



Greening America's Communities
Greening The Jade | Portland, Oregon

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GREENING THE JADE / PORTLAND, OREGON

Greening America's Communities is an EPA program to help cities and towns develop an implementable vision of environmentally friendly neighborhoods that incorporate innovative green infrastructure and other sustainable design strategies. EPA provides design assistance to help support sustainable communities that protect the environment, economy, and public health and to inspire local and state leaders to expand this work elsewhere.

Greening America's Communities helps communities consider ways to incorporate sustainable design strategies into their planning

and development to create and enhance interesting, distinctive neighborhoods that have social, economic, and environmental benefits.

Multnomah County, Oregon was chosen in 2016 as one of six communities to receive this assistance along with Columbia, South Carolina; Honolulu, Hawaii; Brownsville, Texas; Muscatine, Iowa and Oklahoma City, Oklahoma.

More information is available at:

<https://www.epa.gov/smartgrowth/greening-america-communities>.



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All images are courtesy of MultiCultural Collaborative, LLC, unless otherwise noted.

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EXECUTIVE SUMMARY

Greening the Jade

The Jade District, located in southeast Portland, is one of the most diverse neighborhoods in Oregon and a vibrant community that currently serves as home for many immigrants and refugees with over 140 languages. The district features international cuisine, ethnic small businesses, close-knit communities, and important local institutions. However, incomes are lower than average and historical public disinvestment has led to a lack of key infrastructure, including limited local street network connectivity, local flooding, public park deficiencies, and limited pedestrian access. As a result, the Jade District residents experience stark economic and health disparities compared to the rest of Portland. In addition, the district includes major arterials and an urban state highway that have had several pedestrian and cyclist fatalities, and even more pedestrian, driver, and cyclist injuries over the past two years.

Through the EPA's Greening America's Communities program, Multnomah County's Office of Sustainability (located in Portland, Oregon) requested assistance to advance sustainable design strategies in the City of Portland's Jade District. These proposed designs are part of the Office of Sustainability's ongoing work implementing the 2015 Portland/Multnomah Climate Action Plan.

To complete this project the EPA coordinated a team of federal and county agency staff and consultants to draft designs, incorporating community input and feedback gathered through



Figure 1: The racial diversity in the community is a key element in the sense of place within the Jade District. This design project is intended to help the community maintain this diversity, and mitigate displacement of current residents and businesses as the neighborhood is likely to experience a fast pace of redevelopment.



Figure 2: Key assets of the Jade District are the unique retail and small businesses populating the area.



Figure 3: Designs that celebrate the area's multicultural identity and provide opportunities for social cohesion—such as gathering places, safe places to walk, and public artwork—are interwoven throughout the project area.

EXECUTIVE SUMMARY



Figure 4: Shopping centers along Division Street are thriving with commercial activity, providing the basis for the development of a more safe and attractive main street.



Figure 5: APANO JAMS Community Center is a central gathering space for district related activities that will be redeveloped into affordable housing and APANO community space.

workshops and focus groups during the project. The team selected three focus areas within the Jade District—Southeast (SE) 89th Avenue, the Fubonn Shopping Center, and Southeast (SE) Division Street. These focus areas represent similar conditions in other parts of the neighborhood and the design options are versatile enough to be used throughout the district.

Key Design Elements

SE 89TH AVENUE

SE 89th Avenue designs include concepts for street improvements, the development of a potential park site focusing on safe pedestrian and bicycle access, and integrating green infrastructure designs with an adjacent city stormwater facility.

FUBONN SHOPPING CENTER

This design option improves upon an existing commercial shopping center that serves a central feature of the neighborhood. This site is a key location for potential transportation network connections, including pedestrian, bicycle, and auto, especially as Portland Bureau of Transportation makes major improvements to SE 82nd Avenue along the front of Fubonn. The designs include a redesign of the parking lot, new green infrastructure within and adjacent to the site, and increased opportunities for economic development from building renovations.

SE DIVISION STREET

This design is located along SE Division Street, a major east-west arterial. The designs include new green infrastructure, street improvements

for pedestrian and bicyclist safety, gateway and placemaking features to promote the identity of the Jade District, and new commercial and retail opportunities.

Next Steps

The designs presented in this report are intended to inspire further public and private interest and investment in the Jade International District. The final chapters outline near-term actions, organized by the three focus areas, as well as mid-term and long-term actions focused on general coordination for the county, Asian Pacific American Network of Oregon (APANO), and other partners. Lastly, potential funding options are organized by source.

INTRODUCTION

Understanding the Historical and Cultural Context of the Jade District

When the Jade District was annexed to the City of Portland in the 1980s, the area was characterized by large-lot, semi-rural residential development. The existing development pattern was haphazard, with limited street connectivity, unimproved streets, no stormwater infrastructure, and limited public amenities such as parks.

Currently, only 21% of the land in the district is covered by a tree canopy. The U.S. Forest Service recommends a level of coverage for urban tree canopy at 40%. The area has many large parking lots and other highly paved areas that limits space for trees. The lack of shade from trees and large amounts of impervious surface leads to a pronounced urban heat island effect and stormwater management challenges. In addition, the lack of trees and concentration of high-traffic roads in the area results in public health concerns from exposure to air toxins and high rates of asthma.¹

The designs presented in this report address not only the environmental issues in the district, but they are also intended to provide residents and business owners with economic development opportunities and help the community address concerns about displacement and gentrification. As part of this project, the county partnered with APANO. APANO serves as the fiscal sponsor for the Jade District, a City of Portland Neighborhood Prosperity Initiative (NPI) district. The NPI is a public-private partnership that aims to transform

Figure 6: Focus Area Locations



The Greening the Jade project is located approximately five miles east of downtown Portland. Two urban state highways and a major city arterial surround the study area. The study area is about a half-mile square and has a limited local street network, due to large blocks, and includes several unimproved streets.

underserved commercial districts in east Portland into engines of economic growth without displacing the communities that reside there. To this end, employing community-driven sustainable designs can have a tremendous impact on the neighborhoods where they are located by creating enjoyable and safe options for walking, improving stormwater infrastructure, and fostering a sense of pride and place.

The county and APANO requested that Greening the Jade design work focus on three goals:

1. Create a pedestrian network that is accessible to all ages and abilities, and connects with local business, transit, and economic opportunity.

- 2. Improve currently unimproved streets** to maximize greenspace, improve stormwater management, and minimize gray infrastructure costs.
- 3. Create new park spaces and community gathering spaces** to address a lack of these amenities in the community.

Building Community Support

Approximately 56% of Jade District residents are people of color and about 55% of residents are categorized as low income—over twice the average compared to the rest of Portland. Fifteen percent live in linguistic isolation. These statistics generally correlate to underrepresented populations in many planning

¹ Regional Equity Atlas 2.0 Oregon Metro. <https://gis.oregonmetro.gov/equityAtlas>.

INTRODUCTION



Figure 7: This unimproved section SE 89th Avenue is an example of the several streets in the Jade District. The local street network has limited connectivity to other areas of the district and includes several dead-end streets, unimproved streets, and limited bikeway connections.



Figure 8: Stormwater curb extensions are a key aspect of the design options. They work to slow and infiltrate stormwater and they are also used to slow traffic down by narrowing the roadway.



Figure 9: Design options for SE Division Street incorporate ongoing improvements by the Portland Bureau of Transportation. The designs can help coordinate planned private redevelopment along the corridor.



Figure 10: This photo provides an example of a typical Jade District neighborhood with single-family homes and low density, multi-family housing. Unimproved streets are common.

processes. Language barriers, in particular, pose a tremendous challenge for some people to meaningfully participate. The design team prioritized accessible community engagement during this project. Along with providing interpreters at the three-day design charrette, the team also facilitated two focus groups with the Vietnamese and Chinese community, two of the neighborhood's largest ethnic populations, in their native languages.

Maximize Public Investment

Current public infrastructure investments in transportation systems in the Jade District include bus route improvements, a new bus rapid transit system, local street network connections, and arterial and state highway road safety improvements. These investments and improvements are expected to bring additional development and redevelopment to the community. The designs are organized to take advantage of current plans for capital investment in the district. The county and APANO are in close coordination with local and state transportation agencies to align efforts. The designs are dependent on public funding opportunities and adjacent property owner redevelopment. There is not a specific timeline for development of the designs, however, the designs work to capitalize on opportunities through public and private development in the neighborhood.

COMMUNITY ENGAGEMENT

Workshops and Focus Groups

Multnomah County, APANO, and EPA hosted a three-day design workshop and focus groups at the Jade-APANO Multicultural Space in Portland, Oregon.

Over 100 people participated in the workshop over the three days in focus groups and at two public open houses. Focus group participants included public agency representatives from EPA, U.S. Department of Housing and Urban Development (HUD, Oregon Department of Transportation, TriMet, City of Portland's Parks Bureau, Planning and Sustainability Bureau, Bureau of Environmental Services, Transportation Bureau, Vision Zero Project and Housing Bureau. Non-profit organizations that participated included: Safe Routes to School, Bike Loud, Ecotrust, Columbia Land Trust, and Trust for Public Lands. Additional stakeholder participation included local business owners, property owners, neighborhood association representatives, and residential renters from the Chinese and Vietnamese communities.

APANO has been organizing the Asian community in the Jade District around renters' rights, school based community engagement, and public health. Over 60 participants attended focus groups that were conducted in Cantonese and Vietnamese by the design team.



Figure 11: The design team conducted focus groups in Cantonese with the Chinese community to engage people in their native language, making participation easier and more meaningful.



Figure 12: The design team provided informal drop-in times to allow community members and agency representatives to provide input on design concepts.



Figure 13: Working drawings developed with focus groups informed the designs presented in this report.

COMMUNITY ENGAGEMENT



Figures 14 and 15: Focus groups conducted in Cantonese and Vietnamese enabled community members who are typically under-represented in planning processes to participate and provide valuable input.

Key Takeaways

Stakeholders highlighted the following strengths of the neighborhood:

- APANO's place-based organizing
- Variety of businesses that cater to ethnically diverse neighborhood
- Anchor community focus areas including Portland Community College and Fubonn Shopping Center and Harrison Park Elementary School
- Located on frequent service transit lines
- Growing immigrant and refugee community

Participants overwhelmingly agreed upon the following issues that they would like designs and development to address:

- Improve pedestrian safety and access to local businesses
- Reduce traffic speed on all streets
- Add affordable housing
- Support existing businesses to stay in place and encourage more small, local, entrepreneurial business start-up opportunities
- Add new parks and places for intergenerational gathering
- Improve lighting and safety
- Reduce local flooding
- Plant more trees

- Provide more areas to sit and rest along major streets
- Improve air quality
- Add more multi-language signage
- Add more family-friendly bike lanes

During focus group discussions, the team learned there are several construction projects underway that these designs can leverage for additional support. Some of the projects include the city's commitment to plant 100 trees in the district in the next five years; reducing speed limits to 30 mph and building landscaped medians and bicycle lane improvements on SE Division Street; potential construction of a cycle track bicycle lane along portions of SE 82nd Avenue; and bicycle and pedestrian access through the Fubonn parking lot to SE 85th Avenue.

EXISTING CONDITIONS

The three focus areas provide unique challenges and opportunities for this project. APANO and Multnomah County selected these sites because they provide opportunities to strengthen a sense of place for existing residents and help build a healthier, more economically strong, and climate resilient Jade District. The design options build on existing infrastructure and planned capital improvement projects by local and state government, as well as leverage opportunities for coordinated design with private land development.

Focus Area 1: SE 89th Avenue

Focus Area 1 has a mix of single-family homes on large lots, low-density multi-family units, and vacant parcels. SE Clinton Street, SE 90th Avenue, and portions of SE 89th Avenue are paved, though other sections remain unpaved. The streets in this area do not have curbs, sidewalks, or stormwater management systems. Community members cited concerns about pedestrian safety due to cars driving at high speeds, steep slopes, blind curves, and unimproved streets. The neighborhood streets have limited stormwater facilities, and the area is prone to local flooding. The City's Bureau of Environmental Services owns and maintains a wastewater pump station and stormwater detention pond at the intersection of SE Brooklyn Street and SE 89th Avenue. The detention pond drains by infiltration and is filled with stormwater for most of the year. The pond area is securely fenced with no public access. This area will be further discussed in the designs section.

Focus Area 2: Fubonn Shopping Center

The Fubonn Shopping Center is a regional retailer for Asian food distribution and other products and services, and draws customers from within the neighborhood and from across the region. This site was chosen by the community because it is such a large site with the potential to improve circulation for the neighborhood. The property owner is interested in improving his site and coordinating with upcoming investments in the district. The shopping center has only one entrance and exit via the signalized entrance at SE 82nd Avenue and SE Woodward Street, where the main turning movements are in and out of the shopping center. Pedestrian access to Fubonn is limited, especially from the residential areas to the east, and the lack of bicycle lanes on SE 82nd Avenue limits safe bike access to the site as well. During peak weekend hours and holidays, this parking lot becomes congested and traffic backs up on SE 82nd Avenue.

Focus Area 3: SE Division Street

SE Division Street is a major arterial and serves as a gateway to the Jade District. The street is designated as a high-crash corridor by the City of Portland, and several pedestrian fatalities have occurred on the street over the past few years. The city is focusing the Vision Zero initiative on this corridor and recently reduced the speed limit from 45 mph to 30 mph. The City's Bureau of Transportation will be focusing capital construction projects over the next year to

include landscaped medians, new public transit stations, enhanced bicycle lanes, and pedestrian crossings. A half block to the east there is a marked pedestrian crosswalk and crossing signal at SE 87th Avenue, but community members commented that these do not provide adequate safe crossings to access businesses and transit stops along SE Division Street because the marked pedestrian crossings are too far apart.

EXISTING CONDITIONS

Redevelopment Potential

The study area has a high potential for redevelopment to higher density residential, which could displace existing residents and businesses. This map identifies parking lots along major streets and land value greater than improvements. The existing residential development includes mostly older single-family homes on moderate-sized lots, vacant parcels, and some low-density, multi-family infill development. The current zoning in the study area is Mixed-Use Residential and Multi-Family Residential. Density ranges from 31 to 125 units per acre. Commercial properties are generally low-density, one-story commercial businesses with only a few newly developed commercial businesses. The businesses along SE 82nd Avenue are mostly oriented to serving autos, including car parts stores, used auto sales lots, and restaurants with drive-through windows and large parking lots.

Legend

-  Building Footprints
-  Land Value Land Greater Than Improvements
-  Parking Lots Along Major Streets

Figure 16: Redevelopment Potential Map



EXISTING CONDITIONS

Street Network

The local street network in the study area has limited connectivity to other areas of the district and includes several dead-end streets, unimproved streets, and limited bikeway connections. Many of the local streets that are paved do not have sidewalks or drainage facilities. This part of the city was gradually annexed to the City of Portland starting in 1986 and completed in the late 1990s. Some infrastructure, such as roads and stormwater facilities, remain unimproved today.

Figure 17: Street Network

- Legend**
-  Established Bikeway
 -  Dedicated Bike Lanes
 -  Major Arterials
 -  Local Street
 -  Unimproved Street
 -  Dead End



EXISTING CONDITIONS

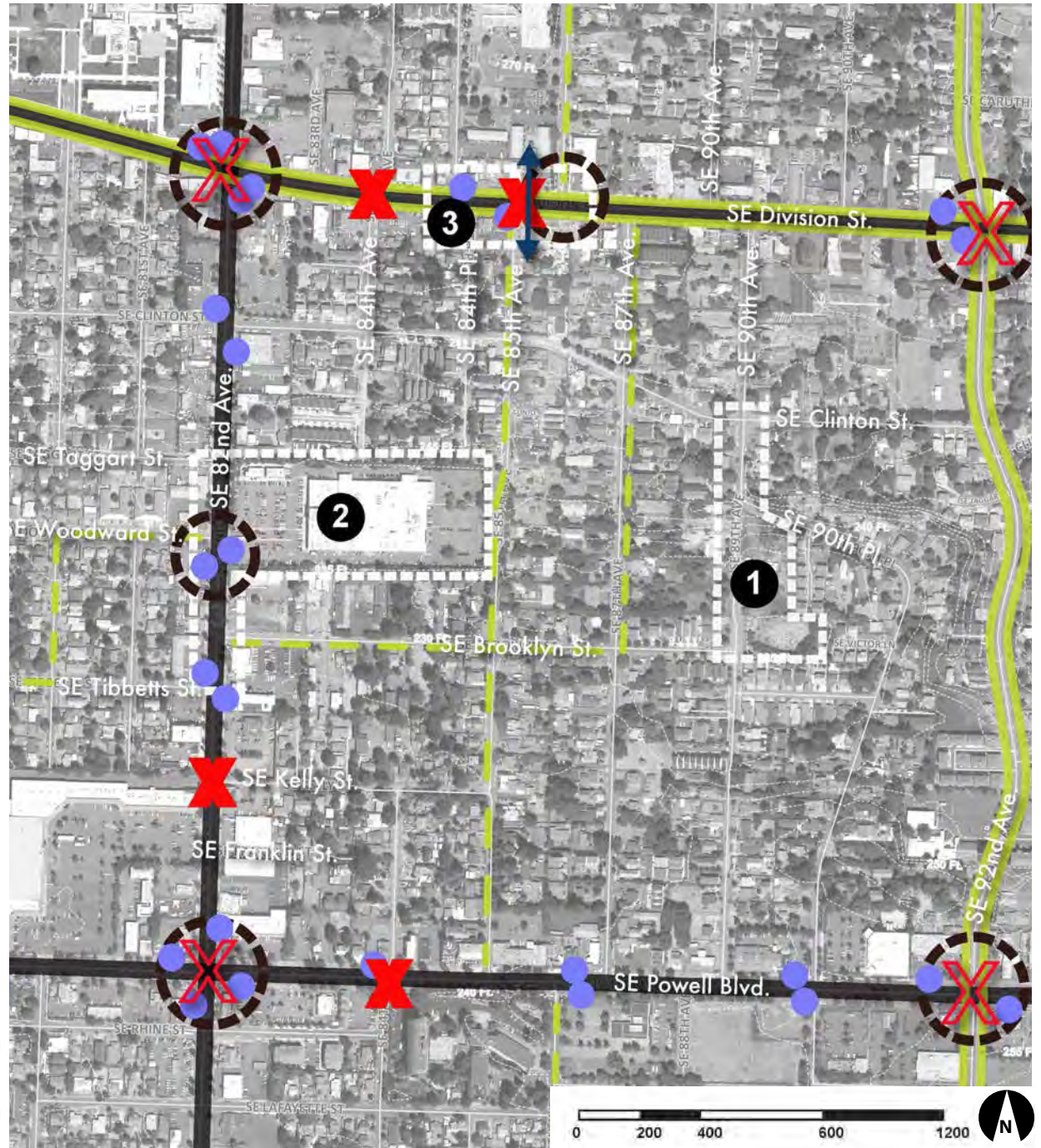
Transportation Safety

This map shows traffic-related pedestrian fatalities in the study area from 2015–2017. SE Division Street, SE 82nd Avenue, and SE Powell Boulevard are frequent-service public transit corridors. TriMet public transit route #72 has 22,000 boardings per day, which is one of the most popular routes in the region.

The study area is bordered by high traffic count city arterials and urban state highways. These streets have limited mid-block pedestrian crossings, no bike lanes, and limited pedestrian scale lighting. The City designated SE 82nd Avenue and SE Division Street as among the top 30 high-crash corridors in the city.

Due to many pedestrian fatalities, the city’s Vision Zero initiative is focused on eliminating death and serious injuries on the city’s streets. Planned safety improvements along SE Division Street and SE 82nd Avenue include reducing speed limits 30 mph, adding landscaped medians and buffered bicycle lanes, and pedestrian safety projects in the Jade District.

Figure 18: Transportation Safety



Legend

- Established Bikeway
- Dedicated Bike Lanes
- Major Arterials
- Bus Stops
- Fatal Injuries
- Serious Injuries (5-10)
- Signalized Intersection
- Pedestrian Bridge

EXISTING CONDITIONS

Vegetation and Hydrology

Tree cover for the study area is approximately 21% compared to the average Portland neighborhood coverage of 30.7%. The lack of trees and large amounts of impervious surfaces result in worse heat island effects than other parts of Portland. The Jade District also has poor air quality—17% worse than Portland’s average. Even so, due to the rural character of some portions of the study area, many large native trees remain. Stormwater runoff from SE 82nd Avenue contributes to the city’s combined sewer overflows. The rest of the runoff is primarily managed in three ways:

1. Evaporated and infiltrated in a few private or public vegetated infiltration facilities.
2. Infiltrated below ground in numerous underground drywells.
3. Drained to the City of Portland’s stormwater detention pond site, just south of Focus Area 1, where stormwater is infiltrated and evaporated over the course of about 10 months every year.

Despite the existing stormwater management facilities in the area, the neighborhood experiences a lot of localized flooding during storm events, including ponding along unimproved streets, and in yards and parking lots.

Legend






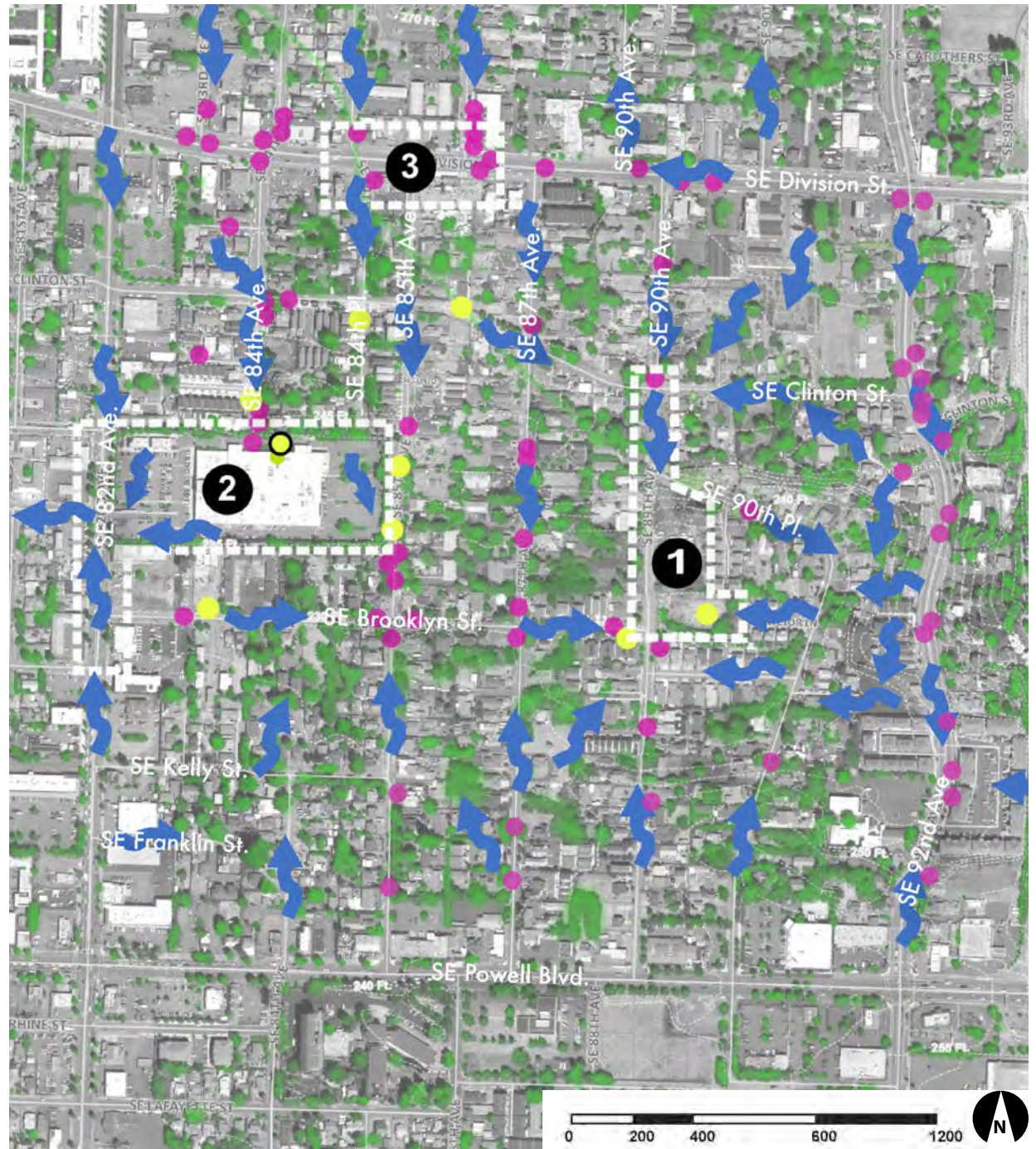
-  Stormwater Runoff Flows
-  Drywells
-  Vegetated Stormwater Facilities-public
-  Vegetated Stormwater Facilities-private
-  Tree Canopies

Figure 19: Vegetation and Hydrology



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Design Options

FOCUS AREA 1: SE 89TH AVENUE

Design Options Summary

The design options for Focus Area 1 include two separate areas along SE 89th Avenue. The first, at the intersection of SE 89th and SE Clinton Street (A & B), is focused on the street right of way and provides options to improve pedestrian safety and improve stormwater management with stormwater facilities built within the street section. The second area (C & D) is focused on increasing pedestrian and bicycle safety on SE 89th Avenue by removing autos and creating new parks and open spaces within current private properties on both sides of the street. The designs will require ongoing conversations between the property owners and public and private partners, but are presented here to convey feedback from the community about the need and potential for a new park in the Jade District.

Detailed designs (i.e. perspectives, street sections, and illustrations) are included on the following pages and highlight the proposed key design elements. Together, the proposed design elements serve to capture and slow stormwater runoff, calm traffic speeds, improve sight distances, and make the pedestrian realm safer and more pleasant. Options include additional landscaping and stormwater planters in front of the fenced city-owned sewage pump station building and stormwater detention pond.

Legend


















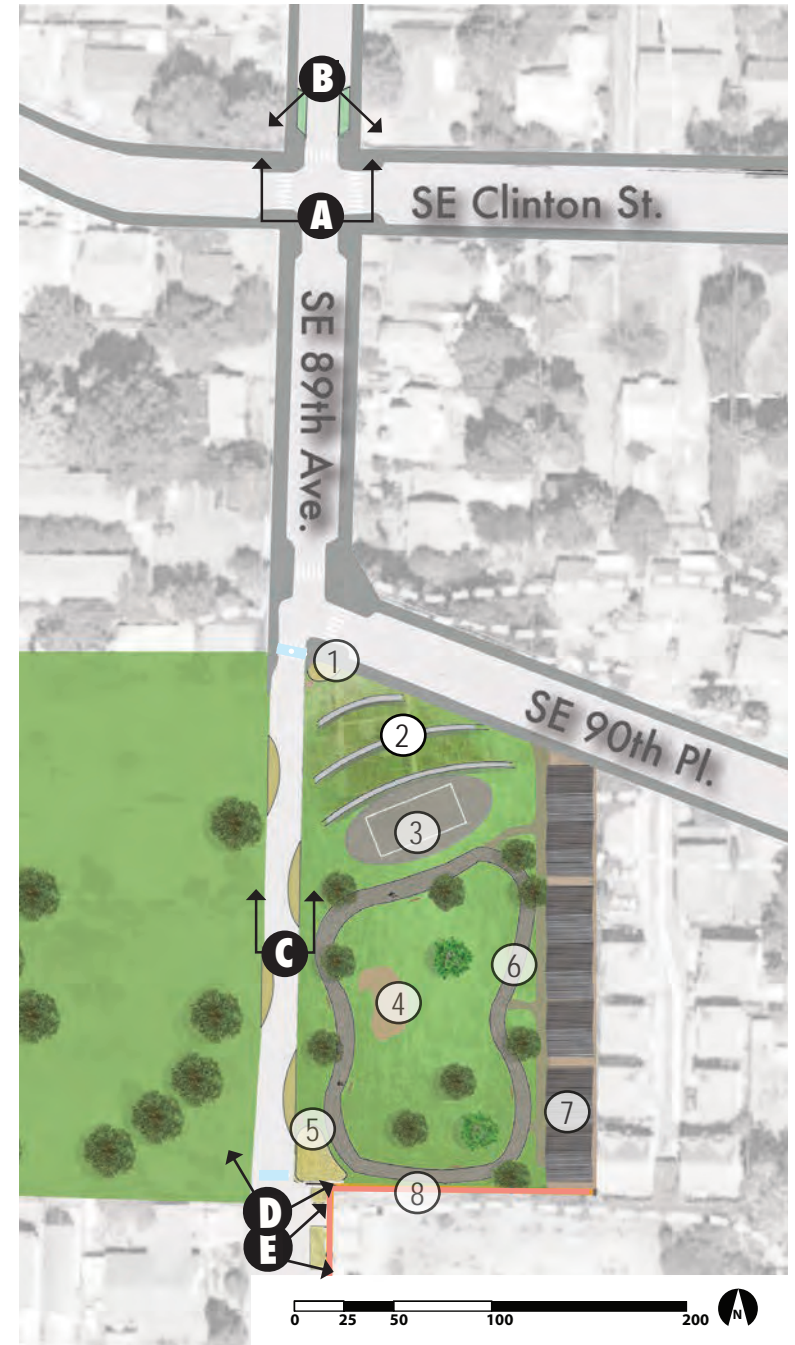
-  Stormwater curb extension
-  Stormwater planter
-  Park
-  Vehicle access barrier with removable bollards
-  1 Air quality monitoring interpretive sculptural installation
-  2 Terraced amphitheater
-  3 Multi-purpose paved pad
-  4 Nature play area
-  5 Public art installation and interpretive station
-  6 Park loop trail
-  7 Potential housing
-  8 Cultural art fence
-  Street section and plan view, looking north
-  B Illustration, looking south
-  C Street section and plan view, looking north
-  D Illustration, looking north
-  E Illustration, looking east

Figure 20: Focus Area 1 Site Plan



FOCUS AREA 1: SE 89TH AVENUE

Key Design Elements in Focus Area 1



Source: www.nacto.org

Stormwater Curb Extension

This design concept features stormwater management on streets and improves pedestrian safety by reducing crossing distance.



Terraced Amphitheater

This design takes advantage of steeply sloped areas for active use or a community garden, while also managing stormwater.



Park Loop Trail

A multi-use trail around the park provides recreational and potential seating options for people to enjoy the outdoors.



Stormwater Planter

Planters placed along sidewalks increase stormwater capacity for future development and road improvements while serving as a pedestrian amenity.



Source: www.cut-it-out.org

Cultural Art Fence

Public art is one way to celebrate the district's diverse, multicultural neighborhood and to reinforce community identity.



Source: www.learninglandscapesdesign.com

Nature Play Area

Outdoor play areas stimulate exploration-based play for young residents or visitors.

FOCUS AREA 1: SE 89TH AVENUE

Figure 21: Street Section “A” of SE 89th Avenue at SE Clinton Street, Looking North

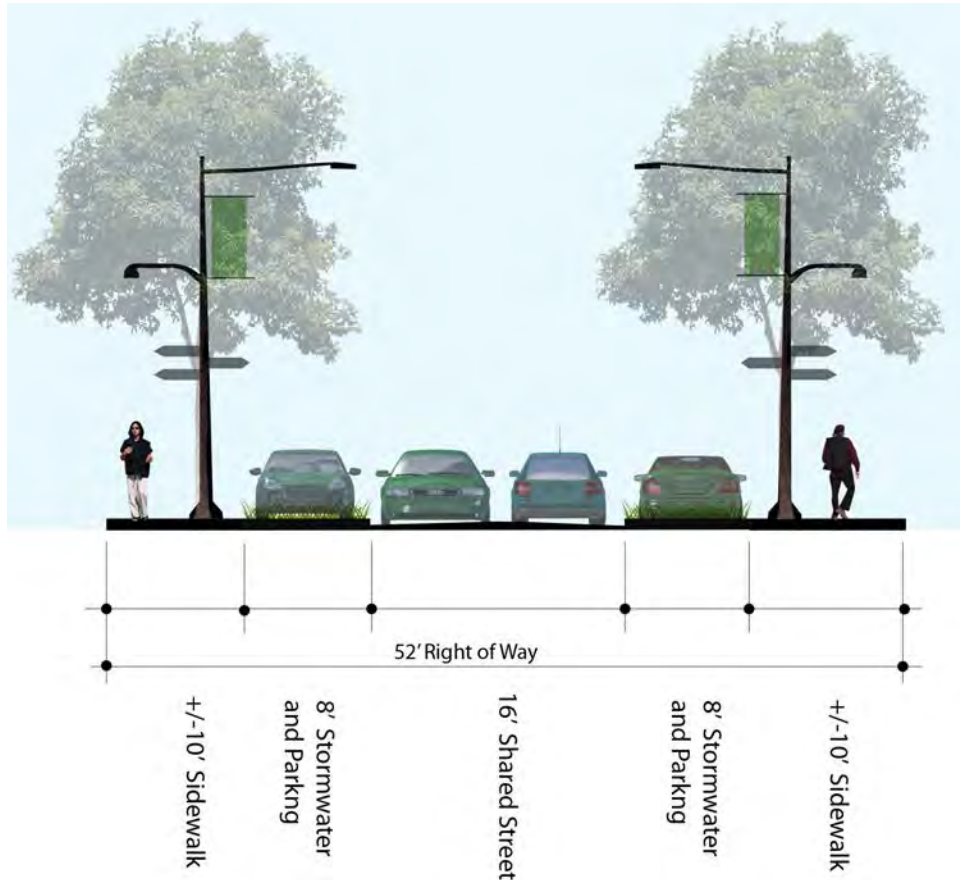
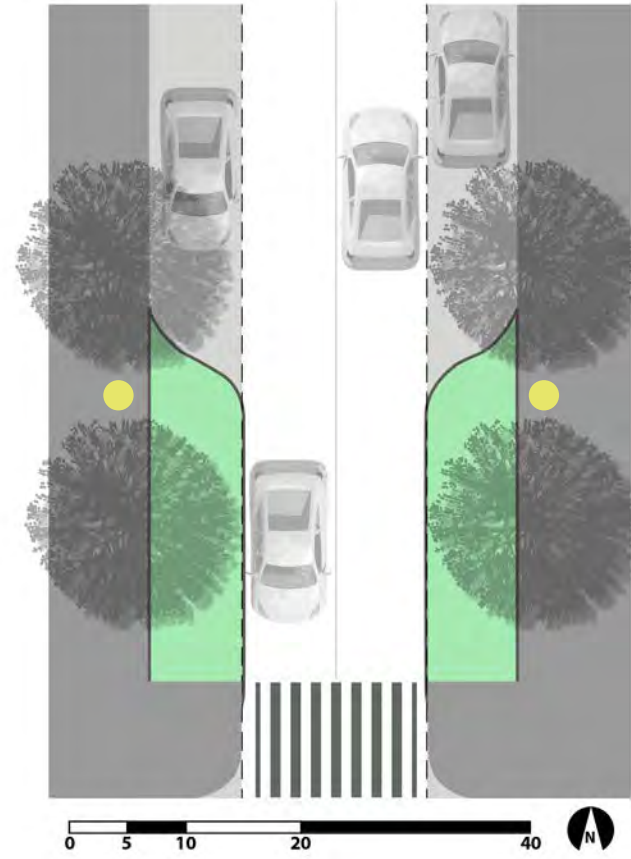


Figure 22: Plan View “A”



- Stormwater curb extension
- Potential future sidewalk
- Pedestrian-scaled street lighting, tree plantings and wayfinding signage

The design options for SE 89th Avenue and SE Clinton Street include street improvements such as marked crossings and stormwater curb extensions that calm traffic by extending the curb into the street to narrow travel lanes. Pedestrian-scaled lighting and tree plantings upgrade the street’s appearance, while on-street parking on both sides of the street maintains access for vehicles and nearby residents.

FOCUS AREA 1: SE 89TH AVENUE

Figure 23: Illustration “B” of SE 89th Avenue at SE Clinton Street, Looking South



This illustration shows the positive impact on the pedestrian realm by adding key design elements like crosswalks, sidewalks, and curb extensions. On-street parking would be maintained for nearby residents.

The existing street intersection lacks sidewalks, safe pedestrian crossings, stop signs, and stormwater facilities. Cars travel at high speeds through this intersection.



FOCUS AREA 1: SE 89TH AVENUE

Figure 24: Street Section “C” of SE 89th Avenue near 90th Place, Looking North

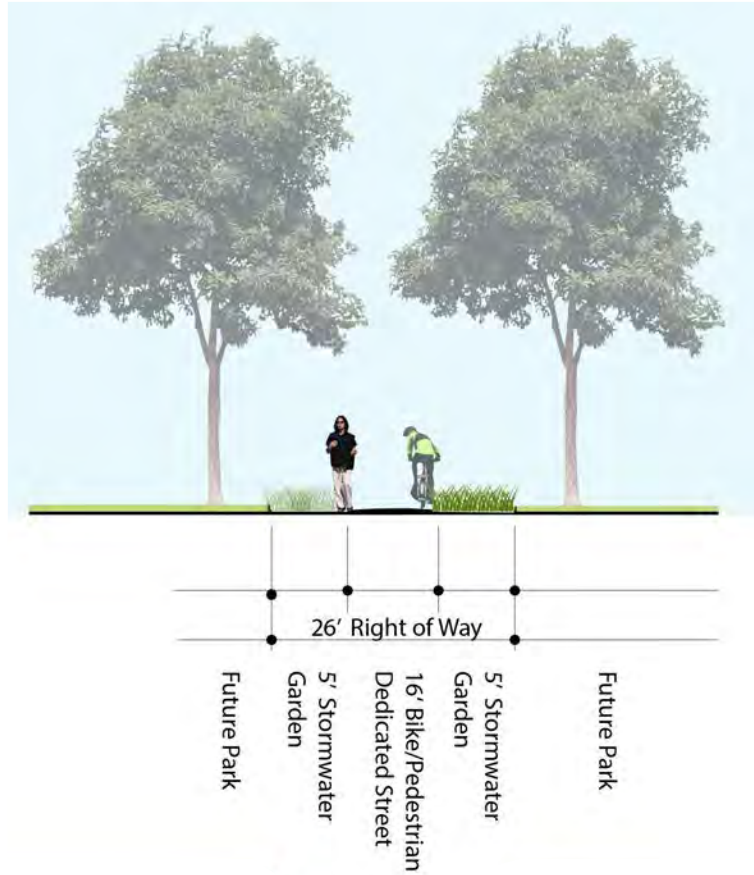
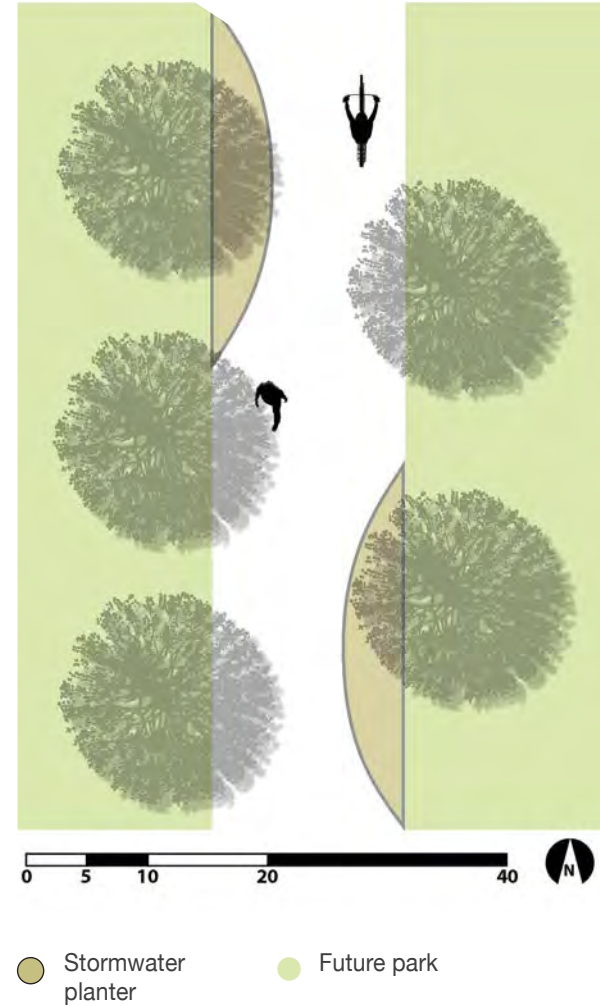


Figure 25: Plan View “C”



The designs for SE 89th Avenue between Brooklyn Street and SE 90th Place propose closing off SE 89th Avenue to cars and creating a street for pedestrian and bicycles only. The improvements also incorporate stormwater curb extensions to minimize impervious surfaces and infiltrate runoff.

FOCUS AREA 1: SE 89TH AVENUE

Figure 26: Illustration “D” on SE 89th Avenue, Looking North from SE Brooklyn Street



This design option provides safe pedestrian and bicycle access by closing the street to cars. The design includes a new park that would span either side of the new bike and pedestrian street and would provide the neighborhood with much needed open space. Stormwater planter beds could manage flow from uphill properties. Park amenities include a landscaped, terraced amphitheater that will also manage stormwater, nature play areas, park loop trail, and a cultural art fence that celebrates the district’s diverse multicultural heritage.

The existing site has an unimproved street with no stormwater facilities. The area has a history of flooding from the street and high-speed car travel, making pedestrian safety a concern for neighbors in the area. APANO and local partners are in discussion with property owners about converting these vacant lots into a neighborhood park.



FOCUS AREA 1: SE 89TH AVENUE

Figure 27: Illustration “E” on SE 89th Avenue, Looking East from SE Brooklyn Street



The pump station’s visual appearance could be improved by adding a cultural art fence to enhance or replace the existing chain link fence. The design also proposes adding new trees and landscaping.

The Bureau of Environmental Services owns and operates the Brooklyn Street sewage pump station building and stormwater detention pond. The stormwater detention pond accommodates the surface stormwater for the project area. This is an important facility for the project area.



FOCUS AREA 2: FUBONN SHOPPING CENTER

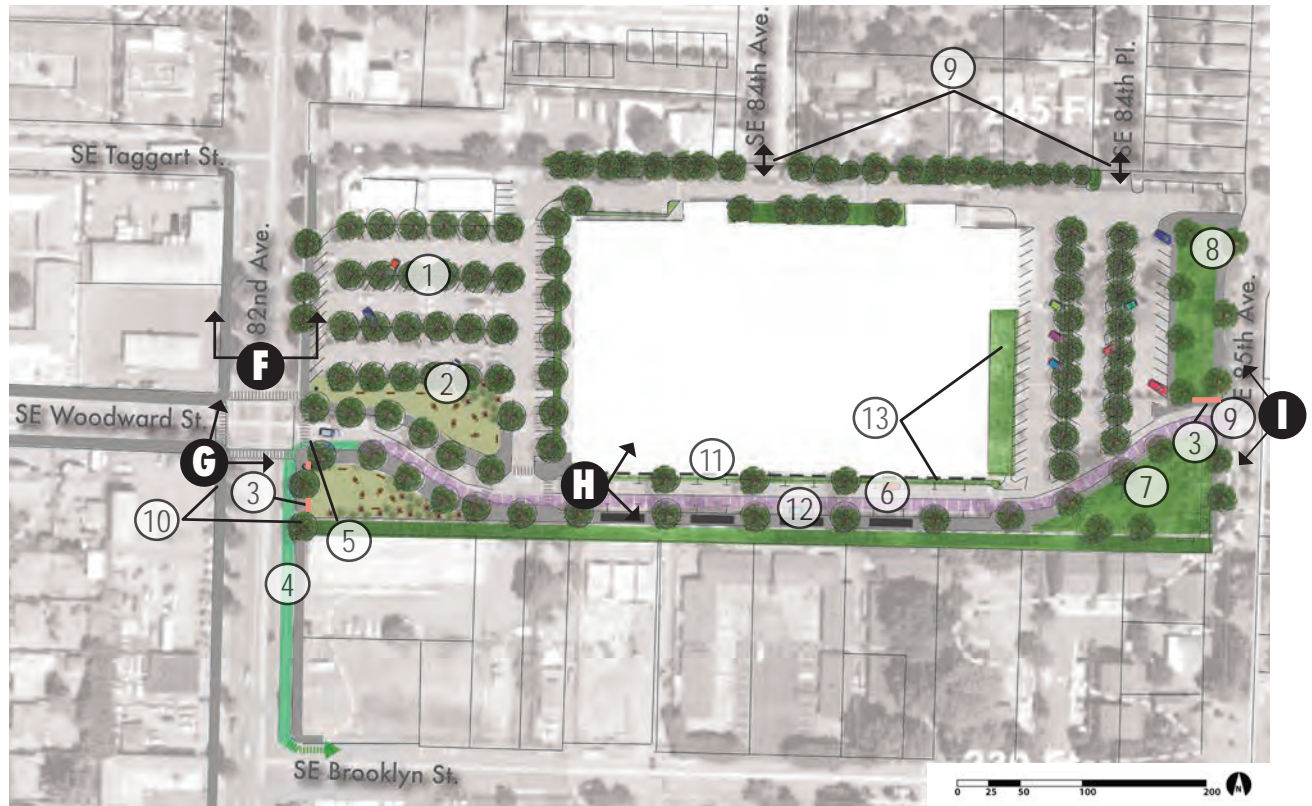
Design Options Summary

Design options for this focus area provide concepts that will help with traffic and pedestrian circulation and stormwater management on the Fubonn site. Options also include designs for safe pedestrian crossings at major streets and improvements within and adjacent to the street right of ways.

Additional design options include commercial building upgrades and additional improvements on the Fubonn site, such as parking lot reconfiguration, landscaping, stormwater management, and new access points for pedestrians and bicyclists which will increase opportunities for access and circulation on the site and to the adjacent neighborhood.

Design options can improve traffic flow, increase pedestrian and bicycle safety, create sustainable stormwater management solutions, and support community identity and local businesses.

Figure 28: Focus Area 2 Site Plan



Legend

- | | | | |
|--|---|--|---|
| ① Parking forest | ⑥ Improved pedestrian and bike connection through Fubonn property | ⑩ Sidewalks, street trees and amenities, dependent on future development | Ⓕ Street section and plan view, looking north |
| ② Plaza gateway | ⑦ Stormwater planter | ⑪ Improved retail storefronts | Ⓖ Illustration, looking northeast |
| ③ Cultural art fence | ⑧ Sidewalks, stormwater planters and tree plantings | ⑫ Food carts | Ⓗ Illustration, looking east |
| ④ Two-way cycle track | ⑨ Improved pedestrian/bike connectivity to neighborhood | ⑬ Trees and pollinator garden | Ⓘ Illustration, looking west |
| ⑤ Public art installation with multilingual wayfinding | | | |

FOCUS AREA 2: FUBONN SHOPPING CENTER

Key Design Elements in Focus Area 2



Source: www.parkingforest.org

Parking Forest

This best practice uses structural soil under pavement to infiltrate and evaporate stormwater, and meets tree canopy requirements without losing parking spaces.



Source: <http://www.deborahlozier.com/projects.html>

Plaza Gateway

A plaza gateway feature will provide street recognition for the shopping center and encourage pedestrian access from the transit stop along SE 82nd Avenue.



Two-Way Cycle Track

A two-way cycle track allows bicyclists to navigate large busy arterials by clearly delineating safe access to connecting bike ways or bike paths.



Bike and Pedestrian Access

Carefully marked intersections and throughways alert all users to the potential presence of more vulnerable users, increasing pedestrian and cyclist safety.



Source: www.cut-it-out.org

Improved Retail Storefronts

Mixed-use, small scale business retail storefronts can bring pedestrian activity and provide affordable commercial retail stalls.



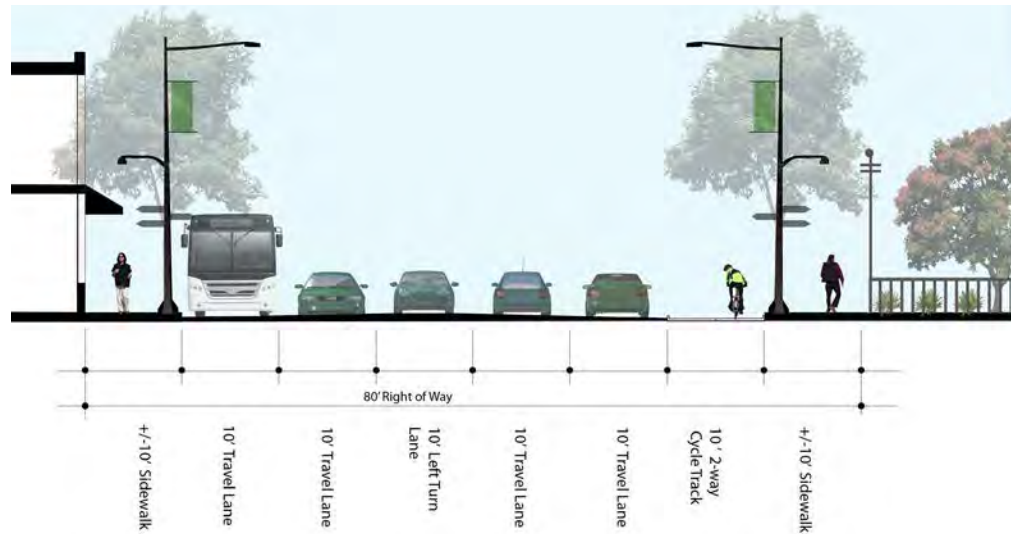
Source: www.learninglandscapesdesign.com

Food Carts

Improved retail storefronts and food carts along the south edge of Fubonn activate the outdoor pedestrian experience.

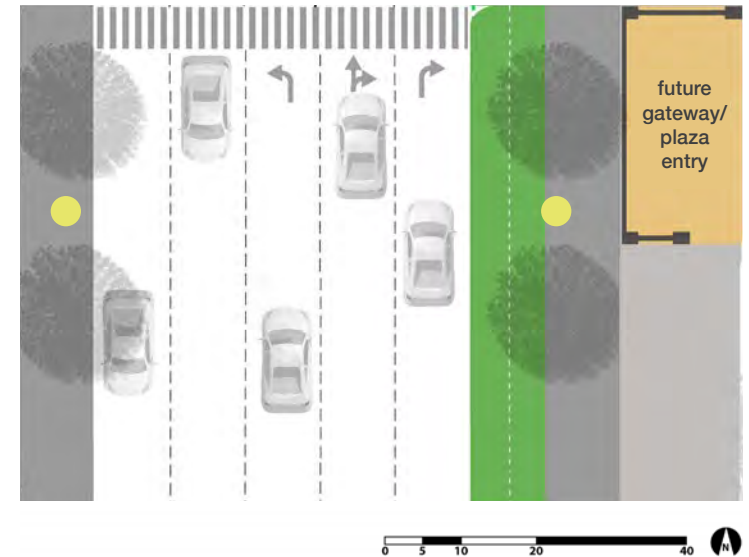
FOCUS AREA 2: FUBONN SHOPPING CENTER

Figure 29 : Street Section “F” of SE 82nd Avenue and SE Woodward Street, Looking North



Options for SE 82nd Avenue function within the design requirements of Oregon Department of Transportation and the existing 80-foot right of way of SE 82nd Avenue. On the west side of the street, designs include a potential two-way dedicated cycle track, in conjunction with the city’s transportation projects. On the east side, sidewalks, street trees, and other pedestrian amenities could be added with future redevelopment.

Figure 30 : Plan View “F”



- Sidewalks, street trees
- Two-way cycle track
- Pedestrian-scaled street lighting and wayfinding signage

FOCUS AREA 2: FUBONN SHOPPING CENTER

Figure 31: Illustration “G” of Fubonn Entrance at SE 82nd Avenue and SE Woodward Street



Designs provide a two-way cycle track on the east side of SE 82nd Avenue and enhanced striping for pedestrian crossings to improve safety and visibility for pedestrians crossing the street. Focus on the Fubonn Shopping Center entrance includes placemaking art, a plaza gateway, and seating to reinforce visual identity for the Jade District.

SE 82nd Avenue is a major arterial and state highway with no bicycle facilities and high traffic volume. The entrance to the Fubonn Shopping Center is a busy intersection with pedestrians, cars, and transit riders.



FOCUS AREA 2: FUBONN SHOPPING CENTER

Figure 32: Illustration “H” of Improved Circulation Through Fubonn Property, Looking East



This perspective illustrates redevelopment opportunities to increase retail frontage and active safe streets for pedestrians and cars, creating a main street like atmosphere. Outdoor seating and food carts, or seasonal retail vendors, would increase activity on the street throughout the day.

The existing south side of the building has only one access to the store. This side of the building is generally unwelcoming to customers walking from their cars to the building, and conflicts between cars and pedestrians cause safety concerns.



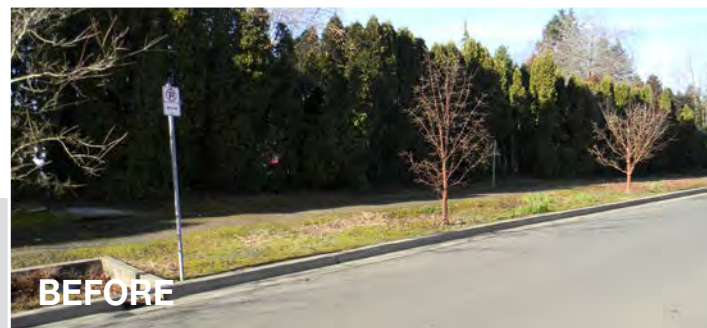
FOCUS AREA 2: FUBONN SHOPPING CENTER

Figure 33: Illustration “I” of Fubonn Entrance at SE 85th Avenue



This design option opens up a new access point from the Fubonn site to SE 85th Avenue and will allow for pedestrian and bicycle access from the neighborhood. Bollards would prevent cars from entering and exiting, and a new crosswalk marking improves safety for people walking and biking.

Currently, there is one narrow access to the Fubonn site from the neighborhood via SE 85th Avenue. The area has limited lighting and the existing mature landscaping does not provide an inviting and safe access to the site.



FOCUS AREA 3: SE DIVISION STREET

Design Options Summary

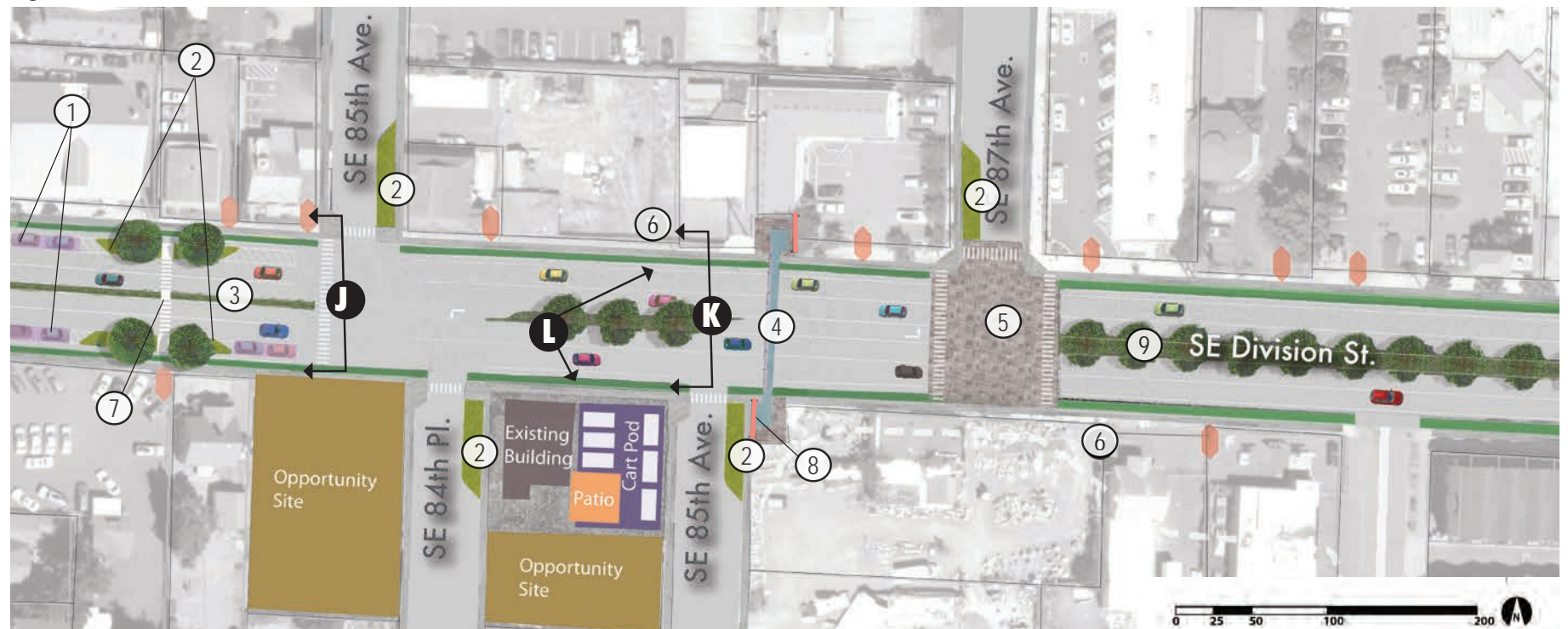
Design options for Focus Area 3 incorporate planned improvements outlined in the Portland Bureau of Transportation and TriMet's 15% preliminary designs for SE Division Street. These improvements will be constructed in 2018–2021 and include landscaped medians, stormwater management, buffered bike lanes, improved transit stations, pedestrian crossings, street lighting, and traffic signals. Based on community input, the design options presented here provide additional options for wider or narrower medians to allow for on-street parking and left turn pockets in key locations for businesses.

Legend

- | | | |
|--|---|--|
| ① On-street parking* | ⑥ Proposed Division Street transit stations | ◆ Existing driveway |
| ② Stormwater curb extensions* | ⑦ Mid-block pedestrian crossing | ■ Protected bike lane |
| ③ 4-foot planted median* | ⑧ Cultural art fence and multilingual signage | ⓐ Street section and plan view, looking west |
| ④ Public art installation on pedestrian bridge | ⑨ 10-foot planted median | ⓑ Street section and plan view, looking west |
| ⑤ Raised table crossing* | | ⓓ Illustration, looking east |

* Denotes a variation from the Portland Bureau of Transportation 15% engineered plans.

Figure 34: Focus Area 3 Site Plan



FOCUS AREA 3: SE DIVISION STREET

Key design elements for Focus Area 3 recognize the multicultural residents in the district by providing multilingual wayfinding signage. Other design elements will enhance pedestrian safety with added features for crossing SE Division, including pavement texture, additional crosswalk stripings, lighting, landscaping and other visual cues to slow auto traffic on SE Division.

Key Design Elements in Focus Area 3



Source: www.sedg.org

Multilingual Signage

Multilingual wayfinding signage supports the diversity of residents and visitors to the Jade District and contributes to a sense of community identity.



Raised Table Crossing

Raised table or textured crossings visually signal a critical pedestrian crossing, informing drivers to slow down as they approach the intersection.



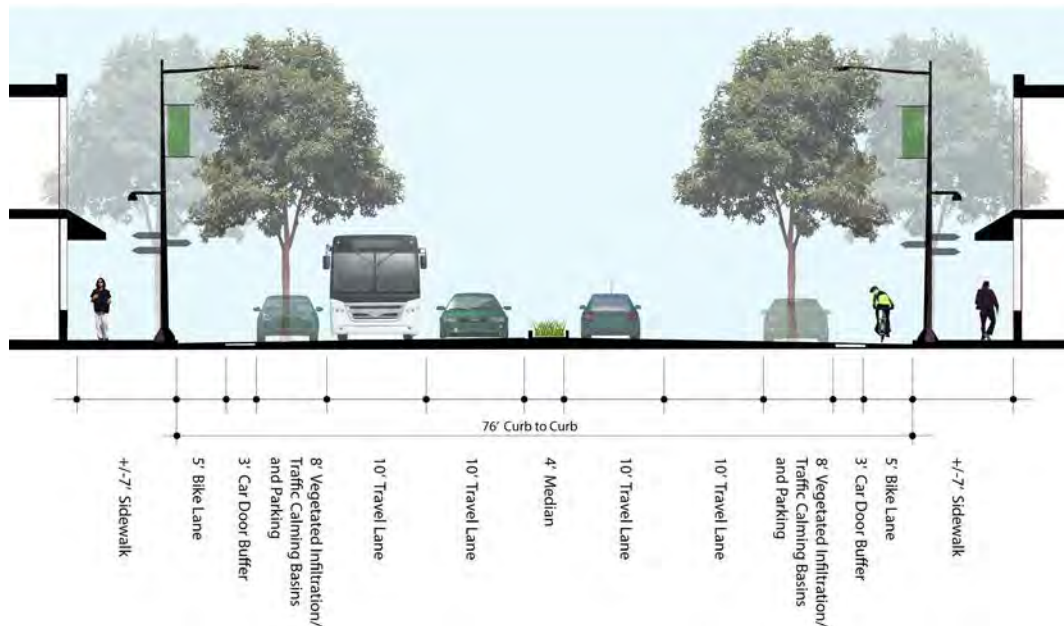
Source: www.fhwa.dot.gov

Mid-Block Crossings

Mid-block crossings provide pedestrian refuge to cross wide streets safely. They are often used in conjunction with pedestrian beacons, striping, or signage to reduce vehicle speeds.

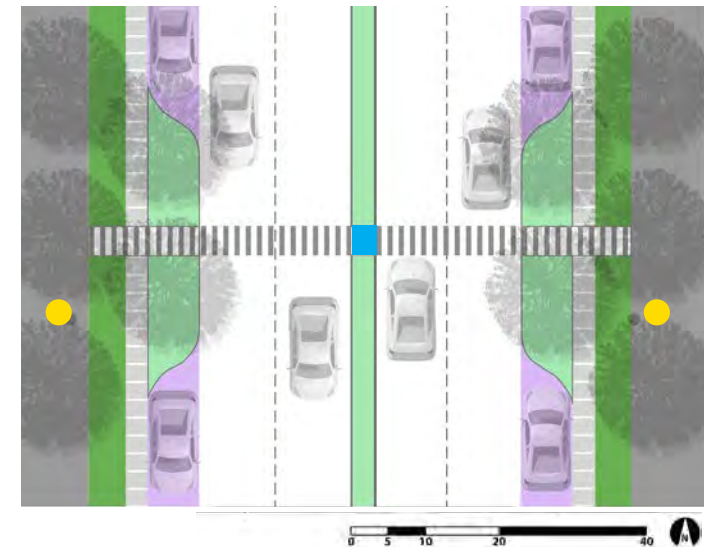
FOCUS AREA 3: SE DIVISION STREET

Figure 35: Street Section “J” of SE Division with On-Street Parking, Looking West



SE Division Street is 76 feet wide from curb to curb. Design options for this right of way include a four-foot planted median to accommodate on-street parking in key locations near retail businesses or left turn pockets. Marked bike lane buffer widths can protect bicyclists from parked car door opening swings, but do not have the additional width and bollards to accommodate the on-street parking in certain sections for business access.

Figure 36: Plan View “J”



- Sidewalks, street trees and amenities included as redevelopment occurs
- Buffered bike lane
- Street lamp with pedestrian-scaled lighting and wayfinding signage
- Mid-block crossing
- Stormwater curb extension
- On-street parking
- Car door buffer

FOCUS AREA 3: SE DIVISION STREET

Figure 37: Street Section “K” of SE Division Street with 10’ Median, Looking West

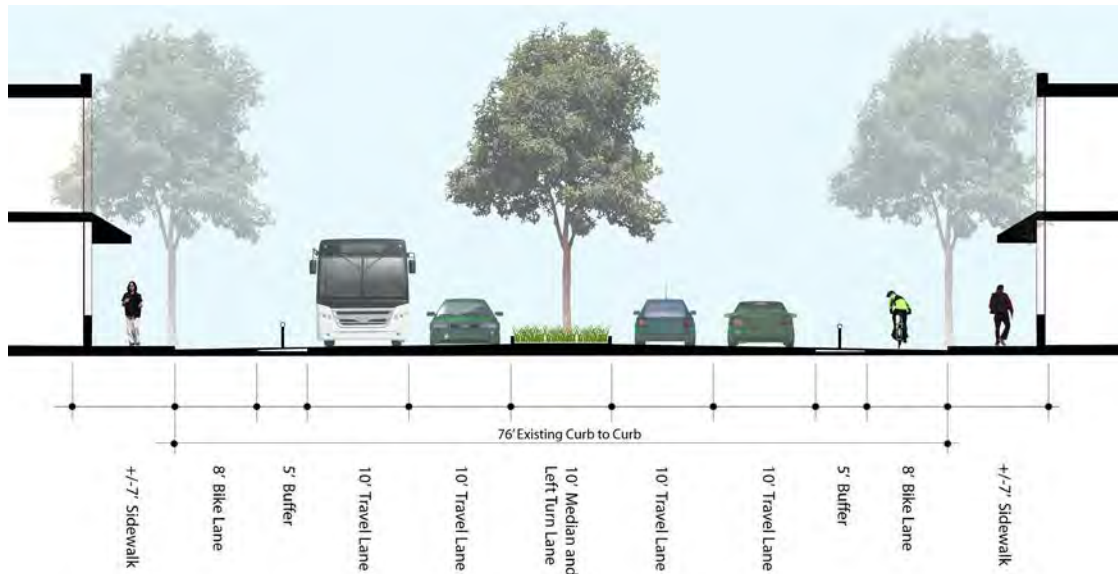
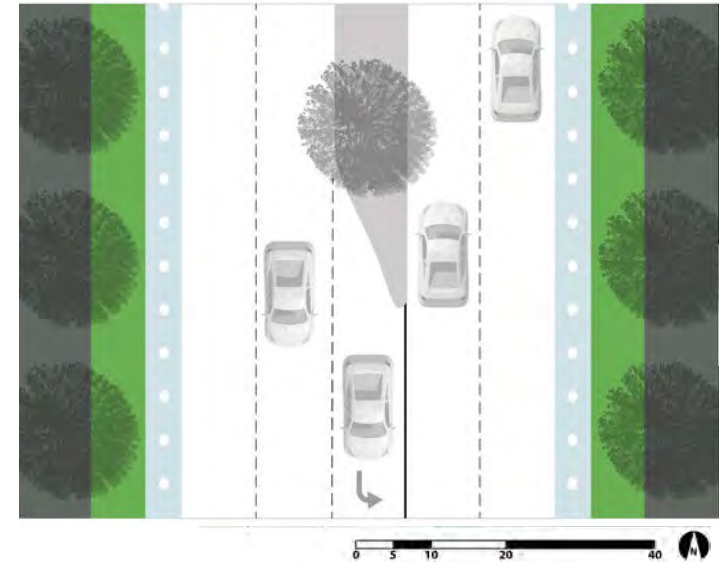


Figure 38: Plan View “K”



- Sidewalks, street trees and amenities included as redevelopment occurs
- ● Bike lane, buffered with bollards

This perspective provides two travel lanes in each direction with a typical center left turn pocket. This design option includes a center left turn pocket, without on-street parking, which allows for wider bike lanes and buffers with bollards.

FOCUS AREA 3: SE DIVISION STREET

Figure 39: Illustration “L” of SE Division Street, Looking East



Business visibility and enhancement can be improved by introducing low-cost, temporary structures, such as food carts, outdoor seating, landscaping, and fencing to the streetscape. Street design options include landscaped medians, mid-block crossings, protected bike lanes, and placemaking art. This design also proposes adding landscaping and signage to the pedestrian overpass to mark a gateway for the Jade District.

SE Division Street is a high-crash corridor, with several pedestrian deaths in the past few years. Cars travel at high speeds, and there are limited safe pedestrian crossings. Retail businesses rely on street visibility and on-street parking for operations. There are few visual cues for auto drivers that this is a retail business corridor.



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IMPLEMENTATION ACTIONS

The design options presented in this report are intended to inspire further public and private interest and investment in the Jade International District. Some potential next steps are presented here. Near-term actions are organized by the three focus areas, but the mid- and long-term actions are focused on general coordination for the county, APANO, and other partners.

Near-Term Actions, 1-3 Years

Based on stakeholder input, the design team identified many studies and public investments currently underway. APANO and the County can capitalize on these efforts and encourage community engagement with state and city agencies on design and construction projects.

APANO and the County intend to work with the City of Portland Bureaus of Planning and Sustainability, Transportation, Parks and Recreation, Development Services, and Environmental Services to present this report for further planning studies and to identify capital projects and funding. In particular, the themes identified in the report for green infrastructure, street design, multilingual wayfinding, and public art could be incorporated as an area-specific design approach for all new development and public projects in the district.

FOCUS AREA 1: SE 89TH AVENUE

1. Work with the Bureau of Transportation to incorporate design options into the Connected Centers Jade District neighborhood street network plan. The green infrastructure and

traffic calming design concepts for SE 89th Avenue can serve as a model for all unpaved streets developed in the district. Determine if closing the street to auto traffic is feasible in the short term to enhance pedestrian and bicycle safety.

2. Work with the Bureau of Environmental Services to develop and adopt a local stormwater retrofit plan for the district and identify stormwater capital projects for inclusion in the city Capital Project List. Work with city staff to find funding for these projects (see Potential Funding Options chapter).
3. Continue conversations with private property owners along SE 89th Avenue to determine if they are willing to work with the Bureau of Parks for acquisition and park development.

FOCUS AREA 2: FUBONN SHOPPING CENTER

1. Work with the Fubonn property owner to explore funding options for renovating the building and parking lot with green infrastructure designs.
2. Work with property owner and the city to negotiate pedestrian and bicycle access to SE 85th Avenue, SE 84th Avenue and SE Taggart Street to the site.
3. Explore options for public art grants for the Fubonn entrance gateway that includes public health and air quality educational information.

FOCUS AREA 3: SE DIVISION STREET

1. Coordinate with the Bureau of Transportation for SE Division Street improvements to include design options in this report, including green

infrastructure approaches, and pedestrian and bicycle safety improvements.

2. Work with the owner of the Van Hanh restaurant to identify funding or private development investment for storefront and site improvements design options.
3. APANO will coordinate with community partners on their Metro Community Placemaking grant for public art at the pedestrian overpass to reflect design options in this report.
4. Coordinate with TriMet on public art and pedestrian amenities for the new bus rapid transit station on SE Division Street.

Mid-Term Actions, 3-5 Years

1. Continue to work with property owners, Parks and Recreation, and other partners for parkland acquisition, design, and construction.
2. Work with property owners and developers for incremental street network improvements, including district-wide green infrastructure plan and capital projects.

Long-Term Actions, 5-10 Years

1. Continue to complete local street network connections as properties develop in the area.
2. Explore options for funding for Fubonn site improvements and building renovations.
3. Work with property owners and developers as multi-family housing develops in Focus Areas 1 and 2 for street connections and alternative street design options with green infrastructure.

POTENTIAL FUNDING OPTIONS

Stormwater Management, Infrastructure, and Parks

East Multnomah County Soil and Water District, Partners in Conservation Grant Funds

The Partners in Conservation program provides funding to support conservation projects and conservation education in the district. Projects must show a clear public benefit in one or more of the following areas: habitat restoration or watershed health, soil erosion prevention/control, soil health, water quality, water conservation, and/or environmental education.

Oregon DEQ Clean Water State Revolving Fund

This fund provides low-interest loans to public agencies to improve water quality. Loan funds can be used for facility planning, stormwater, and wastewater capital projects. The fund is capitalized by the EPA.

Business Oregon

Business Oregon is the State of Oregon's economic development agency and administers several grant and loan programs that can assist the community in addressing infrastructure issues.

- **Community Development Block Grants** – Grants and technical assistance are available to develop livable urban communities for persons of low and moderate incomes by expanding economic opportunities, and providing housing and suitable living environments. This program is funded by HUD.

- **Water/Wastewater Financing** – This loan program funds the design and construction of public infrastructure needed to ensure compliance with the Safe Drinking Water Act or the Clean Water Act. Allowable projects include construction improvement or expansion of stormwater systems, purchase of easements necessary for construction, design and construction engineering, planning and technical assistance. These programs are funded by EPA and state lottery funds.
- **Brownfields Program** – The purpose of the Brownfields Program is to assist individuals, non-profits, and local governments with financing to evaluate, cleanup, and redevelop brownfields. The state manages two brownfields programs. The Oregon Coalition Brownfields Cleanup Fund is a revolving loan fund capitalized by the EPA. The Oregon Brownfields Redevelopment Fund is funded by state revenue bonds.
- **Special Public Works Fund** – The Special Public Works Fund provides loans and grants that support economic and community development. Funds are available to public entities for planning, design, improving, and constructing publicly owned facilities, and storm drainage systems. This program is funded by state lottery funds.

Metro Nature in Neighborhood Grants

These grants support community projects and programs across the region from local park improvements to stream restoration to hands on nature education.

City of Portland

- **Bureau of Environmental Services** – The Community Watershed Stewardship Program provides grants for improvements in neighborhoods that improves the health of the city's watersheds. The program is a partnership between BES and Portland State University. Stewardship Grants of up to \$10,000 and Native Plant Mini-Grants of up to \$500.
- **Bureau of Environmental Services** – Percent for Green provides funding for managing stormwater in green infrastructure facilities in the public right of way.
- **Neighborhood Small Grants Program** – The Office of Neighborhood Involvement partners with the city's seven neighborhood district coalitions to give out funds totaling approximately \$100,000 per year.

Public/Private Development and Investment

Guiding local entrepreneurs, property owners, and developers to find those win-win opportunities to both contribute to the greater benefits of the surrounding community while making sound business investments themselves.

Placemaking and Public Art

Metro Community Placemaking Grants

The program supports creative, community driven projects that strengthen social fabric, foster connection to place and involve and benefit historically marginalized communities. Funding up to \$100,000, ranging from \$5,000 to \$25,000.

Regional Arts and Culture Council Grants

RACC supports the region's vital arts and culture community through a variety of grant programs. Grant programs include Project grants, Arts Equity Grants, Professional Development Grants, and Capacity Building for Culturally Specific Organizations. RACC awarded over \$700,000 in project grants in 2017.

TriMet Public Art Program

The Public Art Program promotes transit use and community pride by integrating permanent and temporary art works into the public transit system. The regional transit district funds new artwork at 1.5% of eligible capital project costs, with a separate annual allowance for collection care.

Venture Portland Grants

Grant funds are invested in the smart, strategic growth of Portland's unique neighborhood business districts and help business districts citywide meet the needs of diverse communities. Since 1995, Venture Portland has granted more than \$1.4 million to fund 519 business district projects, leveraging 44.7 million in additional private investment in districts around the city.

Community Organizing and Public Health

Social Justice Fund

The Social Justice fund provides grants to non-profit organizations that work for structural change in order to increase the opportunity of those who are the least well off politically, economically, and socially.

Oregon Public Health Institute

Healthy Eating Active Living (HEAL) Cities Small Grants program. The HEAL Cities Small Grants

program provides HEAL cities an opportunity to implement HEAL policies. The goal of the program is to advance equity.

USDA Farm to School Grants

Cities are eligible to apply for Support Service grants to develop existing farm to school initiatives and to provide broad reaching support services to farm to school initiatives.

Metro Partners in Nature

Through Partners in Nature, Metro collaborates with culturally specific organizations to provide culturally relevant opportunities to increase utilization of Metro parks and natural areas, increase capacity with partner organizations, and increase opportunities for relationship building and learning by Metro staff. APANO submitted a letter of interest to participate. The program is funded by the Metro Natural Areas levy approved in 2013.

Transportation

Oregon Transportation and Growth Management Grants (TGM)

The TGM Program is a partnership between the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation. The program provides funding to help communities plan for streets and land use in a way that leads to more livable, economically vital, and sustainable communities, as well as increases opportunities for transit, walking, and bicycling. Category 1 grants assist with transportation system planning. Category 2 grants assist with integrated land use and transportation planning to promote compact, mixed-use

development, supported by improved pedestrian, bicycle, transit, and multi-modal street facilities.

Metro Regional Travel Options Grants

Regional Travel Options grants create safe, vibrant and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. Metro awards approximately \$2.5 million every two years in three categories: program grants, enhancement grants, and planning grants. Grants are funded through federal dollars, allocated through the regional flexible funds process.

Portland Bureau of Transportation, Portland in the Streets Community Grant Program

A total of \$100,000 is available for grant applications up to \$20,000 to invest in small-scale community driven projects focused on transportation safety, equity, innovation, and placemaking for historically underrepresented communities.

Development

Oregon Transportation and Growth Management Grants

The Quick Response Program helps communities identify ways to implement integrated transportation and land use plans, and assists with multi-modal problem solving. Projects funded through the Quick Response program are typically site specific, small scale and short term. They focus on facilitating readiness for future development, ideally within three years.



United States
Environmental Protection
Agency