49 to plus 2.50 percent
- 2.51 - 5.00 percent
- 5.01 - 10.00 percent
- 10.01 - 15.00 percent
- greater than 15 percent

Source: US Census Bureau, 2010 Census

Notes:

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Demographics

Limited English Proficiency

- Over 5% of pop speaks Spanish at home and speaks English less than "very well"
- Over 5% of pop speaks Spanish at home

Source: US Census Bureau, 2010 Census

Notes:

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Demographics

Non Spanish Languages and Limited English Proficiency

Over 5% of population speaks a language other than English or Spanish at home and speaks English less than very well

Map Key for languages
1 - Chinese
2 - Vietnamese
3 - Japanese
4 - Arabic

Source: US Census Bureau, 2010 Census

Notes:
Demographics

percent of individuals below poverty

0.3 - 8.1
8.2 - 15.1
15.2 - 23.4
23.5 - 34.8
34.9 - 62.3

Source: calculated from US Census Bureau,
The 2007-2011 American Community Survey 5-year estimates; S1701

Notes:


Demographics

Median Income

- $0.00 - $25,000
- $25,000 - $47,243
- $47,244 - $60,000
- $60,000 - $95,000
- $95,000 - $141,543

Source: calculated from US Census Bureau, Median household income in the past 12 months by 2010 census geographies. 2007-2011 American Community Survey, Table B19013.

Notes:

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-
Demographics

Median Age

- 21 - 31
- 32 - 36
- 37 - 40
- 41 - 46
- 47 - 61

Total Population per square mile by 2010 census tract geographies.
Source: calculated from US Census Bureau, 2010 Census, Summary File 1, Table DP-1.
From Portland Comprehensive Plan map app:
http://www.portlandbps.com/gis/cpmapp/

Notes:

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0 0.5 1 1.5 2 Miles

corridor study area
Demographics

Youth Population
persons 18 and under

- 10% or less
- 11% - 20%
- 21% - 25%
- 26% - 30%
- greater than 30%

Total Population per square mile by 2010 census tract geographies.
Source: calculated from US Census Bureau, 2010 Census, Summary File 1, Table DP-1.
From Portland Comprehensive Plan map app: http://www.portlandbps.com/gis/cpmapp/

Notes:

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