

# BUILDING HEALTHY CONNECTED COMMUNITIES ALONG THE DIVISION TRANSIT CORRIDOR



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# ACKNOWLEDGEMENTS

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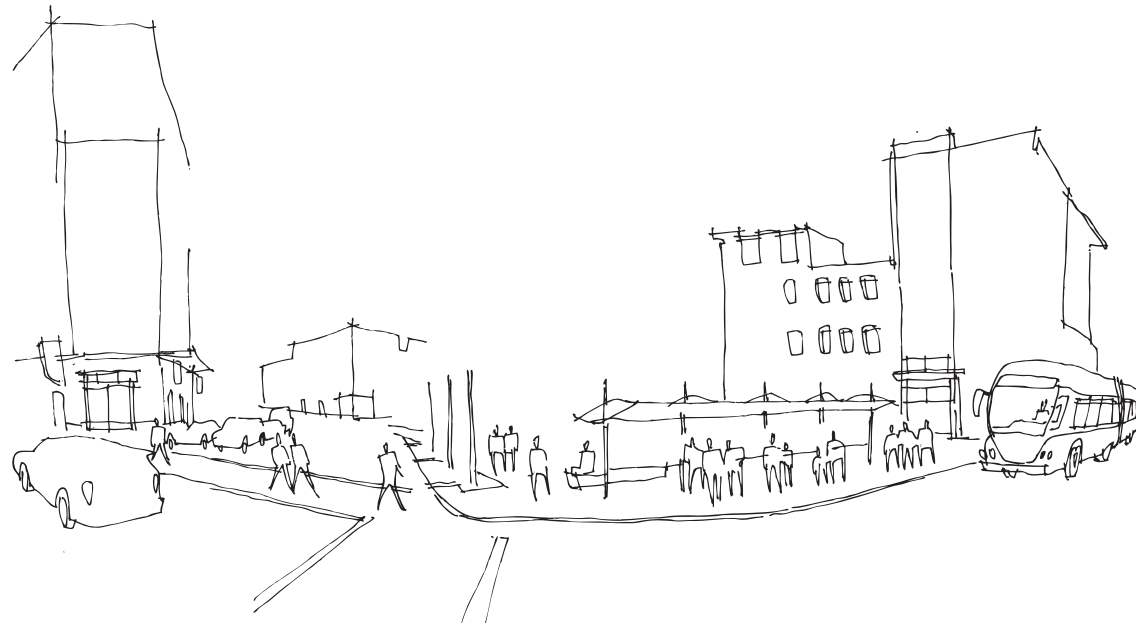
## TABLE OF CONTENTS

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<b>Executive Summary .....</b>	<b>1 – 2</b>
<b>Purpose and Context .....</b>	<b>3 – 4</b>
<b>How This Report Is Organized .....</b>	<b>5</b>
<b>Planning Process .....</b>	<b>6 – 12</b>

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<b>Focus Areas</b> .....	14
• Jade District .....	17 – 35
• Division Midway .....	36 – 52
• 162nd and Rosewood .....	54 – 59
<b>Prioritizing Opportunity Sites</b> .....	60 – 61
<b>Potential Actions and Policy Recommendations</b> .....	62 – 70





The purpose of this report is to identify and illustrate opportunities and actions to intentionally grow more complete communities along the Division Transit corridor and throughout East Portland. The report focuses on three areas along the Division Transit project alignment – the Jade District, Division Midway, and 162nd Avenue.

This report is one deliverable within a larger suite of coordinated actions being taken in conjunction with the Division Transit project. Key partners in the project and these related actions are Metro, TriMet, Prosper Portland, and the City of Gresham.

The information in this report is derived from a public engagement process that began in 2016 and continued for several years. This included:

- Monthly updates with the Division Street Partners (Jade District Neighborhood Prosperity Initiative, APANO, Division Midway Alliance Neighborhood Prosperity Initiative, Business Outreach Program and Venture Portland).
- Briefings at neighborhood and business associations
- Participation at community events, including Jade Night Market and Division Midway Festival of Nations
- Language based engagement with people with limited English proficiency
- Meetings with property owner, neighborhood and business stakeholders

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To support a community-based outreach and engagement effort, grants were provided to both Jade and Division Midway Alliance (DMA) NPIs. These resources helped them carry out in-language community meetings and connect community stakeholders to appropriate business assistance and workforce resources. Prosper Portland also deployed culturally appropriate business support and training programs and a community workforce navigator to the Jade and DMA NPI neighborhoods.

Each of the three focus areas is described in a separate section of the report. For each focus area, there is information about opportunities and constraints. Maps in each section identify opportunities for open space and better street connectivity - particularly for active transportation. Illustrations have been created to provide a vision for how the area could evolve in the long term. Key opportunity sites are also identified. Several studies have been included to consider how sites could evolve toward that vision incrementally.

Key recommendations of the report include (see more detail at the end of the report):

- 1. Street Spacing Standards.** Provide the option for a new connection to be built in phases across multiple properties to increase feasibility on more sites.
- 2. Small Area and Site Planning.** Zoning Code and Area Planning Tools can be adjusted to make development of opportunity sites more feasible, and to achieve policy objectives.
- 3. Technical Assistance.** The City should create a program or practice of ongoing conversations with property owners and businesses not only in the Division Transit corridor, but all East Portland (including 82nd Ave).
- 4. Street Plans.** Continue development and implementation of adopted street plans.
- 5. New Policy, Programs, and Tools.** A finer grained pedestrian and bike (multimodal) system is needed in East Portland. The City and its partners need to continue exploring additional funding mechanisms for sidewalks and other pedestrian and bike priority infrastructure. The current model (constructing sidewalks and obtaining new connections as a property develops or redevelops) cannot create a system fast enough to address both critical public safety and public health needs.
- 6. Add several transportation projects** in East Portland Centers to the Transportation System Plan (TSP) and Transportation System Development Charges (TSDC) project lists to improve safety, access and connectivity.

The purpose of this report is to identify and illustrate opportunities and actions to intentionally grow more complete communities along the Division Transit corridor and throughout East Portland.

The report focuses on three areas along the Division Transit project alignment – all within Portland between SE 76th and the Gresham City limits near 174th. The three areas are the Jade District, Division Midway, and 162nd. The ideas presented in this report serve primarily as a resource and stepping stone toward further action. Recommendations for next steps are summarized at the end of the report.

This report is one deliverable within a larger suite of coordinated actions being taken in conjunction with the planned Division Transit project. The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with faster and more reliable bus service. The 15-mile project includes longer buses, multiple-door boarding, expanded bus stations with amenities such as weather protection, new stop spacing, and transit signal priority.

Key partners in the project and these related actions are Metro, TriMet, Prosper Portland, and the City of Gresham. This report was funded by a grant from Metro to help local jurisdictions leverage the significant regional transit investment to help achieve local visions. The specific objectives were to:

- Continue to grow and formalize partnerships
- Support Station Area District Design, Engineering and Placemaking
- Stabilize neighborhoods
- Support businesses in the corridor

- Improve development codes
- Support catalytic development

Several other related reports and activities include:

- The Portland Local Action Plan identified land-use concepts and community development actions for the Powell-Division transit corridor within the City of Portland.
- The Gresham Local Action Plan identified how Gresham might best promote desired changes in its neighborhoods and commercial districts in tandem with the proposed transit investment.
- The Neighborhood Prosperity Initiative (NPI) is a Prosper Portland program designed to support social equity-based community economic development at the neighborhood level. NPI organizations exist in the Jade District, Rosewood, and Division-Midway. The Metro grant that funded this report also funded NPI staff to engage and assist businesses.
- Portland State University (PSU) completed a study considering whether the new bus rapid transit (BRT) project will have substantial neighborhood gentrification effects. It included a literature review, demographic analysis, and housing analysis. The study concluded that the project could have benefits for low income residents in the corridor, but also confirmed that there are significant regional cost pressures that put the remaining affordable housing in the corridor at risk.
- City Council adopted the Division Transit Project Locally Preferred Alternative (LPA), December 7, 2016. It included a Resolution and Conditions of Approval (Exhibit C) that grew out of the Local Action Plan recommendations and input from key community stakeholder

- 
- groups on the Powell-Division Steering Committee, including APANO/Jade NPI, Division-NPI, OPAL and EPAP.
- A Memorandum of Understanding was developed between the City, Prosper Portland, Metro, TriMet, and several community-based organizations covering commitments to business and economic development support, affordable housing investment, and other transit service improvements. The contents of the MOU were derived from the Division Transit Project LPA Conditions of Approval and adopting Resolution. It was not signed by all community partners, but the City and agency partners remain committed to the outcomes described in the MOU.
  - On August 8, 2018, PBOT provided a status report to City Council on the progress towards the actions and items listed in the Division Transit Project Locally Preferred Alternative (LPA) Conditions of Approval.
  - The Portland Bureau of Transportation (PBOT) led a planning process in coordination with TriMet to develop the Enhanced Transit Corridors (ETC) Plan. 82nd Avenue and 122nd Avenue are among the corridors being examined for ETC investments. The Enhanced Transit Corridors was adopted by City Council on June 20, 2018.
  - The Connected Centers Street Plan is a strategy for improving street connectivity in centers in Eastern Neighborhoods, including the Jade District.
  - The Division Midway Neighborhood Street Plan defined the primary active transportation routes and identified new opportunities for street system connections in the area centered on SE Division St from SE 112th to 148th Avenues.

- TriMet's Service Enhancement plans identified new and improved bus service in the region, resulting in plans for several new North-South bus lines in East Portland.
- Separate but related planning and community development efforts are also underway along 82nd Avenue, 122nd Ave Avenue, 162nd Avenue, and in Rosewood.

This report studies the corridor at multiple scales.

At the district level, the report takes a closer look at opportunities for open space and improved walkability, safe cycling, and access to transit. This includes key connections to important destinations and green spaces within the districts, and safer crossings at major streets.

At the site level, the report illustrates gradual change, phased development and infill. This phased approach can help property owners and businesses prepare and manage projected increases in property values and ultimately rent. Phasing development can also help to ensure current businesses and renters are not displaced from new public and private investments and property improvements. But that they are also partners in the change and are deeply involved in the process of improving the community and making it a "place" for all to thrive.

## HOW THIS REPORT IS ORGANIZED

Each of the three focus areas is described in a separate section of the report. For each focus area, there is information about opportunities and constraints. Maps in each section identify opportunities for open space and better street connectivity - particularly for active transportation. Illustrations have been created to provide a vision for how the area could evolve in the long term. Key opportunity sites are also identified. Several studies have been included to consider how sites could evolve toward that vision incrementally.

All of the information in this report was compiled with community input. That process is described in a Planning Process section at the beginning of the report. At the end of the report there is a list of follow-up recommendations and next steps.

# PLANNING PROCESS

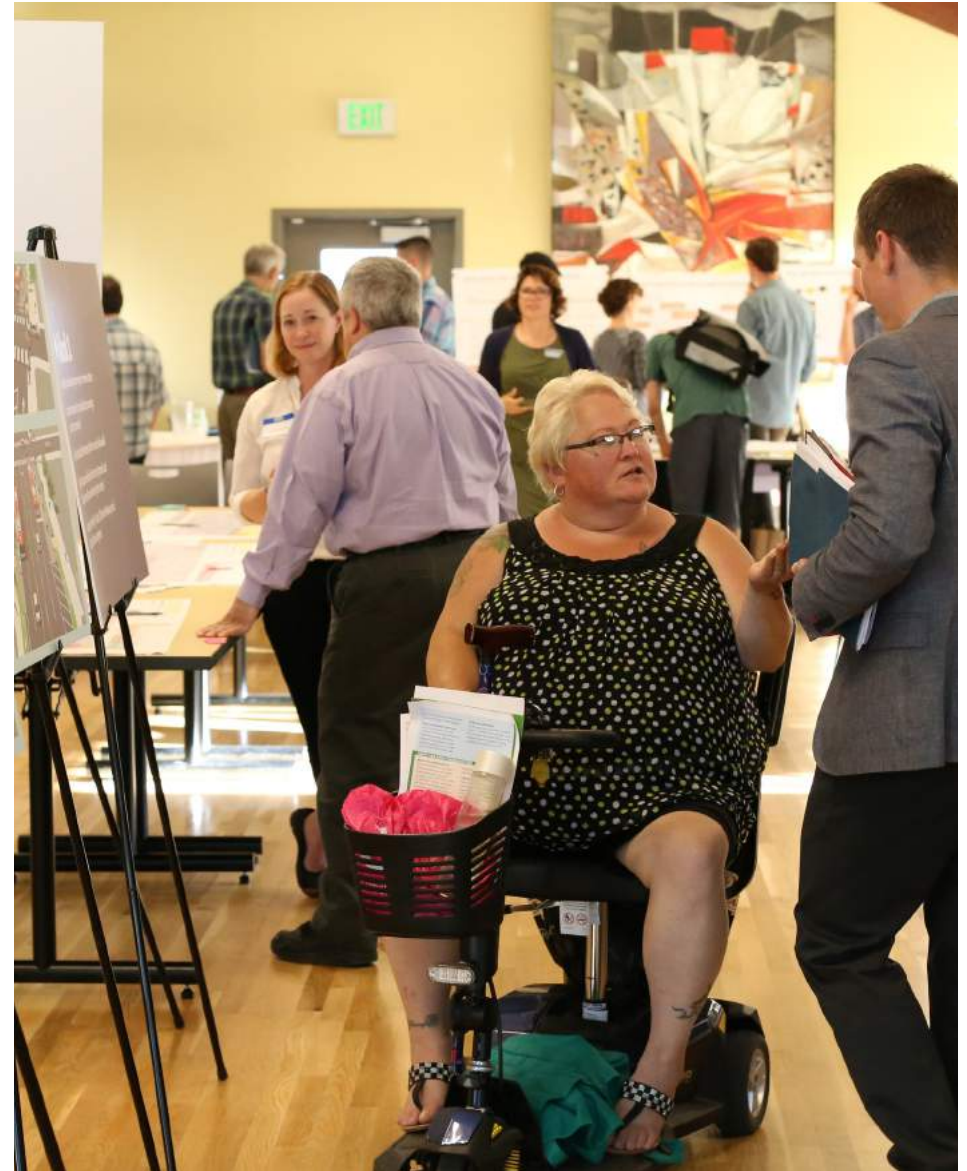
The Powell-Division Transit & Development Project's Portland Local Action Plan was adopted in July 2016. This plan includes land use **visions**—concept maps, sketches and visualizations—and **actions** that set a course for the City of Portland to promote equitable transit-oriented development in coordination with the transit project.

## Visions

The visions, which include concepts maps, sketches, and visualizations, show the desired land use and transportation outcomes expressed by community members during the public engagement process. They also reflect other related plans that address concerns of people who live and work in the corridor. These land use visions are organized into three opportunity areas:

- **Inner Powell**
- **Jade District**
- **Division Midway**

In each section, a concept map—a composite of workshop maps that capture workshop participants' ideas for land use and transportation improvements—aims to reflect the community's aspirations. The concept illustrates potential redevelopment areas, street and safety enhancements as well as improved pedestrian and bike connections. Sketches illustrate community-inspired future development. Similarly, visualizations also illustrate potential future development. But they also reveal probable buildout in the near future, based on recent market conditions and different investment scenarios.



*Participants at a workshop for the Building Healthy Connected Communities along the Division Transit Corridor effort.*

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## Inner Powell

Inner Powell consists of two sub-areas:

- Powell Blvd in the 20s and 30s Aves intersecting with Cesar Chavez Blvd
- Foster-Powell and 50th–52nd Aves

Together, they make up a vibrant two-mile Civic Corridor segment. Main street hubs providing local services near Cleveland High School and Catholic Charities, and up at the intersection with Cesar Chavez Blvd. A **vibrant Neighborhood Center at the crossroads intersection of Powell Blvd**, Foster Rd and 50th and 52nd Aves, anchors many nearby neighborhoods with services and amenities, and marks the gateway to the Foster corridor. The street is a model of ecological design—with **ample street trees and stormwater facilities**. A quality streetscape welcomes riders of the Powell-Division transit line, and other bus lines that offer north-south service. **Affordable housing is available in a range of buildings and building types** along and near the corridor.

## Jade District

The future Jade District is a bustling Neighborhood Center that is a **hub for diverse residents** and businesses. A welcoming pedestrian environment on 82nd Ave and throughout the neighborhoods to the east provides excellent access to homes and businesses, supporting a vibrant main street between Division St and Powell Blvd—the commercial heart of the Jade District.

**Places for community gatherings** provide opportunities for people to relax and recreate inside and out. Continued growth and investment in the Portland Community College SE campus provide options for learning and business development.

The Jade District maintains its **unique community character and racial and ethnic diversity**. It also provides affordable living options

in a service-rich environment for people of all ages, backgrounds and incomes.

## Division Midway

Division Midway is an active Town Center, with **safe walking environments and bike connections** to and from residential neighborhoods. There are **ample employment opportunities** in and around the station areas and within an easy transit ride from Division Midway. **Specialty food markets**, offering goods from around the world, draw people from around the region and highlight the diversity and vibrancy of East Portland.

**Storefront improvements and landscaping** create a pleasant walking, shopping and working environment, and temporary events like **market and fairs enliven the area**. Buildings and sites are developed in a way that recognizes that pedestrians need **safe buffers from busy streets**. **Street crossings are well marked and signalized**, allowing people to safely and confidently cross Division, 122nd, 148th and 162nd to get to their homes, work, school and services.

In the neighborhoods, there are **good connections to and from current and future parks and schools**. Stations reflect the local community and add to the sense of place in East Portland.

## Building the Portland Local Action Plan – 2013 to 2015

The Portland Local Action Plan (2013-15) reflects, and is the result of, extensive community outreach and technical research by the City, regional partners and consultants. Concentrated effort was directed at understanding and addressing the needs and concerns of communities who live and work near to and east of 82nd Ave and into Gresham, along Portland's eastern boundary.

# PLANNING PROCESS



## Community Engagement

Learning what communities care about drove outreach for the Powell-Division Transit and Development Project. The project team sought to learn how this transit project could potentially improve living and working in the corridor—particularly in East Portland—so they could integrate community ideas in the project.

Metro, which took the community outreach lead for the project, emphasized the need to make it easy and comfortable for people to share their ideas. This approach was consistent with Portland's adopted community involvement policies, and was supported by engagement approaches taken during visionPDX, the Portland Plan and the Comprehensive Plan.

To make it easier for people to share their ideas, staff attended fairs and events, conducted quick surveys at heavily used bus stops, had an ongoing survey stand at a public library and posted online surveys in multiple languages. Telephone surveys in multiple languages were advertised with flyers in five different languages at bus stops located along the current bus route, alerting riders to potential changes and a number to call for input.

The City of Portland used grant funds provided by Metro to sponsor workshops with the Division Midway Alliance and the Jade District. The latter workshop included live translation into Cantonese and Vietnamese. The City also used grant funds to support community-hosted focus groups with multiple community organizations and community leaders, many with live translation. Those funds also funded in-person surveys of businesses by youth organizers to learn more about what business owners value about transit and hope to see in the future.

*Division Midway Alliance, August 2017*



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## Technical Research

Throughout the community outreach and planning process, staff completed and worked with consultants to complete technical research to develop a deep understanding of conditions in the Powell-Division corridor. Technical research included the development of an existing conditions and opportunities and constraints reports. These reports documented and illustrated what the corridor is like today, and highlighted issues to explore in more detail as the project progressed.

Next, staff worked with Fregonese Associates to complete detailed assessments of significant intersections along all of Powell and all of Division from Milwaukie Blvd to the City's eastern boundary. These intersections were identified in the opportunities and constraints analysis completed by staff. Fregonese's data analysis included, but was not limited to, an assessment of demographic conditions, transit orientation, transit ridership and development readiness in and around each intersection.

To organize their analysis and to tie it directly to the larger project, Fregonese Associates identified analysis measures that correspond to each of the project's adopted goals: transportation, efficiency, equity and well-being. In addition to data analysis, staff completed site visits, reviewed existing development patterns and conditions and analyzed existing and proposed land use policies and plans.

This combined research was used to identify focus areas to study in further detail. Based on this research, staff separated the corridor into three main corridor segments (Inner Powell, Jade District and Division Midway) and studied five smaller areas within those segments. The five study areas include: Powell Blvd and Cesar Chavez Blvd; Foster-Powell; 82nd Ave from Powell Blvd to Division St; Division St and 122nd Ave; and Division St and 162nd Ave.

Outreach in early 2015 focused on understanding concerns, issues and needs in these areas, and community outreach recommendations are shown in the urban design maps and illustrations in this plan. Fregonese Associates also completed real estate development analyses of the three corridor segments to provide the City with a fact-based understanding of the types of development the private market is likely to build along different parts of the corridor.

In addition to real estate and demographic analysis, staff worked with MZ Strategies, a firm with national experience with equitable transit-oriented development, to better understand the strengths and limitations of the local housing programs, and to identify recommendations for new tools and approaches to providing affordable housing in Portland.

# PLANNING PROCESS

## **Continuing the Work in the Building Healthy Connected Communities Along the Division Transit Corridor – 2016 to 2019**

In 2015, the Building Healthy Connected Communities Along the Division Transit Corridor grant was jointly applied for by the cities of Gresham and Portland. This Metro grant sought to:

- Continue and grow partnerships.
- Develop station area district placemaking and design.
- Address neighborhood stabilization.
- Promote business communities.
- Create incentives for desired development offering pre-development services or grants to key projects.

In November 2016, the “Locally Preferred Alternative” (LPA) for the Powell-Division corridor was approved by the Metro Steering Committee. This plan was unanimously approved by the cities of Gresham and Portland, the Multnomah County Commission and the TriMet Board of Directors. Metro transferred project leadership to TriMet on Dec. 20, 2016.

As part of the LPA decision, the project moved to a Division alignment in inner Portland. While some planning for Powell redevelopment opportunities continued, the primary focus shifted to the Division Street area. Consequently, this report and related planning process no longer focus on station area planning for Powell.

## **Planning Process**

The Building Healthy Connected Communities Along the Division Transit Corridor is the result of a planning process conducted by Portland’s Bureau of Planning and Sustainability (BPS). The planning process began in fall 2016 and included several phases over the course of approximately three years. This process included a public outreach and engagement component, with opportunities for community stakeholders to review materials and provide input to help shape the report content.

Each phase informed distinct work tasks and subsequent phases of the planning process, which resulted in the draft recommendations in this report. The phases of the planning process were:

**Fall 2016** Program Development, Initial Performance Measures, Public Engagement/Outreach work.

**Winter – Spring 2017** Participation in station design activities for the Division Transit Project (Bus Rapid Transit) to coordinate access and placemaking efforts with transit station location and design.

**Winter 2017 – Fall 2018** Preparation of initial and final Placemaking and Access Studies report/plan in designated opportunity areas, including Jade District and Division Midway Alliance areas, for instance, in partnership with property owners.

**Fall 2018 – Fall 2019** Bringing the Refined Station Area Placemaking and Access Report through the City’s legislative process and adoption by City Council. In addition, both BPS and PBOT coordinated Powell-Division efforts with the City’s 82nd Ave Study, Connected Centers Street Plan and Better Housing by Design (Portland’s Multi-Dwelling Zoning) project, as well as the ODOT-led 82nd Avenue of the Roses Implementation Plan. Community outreach and engagement occurred through several different avenues:

- Monthly updates with the Division Street Partners with BPS, PBOT, Prosper Portland, TriMet. The following community partners are involved: Jade District Neighborhood Prosperity Initiative (NPI), APANO, Division Midway Alliance Neighborhood Prosperity Initiative (NPI), Livelihood NW and Venture Portland.
- Briefings at neighborhood and business associations.
- Workshops with the Division Midway Alliance NPI on Aug. 27, 2017, and the Jade District NPI on Aug. 30, 2017.
- A real estate broker-focused event on June 26, 2018.
- Participation at community events, including Jade Night Market and Division Midway Festival of Nations.
- Meetings with property owner, neighborhood and business stakeholders.
- Briefings before the Planning and Sustainability Commission on June 11, 2019 and TriMet's Division Transit Project Advisory Committee on Sept. 19, 2019.

To support a community-based outreach and engagement efforts, grants were provided to both Jade and Division Midway Alliance (DMA) NPIs. These resources were leveraged with other community dollars and used to hire district organizers in each neighborhood. The organizers, along with other district staff, coordinated in-language community meetings and connected community stakeholders to appropriate business assistance and workforce resources.

Prosper Portland deployed culturally appropriate business support and training programs and a community workforce navigator to the Jade and DMA NPI neighborhoods. This on-the-ground, community-based programming will prepare business owners and residents for a stronger economic climate and potential adverse impacts or displacement that may result due to the planned transit investments.



*Staff at a workshop for the Building Healthy Connected Communities along the Division Transit Corridor effort.*

# PLANNING PROCESS

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This planning process was largely funded through a grant awarded by Metro's 2040 Planning and Development grant, a program formerly known as the Community Planning and Development Planning (CDPD) Grants Program. This project is also financed, in part, by the City of Portland.

Working together with community stakeholders and City technical staff, the project team aspired to illustrate the opportunities and actions to intentionally grow more complete communities in the Division Transit corridor and throughout East Portland. The project team consisted of staff from the Bureau of Planning and Sustainability, Portland Bureau of Transportation, Prosper Portland and the Metro 2040 Planning and Development grant manager.



# FOCUS AREAS

The BHCC Project Area includes three major focus areas along the Division Transit Project alignment: Jade District, Division-Midway, and 162nd Avenue/Rosewood Initiative.



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The project area for this report stretches from about SE 76th to the city limit with Gresham around 174th Ave and includes centers, minor districts, and major north-south corridors grouped into three focus areas: the Jade District, Division-Midway, and 162nd Avenue and Rosewood Initiative.

While the Division Transit line serves as the impetus for the placemaking and access study, this study considers its relationship to all of East Portland.

The project area, thus, includes north-south corridors along 82nd Ave, 122nd Ave, 148th Ave, and 162nd Ave, all of which will have some level of future transit service enhancements. These corridors form a broad framework that tie together major centers and minor segments in East Portland.

The “centers” include three Neighborhood Prosperity Initiative (NPI) areas: the Jade District, Division Midway, and the Rosewood Initiative. The emerging crossroads of 162nd and Division is also considered a major center for this placemaking and access study.

The places between these centers are minor districts or segments.

Together with the anticipated north-south corridor and transit line improvements, each distinct center—some currently more so than others—will continue to evolve and strengthen its identity.

Funding to get there will, however, be an ongoing challenge. Public funding is limited and alone cannot pay for all the needed investments in this part of the city.

Coordinated investments in transit and land use is imperative to leverage private investment. This placemaking and access study, which goes beyond just the Division Transit corridor, can help ensure that growth in the 82nd Ave corridor and all of East Portland is as coordinated as possible.

The placemaking and improved access concepts in this report are intended to give current and future residents, property owners, community stakeholders, developers, different agencies, policymakers, decisionmakers—all involved and affected in the making and shaping of place—a common understanding of how anticipated growth and commensurate infrastructure investments could be managed and shaped in this part of the city. And no less important, give all who are involved and invested in community building in this part of the city a common framework from which to create and consider future improvements.

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The Jade District is a Neighborhood Center at 82nd Avenue and Division/Powell. SE 82nd Avenue is identified as a Civic Corridor on the City's Comprehensive Plan, and SE Division is a Civic Corridor east of 82nd Avenue and Neighborhood Corridor to the west.

The information in this focus area summary was compiled from meetings with the property owners and community stakeholders, including the Jade District Neighborhood Prosperity Initiative, APANO, and people visiting the Jade Night Market and other project-sponsored meetings.

The diagram on the following page illustrates challenges and opportunities in the district. Thanks to the efforts of many small businesses and community-based organizations, the Jade District is emerging as an identifiable place with distinct character. The Jade International Night Market, for example, brings people to the district from all over Portland, and celebrates the diversity and culture of the communities who live and work in the district.

The district has a light rail station, includes the PCC SE Campus, is zoned for additional multifamily development, and has several large opportunity sites that could be redeveloped (Fubon, Portland Nursery, etc.). These assets are held back by poor street connectivity, the lack of safe street crossings, and the high traffic arterials that cut off much of

the district from surrounding areas (Division, 82nd, Powell, I-205). There are no parks or schools internal to the area surrounded by these streets, which forces families and children to cross traffic to access important neighborhood amenities.

This focus area summary has several components:

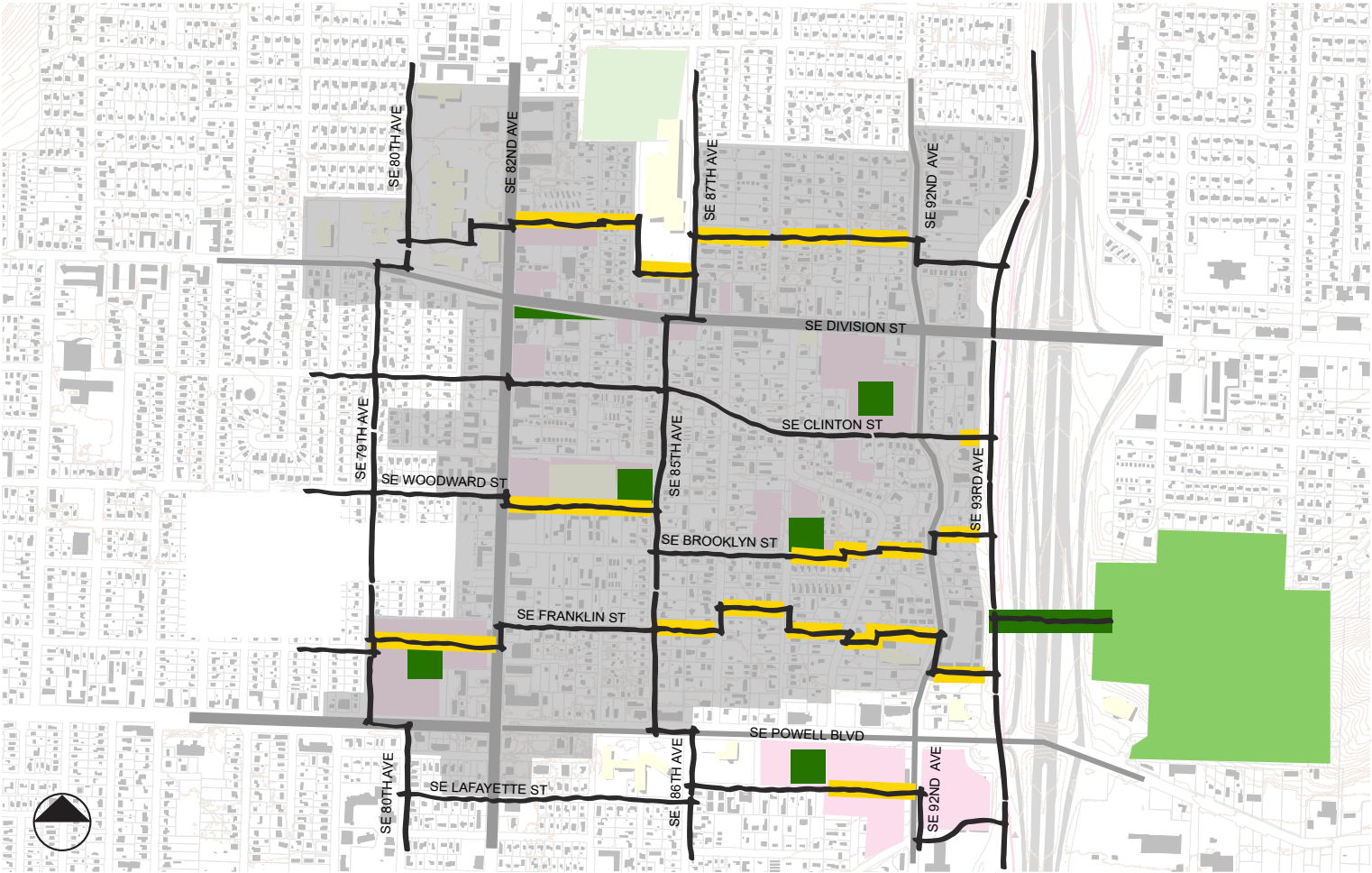
- Opportunities and constraints map
- A series of maps showing the major existing building blocks of the district (streets, key sites, open space).
- A map of access issues
- Open space and connectivity concepts map
- A site redevelopment case study illustrating a possible incremental approach to redevelopment.
- A summary of the Jade and Montavilla Connected Centers Project.
- A list of TSP projects — both existing projects and new projects identified.
- The Orchards on 82nd is profiled, as an example of development that meets the goals of the Portland Action Plan.
- An urban design concept for the district

# FOCUS AREA-JADE DISTRICT






## OPPORTUNITIES AND CONSTRAINTS



# OPEN SPACE & CONNECTIVITY CONCEPTS

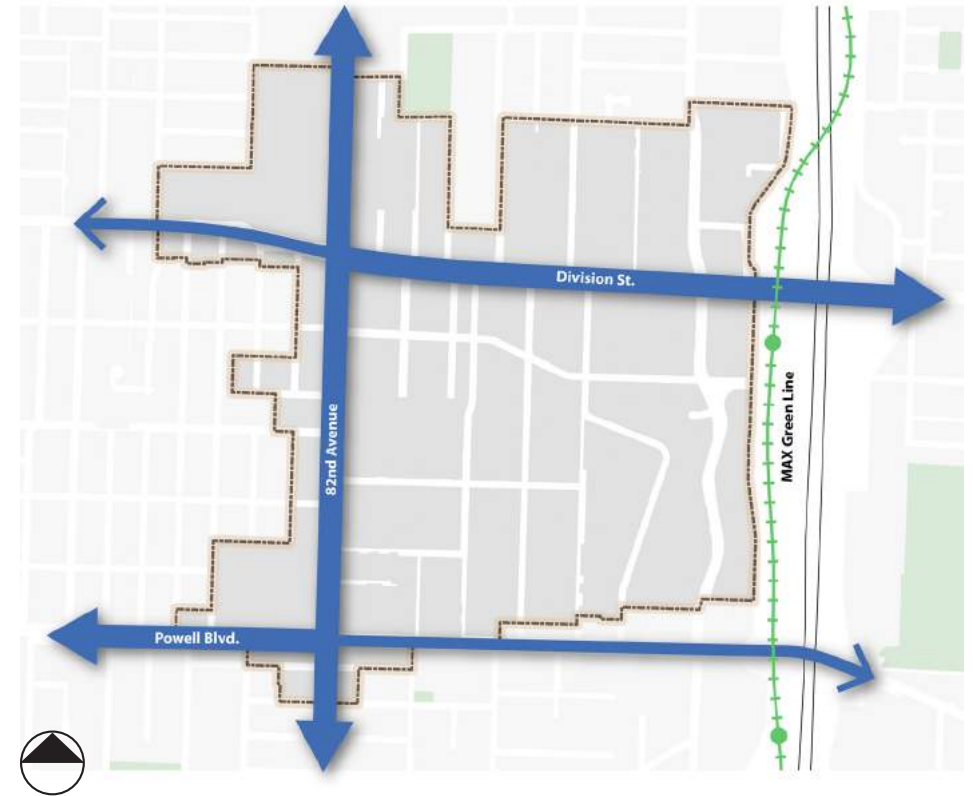
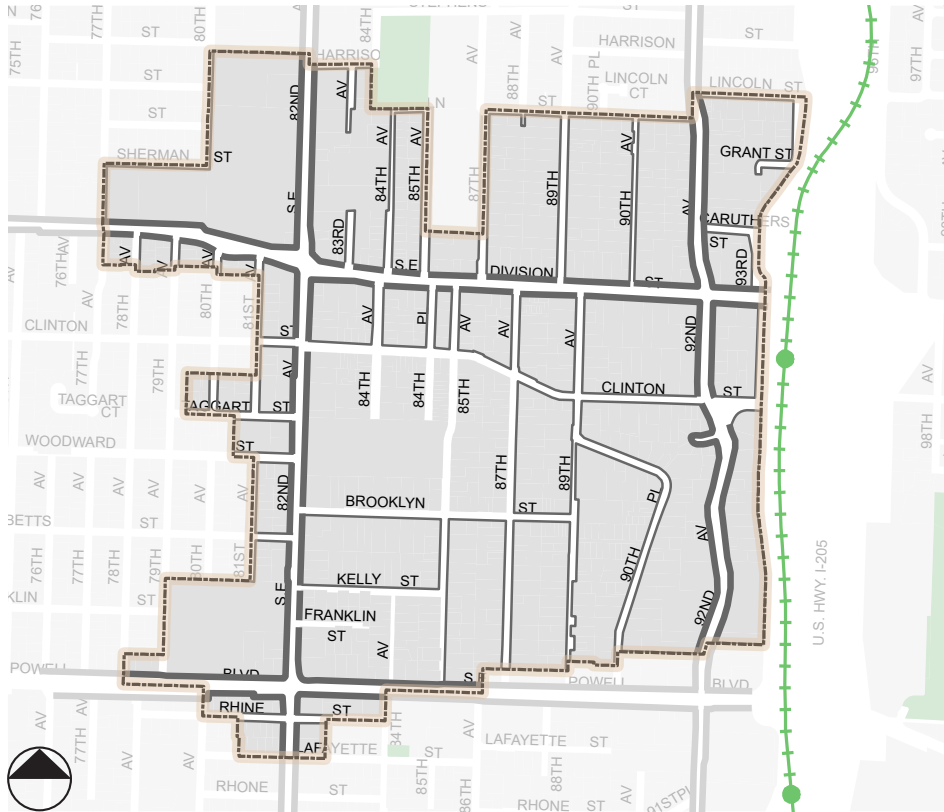


## LEGEND

-  Missing street connection
-  Potential new open space
-  Potential new bridge over I-205
-  Sites with redevelopment potential
-  Existing Institutional and Commercial Centers

# FOCUS AREA-JADE DISTRICT

# PLACEMAKING DIAGRAMS



## EXISTING STREETS

Existing streets in the Jade District form large blocks. The pattern and street quality pose some access challenges in the district:

- Few through east-west connections
- Some key connections unpaved
- A number of zig-zag intersections along Division St

## MAJOR TRANSPORTATION ROUTES

Major transportation routes frame the district:

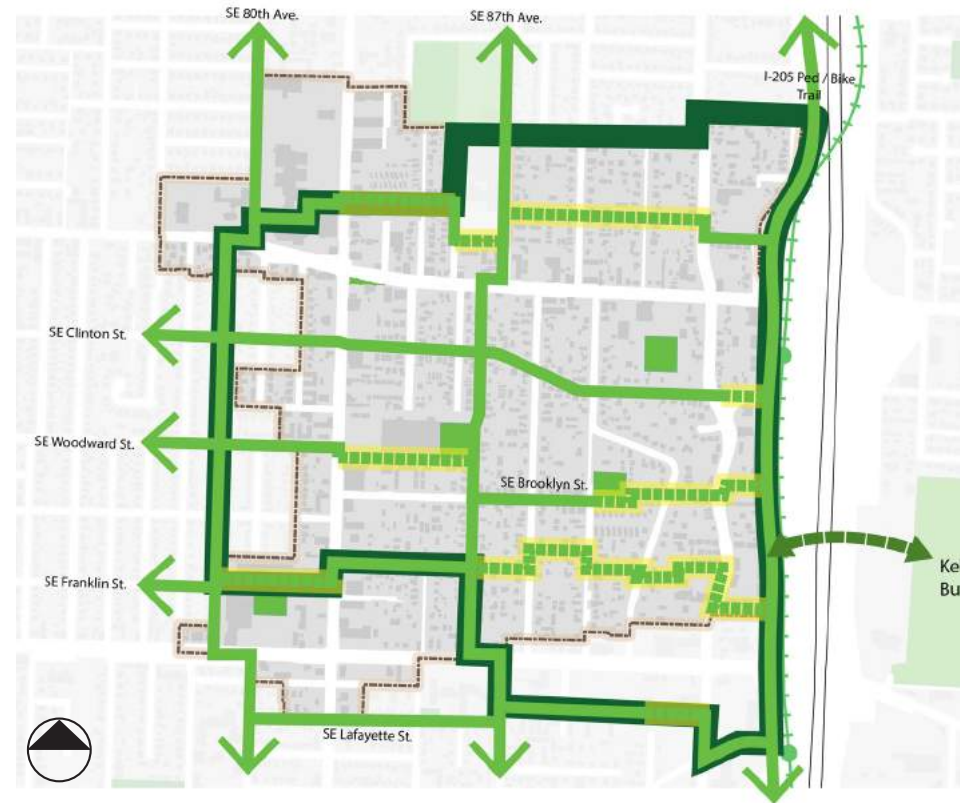
- Division St
- 82nd Ave
- Powell Blvd
- MAX Green Line



## NOTABLE SITES

Major destinations or notable sites in the district include:

1. PCC Southeast
2. Hung Far Low site (redevelopment site)
3. Orchards on 82nd [Formerly the JAM Space]
4. Fubonn parking lot
5. Portland Nursery



## OPEN SPACE & GREEN STREETS “JADE LOOP” CONCEPT

Open space is limited within the district. To improve access to open space, it’s necessary to upgrade or make new connections to these places that are adjacent to the district. A couple opportunities for open space within the district should be explored.

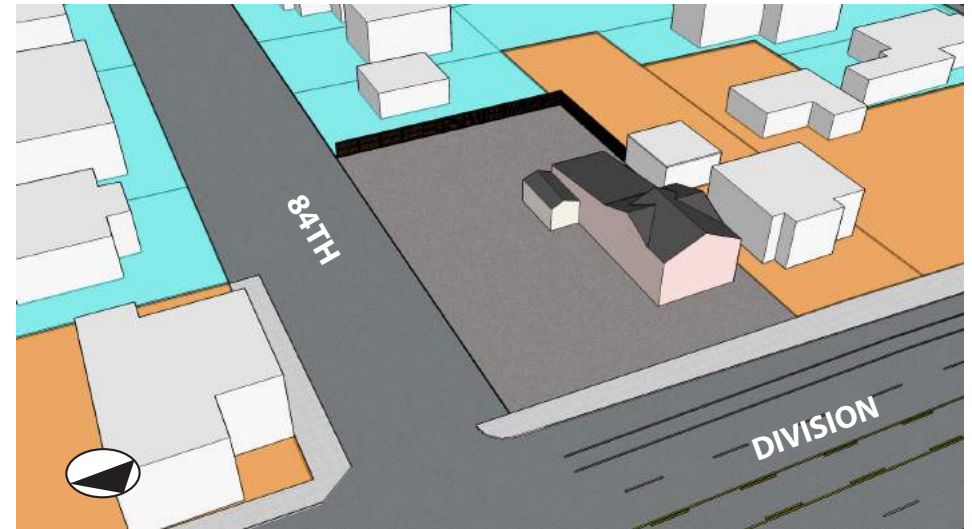
Taking all the previous elements into consideration, a “Jade Loop” concept is beginning to emerge. The concept highlights key pedestrian and bike connections to transit stations on Division and MAX Green Line.

# FOCUS AREA-JADE DISTRICT

# SITE REDEVELOPMENT STUDY

The next set of diagrams illustrates the gradual change of a site along the anticipated Division Transit line. The images depict the different phases of development, from low-cost interventions (Phase 1) to a fully redeveloped site (Phase 4). The phasing is intended to help show how change could happen gradually.

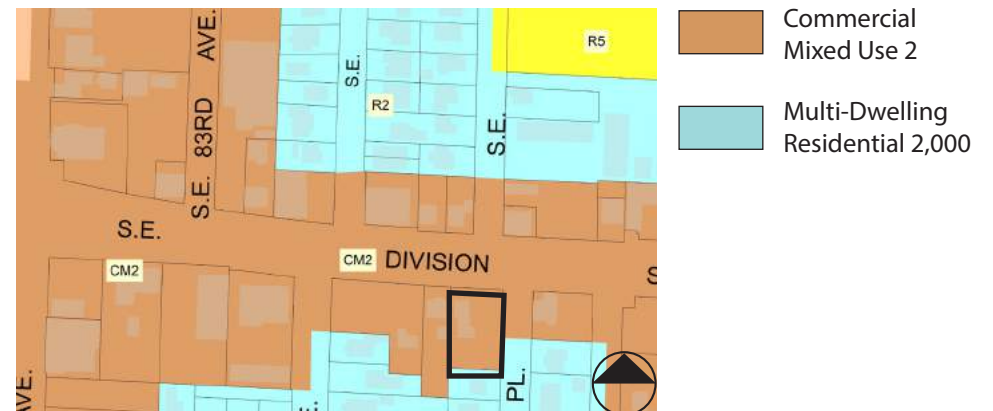
It's meant to visualize how metered redevelopment can ultimately contribute to the improved sense of place here, but also enable existing businesses or property owners to benefit from reinvestment and remain in the district.



## EXISTING CONDITIONS

- Restaurant in existing building
- Sidewalk without trees facing Division St
- Gravel/asphalt parking lot blends into 84th Ave

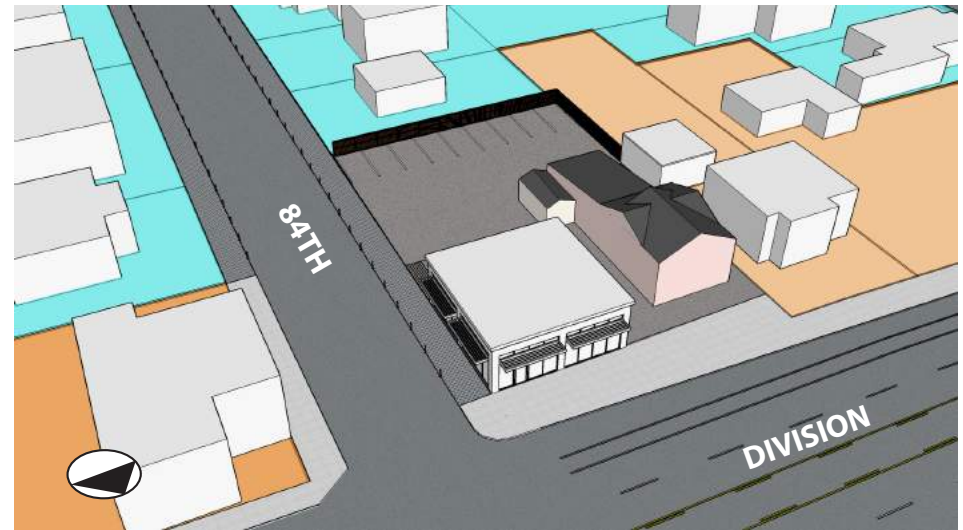
## Zoning:





## PHASE 1

- Low-cost improvements
- Activate the parking lot
- Delineate pedestrian space within right-of-way on 84th Ave



## PHASE 2

- Moderate-level of investment
- 1-story building developed on-site
- Parking spaces delineated
- Existing building remains
- Pedestrian space defined on both sides of 84th Ave

## FOCUS AREA-JADE DISTRICT



### PHASE 3

- Higher-level of investment in subsequent years
- Multi-story development replaces original building and parking lot
- Additional setback on Division St to allow for more pedestrian space and future street trees
- Sidewalk and street trees on 84th Ave



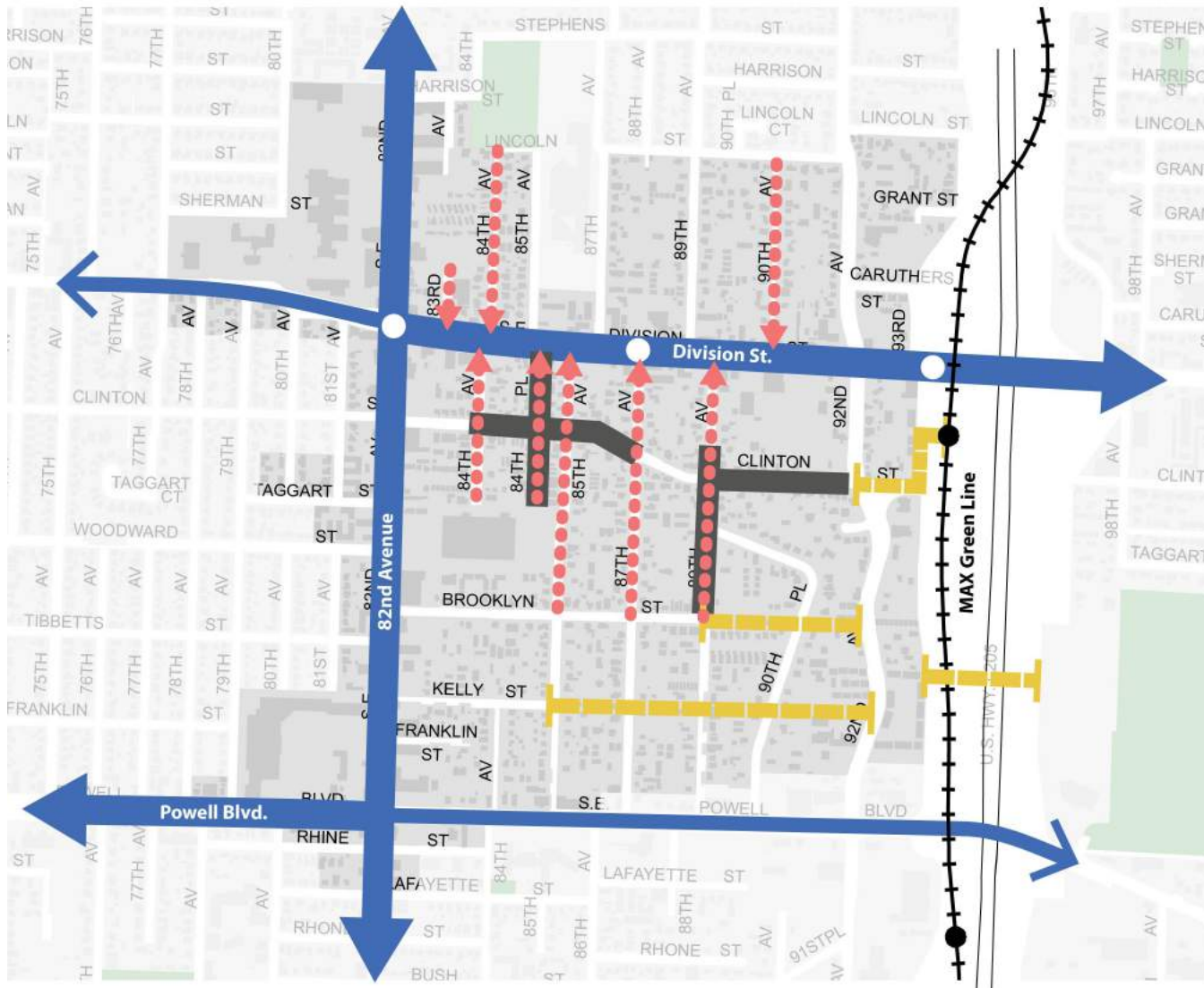


## PHASE 4

- Completing the build-out over time
- Additional floors added to 1-story building; green roofs integrated into the redevelopment of the site
- Shared-street concept creates a pedestrian-priority space on 84th Ave
- Bulb outs on 84th Ave incorporate stormwater treatments
- Resulting neck-down encourages slower and safer automobile speeds when entering into the pedestrian zone
- Street trees and median with trees on Division St

# FOCUS AREA-JADE DISTRICT

## SUMMARY OF ACCESS ISSUES



### Lack of sidewalks on key streets connecting to Division Street



- SE 84th Ave
- SE 84th Pl
- SE 85th Ave
- SE 87th Ave
- SE 89th Ave
- SE 90th Ave

### Unpaved streets

- SE Clinton St
- 84th Pl
- 89th Ave



### Key east-west connections needed

- SE Clinton St dead-ends just before the MAX station
- SE Brooklyn St general alignment between SE 89th and SE 92nd Ave
- SE Kelly St general alignment between SE 85th and SE 92nd Ave

*This image was created based on multiple conversations with the community, including the Jade District, Division-Midway Alliance and property owners as applicable, during the Winter 2017 – Fall 2018 timeframe.*

## SITE IMAGERY - SE 84TH PLACE



## JADE AND MONTAVILLA CONNECTED CENTERS PROJECT

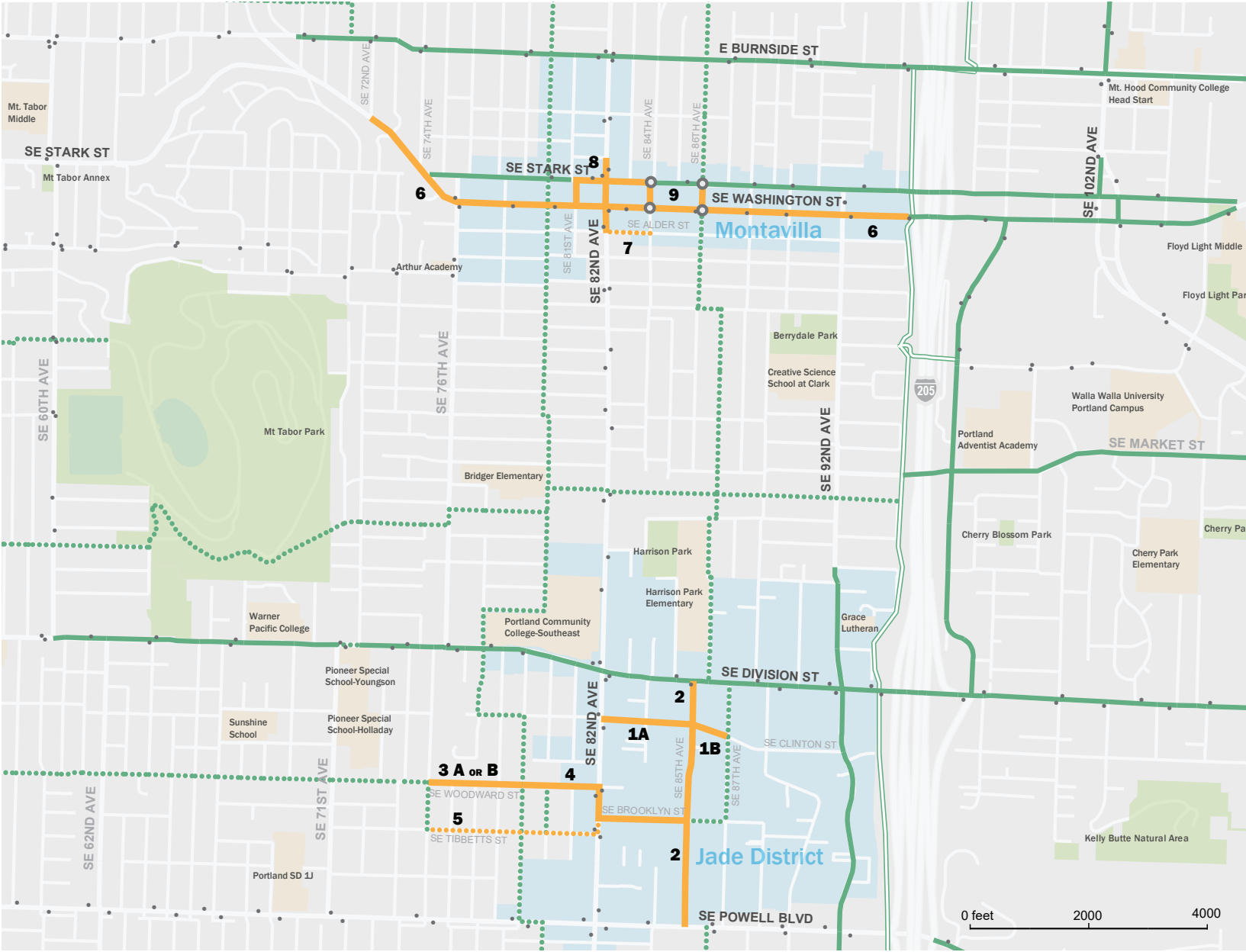
The Jade and Montavilla Connected Centers project will construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. The Jade District center is located along 82nd Ave between roughly SE Division St and SE Powell Blvd, SE 75th Ave and I-205. The Montavilla center is along 82nd Ave, center on the SE Stark and SE Washington couplet from roughly 75th Ave to I-205.

In 2016, PBOT developed this project and began seeking funding based on vision and recommendations in the Powell-Division Portland Local Action Plan. The project is now funded with a combination of Regional Flexible Funds allocated through Metro and PBOT System Development Charges (SDC) funds totaling approximately \$7,194,000. This funding becomes available for design and construction in 2019-2021.

## PROJECT ELEMENTS

- 1A,1B** Street, sidewalk and lighting on SE Clinton between 82nd Ave and 87th Ave.
- 2** Sidewalks on portions of SE 85th between Powell and Division to fill gaps of missing sidewalk. Add lighting at Division. Minor improvements to the 80's Neighborhood Greenway on SE 85th Ave between Division and Powell to address segments exceeding recommended volumes or speed per the 2015 PBOT Neighborhood Greenway Guidelines.
- 3,4,5** SE Woodward Neighborhood Greenway improvements from approximately 75th/78th to 85th Ave. Either improve the route along SE Tibbets to SE Brooklyn (5) or SE Woodward to SE Brooklyn (3 and 4). Either includes a jog on 82nd Ave for roughly half a block with a two-way bike path combined with the sidewalk behind existing curb. Enhanced crossings of arterials, locations to be determined.
- 6** Add Separated Bike Lane with physical protection on SE Washington from 72nd to 92nd Ave/ I-205 multi-use path.
- 7** Reconfigure left turn movements from 82nd to the Stark/ Washington couplet to reduce neighborhood cut-through traffic impacts on local streets.
- 8** Enhanced crossings of arterials, including SE Washington and Stark at 84th and 86th.

# JADE AND MONTAVILLA CONNECTED CENTERS



## LEGEND

- EXISTING or FUNDED**
- BIKE LANE
  - GREENWAY
  - MULTIUSE PATH
  - BUS STOP
- PROPOSED MULTIMODAL IMPROVEMENTS ON KEY BIKE/PED ROUTES**
- IMPROVEMENTS
  - POTENTIAL IMPROVEMENTS
  - CROSSING IMPROVEMENT

0 feet      2000      4000

# FOCUS AREA-JADE DISTRICT

# TRANSPORTATION SYSTEM PLAN (TSP) DISTRICT PROJECTS

	Project Name and Description	Existing TSP Project? Yes/No	TSP Project No.	RTP Project No.	TSDC Project ID No.	Estimated Cost	Project Status
1	<b>Jade &amp; Montavilla Connected Centers Project, Phase 1.</b> Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. See project description and map on previous pages for project locations.	Yes. Various.	New number to be generated	11855	70072	\$7,194,000	Funded. PBOT TDSC and Metro RFF allocated in 2019-2021
2	<b>Jade Connected Centers Project, Phase 2.</b> Construct local street network connections and multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District Center. Location may include, but not limited to: SE 83rd, 84th Ave, 84th Pl, 85th, 87th, 89th, 90th, 92nd, Clinton, Woodward, Brooklyn, Kelly and Franklin.	No. Recommend addition to the TSP and TSDC project list.	New number to be generated			\$10,000,000	Unfunded
3	<b>SE 92nd Ave Safety Improvements (SE Stark - City Limits).</b> Design and implement bicycle facilities between Holgate and Woodstock. Fill sidewalk gaps between Stark and Clatsop. Upgrade or add crosswalks, ADA ramps, and curb extensions or islands in the 2- and 3-lane sections.	No. Recommend addition to the TSP project list during the next TSP update.	New number to be generated	10271		\$2,000,000	Unfunded
4	<b>New pedestrian and bicycle bridge connection over I-205 connecting Jade District to Kelly Butte.</b> This connection is a new concept that emerged from this study. Recommend further study, conceptual design, stakeholder outreach and project development.	No. Recommend add as a refinement study in the TSP.					Unfunded
5	<b>Safe Routes to School Program and Projects.</b> Madison-Jefferson school cluster. Find details on projects, routes, and the process at <a href="http://SafeRoutesProjects.com">SafeRoutesProjects.com</a> .	Yes	10009	11127, 11779		\$28,900,000	Partially funded.
6	<b>70's Neighborhood Greenway/ Seventies Greenstreet and Bikeway (NE Killingsworth - Springwater Corridor).</b> Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, with crossing improvements as needed at major streets. Develop a combined pedestrian greenway and bike boulevard including crossing improvements from Killingsworth to Springwater.	Yes	70052	10220		\$9,000,000	Funded. PBOT TSDC and ODOT STIP Enhance Grant allocated in 2019-2021.

	Project Name and Description	Existing TSP Project? Yes/No	TSP Project No.	RTP Project No.	TSDC Project ID No.	Estimated Cost	Project Status
7	<b>82nd Ave Corridor Improvements (Killingsworth - Clatsop).</b> Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times. Project will coordinate with ODOT to identify locations and design treatments.	Yes	40013	11844, 12029	40013	\$10,000,000	Unfunded.
8	<b>Outer Division Corridor Improvements (82nd - 174th).</b> Design and implement multimodal corridor improvements including pedestrian lighting, new and enhanced crossings, new or modified signals, transit stop upgrades, enhanced bicycle facilities, access management, and roadway design changes to improve traffic safety.	Yes	80009	10290	80009	\$4,000,000	Funded. Construction in 2019-20.
9	<b>SE Division St Transit Improvements (Central City - City Limits).</b> Provide capital improvements to support the Division Transit Project. The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.	Yes	80039, 80040, 70015	10909, 11590	70015	\$175,000,000	Partially funded.

TSP: Transportation System Plan

TSDC: Transportation System Development Charge funding

RFF: Regional Flexible Funds allocated through Metro

ODOT: Oregon Department of Transportation

STIP: State Transportation Improvement Plan

Orchards on 82nd, a new mixed-use development on the southwest corner of 82nd and Division is a notable key destination for the Jade District. Designed by SERA Architects for Rose CDC and the Asian Pacific Network of Oregon (APANO), the project responds to the issues of displacement, affordability and dangerous pedestrian conditions currently affecting the district.

The four-story building adds 48 new apartments with a mixture of 1, 2 and 3-bedroom units as well as retail and community spaces on the ground floor. The units are regulated at 30 to 60 percent Area Median Income. Funding sources include Oregon Housing and Community Services, the Portland Housing Bureau and Metro. The building is expected to achieve an Earth Advantage Platinum certification of sustainability.

Jade District Neighborhood Prosperity Initiative (NPI) and APANO staff requested that the Orchards on 82nd be included in this report. The Orchards on 82nd is an example of a transit-oriented development project partially funded by Metro's Transit-Oriented Development Program that strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit.

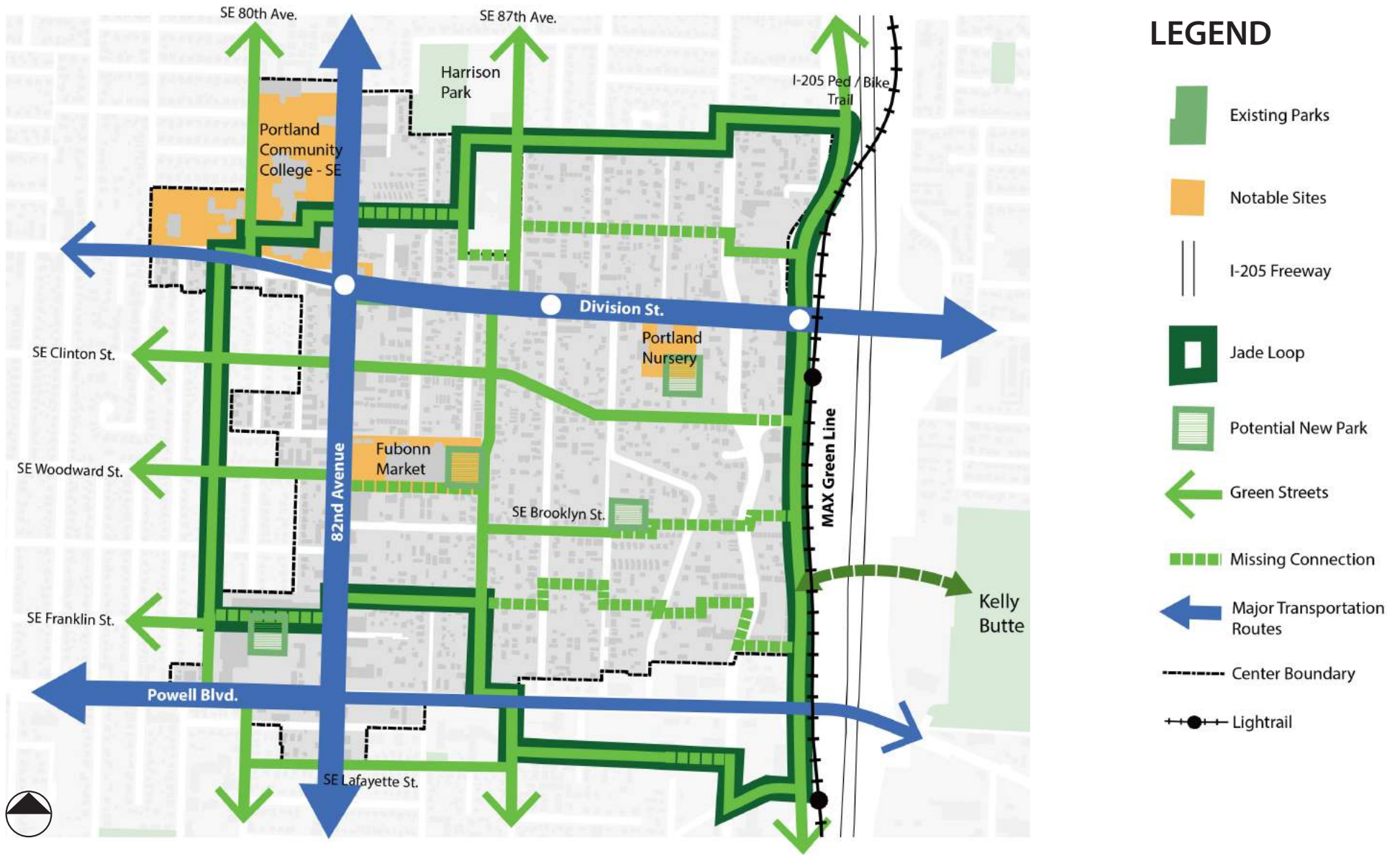
The core program activity is providing funding to stimulate private development of higher-density, affordable and mixed-use projects near transit. In addition, the program invests in "urban living infrastructure," such as grocery stores and other amenities and provides technical assistance to communities and developers.





*Rendering courtesy of SERA Architects*

# JADE DISTRICT URBAN DESIGN CONCEPT



This image was created based on multiple conversations with the community, including the Jade District, Division-Midway Alliance and property owners as applicable, during the Winter 2017 – Fall 2018 timeframe.

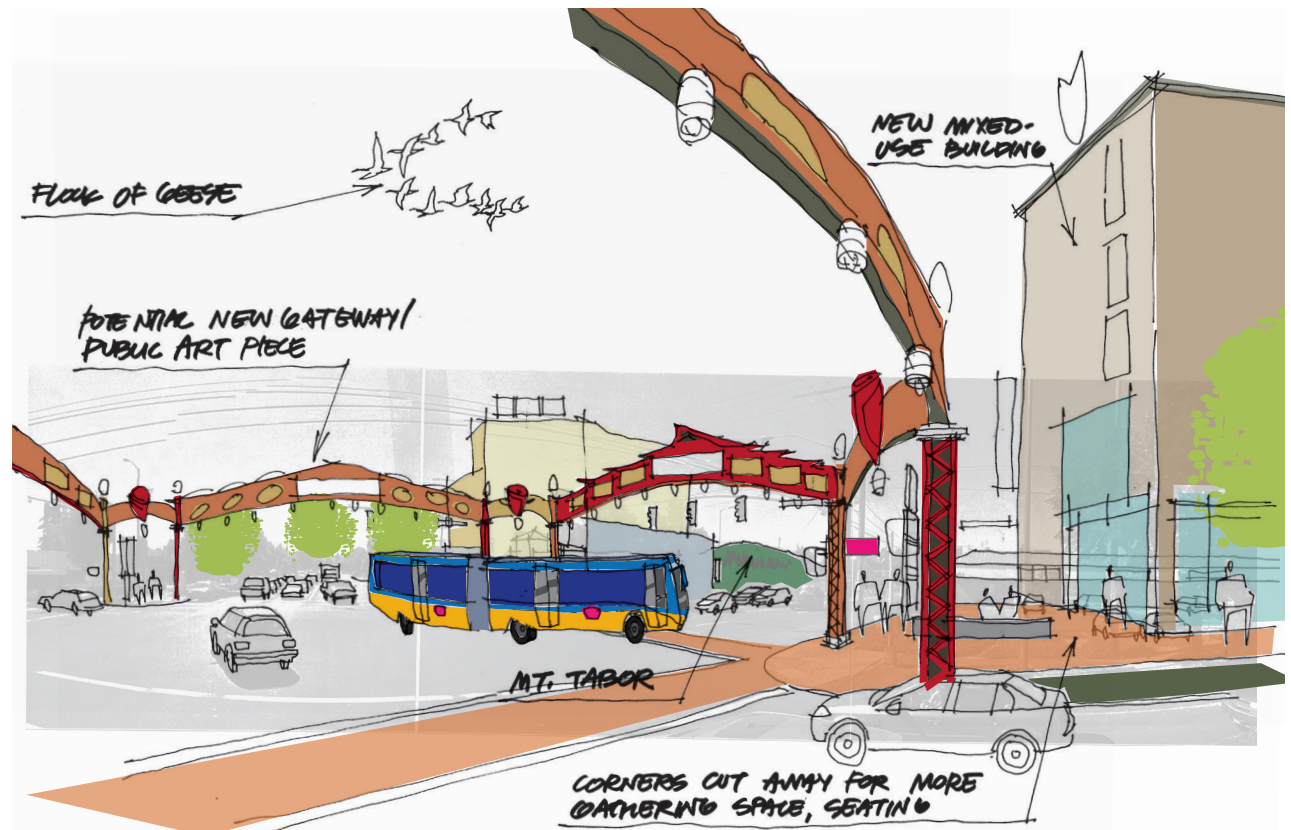
## CONCEPTUAL RENDERING OF JADE DISTRICT

Building from the information and ideas assembled, the Jade District Urban Design Concept identifies several “big ideas” to address the constraints of the district, improve livability, and enhance district identity.

First, design a Jade Loop by enhancing several key pedestrian and bike connections, particularly where they cross major streets.

Second, obtain additional parks within the district, in conjunction with redevelopment.

Third, build a new pedestrian bridge to Kelly Butte. Finally, make several new east-west pedestrian connections, including a better more direct connection to the Clinton Street light rail station.



## FOCUS AREA- DIVISION MIDWAY

Division-Midway is an emerging district on Division at 122nd Ave. The Neighborhood Prosperity Initiative extends from 117th to 148th on Division. The City of Portland recently designated the area as a Town Center with its 2035 Comprehensive Plan. This Town Center has not yet been adopted by Metro and incorporated into regional plans.

Although East Portland had initially urbanized at a much lower density than inner Portland Neighborhoods, development in recent decades has dramatically increased the density of this area. Over 4,000 units of new housing was built in the vicinity of this Town Center over the past 25 years – much of it occurring in the late 1990's. Today density around Division-Midway is almost 8,000 people per square mile, which is comparable to parts of close-in Southeast and Northeast Portland.

The information in this focus area summary was compiled from meetings with the property owners and community stakeholders, including the Division Midway Neighborhood Prosperity Initiative, and people who attended project-sponsored meetings.

The following diagram illustrates challenges and opportunities in the district. Opportunities include a relatively high built density that could support commercial services, new transit investments, and several large opportunity sites (for example, the Quarry, and the large sites surrounding the corner of 122nd and Division).

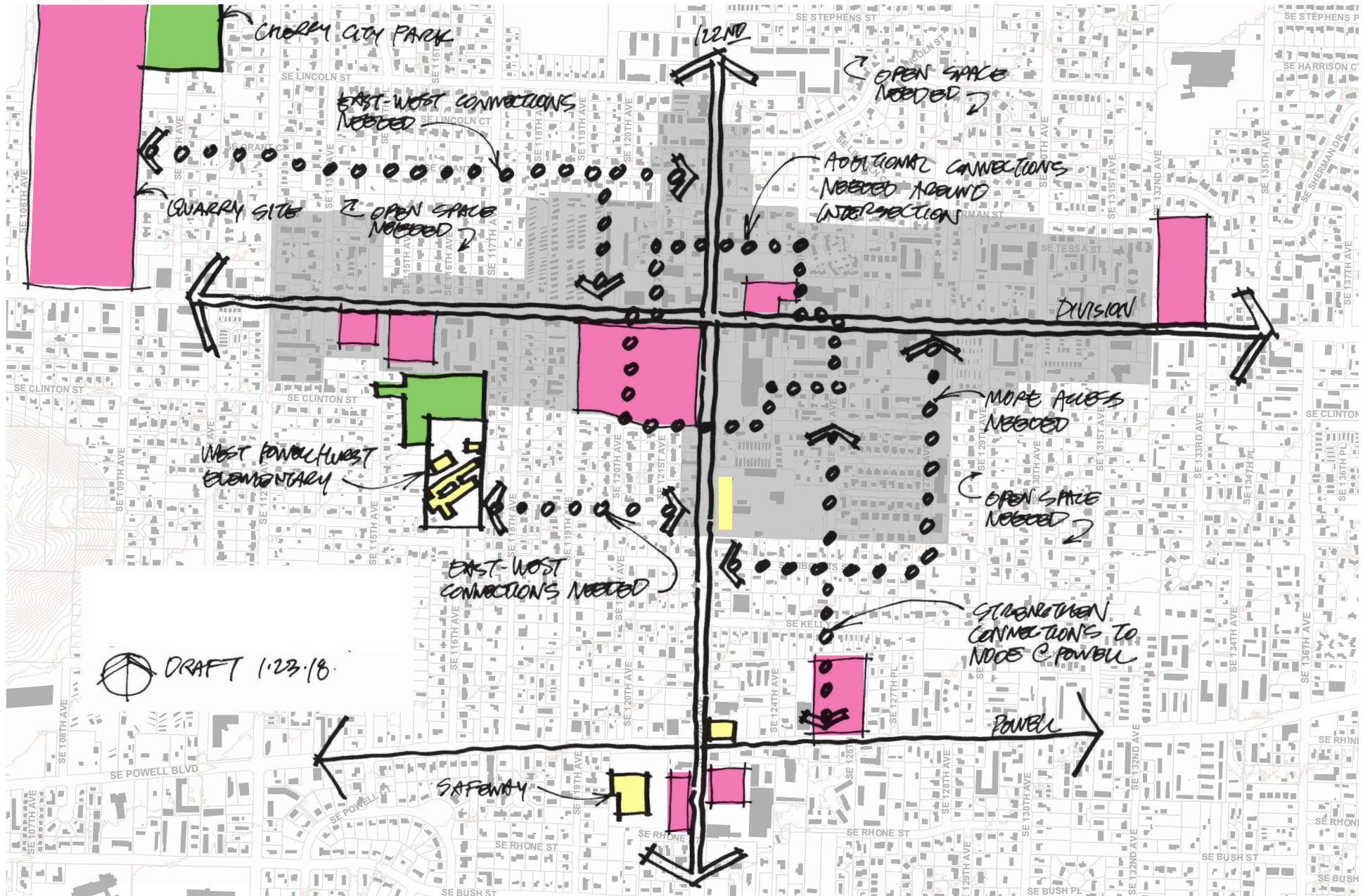
Challenges include a lot pattern that has created disconnected streets and auto-oriented multi-dwelling site design. There is no continuous east-west street between Division and Powell in this area.

Although many people live within walking distance of 122nd and Division, it is difficult to walk there because many of the streets do not connect through to the large commercial sites. The relatively low household incomes in the surrounding area also hinder commercial district redevelopment prospects.

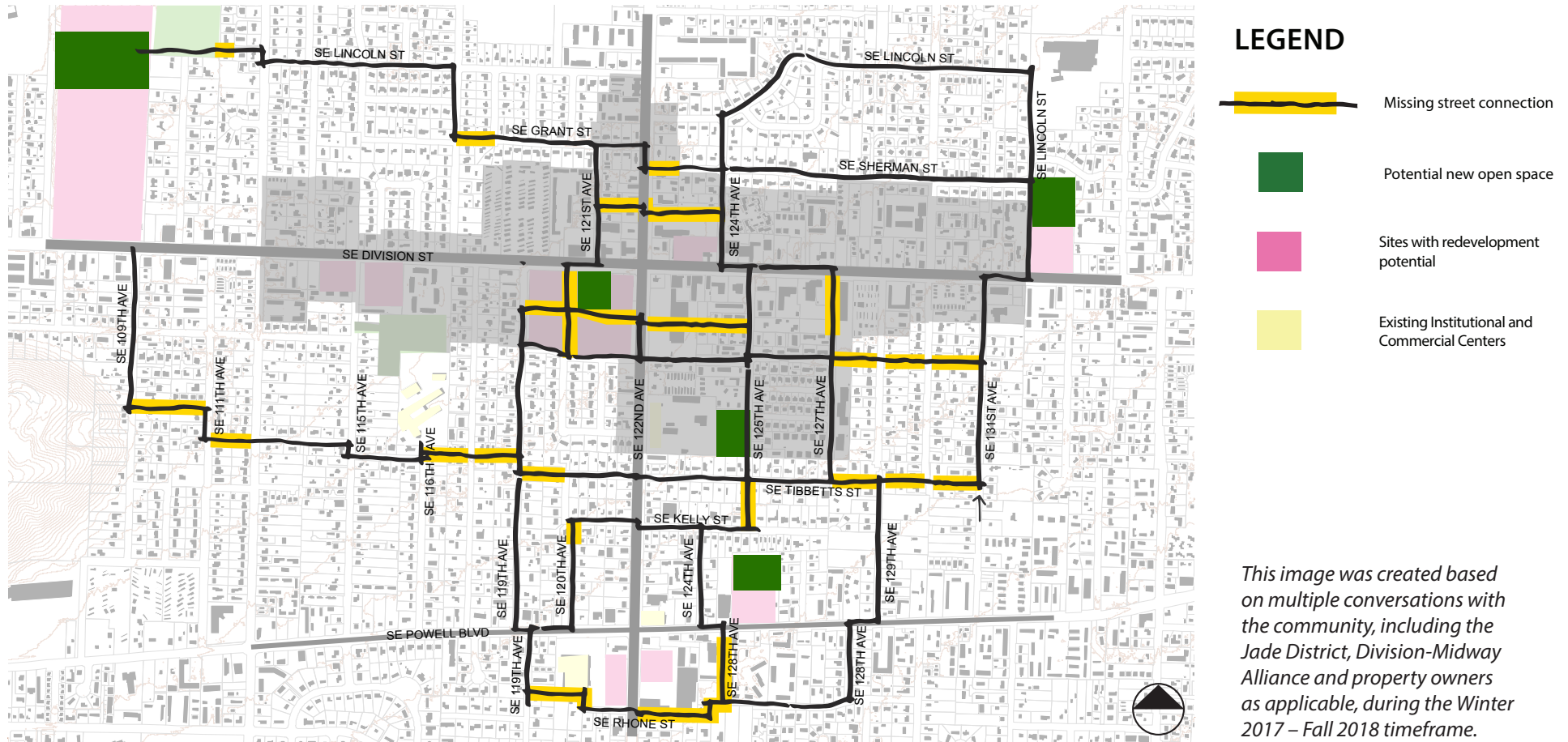
This focus area summary has several components:

- Opportunities and constraints map
- A series of maps showing the major existing building blocks of the district (streets, key sites, open space).
- A map of access issues
- Open space and connectivity concepts map
- A site redevelopment case study illustrating a possible incremental approach to redevelopment of one of the large sites at 122nd/Division.
- A summary of the Division Midway Neighborhood Street Plan.
- A list of TSP projects – both existing projects and new projects identified.
- An urban design concept for the district



# OPPORTUNITIES AND CONSTRAINTS



# OPEN SPACE & CONNECTIVITY CONCEPTS



## LEGEND

-  Missing street connection
-  Potential new open space
-  Sites with redevelopment potential
-  Existing Institutional and Commercial Centers

*This image was created based on multiple conversations with the community, including the Jade District, Division-Midway Alliance and property owners as applicable, during the Winter 2017 – Fall 2018 timeframe.*

The street system in Division-Midway is poorly connected in many places. There are large blocks with no through streets. Most blocks in the Division-Midway study area do not meet street connectivity policy standards. Many residential streets lack curbs and/or sidewalks, or are completely unimproved (dirt or gravel, often with potholes and mud). Basic roadway infrastructure (such as pavement and/or sidewalks) was often not built at the time of development.

Incomplete and disjointed street and land use patterns in this part of East Portland have historically limited the opportunities for residents to walk or bike to meet their daily needs near where they live. A lack of street connectivity makes local travel difficult and focuses traffic onto higher-level arterial streets.

Missing street connections and sidewalks result in unsafe conditions and increased out-of-direction travel, which deters trips that could otherwise be made on foot, bicycle or transit. Also, public health research shows that lack of sidewalks and safe biking facilities limit those activities, which affects people's health due to lack of physical activity.



## EXISTING STREETS

Existing streets in the Division Midway area do not lend themselves well to pedestrian and bike connectivity.

- Streets form large blocks, especially at the crossroads—commercial node—at Division and 122nd
- Few through east-west connections
- Fair number of key connections unpaved



## MAJOR TRANSPORTATION ROUTES

Major transportation routes bisect the district:

- SE Division Street
- SE 122nd Avenue



### NOTABLE SITES

Major destinations or notable sites in the district will be served by the new Division Transit line:

- 1. Quarry site
- 2. Strip mall development around 122nd Ave
- 3. Opportunity site in the 130s



### OPEN SPACE & GREEN STREETS THE MIDWAY LOOP

Open space is not lacking in the district, but easy and safe connections to and from Division Street and 122nd Ave are somewhat limited. Key upgrades, some new connections and wayfinding signage can help to better interconnect open space to the major intersection in the district.



# SITE REDEVELOPMENT STUDY

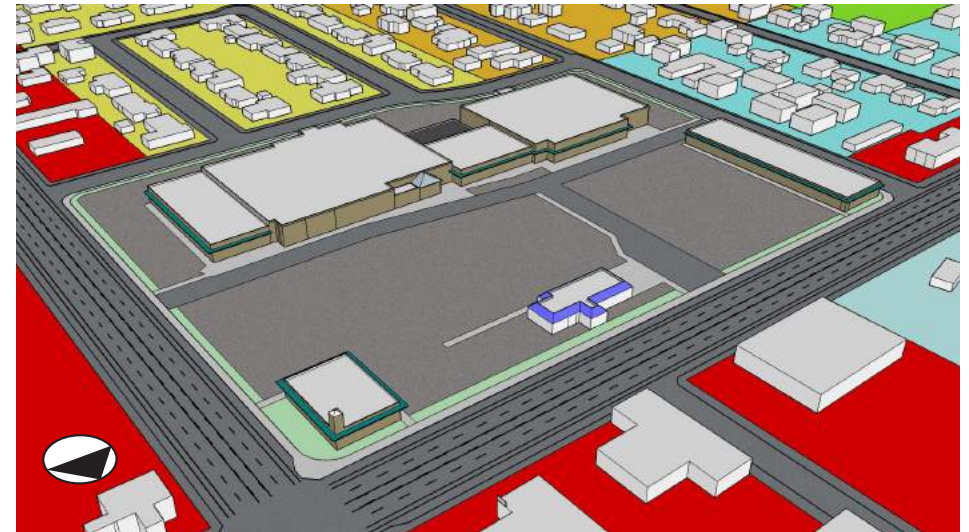
The next set of diagrams illustrate the potential to transform a typical strip development by repurposing and redeveloping the parking lot. The transition occurs in phases: initially integrating public access and

streets into the parking lot to later evolving into a fully redeveloped site. The latter stage of transformation proposes a multi-purpose space that could double as parking as needed.



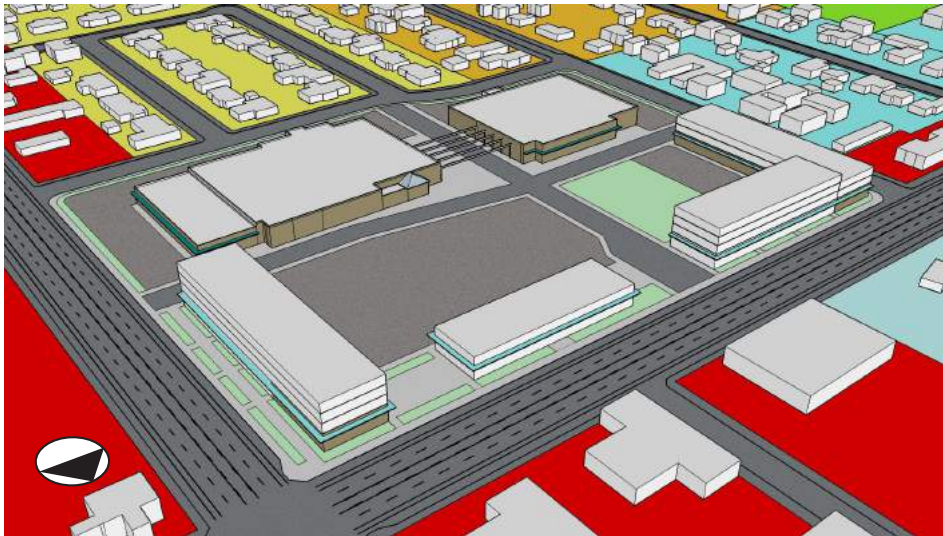
## EXISTING

- Typical strip development with a large parking lot
- Two small out buildings at the edge of the development



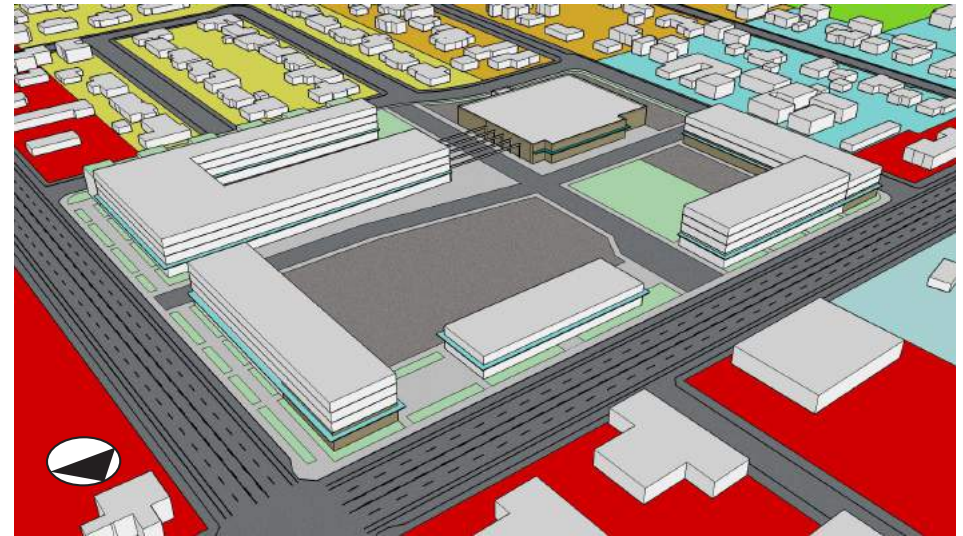
## Zoning:





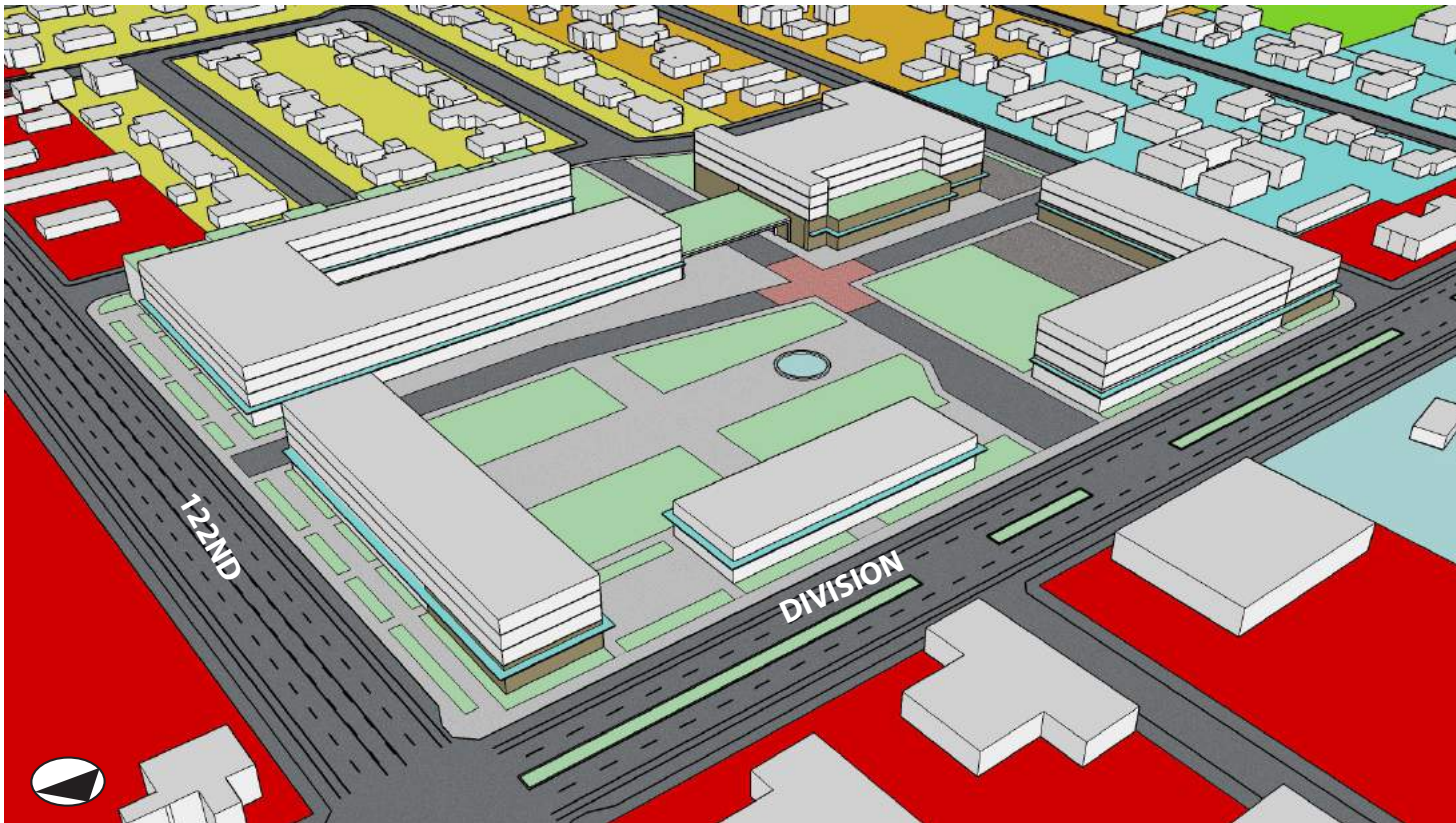
## PHASE 1

- Public street punched through to rear of the property for better access from neighborhood
- New buildings at edge of street create a better pedestrian experience on Division Street and 122nd Avenue
- New development can be a mix of housing and commercial space
- A portion of the parking lot is repurposed into green space or public plaza



## PHASE 2

- Main building redeveloped and repurposed into a multi-story building
- Expanded setback allows for wider pedestrian space in front of buildings; safer and more pleasant for people walking



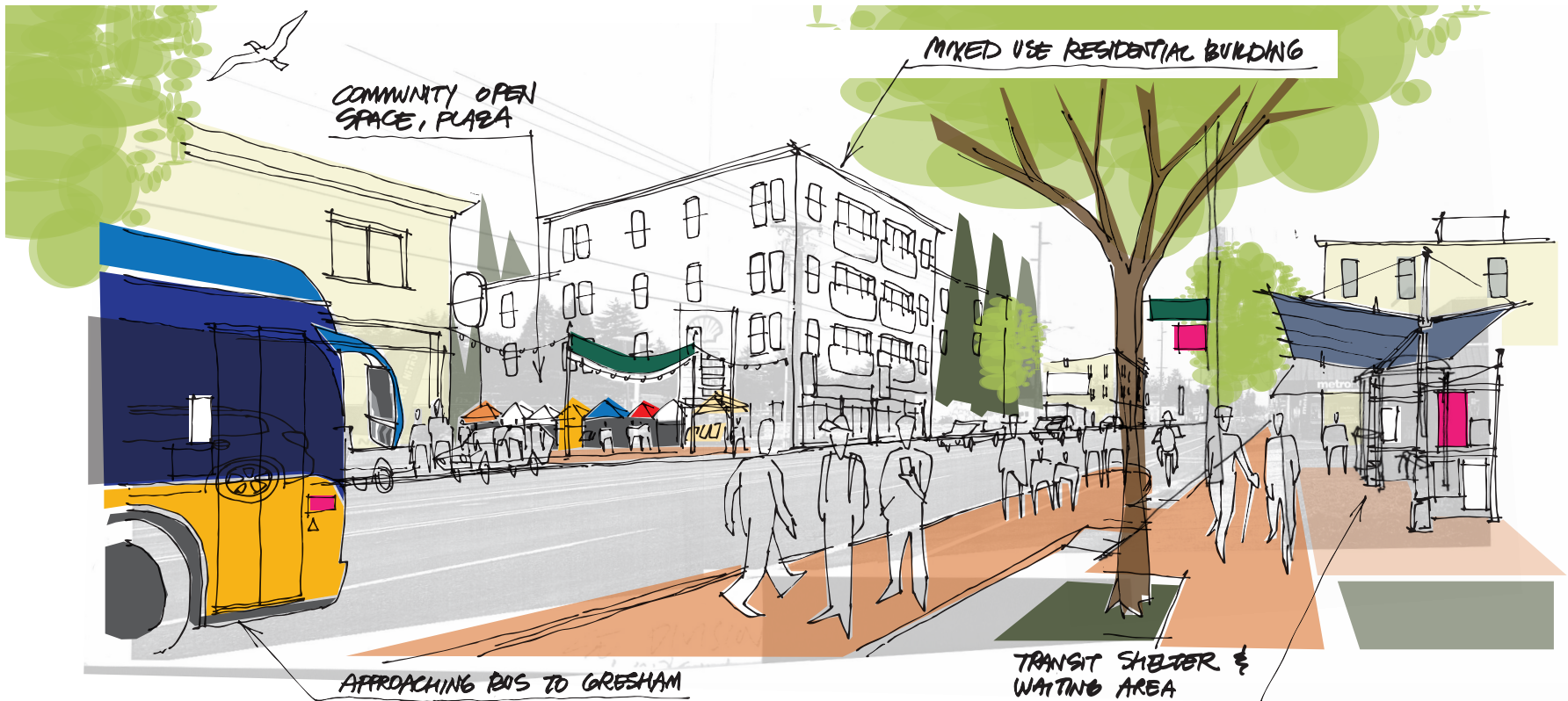
## PHASE 3

- Parking lot re-purposed into a multi-use plaza
- Multi-use plaza allows parking at certain times of the day
- Additional floors developed on top of existing retail building
- Division Street median installed

# CONCEPTUAL RENDERING - DIVISION STREET AND 122ND AVENUE

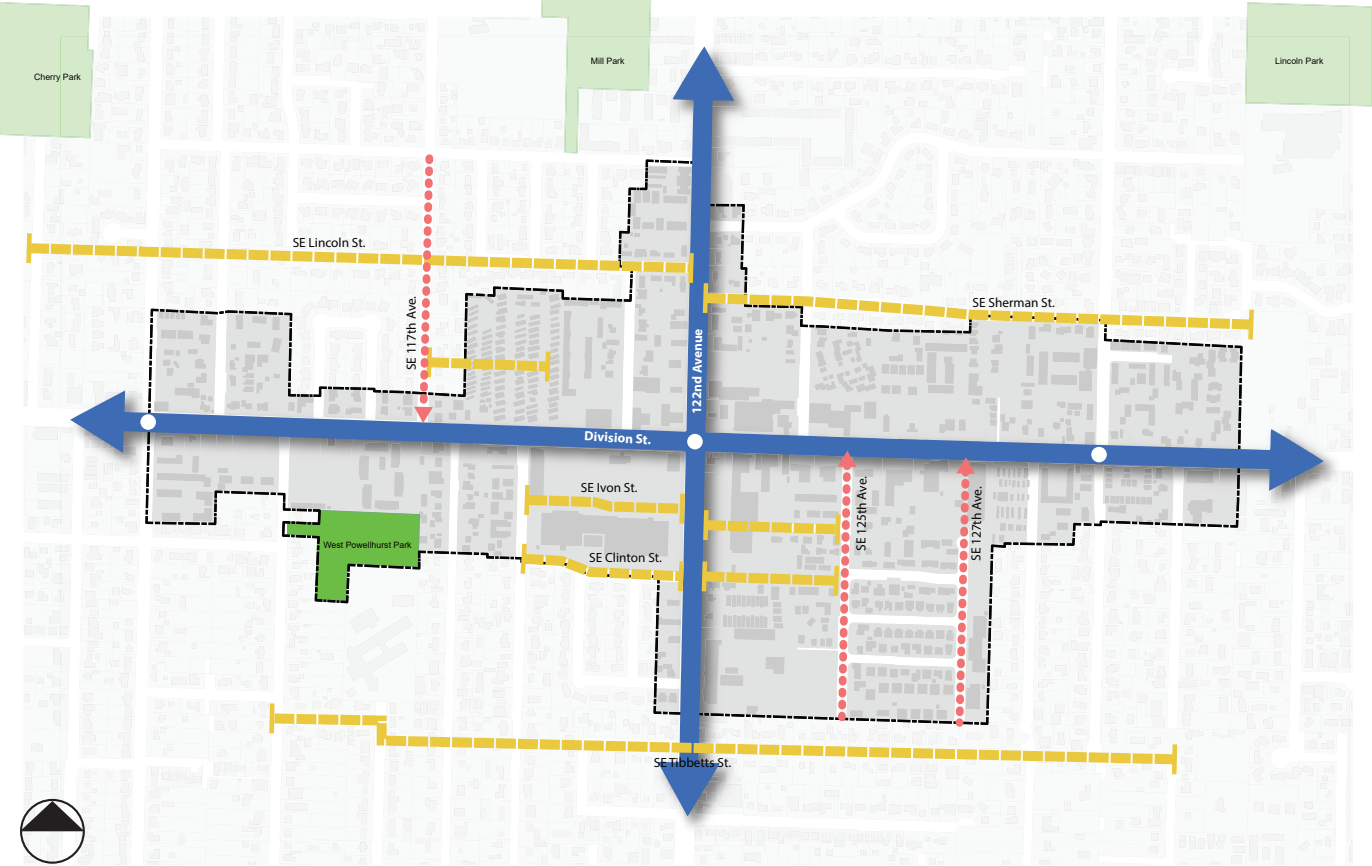


Existing Conditions looking east on SE Division St.



Future development looking east on SE Division St.

# SUMMARY OF ACCESS ISSUES



### Key streets for sidewalk and/or safety improvements



- SE 117th Ave
- SE 125th Ave
- SE 127th Ave
- Finer-grained pedestrian-bike priority system within the large commercial properties to better connect and integrate into adjacent residential areas.



### Key east-west connections needed

- Quarry site to 122nd Ave and Division
- Finer grained east-west connections within residential neighborhoods [pedestrian bike priority streets].

*This image was created based on multiple conversations with the community, including the Jade District, Division-Midway Alliance and property owners as applicable, during the Winter 2017 – Fall 2018 timeframe.*

### DIVISION MIDWAY NEIGHBORHOOD STREET PLAN

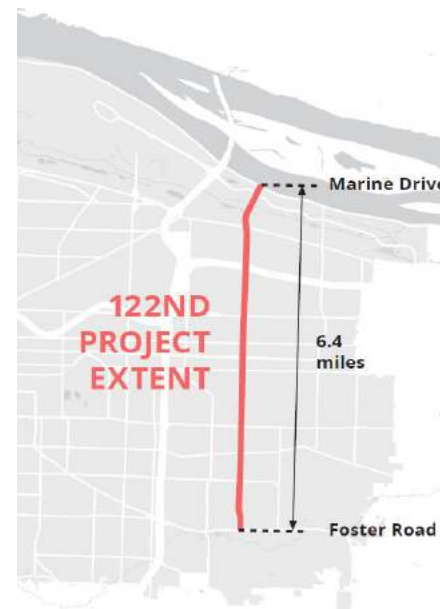
PBOT has received additional funding from Metro for the purposes of Active Transportation Project Development. PBOT will use some of these funds to advance project development and scoping of a Connected Division-Midway project, to improve pedestrian and bicycle improvements in and around the Division-Midway Town Center.

A subset of candidate projects will be selected from the Division-Midway Neighborhood Street Plan for further project development to assess feasibility, design refinements and cost. This work will better position PBOT to seek future funding for design and construction of these projects.

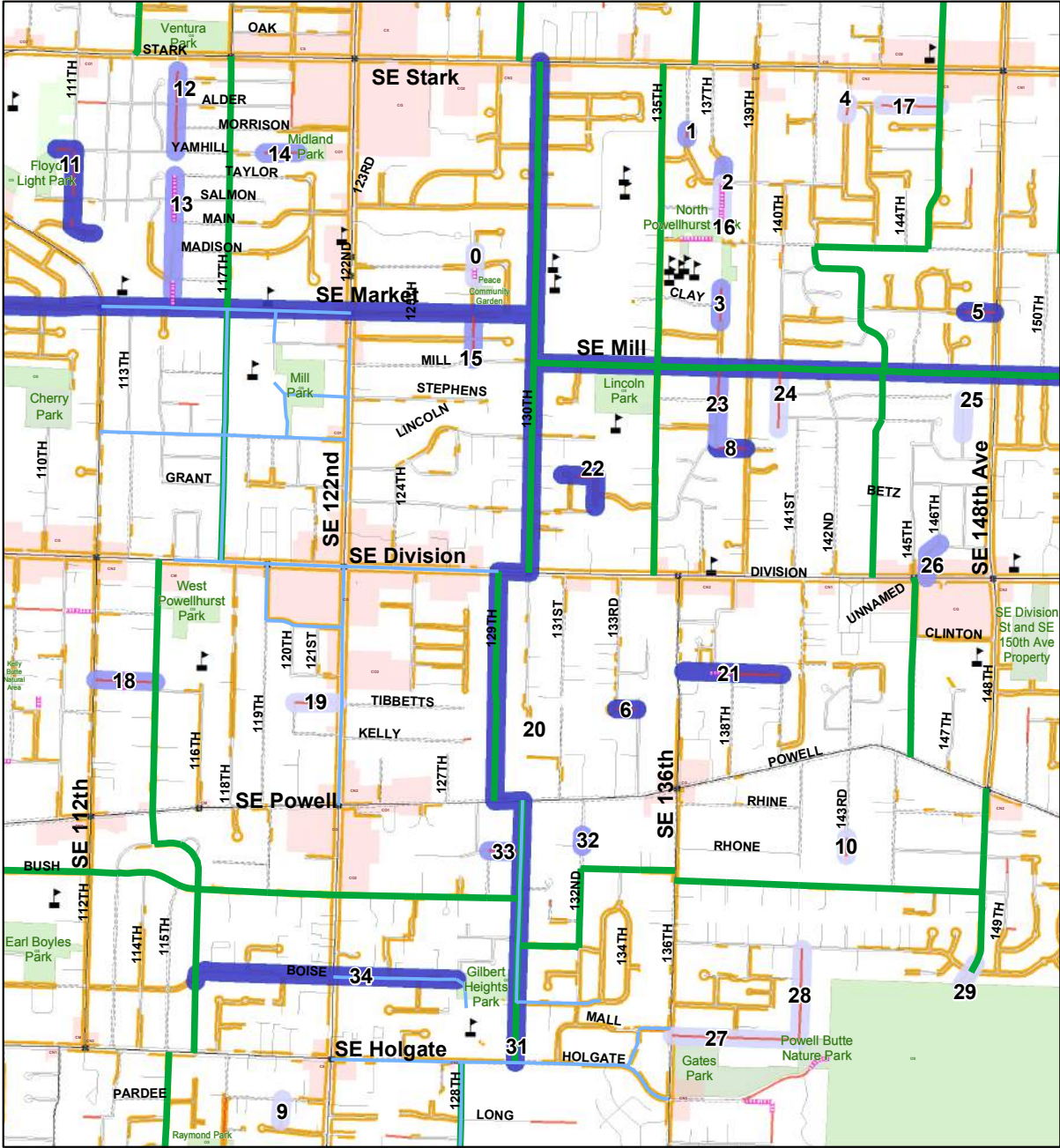
### 122ND AVENUE PLAN: SAFETY, ACCESS AND TRANSIT

Develop a multi-modal safety conceptual investment plan that identifies:

- Any cross-section changes to 122nd Ave.
- Transit priority treatments from the Enhanced Transit Toolbox. This Toolbox is a collection of potential capital and operational treatments that can be applied to improve transit performance or create safer, more predictable interactions with other travel modes.
- A subset of priority project improvements funded by \$2 million from the Fixing Our Streets program.
- Other recommended improvements requiring future funding.



# NEIGHBORHOOD STREET PLAN RECOMMENDED CONNECTIONS



## LEGEND

Connections in Existing Public Right-of-Way

### Prioritized Tiers

- Tier 1 - Top Priority (9)
- Tier 2 - Medium Priority (13)
- Tier 3 - Lower Priority (12)

Schools (22)

### Safe Routes to School

- SR2S Pathways
- Sidewalks & Improved Corners
- Neighborhood Greenways

### Street Surface by Maintenance Authority

Streets with Adjacent Property Owner Maintenance Responsibility

- Unpaved
- Right-of-way only (no street)

### Open Space & Commercial Zoning

- All Commercial (CG, CM, CN1, CN2, CS)
- OS
- City of Portland Parks (16)

## FOCUS AREA- DIVISION MIDWAY

## TRANSPORTATION SYSTEM PLAN (TSP) DISTRICT PROJECTS

	Project Name and Description	Existing TSP Project? Yes/No	TSP Project No.	RTP Project No.	TSDC Project ID No.	Estimated Cost	Project Status
1	<b>Division-Midway Connected Centers Project Phase 1.</b> Construct priority pedestrian and bicycle network improvements within and connecting to Division-Midway Town Center and nearby neighborhood centers, including projects identified in the Division-Midway Neighborhood Street Plan and the Growing Transit Communities Plan. Project Locations: 130th Ave, SE (Stark - Division); 148th Ave, SE (Division - Powell Butte); 129th/130th (Division - Holgate); Boise (116th - 128th); Mill/Main (130th - 162nd); 110s Aves; 130s Ave; 140s Aves.	No. Recommend addition to the TSP project list during the next TSP update.	New number to be generated	11859	80014	\$10,000,000	Partially funded for some elements for design and construction. Partially funded for project development for some elements. Additional funding needed for design and construction.
2	<b>Division-Midway Connected Centers Project, Phase 2.</b> Construct priority pedestrian and bicycle network improvements and local street network connections within and connecting to Division-Midway Town Center and nearby neighborhood centers.	No. Recommend addition to the TSP project list during the next TSP update.	New number to be generated	11824		\$20,000,000	Unfunded.
3	<b>Division-Midway Neighborhood Street Improvements.</b> Priority local street improvements and pedestrian connections identified in the Division-Midway Neighborhood Street Plan.	Yes	10014		10014.3	\$2,000,000	Partially funded. Additional funding needed for project development, design and construction.
4	<b>Safe Routes to School Program and Projects.</b> David Douglas school cluster. Find details on projects, routes, and the process at <a href="http://SafeRoutesProjects.com">SafeRoutesProjects.com</a> .	Yes	10009	11127, 11779		\$61,800,000	Partially funded.
5	<b>122nd Ave Corridor Improvements (Sandy - Foster).</b> Design and implement multimodal improvements to sidewalks, crossings, bicycle facilities, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses. Improve transit speed, reliability, safety, and access along 122nd Ave from Prescott to Foster. Install ITS infrastructure.	Yes	50049, 50060, 50005	11868	50049, 50060, 50005	\$31,000,000	Partially funded. Additional funding needed for project development, design and construction.
6	<b>SE 136th Ave Ped/Bike Improvements (Division - Foster).</b> Construct missing sidewalks on both sides of the street and add bicycle facilities.	Yes	80004			\$5,000,000	Funded. Partially Complete.
7	<b>SE 148th Ave Pedestrian Improvements (Division - Powell Butte Park).</b> Construct sidewalks, curbs, and drainage improvements.	Yes	80005		50053	\$3,000,000	Unfunded.



	Project Name and Description	Existing TSP Project? Yes/No	TSP Project No.	RTP Project No.	TSDC Project ID No.	Estimated Cost	Project Status
8	<b>Mill Park Pedestrian Improvements.</b> Construct sidewalks and crossing improvements to enhance pedestrian travel and access to transit and schools. Locations: Market St, SE (96th - 130th); Mill St, SE (130th - 148th); 101st Ave, SE (Market - Division); 117th Ave, SE (Stark - Division); 130th Ave, SE (Stark - Division)	Yes	80014			\$10,000,000	Partially funded.
9	<b>Powellhurst/Gilbert Pedestrian Improvements.</b> Construct sidewalks, curbs, and drainage, as well as crossing improvements to enhance pedestrian travel and access to transit and schools. Locations: Ramona St, SE (122nd - 136th); Harold St, SE (102nd-128th); Boise St, SE (116th - 127th); 103rd/104th Ave, SE (Powell-Foster); 130th Ave, SE (Powell - Holgate).	Yes	80016			\$10,000,000	Unfunded.
10	<b>4M Neighborhood Greenway: SE Market/ Mill/ Millmain/ Main (I-205 - 174th).</b> Design and implement a bikeway, with improved crossings at major streets. Provide a neighborhood greenway to City Limits, with bike lanes and sidewalk infill in some locations.	Yes	80020		80020	\$2,300,000	Partially funded.
11	<b>East Portland Access to Transit: SE Division St (I-205 - 174th); 130s Aves (San Rafael - Foster)</b> Construct SE Division St sidewalk infill and 130s Bikeway.	Yes	80034		80009	\$4,472,488	Funded. Construction in 2019.
12	<b>East Portland Access to Employment.</b> This project will help build sidewalks and crossing improvements on Powell Blvd, improve sidewalks for access to transit, improve transit stops, improve transit operations, and build the 100s and 150s Neighborhood Greenways.	Yes	80035		80035	\$5,870,072	Funded. Construction in 2019-20.
13	<b>Outer Division Corridor Improvements (82nd - 174th).</b> Design and implement multimodal corridor improvements including pedestrian lighting, new and enhanced crossings, new or modified signals, transit stop upgrades, enhanced bicycle facilities, access management, and roadway design changes to improve traffic safety.	Yes	80009		80009	\$4,000,000	Funded. Construction in 2019-20.
14	<b>SE Division St Transit Improvements (Central City - City Limits).</b> Provide capital improvements to support the Division Transit Project. The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.	Yes	80039, 80040, 70015	10909, 11590	70015	\$175,000,000	Partially funded.

TSP: Transportation System Plan

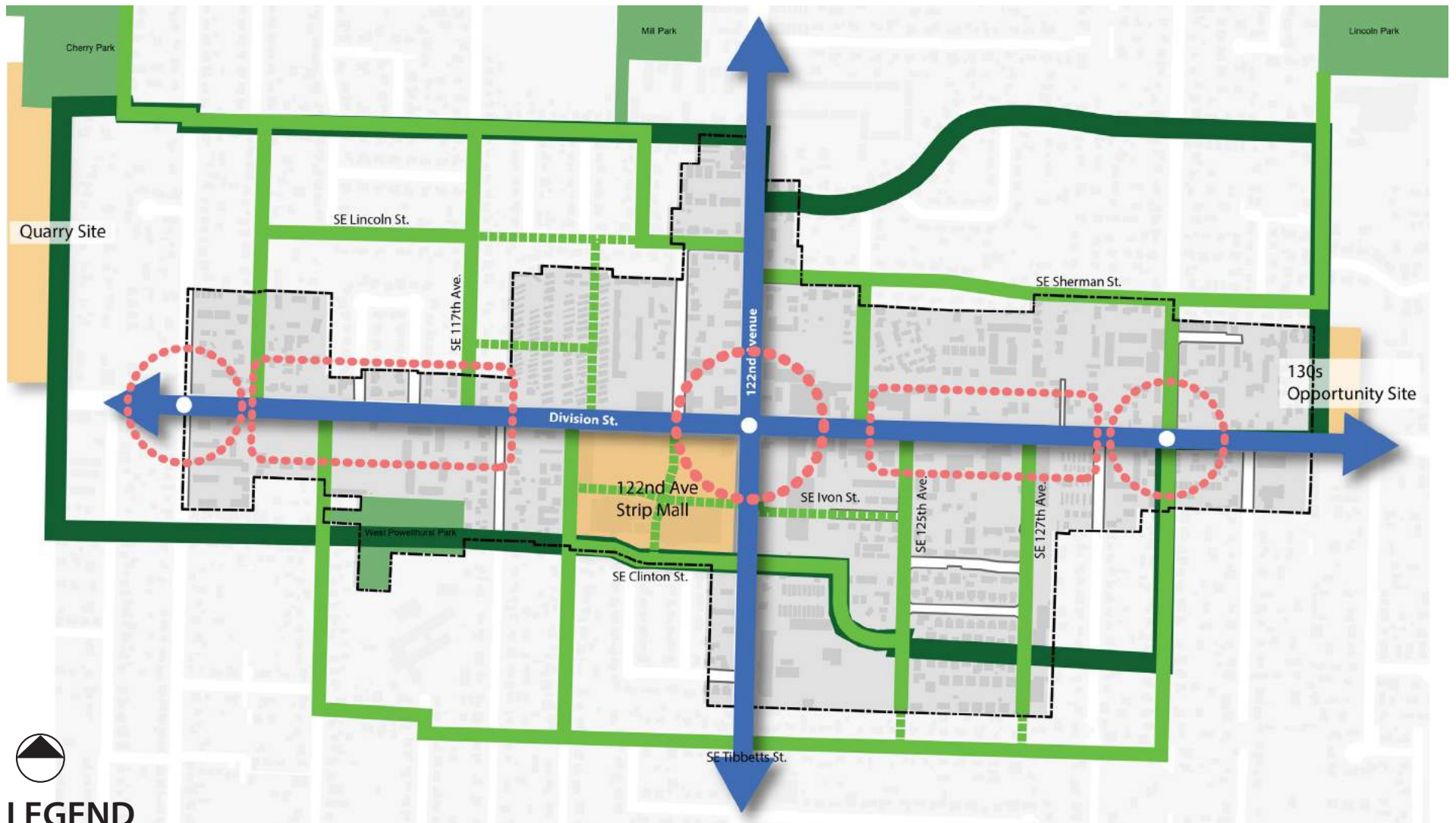
TSDC: Transportation System Development Charge funding

RFF: Regional Flexible Funds allocated through Metro

ODOT: Oregon Department of Transportation

STIP: State Transportation Improvement Plan

# DIVISION MIDWAY URBAN DESIGN CONCEPT



## LEGEND

- Existing Parks
- Notable Sites
- Midway Loop
- Green Streets
- Missing Connection
- Major Transportation Routes
- Development Nodes
- Center Boundary

## CONCEPTUAL RENDERING - DIVISION STREET AND 122ND AVENUE

Building from the information and ideas assembled, the Division-Midway Urban Design Concept identifies several “big ideas” to address the constraints of the district, improve livability, and enhance district identity. First, like the Jade District, consider enhancing several key pedestrian and bike connections to create an identifiable active transportation loop to frame the area.

Second, facilitate more identifiable nodes along Division. The entire length of division is unlikely to transform into a more livable environment overnight, but nodes could be catalyzed by new development and some attention to supportive streetscape investments.

Third, make new pedestrian connections through large commercial sites as they redevelop. Ultimately the redevelopment of the large opportunity sites could change the character of this area.



## SITE IMAGERY - DIVISION STREET AND 122ND AVENUE AT NIGHT

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# FOCUS AREA-162ND AND ROSEWOOD

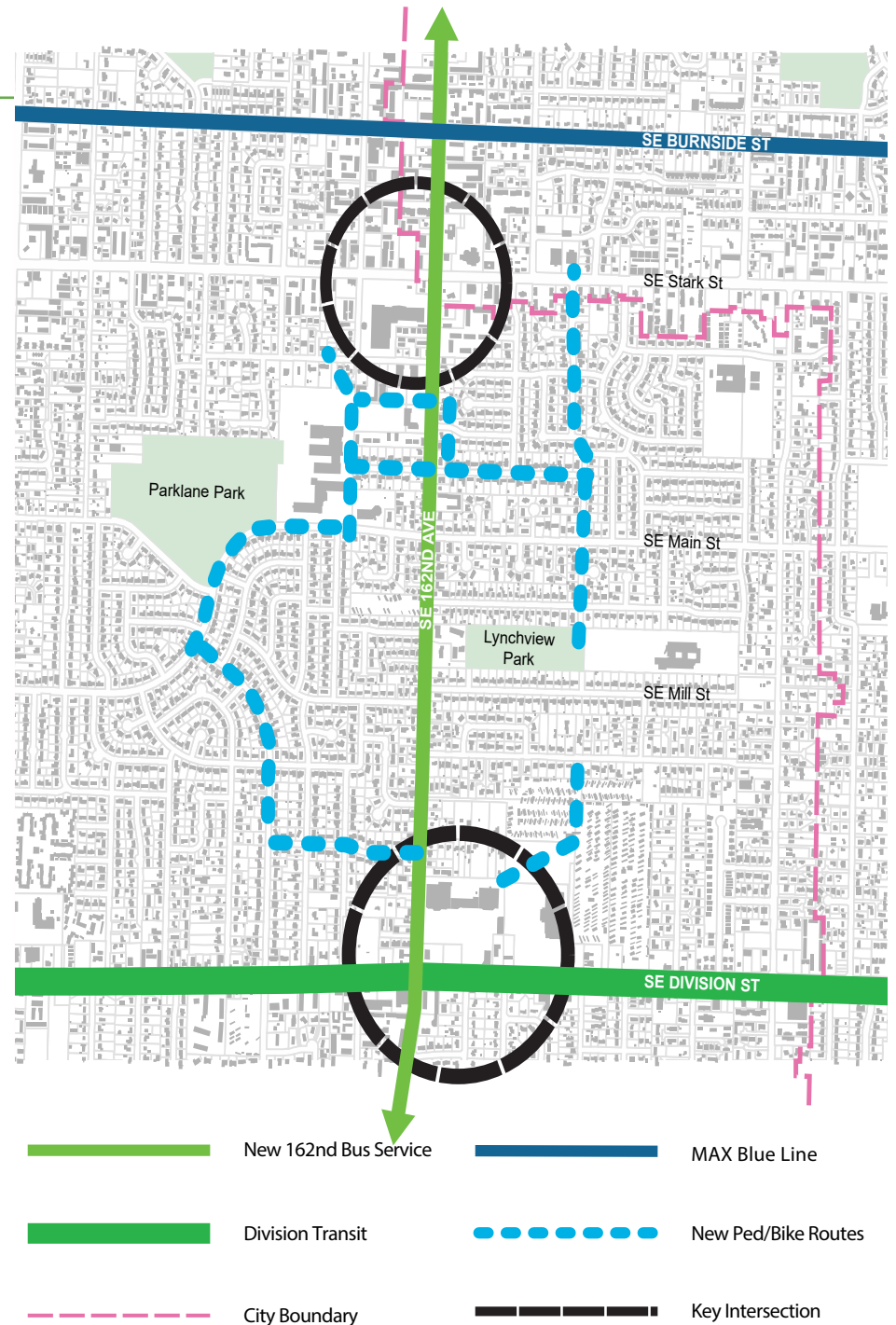
While Rosewood is not immediately in the Division Transit Corridor, it plays an important role in addressing equity issues in the corridor and all of East Portland. Success in the Division Transit Corridor will also be tied to successful connection of Rosewood to the emerging center at SE 162nd Avenue and Division Street. Both need to evolve into neighborhood centers.

In the commercial area where The Rosewood Initiative offices are located, repurposing the parking lot to be more of a people space can help shape it to ultimately transform the rest into housing and commercial space that remains affordable to families at or below area median income.

This focus area summary has several components:

- A summary of the 162nd Avenue Safety Project.
- A list of TSP projects – both existing projects and new projects identified.

Placemaking on 162nd Ave will require connection between Rosewood Initiative area and 162nd Ave and Division. The anticipated new north-south bus service on 162nd Ave will be a good start. Wayfinding for pedestrian-and-bike pathways should also be incorporated into a broader placemaking framework for this part of the corridor, East Portland. The image on this page is an initial Open Space and Connectivity Concept for further public discussion.






# SE 162ND AND ROSEWOOD AVENUE SAFETY PROJECT

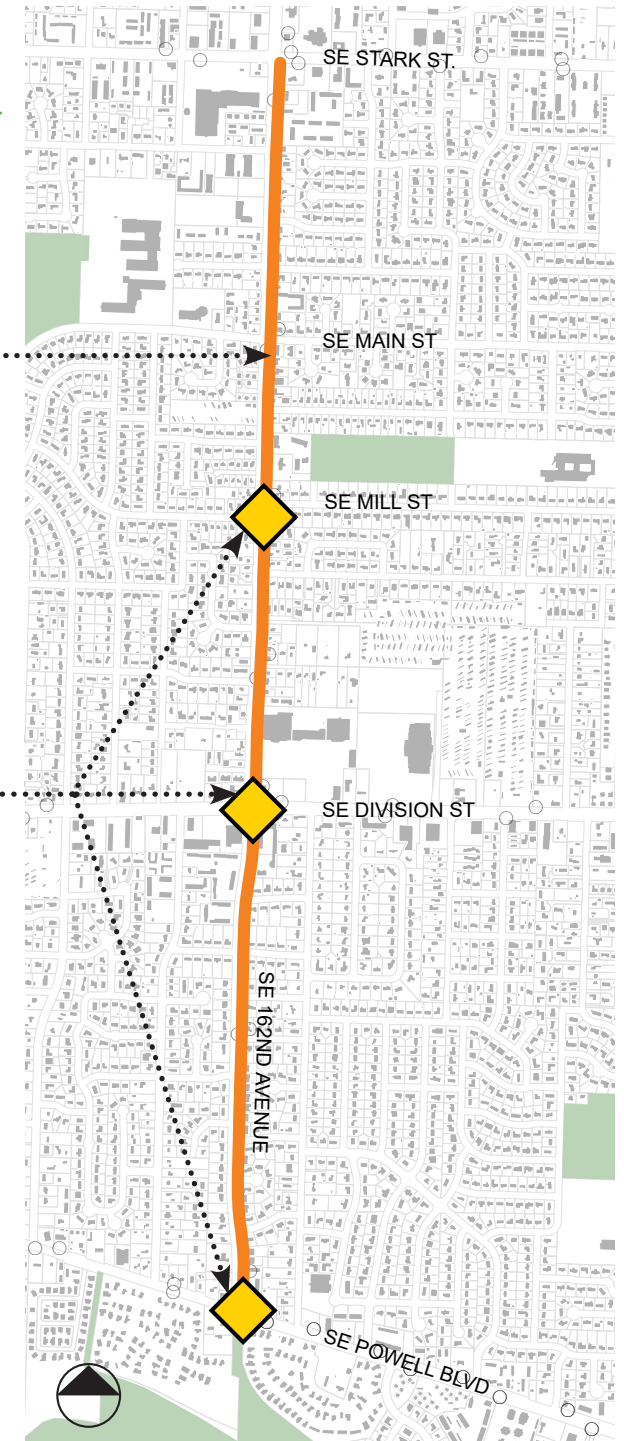
The Portland Bureau of Transportation is leading a planning process to identify recommended improvements along 162nd Avenue from SE Stark to SE Powell Blvd to support the new TriMet bus service along 162nd Ave. The project budget is \$1.7 million of combined funding from TriMet and PBOT. The project will enhance pedestrian crossings at several locations serving new bus stops and reconfigure the roadway to improve safety on the street. The project may include lane reconfiguration or reduction to three auto lanes as well as bike lanes.

FROM STARK TO POWELL, THE PROJECT MAY INCLUDE A LANE RECONFIGURATION FROM 5 TO 3 TRAVEL LANES, PROTECTED BY BIKE LANES, AND/OR SAFER CROSSINGS.

AT 162ND AVENUE INTERSECTIONS WITH MILL, LINCOLN, AND TIBBETS, THERE MAY BE ENHANCED PEDESTRIAN CROSSINGS.

## LEGEND

-  Potential reconfiguration for new line
-  Potentially impacted intersections
-  Bus Stops



## FOCUS AREA-162ND AND ROSEWOOD

	Project Name and Description	Existing TSP Project? Yes/No	TSP Project No.	RTP Project No.	TSDC Project ID No.	Estimated Cost	Project Status
1	<b>SE 162nd Ave Safety and Access Project/ SE 162nd Ave Corridor Improvements. (SE Stark - SE Powell Blvd)</b> Construct safety and access to transit improvements from Stark to Powell to support bus service, including enhanced bike lanes and crossings.	No. Recommend addition to the TSP project list during the next TSP update.	New number to be generated	12085		\$5,000,000	Partially funded with \$718,000 from TriMet FTA 5307 funds and \$900,000 from PBOT local House Bill 2017 funds.
2	<b>Rosewood Connected Centers Project, Phase 1.</b> Construct local street network connections and multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Rosewood Center.	No. Recommend addition to the TSP and TSDC project list.	New number to be generated				Unfunded.
3	<b>160's Neighborhood Greenway.</b> Recommend further study, route planning, stakeholder outreach and project development for the 160's Neighborhood Greenway, particularly between SE Division and SE Stark. No route was identified in the Portland Bicycle Plan for 2030 north of SE Division. Currently, there is not a continuous route on existing public right-of-way that connects from SE Division to SE Stark (City Limits). People must travel on 162nd Ave or 174th Ave. A new connection across existing private property or future right-of-way dedication is needed to make this connection on local residential streets or circulate internally between busy arterial streets.	No.					Unfunded.
4	<b>Safe Routes to School Program and Projects.</b> Centennial school cluster. Find details on projects, routes, and the process at <a href="http://SafeRoutesProjects.com">SafeRoutesProjects.com</a> .	Yes	10009	11127, 11779		\$22,200,000	Partially funded.
5	<b>4M Neighborhood Greenway: SE Market/ Mill/ Millmain/ Main (I-205 - 174th).</b> Design and implement a bikeway, with improved crossings at major streets. Provide a neighborhood greenway to City Limits, with bike lanes and sidewalk infill in some locations.	Yes	80020		80020	\$2,300,000	Partially funded.
6	<b>East Portland Access to Employment.</b> This project will help build sidewalks and crossing improvements on Powell Blvd, improve sidewalks for access to transit, improve transit stops, improve transit operations, and build the 100s and 150s Neighborhood Greenways.	Yes	80035		80035	\$5,870,072	Funded. Construction in 2019-20.



## TRANSPORTATION SYSTEM PLAN (TSP) DISTRICT PROJECTS

	Project Name and Description	Existing TSP Project? Yes/No	TSP Project No.	RTP Project No.	TSDC Project ID No.	Estimated Cost	Project Status
7	<b>Outer Division Corridor Improvements (82nd - 174th).</b> Design and implement multimodal corridor improvements including pedestrian lighting, new and enhanced crossings, new or modified signals, transit stop upgrades, enhanced bicycle facilities, access management, and roadway design changes to improve traffic safety.	Yes	80009		80009	\$4,000,000	Funded. Construction in 2019-20.
8	<b>SE Division St Transit Improvements (Central City - City Limits).</b> Provide capital improvements to support the Division Transit Project. The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.	Yes	80039, 80040, 70015	10909, 11590	70015	\$175,000,000	Partially funded.

TSP: Transportation System Plan

TSDC: Transportation System Development Charge funding

RFF: Regional Flexible Funds allocated through Metro

ODOT: Oregon Department of Transportation

## FOCUS AREA-162ND AND ROSEWOOD



*Existing Conditions at SE Division St. and 162nd Avenue*

Placemaking on 162nd Ave will require connection between Rosewood Initiative area and 162nd Ave and Division. The anticipated new north-south bus service on 162nd Ave will be a good start. Wayfinding for

pedestrian-and-bike pathways should also be incorporated into a broader placemaking framework for this part of the corridor, East Portland.

# CONCEPTUAL RENDERINGS - DIVISION STREET AND 162ND AVE

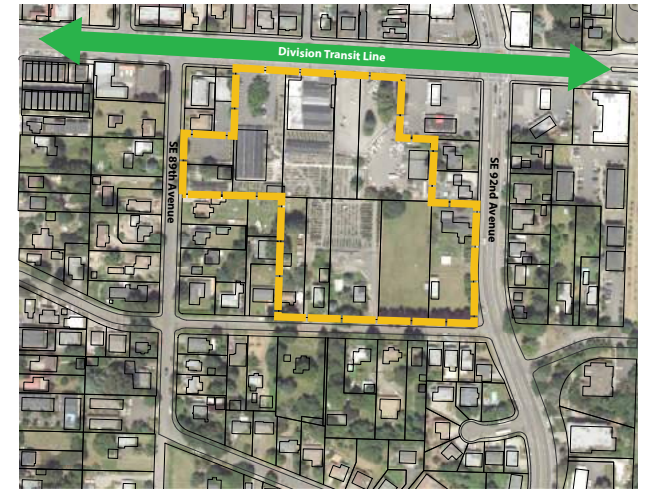


Future Conditions at SE Division St. and 162nd Avenue

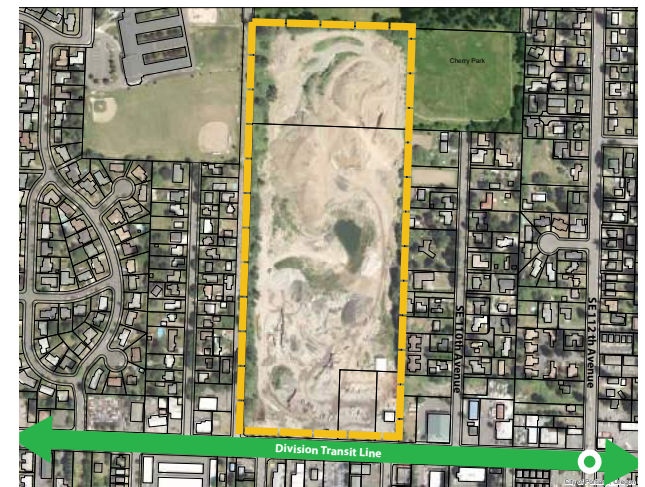
# PRIORITIZING OPPORTUNITY SITES

## EXAMPLE SITES

A number of potential opportunity sites exist in the corridor. The following are a handful of sites that are undeveloped or vacant. Continued engagement with property owners will be part of prioritizing the development of these potential development opportunities.



*Portland Nursery - 89th and Division*



*Quarry Site - 110th and Division*



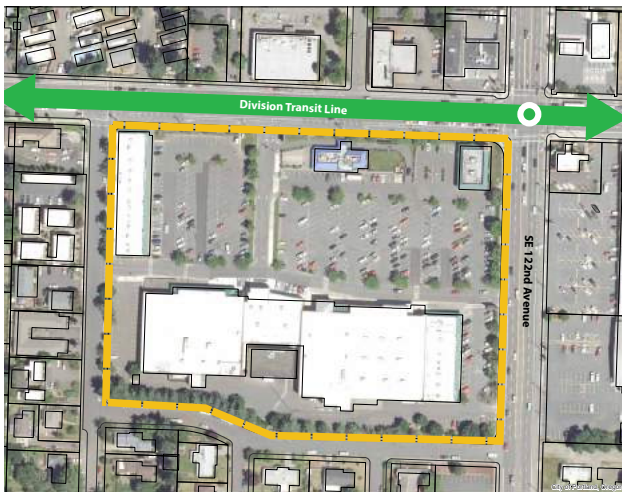
115th Ave vacant lots



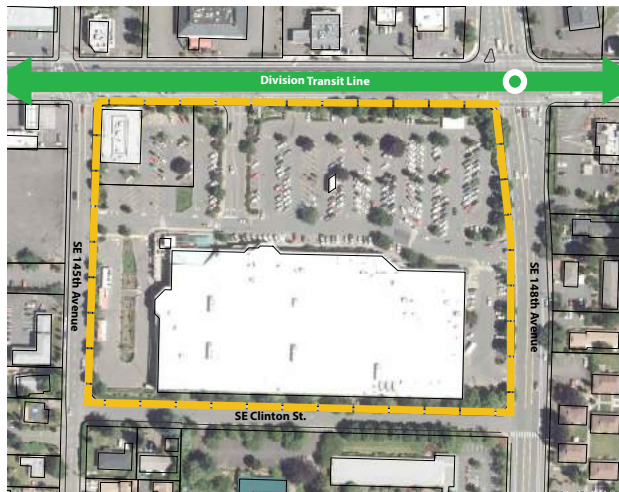
133rd Ave auto auction site



162nd Ave parking lots



122nd and Division parking lots





148th Ave parking lots

# POTENTIAL ACTIONS AND POLICY RECOMMENDATIONS

The following set of actions and policy recommendations are intended to help deliver some of the ideas and concepts generated in this access study. Several types of actions have been identified, including: further amendments to the zoning code, new area plans, continued technical assistance to property owners and businesses, new policy/program

approaches to fund needed infrastructure, and new capital projects. The list below is organized by bureau, with information about the status of the recommendation, and next steps. Because this report was drafted over the course of several years, some of the recommend actions have already been adopted (marked by a check).

<b>CODE REVIEW TO ADDRESS CONNECTIVITY</b>			
<p>Zoning Code can be amended to further policy objectives – to better address connectivity.</p> <p>The Plan does not propose a change to the minimum street spacing standards that are currently set in City code and in alignment with the Metro Regional Transportation Plan spacing standards. These requirements are 530 feet for streets and 330 feet for pathways. Code could be fine-tuned, however, to make successful implementation more likely</p>			
<b>Lead Agency</b>	<b>Description</b>	<b>Status</b>	<b>Next Steps</b>
BPS	<p><b>Pedestrian Connections</b></p> <p>Adopted with the new Mixed Use Zones, Zoning Code Section 33.130.292 Street and Pedestrian Connections provides stronger mandate to encourage pedestrian connectivity on large commercial sites.</p>	 Adopted, effective May 24, 2018	NA
BPS	<p><b>Right of Way Dedications and Development Allowances</b></p> <p>Section 33.930.025 Measuring Development Standards, now states “when site area is being dedicated to widen an existing public right-of-way, calculation of floor area ratio is based on the site area at the time of building permit application.” This allows any required dedication to go forward without reducing site entitlements.</p>	 Adopted, effective July 9, 2018	Through Better Housing by Design, amend zoning code so that development allowances for multi-dwelling developments be allowed to be calculated prior to the dedication of right-of-way. This would eliminate disincentives to creating new connections. Complete in 2019.

Lead Agency	Description	Status	Next Steps
BPS, PBOT	<p><b>Encourage developers to assemble larger sites for development</b></p> <p>The Better Housing by Design project will require new multi-dwelling developments in East Portland Neighborhood Centers to be built on lots with a larger minimum frontage length. This encourages site assembly, and discourages development of narrow and deep sites which typically have site plans dominated by vehicle circulation needs.</p>	In Progress – Adoption of standard for multi-dwelling zones expected in late 2019	Consider broader application of a minimum site width or site size in single dwelling zones through a future project. Timeline TBD.
<p><b>PLANNING TO UNLOCK POTENTIAL of CENTERS and OPORTUNITY SITES</b></p> <p><i>Zoning Code and Area Planning Tools can be adjusted to make development of more feasible, and to achieve growth-related policy objectives.</i></p>			
BPS, Metro	<p><b>Adopt Town Center Designations</b></p> <p>The City’s 2035 Comprehensive Plan designates the Division-Midway center as a “Town Center”, which is a designation that brings certain growth and investment policies with it. The designation would make future growth-related infrastructure investments here more likely.</p>	Adopted by City in 2035 Comprehensive Plan, in 2016	For this designation to be fully implemented, the City must ask Metro to incorporate it into the regional 2040 plan. The City anticipates doing this in 2020.
BPS	<p><b>Clarify Density Requirements</b></p> <p>Require multi-dwelling housing development to meet minimum density requirements when an existing building is being retained. The City’s zoning code allows infill development in multifamily zones to come closer to meeting minimum density without meeting it, if existing buildings on the property remain. Redevelopment with lower than expected density has been allowed to be built and, in some cases, this development has been within walking distant of a major transit route. The City should clarify the expected types of development (and clear density requirements) in these transit station areas. New and infill development should not undermine the broader principles and goals of the “centers and corridors” policies.</p>	Not started	Incorporate into future Zoning Code regulatory improvement project.

Lead Agency	Description	Status	Next Steps
BPS	<p><b>District Planning Program Staff Time</b></p> <p>Provide ongoing District Planning Program staff engagement with property owners on large opportunity sites, to help identify code and/or map barriers to development, especially for pedestrian and bike circulation and phasing of development.</p>	Ongoing	NA
BPS	<p><b>Small Area Plans</b></p> <p>Develop new “small area plans” for key nodes, transit stations and designated Centers along the corridor (for example, 50<sup>th</sup>/Powell, Jade, Midway, Rosewood). Plans could customize development standards to better suit situation. Another essential component of these plans will be the development of anti-displacement strategies, with correlating policies and programs to address housing stability based on the needs of community members most affected by displacement pressures.</p>	A Rosewood area planning project is anticipated in 2019 or 2020.	<p>Determine leadership structure and engagement approach for Rosewood planning.</p> <p>Seek grant funding for other small area plans in 2020 or 2021.</p>
<p><b>CONTINUE TECHNICAL ASSISTANCE TO PROPERTY OWNERS, BUSINESSES, and COMMUNITY ORGANIZATIONS</b></p> <p><i>This project and the 82nd Ave Study have jump-started conversations with property owners in the corridor. Conversations with property owners about how they would like to develop their property in the context of future public investments creates opportunities to find common development goals. The City should create a program or practice of ongoing conversations with property owners and businesses not only in the Division Transit corridor, but all East Portland (including 82nd Ave).</i></p>			
BPS, Housing	<p><b>Affordable Housing Pipeline</b></p> <p>Coordinate with the equitable housing efforts and housing bond implementation to model market feasibility at opportunity sites along the Powell-Division Transit Corridor and support pre-development work on key opportunity sites and potential Housing Bureau projects.</p>	In progress	Complete technical assistance to support redevelopment of the St. Marks parking lot at 53/Powell in 2019.



## POTENTIAL ACTIONS AND POLICY RECOMMENDATIONS

Lead Agency	Description	Status	Next Steps
BPS	<p><b>Quarry Site</b></p> <p>The quarry site is the largest undeveloped site in the corridor. In preparation for when it ceases operations, the City should work with the property owner and the Division-Midway community do develop a transition plan for the property.</p>	Not started	Seek grant funding for additional pre-development planning in 2020 or 2021.
Prosper Portland, BPS	<p><b>Neighborhood Prosperity Initiative</b></p> <p>Continue to work with NPIs to help identify these catalytic opportunities. For example, the Rosewood Initiative staff have identified the shopping center where their offices are located as a good opportunity. This project is expanding its scope to include an inventory of all these opportunities.</p>	In progress	Pursue future funding opportunities.
BPS, PBOT, Prosper Portland	<p><b>Investment Mapping</b></p> <p>Compile and update an interactive mapping tool to track investment in East Portland. This coordinated framework can help prioritize and coordinate already-in-the-pipeline capital improvements and identify future opportunities and actions for growing more complete communities in East Portland.</p>	In progress – PBOT has completed an initial map	On BPS' East Portland District Planning work plan for FY 19/20.

**CONNECTIVITY-RELATED CAPITAL PROJECTS**

*Continue development and implementation of adopted street plans.*

Lead Agency	Description	Status	Next Steps
PBOT	<p><b>Implement the funded Jade and Montavilla Connected Centers Project.</b></p> <p>Phase 1 of this project is funded with a combination of competitive Regional Flexible Funds allocated by Metro in 2019-2021 and PBOT local sources, including Transportation System Development Charge (SDC) funds.</p> <p>Work with ODOT to seek approval for additional crossings of 82nd Ave in the Jade District. Seek additional funding for more transportation projects to improve multi-modal safety, access and connectivity.</p>	<p>In progress – In Spring of 2019, PBOT submitted the project prospectus to ODOT.</p> <p>PBOT is entering into an Intergovernmental Agreement (IGA) with ODOT to receive the RFF grant funds administered through ODOT and enable PBOT to begin design of the project.</p>	<p>PBOT to prepare a report and submit to ODOT requesting State Traffic Engineer approval of proposed marked crosswalks with crossing treatments along 82nd Ave. This project includes a recommended enhanced crossing of 82nd Ave. ODOT approval is necessary given 82nd Ave is currently designated a State Highway (OR 213) and under the jurisdiction of ODOT.</p> <p>Next, PBOT will begin design of the project in Mid- 2019.</p>
PBOT	<p><b>Implement the Division-Midway Street Plan</b></p> <p>Continue project recommendations and identify funding sources for local street and pathway connections to improve transportation connectivity in the project area. Continue project development of a Connected Division-Midway project.</p>	<p>In progress – On one front, PBOT is conducting project develop for major capital projects to help seek funding.</p> <p>On another front, PBOT is identifying programs and funding to improve local residential streets, for example the LTIC.</p>	<p>PBOT will continue project development for projects in the Division-Midway Neighborhood Street Plan area. In 2019, PBOT will complete active transportation project development work on recommended Neighborhood Greenway routes in Division-Midway, the 101st/Clinton, 110s, Mid-130s, and mid-140s, along with sidewalk infill on Boise Street to connect Earl Boyles Park and Gilbert Heights Park.</p> <p>PBOT to seek additional funding based on the results of the project development phase.</p> <p>In addition, multiple local street or pathway connections recommended in the Division-Midway Neighborhood Street Plan are candidates for Neighborhood Streets improvements financed with Local Transportation Infrastructure Charge (LTIC).</p> <p>In 2019, once PBOT staff apply the allocation methodology and identify proposed 2018-2028 LTIC funded projects within the Cully, Division-Midway and Tryon-Stevens boundaries, the proposals will be reviewed with the respective Neighborhood Coalitions/Associations to solicit feedback before coming to Council with the financing package.</p> <p>Learn more:  <a href="https://www.portlandoregon.gov/transportation/68843">https://www.portlandoregon.gov/transportation/68843</a></p>

## POTENTIAL ACTIONS AND POLICY RECOMMENDATIONS

Lead Agency	Description	Status	Next Steps
PBOT	<p><b>Continue development of and implementation of the SE 162nd Ave Safety and Access to Transit Project</b></p> <p>Seek additional funding for more transportation projects to improve multi-modal safety and access to transit.</p>	<p>In progress – PBOT continues to engage the public in planning and development of improvements to 162nd Ave.</p>	<p>PBOT anticipates constructing the SE 162nd Avenue Safety and Access to Transit project in summer or fall 2020.</p> <p>Learn more:  <a href="http://www.portlandoregon.gov/transportation/162ndAccessToTransit">www.portlandoregon.gov/transportation/162ndAccessToTransit</a></p> <p>In addition, as of July 2019, 162nd Ave, from NE Sandy Blvd to SE Powell Blvd, is one of the candidate corridors under consideration for the 2020 transportation investment measure proposal, led by Metro with a Task Force.</p> <p>PBOT is coordinating with Metro and others on potential improvements in the 162nd Ave corridor if it is included in the measure.</p> <p>Learn more:  <a href="https://www.oregonmetro.gov/public-projects/2020-transportation-investment-measure">https://www.oregonmetro.gov/public-projects/2020-transportation-investment-measure</a></p>

**AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN AND SYSTEMS DEVELOPMENT CHARGE PROJECT LISTS**

*Multiple new projects and amendments to existing major projects were identified during the development of this report to address transportation needs along the Outer Division Corridor. These projects are listed below and further described in this report in tables provided for each focus area. It is a recommendation of this report that these major projects be added to the Portland Transportation System Plan (TSP) during the next update or future amendments to the TSP, and be considered for addition to the Transportation System Development Charge (TSDC) Project List to be eligible for this funding source.*

PBOT	<p><b>Jade District Projects</b></p> <ul style="list-style-type: none"> <li>Jade Connected Centers Project, Phase 2.</li> <li>SE 92nd Ave Safety Improvements (SE Stark - City Limits).</li> <li><u>Add as a study</u>: New pedestrian and bicycle bridge connection over I-205 connecting Jade District to Kelly Butte.</li> </ul>	In progress	The TSP is updated on a recurring basis. An update to the TSP is underway now. It is expected to be done in FY 19/20. These projects will be considered for inclusion in the TSP during this update.
<b>Lead Agency</b>	<b>Description</b>	<b>Status</b>	<b>Next Steps</b>
PBOT	<p><b>Division-Midway Projects</b></p> <ul style="list-style-type: none"> <li>Division-Midway Connected Centers Project Phase 1.</li> <li>Division-Midway Connected Centers Project, Phase 2.</li> </ul>	In progress	The TSP is updated on a recurring basis. An update to the TSP is underway now. It is expected to be done in FY 19/20. These projects will be considered for inclusion in the TSP during this update.
PBOT	<p><b>162nd &amp; Division to Rosewood Projects</b></p> <ul style="list-style-type: none"> <li>SE 162nd Ave Safety and Access Project/ SE 162nd Ave Corridor Improvements</li> <li>Rosewood Connected Centers Project, Phase 1.</li> <li>160's Neighborhood Greenway.</li> </ul>	In progress	The TSP is updated on a recurring basis. An update to the TSP is underway now. It is expected to be done in FY 19/20. These projects will be considered for inclusion in the TSP during this update.

## POTENTIAL ACTIONS AND POLICY RECOMMENDATIONS

### EXPLORE NEW POLICY, PROGRAMS AND TOOLS

A finer grained pedestrian and bike (multimodal) system is needed in East Portland. The priority is to complete key connections to the anticipated transit stations along the Division Transit line. The longer-term goal is a refined system of pedestrian and bike priority connections between centers. Funding remains a challenge. The City and its partners need to continue exploring additional funding mechanisms for sidewalks and other pedestrian and bike priority infrastructure. The current model (constructing sidewalks and obtaining new connections as a property develops or redevelops) cannot create a system fast enough.

Lead Agency	Description	Status	Next Steps
PBOT, BPS	<p><b>Form a Staff Technical Committee to Explore Funding Options for Offsetting Connectivity Requirements or Acquiring Property</b></p> <ul style="list-style-type: none"> <li>Explore options for funding to purchase right-of-way or public access easements from willing property owners to implement future public connections across existing private property. Target such connections that are not as feasible to implement through the City development review and permit process due to legal proportionality concerns. This could include buying parcels and keeping the public right-of-way connections, then selling the rest of the property for development to help defray costs.</li> <li>A new funding source could be for property acquisition or a charge on development like the Local Transportation Infrastructure Charge (LTIC). This would be a charge on all developments in areas not meeting street spacing standards, which would help offset the costs to build new connections.</li> </ul>	Not started	Identify staff to serve on a technical committee.

Lead Agency	Description	Status	Next Steps
PBOT	<p><b>Transportation System Development Charge Credit</b></p> <p>Developers must pay TSDCs when they develop or redevelop residential properties. The fees are assessed based on the number of units in the development, according to the fee structure that was adopted by Council in Ordinance 188619 on Sept. 27, 2017. TSDC funds projects that expand the capacity of the transportation system to accommodate the transportation impacts of new developments. A proposed credit for TSDC charges to developments that are required to build new street connections would help to offset the cost of building new connections. A credit would also recognize the important contribution that new connections make to Portland's street system.</p>	In progress	Advance pilot in the Jade District and Rosewood Neighborhood Centers as outlined in PBOT's draft Connected Centers Street Plan.
PBOT	<p><b>Phased Street Improvement with Development</b></p> <p>In locations where new connections are needed, but it is not feasible to build a street on a single parcel, explore new standards to allow connections to be built in phases across multiple parcels.</p>	In progress	Advance as outlined in PBOT's draft Connected Centers Street Plan.

### **What is the LTIC?**

In Spring 2016, the City adopted the Local Transportation Infrastructure Charge (LTIC), a charge on new infill developments on streets in single-dwelling residential zones. The LTIC provides a simpler option for developers to meet their obligations. In Spring 2018, City Council approved the LTIC allocation methodology for select projects for financed improvements. This methodology is consistent with the City's equity goals, ADA requirements, and adopted neighborhood transportation and stormwater plans.

### **What is the TSP?**

The Transportation System Plan is the 20-year plan to guide transportation policies and investments in Portland. The TSP meets state and regional planning requirements and addresses local transportation needs. The Transportation System Plan helps implement the city's 2035 Comprehensive Plan in addition to the region's 2040 Growth Concept by supporting a transportation system that makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs. The TSP includes a list of major projects and programs that would accommodate population and economic growth over 20 years. Projects included in the TSP may be eligible for a variety of funding sources.

### **What is the TSDC?**

One way that the City pays for better transportation facilities is through Transportation System Development Charges (TSDCs). These are one-time fees charged to development to help pay for a portion of the cost of new streets, sidewalks and other infrastructure to serve future users. The fees pay for specific projects that are on the TSDC project list. Funds collected through the TSDC program can only be used to pay for projects that are on the TSDC project list. The list includes a subset of projects from the larger Transportation System Plan (TSP) and other adopted City plans. By law, TSDC funds can only be used to fund construction of projects that add to the capacity of people to get around. They cannot be used on things like transportation studies or maintenance. This list is updated every 10 years with input from the public. Occasionally, the list is amended between the 10-year updates. Each project on the list that is prioritized for funding is expected to use a combination of TSDC funds plus other funding—from grants or other sources.

TSDC funds are typically allocated to capacity expansion projects for active transportation, transit or arterial streets, where the greatest effects of development-related congestion are expected. Local street networks in East Portland Neighborhood Centers are too disconnected and widely spaced to meet the transportation needs of projected development. In these areas, capacity expansion is needed in the residential street network, not just the arterial network. Under current rules, funds collected through TSDCs may only be allocated to projects that are on the TSDC project list. Adding TSDC projects in East Portland Centers would make transportation projects in these areas eligible for TSDC funding, which would be used as matching funds to help subsidize the cost of building required new street connections.