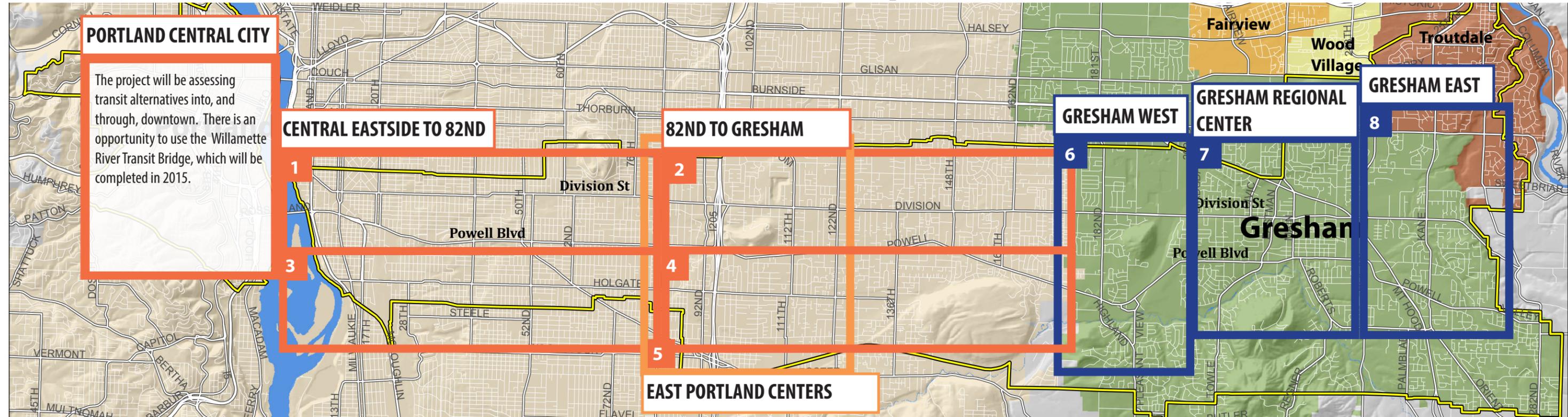


OPPORTUNITIES AND CONSTRAINTS: Land and Development

DRAFT



PORTLAND CENTRAL CITY

The project will be assessing transit alternatives into, and through, downtown. There is an opportunity to use the Willamette River Transit Bridge, which will be completed in 2015.

CENTRAL EASTSIDE TO 82ND

82ND TO GRESHAM

GRESHAM WEST

GRESHAM REGIONAL CENTER

GRESHAM EAST

EAST PORTLAND CENTERS

The Opportunities and Constraints document describes conditions along street segments and activity nodes along those segments. It includes a series of eight maps that cover the project area from the Willamette River to Gresham Regional Center.

Maps

- 1: Division – Central Eastside to 82nd Ave
- 2: Division – 82nd Ave to Gresham
- 3: Powell – Central Eastside to 82nd Ave
- 4: Powell – 82nd Ave to Gresham
- 5: East Portland Centers – 82nd Ave and 122nd Ave
- 6: Gresham West – West City Limits to Birdsdales
- 7: Gresham Regional Center – Birdsdales to Hogan
- 8: Gresham East – Division/Kane/Stark/Hogan Loop

This map-based document is intended to accompany and summarize the existing conditions reports produced by the project team.

MAP CONTENT

Each map includes the following information:

Street Segments – On each map the streets are separated into segments that have similar characteristics or conditions. For each street segment, there are descriptions of the types of buildings found along each street, basic roadway information and sometimes information about major developments or key community uses. Opportunities and constraints are addressed after each street segment description.

Opportunities typically include things like wider streets that can accommodate enhanced transit; land that can accommodate additional jobs or housing; and major destinations that could benefit from transit; and existing development and activity.

Constraints are typically things such as narrow streets where enhanced transit might be more challenging; environmental features that might limit transit or development potential; or existing land use patterns may make new transit stations more difficult to develop.

Nodes – Within each street segment there is typically one or more intersection with a high level of activity called “nodes.” Nodes are described in bubbles on the maps and are shown on the map with a circle. They were selected for a variety of reasons, including being active transit transfer points and the presence of existing community anchors. Nodes are places where it may make sense to develop a transit station and invest in related capital improvements and community programs. As the project progresses, nodes may be added and removed, based on additional analysis and input.

Base Layers – Each map shows the general street pattern and a limited set of land uses. Some maps also show schools, open space and transit stops. Portland and Gresham have slightly different base layers.

Portland’s Central City

The Powell-Division Transit and Development Project will provide a connection to Portland’s Central City, which is a hub of economic, educational, social and cultural activities. The exact route and crossing that will be used to reach the Central City and where the route will travel within it will be determined through detailed technical analyses later in the project. Central City-related transportation issues are addressed in the Transportation Report and basic demographics and other existing conditions in the Central City are addressed in Portland’s Existing Land Use Conditions report, both of which were prepared as background reports for this project. As crossing and alignment within the Central City is determined, it will be coordinated with Portland’s Central City planning process.

For more information about the project documents, including contact information, please visit the project web site at: www.oregonmetro.gov/powelldivision

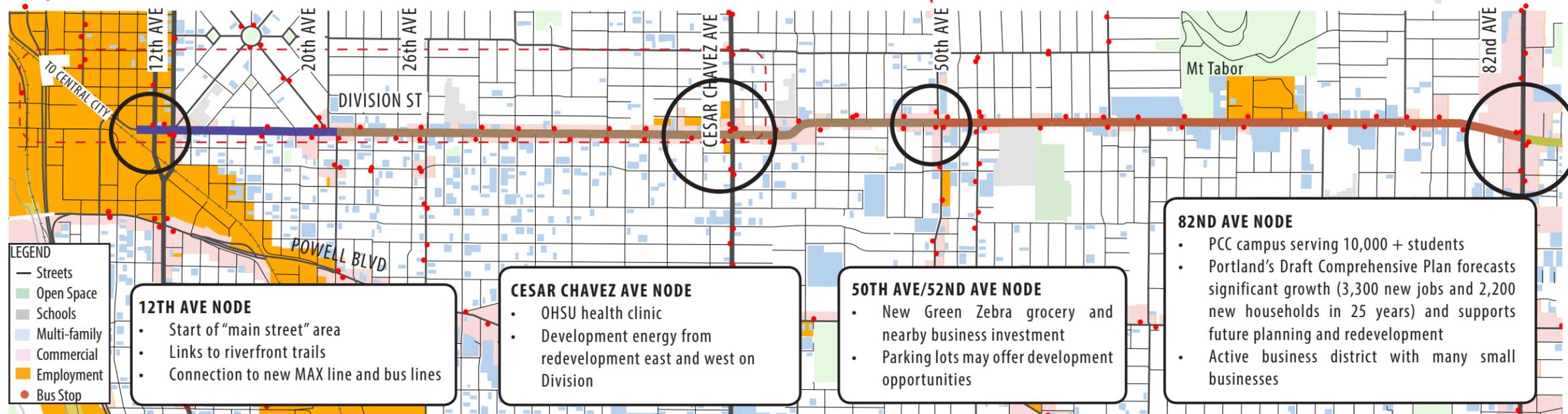
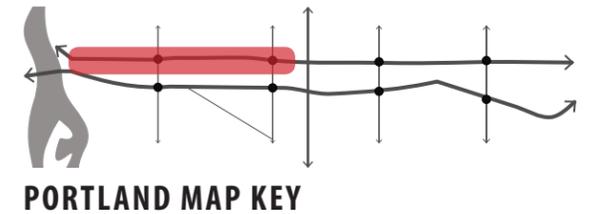
OPPORTUNITIES & CONSTRAINTS: MAP ONE

Much of inner Division, which runs from 3rd Ave to 82nd Ave is a typical “main street” with mixed-use buildings, pedestrian activity and neighborhood serving retail uses. However, closer to the river, Division runs through a primarily industrial area; east of 50th, Division is more residential with institutional uses present.

West of 60th Ave, where Division is typically one travel lane in each direction with on-

DIVISION: CENTRAL EASTSIDE TO SE 82ND AVENUE

street parking (36-feet) and continuous sidewalks, the roadway carries an average of 13,000 to 18,000 vehicles per day. East of 60th Ave, Division (44 feet) gains a center turn lane and bike lanes. There is no on-street parking. The posted speed is typically 25 mph west of 60th Ave and 35 mph east of 60th Ave. Division is a Portland-identified high crash corridor from 12th Ave to 174th Ave (city limits). TriMet busline #4 provides transit service to Portland’s Central City and Gresham’s Regional Center, with transfers to at least a half dozen bus lines and Green Line MAX.



Ongoing Implementation of Previous Planning Effort: DIVISION GREEN STREET/MAIN STREET PLAN, 2006



STREET SEGMENT CHARACTER

CENTRAL CITY (RIVERFRONT - 11TH)

The Southeast Quadrant of the Central City extends along the eastside of the river to SE Powell in the corridor. It is primarily an industrial area.

OPPORTUNITIES: En route to crossing the new transit bridge, a new HCT line could connect to the Central Eastside Industrial District, PCC CLIMB and OMSI, while bypassing one of the most congested areas in the corridor. Ultimately, it would connect to South Waterfront and OHSU, to Portland State University, and the region’s center for jobs, commerce, culture and entertainment, community services and the regional transportation network.

CONSTRAINTS: Potentially, freight needs in the CEID and a busy rail crossing, if the transit line connects from Division to the new transit bridge.

MAIN STREET DIVISION (11TH - 50TH)

The historic Ford Building at 11th, which is home to creative offices, artists and retail shops, marks Division’s transition from an industrial area to a traditional main street. Near 20th, the New Seasons and Mirador Community store are neighborhood anchors and provide a connection to the Clinton commercial area to the south. The stretch between 11th and 26th Aves includes a mix of mainly 1-2 story commercial and residential buildings.

Between 26th and 50th Aves, Division is a very active main street, with a variety of one to four story buildings and significant new development and investment. Some single-family buildings and single story commercial storefronts are still found in this area, but new development has significantly changed the character of the street.

OPPORTUNITIES: The complete street grid and walkable adjacent neighborhoods provide nearby residents easy access to services. A vacant triangular parcel on the edge of Ladd’s Addition and 20th may provide a unique redevelopment opportunity. Community anchors such as the OHSU clinic on Cesar Chavez Blvd, could be highlighted through streetscape enhancements. There is a curve in the road at 42nd that creates visual interest and could provide opportunities for art or a gateway feature. The City recently completed improvements to address safety in this location.

CONSTRAINTS: The roadway (36 feet) and total right-of-way (60 feet) widths are narrow and many buildings are built to the property line, which may make developing an exclusive transitway and station or stops difficult. There are also significant investments in stormwater facilities, landscaping and other streetscape improvements underway.

MID-50’S - 82ND

East of 50th Ave, Division transitions to a primarily institutional and residential street, with single and multi-family residences. There are connections to Mt. Tabor Park and to schools, such as Franklin High School and Warner Pacific College. Farther up Division is Portland Community College’s Southeast Center Campus at 82nd Ave. Transit boardings and deboardings increase significantly at 82nd Ave.

OPPORTUNITIES: Increase access to commercial services through redevelopment and connect to Mt. Tabor Park and educational institutions along the street.

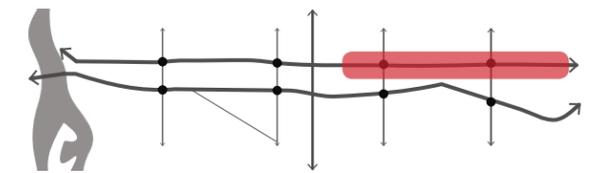
CONSTRAINTS: East of 60th, Division had a cross-section re-design to increase safety. A center turn lane and bike lanes replaced a travel lane in each direction. This complicates station design and the potential for an exclusive transitway.

OPPORTUNITIES & CONSTRAINTS: MAP TWO

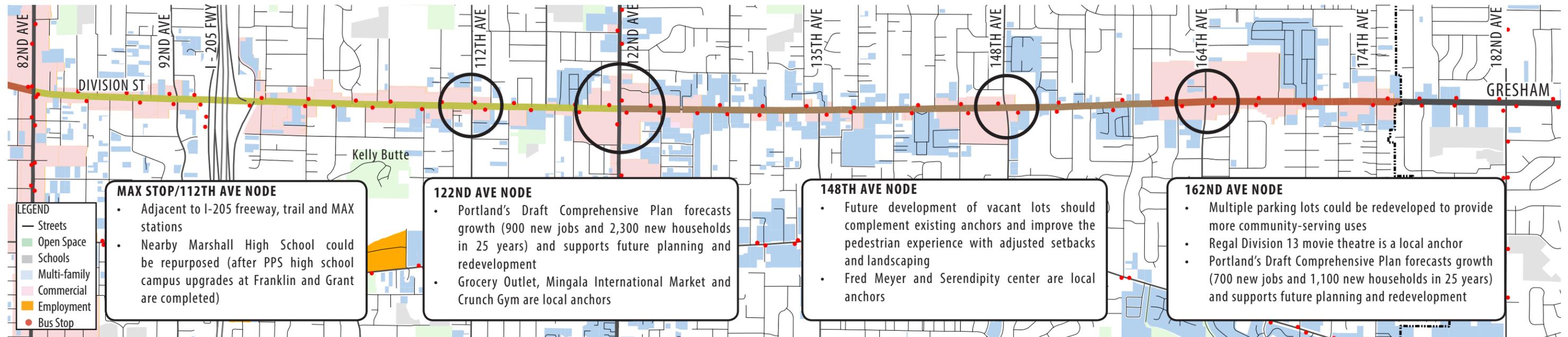
As the road widens and reaches 82nd Ave, the character of the street and adjacent development changes. Although some sections of Division between 82nd and the Portland boundary with Gresham have clumped or nodal commercial areas and others have more linear or strip commercial areas, the scale of development and the road

DIVISION: SE 82nd to GRESHAM

characteristics from 82nd to Gresham are relatively consistent. In addition to being wider, Division also carries more traffic with higher posted speeds (35 to 40 mph), with two travel lanes in each direction, a center turn lane, bike lanes and on-street parking. Division is a high crash corridor.



PORTLAND MAP KEY



STREET SEGMENT CHARACTER

82nd-112th East of 82nd Ave, Division transitions from a narrower (36-44 feet) streetcar era roadway to a bigger roadway (76 feet), typical of mid and late 20th century development (76 feet). Along this stretch of Division, although there are a few multi-story buildings, most of the residential and commercial buildings are one to two stories, set back from the street. As Division heads east past I-205, the street climbs. This grade change offers those heading west a view of the West Hills.

OPPORTUNITIES: Capitalize on the work being completed as part of the Jade District Neighborhood Prosperity Initiative and support locally driven economic development, recognizing and responding to the ethnic and racial diversity of residents and businesses in the area.

The overhead walkway that crosses Division near 85th Ave, could be redesigned to be more attractive and function as a community gateway. Use road design updates and/or public art and landscaping to create a greater sense of place, paying particular attention to the grade change and I-205 berms. More landscaping and natural features could be added to the streetscape.

CONSTRAINTS: Auto oriented development and few pedestrian amenities.

112th - 158th This area, which is often referred to as Division-Midway, includes a mix of commercial and residential buildings, most of which are between one and two stories tall.

122nd Ave is the focal point of the district. The speed east of 122nd Ave is 40 mph and the average daily traffic volume is 48,000 vehicles. This is significantly more traffic than west of 60th

Ave, where the average daily traffic volume ranges from 13,000 to 18,000.

Currently, the Division Midway Alliance, along with PDC, is leading a Neighborhood Prosperity Initiative (117th to 148th). The aim of the initiative is to enhance the economic strength of the area and to build on existing anchors. The Division Midway Neighborhood Street Plan, which is a Portland Bureau of Transportation project, is also focused on improving the local street network and connections in the area.

OPPORTUNITIES: Existing businesses and on-going community commitment to enhancing economic success and access to services in this area provides a solid background for future development and investment. Community anchors include the Mid-county Health Clinic, Portland Music Company, the Original Steer Market, Arthur Academy and a

Buddhist Temple, to name a few. Creating better pedestrian environments and connections to and through the neighborhoods could improve access to services and economic vitality. Scattered vacant parcels along Division could be redeveloped.

CONSTRAINTS: Division in this area is an auto-oriented street with limited north and south pedestrian, street and transit connections.

158th-174th (Gresham) Division from approximately 158th to Gresham, is more continuously commercial and has fewer residential buildings than the Division-Midway area.

OPPORTUNITIES: Build upon the successful movie theater development to provide more neighborhood-serving uses for adjacent residents.

CONSTRAINTS: Division in this area is an auto-oriented street with limited north and south pedestrian, street and transit connections.



SE Division & SE 109th



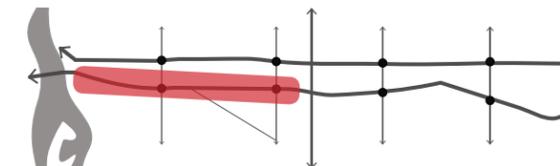
SE Division & SE 161st

OPPORTUNITIES & CONSTRAINTS: MAP THREE

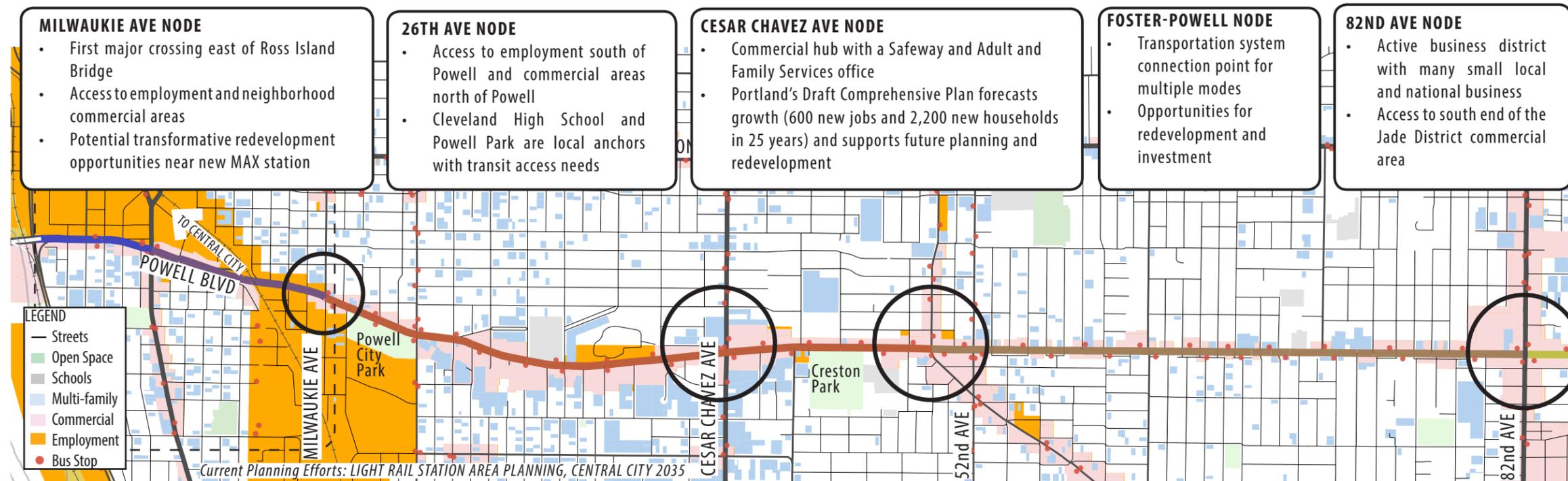
SE Powell from the riverfront/Ross Island Bridge serves multiple users and many needs. It provides access to businesses, schools and a mix of housing types and densities. It connects the east and west sides of the metropolitan area, ferries local and regional freight traffic and provides local connections to and from neighborhoods to the north and south. The roadway typically has two lanes of traffic

POWELL: CENTRAL EASTSIDE TO SE 82ND AVENUE

in each direction, with a center turn lane or median islands. Near Ross Island Bridge, Powell carries an average of over 40,000 vehicles per day. Powell is a Portland-identified high-crash corridor from Ross Island Bridge to 174th Ave (city limits). The typical roadway width is 60 feet; total R.O.W. varies from 80-102 feet and 150 feet at the public parking lots.



PORTLAND MAP KEY



SE Powell & SE 16th



SE Powell & SE 26th



SE Division & SE 54th

STREET SEGMENT CHARACTER

CENTRAL CITY (RIVERFRONT- SE MILWAUKIE)

West of Milwaukie, Powell provides a direct connection to the Ross Island Bridge, adjacent industrial and commercial businesses. There is a pedestrian overpass to facilitate crossing near the start of the bridge, before it crosses 99E.

OPPORTUNITY: Use PMLR exclusive transitway to avoid one of the most congested points in the corridor.

MILWAUKIE AVE - 21ST

From Milwaukie to 21st, Powell provides connections to adjacent residential, neighborhood commercial and industrial areas, from the rail yards to the Brooklyn and Clinton neighborhoods. West of 21st Ave, Powell enters a viaduct under a rail crossing and there is also a pedestrian bridge.

OPPORTUNITIES: Anchors include Aladdin theatre, commercial and industrial businesses. The properties on the north side of Powell at

Milwaukie, which are adjacent to the new MAX station may provide significant redevelopment opportunities.

CONSTRAINTS: Traffic converges and congests the roadway at peak hours as people seek access to Ross Island Bridge. Traffic sometimes slows east past 26th Ave.

21st - 52nd

There are more commercial and fewer industrial businesses along this section of Powell. Most businesses along Powell are set back from the street, with parking lots adjacent to the sidewalk. There are also multi-dwelling residential developments and institutional uses, like Cleveland High School, Powell and Creston Parks, Trillium Family Services and the Asian Health Clinic.

OPPORTUNITIES: Transit and development in this area could make it easier for people to reach community and commercial services

and increase access to employment. There are also opportunities to create a sense of place by highlighting grade and elevation changes and bends in the road, as Powell heads east toward Cesar Chavez, which is a major activity node and a frequent north-south transit connection. Creating more pedestrian-friendly development and redesigning sidewalks could create a better walking environment.

CONSTRAINTS: Few pedestrian crossings along a busy (approximately 40,000 vehicles per day) corridor. In many areas existing development is set back from the street and pedestrians must walk between parking areas and a busy street. Grade changes may pose safety concerns. Maintaining household affordability and reducing displacement in adjacent neighborhoods is an issue here.

50th/Foster - 82nd

The Foster-Powell intersection is the convergence of four streets: Powell and Foster and 50th and 52nd Aves. This

intersection provides transfers to multiple bus lines and connects many neighborhoods south of Powell to the broader transportation network and more commercial services. Just east of here, Powell transitions to a more residential and smaller scale commercial street. Many are one-story buildings on smaller lots than those found west of 50th Ave. Residences vary from apartment buildings to single-family homes. There are many bus pull-outs along both sides of Powell. The landscaped buffers along the roadway become increasingly wider headed east, ranging from 6 to 21 feet wide, especially on the north side. On the south side of Powell, from roughly 53rd to 79th Aves, there are intermittent pockets of right-of-way that provide public parking for adjacent businesses, organized neighborhood access and sound wall buffers. As Powell heads to 82nd Ave, the density of commercial uses increases.

OPPORTUNITIES: The varying roadway provides a variety of opportunities for community spaces, transit stations and development that should be explored in detail. Visual, pedestrian and

bike connections through the South Tabor neighborhood to Mount Tabor Park could be improved. Existing developments could be reoriented toward the street to improve the pedestrian experience.

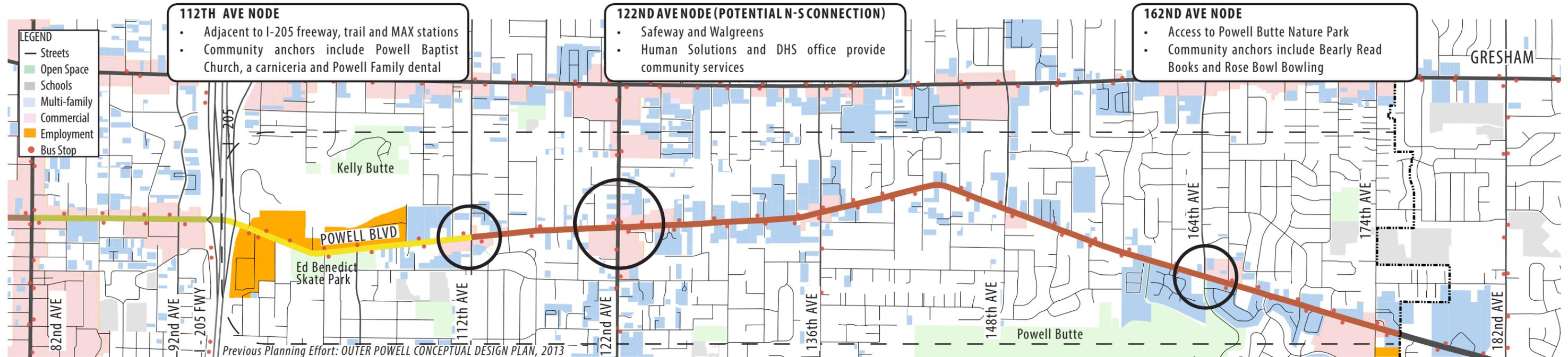
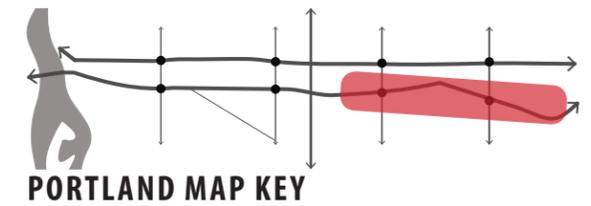
CONSTRAINTS: The uneven roadway width will require thoughtful treatment both with respect to transportation and development actions.

OPPORTUNITIES & CONSTRAINTS: MAP FOUR

As Powell heads east from 82nd, toward the I-205 overpass, it retains its character as a major Portland boulevard with four travel lanes, a shared median and a center-turn lane and abundant streets.

Powell: SE 82nd to SE 174th (Gresham)

As it moves under I-205, it begins its transition to a two lane rural-feeling highway. While there are still commercial and industrial uses along Powell, there are more residential uses and few, if any, sidewalks.



STREET SEGMENT CHARACTER

82nd - I-205 The commercial uses introduced just west of 82nd continue as Powell heads to I-205. After 82nd Ave, there is a DMV office and a care facility on the south side of Powell. On the north side there is a Goodwill and a variety of residential buildings and small commercial businesses. West of 92nd, there are also continuous street trees. At the intersection with 92nd Ave, there are drive through and strip commercial developments as well as the Columbia School of English.

OPPORTUNITIES: It may be possible to improve pedestrian amenities and the feel of pedestrian crossings under I-205 and connections to the I-205 pedestrian and bike trail.

CONSTRAINTS: Auto-dominated uses, with only basic pedestrian amenities. Many buildings are set back from the street behind parking.

I-205 - 112th In this short stretch, Powell completes its transition to a more rural street. The roadway significantly narrows just east

of the I-205 overpass. Sidewalks exist up to 98/99th Ave. Businesses in this area are primarily industrial. Ed Benedict Park, on the south side of Powell near 101st, is heavily used with a skate park, sports fields and other facilities. Soon, Powell becomes primarily residential, with a few intermittent commercial businesses. The conditions along the street edge vary—some buildings are oriented toward Powell, while others are oriented toward side streets. There are two travel lanes with striped bike lanes and the occasional center-turn lane.

OPPORTUNITIES: There are community anchors in the area such as the Central Church of the Nazarene, Ed Benedict Skate Park, Memory Garden, Church of the Korean Martyrs, Back to the Grind coffee shop that should be incorporated into any future planning. There is a bend in the road that can be used to frame views and items like the 104th Street Drive-In sign could be refurbished to create a positive community marker. Protected pedestrian paths and stormwater management facilities should be developed.

CONSTRAINTS: Limited roadway width with few to no pedestrian facilities, auto-oriented uses and poor drainage do not create a pleasant pedestrian experience.

112th - 174th (Gresham) Powell Blvd, from the node at 112th to approximately 120th Ave, is primarily residential. There is ample landscaping on the residential properties, but there are no sidewalks for pedestrians. Pedestrians must use the road shoulder. Near 120th, commercial uses become more prominent. At 122nd Ave, there is a commercial center with a Safeway, Walgreens, small businesses, and a Department of Human Services office. At 125th Ave, residential uses are again prominent. These buildings are a mix of single- and multi-family buildings. In very limited circumstances, there are sidewalks that were constructed with new development. Buildings are typically one to two stories. The businesses in this area reflect the diversity of local residents. There are also cultural and religious institutions such as the Buddhist

Temple near 145th and St. Timothy Lutheran Church. There are also more connections to the neighborhoods to the south. The posted speed along this section of Powell is 35 mph.

OPPORTUNITIES: The pedestrian and biking environment could be greatly improved with the development of protected facilities and improved stormwater management. Design options are documented in the Outer Powell Conceptual Design Plan. There is also an opportunity to create a gateway pedestrian and bike entrance to Powell Nature Park to better connect neighbors with the park. Additional anchors in the area include Bearly Read Books and Rose Bowl bowling. There are also potential redevelopment sites just west of 174th Ave.

CONSTRAINTS: Powell is an auto-dominated street, with few marked pedestrian crossings and sidewalks. The roadway width is narrow, which may make developing transit stations and stops difficult.



SE Powell & SE 100th



SE Powell & SE 143rd

OPPORTUNITIES & CONSTRAINTS: MAP FIVE

High-capacity transit service in the Powell-Division corridor could run along Powell or Division for its entire length, partially along one and then the other or on another suitable street within the project area. The preferred alignment will be determined by looking at community preferences and development potential, along with existing transit use, high-transit need destinations, roadway and right-of-way conditions and traffic projections. Criteria for creating the preferred alignment will be developed during the early summer of 2014.

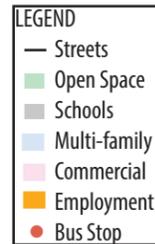
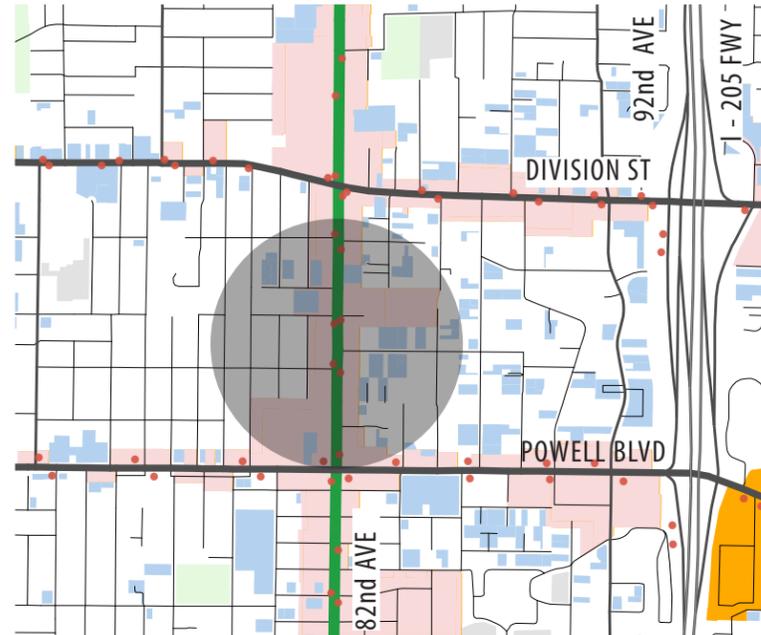
Jade District Center



Thai Bento at SE Powell & SE 84th



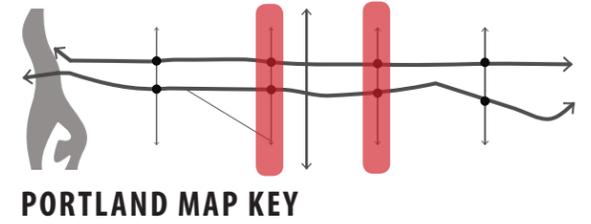
Fubonn Shopping Center on SE 82nd



EAST PORTLAND CENTERS

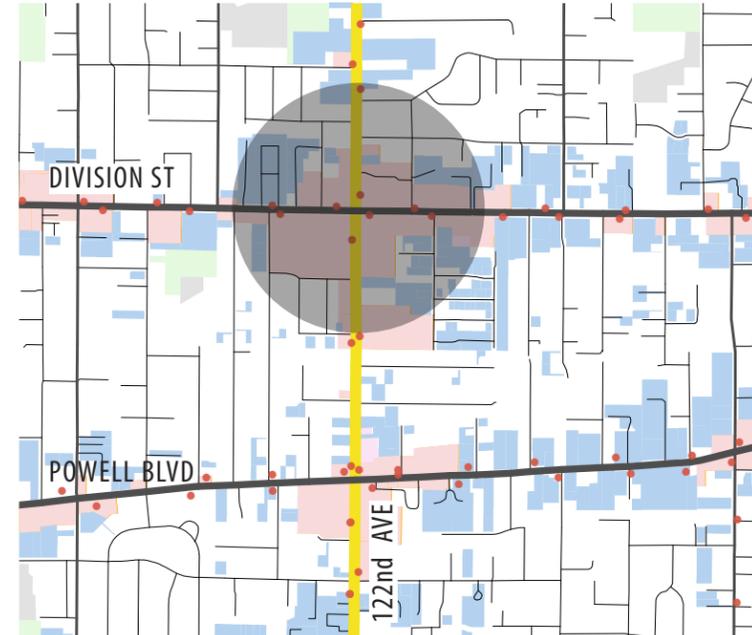
Not all of Portland has safe and convenient access to local services like grocery stores and neighborhood businesses. In some areas, services are scattered or missing, or streets may lack sidewalks, bikeways or other safe connections providing local access.

Portland's draft Comprehensive Plan proposes a series of centers to make it easier for people to meet their needs locally and expand options to live healthy, active lifestyles. Centers are places with concentrations of neighborhood businesses and services that range in scale from the Portland's Central City to locally-focused neighborhood centers.



PORTLAND MAP KEY

SE 122nd Center



Previous Planning Effort: <http://www.portlandoregon.gov/bps/article/328642>



SE 122nd & SE Division



Powell Villa at SE Powell & SE 122nd

CENTERS

There are five potential Comprehensive Plan-identified centers along Powell and Division, each of which is shown as a node on the Opportunities and Constraints maps:

- Foster-Powell
- Belmont-Hawthorne-Division
- Jade District
- Division-Midway, near 122nd and Division
- Division and 162nd Ave

The Foster-Powell and Belmont-Hawthorne-Division centers are located west of 82nd Avenue. While detailed planning may need to occur in order to support development and investment, the existing street patterns and conditions would likely support development styles and approaches

successful elsewhere in Portland, west of 52nd Avenue.

The Jade District, Division-Midway and Division and 162nd Ave centers are at or east of 82nd Avenue. In East Portland, development has not consistently resulted in a complete street network, connected pedestrian amenities and walkable main streets.

Through this project there will be opportunities to envision what centers east of 82nd Ave could look like and how they could function, including identifying specific improvements and services that would suit local community needs. There will also be an opportunity to complete market assessments to identify economic conditions.

JADE DISTRICT CENTER

There is currently a Neighborhood Prosperity Initiative (NPI), which is a joint public/private partnership between PDC and APANO (Asian Pacific American Network of Oregon) to improve economic prosperity in the area.

The PCC Southeast Center Campus, located on the northwest corner of Division and 82nd Ave is a local and regional anchor, serving 10,000+ students. In the middle of this stretch, Fubonn Supermarket provides a retail anchor. At Powell, 82nd provides access to many commercial businesses. There are auto parts stores, used car dealerships and the Columbia Clinic. There are opportunities to build upon existing business activity and support more new pedestrian and transit oriented businesses. Development and investment options should be coordinated with the Jade District NPI.

The #4, #9 and #72 bus lines, which provide frequent service to 82nd Ave, are among the busiest in the region, with nearly 6,000 bus ons-and-offs per day in this area. There are four travel lanes in each direction with a center turn lane and no on-street parking. There are street trees and curb-tight sidewalks.

DIVISION-MIDWAY CENTER

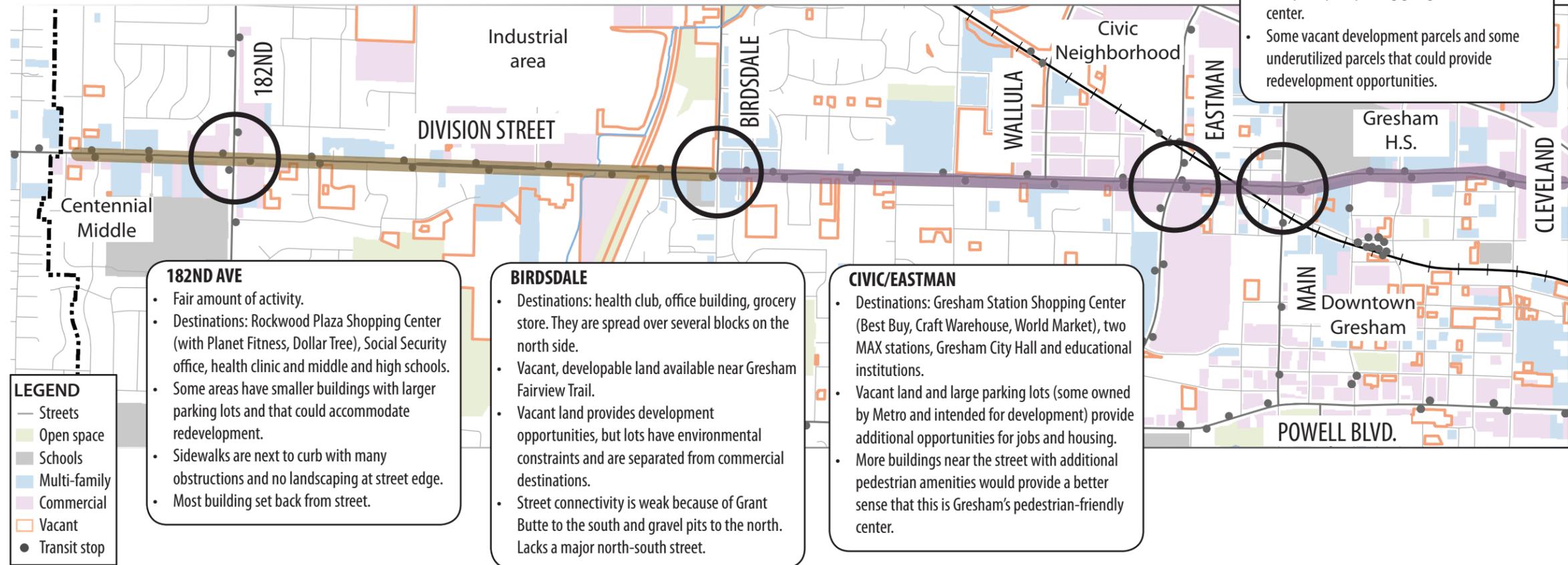
122nd Ave is a major north-south connector route with four travel lanes, a center turn lane, striped bike lanes and curb-tight sidewalks. Unlike 82nd Ave, which has continuous commercial development between Powell and Division, along 122nd Ave, commercial businesses are primarily located at the intersections with Powell and Division. At the north end at Division, there

is a shopping center with a gym and a Rite Aid. On the south end at Powell, there is a Safeway, Walgreens and Department of Human Services office. There may be an opportunity to create new streetscape standards that respond to the street's wide character and provide a green boulevard experience.

The area around 122nd Ave is rapidly diversifying. Between 1990 and 2009, the population of people of color has increased from 12 to 31 percent. In addition, households in the 122nd Ave area have lower educational attainment and household income. Providing better access to transit, schools and employment is particularly important here. Only the #4 bus line provides frequent transit service to 122nd Ave. Bus line 71 that runs along 122nd Avenue is the city's second most heavily used non-frequent line.

OPPORTUNITIES & CONSTRAINTS DIVISION - GRESHAM WEST & GRESHAM REGIONAL CENTER

Division is a busy five-lane arterial that carries 26,000 vehicles a day on average at its busiest point. The western portion is mostly residential with commercial sections, including the intersection of 182nd and Division, which has commercial uses on all four corners. East of Birdsdale is mostly commercial or mixed use and includes a designated Regional Center. It is expected to see more intense development over time. The south side of Division from Birdsdale to Eastman Parkway is mostly single-family residential and one of Gresham's oldest neighborhoods.



Division at 182nd (West Gresham)



Division west of Birdsdale (West Gresham)



Division west of Civic (Regional Center)



Division west of Linden (Regional Center)

STREET SEGMENT CHARACTER

WEST CITY LIMITS TO BIRDSDALE

Commercial node at 182nd and Division with mix of commercial and services (Social Security office, Multnomah County Health clinic). Elementary, middle and two high schools nearby. Additional commercial on north side of Division from 195th to Gresham-Fairview Trail. Single-family residential prominent from 185th to about 195th and some multi-family near Birdsdale Avenue. One- and two-story buildings.

Street has two travel lanes in each direction with a center lane. At least 90 feet of right of way, with more in some locations. Buffered bike lanes from west city limits to Gresham Fairview Trail. Only one striped/signaled crossing between 182nd and Gresham-Fairview Trail. Pedestrian activated signal at trail crossing. High crash intersection at 182nd.

OPPORTUNITIES: The Gresham-Fairview Trail provides bicycle and pedestrian connectivity north and south. Vacant and underutilized land provides development opportunities. Some parcels with older, smaller buildings could provide opportunities for more intense development (jobs, housing, shops) in the future. Potential gateway at west end.

CONSTRAINTS: On the east side of the segment, Hogan Butte and Fairview Creek (south side) and gravel pits (north side behind businesses fronting Division) have a large presence and limit connectivity to the north and south. Natural areas provide an amenity but limit development opportunities near the trail, butte and creek. Sidewalks have numerous obstructions.

BIRDSDALE TO HOGAN (GRESHAM REGIONAL CENTER)

Contains some of Gresham's most active areas. Buildings 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 inline shopping centers and historic Downtown which has many small businesses and restaurants and several three- or four-story mixed-use buildings. Segment is largely residential besides.

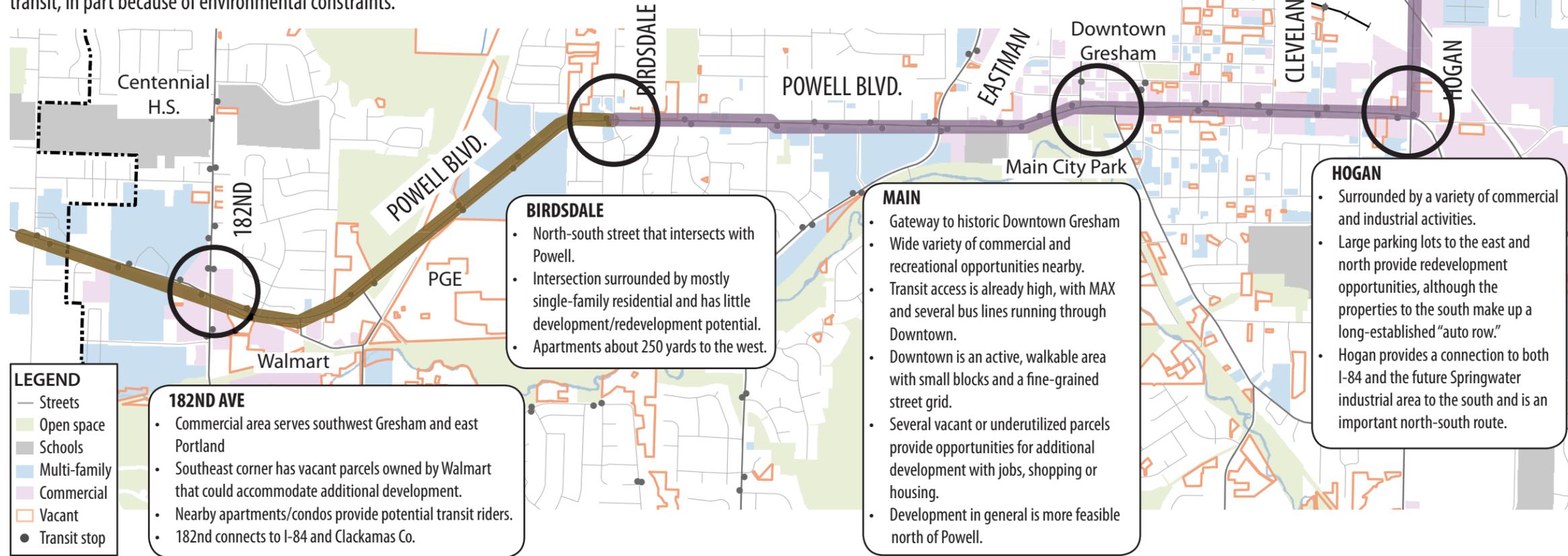
Street has two travel lanes in each direction with a center turn lane. At least 90-foot right of way for most of segment (77 feet at minimum between Birdsdale and Wallula).

OPPORTUNITIES: Development and redevelopment opportunities are many because vacant or underutilized land is available and zoning allows intense development. MAX (including four stations) and several bus lines run through this area. More intense development could provide more housing, shops and jobs and help make a more vital, pedestrian-friendly district. Improved transit route could go through Downtown as well.

CONSTRAINTS: Division, Eastman (each with a five-lane cross-section plus bike lanes) and the MAX tracks provide access and room for transit but also can serve as dividers, particularly for pedestrian movement between Civic Drive and Main Avenue (Civic Neighborhood and Downtown). Some large shopping centers are barriers to pedestrian movement. Development potential is more limited west of Wallula in residential area.

OPPORTUNITIES & CONSTRAINTS POWELL - GRESHAM WEST & GRESHAM REGIONAL CENTER

Powell is a busy arterial that carries 27,000 vehicles a day on average at its busiest point. It ranges from two motor vehicle travel lanes (at the Gresham Fairview Trail crossing) to five lanes in Downtown Gresham. The western portion is largely residential with a commercial node at 182nd flanked by apartments and condominiums. East of Birdsdale, it is mostly single-family residential at the west end. It then transitions into a mixed-use Downtown environment on the eastern end. Most development opportunities are in Downtown, with some vacant land at 182nd. Parts of Powell have fewer lanes available to accommodate transit, in part because of environmental constraints.



STREET SEGMENT CHARACTER

WEST CITY LIMITS TO BIRSDALE

The 182nd/Highland intersection with Powell provides a range of commercial opportunities, including Walmart, a grocery store, pharmacy, bank and restaurants in a mostly one-story format with parking lots between the buildings and the street. The commercial area is surrounded by fairly intense multi-family development as well as single-family neighborhoods. The remainder of the corridor is largely residential, both single-family and multi-family. It has access to both the Springwater and Gresham-Fairview Trails. Creek and wetland areas provide scenic natural features in the center of this segment.

For most of this segment, the street is a four-lane configuration with three motor vehicle travel lanes and a median/turn lane. Although the right of way is a consistent 90 feet, the road narrows to two travel lanes near Fairview Creek because of environmental constraints. It has bike

lanes for the entire segment. Right of way is primarily at least 90 feet but is 80 feet at a spot east of the Gresham-Fairview Trail.

OPPORTUNITIES: Vacant land near Walmart (at 182nd) would provide development opportunities.

CONSTRAINTS: The segment is largely built-out residential developments that are established and not likely to provide additional development opportunities. The center also is dominated by natural areas, trails and a large Portland General Electric facility that do not provide transit ridership and limit development opportunities (although just to the east of the trail are apartments that generate ridership). Powell generally has a four-lane cross-section but narrows to two lanes at the Gresham-Fairview Trail bridge because of the natural areas. The bridge crossing Powell would be expensive to retrofit for additional lanes.

BIRSDALE TO HOGAN (GRESHAM REGIONAL CENTER)

The western end of this segment between Birdsdale and Eastman Parkway is mostly residential. The Eastman to Hogan segment is in Downtown Gresham and is a mix of commercial, residential and park/recreation uses. Downtown commercial opportunities range from small shops and restaurants in the historic center to national chains in large-format stores on the edge. Although most buildings are one or two stories, this area contains several mixed-use projects of three to four stories. Main City Park, the Springwater Trail and the Center for the Arts Plaza provide recreational opportunities.

Street is a four-lane configuration with three motor vehicle travel lanes and a median/turn lane west of Eastman Parkway. It widens to five lanes east of Eastman. Right of way is 70 to 80 feet west of Main and 100 feet east of Main. Bike lanes are available.

OPPORTUNITIES: Downtown contains vacant or underutilized parcels that could accommodate intense development and are close to many urban amenities, such as a library, small grocery store, pubs, restaurants and parks. A high-capacity transit stop could serve Downtown well at Main or Hood and perhaps Cleveland, and high-capacity transit could go through Downtown.

CONSTRAINTS: Some Downtown parcels tend to be small with multiple owners, so smaller infill projects are more likely unless lot consolidation is achieved. Connections to the south are limited by Main City Park, Gresham Butte and the Springwater Trail (a former rail corridor). Park and environmental areas limit development on the south side of Powell.



Powell and 182nd, Walmart vacant land (Gresham West)



Powell and 182nd (Gresham West)



Powell and Birdsdale (Gresham West)



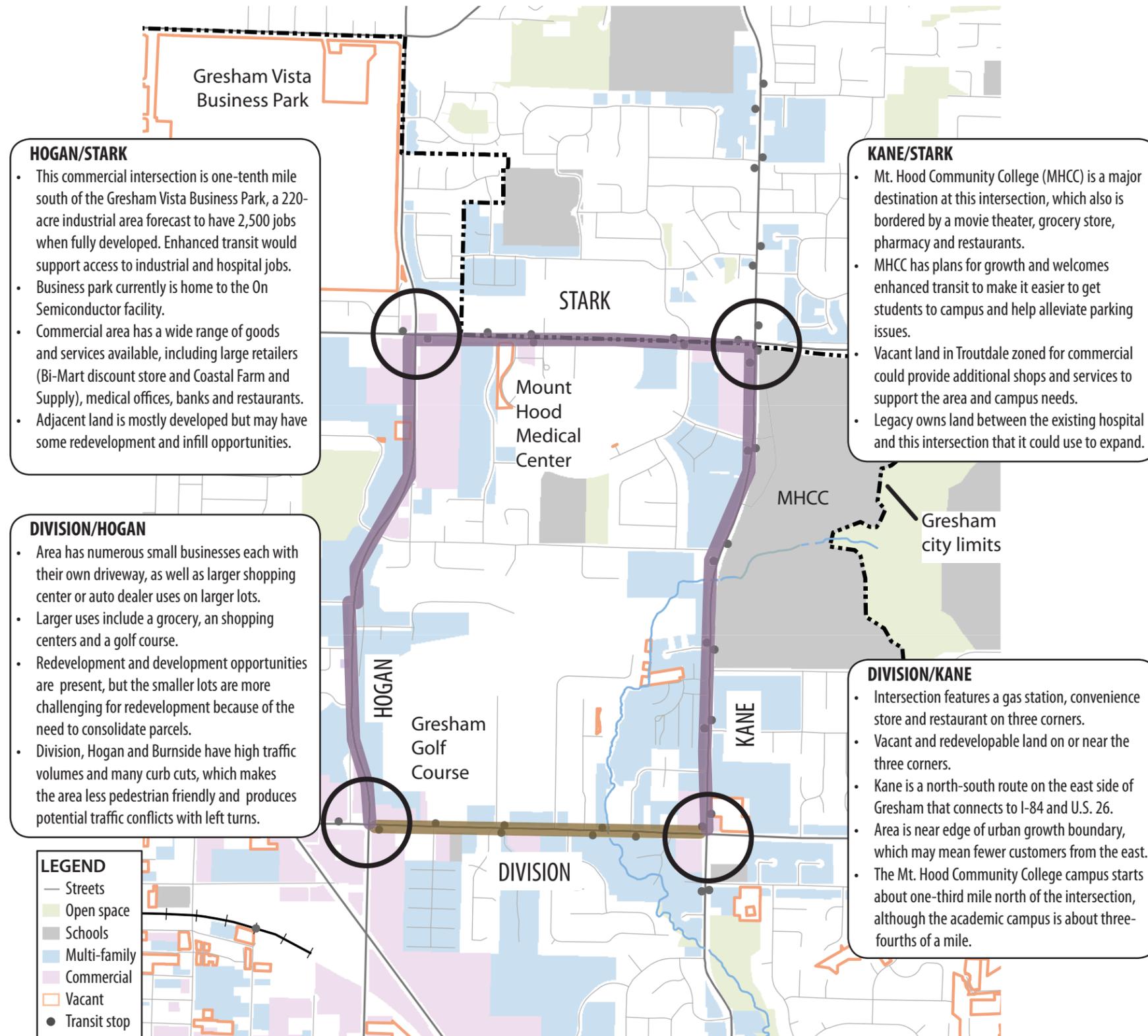
Powell at Main (Regional Center)



Powell at Hogan (Regional Center)

OPPORTUNITIES & CONSTRAINTS GRESHAM EAST - DIVISION/KANE/STARK/HOGAN LOOP TO MHCC

Division, Kane, Stark and Hogan are all five-lane arterials that carry between 17,000 and 30,000 vehicles a day at their busiest points. All four major intersections have commercial activity, and the rest of the loop contains multi-family or single-family development. Gresham Golf Course also is a major land use along the Division segment. Community college, hospital and business park campuses are major destinations on the corridor and all have plans to expand. Other limited development opportunities exist at major intersections.



STREET SEGMENT CHARACTER

DIVISION

Hogan and Kane intersections both feature one- or two-story commercial buildings, many with larger parking lots. The area has access to several major shopping destinations on Division, Hogan and Burnside.

Street has five lanes, with two motor vehicle travel lanes in each direction and a center turn lane. Bike lanes on entire stretch. Right of way is 90 feet. Segment has sidewalks and frequent pedestrian crossings. Hogan and Kane intersections both rank high for crashes.

OPPORTUNITIES: Some lots with large parking lots could provide redevelopment opportunities. The Kane area has vacant or underutilized land.

CONSTRAINTS: North-south connectivity is poor between Hogan and Kane because of Gresham Golf Course to the north and dead-end residential streets to the south. Residential areas are largely developed with single-family homes or manufactured homes and have limited development opportunities. Small lots, high traffic volumes and an awkward circulation pattern in the Hogan/Burnside/Division triangle may be a challenge to more intense development, particularly residential development.

KANE/STARK/HOGAN LOOP

Loop includes mostly a mix of multi-family and single-family uses south of 23rd Street (with the exception of the Mt. Hood Community College (MHCC)) recreational facilities between 17th and 23rd on Kane and the commercial intersection at Hogan and Division). North of 23rd, the loop features commercial and multi-family development with three major campuses – MHCC, Legacy Mount Hood Medical Center and Gresham Vista Business Park. The campuses are or will be major destinations and provide valuable jobs, education and/or medical care to the community.

Hogan, Kane and Stark all generally have five motor vehicle travel lanes and bike lanes. Right of way width on Hogan vary from 70 feet to 90 feet. Kane has a 90-foot right of way. Stark's right of way is 85 feet but narrows to 80 feet just east of Hogan. The north half of Stark east of Hogan is under Multnomah County jurisdiction (the other streets are Gresham's).

OPPORTUNITIES: Each campus has plans for future development. Gresham Vista Business Park will have more than 2,000 jobs. In addition, some vacant land is available in commercial areas and some parking lots could provide infill opportunities.

CONSTRAINTS: Many multi-family and commercial areas are already developed. Campuses and Gresham Golf Course in some locations reduce the number of pedestrian and car connections to adjacent neighborhoods.



Division and Hogan



Stark near Kane



Division and Kane



Stark, vacant land near hospital