



Multnomah County Oregon

Board of Commissioners & Agenda

connecting citizens with information and services

REVISED

BOARD OF COMMISSIONERS

Diane Linn, Chair

501 SE Hawthorne Boulevard, Suite 600
Portland, Or 97214

Phone: (503) 988-3308 FAX (503) 988-3093

Email: mult.chair@co.multnomah.or.us

Maria Rojo de Steffey, Commission Dist. 1

501 SE Hawthorne Boulevard, Suite 600
Portland, Or 97214

Phone: (503) 988-5220 FAX (503) 988-5440

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Serena Cruz Walsh, Commission Dist. 2

501 SE Hawthorne Boulevard, Suite 600
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501 SE Hawthorne Boulevard, Suite 600
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Email: district3@co.multnomah.or.us

Lonnie Roberts, Commission Dist. 4

501 SE Hawthorne Boulevard, Suite 600
Portland, Or 97214

Phone: (503) 988-5213 FAX (503) 988-5262

Email: lonnie.j.roberts@co.multnomah.or.us

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MARCH 14, 15 & 16, 2006 BOARD MEETINGS FASTLOOK AGENDA ITEMS OF INTEREST

Pg 2	9:00 a.m. Tuesday Budget Work Session
Pg 2	9:00 a.m. Wednesday Budget Work Session
Pg 3	1:30 p.m. Wednesday Budget Work Session
Pg 4	9:30 a.m. Thursday Public Comment
Pg 4	9:35 a.m. Thursday First Reading Possible Adoption of Ordinance Amending Land Use Code, Plans and Maps to Adopt Portland's Code, Plan and Map Revisions
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Pg 6	10:30 a.m. Thursday Auditor's Report on Jail Personnel Costs
Pg 6	11:15 a.m. Thursday Briefing on DCHS Related Fiscal Year 2006 Budget Notes

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Tuesday, March 14, 2006 - 9:00 AM
Multnomah Building, First Floor Commissioners Boardroom 100
501 SE Hawthorne Boulevard, Portland

BUDGET WORK SESSION

WS-1 Multnomah County 2006-07 Budget Work Session on Composite Ranking Round 1. Facilitated by Dave Boyer, Karyne Dargan and Tom Moss of Public Strategies Group. 3 HOURS REQUESTED.

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BUDGET WORK SESSION

WS-3 Multnomah County 2006-07 Budget Work Session on Composite Ranking Round 1. Facilitated by Dave Boyer, Karyne Dargan and Tom Moss of Public Strategies Group. 1.5 HOURS REQUESTED.

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Multnomah Building, First Floor Commissioners Boardroom 100
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REGULAR MEETING

CONSENT CALENDAR - 9:30 AM

SCHOOL AND COMMUNITY PARTNERSHIPS

- C-1 Amendment 1 to Intergovernmental Expenditure Agreement 4600005845 with the Housing Authority of Portland to Allow for the Reduction in Funding under FEMA 24 and County General Fund for Services Performed by the Department of School and Community Partnerships as of January 2006

NON-DEPARTMENTAL

- C-2 Ratification of Clackamas County Appointment of Melinda Mowery as the Clackamas County Public Health Representative on the Tri-County Safety Net Enterprise Board

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PUBLIC COMMENT - 9:30 AM

Opportunity for Public Comment on non-agenda matters. Testimony is limited to three minutes per person. Fill out a speaker form available in the Boardroom and turn it into the Board Clerk.

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- R-2 RESOLUTION Accepting the Springwater Plan Adopted by the City of Gresham as Consistent with the Intergovernmental Agreement for Springwater
- R-3 First Reading and Possible Adoption of an ORDINANCE Amending County Land Use Code, Plans and Maps to Adopt Portland's Recent Land Use Code, Plan and Map Revisions Related to the Adoption and Implementation

of the Division Green Street / Main Street Plan in Compliance with Metro's Functional Plan and Declaring an Emergency

- R-4 RESOLUTION Authorizing an Application for a \$2,000,000 Loan from the Oregon Transportation Infrastructure Bank for the Burnside Bridge Lift Span Rehabilitation Project [Continued from February 23 and March 9, 2006]

DEPARTMENT OF HEALTH - 9:40 AM

- R-5 NOTICE OF INTENT to Apply for Grant Funding from the United Way of the Columbia/Willamette to Support the Purchase of a Mobile Health Care Clinic

COMMISSION ON CHILDREN, FAMILIES AND COMMUNITY - 9:43 AM

- R-6 NOTICE OF INTENT to Apply for Funding from the United Way of the Columbia/Willamette Vision Council "Tools for Living" Community Investment Grant

DEPARTMENT OF COUNTY MANAGEMENT - 9:45 AM

- R-7 RESOLUTION Adopting Multnomah County's Investment Policy and Repealing Resolution 04-068

NON-DEPARTMENTAL - 9:50 AM

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(OR IMMEDIATELY FOLLOWING BOARD BRIEFINGS)
Multnomah Building, First Floor Commissioners Conference Room 112
501 SE Hawthorne Boulevard, Portland

EXECUTIVE SESSION

- E-1 The Multnomah County Board of Commissioners will meet in Executive Session Pursuant to ORS 192.660(2)(h). Only Representatives of the News Media and Designated Staff are allowed to attend. News Media and All Other Attendees are Specifically Directed Not to Disclose Information that is the Subject of the Session. No Final Decision will be made in the Session. Presented by Agnes Sowle. 15 MINUTES REQUESTED.



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MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: C-1
Est. Start Time: 9:30 AM
Date Submitted: 02/27/06

BUDGET MODIFICATION:

Agenda Title: **Amendment 1 to Intergovernmental Expenditure Agreement 4600005845 with the Housing Authority of Portland to Allow for the Reduction in Funding Under FEMA 24 and County General Fund for Services Performed by the Department of School and Community Partnerships as of January 2006**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	<u>March 16, 2006</u>	Time Requested:	<u>N/A</u>
Department:	<u>DSCP</u>	Division:	<u>Community Partnerships</u>
Contact(s):	<u>Tiffany Kingery</u>		
Phone:	<u>503 988-6295</u>	Ext.	<u>22728</u>
Presenter(s):	<u>Consent Calendar</u>	I/O Address:	<u>167/2/200</u>

General Information

1. What action are you requesting from the Board?

Approval of Amendment 1 to Intergovernmental Expenditure Agreement 4600005845 with the Housing Authority of Portland to Allow for the Reduction in Funding Under FEMA 24 and County General Fund for Services Performed by the Department of School and Community Partnerships as of January 2006.

2. Please provide sufficient background information for the Board and the public to understand this issue.

The County has transferred operations for the Clearinghouse Program from DSCP to the Housing Authority of Portland (HAP). HAP will administer rental assistance funds and implement a single unified rental assistance program in Multnomah County in accordance with the Ten-Year Plan to End Homelessness.

3. Explain the fiscal impact (current year and ongoing).

The County will pay HAP a maximum of \$269,115.34 based on funding availability from FEMA, LIRHF, CGF Administration and CGF Program funds.

4. Explain any legal and/or policy issues involved.

N/A

5. Explain any citizen and/or other government participation that has or will take place.

N/A

Required Signatures

**Department/
Agency Director:**



Date: 02/27/06

/mas

Budget Analyst:

Date: _____

Department HR:

Date: _____

Countywide HR:

Date: _____

ROBERTS Sydney L

From: CREAN Christopher D
Sent: Monday, February 27, 2006 9:57
To: ROBERTS Sydney L
Subject: RE: HAP amendment #1
Sydney –

I have reviewed the proposed amendment to the contract with the Housing Authority of Portland (No. 46-5845) and it may be circulated for signature as proposed. Thanks.

- Chris

-----Original Message-----

From: ROBERTS Sydney L
Sent: Monday, February 27, 2006 9:53 AM
To: CREAN Christopher D
Cc: BOGSTAD Deborah L
Subject: HAP amendment #1

Hello Chris attached is Amendment #1 for your review and approval. I will also be sending the hard copy over to your attention because it has to go before the Board for final approval (since the original was processed in the same manner). If you have any questions please do not hesitate to call or email me!

Thank you!

*Sydney Bizzell Roberts, Contract Specialist
Dept. of School and Community Partnerships
421 SW Oak Street, Suite 200
Portland, OR 97204
503.988.6295 ext. 22701 / 503.988.3332 fax*

MULTNOMAH COUNTY CONTRACT APPROVAL FORM
(See Administrative Procedure CON-1)

Contract #: **4600005845**

Pre-approved Contract Boilerplate (with County Attorney signature) ☒ Attached ☐ Not Attached

Amendment #: **1**

Class I	Class II	Class III A
Contracts \$75,000 and less per 12 month period	Contracts over \$75,000 per 12 month period	<input checked="" type="checkbox"/> Government Contracts (190 Agreement)
<input type="checkbox"/> Professional Services Contracts <input type="checkbox"/> PCRB Contracts <input type="checkbox"/> Maintenance Agreements <input type="checkbox"/> Licensing Agreements <input type="checkbox"/> Public Works Construction Contracts <input type="checkbox"/> Architectural & Engineering Contracts <input type="checkbox"/> Revenue Contracts <input type="checkbox"/> Grant Contracts <input type="checkbox"/> Non-Expenditure Contracts	<input type="checkbox"/> Professional Services Contracts <input type="checkbox"/> PCRB Contracts <input type="checkbox"/> Maintenance Agreements <input type="checkbox"/> Licensing Agreements <input type="checkbox"/> Public Works Construction Contracts <input type="checkbox"/> Architectural & Engineering Contracts <input type="checkbox"/> Revenue Contracts <input type="checkbox"/> Grant Contracts <input type="checkbox"/> Non-Expenditure Contracts	<input checked="" type="checkbox"/> Expenditure <input type="checkbox"/> Non-Expenditure <input type="checkbox"/> Revenue Class III B <input type="checkbox"/> Government Contracts (Non-190 Agreement) <input type="checkbox"/> Expenditure <input type="checkbox"/> Non-Expenditure <input type="checkbox"/> Revenue <input type="checkbox"/> Interdepartmental Contracts

Department: School and Community Partnerships Division: Community Partnerships Date: February 16, 2006

Originator: Tiffany Kingery Phone: 22728 Bldg/Rm: 167/2/200

Contact: Sydney Bizzell Roberts Phone: 22701 Bldg/Rm: 167/2/200

Description of Contract: **This amendment will allow for the reduction in funding under FEMA 24 and County General Fund for services performed by DSCP as of January 2006.**

RENEWAL: <input type="checkbox"/>	PREVIOUS CONTRACT #(S):
RFP/BID: <u>IGA</u>	RFP/BID DATE:
EXEMPTION #:	EXPIRATION DATE:
EFFECTIVE DATE:	ORS/AR #:
CONTRACTOR IS: <input type="checkbox"/> MBE <input type="checkbox"/> WBE <input type="checkbox"/> ESB <input type="checkbox"/> QRF State Cert# or <input type="checkbox"/> Self Cert <input type="checkbox"/> Non-Profit <input type="checkbox"/> N/A (Check all boxes that apply)	

Contractor: <u>Housing Authority of Portland</u>		Remittance Address	
Address: <u>135 SW Ash</u>		(If different)	
City/State: <u>Portland OR</u>			
Zip Code: <u>97204</u>		Payment Schedule / Terms	
Phone: <u>503.802.8300</u>		<input type="checkbox"/> Lump Sum \$ <input type="checkbox"/> Due on Receipt <input type="checkbox"/> Monthly \$ <input type="checkbox"/> Net 30 <input type="checkbox"/> Other \$ <input type="checkbox"/> Other	
Employer ID# or SS#: <u>93-6001547</u>		Requirements Funding Info:	
Contract Effective Date: <u>January 1, 2006</u>	Term Date: <u>June 30, 2006</u>		
Amendment Effect Date: <u>January 1, 2006</u>	New Term Date: <u>June 30, 2006</u>		
Original Contract Amount \$	<u>339,610.00</u>	Original Requirements Amount	\$
Total Amt of Previous Amendments \$	<u>0</u>	Total Amt of Previous Amendments	\$
Amount of Amendment \$	<u>70,494.66</u>	Requirements Amount Amendment:	\$
Total Amount of Agreement \$	<u>269,115.34</u>	Requirement Changes Non-Amendment:	\$
		Total Amount of Requirements	\$

REQUIRED SIGNATURES

Department Manager: Lorenzo T. Poe Jr. mbe DATE: 2/27/06

Purchasing Manager: _____ DATE: _____

County Attorney: Christopher A. DATE: 3/1/06

County Chair: Jeani M. DATE: 3/16/06

Sheriff: _____ DATE: _____

Contract Administration

COMMENTS: Vendor # 24226
EEO Expires: ☐

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

AGENDA # C-1 DATE 03-16-06

DEBORAH L. BOGSTAD, BOARD CLERK

MULTNOMAH COUNTY SERVICES CONTRACT AMENDMENT
(Amendment to Change Contract Provisions During Contract Term)

CONTRACT NO. 4600005845 - AMENDMENT NO. 1

This is an amendment to Multnomah County Contract No. 4600005845 effective January 1, 2006 to June 30, 2006 between Multnomah County, hereinafter referred to as County, and Housing Authority of Portland hereinafter referred to as Contractor.

The parties agree:

1. The following changes are made to Contract No. 4600005845
 - a. Line item 2, Clearing House Services funded under FEMA 24, have been reduced by \$34,518.35 effective January 1 2006. Total funding for this line item is now \$204,174.65.
 - b. Line item 3, Clearing House Services funded under County General Fund (CGF), has been reduced by \$35,976.31, effective January 1 2006. Total funding for this line item is now \$14,940.69.
2. All other terms and conditions of the contract shall remain the same.

CONTRACTOR DATA AND SIGNATURE

Contractor Address: 135 SW Ash
Portland OR 97204
Phone No. 503.802.8300
Federal Tax ID# or Social Security: 93-6001547
Is Contractor a Nonresident alien? ☐ Yes ☐ No
Business Designation (check one): ☐ Sole Proprietorship ☐ Partnership
☐ Corporation-for profit ☐ Corporation-Non-profit
☐ Other, describe here: _____

Federal tax ID numbers or Social Security numbers are required pursuant to ORS 305.385 and will be used for the administration of state, federal and local laws. Payment information will be reported to the Internal Revenue Service under the name and Federal tax ID number or, if none, the Social Security number provided above.

I have read this Contract Amendment. I understand the Contract Amendment and agree to be bound by its terms.

Signature _____

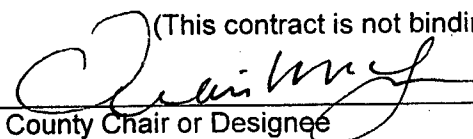
Title _____

Name (please print) _____

Date _____

MULTNOMAH COUNTY SIGNATURE

(This contract is not binding on the County until signed by the Chair or the Chair's designee)


County Chair or Designee

3/16/06
Date

Department and County Counsel Approval and Review

Approved: _____


Department Manager or Designee

2/22/06
Date

Reviewed: _____

Assistant County Counsel

Date



MULTNOMAH COUNTY OREGON

ATTACHMENT A

Page 2 of 2

Bill to and ship to addresses are the same unless otherwise specified below.

AMENDMENT 1

Release Order

Vendor Address

HOUSING AUTHORITY OF PORTLAND
135 SW ASH ST
PORTLAND OR 97204

Release Order	4500079646
Date	12/05/2005
Vendor No.	24226
Buyer/Phone	OSCP Services /
Validity End Date	06/30/2006
Incoterms	FOB Destination

Item	Material/Description	Quantity	UM	Unit Price	Net Amount
	* 2/14/06 Amendment 1 Reduced line by \$35,976.31				
				Total	<u>\$ 269,115.34</u>



MULTNOMAH COUNTY OREGON

ATTACHMENT A

Page 1 of 2

Bill to and ship to addresses are the same unless otherwise specified below.

AMENDMENT

Release Order

Vendor Address

HOUSING AUTHORITY OF PORTLAND
135 SW ASH ST
PORTLAND OR 97204

Release Order

4500079646

Date

12/05/2005

Vendor No.

24226

Buyer/Phone

OSCP Services /

Validity End Date

06/30/2006

Incoterms

FOB Destination

Ship To:

Multnomah County
Dept of School & Community Partnership
421 SW Oak, Suite 200
Portland OR 97204
Fax:

Bill To or Other Special Instructions:

Program Contact:
Mary Li
503.988.6295, ext. 26787

Item	Material/Description	Quantity	UM	Unit Price	Net Amount
	2/14/06 Amendment 1 Line 2 reduced by \$34,518.35 Line 3 reduced by \$35,976.31				
0001	H50030016 Clearinghouse Services Admin (USD) Tracking# IGA G/L# 60160 WBS: SCPCHHEMS.CGF Release order against contract 4600005845 Item 00001 Per Invoice/Cost Reimbursement Validity Period: 1/1/06 - 6/30/06	50,000.000	USD	\$ 1.0000	\$ 50,000.00
0002	H50030015 Clearinghouse Services (USD) Tracking# IGA G/L# 60160 WBS: SCPCHHCV.FEMA24 Release order against contract 4600005845 Item 00002 Per Invoice/Cost Reimbursement Validity Period: 1/1/06 - 6/30/06 Per Invoice/Cost Reimbursement Validity Period: 1/1/06 - 6/30/06 *	204,174.650	USD	\$ 1.0000	\$ 204,174.65
	2/14/06 Amendment 1 Reduced line by \$34,518.35				
0003	H50030015 Clearinghouse Services (USD) Tracking# IGA G/L# 60160 WBS: SCPCHHCV.CGF Release order against contract 4600005845 Item 00003 Per Invoice/Cost Reimbursement Validity Period: 1/1/06 - 6/30/06 Per Invoice/Cost Reimbursement Validity Period: 1/1/06 - 6/30/06	14,940.690	USD	\$ 1.0000	\$ 14,940.69



IGA Contract

AMENDMENT 1

Vendor Address

HOUSING AUTHORITY OF PORTLAND
135 SW ASH ST
PORTLAND OR 97204

Information

Contract Number 4600005845
Date 12/05/2005
Vendor No. 24226
Contact/Phone OSCP Services /
Validity Period: 01/01/2006 - 06/30/2006
Minority Indicator: Not Identified

Estimated Target Value: 269,115.34 USD

Item	Material/Description	Target Qty	UM	Unit Price
0001	<i>2/14/06 Amendment 1</i> <i>Line 2 reduced by \$34,518.35</i> <i>Line 3 reduced by \$35,976.31</i> H50030016 Clearinghouse Services Admin (USD) Plant: F021 School/Community Partnerships Requirements Tracking Number: IGA <i>Per Invoice/Cost Reimbursement</i> <i>Validity Period: 1/1/06 - 6/30/06</i>	50,000.000	Dollars	\$ 1.0000
0002	H50030015 Clearinghouse Services (USD) Plant: F021 School/Community Partnerships Requirements Tracking Number: IGA <i>Per Invoice/Cost Reimbursement</i> <i>Validity Period: 1/1/06 - 6/30/06</i> * <i>2/14/06 Amendment 1</i> <i>Reduced line by \$34,518.35</i>	204,174.650	Dollars	\$ 1.0000
0003	H50030015 Clearinghouse Services (USD) Plant: F021 School/Community Partnerships Requirements Tracking Number: IGA <i>Per Invoice/Cost Reimbursement</i> <i>Validity Period: 1/1/06 - 6/30/06</i> * <i>2/14/06 Amendment 1</i> <i>Reduced line by \$35,976.31</i>	14,940.690	Dollars	\$ 1.0000



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

APPROVED : MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # C-2 DATE 03.16.06
DEBORAH L. BOGSTAD, BOARD CLERK

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: C-2
Est. Start Time: 9:30 AM
Date Submitted: 03/06/06

BUDGET MODIFICATION:

Agenda Title: Ratification of Clackamas County Appointment of Melinda Mowery as the Clackamas County Public Health Representative on the Tri-County Safety Net Enterprise Board

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	<u>March 16, 2006</u>	Time Requested:	<u>N/A</u>
Department:	<u>Non-Departmental</u>	Division:	<u>Commissioner District 2</u>
Contact(s):	<u>Tara Bowen-Biggs</u>		
Phone:	<u>(503) 988-5219</u>	Ext.	<u>85219</u>
Presenter(s):	<u>Consent Calendar</u>		
I/O Address:	<u>503/600</u>		

General Information

1. What action are you requesting from the Board?

Multnomah County Board ratification of the appointment of Melinda Mowery as the Clackamas County public health representative to the Tri-County Health Care Safety Net Enterprise Board.

2. Please provide sufficient background information for the Board and the public to understand this issue.

The Tri-County Safety Net Committee was formed in 2004 by an intergovernmental ORS 190 agreement between Clackamas, Washington and Multnomah Counties in order to establish a framework for a comprehensive approach for improving access to health care for low-income, uninsured people in the tri-county area.

The Tri-County Health Care Safety Net Enterprise Board consists of one commissioner from each County, three hospital/health system positions, three safety net providers, three local public health directors, the Director of the Oregon Primary Care Association, a representative from the State, and one consumer member. Pursuant to section 4.1.5 of the agreement: "All appointments to positions

on the Enterprise Board, other than the County Commissioners selected under the preceding paragraph, require a vote of approval by each of the three Member's Board of County Commissioners.

Melinda Mowery, Clackamas County Community Health Director has been appointed to the Safety Net Enterprise by Clackamas County's Board of County Commissioners as their public health representative. The Multnomah County Board of County Commissioners is being asked to approve this appointment.

3. Explain the fiscal impact (current year and ongoing).

N/A

4. Explain any legal and/or policy issues involved.


As a member of the Tri-County Health Care Safety Net Enterprise, Multnomah County supports Clackamas County's choice of Melinda Mowery as the Clackamas County public health representative.

5. Explain any citizen and/or other government participation that has or will take place.

Commissioner Serena Cruz Walsh serves on the Tri-County Health Care Safety Net Enterprise Executive board.

Required Signatures

**Department/
Agency Director:**



Date: 03/06/06

Budget Analyst:

Date: _____

Department HR:

Date: _____

Countywide HR:

Date: _____



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: R-1
Est. Start Time: 9:30 AM
Date Submitted: 02/17/06

BUDGET MODIFICATION:

Agenda Title: Public Hearing and Consideration of a RESOLUTION Vacating a Portion of N.E. Arata Road, County Road No. 730, Situated in the City of Wood Village, Pursuant to ORS 368.326 to 368.366

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	March 16, 2006	Time Requested:	5 minutes
Department:	Community Services	Division:	Land Use & Trans Program
Contact(s):	Robert Maestre		
Phone:	503-988-3712	Ext.	83712
Presenter(s):	Patrick Hinds or Robert Maestre		
I/O Address:	455/2		

General Information

1. What action are you requesting from the Board?

In continuation of the proceedings necessary to vacate a portion of a slope and drainage easement acquired for use in conjunction with N.E. Arata Road, County Road No. 730, the Multnomah County Land Use and Transportation Program (LUTP) requests that the Board approve the proposed vacation.

2. Please provide sufficient background information for the Board and the public to understand this issue.

As a requirement for development of property abutting Arata Road, Multnomah County acquired a 30' wide slope and drainage easement paralleling Arata Road. This easement area contains an open channel ditch which accommodates surface runoff from the pavement and sidewalk area of the southerly half of Arata Road. The abutting property owner and developer has contoured and graded the ditch and their abutting property so that the existing ditch can continue to accommodate surface runoff from Arata Road. We do not anticipate an increase in capacity for this channel as Arata Road is currently built to County Street standards, and the abutting property will soon be built to its highest and best use. The existing drainage facility is sufficient for our current and future needs.

It is in the best interest of the public to vacate the southerly 15 feet of this 30 foot wide slope and drainage easement, as described in the attached Resolution.

3. Explain the fiscal impact (current year and ongoing).

N.E. Arata Road and this slope and drainage easement area are maintained by Multnomah County. Reducing the size of this easement will not interfere with the intended use or purpose for the easement. Reducing the size of this easement will reduce the area of County maintenance responsibility.

All costs associated with this petition are the responsibility of the petitioner.

4. Explain any legal and/or policy issues involved.

The roads proposed for vacation are situated entirely within the City of Wood Village. Before the vacation proceedings are finalized, the City of Wood Village must by Order or Resolution concur with the findings of the county governing body that the proposed vacation is in the public interest, pursuant to ORS 368.361(3).

5. Explain any citizen and/or other government participation that has or will take place.

A Resolution passed on January 26, 2006, initiated this vacation proceeding.

The Board has received the County Road Official's report finding the proposed vacation to be in the best public interest.

Notice of this proposed vacation has been provided pursuant to ORS 368.401 to 368.426.

The City of Wood Village passed Resolution No. 3-2006, on February 15, 2006, which concurred with the County's finding that the proposed vacation is in the best public interest.

If passed by the Board, the vacation will become final upon receipt of payment, from the petitioner, for all administrative costs associated with this request.

Required Signatures

**Department/
Agency Director:**



Date: 02/17/06

Budget Analyst:

Date:

Department HR:

Date:

Countywide HR:

Date:

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Vacating a Portion of N.E. Arata Road, County Road No. 730, Situated in the City of Wood Village, Pursuant to ORS 368.326 to 368.366.

The Multnomah County Board of Commissioners Finds:

- a. The portion of NE Arata Road proposed for vacation was established as a slope and drainage easement by the plat WOOD VILLAGE TOWN CENTER, recorded December 29 1999, in Book 1245, Page 48, in the Plat Records of Multnomah County, Oregon.
- b. Centex Homes, a Nevada General Partnership, petitioner, submitted a petition to vacate that portion of NE Arata Road in compliance with ORS 368.341(3). A copy of the petition is attached as Exhibit A.
- c. On January 26, 2006, by Resolution 06-013, the Board initiated vacation proceedings and directed the county road official to prepare a report as required by ORS 368.346(1).
- d. The county road official filed a report containing an assessment that the proposed vacation of the portion of NE Arata Road as requested in the petition is in the public interest.
- e. On February 9, 2006, by Resolution 06-017, the Board set a public hearing to consider the proposed vacation of the portion of NE Arata Road, more particularly described in the attached Exhibit B.
- f. As directed by the Board, the County's Land Use and Transportation Program (LUTP) provided notice of the hearing as required under ORS 368.346.
- g. The public hearing was held on March 16, 2006, and the Board determined vacation of the county's right-of-way interest in this property described in Exhibit B serves the public interest.
- h. As required under MCC 27.054, the County has received a total of \$1265.00 from the petitioners, of which \$200.00 applies to the feasibility study that was performed by Multnomah County, and the remaining \$1065.00 will be applied to the vacation proceeding. The total costs for this vacation, including administrative costs, are \$7272.82. Administrative costs include \$65.00 for the County Surveyor to post the vacation, staff time for research, review, analyses, and document preparation. The balance owed by the petitioners at the date of this hearing is \$6006.91.
- i. The City of Wood Village, by Resolution passed on February 15, 2006, concurs with the County's findings that the proposed vacation is in the best public interest.

The Multnomah County Board of Commissioners Resolves:

1. Subject to the petitioner's payment of all funds due as provided above under MCC 27.054, the property described in the attached Exhibit B is vacated as a portion of N.E. Arata Road, County Road No. 730, excepting the easement rights any existing utilities may have in the vacated property under ORS Chapter 368.

2. The Land Use and Transportation Program of the Department of Business and Community Services will record and file this Resolution in accordance with ORS 368.356(3), only upon receipt of the total amount due under MCC 27.054.
3. Upon the recording and filing of this vacation, the County Surveyor will mark the plat as provided under ORS 271.230.

ADOPTED this 16th day of March, 2006.

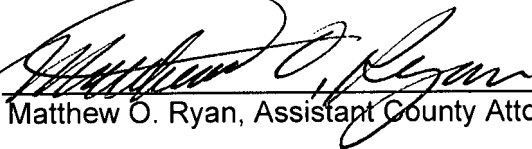
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By


Matthew O. Ryan, Assistant County Attorney

BOGSTAD Deborah L

From: WEST Kristen
Sent: Wednesday, March 15, 2006 9:26 AM
To: WEST Kristen; BELL Iris D; BOGSTAD Deborah L; BRUNER Thomas; CARROLL Mary P; FERNANDES April; FUSSELL Rob; GORDON Kathy; LASHUA Matthew; LIEUALLEN Matt; MARTIN Chuck T; MILES Darcy; NAITO Terri W; PAINE Robert E; ROMERO Shelli D; SMITH Andy J; SODEN Stephanie A; SOWLE Agnes; WALKER Gary R; WESSINGER Carol M
Cc: MAESTRE Robert A
Subject: Info for Thursday's Board Meeting

Hi everyone,

This item was not on the Board Staff agenda this week but Robert Maestre wanted to give everyone a heads up about a citizen who will more than likely be testifying at tomorrow's Board meeting. Please pass this information on to your bosses and if anyone has questions, please contact Robert Maestre directly. Thanks.

Here is the background information about one citizen's concern for item R-1(public hearing and resolution) this Thursday's board meeting. He will likely show up at the Board meeting to testify.

This portion of Arata road is in the City of Wood Village. The road has normal pavement, normal right-of-way and an extra easement on the south side. The extra easement is a "slope and drainage" easement. The County does not own the land where the easement is, we just have the rights to take care of the land so we can handle surface runoff. The slope and drainage easement is 30 feet wide. We don't need 30 feet, we only need 15 feet. Centex Homes is a developer who is building houses right next to the road at that location. They've done everything we've asked them to handle any water run off from their development. They own the land where the easement is. They've asked to have the slope and drainage easement removed from the 15 feet we don't need so they can finish their development properly. Staff agree and the City of Wood Village agree with the request. We'll save small amounts of money by not having to maintain this part of the easement. The developer has also improved the remaining part of the drainage area.

One gentleman, who owns property nearby, called.

He is concerned that the County would be giving property away that it may need in 20 or 30 years. Although I talked with him for 20 minutes I was unable to clearly communicate with him. He wasn't able to understand that we didn't own the easement land. Further he was worried that if this road needed to be expanded from 2 lanes to four lanes (in a few decades) we would have to buy this property back at high cost.

Although I stated that there are no 20-30 year plans to expand this road, (Arata) and that we would be handling increased traffic by building a new connection from Arata to Halsey street (nearby), he felt strongly that we couldn't predict the future and giving away property that we might need in the far future was not smart.

The County followed good process getting to this public hearing, posting the property, good ads in the newspapers, written letters to nearby property owners, effective communication with the local City Government and the developer is responsive to requests for information.

This citizen is not angry, he just thinks we're not looking ahead properly.

Robert Maestre
 Deputy Director, Department of Community Services
 503-988-5001
 503-988-3048 (fax)
 robert.a.maestre@co.multnomah.or.us

Kristen West
 Office of Commissioner Lonnie Roberts

3/15/2006

501 SE Hawthorne Blvd., Suite 600
Portland, OR 97214
503-988-5213 phone
503-988-5262 fax

3/15/2006

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 3/16/06 *Thurs*

SUBJECT: Arata Road Easement recording

AGENDA NUMBER OR TOPIC: R-1

FOR: _____ AGAINST: X THE ABOVE AGENDA ITEM

NAME: EUDE & FRANCES GEERTZ

ADDRESS: 1142 SE 214th

CITY/STATE/ZIP: GRESHAM ORE

PHONE: _____ DAYS: (503) 665-9031

EVE: _____

EMAIL: _____

FAX: _____

SPECIFIC ISSUE: EASEMENT GIVE BACK

WRITTEN TESTIMONY: We are across street and in lower elevation from Easement - Plus to North of our property flooded under housing frequently in winter -

Why give back?

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 06-028

Vacating a Portion of NE Arata Road, County Road No. 730, Situated in the City of Wood Village, Pursuant to ORS 368.326 to 368.366

The Multnomah County Board of Commissioners Finds:

- a. The portion of NE Arata Road proposed for vacation was established as a slope and drainage easement by the plat WOOD VILLAGE TOWN CENTER, recorded December 29 1999, in Book 1245, Page 48, in the Plat Records of Multnomah County, Oregon.
- b. Centex Homes, a Nevada General Partnership, petitioner, submitted a petition to vacate that portion of NE Arata Road in compliance with ORS 368.341(3). A copy of the petition is attached as Exhibit A.
- c. On January 26, 2006, by Resolution 06-013, the Board initiated vacation proceedings and directed the county road official to prepare a report as required by ORS 368.346(1).
- d. The county road official filed a report containing an assessment that the proposed vacation of the portion of NE Arata Road as requested in the petition is in the public interest.
- e. On February 9, 2006, by Resolution 06-017, the Board set a public hearing to consider the proposed vacation of the portion of NE Arata Road, more particularly described in the attached Exhibit B.
- f. As directed by the Board, the County's Land Use and Transportation Program (LUTP) provided notice of the hearing as required under ORS 368.346.
- g. The public hearing was held on March 16, 2006, and the Board determined vacation of the county's right-of-way interest in this property described in Exhibit B serves the public interest.
- h. As required under MCC 27.054, the County has received a total of \$1265.00 from the petitioners, of which \$200.00 applies to the feasibility study that was performed by Multnomah County, and the remaining \$1065.00 will be applied to the vacation proceeding. The total costs for this vacation, including administrative costs, are \$7272.82. Administrative costs include \$65.00 for the County Surveyor to post the vacation, staff time for research, review, analyses, and document preparation. The balance owed by the petitioners at the date of this hearing is \$6006.91.

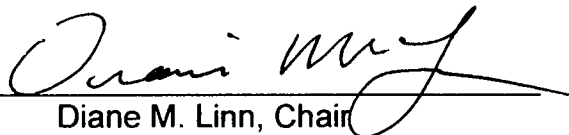
- i. The City of Wood Village, by Resolution passed on February 15, 2006, concurs with the County's findings that the proposed vacation is in the best public interest.

The Multnomah County Board of Commissioners Resolves:

1. Subject to the petitioner's payment of all funds due as provided above under MCC 27.054, the property described in the attached Exhibit B is vacated as a portion of NE Arata Road, County Road No. 730, excepting the easement rights any existing utilities may have in the vacated property under ORS Chapter 368.
2. The Land Use and Transportation Program of the Department of Business and Community Services will record and file this Resolution in accordance with ORS 368.356(3), only upon receipt of the total amount due under MCC 27.054.
3. Upon the recording and filing of this vacation, the County Surveyor will mark the plat as provided under ORS 271.230.

ADOPTED this 16th day of March, 2006.

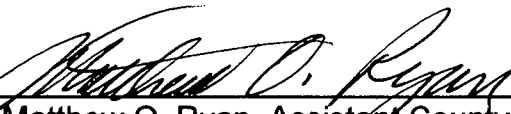
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Diane M. Linn, Chair



REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Matthew O. Ryan, Assistant County Attorney



17355 sw boones ferry road • lake oswego, oregon 97035-5217
(503) 635-3618 • fax (503) 635-5395
www.otak.com

Exhibit A

June 9, 2005

Patrick Hinds
Multnomah County
1600 SE 190th Avenue
Portland, OR 97233-5910

RE: *Estates at North Riverwood Subdivision*
Vacation Request in Accordance with ORS 368.341
Otak Project No. 11833

Dear Patrick:

This letter is in response to the requirements for a Formal Request to vacate a portion of an existing Multnomah County public drainage easement in accordance with ORS 368.341. Each code requirement is stated in *italics*, followed by a response in normal type.

1. *Legal description of the property proposed to be vacated, including easements – such as for utility maintenance.*

Response: The existing 30-foot-wide drainage and slope easement is located along the north property line of Lot 20, Wood Village Town Center (1N3E Section 27 and 34). *FOR LEGAL DESCRIPTION SEE pg. 3.*

2. *Statement of reasons to vacate.*

Response: The vacation of a portion of the 30-foot-wide drainage and slope easement will allow development of Lot 20 into single-family residential lots as part of the approved Estates at North Riverwood subdivision (City of Wood Village Casefile #PD 03-01). The remaining drainage and slope easement will serve the drainage ditch to remain on the south side of NE Arata Road.

3. *Names and addresses of all persons holding any recorded interest in the property to be vacated (Title report).*

Response: Centex Homes, a Nevada general partnership; 16520 SW Upper Boones Ferry Road, Suite 200; Portland, OR 97224. See attached Preliminary Title Report.

4. *Names and addresses of all persons owning any improvements constructed on public property proposed to be vacated (includes written response from utility companies stating existence of utility and any easement requirements if utility exists).*

Patrick Hinds

Estates at Riverwood North Subdivision

Vacation Request in Accordance with ORS 358.341

Page 2

June 9, 2005

Response: No improvements are present in the portion of the drainage and slope easement being vacated. The existing five-foot-wide sidewalk, slope, utility, drainage, landscaping, and traffic control devices easement granted to Multnomah County will remain in place.

5. *Names and addresses of all persons owning real property abutting public property proposed to be vacated.*

Response: The owner of the property upon which the existing drainage easement is located is Centex Homes. The adjacent property to the north is Multnomah County right-of-way (Arata Road). The adjacent property to the west is Multnomah County right-of-way (Wood Village Boulevard).

6. *Signatures, acknowledged by a person authorized to take acknowledgments of deed, *** (Assessors Office) of either owners of 60 percent of the land abutting the property proposed to be vacated or 60 percent of the owners of land.*

Response: The enclosed statement/memorandum by Centex Homes acknowledges vacation of a portion of the drainage easement.

7. *If the petition is for vacation of property that will be redivided in any manner, a subdivision plan or partitioning plan showing the proposed redivision.*

Response: Vacation of property that will be redivided is not proposed. Proposed vacation is for a portion of an existing drainage and slope easement.

8. *A deposit of 120% of estimated costs, \$1,065.00 minimum.*

Response: A minimum deposit of \$1,065 is enclosed (Centex Homes Check No. 084113).

Please let me know if you have any additional questions or need additional information.

Sincerely,

Otak, Incorporated



Mike Peebles, PE
Principal

MAP:sjs

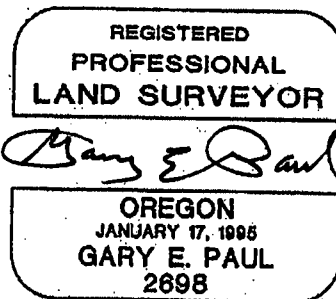
- Enclosures:
1. Drainage and Slope Easement Vacation Exhibits A and B
 2. Preliminary Title Report, dated March 10, 2005
 3. Acknowledgement Memo from Centex Homes
 4. Deposit Check (Centex Check No. 084113)

- c: Jesse Lovrien, Andy Tiemann – Centex Homes
Bill McCorkle – Chicago Title
Carl Malone – City of Wood Village

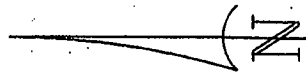
EXHIBIT 'A'
DRAINAGE AND SLOPE EASEMENT VACATION
LOT 20, "WOOD VILLAGE TOWN CENTER"
DESCRIPTION
October 26, 2005

A tract of land in the southwest and southeast one-quarters of Section 27, Township 1 North, Range 3 East, Willamette Meridian, City of Wood Village, Multnomah County, Oregon and being described as follows:

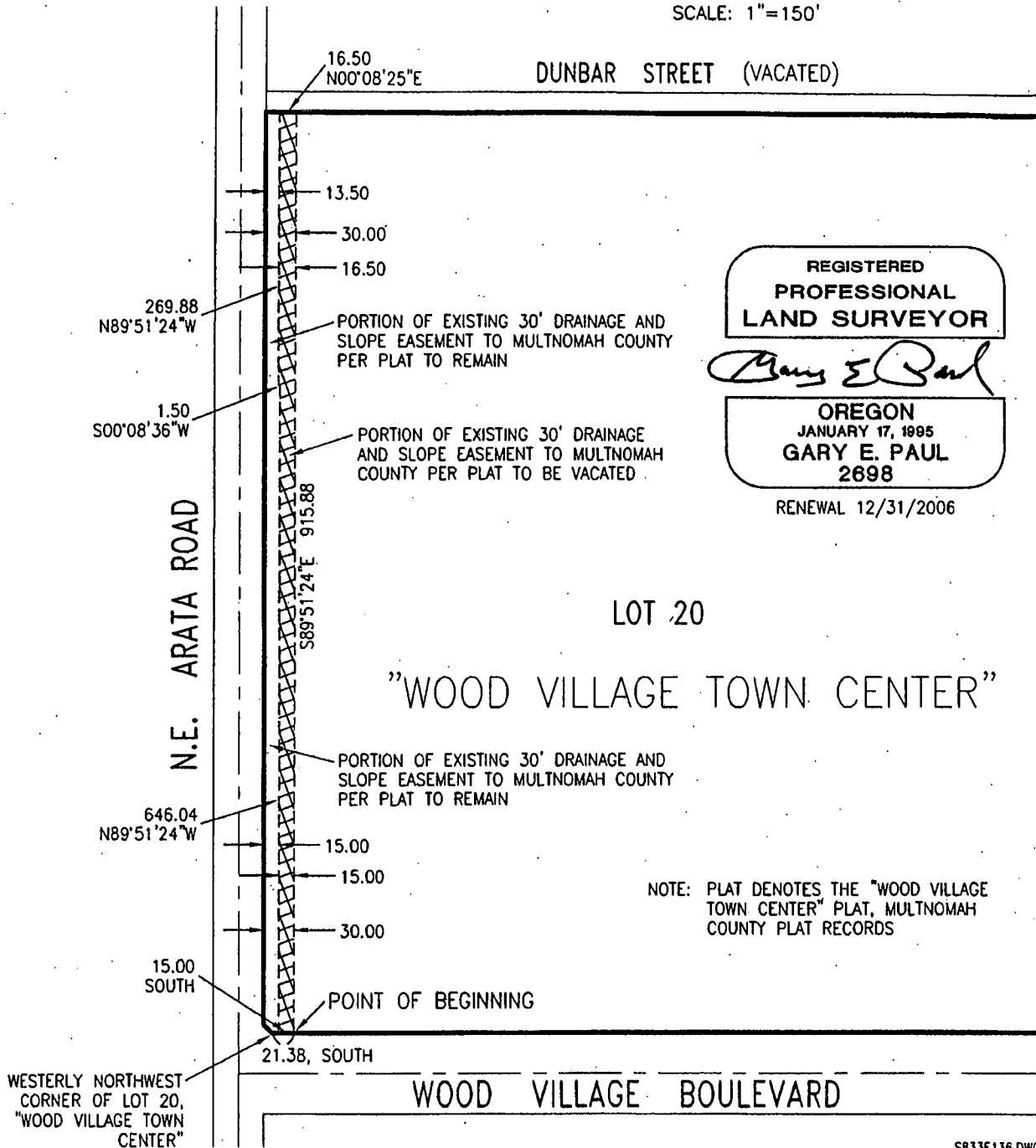
Beginning at a point on the westerly line of Lot 20, "Wood Village Town Center", a duly recorded plat in Multnomah County, and bearing South, 21.38 feet from the westerly northwest corner of said Lot 20, and also being on the southerly line of the Drainage and Slope Easement granted to Multnomah County on the plat of said "Wood Village Town Center"; thence S.89°51'24"E. along said southerly line, 915.88 feet to the easterly line of said Lot 20; thence N.00°08'25"E. along said easterly line, 16.50 feet to a point on a line which is parallel with and 13.50 feet southerly of, when measured at right angles to, the southerly right-of-way line of N.E. Arata Road; thence N.89°51'24"W. along said parallel line, 269.88 feet; thence leaving said parallel line S.00°08'36"W., 1.50 feet to a point on a line which is parallel with and 15.00 feet southerly of, when measured at right angles to, the southerly right-of-way line of N.E. Arata Road; thence N.89°51'24"W. along said parallel line, 646.04 feet to the easterly right-of-way line of Wood Village Boulevard; thence South along said easterly right-of-way line, 15.00 feet to the Point of Beginning.



RENEWAL 12/31/2006



SCALE: 1"=150'



REGISTERED
PROFESSIONAL
LAND SURVEYOR

Gary E. Paul

OREGON
JANUARY 17, 1995
GARY E. PAUL
2698

RENEWAL 12/31/2006

LOT 20

"WOOD VILLAGE TOWN CENTER"

NOTE: PLAT DENOTES THE "WOOD VILLAGE
TOWN CENTER" PLAT, MULTNOMAH
COUNTY PLAT RECORDS

S833E136.DWG

DRAINAGE AND SLOPE EASEMENT VACATION
LOT 20, "WOOD VILLAGE TOWN CENTER"
CITY OF WOOD VILLAGE
MULTNOMAH COUNTY, OREGON
OCTOBER 26, 2005

otak
Incorporated

surveyors
engineers
planners

17355 S.W. BOONES FERRY ROAD
LAKE OSWEGO, OREGON 97035
(503)635-3618 FAX (503)635-5395

Exhibit A
Ag. 4 of 8

CENTEX HOMES

16520 SW Upper Boones Ferry Road
Suite # 200
Portland, Oregon 97224

Phone: 503 608-3060

Fax: 503 608-3061

OR.CCB # 158628

WALNI # CENTEX*981QC

December 1, 2005


Patrick Hinds
Multnomah County Transportation Dept.
1600 SW 190th Ave.
Portland, Oregon 97233

Re: Storm Sewer Easement Vacation

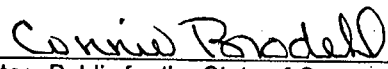
Centex Homes is the owner of 100% of the real property identified as Lot 20, Map No. T1N R3E 34, Multnomah County, Oregon, and the land to be vacated. As such this letter serves to provide the required "signatures, acknowledged by a person authorized to take acknowledgement of deed of the real property of either 60 percent of the land abutting the property proposed to be vacated or 60 percent of the owners of land".

Respectfully,

CENTEX HOMES, a Nevada General Partnership
By: Centex Real Estate Corporation,
Its Managing General Partner

 12-1-05
Andrew E. Tiemann Date
Land Development Manager
Portland Division

Subscribed and sworn to, or affirmed, before me this day of December 1, 2005.


Notary Public for the State of Oregon
County of WASHINGTON



My Commission expires: January 28, 2006

Acknowledgement and Consent Form

The undersigned owners of tax lot 1100 & 1200, MCTM 3E 27CD in the City of Wood Village, Oregon acknowledge our awareness of the request by Centex Homes for, and our consent to, the vacation of 15-feet of the width of the existing 30-foot wide drainage easement on the south side of Arata Road. The property on which the drainage easement is located is on property currently owned by Centex Homes and is being developed as portions of lots within the Riverwood subdivision. The vacation request will be processed by Multnomah County.

Name

Address

Windsor McKenna

PO Box 647, Hillsboro OR 97123

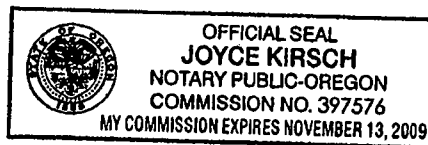
W Windsor McKenna

Subscribed and sworn to, or affirmed, before me this day of Nov. 21st, 2005.

Joyce Kirsch
Notary Public for the State of Oregon

County of Washington

My Commission expires: 11-13-09



Acknowledgement and Consent Form

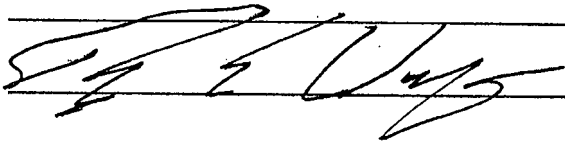
The undersigned owners of tax lot 2800, MCTM 3E 27CD in the City of Wood Village, Oregon acknowledge our awareness of the request by Centex Homes for, and our consent to, the vacation of 15-feet of the width of the existing 30-foot wide drainage easement on the south side of Arata Road. The property on which the drainage easement is located is on property currently owned by Centex Homes and is being developed as portions of lots within the Riverwood subdivision. The vacation request will be processed by Multnomah County.

Name

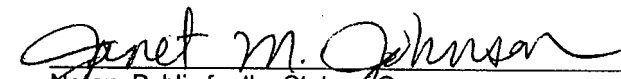
Address

Ryan Wolfe

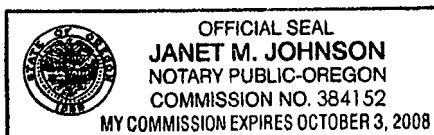
PO Box 3431, Gresham OR 97030



Subscribed and sworn to, or affirmed, before me this day of November 30, 2005.


Notary Public for the State of Oregon
County of Multnomah

My Commission expires: 10/3/08.



P 50 041

Acknowledgement and Consent Form

The undersigned owners of tax lot 3002, MCTM 3E 27CD in the City of Wood Village, Oregon acknowledge our awareness of the request by Centex Homes for, and our consent to, the vacation of 15-feet of the width of the existing 30-foot wide drainage easement on the south side of Arata Road. The property on which the drainage easement is located is on property currently owned by Centex Homes and is being developed as portions of lots within the Riverwood subdivision. The vacation request will be processed by Multnomah County.

Name

Address

John and Roberta Thede Sr.

2914 SE 136th Ave., Portland OR 97236

[Signature]
John and Roberta Thede

Subscribed and sworn to, or affirmed, before me this day of 16th of November 2005.

[Signature]
Notary Public for the State of Oregon

County of Clackamas

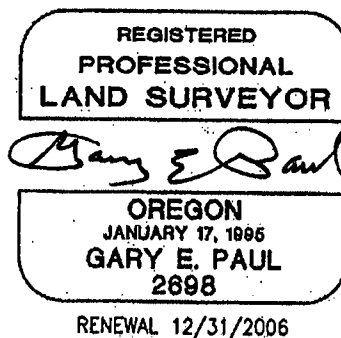
My Commission expires: 6-6-08

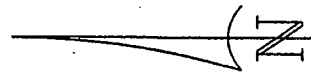


EXHIBIT 'B'
DRAINAGE AND SLOPE EASEMENT VACATION
LOT 20, "WOOD VILLAGE TOWN CENTER"
DESCRIPTION
October 26, 2005

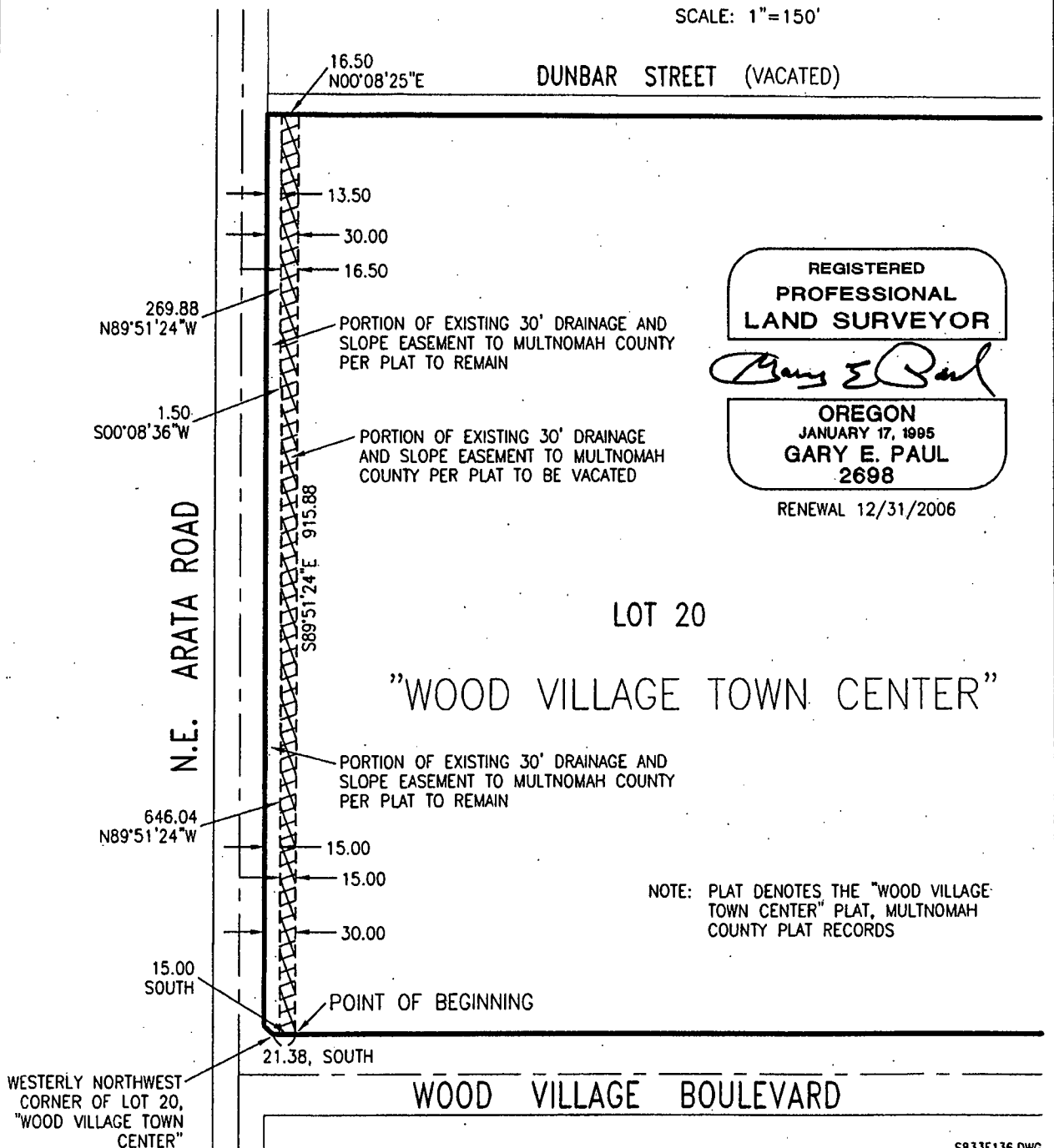
A tract of land in the southwest and southeast one-quarters of Section 27, Township 1 North, Range 3 East, Willamette Meridian, City of Wood Village, Multnomah County, Oregon and being described as follows:

Beginning at a point on the westerly line of Lot 20, "Wood Village Town Center", a duly recorded plat in Multnomah County, and bearing South, 21.38 feet from the westerly northwest corner of said Lot 20, and also being on the southerly line of the Drainage and Slope Easement granted to Multnomah County on the plat of said "Wood Village Town Center"; thence S.89°51'24"E. along said southerly line, 915.88 feet to the easterly line of said Lot 20; thence N.00°08'25"E. along said easterly line, 16.50 feet to a point on a line which is parallel with and 13.50 feet southerly of, when measured at right angles to, the southerly right-of-way line of N.E. Arata Road; thence N.89°51'24"W. along said parallel line, 269.88 feet; thence leaving said parallel line S.00°08'36"W., 1.50 feet to a point on a line which is parallel with and 15.00 feet southerly of, when measured at right angles to, the southerly right-of-way line of N.E. Arata Road; thence N.89°51'24"W. along said parallel line, 646.04 feet to the easterly right-of-way line of Wood Village Boulevard; thence South along said easterly right-of-way line, 15.00 feet to the Point of Beginning.





SCALE: 1"=150'



REGISTERED
PROFESSIONAL
LAND SURVEYOR

Gary E. Paul

OREGON
JANUARY 17, 1995
GARY E. PAUL
2698

RENEWAL 12/31/2006

LOT 20

"WOOD VILLAGE TOWN CENTER"

NOTE: PLAT DENOTES THE "WOOD VILLAGE
TOWN CENTER" PLAT, MULTNOMAH
COUNTY PLAT RECORDS

S833E136.DWG

EXHIBIT 'B'
DRAINAGE AND SLOPE EASEMENT VACATION
LOT 20, 'WOOD VILLAGE TOWN CENTER'
CITY OF WOOD VILLAGE
MULTNOMAH COUNTY, OREGON
OCTOBER 26, 2005

otak
Incorporated

surveyors
engineers
planners

17355 S.W. BOONES FERRY ROAD
LAKE OSWEGO, OREGON 97035
(503)635-3618 FAX (503)635-5395

Exhibit B
Pg. 2 of 2



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: R-2
Est. Start Time: 9:33 AM
Date Submitted: 02/15/06

BUDGET MODIFICATION: -

Agenda Title: RESOLUTION Accepting the Springwater Plan Adopted by the City of Gresham as Consistent with the Intergovernmental Agreement for Springwater

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	March 16, 2006	Time Requested:	5 minutes
Department:	Community Services	Division:	LUT
Contact(s):	Ed Abrahamson, Chuck Beasley		
Phone:	503-988-5050	Ext.	29620
I/O Address:	455		
Presenter(s):	Ed Abrahamson, Chuck Beasley		

General Information

1. What action are you requesting from the Board?

Adopt Resolution recognizing the Springwater Community Plan as consistent with the IGA for Springwater, and that describes how the County will help to ensure the plan can be carried out.

2. Please provide sufficient background information for the Board and the public to understand this issue.

Multnomah County and City of Gresham entered into an Intergovernmental Agreement (IGA) on Springwater Urbanization Planning, Creation of a Rural/Urban Edge, and the West of the Sandy River Rural Area Plan in October of 2002. The City has completed the Springwater Plan and the County now needs to consider that plan in the context of the IGA as the City begins annexation of land for urban development. The IGA carries forward the desire of the County and City to complete a coordinated planning effort for Springwater that achieves the objectives of the Joint Resolution regarding urban growth boundary expansion and creation of a rural/urban edge in a portion of the West of Sandy River plan area.

3. Explain the fiscal impact (current year and ongoing).

There is no fiscal impact.

4. Explain any legal and/or policy issues involved.

Staff is unaware of any legal or policy issues that are unresolved because we concur with the City that the plan meets the applicable provisions of the IGA.

5. Explain any citizen and/or other government participation that has or will take place.

The Springwater Community Plan was developed through a planning process that included a number of community meetings, a Community Working Group made up of local citizens who considered elements of the plan as it was developed, notice to property owners and hearings before the City of Gresham Planning Commission and City Council.

Required Signatures

**Department/
Agency Director:**



Date: 02/14/06

Budget Analyst:

Date:

Department HR:

Date:

Countywide HR:

Date:

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Accepting the Springwater Plan Adopted by the City of Gresham as Consistent with the Intergovernmental Agreement for Springwater

The Multnomah County Board of Commissioners finds:

- a. In 2002, Metro expanded the regional Urban Growth Boundary to include the Springwater Plan area as a Regionally Significant Industrial Area. Multnomah County is currently responsible for land use planning and transportation in this unincorporated area.
- b. Prior to Metro's action, Multnomah County and the City of Gresham each adopted a Resolution regarding the area. The resolutions set forth eleven actions that the County and City agreed to take in order to facilitate incorporation of the area into the UGB and to create a permanent rural/urban edge. The County adopted Resolution No. 02-135; the City adopted Resolution No. 2577.
- c. In May of 2004, the County and the City agreed to a common strategy in the form of an Intergovernmental Agreement (IGA) for a coordinated planning effort to achieve the eleven objectives in the resolutions, to support timely development of the Springwater Plan Area, and to create a permanent and thriving urban/rural edge.
- d. The public planning process for Springwater began in the fall of 2003 with the formation of a citizen body, the Springwater Community Working Group (CWG). A draft concept plan map was endorsed by the CWG in March, 2004, to serve as the basis of the Springwater Plan. The public process also included a series of public meetings, notice of the planning process to area landowners, and opportunity to participate in hearings before the City of Gresham Planning Commission and City Council.
- e. In November, 2005, the Gresham City Council adopted the Springwater Plan, including policies, a zoning, map, and zoning code. The plan sets out where different land uses may be located, how public facilities and services will be provided, and generally how the area will meet the employment and industrial land protection objectives for a Regionally Significant Industrial Area as required by Metro.
- f. It is the intent of the Metro Urban Growth Management Functional Plan, Title 11, to require that urbanization of all territory added to the UGB be included within a city or county's comprehensive plan in order to address issues related to annexation, housing, commercial and industrial development, transportation,

natural resources, and public facilities and services. The Springwater Plan contains comprehensive plan policies for these elements and has been adopted by the City.

- g. Metro Functional Plan Title 11 imposes interim protection measures for Regionally Significant Industrial Areas brought into the urban growth boundary, such as the Springwater Plan Area. Pursuant to these rules, the County may not approve:
 - 1. Amendments to its comprehensive plan and land use regulations that would allow higher residential density or commercial or industrial uses than were allowed prior to the UGB amendment;
 - 2. Land divisions to create lots or parcels smaller than 20 acres;
 - 3. A commercial use that is not accessory to an industrial use; and
 - 4. A school, church, or other institutional or community service use intended to serve people who do not work or reside in the area.
- h. The County recognizes that some of the conditional or review uses that may be allowed under the existing West of the Sandy River Plan zoning code could affect implementation of the Springwater Plan if allowed prior to annexation. The County desires to support orderly and timely development in Springwater by ensuring these uses will not affect implementation of the plan and map that the City of Gresham adopted for the area. The County can do this by:
 - 1. Applying the Interim Protection provisions of Metro Title 11 section 3.07.1110 directly to development permit applications; and
 - 2. Ensuring compliance with Framework Plan policies 27, and 29 through 31 when considering any applications for commercial, office, industrial, or community facilities that the County may receive prior to annexation into the City.
- i. The County further desires to coordinate with the City of Gresham when processing development permits under County zoning by informing designated City staff of land use applications in the Springwater Plan Area and incorporating any City comments.
- j. The policies, zoning map, and zoning code in the Springwater Plan will come into effect when areas shown on Gresham's adopted Springwater Plan map are annexed into the city. The Multnomah County plan, map and zoning code will no longer be effective on that date.

The Multnomah County Board of Commissioners Resolves:

- 1. The Springwater Community Plan adopted by the City of Gresham is consistent with the Intergovernmental Agreement for Springwater.

2. To apply the requirements of Metro Code, Title 11, section 3.07.1110, to applications for new development in the Springwater Plan area prior to annexation by the City of Gresham.
3. To apply the County Framework Plan policies and other zoning code provisions to ensure that only uses consistent with the Springwater Plan are allowed prior to annexation.
4. To continue working with its regional partners to coordinate the successful implementation of the Springwater Plan.

ADOPTED this 16th day of March, 2006.

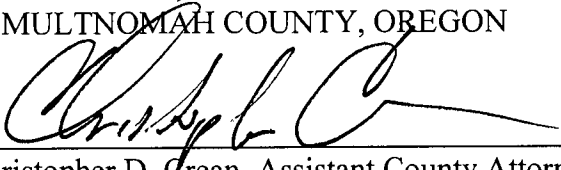
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn, Chair

REVIEWED:

AGNES SOWLES, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By



Christopher D. Crean, Assistant County Attorney

Springwater Community Plan



Springwater Plan District Plan Map

September 20, 2005

City of Gresham

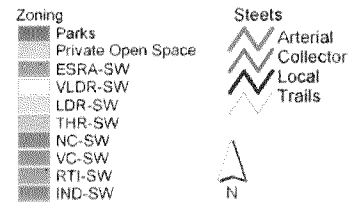
Community & Economic Development Department

– New Communities and Annexation

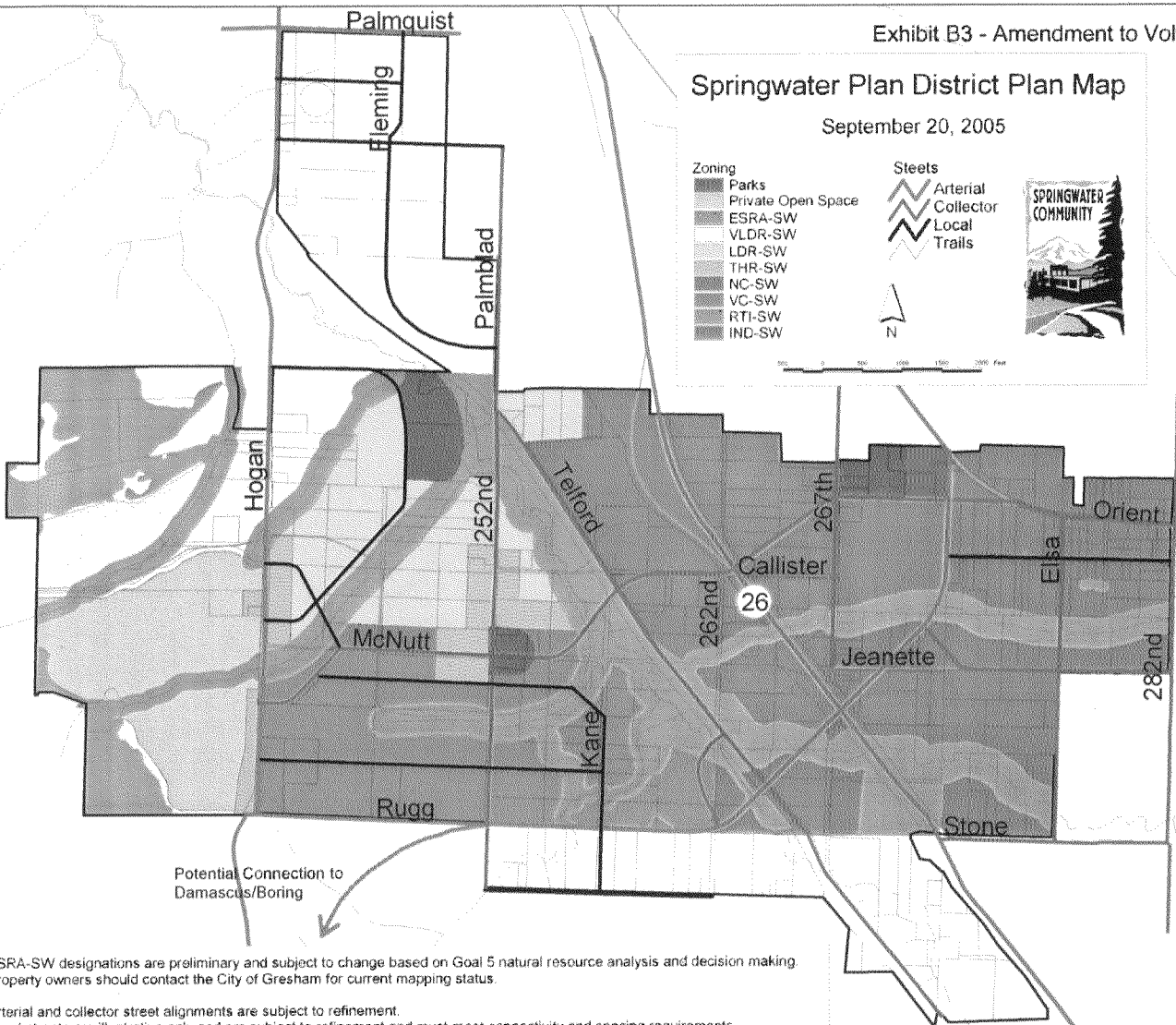
Department of Environmental Services

Springwater Plan District Plan Map

September 20, 2005



0 500 1000 1500 2000 Feet



ESRA-SW designations are preliminary and subject to change based on Goal 5 natural resource analysis and decision making. Property owners should contact the City of Gresham for current mapping status.

Arterial and collector street alignments are subject to refinement.
Local streets are illustrative only and are subject to refinement and must meet connectivity and spacing requirements at time of development.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 06-029

Accepting the Springwater Plan Adopted by the City of Gresham as Consistent with the Intergovernmental Agreement for Springwater

The Multnomah County Board of Commissioners finds:

- a. In 2002, Metro expanded the regional Urban Growth Boundary to include the Springwater Plan area as a Regionally Significant Industrial Area. Multnomah County is currently responsible for land use planning and transportation in this unincorporated area.
- b. Prior to Metro's action, Multnomah County and the City of Gresham each adopted a Resolution regarding the area. The resolutions set forth eleven actions that the County and City agreed to take in order to facilitate incorporation of the area into the UGB and to create a permanent rural/urban edge. The County adopted Resolution No. 02-135; the City adopted Resolution No. 2577.
- c. In May of 2004, the County and the City agreed to a common strategy in the form of an Intergovernmental Agreement (IGA) for a coordinated planning effort to achieve the eleven objectives in the resolutions, to support timely development of the Springwater Plan Area, and to create a permanent and thriving urban/rural edge.
- d. The public planning process for Springwater began in the fall of 2003 with the formation of a citizen body, the Springwater Community Working Group (CWG). A draft concept plan map was endorsed by the CWG in March, 2004, to serve as the basis of the Springwater Plan. The public process also included a series of public meetings, notice of the planning process to area landowners, and opportunity to participate in hearings before the City of Gresham Planning Commission and City Council.
- e. In November, 2005, the Gresham City Council adopted the Springwater Plan, including policies, a zoning, map, and zoning code. The plan sets out where different land uses may be located, how public facilities and services will be provided, and generally how the area will meet the employment and industrial land protection objectives for a Regionally Significant Industrial Area as required by Metro.
- f. It is the intent of the Metro Urban Growth Management Functional Plan, Title 11, to require that urbanization of all territory added to the UGB be included within a city or county's comprehensive plan in order to address issues related to annexation, housing, commercial and industrial development, transportation,

natural resources, and public facilities and services. The Springwater Plan contains comprehensive plan policies for these elements and has been adopted by the City.

- g. Metro Functional Plan Title 11 imposes interim protection measures for Regionally Significant Industrial Areas brought into the urban growth boundary, such as the Springwater Plan Area. Pursuant to these rules, the County may not approve:
 - 1. Amendments to its comprehensive plan and land use regulations that would allow higher residential density or commercial or industrial uses than were allowed prior to the UGB amendment;
 - 2. Land divisions to create lots or parcels smaller than 20 acres;
 - 3. A commercial use that is not accessory to an industrial use; and
 - 4. A school, church, or other institutional or community service use intended to serve people who do not work or reside in the area.
- h. The County recognizes that some of the conditional or review uses that may be allowed under the existing West of the Sandy River Plan zoning code could affect implementation of the Springwater Plan if allowed prior to annexation. The County desires to support orderly and timely development in Springwater by ensuring these uses will not affect implementation of the plan and map that the City of Gresham adopted for the area. The County can do this by:
 - 1. Applying the Interim Protection provisions of Metro Title 11 section 3.07.1110 directly to development permit applications; and
 - 2. Ensuring compliance with Framework Plan policies 27, and 29 through 31 when considering any applications for commercial, office, industrial, or community facilities that the County may receive prior to annexation into the City.
- i. The County further desires to coordinate with the City of Gresham when processing development permits under County zoning by informing designated City staff of land use applications in the Springwater Plan Area and incorporating any City comments.
- j. The policies, zoning map, and zoning code in the Springwater Plan will come into effect when areas shown on Gresham's adopted Springwater Plan map are annexed into the city. The Multnomah County plan, map and zoning code will no longer be effective on that date.

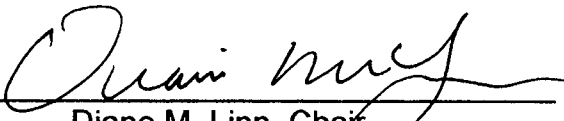
The Multnomah County Board of Commissioners Resolves:

- 1. The Springwater Community Plan adopted by the City of Gresham is consistent with the Intergovernmental Agreement for Springwater.

2. To apply the requirements of Metro Code, Title 11, section 3.07.1110, to applications for new development in the Springwater Plan area prior to annexation by the City of Gresham.
3. To apply the County Framework Plan policies and other zoning code provisions to ensure that only uses consistent with the Springwater Plan are allowed prior to annexation.
4. To continue working with its regional partners to coordinate the successful implementation of the Springwater Plan.

ADOPTED this 16th day of March, 2006.

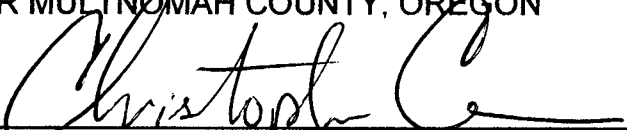
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Diane M. Linn, Chair



REVIEWED:

AGNES SOWLES, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Christopher D. Crean, Assistant County Attorney

Springwater Community Plan



Springwater Plan District Plan Map

September 20, 2005

City of Gresham

Community & Economic Development Department

– New Communities and Annexation

Department of Environmental Services

Springwater Plan District Plan Map

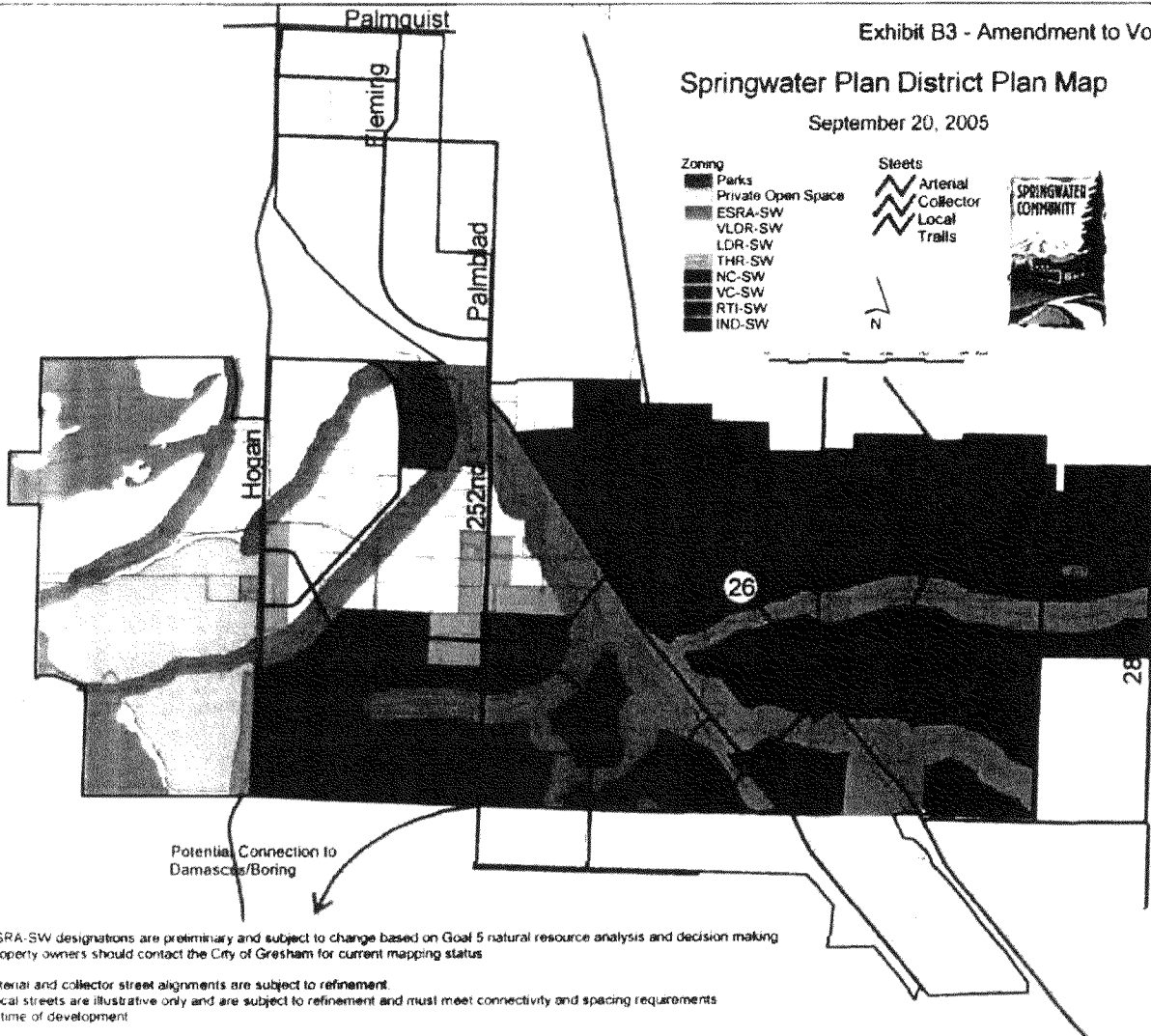
September 20, 2005

- Zoning**
- Parks
 - Private Open Space
 - ESRA-SW
 - VLDR-SW
 - LDR-SW
 - THR-SW
 - NC-SW
 - VC-SW
 - RTI-SW
 - IND-SW

- Streets**
- Arterial
 - Collector
 - Local
 - Trails



0 100 200 300 400 Feet

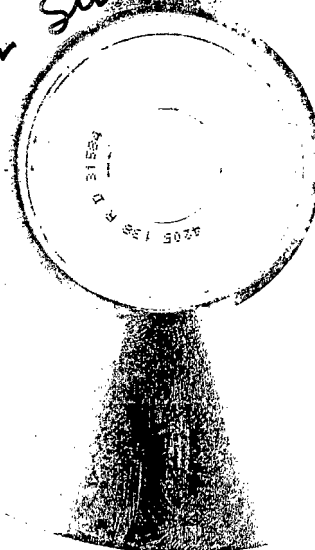


ESRA-SW designations are preliminary and subject to change based on Goal 5 natural resource analysis and decision making. Property owners should contact the City of Gresham for current mapping status.

Arterial and collector street alignments are subject to refinement. Local streets are illustrative only and are subject to refinement and must meet connectivity and spacing requirements at time of development.

Ex A - D

PDX Amendments
Division Green Sheet /
Main Street Plan





MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: R-3
Est. Start Time: 9:35 AM
Date Submitted: 03/06/06

BUDGET MODIFICATION:

Agenda Title: **First Reading and Possible Adoption of an ORDINANCE Amending County Land Use Code, Plans and Maps to Adopt Portland's Recent Land Use Code, Plan and Map Revisions Related to the Adoption and Implementation of the Division Green Street/Main Street Plan in Compliance with Metro's Functional Plan and Declaring an Emergency**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	<u>March 16, 2006</u>	Time Requested:	<u>5 minutes</u>
Department:	<u>Community Services</u>	Program:	<u>Land Use & Transportation</u>
Contact(s):	<u>Karen Schilling</u>		
Phone:	<u>503-988-3043</u>	Ext.	<u>29635</u>
Presenter(s):	<u>Karen Schilling</u>	I/O Address:	<u>455 / 116</u>

General Information

1. What action are you requesting from the Board?

Adopt the ordinance as recommended by the Portland Planning Commission and Portland City Council.

2. Please provide sufficient background information for the Board and the public to understand this issue.

On October 11, 2001 the Board adopted Ordinance 967 (effective date January 1, 2002) adopting, in summary, the Portland Comprehensive Plan and zoning ordinance. The County and the City of Portland have been engaged in agreements enabling the City of Portland to provide planning services to achieve compliance with the Metro Functional Plan for those areas outside the City limits, but within the urban growth boundary and urban service boundary of Portland. Since the adoption of Ordinance 967 and subsequently Ordinance 997, the attached ordinances have been passed by the Portland City Council and therefore the County must adopt them pursuant to our

intergovernmental agreement to keep the code up to date. Multnomah County and the City of Portland entered into an Intergovernmental Agreement (IGA) to transfer land use planning responsibilities on January 1, 2002. The IGA lays out a process requiring the County to ensure that any amendments to the City's comprehensive plan, zoning code and other regulations adopted by the City Council will be considered by the County Board of Commissioners at the earliest possible meeting. It also states "The County Board of Commissioners shall enact all comprehensive plan and code amendments so that they take effect on the same date specified by the City's enacting ordinance" (unless adopted by emergency). The City will have taken action on all of the above items by the hearing date of this ordinance. If the County does not adopt these amendments, the IGA will be void and the County will be required to resume responsibility for planning and zoning administration within the affected areas.

3. Explain the fiscal impact (current year and ongoing).

NA

4. Explain any legal and/or policy issues involved.

State law requires a notice be placed in a newspaper of general circulation 10 days prior (3/6/06) to the BCC hearing. We request adoption of this ordinance by emergency to closely align with the City of Portland effective date (3/17/06) as stated in the IGA. The County Attorney's office was involved in the drafting of the original IGA and has been involved in coordinating our compliance effort through adoption of these code amendments.

5. Explain any citizen and/or other government participation that has or will take place.

The City included the County affected property owners in their noticing for these code revisions when required pursuant to the IGA and directed them to the City legislative process.

Required Signatures

**Department/
Agency Director:**



Date: 03/06/06

Budget Analyst:

Date:

Department HR:

Date:

Countywide HR:

Date:

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. ____

Amending County Land Use Code, Plans and Maps to Adopt Portland's Recent Land Use Code, Plan and Map Revisions Related to the Adoption and Implementation of the Division Green Street / Main Street Plan in Compliance with Metro's Functional Plan and Declaring an Emergency

The Multnomah County Board of Commissioners Finds:

- a. The Board of County Commissioners (Board) adopted Resolution A in 1983 which directed the County services towards rural services rather than urban.
- b. In 1996, Metro adopted the Functional Plan for the region, mandating that jurisdictions comply with the goals and policies adopted by the Metro Council.
- c. In 1998, the County and the City of Portland (City) amended the Urban Planning Area Agreement to include an agreement that the City would provide planning services to achieve compliance with the Functional Plan for those areas outside the City limits, but within the Urban Growth Boundary and Portland's Urban Services Boundary.
- d. It is impracticable to have the County Planning Commission conduct hearings and make recommendations on land use legislative actions pursuant to MCC 37.0710, within unincorporated areas inside the Urban Growth Boundary for which the City provides urban planning and permitting services. The Board intends to exempt these areas from the requirements of MCC 37.0710, and will instead consider the recommendations of the Portland Planning Commission and City Council when legislative matters for these areas are brought before the Board for action as required by intergovernmental agreement (County Contract #4600002792) (IGA).
- e. On February 9, 2006, the Board amended County land use codes, plans and maps to adopt the City's land use codes, plans and map amendments in compliance with Metro's Functional Plan by Ordinance 1069.
- f. Since the adoption of Ordinance 1069, the City's Planning Commission recommended land use code, plan and map amendments to the City Council through duly noticed public hearings.
- g. The City notified affected County property owners as required by the IGA.

- h. The City Council adopted the land use code, plan and map amendments, set out in Section 1 below and attached as Exhibits 1 through 5. The IGA requires that the County adopt these amendments for the City planning and zoning administration within the affected areas.

Multnomah County Ordains as follows:

Section 1. The County Comprehensive Framework Plan, community plans, rural area plans, sectional zoning maps and land use code chapters are amended to include the City land use code, plan and map amendments, attached as Exhibits 1 through 5, effective on the same date as the respective Portland ordinance:

Exhibit No.	Description	Effective / Hearing Date
1	Ordinance adopting and implementing the Division Green Street / Main Street Plan; Comprehensive Plan and Title 33. (PDX Ord. #179925)	3/17/06
2	Exhibit A – Division Green Street / Main Street Plan	11/ 2005
3	Exhibit B – Division Green Street / Main Street Plan Technical Appendix	7/2005
4	Exhibit C – Division Green Street / Main Street Plan Findings Report	11/2005
5	Exhibit D – Division Green Street / Main Street Plan Regulatory Impact Assessment	11/2005

Section 2. In accordance with ORS 215.427(3), the changes resulting from Section 1 of this ordinance shall not apply to any decision on an application that is submitted before the applicable effective date of this ordinance and that is made complete prior to the applicable effective date of this ordinance or within 180 days of the initial submission of the application.

Section 3. In accordance with ORS 92.040(2), for any subdivisions for which the initial application is submitted before the applicable effective date of this ordinance, the subdivision application and any subsequent application for construction shall be governed by the County's land use regulations in effect as of the date the subdivision application is first submitted.

Section 4. Any future amendments to the legislative matters listed in Section 1 above, are exempt from the requirements of MCC 37.0710. The Board acknowledges, authorizes and agrees that the Portland Planning Commission will act instead of the Multnomah Planning Commission in the subject unincorporated areas using the City's own procedures, to include notice to and participation by County citizens. The Board will consider the recommendations of the Portland Planning Commission when legislative matters for County unincorporated areas are before the Board for action.

Section 5. An emergency is declared in that it is necessary for the health, safety and general welfare of the people of Multnomah County for this ordinance to take effect concurrent with the City code, plan and map amendments. Under section 5.50 of the Charter of Multnomah County, this ordinance will take effect in accordance with Section 1.

FIRST READING AND ADOPTION: March 16, 2006

BOARD OF COUNTY COMMISSIONERS,
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By Sandra Duffy
Sandra Duffy, Assistant County Attorney

EXHIBIT LIST FOR ORDINANCE

1. Ordinance adopting and implementing the Division Green Street / Main Street Plan; Comprehensive Plan and Title 33. (**PDX Ord. #179925**)
2. Exhibit A – Division Green Street / Main Street Plan
3. Exhibit B – Division Green Street / Main Street Plan Technical Appendix
4. Exhibit C – Division Green Street / Main Street Plan Findings Report
5. Exhibit D – Division Green Street / Main Street Plan Regulatory Impact Assessment

Prior to adoption, this information is available electronically or for viewing at the Multnomah County Board of Commissioners and Agenda website (www.co.multnomah.or.us/cc/WeeklyAgendaPacket/). To obtain the adopted ordinance and exhibits electronically, please contact the Board Clerk at 503-988-3277. These documents may also be purchased on CD-Rom from the Land Use and Transportation Program. Contact the Planning Program at 503-988-3043 for further information.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. 1071

Amending County Land Use Code, Plans and Maps to Adopt Portland's Recent Land Use Code, Plan and Map Revisions Related to the Adoption and Implementation of the Division Green Street / Main Street Plan in Compliance with Metro's Functional Plan and Declaring an Emergency

The Multnomah County Board of Commissioners Finds:

- a. The Board of County Commissioners (Board) adopted Resolution A in 1983 which directed the County services towards rural services rather than urban.
- b. In 1996, Metro adopted the Functional Plan for the region, mandating that jurisdictions comply with the goals and policies adopted by the Metro Council.
- c. In 1998, the County and the City of Portland (City) amended the Urban Planning Area Agreement to include an agreement that the City would provide planning services to achieve compliance with the Functional Plan for those areas outside the City limits, but within the Urban Growth Boundary and Portland's Urban Services Boundary.
- d. It is impracticable to have the County Planning Commission conduct hearings and make recommendations on land use legislative actions pursuant to MCC 37.0710, within unincorporated areas inside the Urban Growth Boundary for which the City provides urban planning and permitting services. The Board intends to exempt these areas from the requirements of MCC 37.0710, and will instead consider the recommendations of the Portland Planning Commission and City Council when legislative matters for these areas are brought before the Board for action as required by intergovernmental agreement (County Contract #4600002792) (IGA).
- e. On February 9, 2006, the Board amended County land use codes, plans and maps to adopt the City's land use codes, plans and map amendments in compliance with Metro's Functional Plan by Ordinance 1069.
- f. Since the adoption of Ordinance 1069, the City's Planning Commission recommended land use code, plan and map amendments to the City Council through duly noticed public hearings.
- g. The City notified affected County property owners as required by the IGA.

- h. The City Council adopted the land use code, plan and map amendments, set out in Section 1 below and attached as Exhibits 1 through 5. The IGA requires that the County adopt these amendments for the City planning and zoning administration within the affected areas.

Multnomah County Ordains as follows:

Section 1. The County Comprehensive Framework Plan, community plans, rural area plans, sectional zoning maps and land use code chapters are amended to include the City land use code, plan and map amendments, attached as Exhibits 1 through 5, effective on the same date as the respective Portland ordinance:

Exhibit No.	Description	Effective / Hearing Date
1	Ordinance adopting and implementing the Division Green Street / Main Street Plan; Comprehensive Plan and Title 33. (PDX Ord. #179925)	3/17/06
2	Exhibit A – Division Green Street / Main Street Plan	11/ 2005
3	Exhibit B – Division Green Street / Main Street Plan Technical Appendix	7/2005
4	Exhibit C – Division Green Street / Main Street Plan Findings Report	11/2005
5	Exhibit D – Division Green Street / Main Street Plan Regulatory Impact Assessment	11/2005

Section 2. In accordance with ORS 215.427(3), the changes resulting from Section 1 of this ordinance shall not apply to any decision on an application that is submitted before the applicable effective date of this ordinance and that is made complete prior to the applicable effective date of this ordinance or within 180 days of the initial submission of the application.

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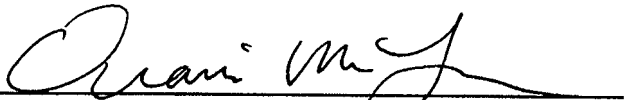
Section 4. Any future amendments to the legislative matters listed in Section 1 above, are exempt from the requirements of MCC 37.0710. The Board acknowledges, authorizes and agrees that the Portland Planning Commission will act instead of the Multnomah Planning Commission in the subject unincorporated areas using the City's own procedures, to include notice to and participation by County citizens. The Board will consider the recommendations of the Portland Planning Commission when legislative matters for County unincorporated areas are before the Board for action.

Section 5. An emergency is declared in that it is necessary for the health, safety and general welfare of the people of Multnomah County for this ordinance to take effect concurrent with the City code, plan and map amendments. Under section 5.50 of the Charter of Multnomah County, this ordinance will take effect in accordance with Section 1.

FIRST READING AND ADOPTION: March 16, 2006



BOARD OF COUNTY COMMISSIONERS,
FOR MULTNOMAH COUNTY, OREGON


Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Sandra Duffy, Assistant County Attorney

EXHIBIT LIST FOR ORDINANCE

1. Ordinance adopting and implementing the Division Green Street / Main Street Plan; Comprehensive Plan and Title 33. (PDX Ord. #179925)
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ORDINANCE No.

179925
As Amended

Adopt and implement the Division Green Street/Main Street Plan (Ordinance; amend Comprehensive Plan and Title 33)

The City of Portland Ordains:

Section 1. The Council finds:

1. Portland's *Comprehensive Plan* was adopted on October 16, 1980, acknowledged for compliance with Statewide Planning Goals on May 3, 1981, and again on January 25, 2000, and updated as a result of periodic review in June 1988, January 1991, March 1991, September 1992, and May 1995.
2. Oregon Revised Statute (ORS) 197.628 requires cities and counties to review their comprehensive plans and land use regulations periodically and make changes necessary to keep plans and regulations up-to-date and in compliance with Statewide Planning Goals and State laws. Portland is also required to coordinate its review and update of the *Comprehensive Plan* and land use regulations with State plans and programs.
3. Portland *Comprehensive Plan* Goal 10, Plan Review and Administration, states that the *Comprehensive Plan* will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development.
4. Portland *Comprehensive Plan* Policy 10.2, Comprehensive Plan Map Review, establishes a community and neighborhood planning process for the review and update of the Portland Comprehensive Plan Map.
5. Portland *Comprehensive Plan* Goal 3, Neighborhoods, calls for preserving and reinforcing the stability, diversity, residential quality, and economic vitality of the City's neighborhoods, while allowing for increased density.
6. Neighborhood and area plans serve as components of the *Comprehensive Plan* and are intended to promote patterns of land use, urban design, infrastructure facilities and services that encourage and contribute to the economic, social, and physical health, welfare, and safety of the neighborhood and the city.
7. The area plan is an advisory document for directing and managing change over time. The adopted goals, objectives, and implementation strategies of the *Division Green Street/Main Street Plan* will serve as an official guide to decision-making, public deliberation, and investments.
8. Information used for the formulation of the goals and policies of the *Division Green Street/Main Street Plan* was based on Portland land use, transportation, and urban design inventories, as well as transportation analyses, public comments from workshop and open house events, and other meetings, presentations and events.
9. The Bureau of Planning developed the *Division Green Street/Main Street Plan* with participation from interested neighborhood and business associations, property owners,

- business persons, and citizens with cooperation from other City bureaus and agencies, Metro, and Multnomah County.
10. Public involvement and outreach activities included neighborhood walks, community workshops, and consultation with citizen and technical advisory groups. Staff also attended numerous neighborhood, business, and industrial association meetings.
 11. A Community Working Group, composed of neighborhood, business, industrial, and advocacy groups, community members and business owners, was created to collaborate on the creation of the *Division Green Street/Main Street Plan*. The group's role was to consider the diverse interests of the community and represent a range of perspectives on planning issues.
 12. A technical advisory group (TAG) composed of representatives from public service providers, city agencies, and other governments and organizations participated in the creation and review of components and drafts of the *Division Green Street/Main Street Plan* throughout its formulation.
 13. *Division Green Street/Main Street Plan* provisions implement or are consistent with the Statewide Planning Goals, the Oregon Transportation Planning Rule, the Region 2040 Plan, the Metro Urban Growth Management Functional Plan, and the Portland Comprehensive Plan, as explained in the *Recommended Division Green Street/Main Street Plan: Findings Report* attached as Exhibit C and incorporated as part of this ordinance. These rules, policies, plans, provide a basis for integrating new residential activities into the study area.
 14. The Notice of Proposed Action and copies of the *Division Green Street/Main Street Plan* were mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610 on August 4, 2005.
 15. Written notice of the September 27, 2005, Portland Planning Commission public hearing on the *Proposed Division Green Street/Main Street Plan* was mailed to 288 interested parties on August 22, 2005. Measure 56 notification of the September 27, 2005, Portland Planning Commission public hearing on the *Proposed Division Green Street/Main Street Plan* was mailed to all property owners affected by changes to the base zone or allowed uses of property on August 17, September 15, and October 14, 2005.
 16. On September 27, 2005, the Portland Planning Commission held a public hearing on the *Proposed Division Green Street/Main Street Plan*. The Planning Commission discussed the Plan at public meetings on November 8, 2005, and recommended that City Council adopt the *Recommended Division Green Street/Main Street Plan*.
 17. Written notice of the December 7, 2005 City Council public hearing on the *Recommended Division Green Street/Main Street Plan* was mailed to all properties in the study area, the legislative mailing list, the Planning Commission, and other interested individuals on November 16, 2005.
 18. The Goals, Objectives, and Implementation Strategies of the *Division Green Street/Main Street Plan* will serve as an official guide to public and private decision-making and investment in the plan area.

19. It is in the public interest that the recommendations contained in the *Division Green Street/Main Street Plan* be adopted to direct change in the study area. These recommendations are consistent with Statewide Planning Goals, Metro's Functional Plan and the City's Comprehensive Plan for the reasons stated in the findings in Exhibit C.

NOW, THEREFORE, the Council directs:

- a. The Planning Commission *Recommended Division Green Street/Main Street Plan*, dated November 2005, and contained in the attached Exhibit A, is hereby adopted.
- b. Portland's *Comprehensive Plan* is amended, as shown in Exhibit A.
- c. The Portland *Comprehensive Plan* Map and the Zoning Map of the City of Portland are amended, as shown in Exhibit A.
- d. *Title 33, Planning and Zoning* of the Code of the City of Portland, Oregon, is amended as shown in Exhibit A.
- e. The commentary in Exhibit A is adopted as legislative intent and as further findings.
- f. Ordinance 177028 is amended to change the Street Design classification for SE Division between SE 19th and SE 33rd from Community Corridor to Community Main Street.
- g. Exhibit B, *Division Green Street/Main Street Plan: Technical Appendix*, dated July 2005, which contains background material for the *Division Green Street/Main Street Plan*, is adopted.
- h. Exhibit C, *Division Green Street/Main Street Plan: Findings Report*, dated November 2005, which contains findings on applicable statewide planning goals, the transportation planning rule, the Metro functional plans, and Portland *Comprehensive Plan*, is adopted as findings of fact.
- i. Exhibit D, *Division Green Street/Main Street Plan: Regulatory Impact Assessment*, November 2005, is adopted.

Passed by the Council,

FEB 15 2006

Mayor Tom Potter
J. Sugnet
November 23, 2005

GARY BLACKMER
Auditor of the City of Portland

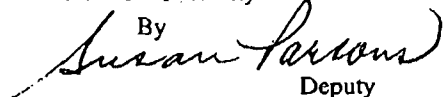
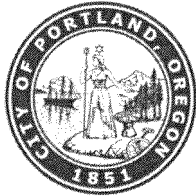
By

Deputy

EXHIBIT A - AS AMENDED

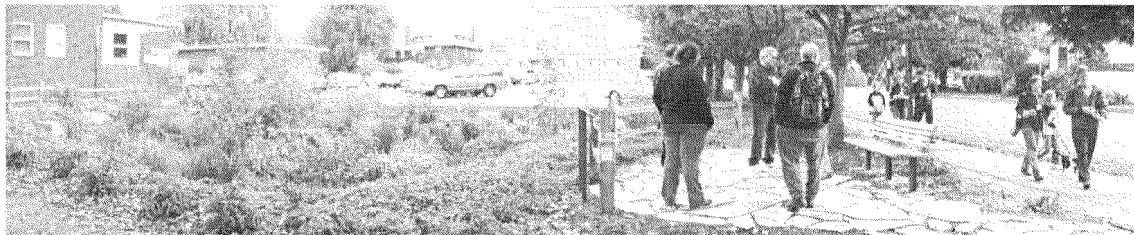
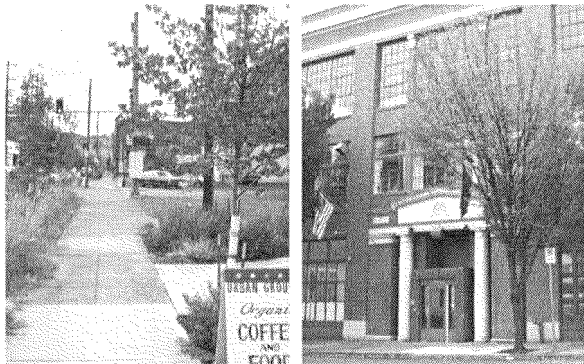


Division Green Street/Main Street Plan

November 2005 Recommended Plan

division

green street : main street project



FOR MORE INFORMATION, PLEASE CONTACT:

Portland Bureau of Planning
1900 SW 4th Avenue, Suite 4100
Portland, OR 97201-5350
503-823-7700 phone
503-823-7800 fax

E-mail: pdxplan@ci.portland.or.us RE: Division Plan

A digital copy of this document can be found at:
www.portlandonline.com/planning

The Bureau of Planning is committed to providing equal access to information and hearings. If you need special accommodation, call Jay Sugnet at the Bureau of Planning at 503-823-5869. (TTY 503-823-6868)

TO COMMENT ON THE RECOMMENDED PLAN:

- Testify at the City Council hearing:

Wednesday December 7, 2005, 2:00 p.m.

Portland City Hall, Council Chambers
1221 SW 4th Avenue
Portland, Oregon 97204

- Mail, fax, or e-mail written testimony to the Portland City Council:

Portland City Council
Attn: Council Clerk
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

FAX: 503-823-4571

e-mail: kmoore-love@ci.portland.or.us

Written and e-mailed testimony must be received by the time of the hearing and must include your name and street address to be included in the public record.

For more information on the City Council public hearing, contact the Council Clerk at 503-823-4086

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed in part by the federal Transportation Equity Act for the 21st Century (TEA-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.



Portland City Council

Tom Potter, Mayor
Sam Adams, Commissioner
Randy Leonard, Commissioner
Dan Saltzman, Commissioner
Erik Sten, Commissioner
Gary Blackmer, City Auditor

Portland Planning Commission

Ingrid Stevens, President
Paul Schlesinger, Vice President
Timothy Smith, Vice President
Christine Caruso
Don Hanson
Larry Hildebrand
Gail Shibley

Portland Bureau of Planning

Tom Potter, Mayor
Gil Kelley, Planning Director

Project Staff

Jay Sugnet, Portland Planning Bureau, Project Manager
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Jean Senechal Biggs, Portland Office of Transportation
Kathy Mulder, Portland Office of Transportation
Teak Wall, Portland Office of Transportation

Consultant Team

Mia Birk, Alta Planning + Design, Project Manager
Mike Tresidder, Alta Planning + Design
David Parisi, Parisi Associates
Ryan LeProwse, David Evans and Associates
Amy Jones, David Evans and Associates
Timothy Smith, SERA Architects
Matthew Arnold, SERA Architects
Bob Wise, Cogan Owens Cogan

Community Working Group

David Aulwes, Pedestrian Advisory Committee
Jean Baker, Division/Clinton Business Association, business owner
Carolyn Brock, National Federation of the Blind, resident
Chris Eykamp, resident
Eshawn Chase, high school student
Todd DeNeffe, Bicycle Advisory Committee
Tiz Della Gasperina, business owner
Chris Hammond, Central Eastside Industrial Council
Lynn Hanrahan, Peoples Food Co-op, business owner
Troy Hayes, South Tabor Neighborhood Association
Charles Kingsley, Division Vision Coalition
Glenn Lambert, business owner
Paul Leistner, Mt. Tabor Neighborhood Association
Linda Nettekoven, Hosford-Abernethy Neighborhood Development Association
Kathryn Notson, neighborhood historian
Dana Visse, Portland State University student
Josh Warner, Richmond Neighborhood Association

Technical Advisory Group

Rob Bennett, Portland Office of Sustainable Development
Jacob Brostoff, Southeast Uplift
Tom Caufield, Portland Bureau of Maintenance
Mike Coleman, Portland Office of Transportation
Linda Dobson, Portland Bureau of Environmental Services
Sheila Frugoli, Portland Bureau of Development Services
Joe Hintz, Portland Parks and Recreation — Urban Forestry
Ross Kevlin, Oregon Department of Transportation
Kevin Kraus, REACH Community Development
Christine Leon, Portland Office of Transportation
Kathy Mulder, Portland Office of Transportation
Jennifer Nolfi, Portland Development Commission
Mark Raggett, Portland Planning Bureau
Wendy Rankin, Multnomah County Health Department
Amy Rose, Metro
Jean Senechal Biggs, Portland Office of Transportation
David Zagel, TriMet

A special thanks to People's Food Co-op and Richmond Elementary School for providing meeting spaces.

Summary and Recommendations

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Technical Appendix (under separate cover)

This appendix contains background information and is available for viewing, downloading, or purchase on the City's web site, or by calling the Portland Planning Bureau at 503-823-7700.

A. Background

History of East Portland and SE Division Street; Planning and Policy Technical Memo; Multi-modal Transportation and Urban Design Analysis

B. Land Use

Existing Land Use Inventory; Land Use Alternatives Memo; Zoning Posters

C. Transportation

Traffic Glossary; Street Classifications; Mode Split Table; Transportation Alternatives Analysis; 7 Corners Roundabout Analysis

D. Public Involvement

Declaration of Cooperation – May 8, 2003; Schedule of Meetings and Events; Community Working Group – Purpose, Responsibilities, and Relationships; Neighborhood Walk Summary; Community Workshop Summaries

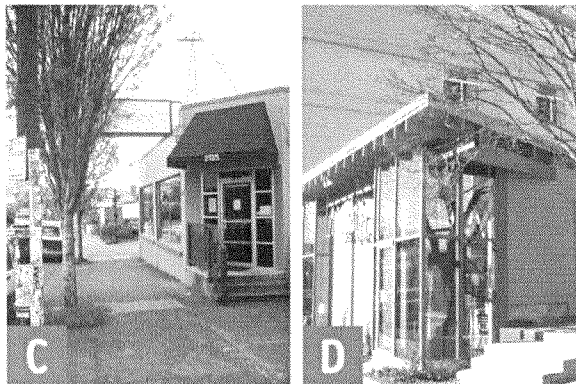
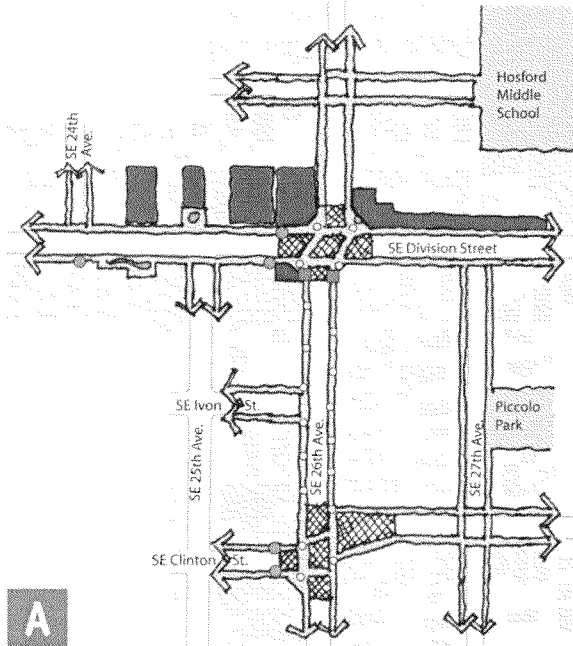
Planning Commission Recommendation

The City of Portland Planning Commission recommends that the City Council adopt an ordinance that:

1. Approves this report and appendix;
2. Amends the *Comprehensive Plan* to include the vision statement, goals, and objectives as shown in this report;
3. Amends the *Comprehensive Plan* to revise the street design classification for SE Division;
4. Amends the zoning map and *Comprehensive Plan* map as shown in this report; and
5. Amends *Title 33, Planning and Zoning* and the zoning map as shown in this report.

Division Vision Coalition

In January 2002, the Division Vision Coalition (DVC) formed in recognition of the similar goals and objectives of multiple Division stakeholders, and the overlap in activities being initiated. The coalition allows the community to better coordinate volunteer efforts, pool resources, and access funding opportunities. DVC brings together residents and business owners in the Richmond, HAND, Mt. Tabor, and South Tabor neighborhoods, Seven Corners Localization Initiative, and the Division Clinton Business Association. The coalition has organized the neighborhood around the idea of a sustainable urban main street and is committed to building an ecologically sound and culturally rich community.

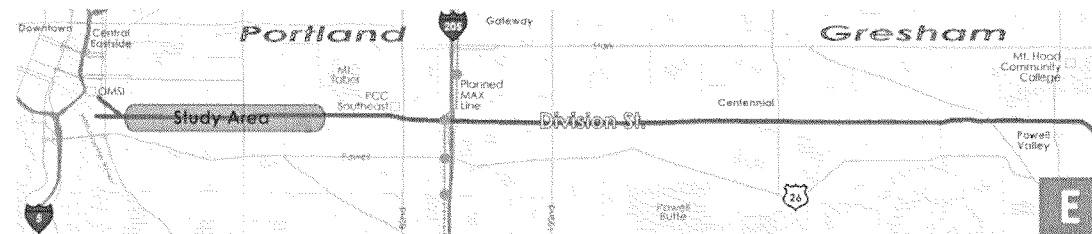


Introduction

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

- Improving access to transit
- Improving safety for pedestrians, bicyclists, and drivers
- Improving traffic signalization
- Examining alternative vehicle lane and on-street parking configurations
- Examining innovative rainwater management techniques
- Examining land use patterns in relation to existing zoning
- Proposing zoning changes consistent with project goals (zoning changes do not result in major changes in development density)
- Examining "green" building techniques

A State of Oregon Department of Transportation (ODOT) Transportation and Growth Management (TGM) grant helped to fund the project. Included in the plan are two proposed transportation alternatives and a rezoning proposal for the study area. The plan is intended to guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th Avenue and SE 39th Avenue. The street repaving and construction is funded with \$2.5 million of federal transportation funds and is scheduled to begin in 2007.



Context

The project study area is SE Division from SE 11th to SE 60th Avenues. The Division Corridor is part of a much larger transportation system. Division Street begins in the central eastside industrial area and continues beyond the City of Gresham. The study area is adjacent to four neighborhood associations (HAND, Richmond, Mt. Tabor, South Tabor) and is within the Division Clinton Business Association.

A – Urban design concepts were explored as part of the planning process.

B – At community workshops, neighbors discussed the proposals and shared their ideas.

C, D – Division's eclectic mix of buildings is cherished by the community.

E – The study area covers just a small portion of Division Street.

Purpose and Process

Division Street has been established as one of the priorities for the City of Portland in redevelopment planning. Some of the zoning along the street is not consistent with its designation as a Main Street, and many nonconforming uses exist. The street itself is in disrepair and is slated for reconstruction beginning in 2007. The Division Green Street/Main Street process offers an opportunity to redesign the streetscape to meet the goals of the community and the City.

The purpose of the Division Green Street/Main Street Plan is to:

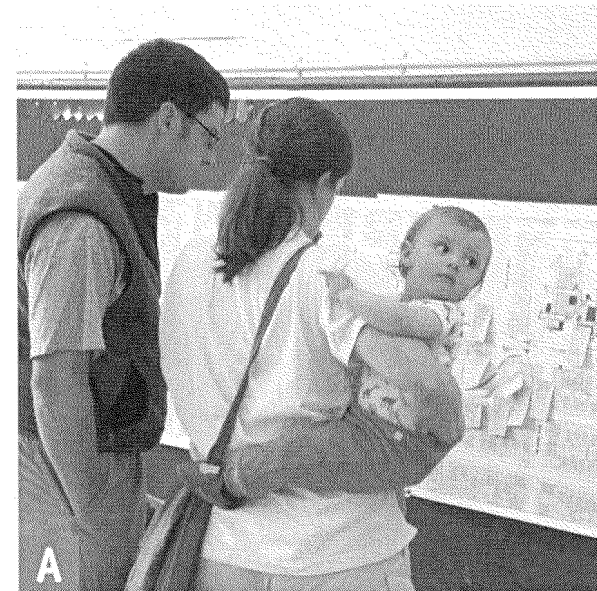
- Balance the competing transportation demands for Division Street, including local and through traffic, transit, automobiles, trucks, pedestrians, and cyclists.
- Treat the planning for Division Street as part of a coordinated community design strategy.
- Cultivate areas along the street that are distinguished by their economic, social, and cultural roles in the community, design character, history, and/or location.
- Support the economic vitality of Division Street for businesses and residences.
- Promote the understanding of and use of “green” approaches to design and construction that improve the long-term environmental performance of Division Street and the uses along it.
- Improve the design quality and urban form of Division Street and the buildings and spaces that line it.

Process

The plan for Division was a collaborative effort between the City of Portland, a 17-member Community Working Group, and a 16-member Technical Advisory Group. The Community Working Group represented area neighborhood and business associations, pedestrian and bicycle advocacy groups, industrial area users, and the Division Vision Coalition. The Community Working Group met 17 times between September 2004 and September 2005, as illustrated in the work plan on page 5. The Technical Advisory Group met 8 times between September 2004 and June 2005. This group represented various City bureaus, TriMet, Metro, the neighborhood coalition, and community development organizations.

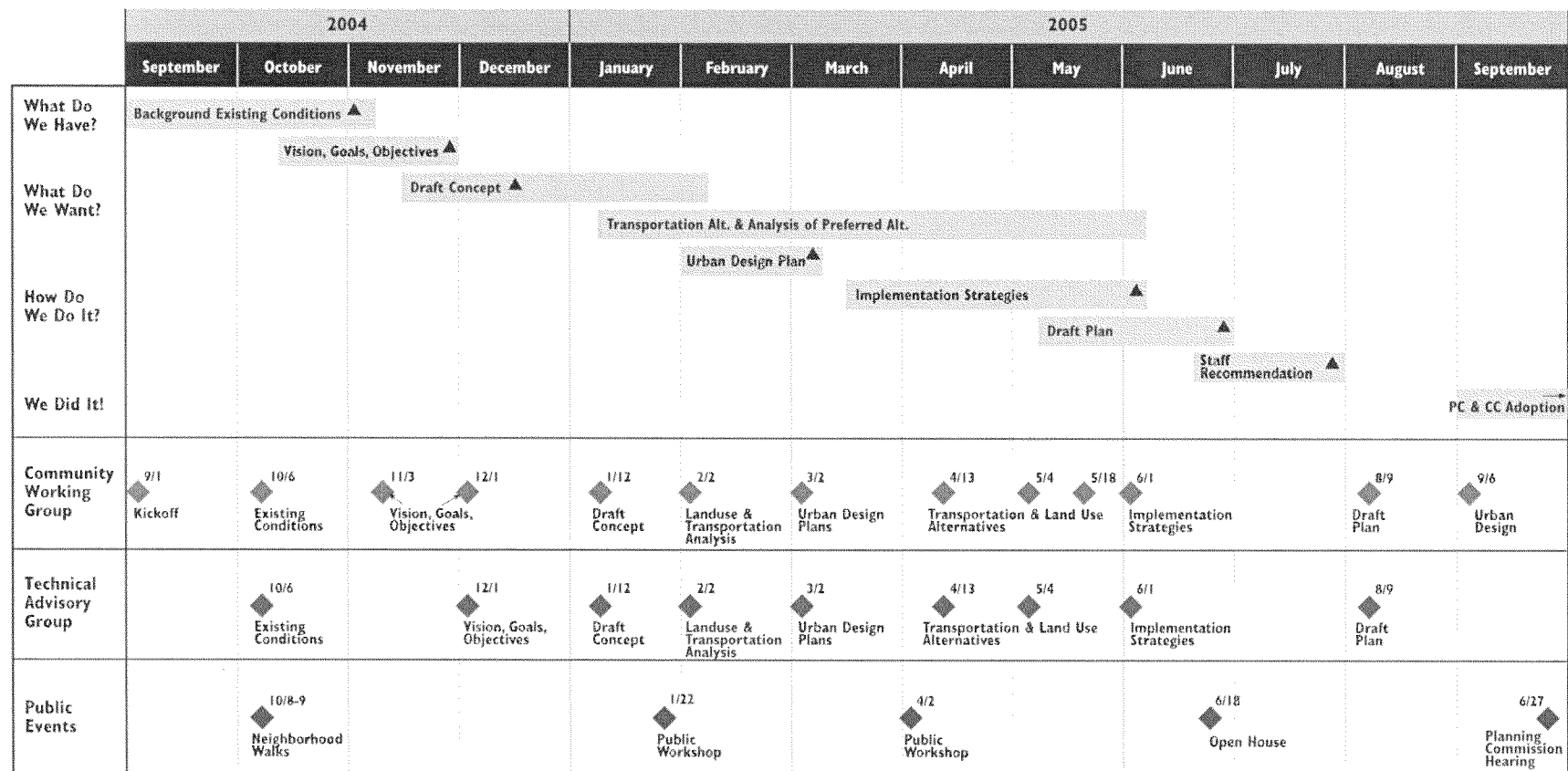
In addition to the regular meetings of the two groups, three community workshops were conducted at critical phases of the process. A January workshop was conducted to get feedback on the project goals and the draft concept. An April workshop provided feedback on the transportation alternatives and land use approaches, while the June workshop reviewed the draft plan and implementation strategies. This report summarizes each step of the planning process related to transportation and land use. A larger record of public involvement is part of the Technical Appendix.

A – At the workshops, information was presented in many different ways—through handouts, posters, presentations, and small group discussions.
B – The three workshops were well-attended, with over 100 people at each event.



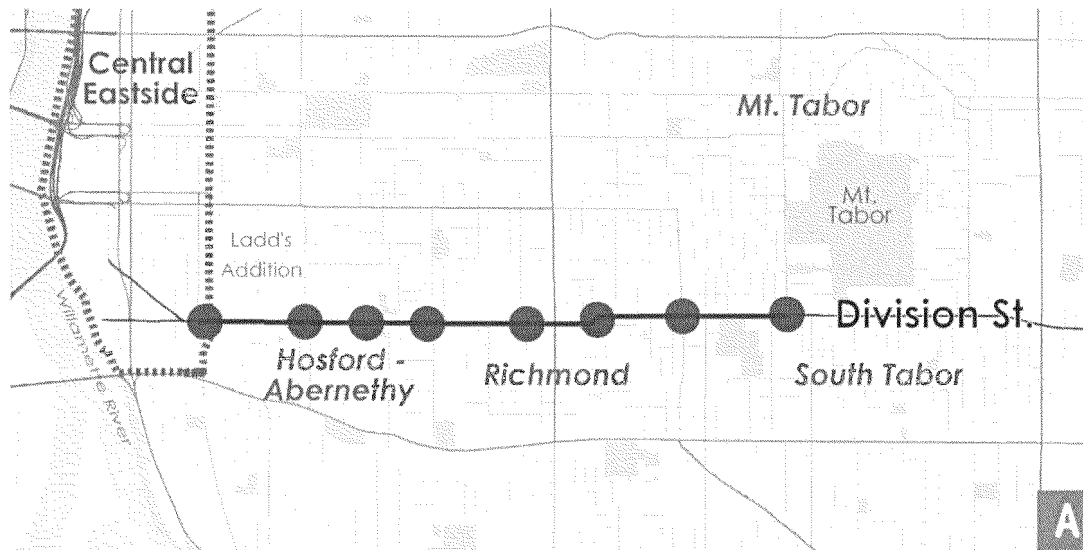
The major steps in the process were to:

- Inventory existing plans, policies, and conditions occurring along Division.
- Observe and learn about Division through neighborhood walks.
- Establish project goals and objectives.
- Develop four corridor-wide transportation alternatives and three land use approaches.
- Develop urban design focus areas and transportation intersection enhancements.
- Evaluate and publicly review alternatives and approaches.
- Refine the rezoning proposal, transportation alternatives, and implementation strategies.
- Endorse the final plan by the Community Working Group and Technical Advisory Group.



▲ Product

The project schedule included monthly community working group and technical advisory group meetings, as well as regular opportunities for community input.



Key themes expressed by citizens

Commercial Nodes

Infuse the corridor with energy and vitality by encouraging strings of two- to six-block commercial nodes. Commercial nodes are well-lighted and connected by landscaping, housing, and other unifying elements. Between the commercial nodes are mostly residential areas that are quiet and less active spaces.

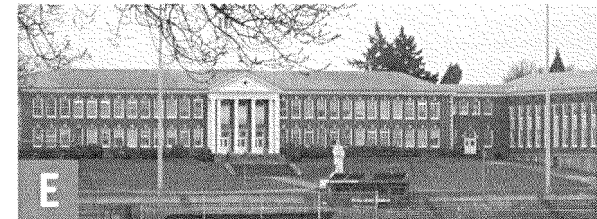
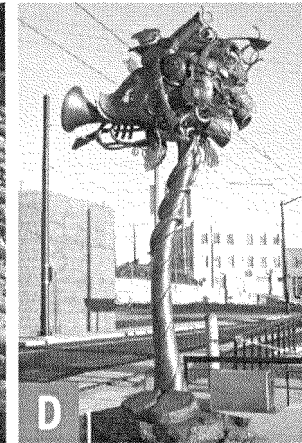
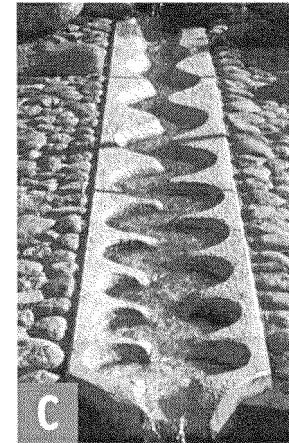
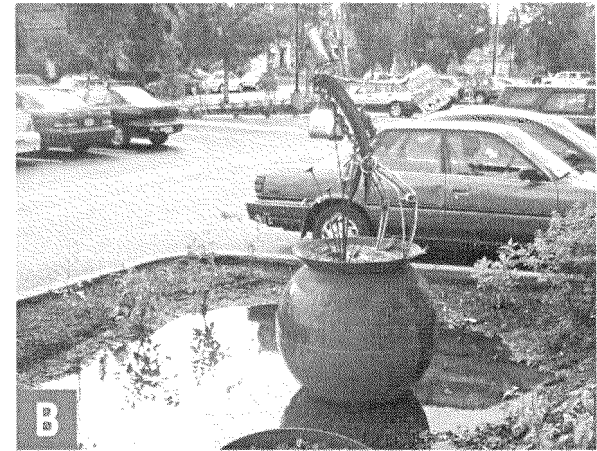
Art & Water

Create art and water features at the neighborhood centers to provide a continuous or thematic flow of water through the corridor.

Education Corridor

Embrace and integrate the five primary and secondary schools, as well as nearby Warner Pacific College and Portland Community College – SE Center, into the community fabric.

- A – The community expressed a desire to see new commercial development focused at certain intersections, or nodes. The red circles represent existing or potential commercial nodes.
 B, C, D – The community embraced the idea of using art and water features to help give Division a unique identity.
 E, F – A neighborhood goal is to capture opportunities to better integrate the many schools along Division into the community.



Goals

The following vision statement, goals, and objectives were developed by the Community Working Group in December 2004 and were embraced by the larger community at the January workshop. The project goals and objectives guided the development of the transportation and land use alternatives and are intended to guide future decisions in the study area.

Creating a Green Street/Main Street for the Division Community



Over the next twenty years, Division Street between 11th and 60th will become a more pedestrian-friendly, economically vibrant, and environmentally sustainable corridor. The street will evolve into a series of bustling commercial nodes—connected by tree-lined walkways, multifamily residences, and thematic water features. The whole corridor will showcase energy-efficient building design, innovative rainwater facilities, and a vibrant local business spirit—while providing easy movement by all modes of transportation to, from, across, and along Division.

SHARED ECONOMY

Focus commercial activity in a series of villages.

- Locate commercial areas in compact nodes of differing sizes and functions to serve the entire corridor.
- Build at pedestrian scale and orient buildings to the pedestrian realm. Support new mixed-use development.
- Provide places for small businesses to thrive. Integrate a variety of housing for all life stages.
- Include a mix of residential zoning along the corridor to reflect existing patterns and the opportunity for new housing.
- Support affordable housing alternatives to retain residents.
- Encourage work/live spaces in commercial and residential areas.

Support a healthy local economy.

- Support local businesses and a localized economy by buying local.
- Encourage wealth to circulate in the community.
- Provide a diverse range of goods and services.
- Let local entrepreneurs know what market opportunities are needed in the corridor.
- Develop a coordinated investment strategy for the community.

CLEAN AND GREEN ENVIRONMENT

Restore and maintain environmental health.

- Promote healthy streams by reducing the amount of impervious surface, adding landscaping and tree canopy, and encouraging the use of pervious paving options.
- Cultivate biodiversity and restore native plant communities.
- Improve air quality.

Integrate green infrastructure/building into the urban landscape.

- As the street corridor is upgraded over time, include innovative sustainable building techniques and infrastructure, such as efficient lighting options, into the corridor.
- Encourage eco-roofs and other rainwater management methods.
- Reintroduce water into the landscape in functional and symbolic ways.

Promote cleaner alternatives to driving.

- Upgrade walking and cycling amenities to support these modes.
- Improve bus stop locations with benches, schedules, and shelters.
- Long term, look at cleaner transit options in the corridor.
- Balance the needs of local circulation with the corridor's role as a collector.

HEALTHY COMMUNITY

Collaborate to achieve a connected community.

- Foster partnerships among the neighborhood, businesses, schools, and agencies to achieve community goals.
- Empower people to improve their community.
- Welcome diversity to enliven the community.
- Include the elderly, ethnic communities, religious institutions, and schools in community activities and celebrations.

Encourage walking and bicycling for individual and community health.

- Create safer crossing opportunities for pedestrians and bicycles.
- Enhance pedestrian access to open space, schools, commercial nodes.
- Upgrade sidewalks and create pedestrian stopping places.
- Improve bicycle parking opportunities along the corridor.

Create a community that is safe for all.

- Improve lighting along the corridor to improve visibility of and for pedestrians and bicyclists.
- Support traffic speeds that are consistent with high levels of pedestrian activities.

MAKING A PLACE

Embrace and foster the educational landscape.

- Create resources and educational materials for residents and businesses that can help people choose healthier ways of maintaining, restoring, and developing their properties.
- Connect the schools to the corridor both physically and socially.

Forge a unique identity that unites the Division corridor.

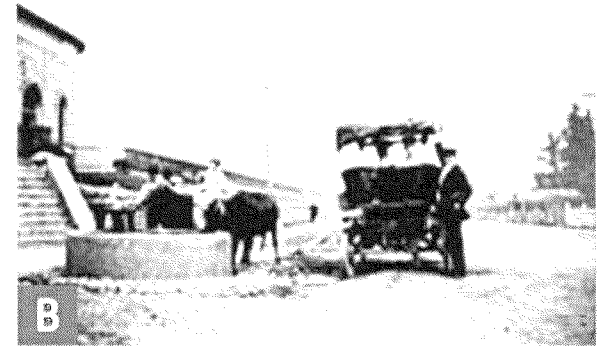
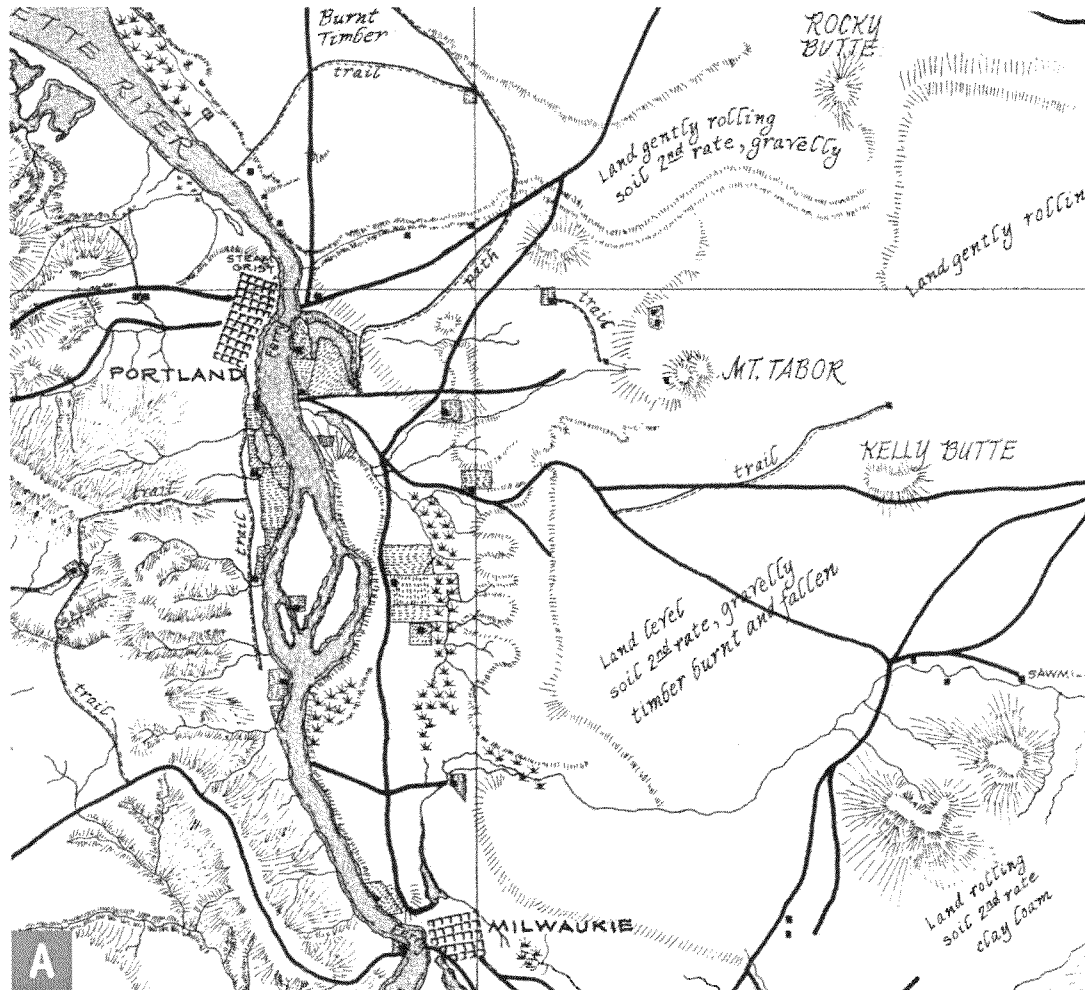
- Discover and create community gathering places for all ages.
- Develop a plaza where community activities can occur.
- Create corners that include building entrances and stopping places.
- Incorporate beauty and quality design into the fabric of the community.
- Inject new spaces with art and an aesthetic flair.

Take advantage of cultural and historic assets—buildings, places, and people.

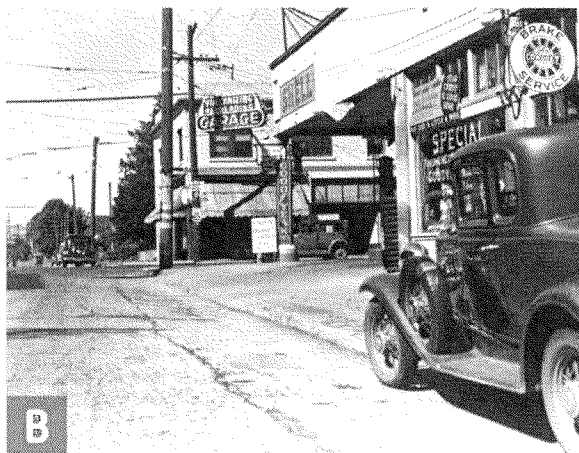
- Develop gateways and connections that celebrate special spaces.
- Locate markers that tell the story of the corridor—things that have happened in the past and things that are happening now.
- Develop community activities that align with the seasons and the rhythms of nature.

History of Division

The physical character of the study area has changed tremendously over time, beginning with the more pedestrian- and streetcar-oriented commercial street of the turn of the century, and ending with the somewhat mixed, yet mostly automobile-oriented, residential and commercial corridor we see today. These changes are due to both land use and transportation decisions at all levels, from grassroots activism to City policy.



A – Survey Map, 1852. Oregon/Washington Bureau of Land Management, 1851-52, Cadastral Survey Map
 B – SE 60th and Division, 1910. City of Portland Archives and Records, 1910 c_60th Ave & Division St
 [72]_5411-02 b39 f22



In the mid-1800s the first European settlers were gifted large Land Donation Claims east of the Willamette River, all of which were farmed for a short time. As population skyrocketed in the area over the next 70 years (from 821 people in 1850 to 258,288 in 1920), these farms were subdivided into neighborhoods and street alignments often referred to as additions; most of which we can still see in the area today.

In the 1970s there was heated controversy over the plan for a Mt. Hood Freeway which, had it not been popularly defeated, would have replaced SE Division, Ivon, Clinton, and Lincoln streets entirely. The controversy resulted in several outcomes visible in Portland today. The outcry over the freeway proposal and planning process galvanized and united an active citizen base, which has held together over many years.

The light rail system (MAX) was financed by the pool of federal money set aside for the Mt. Hood Freeway project. Other changes included transit service improvements and the creation of a bicycle network. Bicycle routes were established on Southeast Ankeny, Salmon, Lincoln-Harrison, and Clinton Streets and Southeast 26th Avenue through a planning process that was partially funded from the freeway money.

After the withdrawal of the Mt. Hood Freeway, a new transportation concept was needed to serve southeast Portland. In addition to constructing MAX, the Multnomah County Commission recommended that part of the funds for the freeway be diverted to restore the vitality of the southeast Portland and East County neighborhoods that would have been impacted by the Division-Powell freeway route. These improvements included traffic calming measures on local streets surrounding Division.

The Division Corridor Traffic Management Study was initiated by the City's Transportation Bureau in 1985. The Division corridor was defined as the portion of southeast Portland that is bounded by Lincoln and Harrison Streets on the north, Clinton Street on the south, 11th Avenue on the West, and SE 60th on the east. The study recommended strategies and projects to stabilize the increasing commuter traffic on Division and reduce it on local streets (Lincoln/Harrison and Clinton) based on citizen complaints about excessive traffic on these streets. Numerous changes were made to the corridor to limit through traffic on the local streets, and minor changes were made on Division itself.

A – SE 11th and Division in another era. City of Portland Office of Archives and Records, 1937_SE Division at 11th_1325.3_8403-03 b2 f9

B – SE 11th and Division in another era. City of Portland, Archives and Records, 1937_SE Division at 11th_1325.4_8403-03 b2 f9

C – SE 11th and Division in another era. City of Portland, Archives and Records, 1939_ca_Looking E on Division_1325.2_8403-03 b5 f2

Concept for the Division Corridor

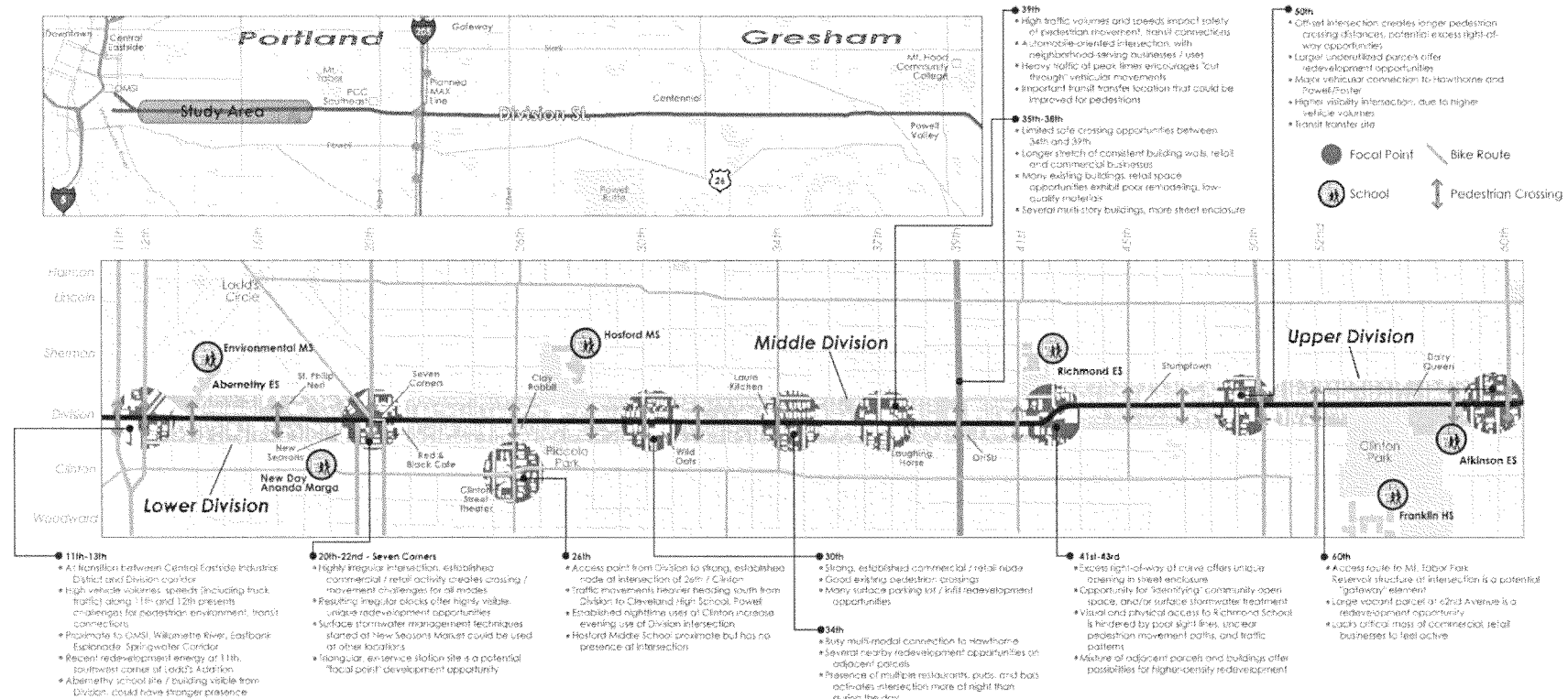
The initial phase of the plan identified existing conditions along Division Street – depicted below. One of the primary observations was that Division has distinct lower, middle, and upper sections. The main street character, and corresponding commercial land use, is focused between roughly SE 19th and SE 50th Avenues. The lower and upper sections are predominantly residential in character with some locally serving retail uses.



Existing Corridor Analysis

Re - envision Division

Making a Place on Division Street



Lower Division (11th-21st)

This segment is characterized by less active uses, mostly single family housing and the St. Philip Neri church and school complex. Due to Ladd's Addition's unique block pattern and larger uses on the north side of the street, Division feels "one-sided". The presence of pro-tem parking on both sides of the street (11th to 28th) may pose challenges for redevelopment opportunities.

Middle Division (21st-50th)

This segment has the greatest concentration of commercial activity with many longtime established businesses. Permanent on-street parking exists along the majority of its length. There is a fairly consistent mixture of new and old residential, commercial and industrial buildings typical of other Portland main streets, and many larger parcels. The commercial areas are connected by pockets of single and multifamily housing.

Upper Division (50th-60th)

Similar to Lower Division, this area is characterized by less active uses, single family housing and a "one-sided" character due to the large frontages of Franklin and Atkinson schools. New and existing businesses, as well as future redevelopment sites, offer potential strengthening activity near the 60th Street intersection.

11

Making a Place on Division Street



Land Use

Division is often described as eclectic and "funky" with a diverse array of retail, housing, and industrial uses. This diversity is what attracts many residents and businesses to the area and is causing increased investment and redevelopment along the street. One strong desire among the community is to focus this new energy and vitality into a common vision for Division that revolves around the project goal of making a place by promoting a shared economy, a clean and green environment, and a healthy community.



One purpose of the Division Green Street/Main Street Plan is to rezone areas along the street to reflect the desired main street character. Current zoning, nonconforming uses, and poor design were identified as impediments to achieving the project goals.

Existing Conditions

One of the most profound influences on the neighborhoods surrounding Division was the Mt. Hood Freeway proposal. At one point, the Oregon Department of Transportation owned one of every four properties within the proposed right-of-way, which caused decades-long neglect and disinvestment.



A – The Mt. Hood Freeway alignment would have displaced all development between SE Division and Clinton Streets up to about 50th Avenue.

Today Division is a healthy mix of commercial, residential, institutional, and industrial uses. With the help of a group of Portland State Students in the spring of 2004, the current uses along Division were mapped and compared to current zoning. This allowed staff to identify areas along the corridor where the zoning is inconsistent with the desire for "nodes" of mixed-use commercial development. In the past, auto-oriented zoning has been applied to scattered sites along the street. There are also several locations that are zoned residential, but are home to thriving commercial businesses.



Nonconforming Uses

Nonconforming uses (NCU) are uses that are no longer allowed in the zone that is applied to the property. Many of Division's nonconforming uses were created when commercially zoned property was rezoned to residential. From 1924 to 1959, Portland had only four zones, and virtually all properties fronting on Division Street were zoned commercial west of 51st Avenue. In 1959, zoning was changed on some parts of the street to allow for single-dwelling residential. In 1981, the zoning code and map were again changed. On Division, as on many arterials around Portland, large portions of properties fronting the street were rezoned from commercial to multidwelling residential. The purpose behind this large-scale policy shift was to prevent "strip" commercial development and to encourage more housing on streets with good access to transit.

Due to the zone changes over time, there are 27 properties along Division that are now considered nonconforming uses. A number of these sites were built as commercial properties and have continued with commercial uses over time—for example, the building that houses Stumptown Coffee at 45th and Division. Some of them are residential buildings operating as a business. Current nonconforming regulations require a review for expansions or changes of use, a policy which has become a source of concern for Division's business community.

The twenty-seven nonconforming uses identified along in the study area fall into the following general categories:

- Retail sales and service in a residential zone (10);
- Office in a residential zone (4);
- Vehicle repair in a residential zone (3);
- Industrial service in a residential zone (2);
- Manufacturing in a residential zone (2);
- Vehicle repair in a commercial zone (3);
- Industrial service use in a commercial zone (2); and
- Quick vehicle service in a commercial zone (1).

These situations often create difficulties for property owners when they wish to expand a current use or sell the property. One of the objectives of the Division planning process was to assess the current policies related to nonconforming uses and consider solutions that could apply to other commercial corridors in the City.

- A – The building that houses Stumptown Coffee is a nonconforming commercial use in a residential zone.
- B – Though this building at 60th and Division is oriented to the pedestrian, the overlying General Commercial zoning is inconsistent with the community's vision for Division Street.
- C – This auto-oriented vehicle repair shop is a nonconforming use.

Design of Infill Development

The Bureau of Planning is currently working on the Infill Design Project. The objective of the project is “to foster medium density infill development that contributes to meeting City design objectives, such as those calling for design that is pedestrian oriented and serves as a positive contribution to neighborhood context.” A report with zoning code amendments is available on the Planning bureau’s web site.

Many of the issues raised by the community as part of this project are discussed in this report, such as the contrast of scale and height in relation to existing development, privacy impacts, compatibility with existing neighborhood character, etc. Below is an example of the design issues related to medium-density infill development.



These two developments are on similarly sized sites, with the same R1 zoning and number of units. “The devil’s in the details.”

“Contrasting images, of similarly configured apartment developments, highlighting the difference that details such as façade articulation, materials, window treatments, roof forms, and trim can make. A challenge is finding ways to achieve quality design in ways that are affordable.” (Infill Design Project Report, December 2004)

Land Use Alternatives

The planning process developed a set of alternatives that was presented at the March Community Working Group and Technical Advisory Group meetings and the April 2nd community workshop. The three alternatives were: regulatory amendments (changes to the zoning code); nonregulatory measures (voluntary or educational); and rezoning (minor changes to the zoning map).

Regulatory Amendments

Potential regulatory amendments to achieve project goals included modifying the nonconforming use regulations, increasing setbacks for new residential development, creating a main street overlay to modify specific aspects of the development code, and applying a design overlay to achieve better quality design. At the April community workshop, written comments were strongly in favor of nonregulatory approaches rather than additional regulations for Division. Many stated that addressing nonconforming uses and helping to implement the concept for the street through the rezoning proposal (see next page) would best achieve project goals.

DESIGN MATTERS

Community Working Group members expressed interest in exploring regulatory approaches to address design concerns raised in the planning process. A land use subgroup, working with City staff, crafted specific design standards as part of a Main Street Overlay. See a full discussion on page 40.



Nonregulatory Measures

Three nonregulatory approaches to achieving the vision for Division were identified. The first was landscaping techniques that could be used to alter the character of an area. By encouraging more landscaping and street trees in the residential areas, a transition between the commercial nodes and residential areas becomes more apparent. In addition, wider sidewalks with tree wells in the commercial nodes allow space for outdoor café seating.

Second, storefront lighting is a simple nonregulatory measure to differentiate the commercial nodes from the residential areas. Both interior and exterior storefront lighting add nighttime visibility and provide a visual connection to commercial areas.

Finally, education is an essential tool. Property owners and potential developers benefit from tapping into the community's desires for Division. New developments, or redevelopments, are more successful if they work within the existing context of Division and help move towards the future vision.

In an effort to illustrate these and many other ideas, the consultant team developed urban design focus area concept drawings (see following pages) that show examples of solutions that are potentially applicable to the entire street. Most important, the illustrations highlight many creative ideas that were generated as part of the community planning process.

Rezoning

The rezoning proposal on page 22 is the result of discussions with property owners, the CWG, the TAG, and the community. The proposal is guided by one primary goal – the changes do not increase or decrease the overall number of automobile trips or the number of housing units currently allowed in the study area. The most notable changes are rezoning Neighborhood Commercial and General Commercial properties to Storefront Commercial (CS). The CS zone is an urban commercial designation intended for Portland's main streets and provides additional flexibility for future redevelopment projects along Division.

The rezoning also addresses ten properties with split zoning. Split zoning on Division occurs where a residential property has a sliver of commercial zoning along one property line. These are often the result of mapping errors and were addressed as part of this project.

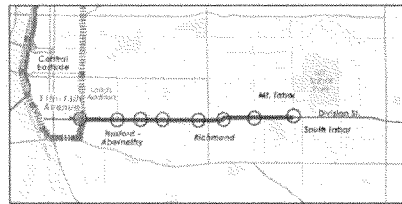
A, B – Simple steps toward successful commercial nodes: encourage wide sidewalks with landscaping and storefront lighting.

Urban Design Focus Areas

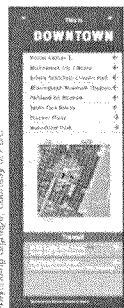
Urban Design Focus Area
11th Avenue to 13th Avenue

EXISTING CHARACTER

- Transition area from Central Eastside Industrial District to the Hosford-Abernethy Neighborhood and Division Corridor
- High vehicle volumes, speeds, and truck traffic along 11th and 12th presents challenges for pedestrian environment and transit connections
- Mix of light industrial, commercial and office uses
- Proximate to OMSI, Eastbank Esplanade and Springwater Corridor
- Recent redevelopment energy at 11th and southwest corner of Ladd's Addition (12th and Division)
- Adjacent to Abernethy School, visible from Division Street



FOCUS AREA CONTEXT



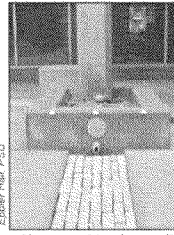
Way-Finding Signage, Courtesy of FIDC

Provide Connectivity to Nearby Amenities with Signage



NE Fremont St / 11th Ave

Orient Redevelopment to Corners



Elder Hall PSU

Infiltration of Roof Run-off



NE Fremont / 4th Ave

Create a Minor Gateway to the Neighborhood with an Entry Plaza and Sculpture



SE Division / 12th Ave

Soften Street Edge in Neighborhood by Replicating Existing Planting Scheme on the South Side of Division



1428 SE 26th Ave

Residential Infill Opportunity Site

CREATE A PEDESTRIAN-FRIENDLY ENVIRONMENT



NE Fremont / 10th Ave

Grade Separation for Outdoor Seating



NW 27th Ave / 10th Ave

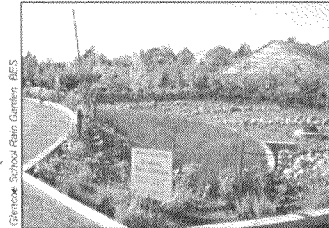
Building Articulation Creates a Wider Pedestrian Zone



NW 27th Ave / 10th Ave

Enhance Pedestrian Zone with Green Courtyards

ENHANCE CONNECTIVITY TO THE SCHOOL

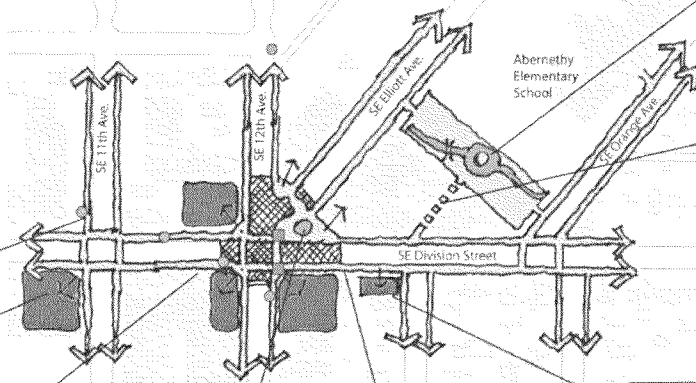


Glencoe School Rain Garden BES

Opportunity for a Rain Garden. At Glencoe, the Rain Garden relieves sewer back-ups by infiltrating stormwater, improves water quality, and provides an aesthetic & education amenity to the school & community



Create an Entrance to the School by Enhancing the Existing Alley-Way



Abernethy Elementary School

LEGEND

- Opportunity Site
- Pedestrian Realm
- Special Node Treatment
- Water/Stormwater Feature
- Bus Stop
- Public Art Opportunity

TRANSITION FROM INDUSTRIAL DISTRICT TO NEIGHBORHOOD

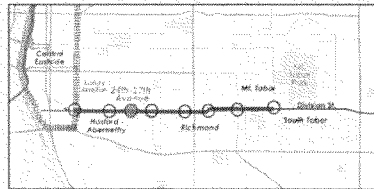
Urban Design Focus Areas

Re - envision Division Making a Place on Division Street

Urban Design Focus Area 24th Avenue to 27th Avenue

EXISTING CHARACTER

- Access point from Division to established commercial node at intersection of 26th/Clinton
- Traffic movements heavier heading south on 26th from Division to Cleveland High School and Powell Blvd
- Nighttime uses at Clinton increase evening use of 26th/Division intersection
- Hosford Middle School proximate but has no presence or visibility from this node

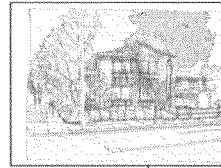


FOCUS AREA CONTEXT

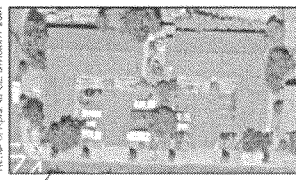
INTEGRATE NEW MULTI-FAMILY RESIDENTIAL AND ENHANCE EXISTING



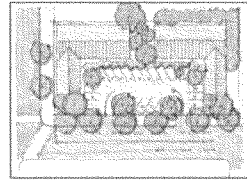
10.5' Driveway Serving 8 Townhouse Units



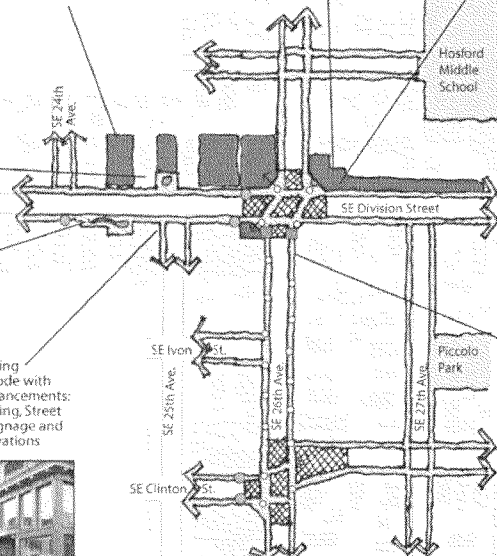
Arrival of Apts. at SE Division / 26th



Upgrade Existing Apartment Housing by Consolidating Parking, Removing Curb Cuts and Increasing Landscaped Area



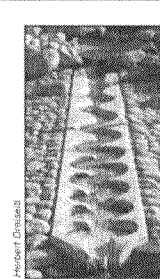
Opportunities to Enhance Existing Billboards



IMPROVE CONNECTIVITY TO CLINTON STREET



New Portland Standard Pedestrian Pole Light



Hosford Middle School

Enhance Connectivity to Clinton Street & Nighttime Visibility of Node with Lighting, Banners, Water Features or Public Art

INNOVATIVE STORMWATER MANAGEMENT

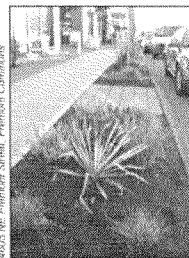


Pervious Paving Within Parking Lane



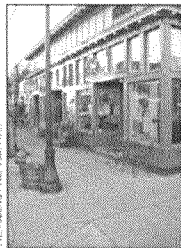
Vegetated Swale for Infiltration of Street Run-off

Opportunities to Enhance Streetscape with Vegetation and On Site Stormwater Management



Vegetated Park Strip

Revitalize Existing Commercial Node with Storefront Enhancements: Awnings, Lighting, Street Furnishings, Signage and Facade Renovations



NE Alberta / NE 17th Ave



SE Milwaukee / SE 65th Ave

LEGEND

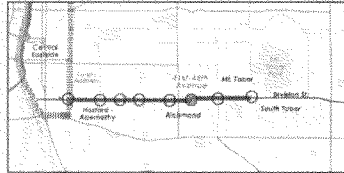
- Opportunity Site
- Pedestrian Realm
- Special Node Treatment
- Water/Stormwater Feature
- Bus Stop
- Public Art Opportunity
- Street Lighting

Urban Design Focus Areas

Urban Design Focus Area
41st Avenue to 44th Avenue

EXISTING CHARACTER

- The Curve on Division at 42nd Ave. creates an open space that is the unique to the study area
- The Curve provides excess right-of-way which is an opportunity for developing a community gathering space
- Area has a significant amount of asphalt with surface parking lots and wide right-of-way
- Visual and physical access to Richmond School is hindered by poor sight lines, unclear pedestrian paths and traffic patterns
- Richmond Place serves as the mixed-use anchor to this node, providing ground-level retail & office with housing above



FOCUS AREA CONTEXT

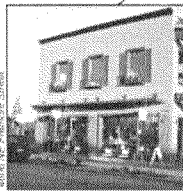
HIGHLY VISIBLE MIXED USE REDEVELOPMENT



SE Hawthorne / SE 43rd Ave.



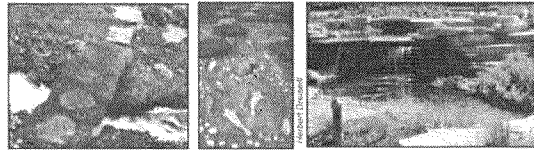
2236 NE Alberta Street



4012 NE Fremont Street

Examples of New Mixed-Use Developments

CREATE RAIN GARDEN FOR SCHOOL

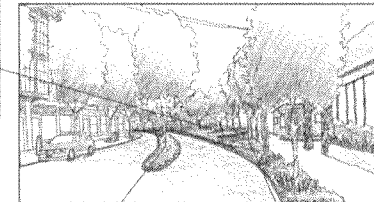


Japanese-Influenced Rain Garden to Reflect Richmond Elementary's Curriculum

TRANSFORM CURVE INTO A COMMUNITY GATHERING SPACE



Create a flexible space for community events



Community Gathering Space



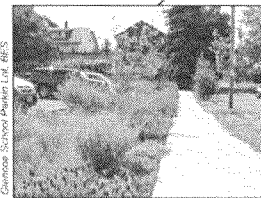
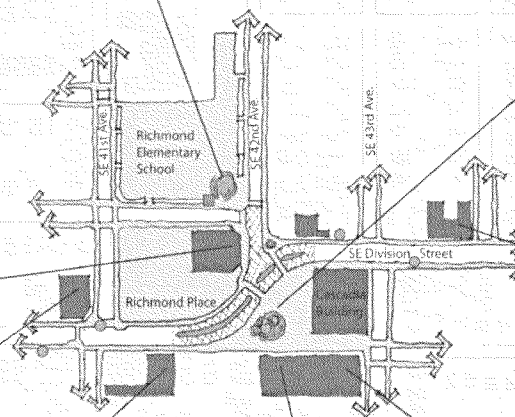
Add Median to Green Up Roadway and Reduce Crossing Distances



Integrate a Water Feature



Infill Vacant Lot with Multi-Family Housing



Upgrade Existing Parking Lots with Screening and Stormwater Treatment



Opportunity for Multi Family Housing or Mixed-Use Infill Development



Integrate Off-Street Parking into New Development

LEGEND

	Opportunity Site
	Pedestrian Realm
	Special Node Treatment
	Water/Stormwater Feature
	Bus Stop
	Gateway

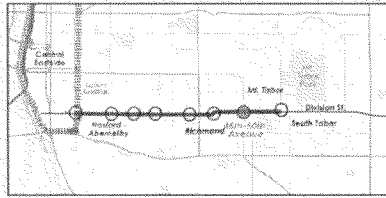
Urban Design Focus Areas

Re-envision Division Making a Place on Division Street

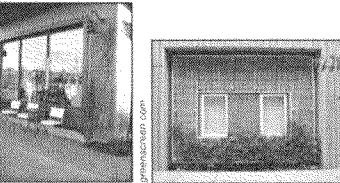
Urban Design Focus Area 48th Avenue to 50th Avenue

EXISTING CHARACTER

- Off-set intersection creates longer pedestrian crossing distances and excess right-of-way
- Larger underutilized parcels offer redevelopment opportunities
- Major vehicular connection to Hawthorne and Powell/Foster
- Higher visibility intersection, due to higher vehicle volumes
- Transit transfer site



FOCUS AREA CONTEXT



4808 NE Division Street

4808 NE Division Street

Use Trellising to Create Green Walls



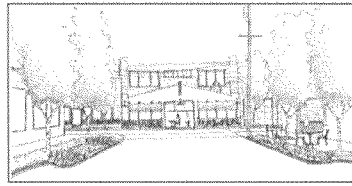
SE Main Street / NE Division



NE 10th Ave / NE Division

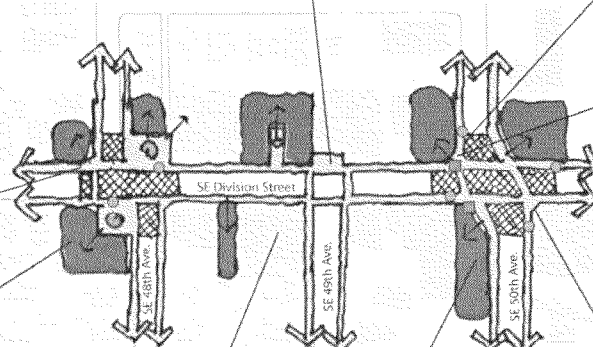
Adaptive Reuse of Auto-Oriented Business

IMPROVEMENTS AT "T" INTERSECTIONS

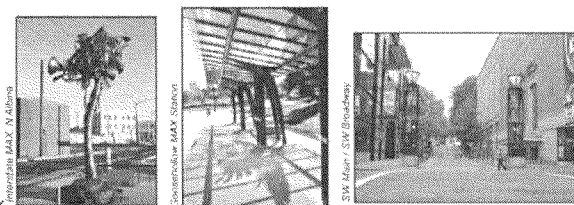


SE Arkeny Street / BES

"T" Intersection Treatments: Building Enhancements, Stormwater Curb Extensions & Outdoor Rooms



HIGHLIGHT INTERSECTION OF DIVISION AND 50TH



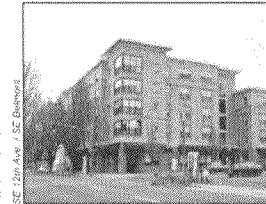
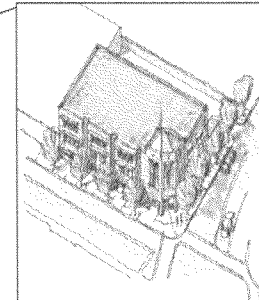
Division MAX / N Adams

Division MAX / N Adams

SW Main / SW Broadway

Opportunity to Create a Gateway and Shelter for Transit Riders at Intersection

REDEVELOPMENT OPPORTUNITIES AT MAJOR INTERSECTION



Redevelopment of Vacant and Underutilized Lots with Highly Visible Mixed-Use Buildings as Gateway Elements, with Off-Street Parking, Green Roofs and Corner Entries

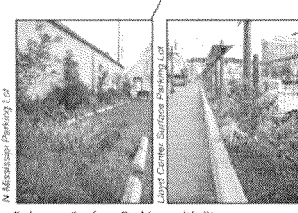


4332 NE Adams Street



Orenco Municipal Center, San Francisco

Adaptive Reuse Where Practical

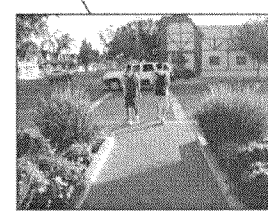


N Mission / Parking Lot

Enhance Surface Parking with Stormwater Infiltration and Street-Side Screening



Lloyd Center Surface Parking Lot

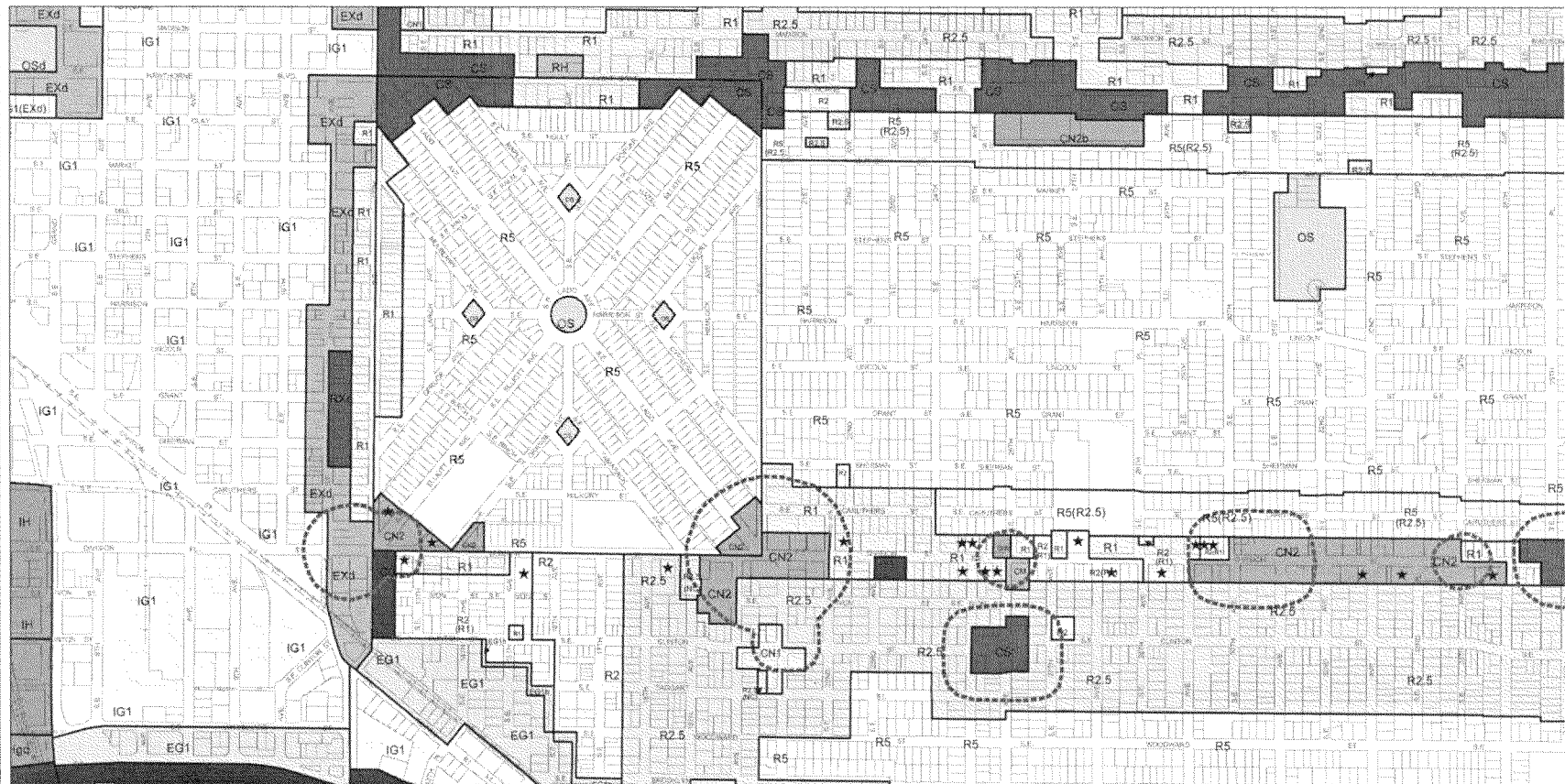


New Curb Extensions at NW and SE Corners to Reduce Crossing Distances

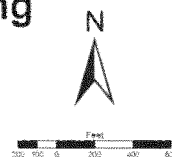
LEGEND

- Opportunity Site
- Pedestrian Realm
- Special Node Treatment
- Water/Stormwater Feature
- Bus Stop
- Public Art Opportunity

Today, the street is predominantly zoned urban commercial and medium-density residential. These zones allow 4-story buildings to be built to the front lot line. Very few buildings along Division are built to the allowed densities or height, and many buildings are single-family homes.



division
green street main street project

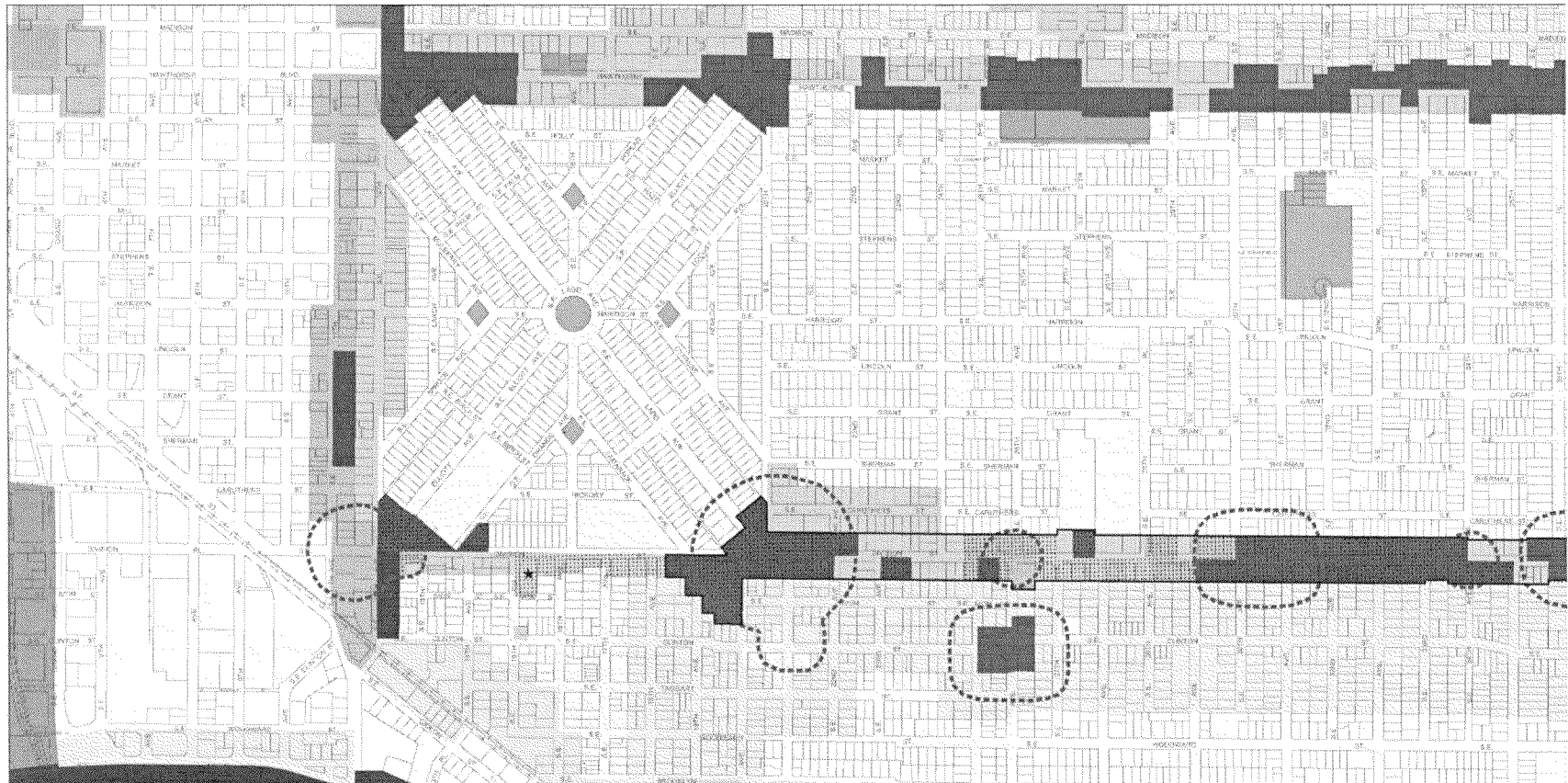


Area of interest

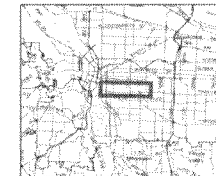
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★ Nonconforming Use	Open Space	High Density Residential	Storefront Commercial	General Industrial 1
Conceptual Commercial Nodes	Residential 5,000	Central Residential	Mixed Commercial	Heavy Industrial
R5 Existing Zoning w/overlays	Residential 2,500	Institutional Residential	General Commercial	
(R2.5) Comprehensive Plan where different from zoning	Low Density MD 2,000	Neighborhood Commercial 1	General Employment 1	
	Medium Density MD 1,000	Neighborhood Commercial 2	Central Employment	

The rezoning proposal has received support from the community, property owners, and business owners along Division. The relatively minor changes provide greater flexibility for designing mixed-use commercial projects on the typical 5,000-square-foot lots along Division. Community members repeatedly expressed concern regarding the building height that is currently allowed for new development on Division.



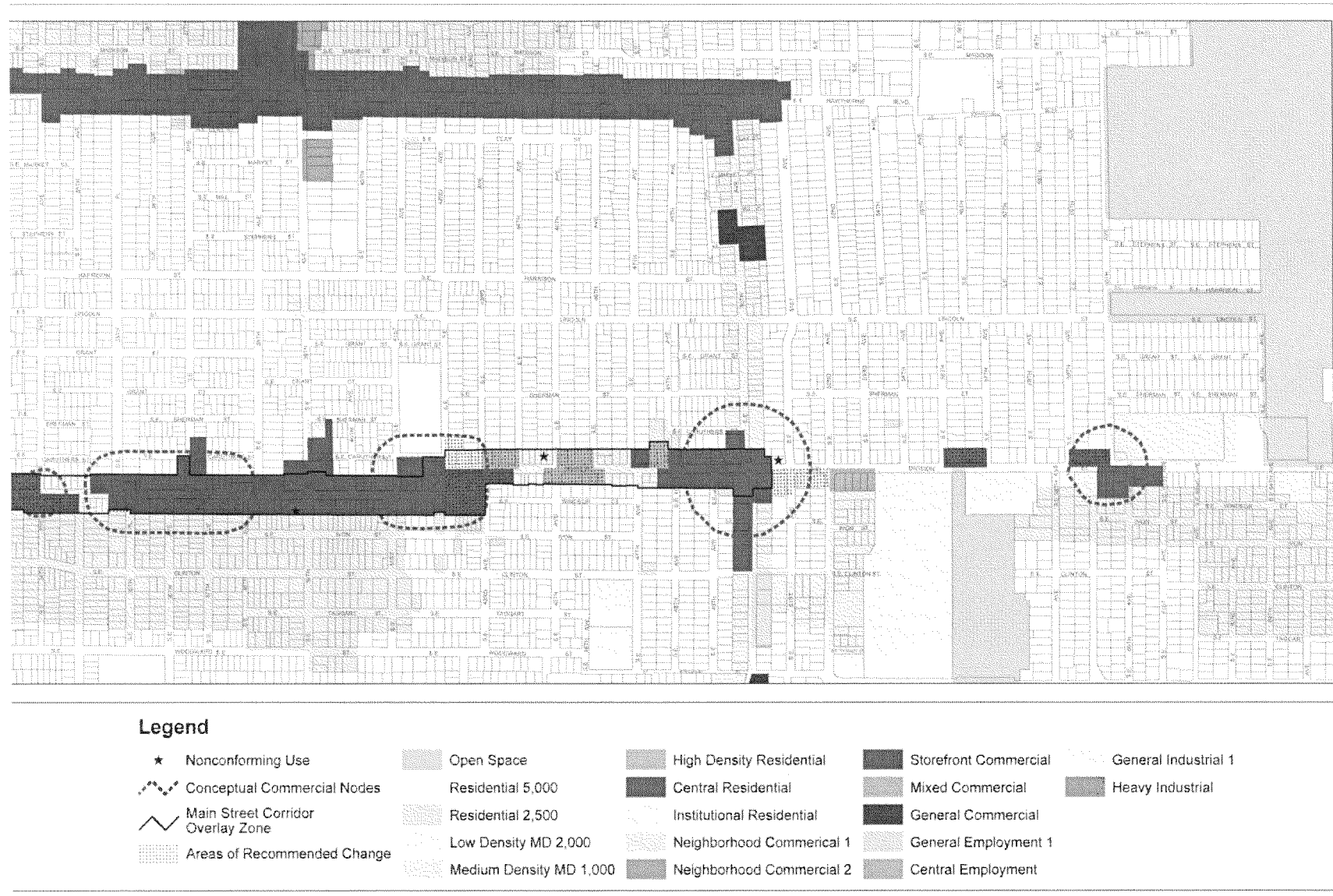
division
green street | main street project



Area of Interest

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There is also support for the recent mixed-use development proposals at SE 26th and SE 43rd, although many would like to see the single-family residences and the older structures preserved. Community members are expressing concerns that the height and architectural style of these new mixed-use projects are inconsistent with the existing neighborhood character.



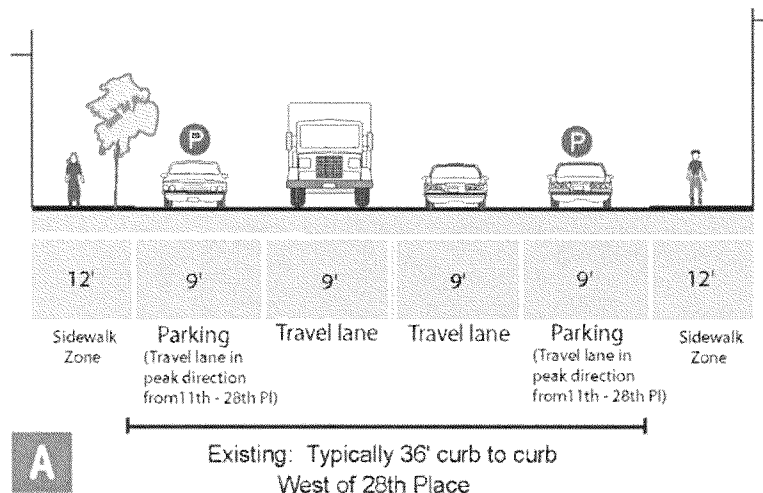
Transportation

The *Division Green Street/Main Street Plan* transportation objectives include revitalizing the street from SE 11th to 60th to make it a more transit-oriented, economically vibrant and environmentally sustainable main street. The transportation concept is intended to balance the competing travel demands on Division Street, including traffic, transit, trucks, pedestrians, and bicyclists. In addition, community members want the street to reflect their desire for a sustainable neighborhood and main street by incorporating green infrastructure into Division's design.

The community identified a number of characteristics of the street that interfere with these desires – traffic volumes and speeds, the presence of pro-time (part time) lanes between SE 11th and 28th Place, inadequate opportunities for pedestrian crossings, and the lack of cohesiveness and pedestrian amenities along the street. Above all, the desire to create a community “place” that would function as the heart and soul of the community is not being realized.

Existing Conditions

Southeast Division is a 60-foot right-of-way with 36 feet of pavement between curbs. Each weekday, approximately 15,000 vehicles travel on the lower part of Division (west of 30th) and more than 13,500 vehicles travel on the eastern part of the corridor. Congestion occurs at all the major intersections – the 11th/12th couplet, 7 Corners (Division/Ladd/20th/21st), 39th, 50th, and 52nd.



- A – Division's narrow right-of-way includes four 9-foot travel lanes and 12-foot sidewalk zones.
 B – Incorporating innovative stormwater management techniques was an important consideration.

During discussions on the transportation concept, a number of objectives were developed in order to evaluate the alternatives:

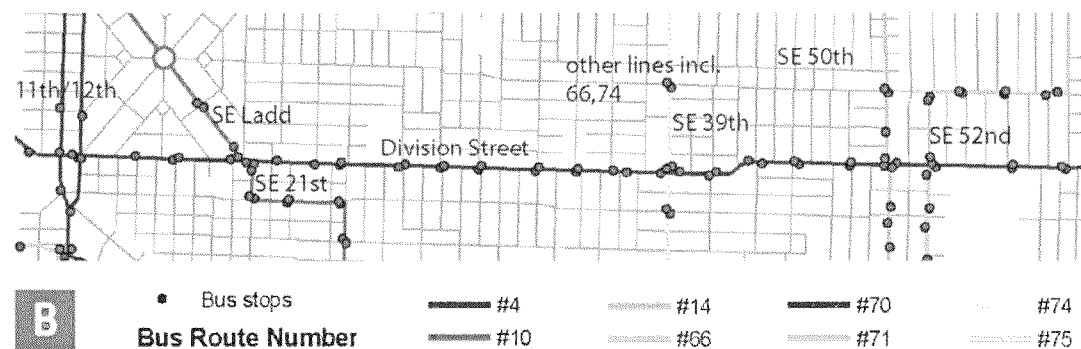
- Creating Community Places
- Pedestrian Safety and Comfort
- Bicycle Movement and Safety
- Bus Stops and Travel Times
- On-Street Parking to Support Businesses
- Neighborhood Livability
- Manage Congestion
- Innovative Stormwater Management





One of the most defining characteristics of the corridor is the pro-time lanes. Between SE 11th and SE 28th Place, the parking lane becomes a travel lane for the two-hour peak, in the peak direction – 7 to 9 AM on the north side and 4 to 6 PM on the south side. While these outside lanes are underutilized, they do provide extra capacity and are particularly useful for bus and bicycle movements. Unfortunately, the on-street parking is also underutilized because people do not want to chance leaving a car in the parking lane during the peak period.

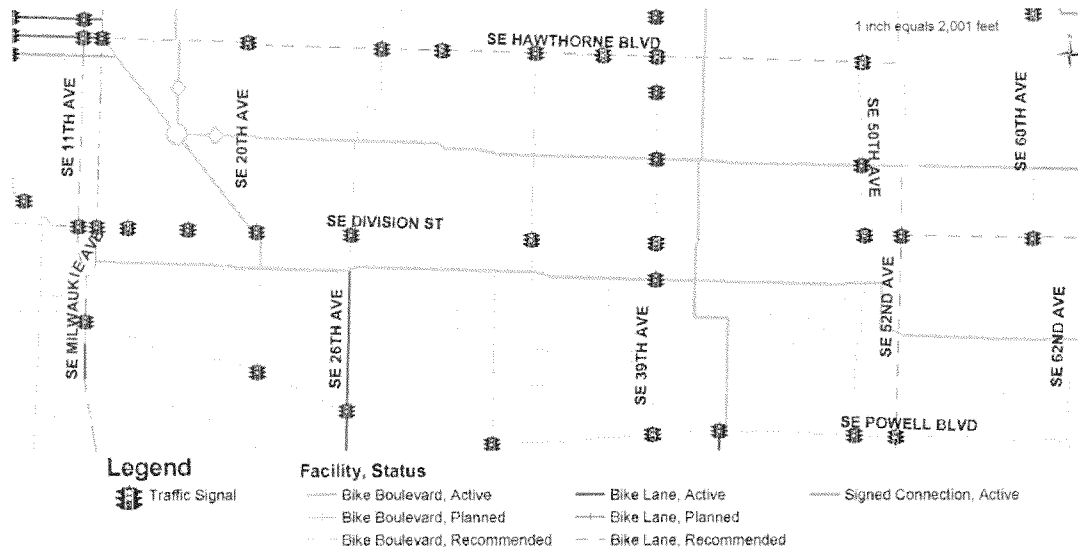
The posted speed along Division is generally 25 mph, but there are several school zones along the corridor with varying requirements that reduce speeds to 20 mph. Vehicles are typically going between 28 and 29 mph east of SE 31st and between 29 and 30 mph west of 47th.



Transit service along Division consists of one “frequent service” line, No. 4, and several other lines that cross Division at 11th/12th, 7 Corners, 39th, 50th, and 52nd Avenues. The No. 4 line serves downtown Portland to Gresham with buses every 15 minutes or better during the day. The most heavily used bus stops are at SE 12th and 39th where transfers occur.

Division has a 12-foot wide sidewalk corridor between the curbs and property lines. Typically, this consists of a 12-foot paved sidewalk in commercial areas and a six-foot sidewalk and six-foot planting strip between the curb and the sidewalk in residential areas. All the signalized intersections provide marked pedestrian crossings, and there are additional unsignalized pedestrian crossings at SE 30th, 31st, 41st and 47th Avenues.

A – The pro-time lanes allow travel in the peak period and on-street parking the rest of the day.
B – Division has frequent transit service and many transfer opportunities.



The Division corridor is very accessible by bicycle.

SE Division is classified by the City as a City Bikeway from SE 52nd east to the city limits, although no bike lanes exist. Parallel bike boulevards are located to the north on SE Lincoln/Harrison and to the south on SE Clinton/Woodward. An important bicycle connection is located on SE Ladd/SE 21st through the 7 Corners intersection.

Alternatives Analysis

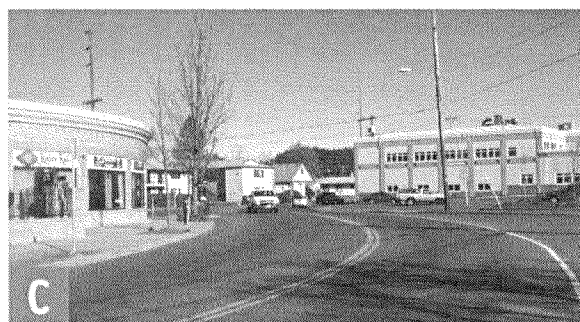
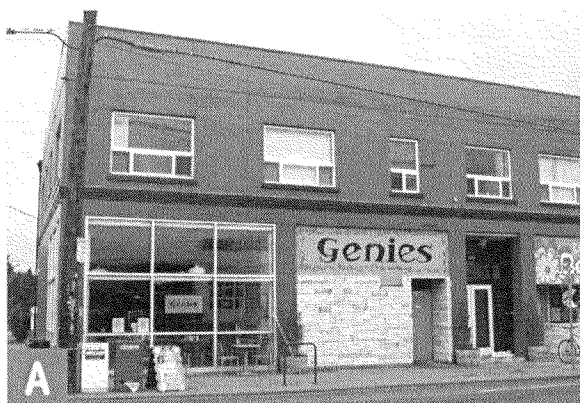
A number of alternatives for the corridor were analyzed and discussed by the Community Working Group (CWG) and the public. The goal of the alternatives analysis was to see to what extent the pro-time lanes could be removed or modified to allow for improved pedestrian amenities and to slow traffic. The community also identified a number of specific changes at five nodes.

Corridor Alternatives

At the April 2 Open House the community weighed in on the following corridor alternatives.

- **Alternative 1:** Improve signal timing and add pedestrian improvements between SE 28th and 60th.
- **Alternative 2:** Improve signal timing, remove pro-time lanes between 20th and 28th Place, add pedestrian improvements between 20th and 60th.
- **Alternative 3:** Improve signal timing, change cross-section between 11th and 28th Place to two travel lanes and a center turn lane, add pedestrian improvements between 11th and 52nd, add bicycle lanes between 52nd and 60th.

The community response was divided. Approximately 35 percent supported Alternatives 1 and 2, and about 21 percent supported Alternative 3. The remainder didn't favor any of the alternatives.



Node Improvements

At the April 2 Open House, the following improvements were proposed for five nodes.

11th and 12th

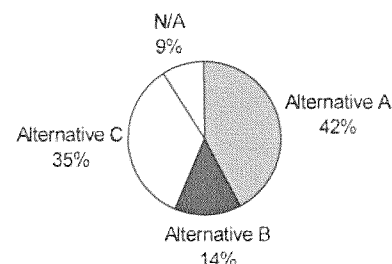
11th and 12th and Division: Remove three on-street parking spaces between 7 AM and 6 PM weekdays (currently the spaces are posted no-parking between 7 and 9 AM and 4 to 6 PM). About 75 percent respondents supported the proposal.

7 Corners

(Division/Ladd/20th/21st): 3 options

- A: Improve signal timing and add pedestrian improvements
- B: Pedestrian improvements and remove 21st from the signalized intersection (stop sign control only)
- C: Replace signals with either a single or double roundabout

7 Corners Alternative Liked Best



The community response did not indicate majority support for any of the alternatives: 42 percent supported A, 14 percent supported B, and 35 percent supported C.

39th Avenue

39th and Division: Add protected/permissive left turns from Division to 39th. Over 90 percent of respondents supported the proposal.

42nd Avenue

The Curve at 42nd and Division: Add a landscaped median, redesign the curve to reduce speeds, add two pedestrian crosswalks through the median, widen sidewalk on south side of Division. Almost 90 percent of respondents supported the proposal.

50th Avenue

50th and Division: Add curb extensions on the southeast and northwest corners of the intersection to reduce crossing distances. Approximately 84 percent of respondents supported the proposal.

A – Removing three parking spots in front of Genie's would help traffic flow at SE 11th.

B – The community was split over the proposed changes for Seven Corners.

C, D – The Curve at 42nd as it is now, and the Curve as it *could be*, with landscaped median and new pedestrian crossings.

New Corridor Alternatives

Based on the results of the previous workshop and input from the Community Working Group (CWG), two new corridor alternatives were generated. The two new alternatives were modeled and evaluated based on a number of key considerations. The CWG evaluated all of the alternatives on the table and heavily favored the new alternative 2a and voted to carry it forward with two options for 7 Corners – the single roundabout and the pedestrian enhancements. The Technical Advisory Group (TAG) was supportive of these options, but there was also support for the new alternative 4.

- **Alternative 2a:** Eliminate the pro-time lanes completely; include signal timing and pedestrian improvements throughout the corridor.
- **Alternative 4:** Eliminate the pro-time lanes from 13th (north side) and 14th (south side) through 18th; add pedestrian improvements in this section and between 52nd and 60th.

Alternative 2a:

Eliminate the pro-time lanes completely, restore full-time parking between 12th and 28th and include signal timing and pedestrian improvements throughout the corridor.

Community Places: This alternative will 'normalize' the street, slowing traffic, making the street safer, maximizing on-street parking, and creating a more pedestrian-oriented main street. On the other hand, diversion of traffic, during peak hours, to other streets is likely to occur, primarily to parallel streets between 12th and 30th. While the exact magnitude of the diversion would depend on how the parallel streets operate, the worst case scenario could be 700-1000 vehicles in the 2-hour PM peak period diverting from Division.

Pedestrians: Alternative 2a improves access to transit and creates shorter crossing distances at curb extensions. The curb extensions increase sight distance between pedestrians and drivers. Because of the increase in congestion, there will be fewer gaps in traffic for pedestrians to cross but traffic will move very slowly.

Bicycles: Bicyclists currently use the pro-time lanes as de facto bike lanes during the peak hours. Removal of the lanes will slow peak hour traffic, which could make it more comfortable, but also more congested. If traffic volumes increase on Clinton to more than 3,000 vehicles per day due to diversion, the existing bike boulevard may need to be converted to bike lanes.

Transit: Transit travel times will increase along with increases in congestion. Additional bus zones may be needed to get buses out of traffic at bus stops to allow other vehicles to get through. To maintain frequent service, additional buses may be needed.

Vehicular Traffic:

- **AM Peak** – Significant queuing and congestion would be caused by the elimination of the second westbound travel lane between 12th and 28th. Queuing is forecast to extend to near 60th by the end of the AM peak hour. Back ups would occur at key north-south streets such as 20th/21st and 26th because vehicles have difficulty turning onto Division due to lack of gaps. The green time for side street traffic will be used by Division Street traffic for most of the cycle, leading to excessive queuing along most key north-south streets under this alternative.
- **PM Peak** – Significant queuing and congestion would be caused by the elimination of the second eastbound travel lane between 12th and 28th. Queuing is forecast to extend along Division to the west of 11th as well as along 11th north of Division. This congestion would affect intersecting streets similar to AM conditions. The 50th and 52nd intersections would continue to operate near capacity under optimized signal timing.

Parking: The elimination of pro-time lanes will result in approximately 225 on-street parking spaces being available full-time. The actual number could be less if more bus zones are

needed to allow buses to get out of the travel lane or where curb extensions are added. There could be a gain in on-street parking east of 28th where curb extensions replace bus zones, and a loss of on-street parking where curb extensions replace parking.

Alternative 4:

Eliminate the pro-time lanes from 13th (north side) and 14th (south side) through 18th and add pedestrian improvements in this section and between 28th and 52nd; add bike lanes between 52nd and 60th.

Community Places: This alternative will provide permanent on-street parking for a 5-block segment but not allow the full range of parking and pedestrian improvements that Alternative 2a provides. The 7 Corners area could not use curb extensions to reduce crossing distances on Division. Traffic would be slowed, but not as much as under Alternative 2a and diversion during the peak hours is not likely.

Pedestrians: Alternative 4 improves access to transit and creates shorter crossing distances at curb extensions for a 5-block segment. The curb extensions increase sight distance between pedestrians and drivers. No curb extensions would be added between 18th and 28th.

Bicycles: Bicyclists currently use the pro-time lanes as de facto bike lanes during the peak hours. Removal of the lanes will slow peak hour traffic, which could make it more comfortable but also more congested between 13th and 18th. Conditions would remain relatively unchanged between 18th and 28th. If bike lanes are added between 52nd and 60th, existing on-street parking would need to be removed along at least one side of the street.

Transit: Transit travel times will increase slightly. There will be improved access to transit at new curb extensions between 14th and 18th.

Vehicular Traffic:

- *AM Peak* – With signal timing and modifications at 39th, the westbound congestion and queuing would be limited to within the 42nd curve section, resulting in overall improved corridor operations for the eastern end of the corridor. This alternative is forecast to operate with moderate congestion between 12th and 28th.
- *PM Peak* – This alternative will operate with moderate congestion. Minor signal timing modifications would result in improved operations at all study area intersections except 20th and 52nd, which would be expected to operate with moderate operations and queuing.

Parking: There would be a gain of approximately 77 full-time on-street parking spaces between 13th and 18th, although some may need to be removed for new curb extensions. There would be a gain of on-street parking where curb extensions replace bus pullouts, but a loss of on-street parking where curb extensions replace parking.

Workshop Results

These two new alternatives were combined with the two most popular options for 7 Corners—the single roundabout and signal timing and pedestrian improvements (the CWG eliminated the double roundabout option).

Remaining 7 Corners Options

Roundabout Option

Replace signals with a single roundabout. The CWG was very interested in a roundabout as a way to create a special place at 7 Corners and incorporate a green area. A single roundabout would have many of same disadvantages as removing 21st from the signal, because 21st would be right-turn only into the intersection. Both buses and bicyclists would be inconvenienced. A double roundabout would address the needs of all modes to traverse the intersection, but significant costs are associated with acquiring additional land to accommodate the design. As a result, it was dropped from further consideration.

Enhanced Pedestrian Improvements Option

Improve signal timing and add pedestrian improvements. This alternative would allow the intersection to operate the same way it does today, but with more emphasis on pedestrian movements. The alternative would “tweak” signal timing to assure that pedestrians had adequate time to cross the street by adding “count down” signals, reconfiguring the Ladd/20th crossing, reducing the curve radius at the west side of 21st, and adding a crossing of Division in the middle of the intersection.

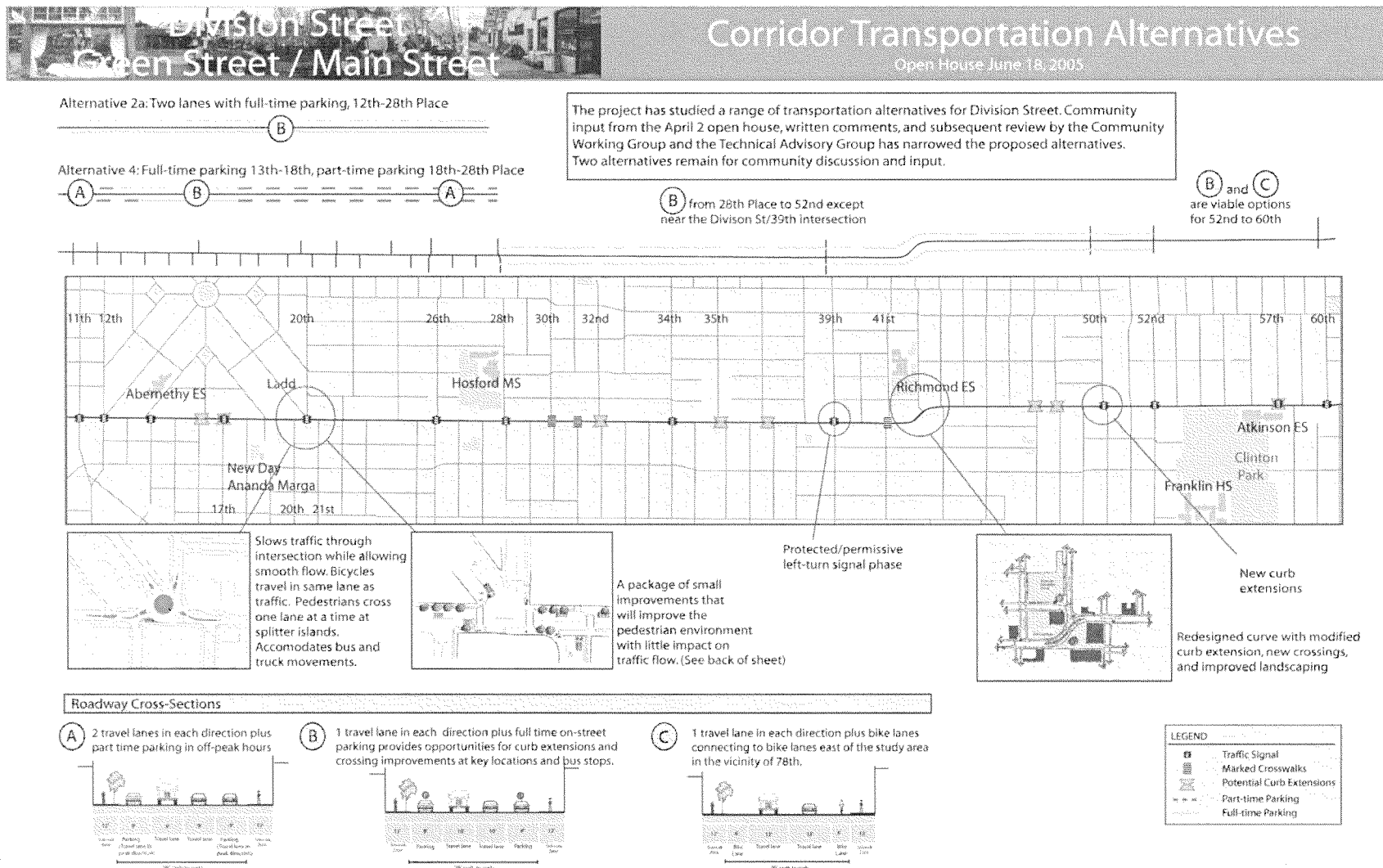
At the June 18 Workshop, the community voted on these four remaining options –

- 2a with a roundabout
- 2a with signal timing and enhanced pedestrian improvements including curb extensions
- 4 with a roundabout
- 4 with signal timing and enhanced pedestrian improvements

The results indicate the majority of workshop participants preferred the package of pedestrian enhancements for 7 Corners over the roundabout. Concerns were raised that the roundabout would not be friendly to pedestrians because there would be no signals to stop traffic. In addition, neither the buses nor the bicyclists would be allowed to follow their current northbound routes from SE 21st to Ladd.

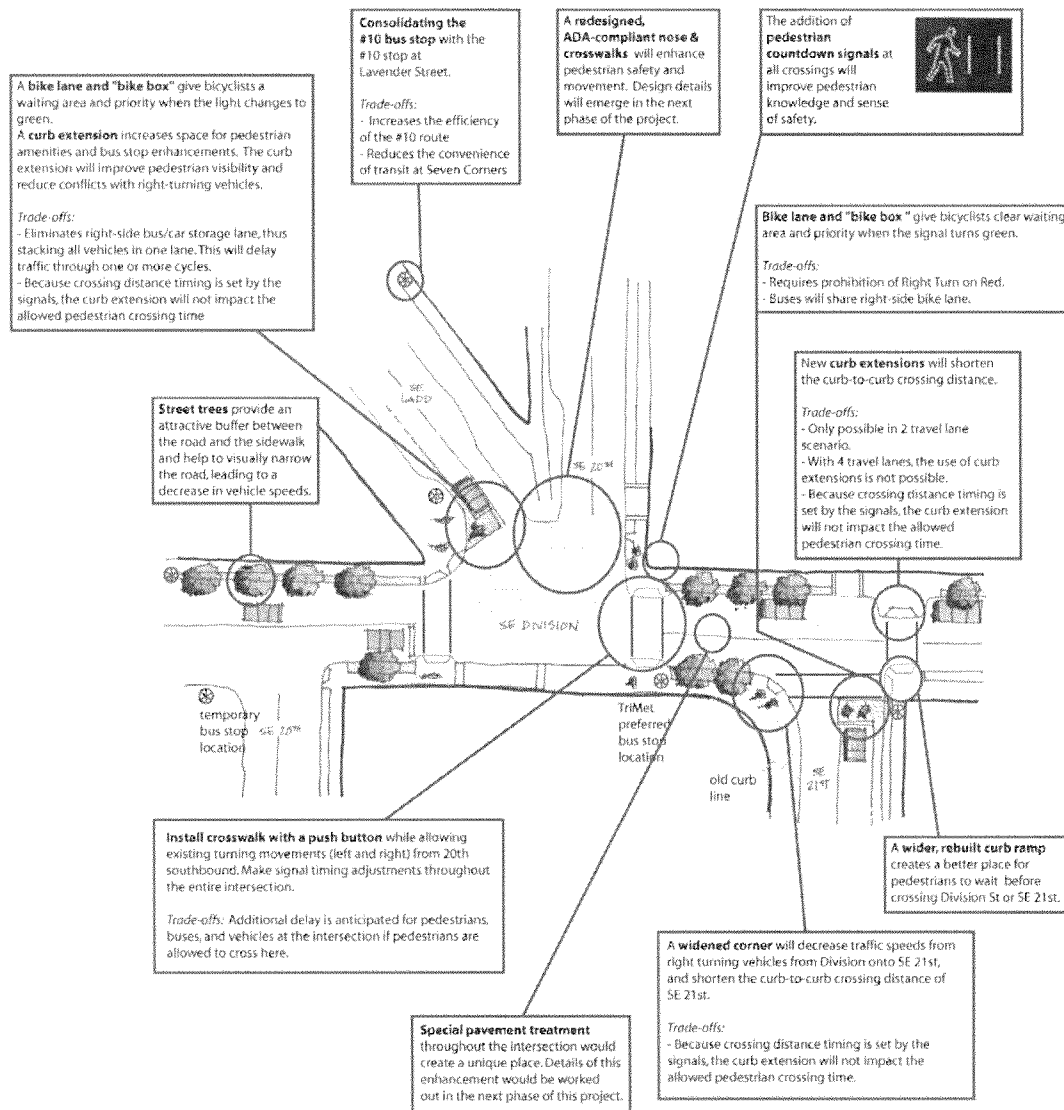
The vote was split on the corridor alternatives, although slightly more people voted for Alternative 4. Many people were concerned about potential congestion resulting from removing the part-time travel lanes entirely and the corresponding diversion onto nearby parallel neighborhood streets. Those who use Clinton as a bicycle boulevard felt strongly that any increased traffic on Clinton should be avoided. However, other community members felt that full-time parking along the full length of Division is better for businesses, makes the street more pleasant for pedestrians, and creates a more successful main street environment. Many participants feel that the part-time travel lanes are unsafe and confusing and should be removed to allow pedestrians to feel comfortable walking on Division.

A handout was distributed at the June 18 Workshop to illustrate the two corridor alternatives—2a and 4. The drawing also shows some of the node improvements, the location of new curb extensions, and marked pedestrian crossings.



A menu of potential pedestrian and bicycle enhancements show how 7 Corners could change. With Alternative 2a, curb extensions could be added to the pedestrian crossings on Division. If Alternative 4 is the preferred alternative, curb extensions are precluded because of the additional travel lanes.

Division Street 7 Corners Enhancement Package



Preferred Alternatives

Based on the voting at the workshop, two alternatives will be retained and will be the subject of additional analysis and discussion during the next phase of planning for Division street improvements. These alternatives are:

■ 2a with signal timing and pedestrian improvements.

Two travel lanes along the entire length of the corridor with full-time parking and curb extensions at locations between 11th and 60th, including at pedestrian crossings at 7 Corners. Add package of enhancements at 7 Corners for pedestrians and bicycles.

■ 4 with signal timing and pedestrian improvements

Eliminate pro-time (part-time) travel lanes from 13th (north side) and 14th (south side) through 18th and reinstate full-time parking; retain pro-time configuration through 7 Corners and out to 28th Place. Add curb extensions between 28th and 60th. Add package of enhancements at 7 Corners for pedestrians and bicycles except curb extensions.

The next phase of planning will also include further analysis on the feasibility of bicycle lanes between 52nd and 60th. This analysis will include evaluating whether bicycle lanes can be accommodated between 52nd and the existing lanes on Division that begin at 78th/ 80th. The analysis was deferred to the next phase because it was outside the scope of this project.



Implementation Strategies

This plan does not address every issue or solve every community concern. New challenges constantly arise and old challenges resurface. This plan is an attempt to guide future decisions and identify important opportunities for future work.

The following pages contain specific actions that implement the vision for Division. These flow directly from the project goals and objectives and are meant to inspire the community to make the vision a reality. Some actions will be accomplished by the City, but the most important actions are those that the community embraces and organizes energy towards accomplishing.

The City of Portland will continue to work with the community on plan implementation. Most significantly, the Office of Transportation will begin the Division Streetscape and Reconstruction Project in the fall of 2005. This planning process will identify and prioritize transportation, paving, green street and streetscape improvements between SE 6th and SE 60th. Public involvement for the streetscape and reconstruction project will continue and the Community Working Group will provide input and make recommendations for implementation.

Phase 1 construction of the Division Streetscape and Reconstruction Project will begin in 2007/08. Funds for the initial phase are available for work between SE 6th and SE 39th. Later phases of design and construction along Division Street will occur as funds become available.

Shared Economy

FOCUS COMMERCIAL ACTIVITY IN A SERIES OF VILLAGES.

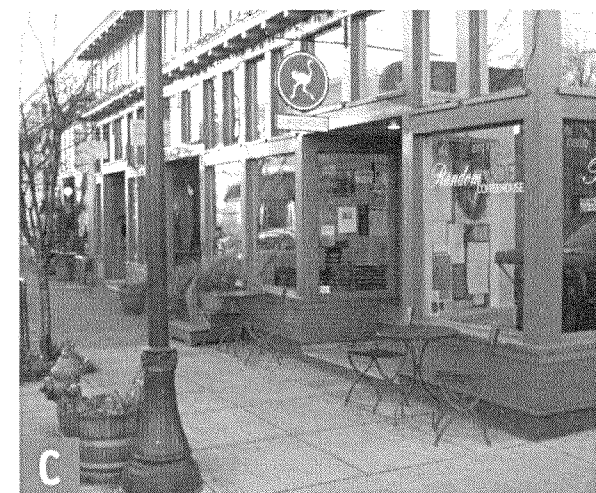
- Orient redevelopment to block corners to help create meeting places.
- Create minor and major gateways using art, small plazas, or buildings to create the sense of entering a place.
- Revitalize existing commercial nodes with storefront enhancements: awnings, lighting, street furnishings, signage, and façade renovations.
- Survey local businesses to understand their shared needs and potential for growth.
- Address nonconforming uses through rezoning to either commercial or mixed use commercial.
- Explore the development of a storefront improvement program for business owners.
- Reinstate full-time parking between 13th and 28th where feasible.

INTEGRATE A VARIETY OF HOUSING FOR ALL LIFE STAGES.

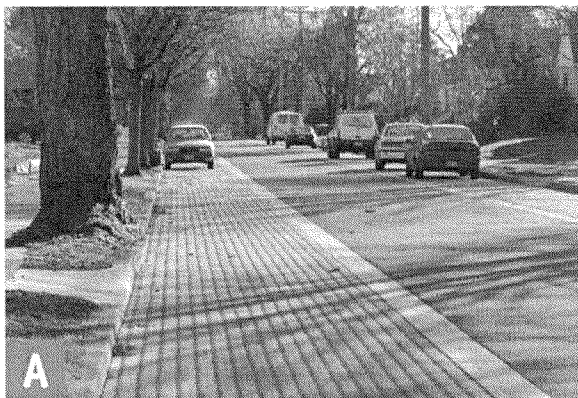
- Rezone portions of the corridor to mixed-use commercial to encourage housing above commercial.
- Retain a mixture of residential and commercial zoning along corridor to encourage the retention and construction of a variety of housing types for all life stages.

SUPPORT A HEALTHY LOCAL ECONOMY.

- Develop an outreach program to local firms to encourage increased purchases from local suppliers.
- Develop a long-term investment strategy to carry this vision forward, possibly with Oregon Solutions.
- Work with the school district, Multnomah County, and others to identify economic opportunities associated with education and training, family health care, early childhood development programs, and after-school care.



A – Building entrance oriented to the corner
 B – Art as a gateway element
 C – Improved storefront



Clean and Green Environment

RESTORE AND MAINTAIN ENVIRONMENTAL HEALTH.

- Encourage the planting of street trees along Division where appropriate.
- Encourage additional landscaping on all properties along Division, particularly existing parking lots.
- Incorporate innovative stormwater treatments into the street's design and reconstruction.
- Assist property owners (nonprofits, private, and public) with early assessment of potential environmental contamination on sites and also with applying for state or federal grants for detailed assessments and remediation activities.
- Transform the 42nd Avenue curve with a landscaped median to reduce paved areas.

INTEGRATE GREEN INFRASTRUCTURE/BUILDING INTO THE URBAN LANDSCAPE.

- Build an educational stormwater garden on a school site.
- Develop Division Street as a focus area for pioneering green building and sustainable infrastructure innovations.
- Pursue incentives as a means to achieve quality design and encourage green infrastructure in new development.
- Consider pervious surfaces on private property and in the right-of-way.
- Create a "sidewalk zone" stormwater-friendly flyer for permit applicants illustrating low cost approaches to make sidewalk areas more stormwater friendly.
- Develop guidelines for future street improvements, incorporating green infrastructure where practical.

PROMOTE CLEANER ALTERNATIVES TO DRIVING.

- Install bike parking along the corridor, especially at commercial nodes.
- Evaluate the feasibility of bike lanes between 52nd and 60th as part of the next phase of planning for the corridor.
- Participate in PDOT's Eastside Hub activities, including walks and bike rides.
- Encourage businesses to offer TriMet trip tickets with purchases.
- Encourage neighborhood residents to telecommute.
- Encourage neighborhood residents and employees to shift one trip a week to a mode other than the single-occupant vehicle.
- Recruit neighborhood residents and employees to sign up for carpooling at www.carpoolmatchnw.com.

A – Pervious paving material test site on SE Rex Street
 B – Recent landscaping and street trees on Division
 C – Glencoe School rain garden

Healthy Community

COLLABORATE TO ACHIEVE A CONNECTED COMMUNITY.

- Promote participation in neighborhood associations, the Division-Clinton Business Association and the DivisionVision Coalition as opportunities for neighbors to come together and support efforts along and near Division Street.
- Provide pedestrian directional signage for neighborhood amenities (OMSI, river, parks, etc.).
- Enhance the connection to Clinton Street along SE 26th Ave with streetscape improvements.
- Promote the Annual Division/Clinton Street Fair.
- Develop a handout describing key components of the vision and plan for the community to share with prospective developers and also for the City to distribute in the permit counter.

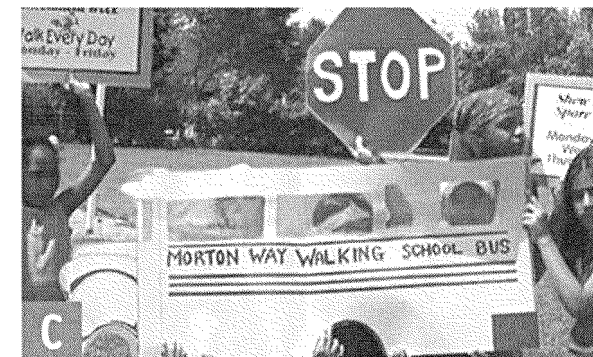
ENCOURAGE WALKING AND BICYCLING FOR INDIVIDUAL AND COMMUNITY HEALTH.

- Add curb extensions at the Division and 50th intersection to reduce crossing distances.
- Add curb extensions and marked crossings at key bus stops and crossing locations.
- Distribute biking and walking maps to neighborhood residents.
- Lead neighborhood walks and bike rides, and encourage people to lead healthy lifestyles.
- Encourage walking and biking to school – Safe Routes to School, biking and walking buses.
- Advocate for pedestrian, bicycle, transit and traffic calming improvements along Division Street and throughout the neighborhood.

CREATE A COMMUNITY THAT IS SAFE FOR ALL.

- Construct the proposed street improvements to enhance safety and access along Division for all modes – walking, cycling, transit, driving, and freight delivery.
- Encourage businesses to add lighting to facades and window displays to enhance the street at night.
- Work with PDOT to assess street lighting levels for traffic safety and pedestrian comfort, and add lighting where appropriate.
- Advocate for stronger police enforcement of “stop and stay stopped” laws.
- Work with the BTA to offer bicycle and pedestrian safety training for children at neighborhood schools.
- Create walking and bicycling “buses” to help children get to school safely.

A – Bike box on SE Clinton at 39th
 B – Pedestrian curb extension at Wild Oats to shorten crossing distances
 C – Walking school bus

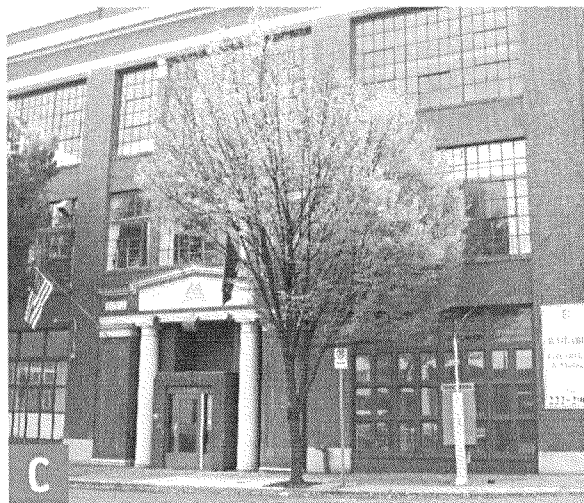
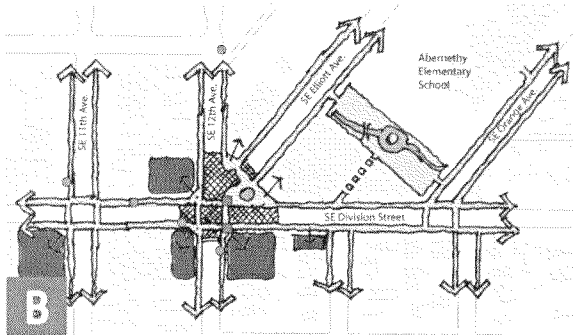


Promote **ART** on division street

A group of neighbors and businesses are joining together to promote the creation and placement of art along division street.

Our goal is to develop a master plan to encourage art both public and private, permanent and temporary.

A



Making a Place

EMBRACE AND FOSTER THE EDUCATIONAL LANDSCAPE.

- Increase the visibility of the schools near Division with signs and murals.
- Transform schools into community resources that can house social activities during off-hours.
- Incorporate kids into the community through arts and community events.
- Involve parents, nonparents, and the elderly in the school activities.
- Work with the school district to find ways to increase student achievement in all the schools in the corridor.
- Create an entrance to Abernethy School by enhancing the existing alley at 13th and Division.

FORGE A UNIQUE IDENTITY THAT UNITES THE DIVISION CORRIDOR.

- Establish an arts program that unites Division Street with music, performance, temporary installations, and public art.
- Incorporate functional art into the street's design and redevelopment.
- Find resources to develop and install artist-designed glass panels in TriMet shelters along Division Street.
- Consider installing street sign caps to establish an identity that links the entire corridor.
- Amend the City Transportation System Plan street design designation for Division to Main Street from 20th to 50th.
- Pursue innovative approaches to addressing building design concerns such as scale, context, quality of materials, and sustainable building techniques.

TAKE ADVANTAGE OF CULTURAL AND HISTORIC ASSETS – BUILDINGS, PLACES, AND PEOPLE.

- Encourage the renovation and reuse of buildings from the street's historic era to maintain the main street character of Division Street and develop a quality environment.
- Maintain and support the residential character of the neighborhoods surrounding Division.
- Use the realignment of Division at 42nd to create better pedestrian connections to Richmond School.
- Incorporate historical markers or other features that commemorate past events of importance such as the demise of the Mt. Hood freeway proposal.
- Explore opportunities to remove the large commercial billboards.
- Explore a Japanese-influenced rain garden at Richmond School to reflect its educational focus.

A – Division residents promote art along the street

B – Create new connection to Abernethy using existing right-of-way

C – Ford building at 11th

Zoning Code Amendments

How to read this section

This section proposes changes to portions of the Zoning Code. Odd numbered pages show language with proposed changes. Generally, language added to the Zoning Code is underlined (example) and language deleted is shown in strikethrough (~~example~~).

Even-numbered pages contain commentary on the proposed changes. Commentary on the code changes is intended to describe legislative intent.

City Code Amendments**CHAPTER 33.460****MAIN STREET CORRIDOR OVERLAY ZONE**

(Added by Ord. No. 174325, effective 5/5/00. Amended by: Ord. No. 178452, effective 7/10/04) (Previously, Natural Resource Zone, repealed by Ord. No. 163770, effective 2/8/91, and replaced by Chapter 33.435, Future Urban Zone.)

Sections:

General

- 33.460.010 Purpose
- 33.460.020 Short Name and Map Symbol
- 33.460.030 Where These Regulations Apply
- 33.460.040 Building Coverage

North Lombard Regulations

- 33.460.100 Additional Regulations in the CN1 Zone
- 33.460.110 Additional Standards in the R1 Zone
- 33.460.120 Minimum Density in the R1 Zone

Sandy Boulevard Regulations

- 33.460.200 Bonus Building Height
- 33.460.210 Transition Between Residential and Commercial Zones
- 33.460.220 On-Site Location of Vehicle Areas Along Sandy Boulevard in the CS Zone
- 33.460.230 Building Facades Facing Sandy Boulevard
- 33.460.240 Required Design Review

Division Street Regulations

- 33.460.300 Purpose
- 33.460.310 Additional Standards

General**33.460.010 Purpose**

These regulations encourage higher density residential uses by allowing greater building heights, reducing required building coverage for residential development; and allowing more flexibility in site design. The intent of the zone is to provide transit-supportive levels of residential and mixed-use development along identified main streets.

33.460.020 Short Name and Map Symbol

The Main Street Corridor Overlay Zone is also referred to as the m zone, and is shown on the Official Zoning Maps with an "m" map symbol.

Code Commentary

.300 The Main Street overlay for SE Division was developed to address specific design concerns raised during the *Division Green Street/Main Street Plan* process. A subcommittee of the Community Working Group (CWG) met numerous times over the summer of 2005 to discuss various design concerns and the multitude of approaches that are available to address those concerns. This subcommittee was composed CWG members and staff from the Bureau of Development Services and Bureau of Planning urban design group. The discussion of the subcommittee focused on the shortcomings of the design review process outside the Central City and Gateway. The group came to a common understanding that the design review process would add significant project costs and delays with limited improvement in design – largely due to the difficulties of achieving good design with standards designed to apply citywide. The group settled on crafting specific design standards as part of the main street overlay as the best way to achieve better design. The challenge was then to address as many of the following goals articulated by the Community Working Group with clear and objective standards:

- Create guidelines to encourage creative infill that encompasses principles of **sustainability**, including diversity, green building, and design on the street, while leaving room for nonconformity;
- Find out what tools we can use to ensure **neighborhood input** into new development proposals;
- Learn how the neighborhood can ensure that new development fits in with the **context** of existing neighborhoods and buildings;
- Find out what tools we can use to **preserve structures** important to the neighborhood;
- Determine if there are ways to ensure **quality of design** in new development; and
- Find ways to ensure new development is made of **quality materials** and is built to last.

These standards apply to both commercial and residential development along Division. The "m" overlay is mapped on all CS, CM, and R1 zoned parcels within 100 feet of Division generally between SE 19th and SE 50th Avenues. The extent of the overlay is patterned after the City's main street designation in conformance with Metro's 2040 Growth Concept.

.310 A One unique urban design element along SE Division is the orientation of numerous storefront buildings to the corner with a main entrance. The planning process identified this as a possible requirement for new development as a means of activating street corners and providing a pedestrian-friendly environment. These standards are necessary because the Parking and Loading section of the code (Chapter 33.260) and the Transit Street regulations in Chapters 33.120 and 33.130 do not address activating the corner. The deficiency of these regulations is that buildings can orient away from the corner and have main entrances setback from the street.

In particular, the transit street main entrance standards (Section 33.130.242), as written, allow for an entrance 25 feet from the transit street and at an angle. This allows for the entrance to be at the side of a building facing a parking lot, rather than facing the transit street as is intended by the code. This is a citywide issue that is slated to be addressed in the Regulatory Improvement program. Once a citywide amendment is effective, this standard will be deleted from the Division main street overlay.

Referencing Subparagraph 33.130.215.B.1.d, Setbacks in a Pedestrian District, was a preferred method of achieving the corner orientation of a building without repeating lengthy code sections.



City Code Amendments

33.460.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Main Street Corridor Overlay Zone. Sections 33.460.010 through 33.460.040 apply to all sites in this overlay zone. Sections 33.460.100 through 33.460.120 apply to sites with frontage on North Lombard. Sections 33.460.200 through 33.460.240 apply to sites with frontage on Sandy Boulevard. Sections 33.460.300 through 33.460.310 apply to sites with frontage on Division Street.

33.460.040 Building Coverage

On sites in the CS zone, where 100 percent of the floor area of a building is in residential uses, the minimum building coverage is reduced to 40 percent.

Division Street Regulations

33.460.300 Purpose

These regulations promote development that fosters a pedestrian- and transit- oriented main street and reinforces the pattern of older industrial, commercial, and residential buildings along the street. These regulations ensure that development:

- Activates Division Street corners and enhances the pedestrian environment;
- Steps down building heights to reduce the negative impacts of larger scale buildings on the adjoining single-dwelling zones;
- Is constructed with high quality materials in combinations that are visually interesting;
- Consists of retail that is small in scale; and
- Provides neighbors with the opportunity to give early input to developers on significant projects;

33.460.310 Additional Standards.

- A. **Reinforce the corner.** This standard applies to all sites where any of the floor area on the site is in nonresidential uses. Where a site abuts both Division Street and an intersecting street:
 1. Setbacks. The requirements of Subparagraph 33.130.215.B.1.d, Setbacks in a Pedestrian District must be met;
 2. Main entrance. For portions of a building within the maximum building setback, at least one main entrance for each tenant space must:
 - a. Be within 5 feet of the façade facing Division Street; and
 - b. Either:
 - (1) Face Division Street; or
 - (2) Be at an angle of up to 45 degrees from Division Street, measured from the street property line.
 3. Surface parking areas are not allowed within 40 feet of the corner.

Code Commentary

.310 B The compatibility of new development along SE Division with the existing residential neighborhoods was a common issue raised during the planning process. One tool the City has used successfully along other main streets to address the issue of scale is the step down of building height. This step down reduces the negative impacts of larger scale buildings on adjacent single-dwelling zones. Concerns were raised that the regulation would reduce the height on a significant portion of the site and therefore affect the development viability. The wording is such that this regulation applies only to sites 100 feet deep or greater, since sites less than 100 feet deep abut only commercial or R1 zones. It is also written so that it applies to R5 through R2.5 zones. This avoids any stepping down of height from buildings on either side on Division into the R1 zone. The regulation works together with the setback requirements for development in commercial zones abutting residential that increase the setbacks with increases in height (Chapter 33.130, Table 130-4).

City Council amended this provision as a result of concerns raised by developers and property owners. Council adopted a compromise that was reached between the Community Working Group members, neighborhood folks, and property owners. The step down provision in the Community Design Standards and other main streets has a height limit that is equal to the abutting residential zone. One problem with the R5 zoning is that the maximum height is 30 feet. A 30 foot height limit results in only 2 stories of buildable area within the 25 foot setback, using current building practices. Setting the height limit to 35 feet, rather than the height limit of the zone, ensures three stories of floor area. A second compromise was to allow railings on roof-top gardens by right. This allows decks and outdoor living space within the setback to mitigate for the loss of floor area. The regulation is written to address scale and privacy issues by ensuring that the railings do not exceed 3 ½ feet in height and are setback from the building edges.

A third amendment requested by a property owner allows privacy screens between the individual fourth floor units. The case was made that privacy between the units is necessary for the sale of these units and therefore should be allowed by right (rather than through an adjustment). Again, the regulation is written to address scale and privacy issues by ensuring that the privacy screens do not exceed 6 feet in height and are setback from the building edges.

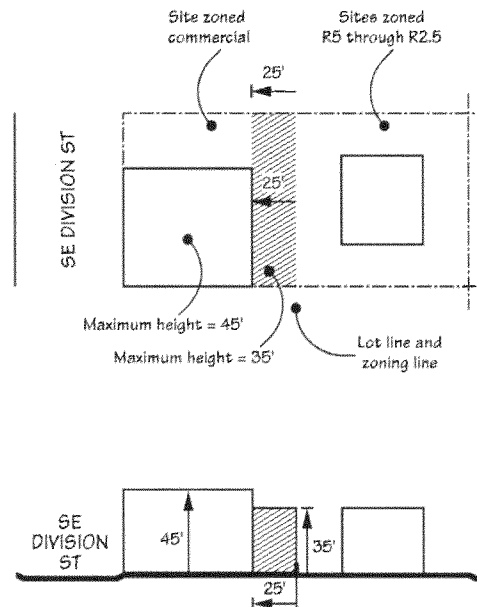
.310 C This standard is borrowed directly from the Community Design Standards and sets a minimum threshold for quality materials that are durable and meet certain aesthetics. If quality exterior materials are used in construction, the building is arguably more sustainable.

City Code Amendments

B. Height limits for sites abutting R5 – R2.5 zones.

1. Generally. If a site has frontage on Division Street, on the portion of a site within 25 feet of a site zoned R5 through R2.5, the maximum building height is 35 feet.
2. Exceptions.
 - a. Railings may extend up to 3-1/2 feet above the 35-foot height limit if the railing is set back at least 4 feet from all roof edges.
 - b. Walls or fences designed to provide visual screening between individual roof-top decks may extend up to 6 feet above the 35-foot height limit if the visual screen is set back at least 4 feet from all roof edges.

Figure 460-4
Height limits on sites abutting R5 – R2.5 zones



- C. Exterior finish materials.** Plain concrete, concrete block, corrugated metal, plywood and sheet pressboard are not allowed as exterior finish material, except as secondary finishes if they cover no more than 10 percent of the surface of each façade. This standard applies on all building facades. Items that are exempt from this standard are listed in Section 33.420.045, Exempt From Design Review.

Code Commentary

.310 D The community places a high value on retaining the local scale of retail along Division. Although this does not prohibit chain stores less than 10,000 square feet, it sends a message that the scale of retail along Division is local serving, rather than providing a regional draw. Supermarkets require larger floor area to provide local services and are exempt from this regulation.

.310 E The neighborhood contact requirement applies to new construction or major remodels along Division Street, triggered by a project size threshold of adding 5,000 square feet or more. This addresses a community concern that they often have no opportunity for input regarding even large-scale mixed use projects. Most development in Portland is not subject to discretionary design review or other discretionary land use review procedures, which are the primary mechanisms for public comment on development proposals.

This section would utilize the same neighborhood contact process (Section 33.730.045) currently required for proposals using the Community Design Standards. This neighborhood contact provision requires that applicants contact the relevant neighborhood association for a meeting, after which the neighborhood has 45 days in which to schedule a meeting. Neighborhood response to proposals presented at such meetings is advisory only and is not binding on the applicant. Some community members have related that meetings with developers who have voluntarily met with the community have provided the opportunity for community feedback, often resulting in improvements to the design of projects.

.263 The definition for supermarket is the same as the definition used in the Central City Plan District. For consistency, the definition was moved to the Definitions Chapter and deleted from the Central City Plan District.

City Code Amendments

- D. Floor area for Retail Sales And Service.** Each individual Retail Sales And Service use is limited to 10,000 square feet of net building area. Supermarkets are exempt from this regulation.
- E. Neighborhood contact.** Proposals meeting the following conditions are subject to the neighborhood contact requirement as specified in section 33.730.045, Neighborhood Contact Requirement. All of the steps in 33.730.045 must be completed before a building permit is applied for:
1. The proposal does not involve a land use review, and
 2. The proposal will add more than 5,000 square feet of gross building area to the site.

OTHER CHANGES TO TITLE 33

CHAPTER 33.510
CENTRAL CITY PLAN DISTRICT

33.510.263 Parking in the Core Area

7. Adjustments to the maximum ratios.
 - b. Adjustments to the maximum ratio for supermarkets may be requested up to 2.0 spaces per 1,000 square feet of net building area; adjustments above 2.0 are prohibited. ~~A supermarket is a retail store with more than 20,000 square feet of net building area, selling a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items.~~

CHAPTER 33.910
DEFINITIONS

Supermarket. A supermarket is a retail store with more than 20,000 square feet of net building area, selling a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items.

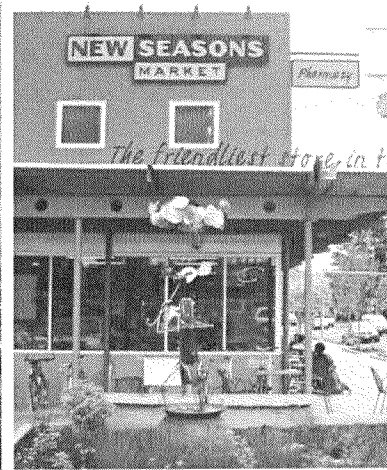
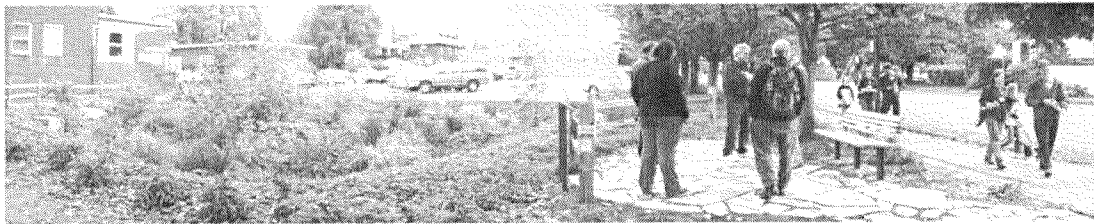
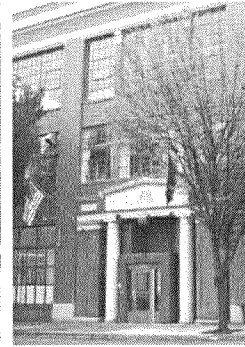


Division Green Street/Main Street Plan

Technical Appendix
July 2005

division

green street | main street project



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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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A. Background

The Background section contains the following documents:

History of East Portland and SE Division Street

This is the story of Division since the mid 1880's and how forces have shaped Division into the street it is today. Factors that induced these changes include: the enormous growth of Portland's population from the 1850s through 1910; changing zoning policies over time; the effects of the automobile era of the 1950s and 60s; the controversy of the Mt Hood Freeway; and traffic calming along parallel routes in the late 1980s.

Planning and Policy Technical Memo

This extensive memo is an inventory and review of public policies, plans, and studies relevant to the Division study area. This was completed early in the project to help document the policy framework that guided the plan. Included are descriptions of state, regional and city policies, as well as street classifications and zoning characterizations.

Multi-modal Transportation and Urban Design Analysis

This analysis outlines the existing conditions along Division related to multi-modal transportation issues and urban design.

Timeline:
Population
of the City
of
Portland*

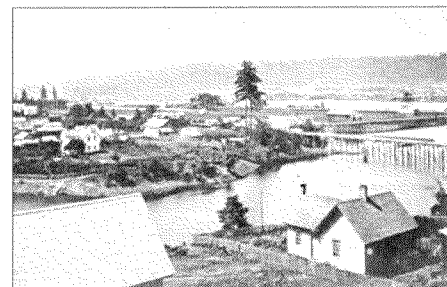
History of East Portland and SE Division Street

The story of the Division Green Street Main Street Project area is one of ongoing, rapid change and upheaval. It begins in the mid-1800s when the first settlers were gifted large Land Donation Claims east of the Willamette River, and soon moves into the approximately 60-year span when these farms were all subdivided into neighborhoods. The next changes occurred during the years of rail and streetcar expansion and decline, and continued on through the two World Wars. The subsequent popularity of the automobile in the 1950s promoted intense suburban growth on the eastside of the Willamette River, as well as significant freeway and highway expansion.

In the 1970s there was a heated controversy over plans for a "Mt. Hood Freeway" which, had it not been defeated, would have replaced SE Division, Clinton, and Lincoln streets entirely. The defeat of the Mt Hood Freeway led to many changes in the way Portland looked at transportation planning and how to manage traffic and ensure livability in a growing city. In the 1980s The City of Portland devised a plan for revitalizing SE Portland, including several Traffic Calming measures on streets parallel to Division. This story begins with the creation of the City of Portland:

Portland, OR was created in 1845 when Asa Lovejoy and F.W. Pettygrove decided to lay out a townsite and draw up an informal plat of 16 square blocks containing 50 by 100 foot lots on the west bank of the Willamette River. They flipped a coin and Pettygrove won the right to name it "Portland," after Portland, Maine. The City was officially incorporated in 1851 and included a much larger area than the original 16 blocks.¹ Portland began its early development as a trading and shipping town and the City's economic growth soared in 1849, as the California Gold Rush demanded large quantities of timber and foodstuffs from the area. To keep up with demand, logging in the 1850s resulted in large cleared areas surrounding Portland and East Portland, thus the nickname "Stumptown." The timber was shipped out of Portland as a major export and used locally for building construction.

A secondary town named East Portland took form on the east side of the Willamette River in the 1850s, incorporating as a separate city in 1870. To the right is a picture from East Portland in 1874:



East Portland, 1874, looking southwest from the approximate present-day location of Hawthorne Boulevard, Oregon Historical Society, Negative # OrHi 8292

1850
Population:
821

*(www.portlandonline.com,
"Historical
Timeline")

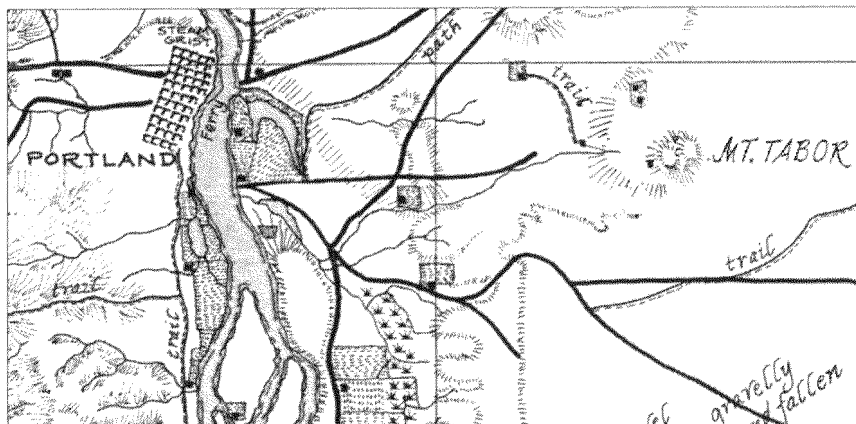
¹ Snyder, Eugene E. Portland Names and Neighborhoods: Their Historic Origins, pg 16, Binford and Mort Pubs, December 1, 1979.

In 1850 the area was made up of large farms, with only a few streets connecting them. Several different (subsequently prominent) families acquired East Portland Land Donation Claim farms after 1850, when the Land Donation Act went into effect. The section of an 1852 survey map to the right shows some of these claims (i.e., Clinton Kelly and Seldon Murray). In addition, the Ladds, Stephens', Waverleights, Lincoln Kelly and a few others all owned land in East Portland and their farms contributed to Oregon's export economy.



Survey Map, 1852. Oregon/Washington Bureau of Land Management, 1851-52 Cadastral Survey Map.

When John B. Preston completed the Willamette Survey in 1851-1853 (soon after Portland officially became a city), some of his survey lines were chosen to become major street alignments. Division Street, originally known as "Section Line Road" (from 1870 to 1882), was named for a survey section line (see survey map above, the Division Street section line is just below "Seldon Murray's" Claim). The name was changed from Section Line Road to Division Street in 1882, apparently because it was too difficult to write as an address². The map below, also from 1852, shows alignments for historic roads that follow nearly the same alignments as many contemporary ones (Sandy Boulevard, and SE Foster Road, for example).



Historic Portland Roads and Topographical Map, Oregon/Washington Bureau of Land Management, 1851-52.

² Ibid.

1860
Population:
2,874

1870
Population:
8,293

1880
Population:
17,577

1890
Population:
46,385

1900
Population:
90,426

1910
Population:
207,214

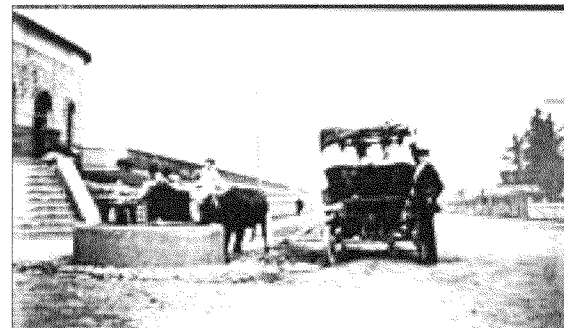
1920
Population:
258,288

In 1868, the Oregon Central Railroad broke ground at the east end of Division Street for an eastside rail line to the south. By 1883, East Portland had become the western terminus of the Northern Pacific Railroad and boasted a population of 30,000. Bridge construction across the Willamette River began in 1887, both to alleviate ferry traffic capacity problems, and to facilitate eastside housing opportunities for westside workers.

As a result of the above factors, astonishingly rapid growth occurred in East Portland between the mid-1800s and just past the turn of the century. Portland and East Portland united as one city in 1891. "Streets in both East Portland and Albina, as in Portland, were laid out on the "Philadelphia pattern," numbers paralleling the river and named streets running east-to-west. But many of the names were repeated in those two cities and also in Portland on the West Side." This problem was later corrected in the "Great Renaming" when the city replaced duplicate street names with unique ones³.

By 1910, only approximately 60-years from the time the first settlers claimed land in East Portland, nearly all of the Land Donation farms had been subdivided and developed into the neighborhoods and street alignments we see today.

Interestingly, the families on the south side of Division Street subdivided their land into "additions" (Waverleigh's Addition, etc.) before the families on the north side (Ladd's Addition, etc.), which may be the reason for the odd alignment of many of the north-south streets crossing Division. Others speculate this mismatch is due to a survey mistake.



A horse drinks from a trough at SE 60th and Division in 1910. (City of Portland, Stanley Parr Office of Archives and Records, 1910 c_60th Ave & Division St [72]_5411-02 b39 f22)

In 1915, the cities of St Johns and Linnton merged with Portland and the population of the resulting city was estimated at around 233,000. However, "the great increase in population from 1891 to 1915 was not due primarily to annexations or mergers—the areas taken into Portland were not densely populated—but to the immense immigration from the East."⁴

Zoning

In the early 1900s, the City of Portland regulated development and the location of certain land uses, but did not categorize uses into zones and did not have a map showing where uses were allowed by right. In 1920, voters defeated a zoning ordinance proposed by City Council, and it took a controversy over a grocery store built in Ladd's Addition in 1923 to convince middle class residential property owners that this new idea of zoning

³ Ibid, pg 18

⁴ Ibid, pg 19

might hold benefit for them. Ladd's Addition residents were dismayed at what could be built in their neighborhood once the protective covenants expired, and the conflict over the store worked to convince property owners in other neighborhoods—such as Portland Heights, Irvington, and Eastmoreland—of the value of zoning. Residents of these neighborhoods petitioned the city for zoning and voters approved the new zoning code and map in 1924.

The 1924 zoning code contained just four zones—single-family, multi-family, commercial, and “unrestricted.” The commercial zone included most industrial uses, allowing all but the most obnoxious and hazardous uses. From 1924 to 1959, all properties fronting on Division Street were zoned commercial, up to 51st Avenue. In 1959, the City of Portland changed the zoning code substantially to reflect the need for more zones and more detailed regulations. Among other changes, a distinction was made between retail and office “commercial” uses and industrial and manufacturing uses. Along Division, specific portions of the street were zoned for industrial uses and on some parts of the street the zoning was changed to single-dwelling residential.

In 1981, the zoning code and map were again changed. On Division, as on many arterials around Portland, large portions of properties fronting the street were rezoned from commercial to multi-dwelling residential. The purpose behind this large-scale policy shift was to prevent “strip” commercial development and to encourage more housing on streets with good transit access. In 1991, the zoning code and map were revised slightly and that zoning continues today.

While the changes in Portland's zoning code over time have resulted in a code that is more functional and effective, the changes also have created 25 to 30 properties along Division Street that are now considered nonconforming uses. A nonconforming use is a use that is no longer allowed in the zone that is applied to the property. Currently, Portland's zoning code restricts nonconforming uses by strictly limiting expansions and changes of use, a policy which has become a source of concern for the business community along the revitalizing Division corridor.

The Influence of Rail Systems: The Streetcar

The streetcar and railroads played a huge role in the expansion of the City of Portland during the boom years around the turn of the last century. The history of development of the east side's streetcar lines is useful in understanding the current street layout and development pattern of the Division Green Street Main Street Project area. Each of inner East Portland's mixed-use commercial districts, except Hollywood and the Powell corridor, can trace its origin to a streetcar alignment.

While Division Street is not known for being the primary route of any major historic streetcar line (as Belmont and Hawthorne are), streetcars did run down several small sections of Division, as well as cross the street at many key intersections. Streetcar stops have influenced development along the street and it has also long been a major transit route in Portland.

A 1918 map from the front inside cover of Fares, Please! Those Portland Trolley Years by John T. Labbe (1979) shows Portland Railway Light and Power Company streetcar routes crossing Division Street in four places: at Grand Avenue (north-south line); at 11th

and 12th streets (the Hawthorne line cut south towards Sellwood here); and at 50th (the Mt. Scott Extension of the Hawthorne line crossed Division here). Tracks also ran down Division from 11th to 13th (the Clinton Street Extension of the Hawthorne line, see picture at right), and from 60th to 61st near the end of the Hawthorne line. In addition, a “foreign electric line (owned by a different company)” ran down Division from 11th to about 21st at this time.



The shadow of overhead electrical lines shows the route of the streetcar down SE Division Street at 11th in 1937. City of Portland, Stanley Parr Office of Archives and Records, 1937_SE Division at 11th_1325.3_8403-03 b2 f9

A Portland Public Works map from 1938 shows the Hawthorne streetcar line (known then as the #18) running from SE 60th to SE 82nd on Division Street, as well as a gas-powered bus line (#26) that began on Hawthorne at 12th and Ladd, ran down Ladd and then out Division to 52nd Ave.

The Emergence of the Automobile

When the automobile made its entrance in the early 1900s, it was viewed as an expensive and unreliable toy. But the technology improved rapidly, and the boom years of the early 1900s led to an increase in automobile usage across the country. Soon after the First World War, the automobile became a regular part of the streetscape.

During the economic boom of the 1920s, the auto moved within financial reach of a wider range of the population and by 1926 Portland had more cars per capita than Chicago or New York⁵. Increased car use exacerbated the problem of Portland’s typically dusty—or muddy—streets and added to the pressure for public works efforts that would improve and pave them. In addition, an interesting anecdote about the area is that in 1923 the primary automobile route to get to Mt. Hood from Portland began at SE Hawthorne and 12th streets, went down Ladd Avenue, and then out Division Street (1923 Business Directory “major routes” pull-out map).

Transit and its Struggle for Ridership

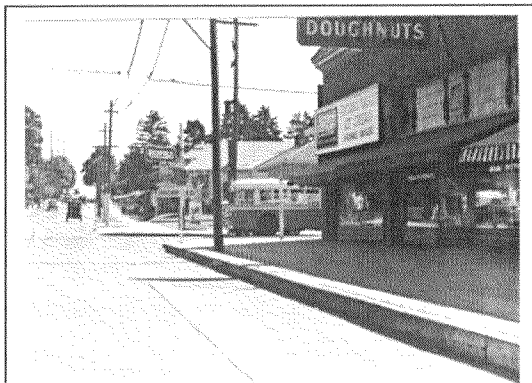
The popularity and accessibility of the automobile caused a slow erosion of support for Portland’s streetcar system. By the mid-teens, track mileage had reached its apex. Ridership peaked in 1922 at 14 million rides annually. With more automobiles on the streets, streetcars were seen as an encumbrance; and, since the automobile users tended to be the more affluent and politically connected than streetcar users, popular support for the streetcars began to be questioned.

⁵ Portland Online Historical Timeline, <http://www.portlandonline.com/index.cfm?c=27408>, accessed 1/19/2005

There was also a widespread American belief that the automobile represented the future, and streetcars were a thing of the past. While the public was willing to tax itself to provide a street network for private automobiles, public funding had never been provided for the streetcar system's operation and maintenance.

The poor quality of the existing track and streetcars combined with the large capital expense of repairs to make some lines difficult to maintain. The average street railway company had little capital to expend on such repairs, as fares were mandated to remain at a nickel, and labor costs were rising. The less expensive short-term choice was to replace the low ridership lines with diesel bus service. The gradual erosion of the streetcar system was complete by 1948 when the Mt. Tabor line, the last line in the inner East Portland area, ceased operation.

Several photographs from this time period show the general look and feel of SE Division Street in the late 1930s and 1940s as the area was beginning to transition from the pedestrian/streetcar- oriented development of the turn of the century, towards the automobile-oriented development of the 1950s and 60s:



SE 39th Avenue at Division St. looked much different in 1939 than it does today. City of Portland, Stanley Parr Office of Archives and Records, 1937_39th Ave looking south at Division_1324.4



The same is true for SE 11th and Division in 1937. City of Portland, Stanley Parr Office of Archives and Records, 1937_SE Division at 11th_1325.4_8403-03 b2 f9



The automobile begins to make its mark on SE Division St. City of Portland, Stanley Parr Office of Archives and Records, 1939 ca_looking E on SE Division_1324.2_8403-03



Today we can still see some of these buildings on Division Street. City of Portland, Stanley Parr Office of Archives and Records, 1939 ca_looking W on SE Division_1324.1_8403-03 b5 f1



SE Division Street at 17th is still largely residential as it was in 1939. City of Portland, Stanley Parr Office of Archives and Records, 1939_SE Division at 17th_1355.1_8403-03 b4 f16



Another fascinating look into Division Street's past, 1944. City of Portland, Stanley Parr Office of Archives and Records, 1944 May 2_SE Division & SE 40th_proj 37_A2000-025 b10

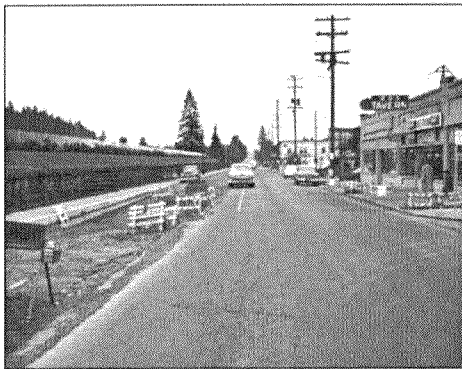
The diesel bus system that replaced the rail lines fared no better, and by the middle 1960s, was near financial ruin. Political will was mustered at the state level to authorize the creation of the Tri-County Metropolitan Transportation District (Tri-Met) and to enable a stable funding source (the employer excise tax).

Local Impacts of National Policies

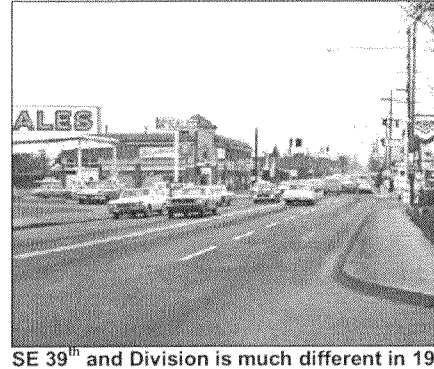
As the United States returned to a civilian economy in the late 1940s, transportation attention was given primarily to automobiles and their needs. Streets were widened. Parking lots were built and expanded.

The Portland Planning Commission adopted a policy of major freeway and expressway expansion in the 1950s, which is reflected in the Metropolitan Planning Commission

Proposed Trafficways map of 1960. The effects of these policies on the character of SE Division Street can be seen in the pictures below from the 1950s and 1960s:



SE Division Street in 1959. City of Portland, Stanley Parr Office of Archives and Records, 1959 Sep 29_SE Division_8800-01 b1 f76



SE 39th and Division is much different in 1965 than it was in 1937. City of Portland, Stanley Parr Office of Archives and Records, 1965 Feb 23_39th Ave looking north toward Division_8403-03



SE Division at 42nd Street in 1968 is much changed from 1939 as well. City of Portland, Stanley Parr Office of Archives and Records, 1968 Apr 29_SE Division and 42nd_5400-02 b90 f86-4

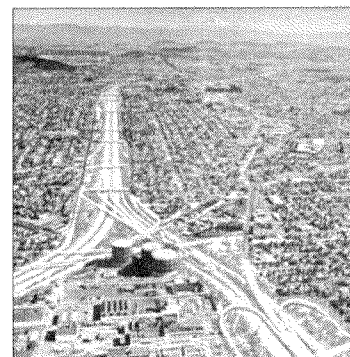


Another view of SE Division at 42nd in 1968. City of Portland, Stanley Parr Office of Archives and Records, 1968 Apr 29_SE Division and 42nd_5400-02 b90 f86-4

Freeways built in this period include east-west Interstate 84, which was the first freeway project completed in Portland (built in 1958), and the north-south freeway, Interstate 5, which was built in 1966. In addition, the alignment for Interstate 205 was chosen in the 1960s to run north-south along Ninety-sixth Avenue.

The Mt. Hood Freeway

Following completion of Interstate 5 and route selection for Interstate 205, the next freeway selected for construction was the Mt. Hood Freeway. This freeway was to run east from the Marquam Bridge to Interstate 205. As shown in the schematic drawing to the right, the right of way would have displaced development on all blocks between Division

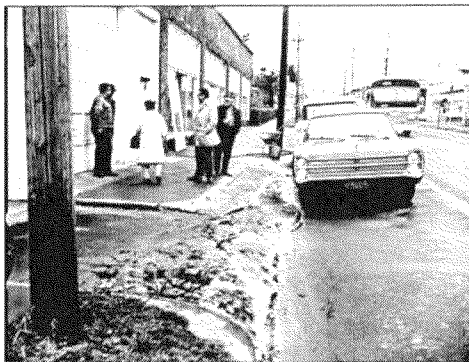


The proposed alignment of the Mt. Hood Freeway, looking east with Mt. Hood in the background. Skidmore, Owings & Merrill, I-80 N environmental study, freeway design, alternative s. Skidmore, Owings & Merrill, 1973

and Clinton Streets west of about Fiftieth Avenue. It would have also replaced all of Powell Boulevard East of Fiftieth Avenue. Streets adjacent to the alignment were to be made into couplets. Early transportation modeling indicated that the freeway would be nearly at capacity on opening day. While it was predicted to decrease through traffic on parallel arterial routes, it was expected to dramatically increase north-south travel to and from the freeway.

Portland residents had just recently witnessed the disruption of the South Auditorium Renewal District and the construction of the Minnesota Freeway (Interstate 5 through North Portland). The Mt. Hood Freeway alignment was projected to remove approximately one percent of the city's housing stock and to disrupt local commercial business districts. Properties were purchased in the early 1970s, and planning was initiated, which aroused a furious reaction from inner southeast neighborhoods. These neighborhoods perceived that the freeway would negatively impact everyone except the suburban travelers who would use the route. To quiet some of these concerns, freeway proponents designed a transitway in the center of the proposed freeway. Opposition to the project, however, increased, and it was eventually tabled.

Below are a few more photographs of SE Division Street in the 1970s, during the time of the Mt Hood Freeway controversy:



SE 48th and Division Street in 1971. City of Portland, Stanley Parr Office of Archives and Records, 1971 Apr 16_4815 SE Division_5400-02 b25 f236



Another look at SE 39th and Division, 1974. City of Portland, Stanley Parr Office of Archives and Records, 1974 May 22_3932 SE Division_5400-02 h7 f42-1

Results of the Mt. Hood Freeway No-Build Decision

The Mt. Hood Freeway controversy resulted in several outcomes visible in Portland today. The outcry over the freeway proposal and planning process galvanized and united an active citizen base, which has held together over many years.

The MAX (for Metro Area Express) light rail system was financed by the pool of federal money set aside for the Mt. Hood Freeway project (the Interstate Transfer Funds). Other projects financed from these funds have included the upgrade of the Banfield Freeway (I-84), Powell Boulevard improvements (especially east of Southeast Fifty-second), and the Hollywood transportation strategies of the early 1980s. Other changes that were influenced by the Mt. Hood Freeway effort included transit service improvements and the

creation of a bicycle network. Southeast Ankeny, Salmon, Lincoln-Harrison, Clinton Streets and Southeast Twenty-sixth Avenue became bicycle routes through a planning process that was partially funded from the unused Interstate Transfer Funds.

The Mt. Hood Freeway controversy has shaped the community along Division Street and the rest of Portland in many profound ways. This event in Portland's history abruptly stemmed the tide of massive automobile-oriented development and turned the city towards the more multi-modal approach in use today (see Portland's Transportation System Plan).

The city of Portland now fosters transit, pedestrian-friendly communities, and bicycle pathways in order to reduce vehicle miles traveled, rather than simply building more and more freeways as was the norm until the 1970s. The strong political activism in Southeast Portland resulting from the Mt Hood Freeway Plan is still strong today.

Division Corridor Neighborhood Traffic Management Study (1986 – 1988) City of Portland, Office of Transportation

After the withdrawal of the Mt Hood Freeway, a new transportation concept was needed to serve southeast Portland. In addition to constructing MAX, the Multnomah County Commission recommended that part of the funds for the freeway be diverted to restore the vitality of the southeast Portland and East County neighborhoods that would have been impacted by the Division-Powell freeway route. Part of this restoration involved the construction of a street classification system for the city as a whole.

Since the 1970s, the City of Portland has refined this street classification system, which helps the city to prioritize street improvement projects and to coordinate multi-modal development. In 1976 Division Street was classified as a "Major City Transit Street," a "Neighborhood Collector," and a "Pedestrian Path." In addition, Powell, SE 39th, SE 52nd, and SE 82nd were all known as "Major City Traffic Streets."

In 1977, the City adopted an Arterial Streets Classification Policy (ASCP) that included concepts for improving each district of the city to provide a balanced transportation system. In 1977, the city added SE 11th and SE 12th to its list of "Major City Traffic Streets." In 1983, all of the previous classifications remained the same along Division Street, except that the street was now considered a "Bicycle Route" from SE 52nd to SE 76th. In 1992 Division added "Minor Truck Street" to its list of classifications. In 1996, Portland extended Division Street's "Bicycle Route" out to I-205 and renamed the "Pedestrian Path" classification to "City Walkway," however the meaning of this term remained unchanged. These classifications are still the same today.

The policy objectives established by City Council in 1977 for the Southeast District, and reaffirmed in the 1983 update, were based upon a concept of diverting non-local traffic around the Southeast District on the (at then) new bypass routes of I-205, I-84, McLoughlin Boulevard, and Highway 224-212 in Milwaukie. Powell Boulevard and 39th Avenue were also improved to provide additional capacity for growth in traffic demand.

The policy objective to correct traffic problems on local and collector streets in the Southeast District was:

Peak period, through traffic within the Southeast District should be reduced on Lincoln/Harrison, Clinton, Steele, and Stark/Thorburne, and stabilized on Woodstock, Holgate, Division, Hawthorne, Belmont/Morrison, and Burnside to protect existing neighborhood activity and character.

Some time in the 1970's, the Hosford-Abernethy and Richmond Neighborhood Associations petitioned the City for traffic controls on local streets within the Division Corridor. A large number of other requests were received in that time period relating to traffic on Ladd, the need for safer pedestrian facilities including sidewalks and crossings, reducing traffic on local streets, controlling speeds, the need for stop signs, and allowing more on-street parking on Clinton.

In 1985, the City Council selected the Division Corridor for funding of a study to evaluate traffic problems and prepare a plan for Council consideration. The Division Corridor Neighborhood Traffic Management Study, initiated by the City's Transportation Bureau on April 21, 1986, was intended to recommend strategies and projects to reduce the increased commuter traffic on its arterial streets. The corridor was defined as the portion of southeast Portland that is bound by Lincoln and Harrison Streets on the north, Clinton Street on the south, 11th Avenue on the west, and 60th on the east.

A plan that included six "traffic management program alternatives" was written. Each of these alternatives was intended to address the traffic problems in the corridor as established by the study. The alternatives were:

1. Do nothing (intended for purposes of comparison).
2. Install traffic circles on Lincoln/Harrison (10 between 20th and 60th) and on Clinton (11 between 12th and 50th).
3. Install median barriers on Ladd at Clay, on 20th at Harrison, on 17th at Clinton, on 39th at Lincoln and at Clinton, on 50th at Clinton, and on 60th at Lincoln; remove signals at 39th/Lincoln and 39th/Clinton, and remove stop on 20th at Harrison
4. Combine alternatives 2 and 3.
5. Provide a single lane in each direction on Division from 60th to 82nd; convert existing outside travel lanes to parking lanes.
6. Combine Alternatives 3 and 5.

A supplemental report was submitted in January of 1988 following a City Council hearing. Many people testified for and against the Division Corridor Project. A summary of the recommended additions and changes were:

- Curb extensions and traffic circles on Lincoln/Harrison and Clinton.
- Modify intersections on Ladd, Division, Harrison, Lincoln, and Clinton.

- Change signal timing at 20th, Ladd and Division and add curb extensions between Ladd and 20th Avenue.
- Eliminate the proposed median barrier at 50th and Clinton. Add a traffic circle on Clinton at 47th Avenue.
- Add a traffic warning sign and light near 39th Avenue and Clinton to alert northbound drivers of the upcoming traffic signal. Add programmed signal heads on the Division signal so that it cannot be seen until the driver has crossed Clinton Street.
- Start a public review process to consider a mandatory right turn from 30th Avenue southbound to Harrison westbound. An alternative semi diverter on 30th Avenue was also to be considered.
- A letter to the State Speed Control Board was sent to request that traffic speed zones on Lincoln, Clinton, and Harrison be reduced to 25 miles per hour.
- Investigate a pedestrian crossing at 36th and Powell. The Bureau of Traffic Management was to investigate the crosswalk and prepare a report and recommendation for City Council.

After three years of study and public comment, the Council approved a six-month test of the project. The adopted design was tested starting in mid-July 1988. During the test period the Office of Transportation staff made several changes as a result of public comments, and/or problems created by the traffic management devices. The test evaluation committee recommended additional changes and five alternatives were considered. Permanent changes were installed based on the test evaluation and recommendations of the committee.

Conclusions

The physical character of the Division Green Street Main Street area has changed tremendously over time: beginning with the more pedestrian and streetcar-oriented commercial street of the turn of the century, and ending with the somewhat mixed, yet mostly automobile-oriented, residential and commercial corridor we see today. These changes are due to both land use and transportation decisions at all levels, from grass-roots activism to city policy.

More specifically, several of the factors that induced these changes include: the enormous growth of Portland's population from the 1850s through 1910; changing zoning policies over time; the effects of the automobile era of the 1950s and 60s; the controversy of the Mt Hood Freeway; and traffic calming along parallel routes in the late 1980s. The Division Green Street Main Street Project follows this legacy of change in SE Portland, however, in some ways it brings the area around full-circle to the turn of the last century on Division Street by attempting to balance the needs of drivers with pedestrian and transit-oriented policies.

October 5, 2004

Planning and Policy Technical Memo

Introduction

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

This technical memo is an inventory and review of public policies, plans, and previous studies relevant to the Division study area. It is a supplement to the large format base maps prepared for review by the Community Working Group and Technical Advisory Group.

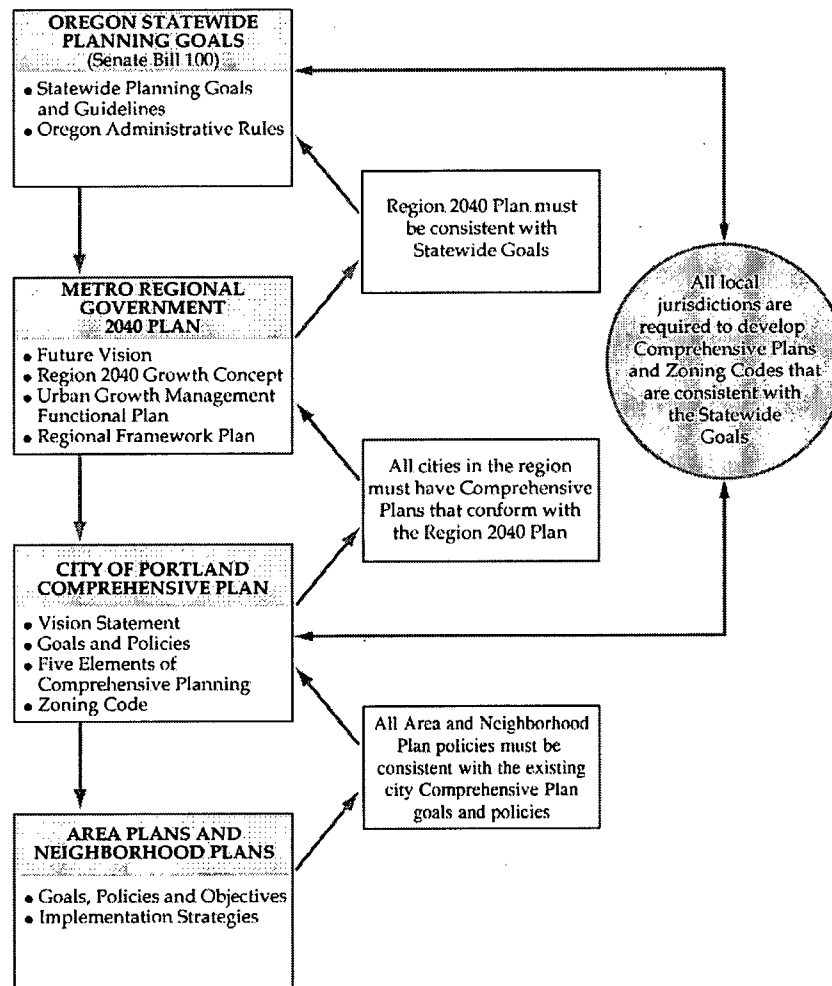
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Policy Framework

A planning policy framework will guide the development of the Division Green Street/Main Street project. This framework can be thought of as a hierarchy in which plans for smaller jurisdictions or geographic areas must comply with those for larger jurisdictions. Planning for the Division area must be consistent with the City of Portland's adopted plans and policies, which must be consistent with regional plans and policies, which in turn must be consistent with state goals and related regulations. Below is a graphic depicting the structure and hierarchy of planning that will guide the Division Green Street/Main Street project.

Land Use Planning Structure



Oregon Statewide Planning Goals and Rules

Through Senate Bill 100, the 1973 Oregon Legislative Assembly established the system currently in place for regulating land use in the state of Oregon. The Senate Bill enacted Chapter 197 of the *Oregon Revised Statutes (ORS)*, which requires each city and county in Oregon to adopt and maintain comprehensive plans and land use regulations that meet state standards. (The ORS have been amended by several subsequent legislatures.) The legislature delegated the authority to establish the state standards to the Oregon Land Conservation and Development Commission (LCDC). This commission adopted standards called the *Statewide Planning Goals*.

Oregon's Statewide Planning Goals

Oregon's Statewide Planning Goals constitute the framework for a statewide land use planning program. There are nineteen of these goals, incorporating state policies on land use, resource management, economic development, and citizen involvement.

There are four broad categories of goals, within which specific topics are addressed. The first group deals with the planning process, and contains Goal 1, Citizen Involvement and Goal 2, Land Use Planning. A second group, the conservation goals (3 – 8, 13,15), covers topics such as farmlands, forestlands, and natural resources. The third group is made up of goals that relate to development (e.g., Housing, Transportation, and Public Facilities and Services); this includes Goals 9 – 12 and 14. The fourth group containing Goals 16 – 19, relates to coastal resources.

Goals 1 and 2, and 5 through 15, apply to the City of Portland; the others apply to other geographic areas. Some of these goals are further explained by the administrative rules found in Division 14 of *Oregon Administrative Rules (OAR)*, which is published by the Secretary of State.

Oregon's Statewide Planning Goals are achieved through local planning. State law requires each city and county to have a comprehensive plan and the zoning and land division ordinances needed to put that plan into effect.

Locally adopted comprehensive plans must be consistent with the statewide planning goals. The state's Land Conservation and Development Commission (LCDC) reviews plans for such consistency. When LCDC officially approves ("acknowledges") a local government's plan, it becomes the controlling document for land use in that area.

State law specifies that special districts and state agencies must conform to the same statewide planning laws that cities and counties must comply with. Further, special districts and state agencies are required to carry out their programs in accordance with acknowledged local plans. Oregon's planning laws strongly emphasize coordination of planning. A city's plan, for example, must be

consistent with the related county plan, and vice versa. The programs of special districts and state agencies must be coordinated with local plans.

Comprehensive plans provide overall guidance for an area's land use, economic development, and resource management. Each plan contains two main components:

- A body of data and information called the inventory or background report, describing a community's resources and features. This must address all of the topics specified in the applicable statewide goals.
- The policy element that describes the community's long range objectives and the intended means to achieve them. The policy element of each community's plan is adopted by ordinance and has legal authority.

Local plans evolve as a result of two processes: plan amendment and periodic review. Plan amendments are map or text changes that occur as needed; they usually deal only with portions of a plan, specific geographic areas, or are based on special topics such as transportation studies. Periodic reviews are broad evaluations of an entire plan that occur every five to seven years. A plan may be modified extensively after such a review; Portland received final plan acknowledgement in 2000.

Local planning efforts such as the Division Green Street/Main Street project are generally accompanied by a set of implementing measures; the two most common being zoning and land division ordinances. These are land use controls that every city and county in Oregon has adopted and periodically revises to help carry out plans and policies. The Division Green Street/Main Street project may update Portland's *Comprehensive Plan*, and may result in changes to the Zoning Code text and map for the plan area.

State Transportation Planning Rule (TPR)

The *Transportation Planning Rule* (TPR) expands on State Goal 12, Transportation, by providing a framework for local actions to implement a more balanced approach in determining the need, financing, and use of transportation facilities. It is intended to foster the development of land use and transportation patterns that will:

- Reduce the number of vehicle miles traveled per capita;
- Reduce overall reliance on the automobile;
- Support types of development that are less auto-dependent; and
- Encourage alternative modes of travel.

The *Transportation Planning Rule* mandates several steps by which local jurisdictions can reduce reliance on automobiles. The TPR sets a high standard for success, targeting vehicle miles traveled, an indicator of urban congestion and air pollution, for a per capita reduction of 10 percent over 20 years, and a five percent additional reduction over 30 years.

To make this possible, the rule seeks a more formal connection between land use and transportation planning. Local jurisdictions are required to produce a *Transportation System Plan* (TSP) that provides a balanced multi-modal transportation system and determines the long range allocation of transportation resources in ways that benefit the desired transportation and land use outcomes.

Areas that are addressed within the framework of Portland's TSP:

- Expanding the City's multimodal transportation by providing transportation choices;
- Implementing the region's 2040 Growth Concept; and
- Maintaining and improving the transportation system in an environmentally sustainable way.

The regional outgrowth of TSP implementation is likely to be seen in the form and style of future development. It will affect the current suburban development pattern most dramatically, by fostering a more efficient pattern of land use that offers more choices for accessibility, increased connections within and between neighborhoods, and a better mixing of uses closer to residences and workplaces.

Metropolitan Housing Rule

The purpose of this rule is to assure the provision of adequate numbers of housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth boundary (UGB). It is also designed to provide greater certainty in the development process, which can lead to reduced housing costs.

The Land Conservation and Development Commission (LCDC) created this administrative rule to further specify the requirements of Statewide Planning Goal 10, Housing. The rule sets housing density and affordability targets as well as the ways local jurisdictions are required to implement them through the comprehensive planning process.

- Designate sufficient buildable land to provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing, or justify an alternative percentage based on changing circumstances;
- Consider the needs for manufactured housing and government assisted housing within the UGB in arriving at an allocation of housing types; and
- Provide for an overall density of ten or more dwelling units per net buildable acre.

Regional Policies and Regulations

Metro is the directly elected regional government for the urbanized portions of Clackamas, Multnomah, and Washington Counties. In addition to maintaining

numerous regional facilities, including the Oregon Zoo and solid waste facilities, Metro is responsible for managing regional growth through land use and transportation planning. Metro determines the location of the Urban Growth Boundary surrounding the Portland metropolitan area, as well as when and by how much this boundary will expand.

Following two years of discussion with local jurisdictions and citizens, Metro adopted a set of *Regional Urban Growth Goals and Objectives* (RUGGOs) in 1995. These outline the planning process and fundamental values that will guide the region as it grows. As part of the RUGGOs, Metro adopted the *Region 2040 Growth Concept*. Developed in cooperation with local jurisdictions, the *Growth Concept* designates particular areas in the region where additional population and development will be focused in order to accommodate future growth. Metro's *Regional Transportation Plan* (RTP) works in conjunction with the *Growth Concept*, to plan for the multi-modal transportation needs of the designated areas for additional development.

The *2040 Functional Plan* and *2040 Framework Plan* were adopted in 1996 and 1997, respectively. These plans provide local governments with a comprehensive policy basis for growth management issues, and direct local governments to implement specific standards for achieving growth management objectives.

Regional Urban Growth Goals and Objectives (RUGGOs)

The RUGGOs are the building blocks with which local governments, citizens, the business community, and others can develop a shared view of the region. They are not directly applicable to local plans and local land-use decisions; however, they are the goals that underlie all plans developed within the region. The RUGGOs are intended to:

- Guide efforts to maintain and enhance the ecological integrity, economic viability, social equity and overall quality of life in the region;
- Respond to the direction given to Metro by the legislature, through ORS 268.380, to develop land use goals and objectives for the region that would replace those adopted by Metro's predecessor, the Columbia Region Association of Governments (CRAG);
- Provide a policy for the development of the elements of Metro's *Regional Framework Plan* and its implementation of individual functional plans; and
- Provide a process for coordinating planning in the metropolitan area to maintain livability.

Region 2040 Growth Concept

The *Region 2040 Growth Concept*, adopted by the Metro Council in December 1994, establishes a general policy direction for managing growth in the region through the year 2040. It served as a guide for developing Metro's regional *2040 Framework Plan*. The *Growth Concept* indicates the preferred form of regional

growth and development, what densities should characterize different areas, how to protect open spaces and natural resources, and how to maintain air and water quality. Its basic philosophy is: preserve access to nature, conserve valuable resource lands by minimizing expansion of the UGB, and build better communities in already urbanized areas for current and future residents. Fundamental to the *Growth Concept* is a multi-modal transportation system that provides a range of travel mode options and assures mobility of people and goods throughout the region.

The *Region 2040 Growth Concept* is designed to accommodate an estimated 720,000 additional residents, a third of whom will be born in the region, and 350,000 additional jobs within the current Urban Growth Boundary (UGB). Portland's share of these allocation targets are 70,704, and 158,503 respectively. To accommodate this future growth, Metro, along with the cities and counties in the region, jointly designated a number of mixed-use development areas that correspond to mapped region-wide "Design Types" (e.g. Town Centers and Main Streets). "Design Types" are identified in the Growth Concept and are intended to implement the objectives of Goals I and II of the *RUGGOs*.

- *Town Centers* are envisioned as areas with concentrations of employment and housing that provide access to a variety of goods and services. Town Centers are the smallest of the Design Type "Centers" and serve thousands of people. These are walkable areas, with mixed residential and commercial land uses and frequent transit service. They are intended to provide shopping and employment opportunities within a local market area.
- *Main Streets* are envisioned as mixed-use corridors that provide neighborhood shopping with residential and some commercial and office uses along a street or at intersections. Main Streets are walkable areas with frequent transit service.

Region 2040 Framework Plan

The *Region 2040 Framework Plan* was adopted in December 1997; it implements the *Regional Urban Growth Goals and Objectives* including the adopted *Region 2040 Growth Concept*. The *Regional Framework Plan* gives local jurisdictions the land use planning tools they need to manage growth. This plan, mandated by the voter-approved 1992 Metro Charter, carries legal authority. It contains region-wide policies on land use, transportation, housing, parks and green spaces, water, and natural hazards. Provisions of the *Regional Framework Plan* require changes in local comprehensive plans to meet these policies.

Urban Growth Management Functional Plan

The *Urban Growth Management Functional Plan (UGMFP)* was created to allow early implementation of the *Region 2040 Growth Concept*. It establishes specific actions local governments must take to adhere to regional growth management

policies; it contains eleven Titles on functional planning areas that must be addressed. Among other things, the *UGMFP* requires local governments to change, if necessary, their policies and ordinances to:

- Apply minimum density standards for residential zones, allow accessory dwelling units, and establish 2040 “Design Type” Boundaries (Title 1);
- Meet or exceed standards for parking minimums and maximums (Title 2);
- Demonstrate compliance with water quality standards and stream protection (Title 3); and
- Prohibit large-scale retail uses in most employment and industrial areas (Title 4).

The *UGMFP* requirements also include:

- Increasing interconnections in the local transportation system to reduce congestion and make walking or biking for short trips more feasible;
- Establishing transportation mode use targets;
- Identifying where level of service traffic congestion measures may be used;
- Specifying congestion management actions which must be considered and implemented prior to increasing roadway capacity; and
- Promoting boulevard design standards (Title 6).

Regional Transportation Plan

The *Regional Transportation Plan* (RTP) is a 20-year blueprint to ensure our ability to travel throughout the region as it grows. The RTP establishes transportation policies for all forms of travel: motor vehicle, transit, pedestrian, bicycle and freight. And it includes specific objectives, strategies and projects to guide local and regional implementation of each policy. The RTP also comes with cost estimates and funding strategies to meet these costs. Federal and state transportation dollars are allocated according to priorities set in the RTP. The plan was first adopted by the Metro Council in 1983, and is updated periodically to reflect changing conditions. The most recent update of the RTP was completed in 2000.

City of Portland Goals and Policies

The City of Portland has planning regulations in place to support and implement state and regional objectives.

Portland’s Comprehensive Plan

In 1980, the Portland City Council adopted its *Comprehensive Plan* for the city, including goals, policies, objectives and a plan map, to guide the city’s future development and redevelopment over a 20-year period. The *Comprehensive Plan* is intended to be dynamic: able to inspire, guide, and direct growth in the city, while also responding to change through amendment and refinement. Since adoption, the goals, policies, and objectives of the plan have been amended in response to new circumstances, special studies, new technology, and changes in state, regional and local plans and mandates. The Division Green Street/Main

Street project may ultimately result in updates to the *Comprehensive Plan* text and *Comprehensive Plan* map.

Portland Future Focus

Portland Future Focus is a community-based strategic plan that was adopted by City Council resolution in August 1991. The plan focuses on Portland's quality of life and position in the region with respect to key issues such as education and the economy. The plan describes trends impacting the city, sets preferred and probable futures for Portland in the year 2000, and sets strategic goals for achieving the preferred future. The plan includes action plans designed to implement the strategic goals citywide. One of the action plans looks to manage regional growth to provide effective public services at the lowest responsible cost, to improve environmental quality, and to enhance the quality of life. This action plan sets a target for Portland to absorb 20 percent of the region's growth.

Livable City Project

The Planning Bureau's Livable City Project developed principles that suggest how the city might accommodate additional development while preserving the neighborhood livability. *Growing Better: A Report to the Planning Commission on Phase I of the Livable City Project (1993)* provides information on the concepts, principles and implementation strategies. *Growing Better* also contains an analysis of trends for growth and development in Portland over the next twenty years; this effort was intended to become the city's overall growth management strategy to address the Region 2040 Growth Concept.

Citizens, planners and others can identify local development opportunities based on the growth concepts. Two of the proposed Livable City development principles, relating to the Division Green Street/Main Street project, are described below.

- *Main Streets.* This principle encourages higher density mixed-use development along arterials, with a minimum impact on nearby neighborhoods. It can help accommodate the increasing demand for multifamily rental housing, and maximize access to public transit. It also can encourage development of local retail and preserve the livability of existing neighborhoods.
- *Designed Infill and Opportunity Sites.* These concepts include provisions for increasing the number of residential units in residential zones while preserving the character of these areas; encouraging smaller infill development at opportunity sites in areas with good transit service; and encouraging mixed use pedestrian-friendly development including housing, employment, commercial and other service uses. Carefully designed infill development at key opportunity sites can be compatible with existing neighborhoods, and actually enhance them.

Countywide Housing Affordability Consolidated Plan

Housing prices are on the rise in the Portland region due to a strong economy, increased migration into the area, and a decrease in the number of houses on the market. Regional incomes have not kept up with housing prices; an individual earning median income in the city of Portland can no longer afford a median priced house. This situation is particularly daunting for lower income people who may be unable to find affordable housing without financial assistance.

The *Comprehensive Housing Affordability Strategy (CHAS)*, and its successor the *Portland, Gresham, Multnomah County Consolidated Plan, 2000 -2005*, include strategies for increasing affordable housing opportunities within Multnomah County. These reports assess the housing needs of the participant jurisdictions and present strategies for meeting these housing needs through targeting federal, local, nonprofit, and private sector programs and resources. Portland's Bureau of Housing and Community Development is the lead agency in the inter-jurisdictional partnership that worked to create the CHAS, and the subsequent Consolidated Plan.

The Bureau of Planning is implementing the goals of the Consolidated Plan. While the plan assumes that public subsidy will be needed to ensure affordable housing for some, it emphasizes the role of regulation in creating opportunities for the market to help meet the need for affordable housing in the region. The Consolidated Plan calls for increasing housing densities and providing for alternative forms of housing that could be affordable to people earning a range of incomes.

River Renaissance

This comprehensive new approach to river health combines a shared vision and strategy to integrate the natural, recreational, urban and economic roles that make the Willamette River vital to Portland and the region. River Renaissance was created to optimize city efforts, forge public-private partnerships, leverage resources, and mobilize the community to revitalize the river. It is intended to link many independent city programs, plans and services. As a first step toward developing an integrated citywide approach, a number of projects are underway designed to broaden a common understanding for the city's natural resource system:

- a citywide program to respond to the Endangered Species Act and the Superfund listings;
- the Willamette Greenway Plan;
- the Healthy Streams project; and
- four watershed studies being conducted by the Bureau of Environmental Services.

City of Portland Transportation System Plan

Portland's Transportation System Plan (TSP) is a "comprehensive 20-year plan for transportation improvements in Portland. Its goal is to provide transportation choices for residents, employees, visitors, and firms doing business in Portland," and was developed to help the city maintain its "natural environment, economic prosperity, and overall quality of life."

The TSP coordinates local policies and projects with each other and must also remain consistent with policies and projects outlined in Metro's RTP. These links are developed and maintained in the spirit of the Region's 2040 Growth Concept, "which calls for maintaining thriving communities and a healthy economy while containing urban sprawl." In order to do this, the city coordinates long-term regional growth and development by clustering growth in some areas, developing "appropriate densities for various land uses," and by protecting open space.

"The TSP helps implement 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 also recognizes that the transportation system must sustain the City's economic health by accommodating the needs of businesses and supporting Portland's role in the international economy. The TSP meets State and regional planning requirements and addresses local transportation needs for cost-effective road, transit, freight, bicycle, and pedestrian improvements."

TSP Policies: Goal 6, Transportation

The following policies address Goal 6 of the State of Oregon's Transportation Planning Rule (TPR), which states that jurisdictions should: "Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility."

Coordination and Involvement

The first group of policies in the TSP is labeled "Coordination and Involvement Policies." The first policy in this group, 6.1, "Coordination," seeks to ensure coordination between affected government agencies, including state, federal, and local, as well as special districts and providers of transportation services "when planning for and funding transportation facilities and services."

The Division Transportation Growth Management (TGM) process is one example of how PDOT will coordinate with other jurisdictions during the Division Green Street Main Street Project (the TGM grant is awarded by the Oregon Department of Transportation). In addition, the development of a Technical Advisory Group

(TAG) made up of professionals and experts in the field to give advice on the developing plan also supports this policy.

The second policy is 6.2, "Public Involvement." This policy upholds state law that requires the public to be involved in the process of planning. Policy 6.2 requires each project to: "Carry out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders, especially those traditionally underserved by transportation services, and that solicits and considers feedback when making decisions about transportation."

Policy 6.2 is the impetus for nurturing a Community Working Group for the Division Green Street/Main Street Project that will represent as many diverse community interests as possible throughout the planning process. In addition, PDOT and the Bureau of Planning will lead a series of neighborhood walks to inform citizens about the project and learn the concerns of a broader audience than the CWG will provide.

The Division neighborhood walks will also support Policy 6.3, "Transportation Education," which states that the City must "implement educational programs that support a range of transportation choices and emphasize safety for all modes of travel."

Transportation Function Policies

The second group of policies includes the "Transportation Function Policies." These policies seek to coordinate the most efficient and effective use of the transportation system for all users. The first policy, 6.12, "Regional and City Travel Patterns" outlines a classification system labeling all the streets in the system. The City of Portland, Metro, and the State of Oregon have all developed street classification systems that aim to facilitate optimal movement of vehicles (trucks and cars), bicycles, and pedestrians, both locally and regionally.

For example, these classifications direct freight delivery to use "Major Truck Streets" instead of "Local Service Traffic Streets," thus ideally keeping large trucks from driving on small neighborhood streets and disturbing residents. Conversely, this classification helps to ensure that trucks move with ease and don't get stuck on tiny streets by accident. Local and Regional classifications are outlined (in Ryan's Section), specifying classifications of all major streets in the Division Green Street Main Street project area.

The intention of policy 6.13, "Traffic Calming" is to help ensure a safe space for all users in areas where many pedestrians and bicycles share the street with other vehicles. "Traffic Calming" devices slow traffic to maintain the safety of drivers as well as pedestrians and bicyclists. Specifically, this policy asks that Traffic Calming should be used in order to: "manage traffic on Neighborhood Collectors and Local Service Traffic Streets, along main streets, and in centers consistent with their street classifications, classification descriptions, and desired land uses."

In order to maintain a safe neighborhood environment the City must also address the need for emergency vehicles to access any given location quickly, easily, and safely. This is why policy 6.14, "Emergency Response," is so important. It states simply that the City must "provide a network of emergency response streets that facilitates prompt response to emergencies."

At times, the City must prioritize street improvements. Policies "6.15, Transportation System Management," and "6.16, Access Management" give prescriptions for how to organize this prioritization. 6.15 states that the City must "give preference to transportation improvements that use existing roadway capacity efficiently and improve the safety of the system." 6.16 asks the City to "promote an efficient and safe street system, and provide adequate accessibility to planned land uses." For example, ensuring accessibility can include providing curb cuts for driveways, safe and connected sidewalks, or adequate bikeways.

Land Use and Transportation Policies

The next group of policies support the partnership between land use and transportation because changes concerning one will affect the other. Policy "6.17, Coordinate Land Use and Transportation," asks that the City implement Metro's 2040 Growth Concept by nurturing this partnership. The policy states that this should be done "through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs."

This policy (6.17) is especially relevant to the Division Green Street Main Street Project as it is simultaneously a transportation and a land use project. The Bureau of Planning and the Portland Office of Transportation have partnered to coordinate land use and transportation changes to Division Street so that it will uphold the 2040 Growth Concept.

Policy 6.18, "Adequacy of Transportation Facilities," states that the City must "ensure that amendments to...zone changes, conditional uses...and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities." The Division GSMS project may end up altering zoning in the area, and any resulting changes will need to be consistent with the above concerns.

It is most efficient to provide public transit in areas where the most people can utilize it, therefore, in support of the 2040 Growth Concept, it makes sense to increase the amount of people living and working in areas near transit facilities. Policy 6.19, "Transit-Oriented Development," asks that we do this by reinforcing "the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets...and at other major activity centers."

Providing safe and appealing connections between facilities, commercial opportunities, and services is one way to improve access. Policy 6.20 "Connectivity" requires transportation projects to "support development of an interconnected, multimodal transportation system to serve mixed-use areas,

residential neighborhoods, and other activity centers....” Pedestrian and bicycle access is one important connectivity concern in the Division Green Street Main Street Project area. Policy 6.20 elaborates in section C by stating that projects should “provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible.”

Pedestrian and Bicycle Policies

The fourth policy section, “Pedestrian and Bicycle Policies” details pedestrian and bicycle concerns (including connectivity) with one goal being single-occupant vehicle trip reduction.

Policy 6.22, “Pedestrian Transportation,” goes into detail about how to improve the likelihood that people will walk to close destinations. This goal will be reached by giving priority to the completion of the pedestrian network that serves “Pedestrian Districts, schools, neighborhood shopping, and parks,” as well as “transit centers, stations, and stops.” This includes improving the safety and frequency of pedestrian crossings near the above services.

Giving attention to the quality of the pedestrian environment “by implementing pedestrian design guidelines,” like adding street trees and benches, is another way of promoting walking as the “mode of choice for short trips.” The last section of policy 6.22 seeks to reduce collisions by “identifying and analyzing high pedestrian collision locations” and “making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use....” All of the above pedestrian concerns will be relevant to the Division Green Street Main Street Project planning process.

The policy regarding bicycles (6.23, “Bicycle Transportation”) is similar to the pedestrian policy, looking toward improving bike lane connectivity, access to employment centers, commercial districts, transit stations, institutions and recreational destinations. Added to this vision is the improved access to bicycle parking and end of trip facilities that will help make “the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles....”

Bicycle safety is also of concern, which will be improved by installing helpful signage, and “removing physical hazards such as dangerous storm grates and supporting changes to adopted statutes and codes that would enhance the safety of bicyclists.” Providing bicycle parking “in commercial districts, along main streets, in employment centers and multifamily developments, at schools and colleges, in industrial developments...at transit facilities...and at intermodal passenger stations,” is of particular concern for the Division Green Street Main Street project.

Public Transportation Policy

Policy 6.24, “Public Transportation,” asks the City to “Develop a public transportation system that conveniently serves City residents and workers 24

hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities.” Accomplishing this goal would entail expanding bus service for non-work trips, improving connectivity, and paying special attention to streets classified as “Major Transit Priority” so that they may “achieve travel times competitive with the automobile,” and “address the special needs of the transportation disadvantaged.” The impetus for doing these things is to reduce congestion by limiting automobile trips. Division Street is a Major Transit Priority Street, and several cross-streets in the study area are either “Transit Access” streets, or “Local Transit Access” streets, so these concerns must be addressed in the plan.

Parking and Demand Management Policies

Parking is a complicated and important issue, and the next set of policies attempt to coordinate parking so that it benefits the environment and as many people as possible, taking into account the positive outcomes of decreased access to parking in some situations. Decreasing parking can help improve the environment for everyone’s benefit, as well as make driving a more pleasant experience when it is necessary (reducing congestion by making other options more attractive than driving). But this must also be tempered with the need to maintain a healthy economy and the role that parking may or may not play in the success of local businesses.

Policy 6.25, “Parking Management” outlines a plan to “manage parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality.” The policy objectives include: implementing “measures to achieve Portland’s share of the 10 percent reduction in parking spaces per capita within the metropolitan area over the next 20 years;” and developing “parking management programs and strategies that improve air quality, reduce congestion, promote alternatives to the drive-alone commute, and educate and involve businesses and neighborhoods.” In addition, it is the City’s policy to consider capacity and demand for parking when making decisions on how to regulate supply.

There are two kinds of parking: on-street (on the street next to the curb near businesses, homes, etc.) and off-street (parking lots, structures, etc.). The Division study area includes both types of parking. Policy 6.26, “On-Street Parking Management” details the City’s approach to managing parking in the public right of way in a way that encourages “economic vitality, safety for all modes, and livability of residential neighborhoods.” This includes supporting land uses with “an adequate supply of on-street parking,” and maintaining “existing on-street parking in older neighborhoods and commercial areas where off-street parking is inadequate, except where parking removal is necessary to accommodate alternatives to the automobile.”

Policy 6.27, “Off-Street Parking” considers the “characteristics of areas where off-street parking is essential to economic vitality and to other areas where parking is

de-emphasized in order to achieve good non-SOV (single-occupant vehicle) mode splits and compact development.” It is the City’s policy to “regulate off-street parking to promote good urban form and the vitality of commercial and employment areas,” specifically by considering “eliminating requirements for off-street parking in areas of the City where there is existing or planned high-quality transit service and good pedestrian and bicycle access,” as on Division Street. In addition, the City wishes to “limit the development of new parking spaces to achieve land use, transportation, and environmental objectives.”

Policy 6.28, “Travel Management,” is included in the parking policy section because it addresses a “range of measures that reduce the demand for parking, congestion, impervious surface areas, and vehicle miles traveled.” The main goal of this policy is to “reduce congestion, improve air quality, and mitigate the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies.” Some of the objectives included in this policy are: to “develop neighborhood-based programs to promote and support multimodal strategies and trip reduction strategies and programs” and to encourage car sharing by providing better access to car share vehicles. In addition it is the City’s policy to “require institutions to regulate parking facilities” in order to ensure short-term parking for visitors as well as minimize employee parking through “carpooling, ridesharing, flexible work hours, telecommuting, parking management, and employer-subsidized transit passes.” Lastly, it is the City’s policy to “require institutions and other large employers to participate in programs to reduce single-occupant vehicle trips” and to make sure residential areas don’t bear the burden of excessive parking impacts.

Freight, Terminals, and Truck Policies

The Division Green Street Main Street Project area borders a Freight District and also includes two Major Truck Streets (11th and 12th), and several Minor (39th, 50th, and Division) and Local Service Truck Streets (21st, 26th, 30th, 33rd, 34th, 41st, 52nd, 59th, and 60th). Therefore, freight policies are relevant to the project.

Policy 6.29, “Freight Intermodal Facilities and Freight Activity Areas,” asks that the City develop and maintain a transportation system that will ensure the “safe, efficient, and cost-effective movement of freight, goods, and commercial vehicles” through these areas. The next policy, 6.30, “Truck Movement,” concerns connectivity. This policy elaborates on 6.29 by stating that the City should “provide a complete, safe, and reliable system of Major and Minor Truck Streets for local truck movement, connecting Freight Districts, intermodal facilities, and commercial areas.” The main impetus for policy 6.30 is to ensure that trucks use the proper streets (Minor and Local Service Truck Streets) to access local destinations and to use Regional and Major Truck streets for mobility.

Transportation District Policies

Each District in the City of Portland has a set of policies that are unique to the area. The Division Green Street Main Street Project area falls into the "Southeast Transportation District," and is subject to Policy 6.37 by the same name. This policy seeks to reduce reliance on the automobile and protect Southeast Portland "residential areas and industrial sanctuaries from non-local traffic" yet still "maintain access" to commercial areas. The following bullet-points specify how the District will implement Policy 6.37:

- a. Direct interdistrict traffic to Regional Trafficways on the edge of the district, and manage traffic on Major City traffic Streets and other arterials primarily through transportation system management measures.
- b. Operate Neighborhood Collectors in Southeast Portland to function primarily as circulation for district traffic rather than as regional streets, even where they carry a significant amount of regional traffic.
- c. Facilitate pedestrian access and safety in Southeast Portland by improving connections to the Willamette River; adding connections between neighborhood parks, institutions, and commercial areas; and enhancing pedestrian crossings with curb extensions and improved markings.
- d. Improve access and safety for bicycles through the development of more inner Southeast east/west bike routes and the provision of bicycle facilities across bridges and to a variety of destinations, including downtown, the river, and parks.
- e. Encourage regional and interdistrict truck traffic to use Regional and Major truck Streets in southeast Portland by establishing convenient truck routing that better serves trucks, while protecting Southeast neighborhoods.
- f. Minimize left-turn movements to auto-accommodating development along SE 39th Avenue, and eliminate or consolidate driveways where possible.
- g. Continue to improve cross-town transit service, transit facilities and bus stops, and transit travel times, and expand off-peak and weekend service to provide access to activity centers on Portland's eastside.
- h. Support the livability of Southeast neighborhoods by improving the efficiency of parking and loading in commercial areas and by reducing commuter parking in residential areas.

The above points elaborate on the general policy of Southeast Portland to reduce vehicle miles traveled by supporting bicycles, pedestrians and transit, and to improve livability in the area by minimizing transportation impacts from outside areas (parking, regional traffic, etc), and supporting local traffic and concerns.

TSP Policies: Goal 11B, Public Rights-of-Way

The next set of policies in the TSP stem from Goal 11B of Oregon's TPR. Goal 11B, Public Rights-Of-Way, is the public facility goal for transportation. The State

requires jurisdictions to have public facilities plans that consist of policy language and a list of projects to be undertaken over the life of the Comprehensive Plan. The policies describe how transportation improvements are selected; how transportation facilities are designed, built, and maintained; and how the transportation system performs. Within Goal 11B, policies address: Environmental Sustainability; Project Selection; Street Design and Right-Of-Way Improvements; Street Plans; Maintenance; and Performance Measures.

The City of Portland expands upon Goal 11B by stating that it is the City's policy to "Improve the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry."

Policy 11.8, "Environmental Sustainability in Transportation" asks that transportation projects "participate in meeting the City's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways." Some examples of policy 11.8's objectives are to: "continue to reuse and recycle office and construction materials and equipment, compost leaves, and separate street debris; maintain equipment and facilities to minimize air, water, and noise pollution; use environmentally safe products; minimize runoff and erosion in all ground-disturbing activities, including construction, excavation, landscaping, and trench work, use alternative energy sources to power equipment whenever possible; and incorporate sustainable design solutions for streets and other transportation projects."

The next Policy, 11.9, "Project Selection," lays out the process the City uses to select which projects get done at any particular point in time. There are several criteria the City uses to facilitate this process in a fair and efficient manner. Overarching these criteria is that the City will "give priority consideration to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability."

Objectives for project selection include: improving deficiencies in bicycle and pedestrian safety; developing safe routes to schools; improving access to employment and industrial areas; increasing the efficiency and effectiveness of the system by wise application of available financial, capital, and human resources; reducing negative impact to the environment; supporting community values; promote a compact urban form; and a few others.

Policy 11.10, "Street Design and Right-of-Way Improvements," asks that the City "Design improvements to existing and new transportation facilities to implement transportation and land use goals and objectives." This policy includes sixteen different objectives. One particular objective of importance follows: "C. When changes to a right-of-way are proposed, consider the overall capacity impacts to the immediately affected street, as well as potential area-wide capacity impacts." The City must also use a variety of resources to design a street.

The reason behind this policy objective is that changes to a street to accommodate one mode can affect how that street functions for other modes. Changing capacity, including reducing capacity for autos, can adversely affect how an area functions and can have wider-ranging impacts than just on the immediately affected street. Transportation projects need to look at all of the classifications for a street when making decisions that affect the capacity for any mode.

In addition, it is the City's policy to accommodate bicycles, pedestrians, public transit, trucks, and to comply with ADA requirements in street design. Objective O is also important for Division. This objective demands that the City "consider and minimize impacts on the natural environment, consistent with the City and regional response to the Endangered Species Act and stream crossing design guidelines in the Green Streets handbook, in the planning, design, and development of transportation projects." Objective P states that projects "consider the desired character of the area, including neighborhood livability, in the design and development of transportation projects."

Policy 11.11, "Street Plans," asks that the City "promote a logical, direct, and connected street system through the development of street plans." Currently, there is no adopted street plan for SE Portland, but in general the Division project area has excellent connectivity.

It is very important to the City that it is able to preserve, maintain, and prevent deterioration of the existing transportation system, including minimizing environmental impacts (Policy 11.12, "Maintenance"). At times, adhering to this policy may limit the breadth of potential projects. For example, the City can only use a specific paving material if the Maintenance Bureau has the capacity to maintain it.

The Transportation Planning Rule and Metro's 2000 Regional Transportation Plan require adoption of performance measures and benchmarks for evaluating the transportation system and achieving the goals of reducing vehicle miles traveled per capita and parking spaces per capita. Policy 11.13 addresses these concerns by requiring the City to "evaluate the performance of the transportation system at five-year intervals, using a set of benchmarks that measure progress towards achieving transportation goals and objectives." The system has to remain at specific performance measures (Level of Service, or LOS); for example Division Street has a preferred operating standard of C in the midday and EE during peak periods.

Pertinent to the Division Green Street Main Street project, this policy also states that the City should "C. Use alternatives to the level-of-service measure to determine the adequacy of the transportation system in areas that exhibit the following characteristics: a mix of land uses, including residential; a mode split consistent with targets established for the area; maximum parking ratios; and adequate existing street connectivity."

Modal Plans and Management Plans

When Portland's first Comprehensive Plan was written in 1980, the job of transportation planners was to accommodate existing travel demand and the vehicle traffic it generated as best as possible with the available resources. Today the community can no longer afford this response to transportation needs.

In 1980, the Portland urbanized area (urbanized portions of Clackamas, Multnomah, and Washington counties in Oregon) had a population of 970,000 people. The average person generated about 12 miles of vehicular travel per day.

By 1997, population had increased by over 25 percent to 1,217,000 people. The average vehicular miles each person traveled per day had increased by 75 percent, and total vehicle miles traveled (VMT) had increased by 108 percent.

As a result of this growth and demand for mobility, too many vehicles are competing for too little space, and the consequences include greater traffic congestion, longer travel times, huge traffic jams, more road rage, and threats to air quality, even as the exhaust from each individual car has become cleaner.

The competition for vehicle space also has consequences for residential neighborhoods. To avoid the congested arterials, more people decide to travel at high speeds on local neighborhood streets. To address this problem, the City of Portland has written plans for multiple modes of travel: motor vehicle; public transportation and transportation disadvantaged; pedestrian; bicycle; freight; and air, rail, water, and pipeline. The following section summarizes the sections of the modal plan for motor vehicle travel that concern the Division Green Street Main Street project area.

Motor Vehicle: Existing Deficiencies

Projected Traffic Volumes

Traffic volumes are expected to continue to grow throughout the region over the next 20 years. In the City of Portland, this growth will occur primarily on freeways and on certain regional arterial streets. Increases in traffic volumes do not necessarily result in unacceptable traffic congestion. Collector and neighborhood streets in most Portland neighborhoods are likely to experience only moderate traffic increases. However, both traffic volume and congestion are expected to increase substantially in many of the east-west streets in Southeast, Far Northeast, and Far Southeast neighborhoods.

Table 5.4 shows the major corridors in Portland that will experience significant growth in motor vehicle trips, according to the 2000 RTP. The volumes reflect the peak direction during the evening two-hour peak period, using the 2020 priority system in the RTP. By looking at corridors that serve the same general destinations, it is possible to consider overall capacity rather than the capacity of individual streets.

This table shows specifically that on Powell, **Division**, and Holgate west of I-205, traffic volumes in 1994 were 7,243 cars during the two-hour evening peak period, while in 2020 they are projected to be 8,226 cars per two-hour peak. This

is a 14 percent projected increase in traffic volumes on these streets in a 26-year period.

In addition, there are some safety concerns in the Division Green Street Main Street Project area. Specifically, there are high collision rates along SE 39th Ave., especially resulting from left-turns onto perpendicular streets (including Division).

The next section of the TSP details Implementation Measures that will help address the above deficiencies.

Implementation Measures: Strategies

Southeast Arterials

The RTP forecasts that the east-west arterials in southeast Portland between the Central City and I-205 will experience some congestion during the evening two-hour peak period, possibly as a result of significant congestion on I-84. Although light rail and expanded bus service on parallel streets provide effective, reasonable alternatives to I-5, traffic volumes are expected to increase on these east-west arterials south of the freeway. The RTP states that additional measures are needed to address this congestion; beyond those identified in the RTP.

Southeast Portland is characterized by an extensive grid of arterials and local streets that exceeds the RTP standard for connectivity. Since the regional model does not include the local street network, the RTP be overestimating the demand for travel on the arterials. This network of streets relieves congestion by quickly dispersing local traffic onto local streets. Other land use and transportation factors that ameliorate the projected congestion are discussed below.

Land Use

Southeast Portland contains of a number of main streets (Burnside, Hawthorne, Belmont, Foster, Woodstock, and Division) that function much like a town center. The main streets have a mix of residential, retail, and commercial uses that together supply many of the daily needs of the area residents. By having a mix of uses in close proximity, many daily trips – work, shopping, education – can be made by walking, bicycling, or transit, thereby reducing congestion.

Transportation

Southeast Portland has existing high-quality transit service on most arterials (Glisan, Burnside, Belmont, Hawthorne, Division, Powell, Holgate, Woodstock, 39th, 52nd, 82nd, and Foster), resulting in a high mode split for non-SOV travel. The RTP anticipates improvements to increase transit frequency on Belmont, Hawthorne, Division, and Powell/Foster. Maximum parking ratios have been adopted for all non-residential uses, and some commercial areas (usually along main streets) require no off-street parking.

Southeast TSP Projects

In addition to increased transit frequency (as discussed above), a number of projects are proposed for southeast Portland to encourage more non-SOV travel and alleviate congestion. The RTP and/or TSP identify the following projects:

- Project No. 20013 (Burnside/Sandy/12th intersection – RTP, TSP)
- Project No. 20014 (Burnside: SE 12th to W 23rd – RTP, TSP)
- Project No. 70009 (Belmont street and pedestrian improvements between 12th and 43rd - RTP, TSP)
- Project No. 70010 (Burnside pedestrian (TSP only) and bicycle – RTP, TSP)
- Project No. 70009 (Belmont street and pedestrian improvements – RTP, TSP)
- Project No. 70013 (Division multimodal improvements – RTP, TSP)
- Project No. 70021 (Foster pedestrian-to-transit improvements – RTP, TSP)
- Project Nos. 70031 and 70033 (Holgate bike lanes, phase 1 and 2 – RTP, TSP)
- Project No. 70004 (26th and Holgate intersection improvements – TSP)
- Project No. 70005 (39th between Sandy and Woodstock pedestrian, safety, and signalization improvements – TSP)
- Project No. 70006 (60th corridor and intersection improvements – TSP)
- Project No. 20023 (SE 11th/12th/RR intersection improvements – TSP)
- Project No. 70032 (Holgate multimodal improvements – TSP)
- Project No. 70045 (Powell pedestrian and intersection improvements – TSP)
- Project No. 20023 (TSM improvements – TSP)

Congestion affects traffic movement and hinders alternatives to the automobile from negotiating the street network. It can also negatively impact the livability of residential neighborhoods. Traffic calming measures can help alleviate unacceptable traffic volumes and speeds. In addition to the many traffic calming projects that have been installed in southeast Portland over the last decade, new projects are targeted for areas where high traffic volumes and speeds affect safety and livability.

Metro's Regional Transportation Plan

Metro's 2000 Regional Transportation Plan (RTP) implements the 2040 Growth Concept, culminating a "nearly 25-year evolution from a mostly road-oriented plan to a more multi-modal one, ultimately mixing land-use and transportation objectives." The RTP addresses differing federal, state, and regional planning requirements and must also balance the many transportation needs throughout the region. The "RTP sets the policies, systems, and actions to adequately serve walking, bicycling, driving, use of transit and national and international freight

movement in this region consistent with federal requirements of TEA-21 and state requirements for the region's transportation system plan."

Regional policies for the most part mirror the ones found in Portland's TSP, but encompass the entire tri-county area rather than just Portland. Like the TSP, the region has a policy to include the public in decision-making through notification and continuing involvement. The RTP also includes a policy that mandates intergovernmental coordination. Like the TSP, the RTP contains policies concerned with mobility, accessibility, and connectivity, including specific methods for ensuring barrier-free transportation for special needs populations, the elderly, youth, and the disabled to special services and employment centers as well as other destinations. Metro also acknowledges connections between land-use and transportation in its policies.

Portland and Metro share a general concern for protecting the environment, water quality, clean air, and promoting energy efficiency through policy. Shared methods for attaining these goals include reducing vehicle miles traveled, drive-alone commutes, and encouraging cleaner, more energy efficient modes like walking, biking, and public transit through facilities enhancement and public education.

Metro seeks to coordinate regional and local street design so that they reflect the "function and character of surrounding land uses," and to reduce dependence on major streets for local travel. Metro supports both a regional motor vehicle system and a regional public transportation system that will provide appropriate connectivity and levels of service for each given area. In addition, the region seeks to provide efficient, cost-effective, and safe freight movement and to protect investments in the freight network. Lastly, like Portland, Metro has a general policy for managing parking so that it remains efficient and supportive of the 2040 Growth Concept.

Appendix A: Plans and Studies for Division

Following is a list of background plans and studies that will help guide the development of the Division Main Street/Green Street project. The list is in chronological order.

Portland Bureau of Planning Commercial Corridors Project - 2004

The Bureau of Planning is studying Portland's commercial corridors and business districts to:

- Better understand the network of business districts across the city and how they are performing from the points of view of businesses, neighbors, consumers and property interests;
- Develop policies that recognize and support different types of commercial corridors;
- Develop approaches to support the vitality of these areas that apply citywide as well as to specific commercial corridors;
- Identify a strategic work plan and priorities for the Bureau's continued efforts in support of commercial corridor, neighborhood and business vitality; and
- Allow District Planners to develop expertise on district conditions and to begin working cooperatively with neighborhoods and businesses on commercial corridor issues.

"Urbanics" Portland State University Workshop project - 2004

In the spring of 2004, the Urbanics team of students explored sustainable options for the street improvements proposed for Division Street. Team Urbanics hosted three community workshops to inform the community about the streetscape planning process starting in the summer of 2004 and to prepare community members for the public involvement process. The team introduced concepts of sustainability and specific "Green Street" treatment options available for making Division Street a more sustainable urban main street. A design exercise within the workshops, allowed participants put to practice the Green Street treatment ideas introduced, and create streetscape posters highlighting their primary goals for five intersections along Division Street. The design ideas were passed to the City of Portland Bureau of Planning and the Portland Department of Transportation to assist their upcoming projects on the street.

"Power of Place" Portland State University Workshop project - 2004

In the spring of 2004, The *Power of Place* study assisted the Division Vision Coalition in fulfilling their mission by pursuing an understanding of the street's character and identifying opportunities for future development or continued investment. Both aspects of the study established the foundation necessary for the Coalition to become proactive in development processes and maintain the attributes that most significantly contribute to the character of the street. To that end, the study looked to achieve three primary objectives:

- Develop a body of knowledge that can steer DVC toward community desires and objectives regarding Division St. development;
- Based on that knowledge, identify sites along Division that hold potential for future development or continued investment;
- Identify community and collective ownership structures that the community might use to purchase and manage real estate.

Context Sensitive Design, Roadway Design That Is responsive to Local Community Values, TDM Encyclopedia, Victoria Transport Policy Institute - December 2003

Declaration of Cooperation: Scoping a Land Use/Transportation Plan for the Division Street Corridor, Oregon Solutions - May 2003

This memorandum of understanding (MOU), published May 8, 2003, discusses the "Division Vision" that was a result of many brainstorming sessions by the City of Portland and local residents and business owners. The plan is to make Division a "Green" Main Street. That is to re-create the street to be more community-oriented, economically vibrant and environmentally sustainable.

The area has been established as one of the priorities for the City of Portland in redevelopment planning. The zoning along the street does not support the plan and therefore many non-conforming uses exist. The street itself is also in disrepair and will need to be rebuilt. This offers an opportunity to redesign the streetscape to meet the goals of the plan.

The community and City of Portland worked together to create a scope of work for the future planning project. The Transportation and Growth Management (TGM) Program provided funding to Oregon Solutions to facilitate the process. The mission of Oregon Solutions is to develop solutions to local problems that support economic, environmental, and community objectives simultaneously through partnerships between government, business, and non-profit organizations. They use a collaborative approach that brings all parties together to discuss pertinent issues and to resolve any conflicts.

The agreed upon objectives of the MOU are:

- **Transportation:** Balance the transportation demands competing for Division Street, including local and through traffic, transit, automobiles, trucks, pedestrians, and cyclists.
- **Community Design:** Treat the planning for Division Street as part of a coordinated community design strategy that seeks to do the following:
- Cultivate areas along the street that are distinguished by their economic, social and cultural role in the community, design character, history and location.
- Support the economic vitality of Division Street for businesses and residences.

- Promote the understanding of and use of “green” approaches to design and construction that improve the long-term environmental performance of Division Street and the uses along it.
- Improve the design quality and urban form of Division Street and the buildings and spaces that line it.

Final Memorandum #2, Anna Russo, Oregon Solutions - May 2003

Final Memorandum #1, Anna Russo, Oregon Solutions - April 2003

Creating a Sense of Place on SE Division Street, Public Discussion/Design Forum Report, The City Repair Project - February, 2001

This report was subsequent to a workshop held on February 27, 2001, which included a public discussion/design forum to create a vision for the Division Street Corridor. The Division-Clinton Business Association, The Office of City Commissioner Charlie Hales and The City Repair Project wrote it as a collaborative effort. This report demonstrates the community's desire to create a greater “sense of place” along Division. A “sense of place” is created when those that live and work in a particular area can identify with a sense of belonging within the shared public spaces. It is a community that both physically and mentally gives its residents something to identify with.

Division Street already has the desired main street feel and “sense of place” in many ways. There is a great diversity of local business and amenities along the street. The main challenge to making this street the heart of the neighborhood is that it is a main thoroughfare for many commuters going into the city.

This design workshop was arranged so the residents and the city could come up with ideas about the livability opportunities and challenges of Division Street. Approximately 50 people attended, which included residents, business owners, elected officials, local workers, and community advocates. Others that attended were architects, artists and facilitators that would help guide the discussion and formulate a vision.

The group identified certain challenges within several topics that the facilitators created to guide the discussion in a productive direction. These were: Transportation & Safety, Economic Concerns, Aesthetics & Utility of Public Space, Environmental Issues and Neighborhood Involvement & Development. Several brainstorming sessions generated ideas of how to create the desired “sense of place.”

Specific to the transportation issues, some of the ideas that were generated during group discussions fit into three categories:

1. Pedestrian needs
 - Car-oriented street design and its heavy, fast traffic creates an uninviting environment.
 - Crossing the street at some intersections is difficult.
 - Some bus stops have no shelter; some could be in better locations.
2. Bike needs
 - No street space for bicycles; cyclists are directed to parallel bike route on Clinton Street, but bike access to Division destinations remains a problem.
 - Limited bike parking available.
3. Auto needs
 - Heavy through-traffic at rush hour times creates backlogged traffic at SE 39th.
 - Complex intersection at SE 21st causes confusion and delays.

Outer Southeast Community Plan, City of Portland, Bureau of Planning - March 1996

This plan was adopted on January 31, 1996 with the goal of guiding growth and development in this area. By 2015, Portland is expected to increase its population by 100,000 people, many of who are expected to settle in the SE region. The plan will accommodate new growth, such as housing and business, while avoiding increased negative effects, such as traffic congestion, damage to existing neighborhoods and degradation of natural areas.

The plan outlines its transportation objectives as moving away from a dependence on the automobile and implementing more transit, pedestrian and bicycle options for the area residents. The focus of its transportation policy is to "Ensure that streets in outer southeast form a network that provide for efficient travel throughout the community and to other parts of Portland and the region. Reduce congestion and pollution caused by the automobile by creating land use patterns that support transit, bike, and pedestrian travel."

Action Items

- Investigate ways to provide lighting for pedestrians beyond what is currently available in order to encourage walking as an alternative mode of travel.
- Investigate alternatives to street lighting, which will improve pedestrian safety.
- Develop regulations, which require connections in order to create a complete street network as part of the Land Division Code rewrite project.

South Tabor Neighborhood Plan, City of Portland, Bureau of Planning March 1996

This plan was adopted on January 31, 1996 in an effort to guide the neighborhood through the expected changes over the next 20 years. They cited Portland's

forecasted growth and their willingness to welcome new residents and businesses while maintaining the sense of community they have become accustomed to. They hope to work closely with decision-makers on matters of land use, transportation, capital expenditures as well as recreation and social programs.

Specific to their transportation policy the neighborhood wants to “maintain mobility and accessibility by reducing the impact of autos on South Tabor and encouraging alternative forms of transportation.”

Action items:

- Notify PDOT of traffic and parking problems.
- Work with PDOT to resolve identified traffic and parking problems.
- Request that PDOT study the feasibility of making changes to SE Division to ensure that it functions as a pedestrian-friendly street with safe crossings and access to Mt. Tabor.
- Request that ODOT study ways to improve the safety of pedestrian crossings on Powell between 72nd and 82nd particularly at bus stops and the west entrance of the Powell Street Station.
- Work directly with PDOT staff on the Portland Bicycle Master Plan.
- Work with PDOT's Bicycle Program to improve bicycle routes including the provision of adequate signs along the continuous bike routes from the Willamette River Greenway to the I-205 bike path through South Tabor – Woodward from 51st to 74th, 74th then Clinton to 82nd.
- Work with PDOT's Bicycle Program to evaluate the need for additional signs along designated north-south bicycle routes on 52nd, 60th, 71st and 74th.

Richmond Neighborhood Plan, City of Portland, Bureau of Planning - December 1994

The Richmond Neighborhood Plan was adopted on November 9, 1994 with the intention of guiding development in the neighborhood over a ten-year period. The neighborhood is characterized as a “village community” that provides easy access to businesses, churches and schools. They hope to retain their sense of community by using the plan as a guide for area businesses, developers and the City of Portland when undertaking improvement projects.

The central theme to their transportation policy is to “increase accessibility to travel destinations and transportation options available to neighborhood residents and visitors. Reduce the negative impact of auto traffic in residential and business areas.” The plan does not cite any specific action items but does outline broader goals that will improve existing transportation conditions.

- Improve arterial and collector streets to provide safe and convenient bicycle access to neighborhood destinations and to encourage the use of bicycles as a transportation alternative to the automobile. Establish a network of

alternative bike routes on local service streets, with particular attention to providing safe bicycle access to schools.

- Make Richmond a more pedestrian-oriented neighborhood by emphasizing pedestrian safety and convenience.
- Make Richmond a transit-friendly neighborhood. Encourage the use of public transportation by those who work, live, shop and visit the neighborhood. Support convenient, cost effective public transportation serving Richmond. Work with Tri-Met to improve the transit infrastructure in Richmond.
- Increase and improve transportation options through and around the Richmond Neighborhood.
- Minimize the negative impacts of motorized vehicle traffic in the Richmond Neighborhood.
- Retain existing parking. Add additional parking to meet specific parking needs. New parking should be designed to be pleasing and safe from a pedestrian point of view.

Division Street Main Streets Revitalization Implementation Study: Market Analysis, Financial Analysis & Development Program, for SEUL and the Livable Cities Program of the Portland Bureau of Planning - June 1993

This study was published in June of 1993 by outside consultants with three objectives in mind:

- Create a process for revitalization to be used in other areas of Portland;
- To use the process as a test for the Main Streets concept taken from the Portland Livable Cities Program;
- Revitalize the Division Street neighborhood in the study area.

The study shows that a Main Streets project is feasible along Division Street but that it would be difficult to implement. Several implementation strategies are recommended:

- Fund the infrastructure improvements.
- Implement zoning recommendations.
- Formulate a list of desirable business opportunities.
- Work with local developers and landowners actively.
- Work with banks to obtain community reinvestment act funds.
- Form a revolving loan fund for local uses.

They also mention that businesses will change over time to higher intensity uses but it is not their recommendation that existing businesses be displaced. One other issue to consider is traffic impacts. The recommendation of this study is to make this a first step to the initiation of the Main Streets project.

Division Corridor Neighborhood Traffic Management Study Report and Recommendations of the Test Evaluation Committee, City of Portland, Office of Transportation - December 1988

This project, initiated by the City's Transportation Bureau on April 21, 1986, was meant to survey the origin-destination traffic patterns of individual motorists within the division corridor and to suggest alternatives to reduce the increased commuter traffic on its arterial streets. The corridor can be defined as the portion of southeast Portland that is bound by Lincoln and Harrison Streets on the north, Clinton Street on the south, 11th Avenue on the west, and 60th on the east.

The surveys, which were conducted on March 26, 1985, were done in a "roadside interview" format whereby the interviewers stopped selected motorists and asked a series of questions. The questions were specific to the auto trip the motorists were making at that exact time. There were six pieces of information the interviewers set out to record. They first recorded the number of occupants in the vehicle. They then determined the zone in which the trip was originated and to where the person was headed. Then they determined if the occupant would cross the Willamette River and if so what bridge they would use. Finally they were asked how many times the trip was made in a week and if it was work related. This information was then processed to determine a general overview to the travel patterns and the traffic flows.

Once the information was processed and transferred to graphs, the surveyors were able to determine what would work best in an alternative traffic management plan. Specifically they were able to analyze the data and determine what travel flows are most easily diverted, which flows may be difficult to divert, and the overall volume of traffic.

From this data they then set out to plan specific traffic diversion projects. In doing this they employed two guidelines that would guide the development of the plan:

- The first is that an appropriate and convenient alternate route must be available and should have sufficient capacity to accommodate the diverted traffic.
- Secondly there must be adequate local access and circulation.

Using these guidelines, a plan that included six "traffic management program alternatives" was written. Each of these alternatives was intended to address the traffic problems in the corridor as established by the study. The alternatives were written as follows:

1. Do nothing (intended for purposes of comparison).
2. Install traffic circles on Lincoln/Harrison (10 between 20th and 60th) and on Clinton (11 between 12th and 50th).
3. Install median barriers on Ladd at Clay, on 20th at Harrison, on 17th at Clinton, on 39th at Lincoln and at Clinton, on 50th at Clinton, and on 60th at

- Lincoln; remove signals at 39th/Lincoln and 39th/Clinton, and remove stop on 20th at Harrison
4. Combine alternatives 2 and 3.
 5. Provide a single lane in each direction on Division from 60th to 82nd; convert existing outside travel lanes to parking lanes.
 6. Combine Alternatives 3 and 5.

A supplemental report was submitted in January of 1988 following a January 7th City Council Hearing. Many people testified for and against the Division Corridor Project. A summary of the recommended additions and changes follows:

- Eliminate the proposed median barrier at 50th and Clinton. Add a traffic circle on Clinton at 47th Avenue.
- Add a traffic warning sign and light near 39th Avenue and Clinton to alert northbound drivers of the upcoming traffic signal. Add programmed signal heads on the Division signal so that it cannot be seen until the driver has crossed Clinton Street.
- Start a public review process to consider a mandatory right turn from 30th Avenue southbound to Harrison westbound. An alternative semi diverter on 30th Avenue will also be considered.
- A letter to the State Speed Control Board has been sent to request that traffic speed zones on Lincoln, Clinton, and Harrison be reduced to 25 miles per hour.
- Add a traffic circle at 51st and Lincoln, and half or split circles at the following offset intersections:
 - South leg of 54th and Lincoln
 - North and south legs of 55th and Lincoln
 - North and south legs of 58th and Lincoln
- Investigate a pedestrian crossing at 36th and Powell. The Bureau of Traffic Management will investigate the crosswalk and prepare a report and recommendation for City Council.
- Modify signal timing at 20th, Ladd and Division and add curb extensions between Ladd and 20th Avenue.
- Initiate the Division Corridor Project shown in Figure one, with a six-month test. A report and draft recommendation will be presented at a public meeting at the conclusion of the test. A final recommendation will be published after the meeting.

Regarding the six-month test, which was the last recommendation, questions were raised concerning its duration, location and what it would analyze. It was decided that the test would last six months and that temporary traffic devices would be used to simulate permanent traffic control devices. Traffic volume and speed data would be collected before and after each phase of the test. This would allow each phase to be analyzed independently. Upon the conclusion of the testing period the individual devices would be evaluated. A test evaluation was to be published at the end of the six-month period. Following public meetings, a final recommendation of the project was to be published.

**Hosford-Abernethy Neighborhood Action Plan, City of Portland,
Bureau of Planning - February 1988**

This plan was adopted on February 10, 1988 as a guide for the neighborhood to meet its development needs and priorities. Hosford-Abernethy (HAND) prides itself on its community based directives and wishes to continue this sense of community in years to come. HAND is a mix of residential, commercial and industrial development each with its own unique needs and desires. This action plan aims to meet these needs by representing each voice fairly and accurately.

The main objective of the transportation policy is to “encourage safe and efficient use of the transportation network which minimizes negative traffic impact on neighborhood livability and business operations.” The plan lists broad objectives that outline future transportation development in the area.

- Clearly define boundaries of the residential area by means of clear signage and traffic management devices.
- Encourage the use of Powell, as designated in the Arterial Streets Classification Policy, as the major east/west corridor while ensuring traffic safety.
- Discourage commuter and truck traffic in the residentially zoned areas.
- Support access improvements to the I-5 freeway while limiting negative impacts on the residential area.
- Limit the traffic and parking impacts of major new developments on both industrial and residential areas.
- Reduce the impact of truck traffic and loading on residentially zoned area.
- Encourage businesses to provide transit incentives for employees.
- Encourage improvements for pedestrian and bicycle movement.
- Support the creation of a recreational trail along the river connecting Oaks Park and the Hawthorne Bridge.
- Discourage on-street parking by commuters who work downtown.

**Division Corridor Project Neighborhood Traffic Management Study
Supplemental Report, City of Portland, Office of Transportation -
January 1988**

**Division Corridor Project Neighborhood Traffic Management Study,
City of Portland, Office of Transportation - December 1987**

**Division Corridor Neighborhood Traffic Management Study, City of
Portland, Bureau of Transportation Planning and Finance - April
1986**

Inner Southeast Neighborhood Improvement Plan, Bureau of Housing and Community Development - 1986

Division Vision Coalition

In January 2002, the Division Vision Coalition (DVC) formed in recognition of the similar goals and objectives of multiple Division stakeholders, and the overlap in activities being initiated. The coalition allows the community to better coordinate volunteer efforts, pool resources, and access funding opportunities. DVC brings together residents and business owners in the Richmond HAND, Mt. Tabor, and South Tabor neighborhoods, the 7 Corners Localization Initiative, and the Division Clinton Business Association. The coalition has organized the neighborhood around the idea of a sustainable urban main street.

Appendix B: City and Metro Transportation Classifications

City of Portland Transportation Classifications

The aims to develop a “balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.” To accomplish these challenging goals, the City of Portland has recognized several modal elements under its transportation policies. These elements were recognized in order to distribute transportation benefits and effects in an equitable manner for the diverse population of users.

The classifications in this section are representative of what is seen along SE Division Street between 11th and 60th Avenues. Each policy element will be briefly described as well as the corresponding classification descriptions.

The traffic classifications aim to maintain the traffic streets to support the movement of vehicles for regional, interregional, interdistrict, and local trips. The type of vehicle trips should correspond to the different classifications for each named street. There are three classifications represented along Division Street. They are Major City Traffic Street, Neighborhood Collectors, and Local Service Traffic Streets.

- Major City Traffic Streets are to serve as the principal routes for traffic that will have at least one trip end within a transportation district. They should provide vehicle connections among the central city, regional centers, town centers, industrial areas, and intermodal facilities.
- Neighborhood Collectors will serve as distributors of traffic from Major City Traffic Streets to Local Service Streets and serve trips that start and end within areas bounded by the Major City Traffic Streets. They will connect neighborhoods to nearby centers, corridors, station communities, main streets, and other nearby destinations.
- Local Service Traffic Streets distribute local traffic and provide access to local residences or commercial uses. Auto-oriented land uses should be discouraged from using these streets as primary access.

The goal of transit classifications is to maintain a system of transit streets that will support the movement of transit vehicles for regional, interregional, interdistrict, and local trips. Three transit classifications are represented along Division Street. These are Major Transit Priority Streets, Transit Access Streets, and Local Service Transit Streets

- Major Transit Priority Street provides high quality transit service that connects to the central city and other regional and town centers and main streets. Land uses along these streets should be transit-oriented. Auto-oriented land uses are discouraged from locating on a Major Transit Priority Street.

- Transit Access Streets are intended for district-oriented transit that serves main streets, neighborhood, and commercial, industrial and employment areas. Pedestrian-oriented development in commercial and mixed-use areas along these streets is encouraged.
- Local Service Transit Streets are intended to provide service to area residents and adjacent commercial areas. Transit operations should give preference for access to individual properties and to the needs of those property owners along the street.

The Bicycle Classification aims to “maintain a system of bikeways to serve all bicycle users and all types of bicycle trips.” Division Street has two classifications, which are City Bikeways and Local Service Bikeways.

- City Bikeways serve the central city, regional and town centers, station communities, and other employment, commercial, institutional, and recreational destinations. Auto-oriented development should be discouraged in these areas.
- Local Service Bikeways “serve local circulation needs for bicyclists and provide access to adjacent properties.”

Pedestrian Classification will “maintain a system of pedestrianways to serve many types of pedestrian trips, particularly those with a transportation function.” Two classifications are represented along Divisions Street. They are City Walkways and Local Service Walkways.

The purpose of the City Walkway is to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions; provide access to neighborhoods; and provide access to transit. These Walkways should serve areas with dense zoning, commercial areas, and major destinations.

- Local Service Walkways aim to serve local circulation needs for pedestrians as well as provide safe and convenient access to local destinations. These Walkways are typically located in residential, commercial, or industrial areas on Local Service Traffic Streets.

Freight Classification will maintain a system of truck streets and districts and other freight facilities. Division Street includes three classifications. These are Major Truck Streets, Minor Truck Streets, and Local Service Truck Streets.

- Major Truck Streets serve truck trips with one or both trip ends in a transportation district. The land use aspect encourages large numbers of truck trips from inside and outside transportation districts to locate along Major Truck Streets.
- Minor Truck Streets serve truck trips with both trip ends in a transportation district. These Streets discourage land uses that generate large numbers of truck trips, such as regional truck terminals from locating on Minor Truck Streets.

- The Local Service Truck Streets serve local circulation, access, and service requirements for truck movements. The land use element discourages a large amount of truck trips.

The intent of the Emergency Response Classification is to provide a network of streets to facilitate prompt emergency response. Two classifications are represented along Division Street. These are the Major Emergency Response Streets and the Minor Emergency Response Streets.

- The Major Emergency Response Streets will serve as the longer, most direct legs of emergency response trips. Any roadway treatments should enhance mobility for emergency response vehicles.
- The Minor Emergency Response Streets serve the shorter legs of the emergency response trips.

The Street Design Classification identifies the preferred modal emphasis on design improvements for regionally significant streets and special design improvements for locally significant streets. Division Street includes four classifications. They are Community Main Streets, Regional Corridors, Community Corridors and Local Streets.

- Community Main Streets should accommodate motor vehicle traffic as well as include features that facilitate public transportation, bicycles, and pedestrians. Development along these streets can be characterized as mixed use and should be oriented toward the street.
- Regional Corridors include special amenities to balance motor vehicle traffic with public transportation, bicycle and pedestrian travel. Development along these corridors is characterized as higher density with multifamily units and commercial development oriented toward the street.
- Community Corridors are also designed to include amenities to balance motor vehicle traffic with public transportation, bicycle and pedestrian travel. The land use element calls for multifamily and commercial development to be oriented toward the street.
- Local Streets complement planned land uses and reduce dependence on arterials for local circulation. Local Streets are not intended for trucks in residential areas but in commercial and industrial areas are intended for local circulation of trucks.

Metro's Transportation Classifications

The Regional Transportation Plan (RTP) was updated in 2000 with the assistance of state and local governments as well as citizens, community groups and businesses. The purpose of the update was to address expected growth in Portland while maintaining livability for the area. Specific issues were addressed to meet the diversity of transportation needs within the Portland metropolitan region.

The specific transportation systems that are to be addressed in this brief are Regional Street Design, Motor Vehicle, Public Transportation, Freight, Bicycle, and Pedestrian. Each will be briefly described as they apply to the area along SE Division Street between 11th and 60th Avenues.

The Regional Street Design should reflect the character and function of surrounding land uses. It is intended to promote community livability by balancing all modes of travel. The portion of Division Street included in this brief includes two different classifications. They are Regional Boulevard and Community Street.

- The Regional Boulevard has a mix of transportation modes, including bicycle, pedestrian, public transit and automobile. They can also be characterized by moderate vehicle speeds and typically four lanes of traffic.
- The Community Street is also designed for bicycle, pedestrian, public transit and auto travel. They typically serve lower-density residential neighborhoods as well as densely developed corridors and main streets.

The Regional Motor Vehicle Classification includes several different street designs. Included along the Division Street Corridor are Major Arterials and Minor Arterials.

- Major Arterials are intended to allow for “general mobility” within a given area. Specifically, they should provide motor vehicle connections between the central city, regional centers, industrial areas and intermodal facilities and connect to principal arterial systems.
- Minor Arterials should support the principal and major arterial systems, but are specifically intended for auto traffic at a community level.

The Public Transportation System is a regional network of public transit that operates at intervals of 15 minutes or less all day. Along Division Street there are two transportation classifications. These are Frequent Bus and Regional Bus.

- The Frequent Bus service runs every 10 minutes and includes “transit preferential treatment.” This is characterized as reserved bus lanes and signal preemption and enhanced passenger amenities along the corridor.
- The Regional Bus service is provided on most urban major streets. There is a maximum frequency of 15 minutes and some transit preferential treatment at high ridership locations.

The Regional Bicycle System allows for bicyclist mobility and accessibility to and within the central city, regional center and town centers. The Division Street Corridor includes three separate classifications: Regional Access Bikeway, Regional Corridor and Community Connector.

- The Regional Access Bikeways focus on connectivity to and within the central city, regional centers and town centers. These typically have a higher number of bicyclists because they serve areas with higher population densities.
- The Regional Corridor Bikeways are used as longer routes that provide connectivity between the central city, regional center and larger town centers.

- The Community Connector is meant to connect small town centers, main streets, station areas, industrial areas and other regional attractions.

The Regional Pedestrian System aims to provide safe and convenient access to pedestrian destinations. The Division Street Corridor has only one pedestrian classification. It is the Transit/Mixed-use Corridor.

These are located along good-quality transit lines and are expected to generate large amounts of foot traffic around commercial centers. The design should include large sidewalks with buffers from the motor vehicle traffic. Street crossings should also be present at 350-foot intervals.

City of Portland's Transportation System Plan classifications for the Division Street Corridor

	Traffic	Transit	Bicycle	Pedestrian	Freight	Emergency Response	Street Design
Division	Neighborhood Collector Street	Major Transit Priority Street	11th to 12th (City Bikeway) 12th to 52nd (Local Service Bikeway) 52nd to 60th City Bikeway	City Walkway	Minor Truck Street	Major Emergency Response Street	11th to 33rd (Regional Corridor) 33rd to 60th (Community Main Street)
11th & 12th	Major City Traffic Street	Transit Access Street	City Bikeway	City Walkway	Major Truck Street	Major Emergency Response Street	Community Corridor
20th	Local Service Traffic Street	Transit Access Street	Local Service Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
21st	Local Service Traffic Street	Transit Access Street	City Bikeway	City Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
26th	Neighborhood Collector Street	Transit Access Street	City Bikeway	City Walkway	Local Service Truck Street	Major Emergency Response Street	Local Street
30th	Local Service Traffic Street	Transit Access Street	Local Service Bikeway	City Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street

33rd	Local Service Traffic Street	Transit Access Street	Local Service Bikeway	City Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
34th	Local Service Traffic Street	Local Service Transit Street	City Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
39th	Major City Traffic Street	Transit Access Street	Local Service Bikeway	City Walkway	Minor Truck Street	Major Emergency Response Street	Regional Corridor
41st	Local Service Traffic Street	Local Service Transit Street	City Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
50th	Neighborhood Collector Street	Major Transit Priority Street	Local Service Bikeway	City Walkway	Minor Truck Street	Major Emergency Response Street	Community Corridor
52nd	Local Service Traffic Street	Transit Access Street	City Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
59th	Local Service Traffic Street	Local Service Transit Street	Local Service Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
60th	Neighborhood Collector Street	Local Service Transit Street	Local Service Bikeway	City Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street

Metro's Regional Transportation Plan Classifications for the Division Street Corridor

	Regional Street Design System	Motor Vehicle System	Public Transportation System	Freight System	Bicycle System	Pedestrian System
Division	Community Street	No Designation	Frequent Bus	No Designation	Regional Corridor	Transit/Mixed-use Corridors
11th & 12th	Regional Boulevard	Minor Arterial	Regional Bus	No Designation	Regional Access Bikeway	No Designation
26th	No Designation	No Designation	Regional Bus	No Designation	Community Connector	No Designation
30th	No Designation	No Designation	Regional Bus	No Designation	No Designation	No Designation
39th	Community Street	Major Arterial	Regional Bus	No Designation	Regional Corridor	Transit/Mixed-use Corridors
50th	No Designation	No Designation	Frequent Bus	No Designation	No Designation	Transit/Mixed-use Corridors
52nd	No Designation	No Designation	No Designation	No Designation	Community Connector	No Designation
60th	No Designation	No Designation	Regional Bus	No Designation	No Designation	No Designation

Appendix C: Portland Zoning

The predominant zoning designations for the Division corridor are residential and commercial. The following are characteristics for each of the zones that occur in the study area.

Residential 1,000 zone (R1). The R1 zone is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses, and rowhouses. Generally, R1 zoning will be applied near Neighborhood Collector and District Collector streets, and local streets adjacent to commercial areas and transit streets.

Residential 2,000 zone (R2). The R2 zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near Major City Traffic Streets, Neighborhood Collector and District Collector streets, and local streets adjacent to commercial areas and transit streets.

Neighborhood Commercial 2 (CN2)

The CN2 zone is intended for small commercial sites and areas in or near less dense or developing residential neighborhoods. The emphasis of the zone is on uses which will provide services for the nearby residential areas, and on other uses which are small scale and have little impact. Uses are limited in intensity to promote their local orientation and to limit adverse impacts on nearby residential areas. Development is expected to be predominantly auto accommodating, except where the site is adjacent to a transit street or in a Pedestrian District. The development standards reflect that the site will generally be surrounded by more spread out residential development.

Storefront Commercial (CS)

The CS zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area.

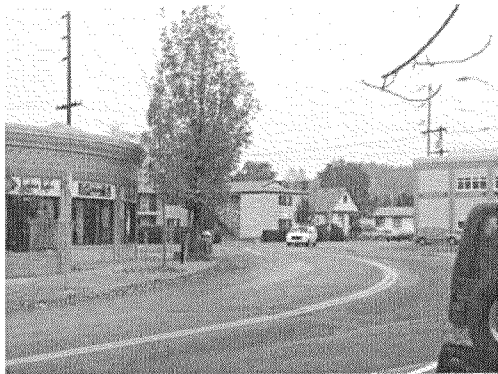
Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

General Commercial (CG)

The CG zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is expected to be generally auto-accommodating, except where the site is adjacent to a transit street or in a Pedestrian District. The zone's development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.



Division Green Street Main Street Project



Multi-Modal Transportation and Urban Design Analysis

division

green street | main street project



Parisi ASSOCIATES
transportation consulting



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This memo is a key element of the Division Green Street / Main Street project. It outlines the existing conditions related to multi-modal transportation issues, as well as urban design along the corridor. This memo is divided into two main sections, accordingly: Multi-Modal Transportation Analysis and Urban Design Analysis. The Division Street consulting team, with the assistance of City of Portland staff, prepared this memorandum in the Fall of 2004 through a combination of fieldwork and data analysis.

Multi-Modal Transportation Analysis

Roadway Configuration

Southeast Division Street is generally 36 feet from curb to curb. During most of the day, in the off-peak volume period, the street has one traffic lane in each direction with parking allowed on both sides of the street. During the peak periods, from 7 to 9 AM, and 4 to 6 PM, on-street parking is generally prohibited on one side of the street (westbound in the AM and eastbound in the PM) from 11th to 28th Place, providing an additional traffic lane in the peak flow direction. The lack of full-time parking restricts the ability to add streetscape elements, such as curb extensions, to the roadway. However, there is ample off-street parking along Division St., with a recent survey by Portland Office of Transportation counting over 1100 public and private off-street parking spaces, dedicated mostly to private businesses and residences. There are 13 traffic signals in the study area, located at 11th, 12th, Orange, 17th, 21st, 26th, 28th, 34th, 39th, 50th, 52nd, 57th and 60th. The traffic signals at 28th and 57th are pedestrian-only signals.

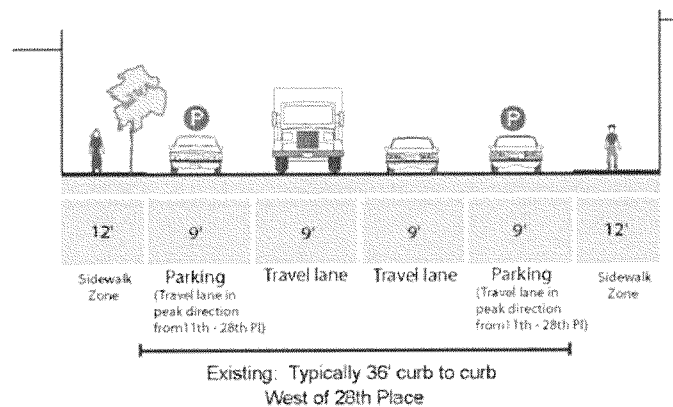


Figure 1. Existing Street Cross-Section West of 28th Place

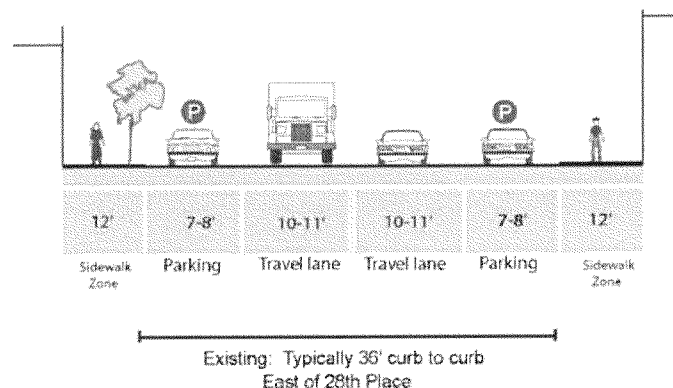


Figure 2. Existing Street Cross-Section East of 28th Place

Traffic Volumes

Traffic counts were conducted along SE Division Street, just east of SE 31st Avenue, from Tuesday, October 5 to Friday, October 8, 2004. The average daily traffic volume (ADT) through this section of Division is 13,800 vehicles per weekday. About 3.1 percent of the total traffic consists of heavy trucks and 1.4 percent consists of buses.

Figure 3 illustrates the average hourly counts. Two-way traffic peaks at three points during the weekday; between 7 AM and 8 AM, at about 12 PM, and between 4 PM and 5 PM. Two-way traffic volumes are at their highest levels during the evening commute period, when almost 1,200 vehicles per hour travel along Division. The morning and noon peak periods consist of about 950 and 900 vehicles, respectively, traveling through this section of Division.

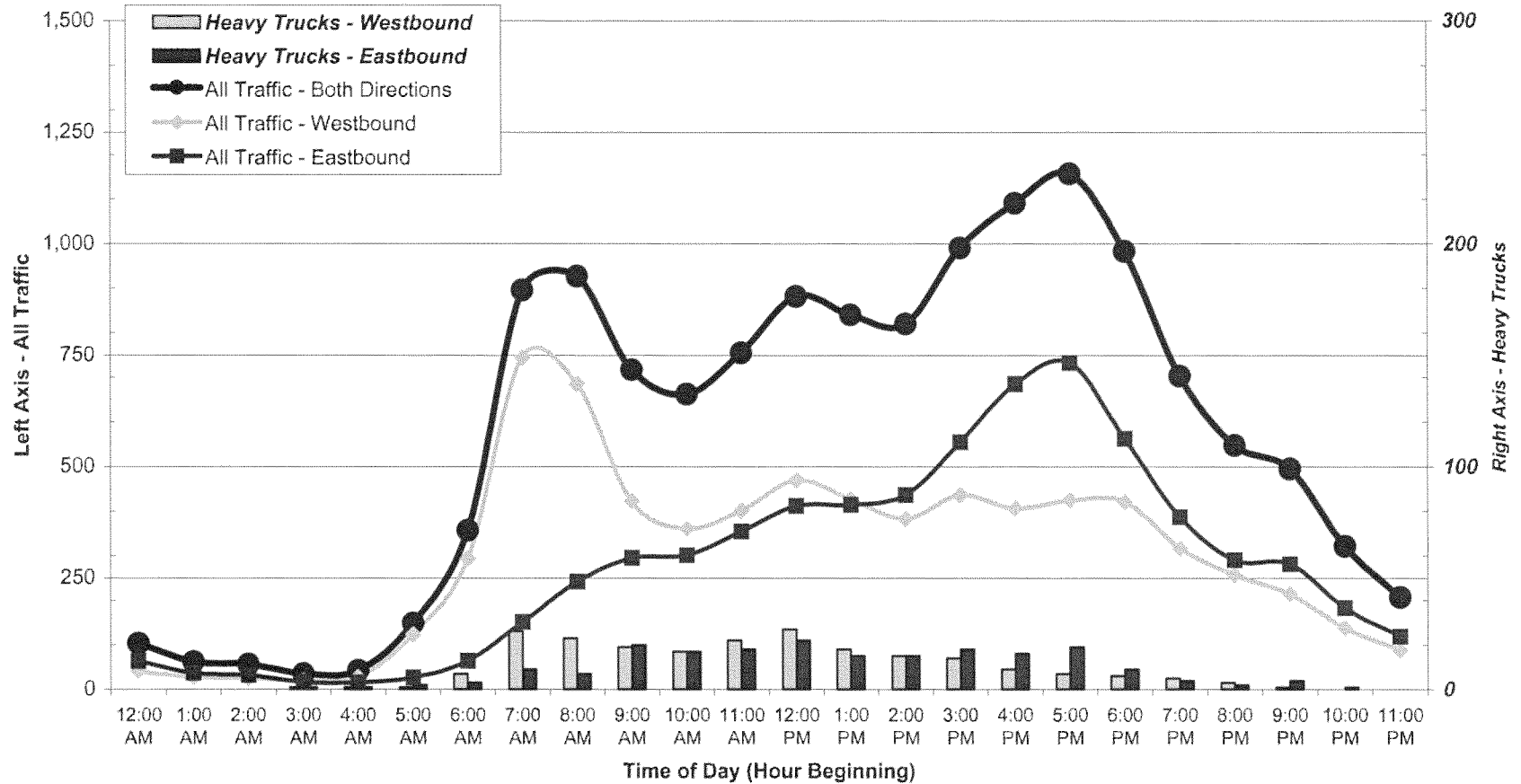
As shown in Figure 3, traffic directionality changes throughout the weekday.

- During the morning peak period, 70 percent of the traffic travels westbound and 30 percent travels eastbound.
- During the noon hour, traffic levels are somewhat balanced in each direction.
- During the evening peak period, 63 percent of the traffic travels eastbound, and 37 percent travels westbound.
- Truck volumes are heaviest between 7 AM and 3 PM. During this eight-hour period, hourly truck volumes range from 30 to nearly 50 trucks per hour.
- According to the traffic counts, between 10 and 15 buses per hour travel along Division, just east of SE 31st Avenue, between 7 AM and 6 PM.

Traffic counts were conducted on SE Division Street east of SE 24th Avenue on December 2, 2004. Traffic levels are slightly higher on the western portion of SE Division Street, with ADT reaching 15,000 vehicles each weekday. Traffic peaking is similar to that previously described, but peak hour volumes are higher. For example, the two-way morning peak hour volumes are almost 1,100 vehicles per hour, with 850 vehicles or 77 percent of the vehicles traveling westbound. During the noon hour, two-way traffic levels reach 940 vehicles per hour, with a pretty even distribution of travel direction. During the evening commute period, two-way traffic volumes reach 1,250 vehicles per hour, with over 800 vehicles or 65 percent of the vehicles traveling eastbound.

During peak period, traffic demands along SE Division Street are equal to and sometimes exceed the roadway's throughput capacity.

Figure 3. Existing 24-Hour Traffic Flow Profiles
(Average Weekday Volumes along SE Division Street just east of SE 31st Avenue)



Source: Traffic counts by City of Portland - October 2004.

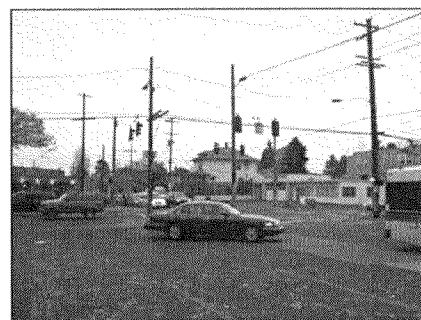
Travel Speeds and Intersection Delay

To assess travel speeds and delays along SE Division Street, four travel time surveys were conducted in both the westbound and eastbound directions and during both the morning and evening peak periods between SE 9th Avenue and SE 61st Avenue. The travel time surveys were conducted with one vehicle consisting of a driver and a passenger who noted travel times between key intersections and delays experienced at each intersection, between 7 AM and 9 AM and between 4 PM and 6 PM on Wednesday, November 10, 2004. The results of the travel time surveys are included in the Appendix.

The travel time surveys showed that the average travel speeds between SE 61st Avenue and SE 9th Avenue are:

- The AM peak period, westbound: 13 mph
- The AM peak period, eastbound: 16 mph.
- The PM peak period, eastbound: 13 mph.
- The PM peak period, westbound: 16 mph.

The slowest travel speeds occur near SE 60th, 50th, 39th, 20th/21st, and 12th Avenues.



Westbound peak hour morning traffic at 12th St

SE Division Street has a 25 mph posted speed zone.

Vehicular travel speeds were recorded on a 24-hour basis at two locations on SE Division Street: east of SE 31st Avenue and west of SE 47th Avenue. Table 1 shows the results of the speed surveys.

Table 1. Recorded Travel Speeds

Location	Direction	85 th Percentile Speed	Percent over 25 mph	Percent over 35 mph
East of SE 31 st Avenue	Westbound	28 mph	38%	0.8%
	Eastbound	29 mph	43%	1.2%
West of SE 47 th Avenue	Westbound	30 mph	64%	2.2%
	Eastbound	29 mph	47%	1.5%

As shown in Table 1, the 85th percentile travel speeds (i.e., the speed at which 85% of motorists travel at or below) on SE Division Street east of SE 31st Avenue is between 28 and 29 mph. Between 38% and 43% of motorists traveling near SE 31st Avenue exceed the posted 25 mph speed zone. Up to 1.2% of motorists travel more than 10 mph above the speed zone.

Travel speeds on the segment west of SE 47th Avenue are higher. This segment of SE Division Street includes few traffic controls and is straight. The 85th percentile speeds are between 29 and 30 mph, but in the westbound direction, 64% of motorists exceed 25 mph and 2.2% of motorists exceed 35 mph.

During the AM peak period and in the westbound direction, significant westbound delays (delays of 35 seconds or more) are experienced at the following intersections:

- SE 57th Avenue (47 seconds),
- SE 52nd Avenue (42 seconds),
- SE 39th Avenue (167 seconds),
- SE 34th Avenue (51 seconds), and
- SE 20th/21st Avenues (66 seconds).

During the AM peak period and in the eastbound direction, significant eastbound delays are experienced at the following intersections:

- SE 11th Avenue (40 seconds)
- SE 20th/21st Avenues (38 seconds)

During the PM peak period and in the eastbound direction, significant eastbound delays are experienced at:

- SE 12th Avenue (37 seconds),
- SE 20th/21st Avenues (35 seconds),
- SE 34th Avenue (43 seconds),
- SE 39th Avenue (121 seconds),
- SE 50th Avenue (83 seconds), and
- SE 52nd Avenue (134 seconds).

During the PM peak period and in the westbound direction, significant westbound delays are experienced at:

- SE 52nd Avenue (35 seconds),
- SE 39th Avenue (69 seconds),
- SE 28th Avenue (50 seconds), and
- SE 20th/21st Avenue (64 seconds).

The intersection delay results are included in the Appendix.

Intersection Focus Areas

The following seven signalized intersections along SE Division Street were evaluated for level-of-service and traffic operational purposes: SE 11th, 12th, 20th/Ladd, 21st, 39th, 50th, and 60th Avenues, as shown in Figure 4. The first three traffic study areas were chosen for the complexity of their intersections and traffic interactions, 50th was chosen for its role as a Neighborhood Collector in PDOT's street hierarchy and the intersection geometry, and 60th was chosen as one of the last intersections within the study area.

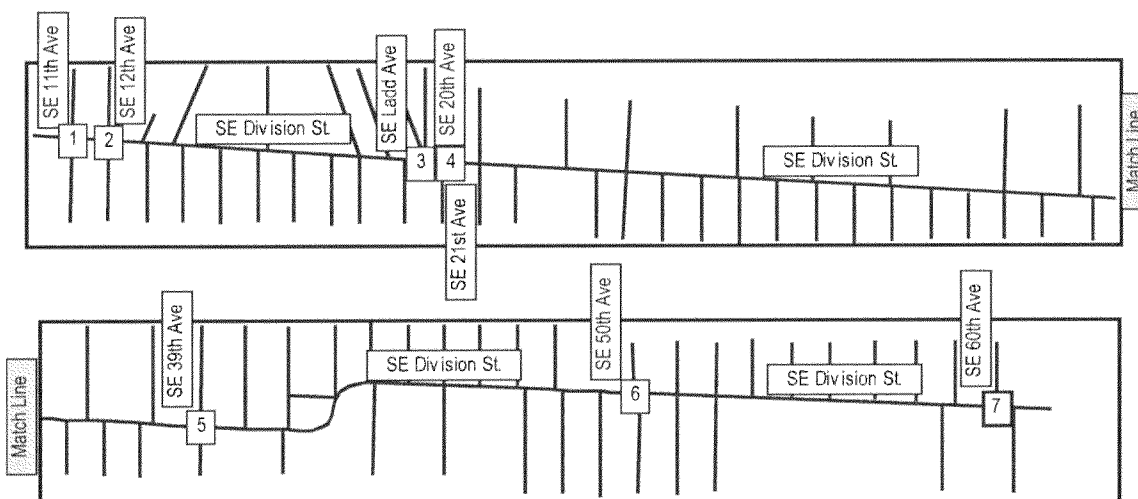


Figure 4. Seven Study Intersections on Division Street

11th/12th Avenues

Both 11th and 12th Avenues are one-way streets where they cross Division St. (Figure 5). 11th Avenue experiences a great deal of southbound traffic movements towards Powell Blvd., Milwaukie Avenue, and the Ross Island Bridge. For cars heading westbound on Division, this necessitates a left turn onto 11th Avenue, which contributes to travel delay. 12th Avenue provides a northern route towards inner southeast Portland. Since this is a transition area from the Central Eastside Industrial Sanctuary, there are a large number of trucks that pass through these intersections. Just south of these intersections is the railroad line, which disrupts the flow of traffic and leads to erratic driver behavior at times. Figures 6 and 7 illustrate the AM and PM peak hour traffic volumes at these intersections.

At the same time, there are numerous pedestrian movements through these intersections due to intersecting bus lines. Pedestrian numbers are further increased due to the location of several social service providers. Bicyclists at these intersections are traveling from the Clinton Street bike boulevard and are primarily trying to access the Springwater Corridor on the Willamette or other local destinations such as OMSI or Genie's Café. Given the lack of bicycle lanes and the heavy volume of traffic, bicyclists consequently use the sidewalk through the intersections.

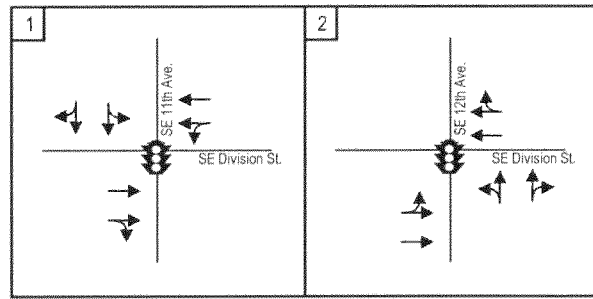


Figure 5. Existing Lane Configuration and Traffic Control at 11th/12th

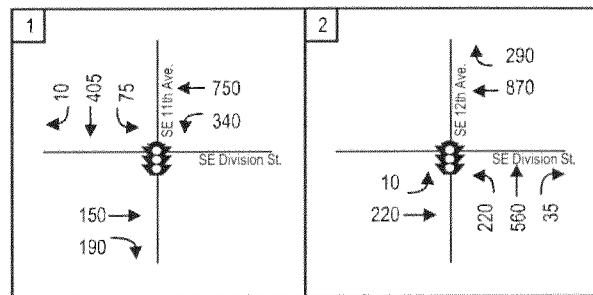


Figure 6. Existing AM Peak Hour Traffic Volumes at 11th/12th

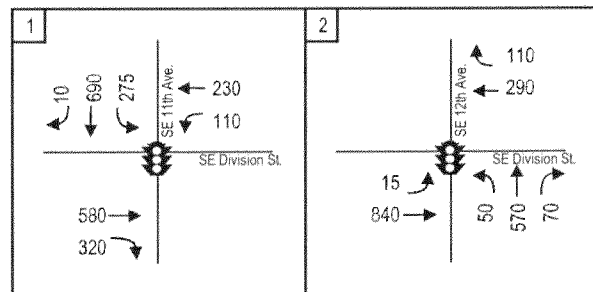
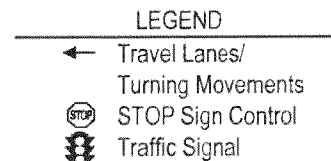


Figure 7. Existing PM Peak Hour Traffic Volumes at 11th/12th



20th/21st Avenues

“Seven Corners” is a complicated intersection, given the multiple signals and streets that meet at Division Street (Figure 8), causing complex transportation issues. The multiple signals can lead to confusion among motorists who are unfamiliar with the intersection and cause them to run red lights. The short signal timing and separate phasing of the north-south signals at 20th and 21st contribute to traffic congestion at this intersection. Figures 9 and 10 illustrate the existing AM and PM peak hour traffic volumes at this intersection.

The location of the New Seasons parking lot entrance creates problems for motorists trying to enter and leave the parking lot. Accessing the parking lot from the westbound direction on Division Street requires a left turn, which causes delay while backing up traffic into the intersection. For motorists trying to leave the parking lot and continue westbound, it can be difficult, especially in the evening travel time, to find a gap across the eastbound travel lanes.

The complicated layout of the intersection interferes with the movement of bicyclists and pedestrians as well. Pedestrians must cross multiple crosswalks to travel through the intersection. Pedestrians also have transit choices at this intersection, and will often dart from one side of the street to the other trying to catch either the #10 or #4 bus. Bicyclists traveling on the highly popular Ladd-Clinton Street bikeway must zigzag from Ladd across Division to 21st, a maneuver complicated by the traffic volumes.

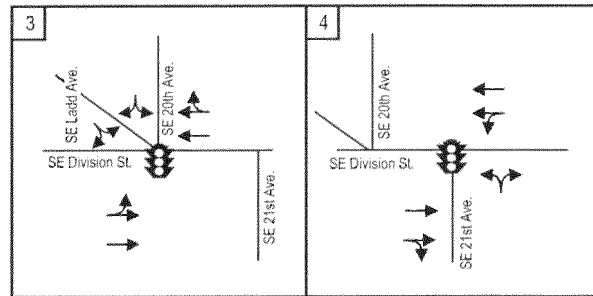


Figure 8. Existing Lane Configuration and Traffic Control at 20th/21st

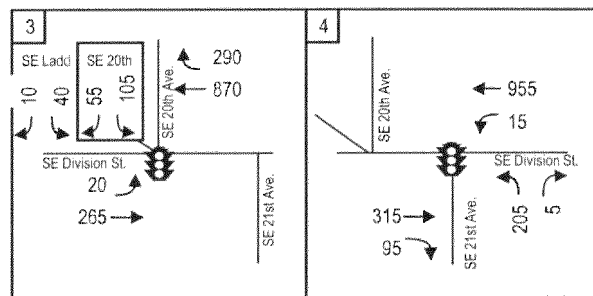


Figure 9. Existing AM Peak Hour Traffic Volumes at 20th/21st

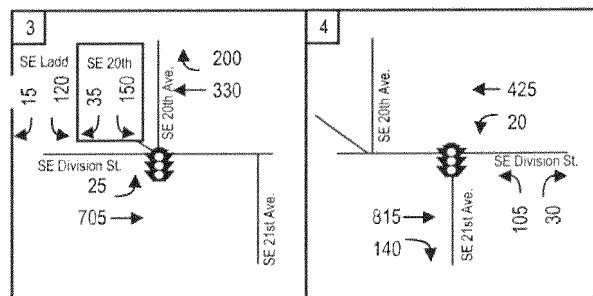
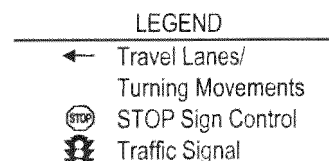


Figure 10. Existing PM Peak Hour Traffic Volumes at 20th/21st



39th Avenue

The intersection at 39th and Division Street is a key problem (Figure 11). The lack of protected turn signal phasing on Division is one factor creating long traffic queues extending several blocks in each direction during the peak travel periods. The extended waiting time at the intersection blocks through traffic movements. Travel time testing also showed that through traffic movements on Division Street were slowed by vehicles making right turns in both the east and westbound direction (Figures 12 and 13).

Other factors leading to vehicular queuing at the intersection include vehicles turning right across heavily used pedestrian crosswalks, tight corner radii, narrow lanes, as well as the effect of bus stops.

The # 4 bus on Division has more frequent service than the # 10 (on Ladd/20th), and this is a major transfer point. Due to the narrow travel lanes along Division Street, a stopped bus will occupy both its lane and a portion of the adjacent lane, blocking traffic and preventing through movements.

The multiple bus routes increase the number of pedestrians at this intersection. There is a large number of pedestrians crossing the intersection and there are often conflicts between pedestrian movements and both right and left turning vehicles. These conflicts slow both pedestrian and traffic movement through the intersection.

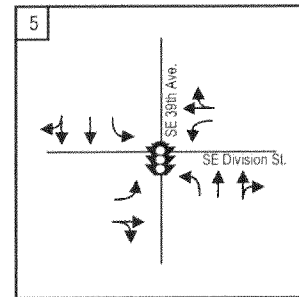


Figure 11. Existing Lane Configuration and Traffic Control at 39th

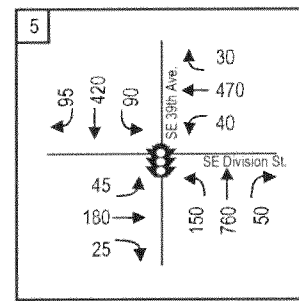


Figure 12. Existing AM Peak Hour Traffic Volumes at 39th

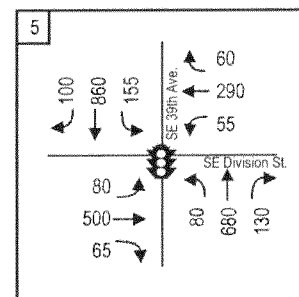
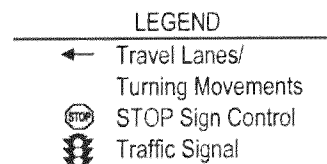


Figure 13. Existing PM Peak Hour Traffic Volumes at 39th



50th Avenue

50th Avenue is the next major traffic node along Division Street (Figure 14) and it experiences similar transportation issues as the previous intersections.

A high percentage of truck traffic uses this route as a route between Hawthorne Blvd and Powell Blvd. and the Ross Island Bridge. Motorists who are trying to avoid using 39th or 11th Avenues may also choose this route (Figures 15 and 16). Furthermore, some traffic uses 52nd Avenue as the north-south route to avoid the intersection at 50th and Division. In 1999 PDOT figures showed that 2491 vehicles used 52nd versus 8614 using 50th due to the signal at 52nd.

The intersection of 50th Avenue and Division Street supports two bus routes. The interaction between buses and other auto traffic can sometimes cause delays and back ups for both modes. The presence of buses also increases the number of pedestrians at the intersection.

For pedestrians, this is one of the widest intersections along the corridor, and crossing the intersection safely during the signal cycle can be difficult, especially for younger and older pedestrians. There are also conflicts between pedestrians crossing the wide intersections and traffic that is attempting right and left turning movements, slowing down both modes.

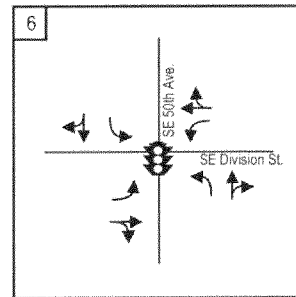


Figure 14. Existing Lane Configuration and Traffic Control at 50th

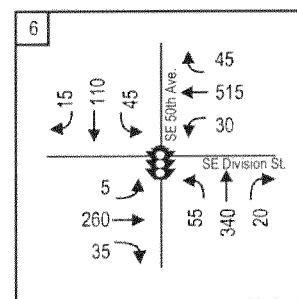


Figure 15. Existing AM Peak Hour Traffic Volumes at 50th

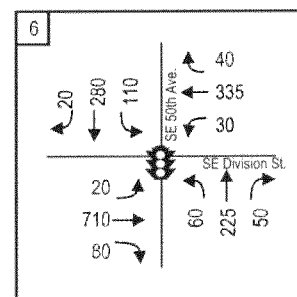


Figure 16. Existing PM Peak Hour Traffic Volumes at 50th

LEGEND

- ← Travel Lanes/
Turning Movements
- ⊙ STOP Sign Control
- ⊙ Traffic Signal

60th Avenue

The intersection at 60th Avenue is unique, since it serves as a gateway to Mt. Tabor park and the neighborhoods to the north and east of Division Street. This intersection is also one of the very few true signalized “T” intersections along the study corridor, which reduces the number of places where pedestrians must cross traffic, as well as the auto turning movements (Figure 17). Also, 60th Avenue is only 26 feet curb to curb.

Bicyclists are more common through this intersection than at some of the earlier intersections. Bicyclists use 60th Avenue to access Mt. Tabor park, as well as the bicycle boulevard that begins on Lincoln Street, only a few blocks north of this intersection. The presence of the bicycle shop at this intersection also increases bicyclist activity in the area. Mt. Tabor park is appealing to pedestrians of all ages, and 60th Avenue is a popular entrance point for pedestrians to the park.

For motorists, this intersection performs at a high level. This is in part due to the geometry of the intersection and the balanced use of all the lanes (Figures 18 and 19).

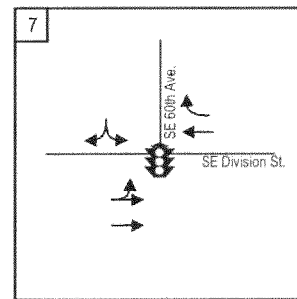


Figure 17. Existing Lane Configuration and Traffic Control at 60th

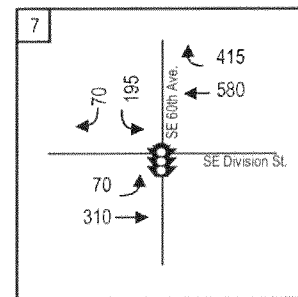


Figure 18. Existing AM Peak Hour Traffic Volumes at 60th

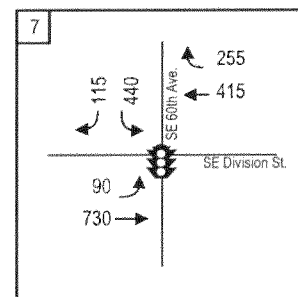
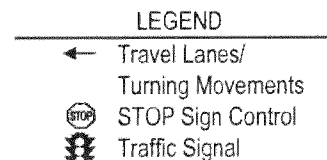


Figure 19. Existing PM Peak Hour Traffic Volumes at 60th



Overview of Analysis Methodologies

Transportation engineers have established six standards for measuring traffic capacity of roadways at intersections. The established standards are based on Level of Service (LOS) which are letter grades similar in scale to school grades. These standards range from LOS A, where traffic is relatively free flowing, to LOS F, where the street system is totally saturated with traffic and movement is very difficult. Each standard is associated with a particular level-of-service, taking into consideration:

- travel speed,
- delay,
- frequency of interruptions in traffic flow,
- relative freedom for traffic maneuvers,
- driving comfort,
- convenience, and
- operating cost.

Another method of evaluating how well a signalized intersection is operating is to compare traffic volume demand to intersection capacity. This comparison is presented as a volume-to-capacity (v/c) ratio. A v/c ratio between 0.0 and 1.0 indicates that volume is less than capacity. When the v/c ratio is close to 0.0, traffic conditions are generally free flowing with little congestion and low delays for most intersection movements. As the v/c ratio approaches 1.0, traffic becomes more congested and unstable with longer delays. Although more capacity may be available, some vehicles may have to wait through more than one green phase to get through the signal. Should a stall or accident occur, very long delays and queues result. If the v/c ratio is over 1.0, the traffic volume demand is greater than capacity, and almost all vehicles must wait through multiple signal cycles to get through the intersection. The resulting congestion also affects intersection operations in subsequent hours.

The seven study intersections were evaluated using the methodology outlined in the *2000 Highway Capacity Manual* (HCM)¹ prepared by the Transportation Research Board. Table 2 summarizes the level of service criteria for signalized intersections.

¹ Highway Capacity Manual, Transportation Research Board, Washington DC, 2000.

Table 2. Level of Service Criteria - Signalized Intersections

Level of Service	Control Delay (seconds/vehicle)
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	>80

Note: The LOS criteria are based on control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Source: Transportation Research Board, *Highway Capacity Manual*, 2000, p. 16-2.

The Synchro/SimTraffic analysis software package was used to evaluate intersection operations for the signalized intersections along SE Division Street. Synchro is a macroscopic model similar to the Highway Capacity Software (HCS), and like the HCS, is based on the 2000 *Highway Capacity Manual*. SimTraffic is a microscopic model that simulates individual vehicles using the corridor.

Inputs to Synchro/SimTraffic include turning movement volumes, vehicle types, lane configurations, traffic signal phasing and timing, and posted speed limits. Synchro/SimTraffic can be calibrated to replicate existing conditions by considering prevailing conditions such as vehicle delays and queuing.

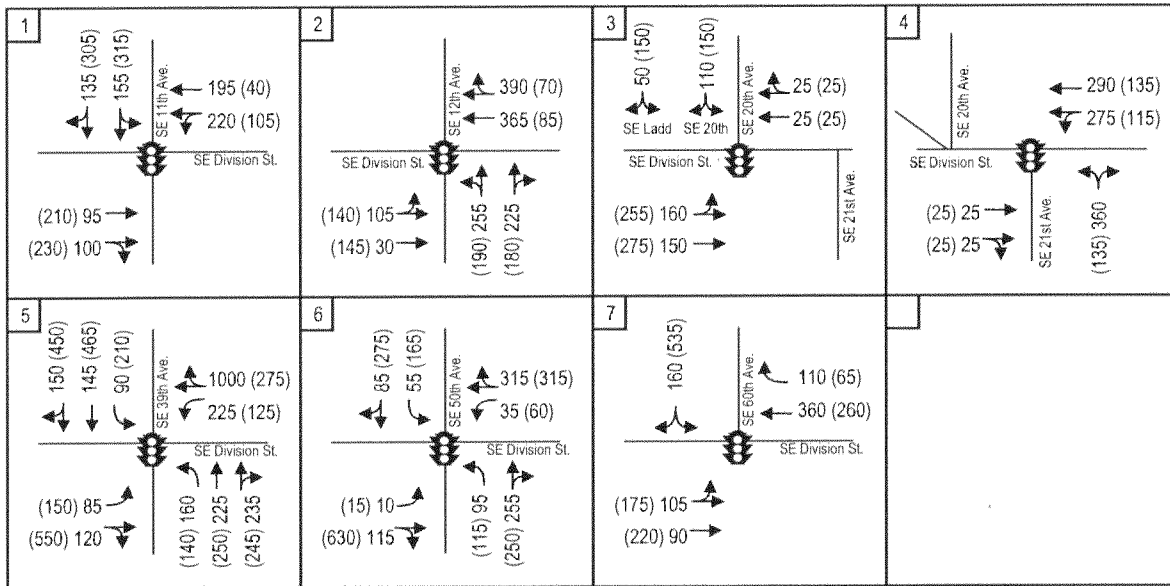
Analysis Results

During the AM peak period, six of the seven study intersections operate at LOS D or better, with the intersection at SE Division Street/SE 39th Avenue operating at LOS E. During the PM peak period, five of the study intersections operate at LOS D or better, with the intersections of SE Division Street/SE 39th Avenue and SE Division Street/SE 50th Avenue operating at LOS E.

SimTraffic was used to estimate existing 95th percentile queue lengths: vehicle queues that are exceeded only 5 percent of the time. These vehicle queue lengths are often used for design purposes. Turning pockets are usually sized to accommodate the 95th percentile queue. Figure 20 documents existing 95th percentile queues at the seven study intersections.

Table 3. Peak Hour Traffic Operations Summary

Intersection	Critical Approach/Movement	2004 Existing Conditions - AM Peak Hour			2004 Existing Conditions - PM Peak Hour		
		Delay (Seconds)	LOS	V/C Ratio	Delay (Seconds)	LOS	V/C Ratio
1 SE Division Street @ SE 11th Avenue (Signalized)	Overall Intersection	21	C	0.77	30	C	0.91
	Eastbound Thru/Right	10	A	0.38	31	C	0.91
	Westbound Left/Thru	25	C	0.83	31	C	0.77
	Southbound Left/Thru/Right	21	C	0.50	29	C	0.84
2 SE Division Street @ SE 12th Avenue (Signalized)	Overall Intersection	14	B	0.63	15	B	0.60
	Eastbound Left/Thru	9	A	0.17	16	B	0.65
	Westbound Thru/Right	11	B	0.83	12	B	0.56
	Northbound Left/Thru/Right	20	B	0.65	15	B	0.48
3 SE Division Street @ SE 20th Ave/SE Ladd Ave. (Signalized)	Overall Intersection	37	D	0.56	17	B	0.64
	Eastbound Left/Thru	11	B	0.56	11	B	0.68
	Westbound Thru/Right	1	A	0.75	1	A	0.34
	Southbound Left/Right	29	C	0.43	38	D	0.64
	Southeastbound Left/Right	34	C	0.31	67	E	0.81
4 SE Division Street @ SE 21st Avenue (Signalized)	Overall Intersection	46	D	0.54	11	B	0.52
	Eastbound Thru/Right	1	A	0.19	1	A	0.42
	Westbound Left/Thru	57	E	0.92	25	C	0.78
	Northbound Left/Right	84	F	0.96	37	D	0.67
5 SE Division Street @ SE 39th Avenue (Signalized)	Overall Intersection	62	E	0.74	57	E	0.82
	Eastbound Left	16	B	0.30	19	B	0.26
	Eastbound Thru/Right	47	D	0.83	117	F	1.15
	Westbound Left	15	B	0.10	24	C	0.32
	Westbound Thru/Right	175	F	1.32	25	C	0.60
	Northbound Left	39	D	0.69	65	E	0.65
	Northbound Thru/Right	33	C	0.84	51	D	0.93
	Southbound Left	33	C	0.49	53	D	0.74
	Southbound Thru/Right	23	C	0.60	43	D	0.90
6 SE Division Street @ SE 50th Avenue (Signalized)	Overall Intersection	25	C	0.63	58	E	0.73
	Eastbound Left	10	B	0.02	8	A	0.04
	Eastbound Thru/Right	13	B	0.42	72	E	0.99
	Westbound Left	6	A	0.08	17	B	0.16
	Westbound Thru/Right	15	B	0.79	18	B	0.44
	Northbound Left	93	F	0.78	87	F	0.72
	Northbound Thru/Right	36	D	0.75	57	E	0.84
	Southbound Left	69	E	0.62	132	F	0.81
7 SE Division Street @ SE 60th Avenue (Signalized)	Overall Intersection	8	A	0.66	43	D	0.72
	Eastbound Left/Thru	7	A	0.36	15	B	0.86
	Westbound Thru	12	B	0.78	15	B	0.78
	Westbound Right	1	A	0.38	14	B	0.62
	Southbound Left/Right	15	B	0.52	1	A	0.22
					23	C	0.73



Note: 95% queues by lane were rounded to nearest five feet.

10 (20) 95th Percentile Queue
AM (PM)

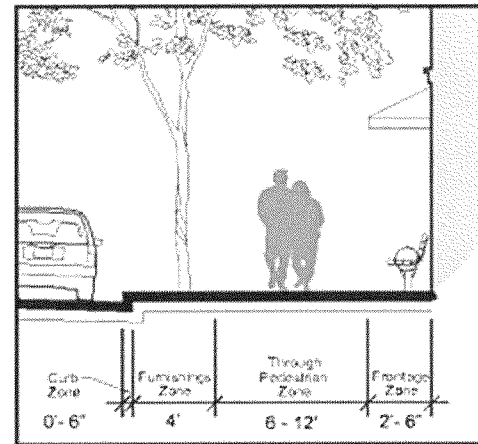
Figure 20: Existing 95% Queues, AM and PM

Pedestrian Environment

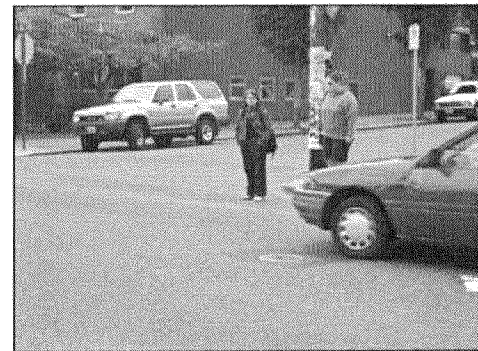
Among the most important elements of a vital main street area is a strong, inviting pedestrian environment. Walking is the main ingredient in making main streets neighborhood oriented.

The sidewalks on Division Street provide a consistent walking environment. The total sidewalk corridor width is 12 feet on each side, with the Pedestrian Clear Zone typically six to eight feet. The remaining space includes two feet in the Frontage Zone and four feet in the Furnishings Zone. The Furnishings Zone landscaping varies considerably along the corridor, from nothing to young trees to the new bioswale treatment at New Seasons market. This is generally sufficient from 12th to 35th Streets; however, the lack of peak period parking (or some other buffer, like a bioswale) to buffer the sidewalk area from traffic impedes the walking experience.

Pedestrians have a number of easily accessible destinations on Division Street. Figure 21 illustrates the large areas of commercial and open space that are within easy walking distance of Division Street.



Typical elements in Sidewalk Corridor



Pedestrians waiting to cross at 30th

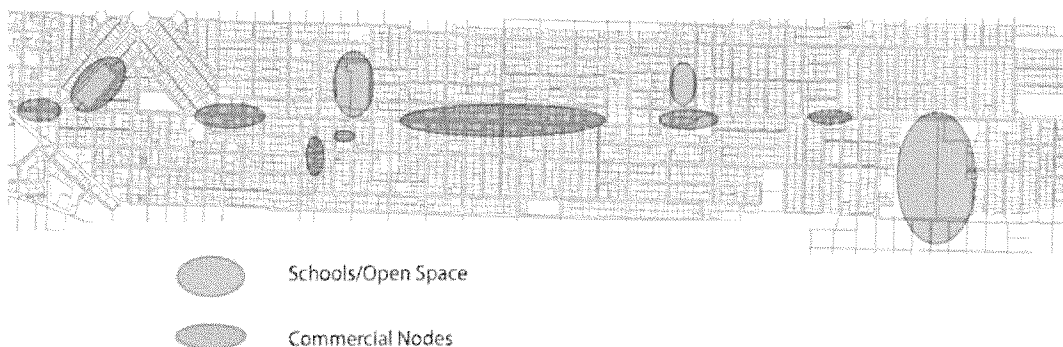


Figure 21. Pedestrian Attractors Near Division St

However, there is a disconnect between these destinations and the pedestrian. Many of the commercial nodes are readily accessible, yet there is no unifying feature that ties these nodes together and encourages the pedestrian to continue down Division Street from one node to another.

Pedestrians have difficulty accessing schools and open spaces as well. With five schools located adjacent to or on Division Street, the sense of being near a school should be stronger to the pedestrian. Currently, the only way for pedestrians along Division Street to know they are near a school is to notice the school zone traffic signs.

Pedestrian comfort and safety of crossing the street is another major issue. The lack of mature street trees and additional greenery along the corridor detract from pedestrian comfort. Signalized crossings exist at 11th and 12th, Orange, 17th, 20th/21st, 26th, 28th Place, 34th, 39th, 50th, 52nd, 57th, and 60th. In addition, marked crosswalks are located at 30th, 31st, 41st, and 47th. Still, crossing Division Street on foot is often challenging. This is particularly noticeable at "Seven Corners," where pedestrians must use multiple crosswalks to travel from one side of the street to the other. Another particularly difficult stretch for pedestrians is between 30th and 39th, where the signal at 34th and the crosswalks at 30th and 31st provide the only marked crossings for a vital ten-block stretch of Division Street.

The number of pedestrians at study area intersections was counted in October 2004 between 7 and 9 AM and between 4 and 6 PM. Table 4 summarizes the pedestrian counts.

Table 4. Pedestrian Counts

Intersection	Sidewalk Direction	2004 Existing Conditions - AM Peak Hour			2004 Existing Conditions - AM Peak Hour		
		7:00 - 8:00 AM	8:00 - 9:00 AM	7:00 - 9:00 AM	4:00 - 5:00 PM	5:00 - 6:00 PM	4:00 - 6:00 PM
1 SE Division Street @ SE 11th Avenue Count Date: 10/6/04	Southbound	4	18	22	15	7	22
	Westbound	1	1	2	7	7	14
	Northbound	2	7	9	2	8	10
	Eastbound	8	7	15	6	10	16
2 SE Division Street @ SE 12th Avenue Count Date: 10/7/04	Southbound	16	9	25	9	9	18
	Westbound	5	4	9	10	3	13
	Northbound	5	13	18	6	14	20
	Eastbound	8	11	19	15	28	43
3 / 4 SE Division St. @ SE 20th Ave/ SE 21st Ave/SE Ladd Ave. Count Date: 10/12/04	Southbound	8	12	20	30	20	50
	Westbound	4	8	12	14	10	24
	Northbound	2	3	5	13	10	23
	Eastbound	8	24	32	37	25	62
	Southeastbound	6	20	26	16	18	34
5 SE Division Street @ SE 39th Avenue Count Date: 10/7/04 AM, 10/13/04 PM	Southbound	33	12	45	36	45	81
	Westbound	9	5	14	10	5	15
	Northbound	5	6	11	19	11	30
	Eastbound	9	7	16	30	27	57
6 SE Division Street @ SE 50th Avenue Count Date: 10/6/04 AM, 10/7/04 PM	Southbound	10	20	30	11	8	19
	Westbound	13	21	34	13	9	22
	Northbound	12	21	33	10	8	18
	Eastbound	9	14	23	11	3	14
7 SE Division Street @ SE 60th Avenue Count Date: 10/6/04 AM, 10/13/04 PM	Southbound	7	4	11	2	2	4
	Westbound	5	10	15	3	5	8
	Northbound	0	0	0	0	1	1
	Eastbound	6	5	11	10	1	11

As shown in Table 4, pedestrian volumes are substantial at most of the study intersections, with the highest volumes experienced at SE 20th, 21st, Ladd Avenues and at SE 39th Avenue.

The Synchro/SimTraffic model can be used to predict the availability of gaps in the traffic stream to enable pedestrians to cross from one side of Division to the other side. Based on existing conditions (i.e., traffic volumes, traffic signal locations, traffic signal phasing and timing), observations were made to estimate the frequency of adequate gaps to enable pedestrians to cross Division in the most heavy pedestrian area, between SE 34th and 39th Avenues. The SimTraffic

model simulation was observed at a midpoint between these streets and it was assumed that about eight seconds would be needed by a pedestrian to adequately cross Division.

Based upon SimTraffic's traffic simulation, it is estimated that adequate gaps are available an average of once every 25 seconds during the AM peak hour and once about every 35 seconds during the PM peak hour. During these periods, it may take more than a minute for an adequate gap to appear, however, and several gaps sometimes appear in succession.

School Zones

There are four school zones on Division Street that cover the five schools on Division Street, which are, from east to west: Atkinson, Franklin, Richmond, Hosford, and Abernethy. School zone signing and markings are currently being upgraded to reflect recent school zone legislation. The upgrade project is in the final stage of completion.

Transit

Eight transit lines run along or across Division Street within the study area. The main line along the street is the #4 bus line, which runs from the city center across the Hawthorne Bridge and onto Division Street near 7th. The line continues on Division Street to the Gresham Transit Center. The #4 line is a frequent service line with buses running every 15 minutes or better during the day, every day. Additional lines that intersect Division in the study area are shown in Figure 22 below.



Pedestrian walking to transit

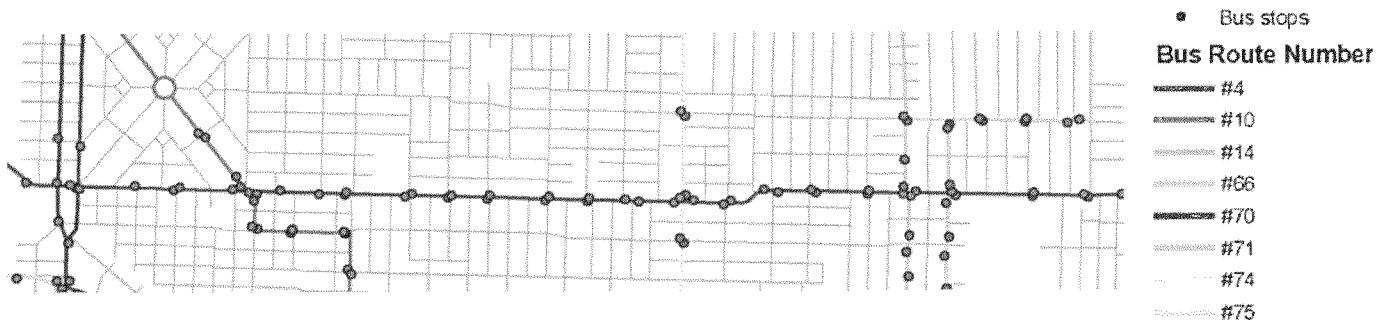


Figure 22. Bus Lines and Stops Near Division Street

The most heavily used bus stops along the corridor occur at 12th, with 362 average boardings per day; and 39th, with 486 average boardings per day. At the “Seven Corners” (Ladd/20th/21st) intersection, pedestrians waiting for a downtown bus may choose between the #4 or #10, and dash across Ladd Avenue when they see a #10 bus approaching. The intersection at 39th has been identified as a problem by residents, where traffic backs up on Division for several blocks in each direction during peak hour travel time, which is impacted by and affects the transit routes along 39th and Division.

The 2000 US Census results (see Table 3) indicate that over 18% of the population who live within the eight census tracts that encompass the study corridor use transit as their primary mode of transportation to work. An additional 4.5% bike and a further 3.9% walk to work. With the addition of the 4.5% of the people who work at home, this means that over 30% of the population living within the immediate area of Division Street regularly get to work without driving their car.

Table 5. Commute to Work Data for Division Street Corridor and City of Portland

	Total	Car, Truck or Van	Public Transit	Bicycle	Walk	Home
Division St. Total	13692	9260	2482	621	532	626
Division St. Percent		67.63%	18.13%	4.54%	3.89%	4.57%
Citywide Total	270996	204688	33410	4775	14192	11780
Citywide Percent		75.53%	12.33%	1.76%	5.24%	4.35%

Source: US Census Bureau, SF3, Table P30

Bicycles

Division Street has no dedicated bikeway facilities west of SE 52nd, while east of 52nd Division Street is designated as a city bikeway. The City's Bicycle Master Plan identifies Clinton and Lincoln Streets as the primary bikeways in the area. Additional north-south bicycle boulevards that cross Division include: SE Ladd, SE 26th, SE 34th, SE 41st, and SE 45th Ave as shown in Figure 23.

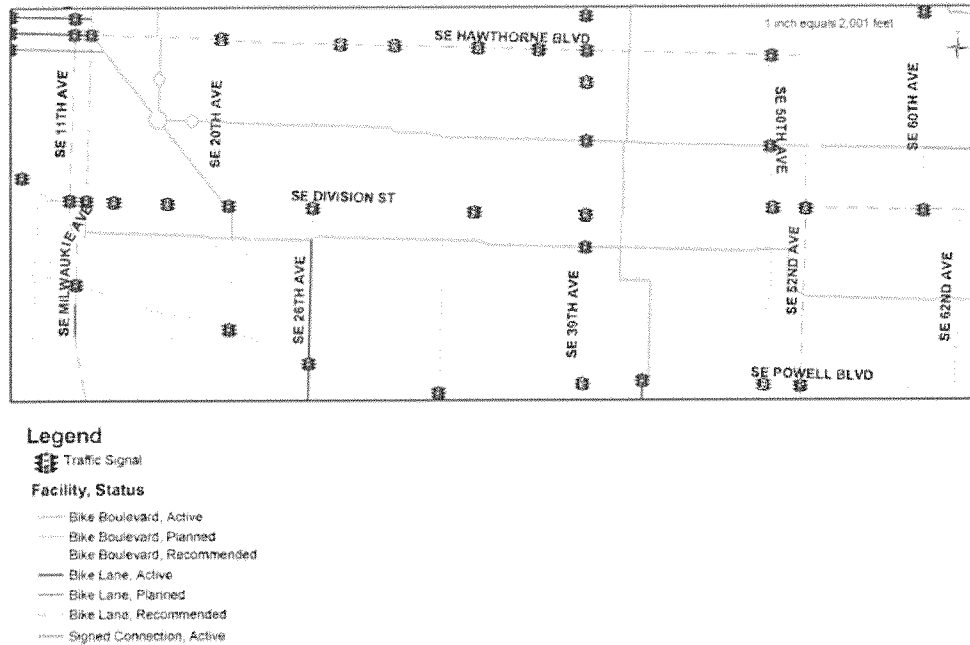
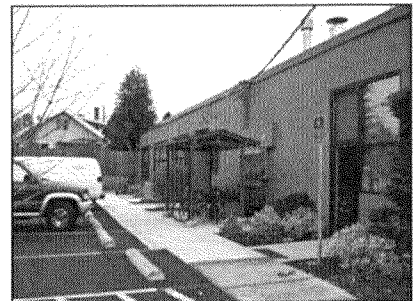


Figure 23: Division Area Bikeways

This does not mean that bicyclists are absent from Division Street. From 11th-20th, bicyclists flow through in a rather chaotic fashion trying to access the Springwater Corridor and Willamette Greenway Trail. Further east, bicyclists traveling the popular Ladd-Clinton St bikeway play leapfrog with cars and buses.

Furthermore, there are a number of businesses on Division Street that appeal to people who rely on a bicycle as their main form of transportation, indicating a need for adequate bicycle parking.

The provision of bicycle parking on Division Street occurs in two ways. When properties are redeveloped, the owner is responsible for installing bicycle parking, and many property owners are creating effective, usable bicycle parking, as shown in the picture above. The city also provides bicycle parking in the furnishings zone near popular destinations such as coffee shops (Red and Black, Stumptown) and book stores (Laughing Horse Books).



Bicycle parking outside Division St business

Urban Design Analysis

Land Use & Zoning

The Bureau of Planning (BOP) is currently conducting a Commercial Corridors Project to compile baseline information on Portland's commercial streets. SE Division Street is divided into three separate segments identified by the BOP:

- from intermittently commercial (SE 12th – SE 29th),
- to more continuously commercial (SE 29th – SE 42nd),
- to intermittently commercial again (SE 42nd – SE 68th).

From this analysis, the BOP highlighted similarities and differences among the segments. The main similarity is the lack of very large commercial lots (> 20,000 square feet) along SE Division Street. Differences include:

- The middle segment (SE 29th – SE 42nd) has a much smaller average square foot lot size, and significantly more commercially zoned lots when compared with the other two segments.
- The westernmost and middle segments have very low lot vacancy rates compared to the easternmost segment and citywide commercial corridor averages.

The land use pattern is a mix of low to medium density residential, commercial, and some office uses. While the commercial uses are predominately retail and restaurant, there are pockets of light industrial. Auto mechanic shops make up the majority of the light industrial uses. Single family detached housing is interspersed with low-rise (1-2 story) multi-family housing. Considering the mix of uses, there are relatively few mixed-use buildings along the corridor. Aside from nearby schools located within the corridor, there is no direct access to designated open space along Division Street until Clinton Park, between 55th and 56th Avenue.

A discussion of land use and zoning is a complicated question for Division Street. There are a small number of current land uses along Division Street that are non-conforming uses based on the zoning code. The land uses in the study area and actual zoned activities are shown in Figure 24.

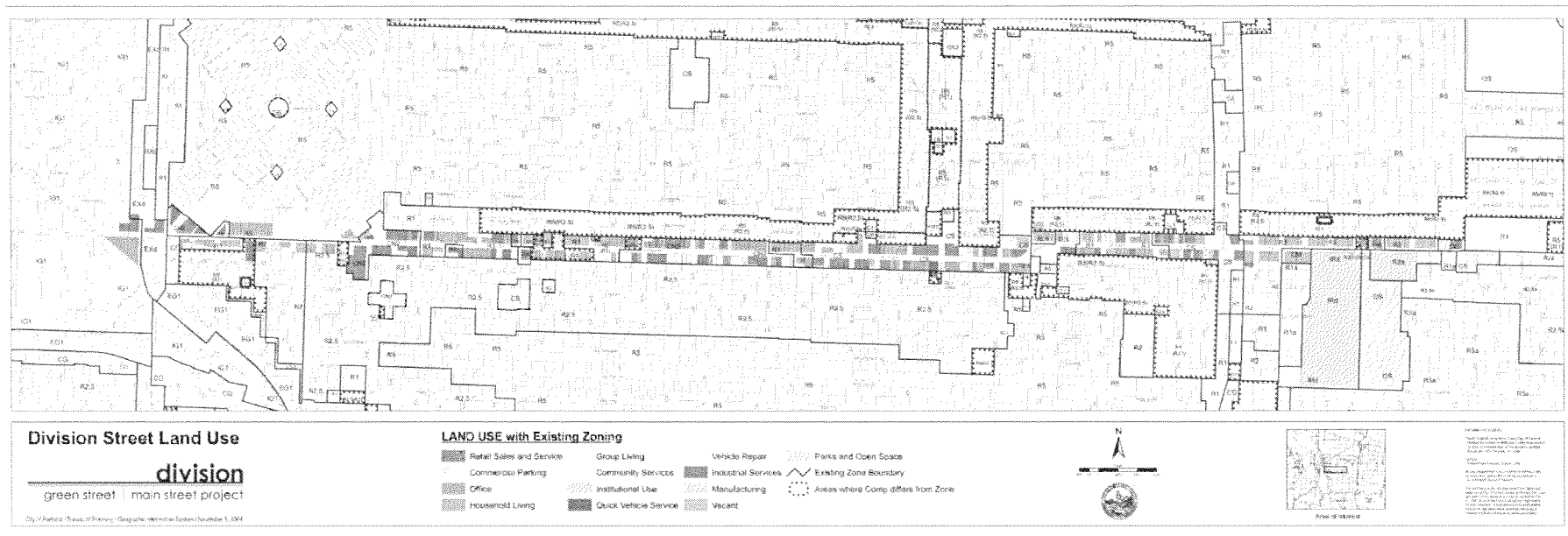
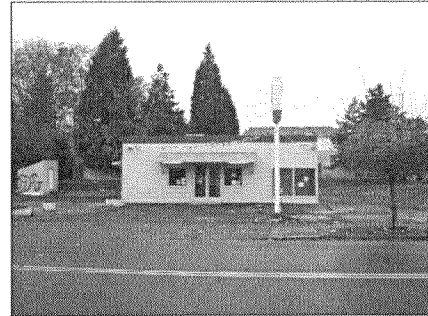


Figure 24: Land Use and Zoning Along Division Street Corridor

Redevelopment Potential

The Bureau of Planning's Commercial Corridor study led to several conclusions about the redevelopment potential of SE Division Street

- SE 12th – SE 29th: Commercial zoning is predominantly neighborhood commercial. In this segment, commercial lot utilization is above average; however, multi-family lot utilization indicates that reuse/redevelopment allowed by zoning has not yet occurred.
- SE 29th – SE 42nd: This segment has a slightly higher business density than the other two sections; however, commercial lot utilization is below average. The commercial zoning is a mix of storefront, mixed, and neighborhood commercial.
- SE 42nd – SE 68th: The commercial zoning is predominantly storefront commercial. The utilization rates for commercial and multi-family lots indicate that reuse/redevelopment allowed by zoning has not yet occurred.



Vacant building along SE Division St

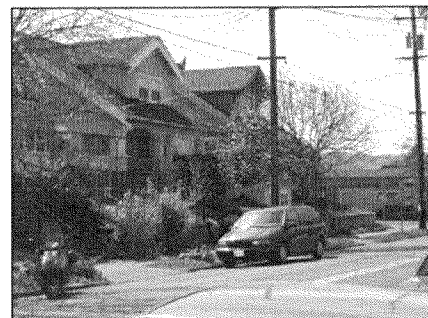
Commercial and Residential Types

Commercial/office buildings are predominately single story, with a brick or stucco finish or converted single family structures. In some areas (Seven Corners, 30th Avenue, 34th Avenue) anchor grocery stores or clusters of new commercial businesses are contributing to successful commercial nodes. These nodes of commercial success are resulting in a livelier street atmosphere, as they are hubs of pedestrian activity throughout the day. Clusters of vacated buildings and poor quality renovations detract from the streetscape atmosphere; however, they also show promise for redevelopment.



Lauro Restaurant, 34th and Division

While commercial/office redevelopment is happening along Division Street, residential redevelopment is slow to follow. Single family detached houses are a mixture of pre-1940's bungalows, Victorian-style homes, farmhouses, and recent rowhouses. Conditions range from well maintained to vacant and boarded up. Multi-family housing is predominately a mixture of 1-2 story ranch apartments. Most of the multi-family housing is set back from the street with parking in front.



Predominant housing style along Division

There are a number of commercial and residential properties that appear on the City's Historic Resource

Inventory list as historically significant properties along Division Street. Many of the identified residential properties were built around the turn of the last century, while the commercial properties include the old Ford Motor Assembly Plant at 11th and Division, and the Oregon Theater at 35th and Division.

Streetscape Character

Architecture

Architecture can assist in creating a successful streetscape. Buildings that host a successful business, and also enhance the atmosphere of the streetscape, are a benefit to their customers and community. Exemplary commercial/office buildings:

- form a defined edge to the sidewalk (streetwall),
- create a transition zone between public and private space,
- provide opportunities for seating or gathering, have a transparent quality, and
- provide a visual complexity to the streetscape without contributing to visual chaos.

There are many examples of successful commercial/office buildings along Division Street.

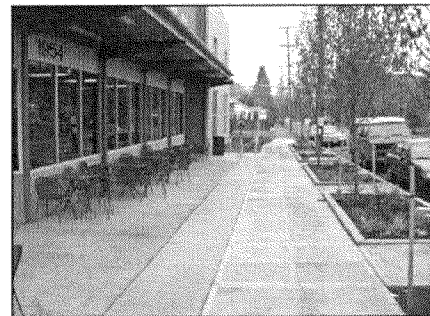
Among the less successful commercial businesses are some of the postwar buildings that are set back from the street, behind parking. This setback results in a separation of businesses from pedestrian traffic. In addition, these buildings are not complementary to the more historic commercial buildings that abut the right-of-way, providing a consistent streetwall. In many of the pre-1940 buildings along Division Street, windows have been converted to walls. This results in a lack of transparency, which can greatly affect the streetscape atmosphere. Solid walls and doors also eliminate the benefit of the transition zone between building and public right of way. Patchwork renovations add to chaos, resulting in a street that appears disorganized.

Built and Green Infrastructure

The infrastructure beyond the buildings: sidewalks, road, utilities, and landscaping, is equally crucial to the success of the streetscape. Visual order and interest, physical comfort and safety, and a diversity of spaces that provide multiple uses are all indicators of great streets. There are several successful examples of this along Division Street. New



Red and Black café, a successful Division St. commercial space



Outdoor seating at New Season's Market



Powerlines along the corridor without landscaping

Seasons Market provides outdoor seating and a landscape strip that buffers the pedestrian and treats stormwater. Curb extensions between 30th and 32nd Avenue provide safer pedestrian crossings. Quality renovations to buildings - such as the building that houses Lauro and Stumptown Roasting, with an upgraded parking lot that meets BES stormwater standards - provides the look of a garden courtyard, rather than a parking lot.

Along Division, there are many infrastructure elements detracting from visual interest and order. Powerlines dominate the entire length of the corridor. An inconsistent tree canopy and landscape plantings also detract from order and interest. Throughout the corridor, the only street furnishings, other than bus shelters and facilities, are associated with private businesses.

On streets with commercial destinations and high transit use, pedestrian safety is crucial. Marked pedestrian crossings along Division Street are at major intersections and school crossings. Separation from traffic - through consistent landscaping, furnishings, or lighting treatments within the furnishing zone - would also enhance pedestrian comfort. East of 28th Place, pedestrians are buffered from traffic by parked cars, but only during off-peak hours west of 28th Place. Overhead powerlines, driveway curb cuts, and lack of consistent and appropriate tree canopy can diminish the pedestrian experience. However, Friends of Trees has assisted property owners with tree plantings over the last several years, and there are some new trees along the street. In higher pedestrian activity areas, such as commercial/office nodes and major intersections, the landscape strip is typically replaced with paved sidewalks to provide additional space for pedestrian movement.

Urban Design Focus Areas

The BOP, with advice from the Division Green Street/Main Street CWG, has selected four focus areas for urban design analysis. These areas were selected because they represent the mix of building types and building scales found along the corridor, provide opportunities for green infrastructure, contain a mix of commercial and residential uses, and provide opportunities to both enhance these specific nodes and to create examples for the remainder of the street as it changes over time. The four selected areas are:

- 11th to 13th
- 24th to 27th
- 41st to 44th
- 48th to 50th

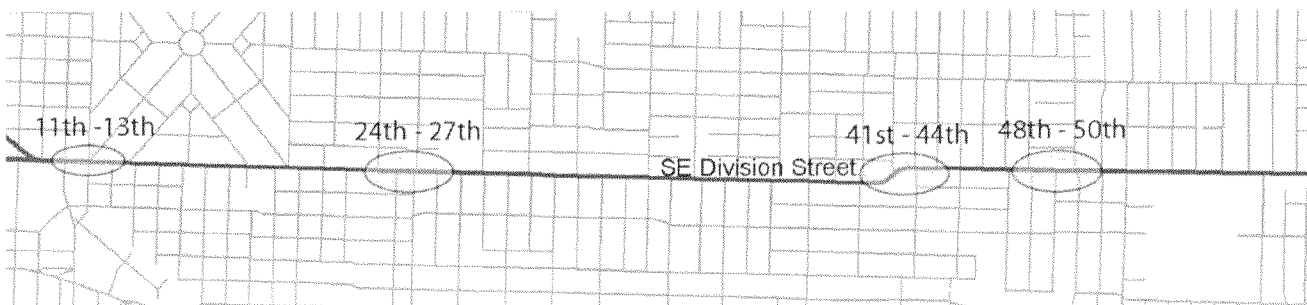


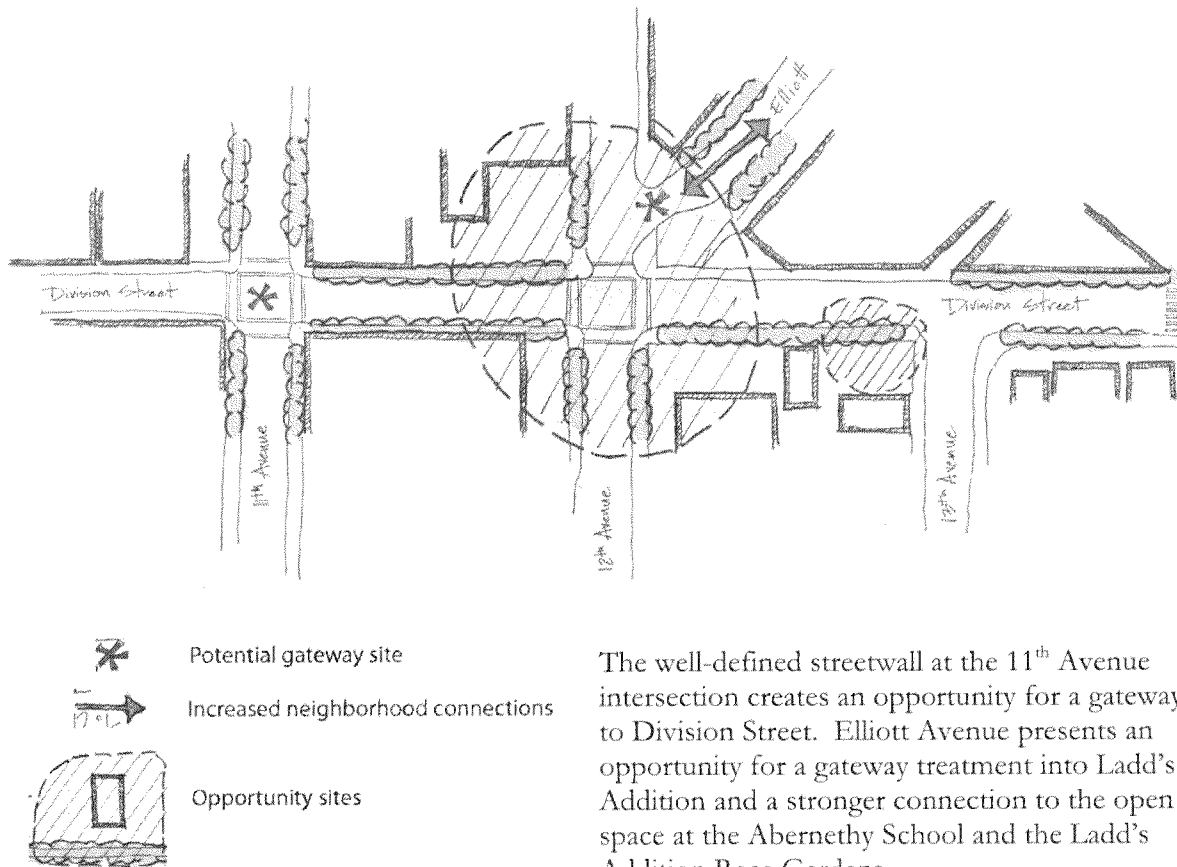
Figure 25. Urban Design Focus Areas

11th to 13th Avenue

This area is a transition zone between the Central Eastside Industrial Sanctuary to the Hosford-Abernethy Neighborhood. From 11th-13th Avenue, the area is a mix of light industrial and commercial uses with some office uses. After 13th Avenue, the area quickly transitions into a residential area with a neighborhood feel.

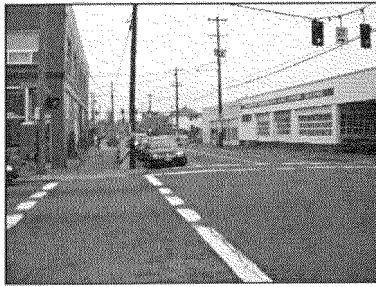
With daily traffic volumes of approximately 14,000 vehicles, the high traffic volume and its associated noise are problems for the pedestrian environment in this area. The lack of landscaping and setback buildings around the 12th Avenue intersection creates a bleak urban landscape. The recently renovated commercial and office buildings, with associated landscape improvements, on the NE corners of 11th and 12th Avenue have improved the pedestrian vitality of this area.

Opportunities



The well-defined streetwall at the 11th Avenue intersection creates an opportunity for a gateway to Division Street. Elliott Avenue presents an opportunity for a gateway treatment into Ladd's Addition and a stronger connection to the open space at the Abernethy School and the Ladd's Addition Rose Gardens.

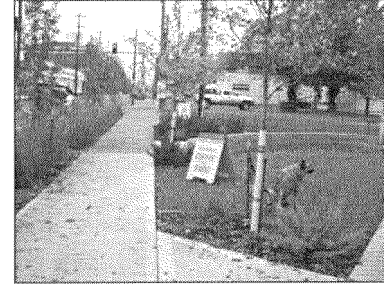
Opportunities for redevelopment are centered at the 12th Avenue intersection. Surrounding the other three corners of the intersection are commercial businesses and office space with front parking lots. These sites offer both redevelopment potential and the opportunity to create the feeling of a plaza entry to Division Street. At the corner of 13th Avenue and Division is an existing residential lot, with no residence.



Opportunity for gateway at 11th Avenue



Opportunity site at Division and 12th



Creative Center opportunity site at 12th

Within the underutilized right-of way at the intersection of Elliott, 12th Avenue, and Division Street, there is an opportunity to integrate stormwater management with an enhanced pedestrian space. There are opportunities throughout this stretch of Division Street to enhance the right-of-way through landscaping, stormwater management features, and other street furnishings.

24th to 27th Avenue

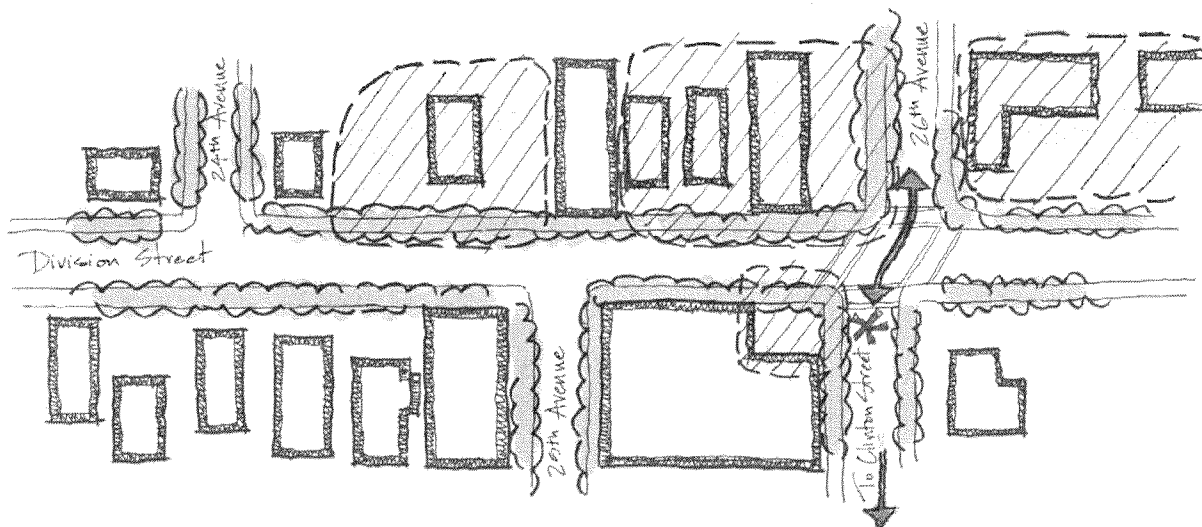
The commercial development in this node is not experiencing the renovations associated with other nodes along Division Street. This may be due to the limitations of existing residential zoning (R1). From 24th Avenue, heading East, the area quickly transitions from residential to commercial only between 25th and 26th Avenue, and then back to residential with interspersed commercial between 26th and 27th Avenue. The commercial businesses consist of a leather shop, tavern, convenience store, auto mechanic shop, and a retail craft shop. 26th Avenue connects to the successful Clinton Street commercial area, just two blocks South of the Division Street intersection. The residential area is predominately single family detached housing, with the exception of the Hazelwood Manor Apartments located on the NE corner of the 26th/Division intersection.



24th and Division

The area between 25th and 26th Avenues is a bleak urban landscape due to the lack of landscaping, building setbacks, a billboard, and parking lots at the 26th Avenue intersection. The Clay Rabbit House on the SE corner is a well-kept residence/commercial space with attractive landscaping. Between 24th and 26th Avenues, there is a negative impact from the poor upkeep and renovations of several of the commercial and residential buildings.

Opportunities



There is an opportunity to build on the success of the Clinton Street area by visually connecting the two nodes. This connection could occur through consistent streetscape treatment or a gateway.

The West side of the 26th Avenue intersection could be enhanced through site renovation or redevelopment to restore the streetwall. Redevelopment sites between 25th and 26th Avenues offer potential for medium density housing, new commercial or mixed-use development, or small public spaces. There are opportunities to renovate existing businesses to improve transparency to the street and increase pedestrian safety.

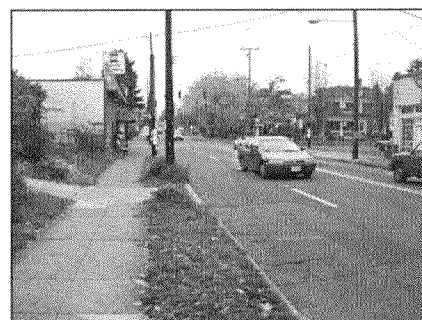
There are opportunities throughout this stretch of Division to enhance the right-of-way and create more pedestrian-friendly spaces through landscaping, stormwater management features, and other street furnishings.

41st to 44th Avenue

This area along Division Street is also a mix of commercial/office and residential uses, with the addition of a large community service building. Commercial uses anchor each corner at the 41st Avenue/Division Street intersection, with the exception of a parking lot servicing the Maytag shop on the NW corner. Heading East, toward 42nd, the area is predominately commercial, with a few residences. At 42nd Avenue, there is a curve in the roadway, creating a lot of underutilized right-of-way. Cascadia, a large community service building on the SW corner of Division and 42nd Avenue,



Reel 'em Inn at 25th

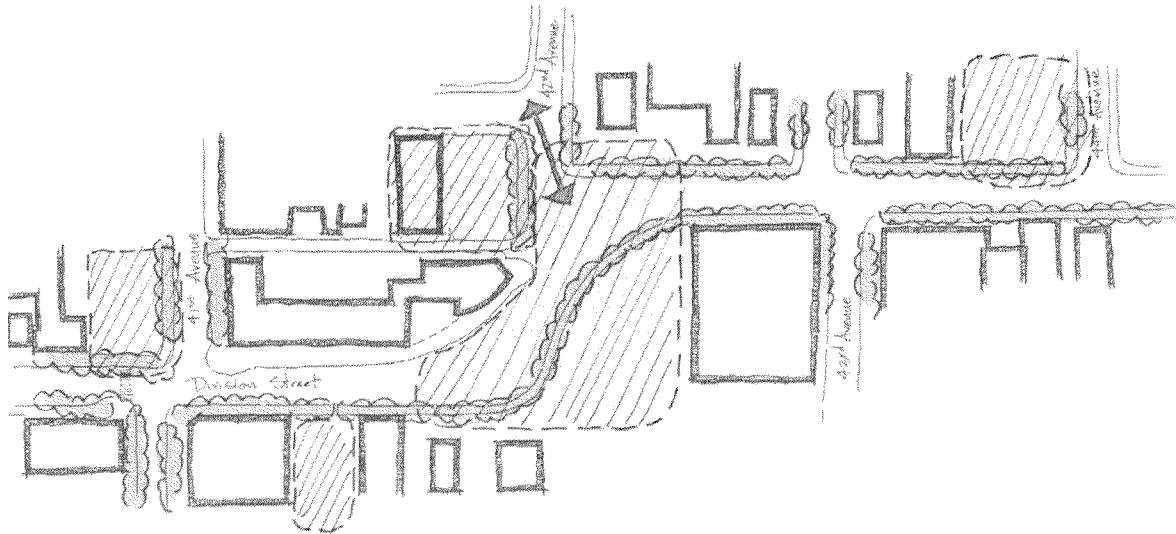


Opportunities at 26th

has a parking lot on the South and West sides of the building. From 42nd Avenue East, the area is an eclectic mix of commercial, light industrial, and residential uses.

Expanses of asphalt in this area are a result of surface parking, vacant lots, underutilized right-of-way, and a lack of trees and landscaping. The more recent three-story mixed-use development between 41st and 42nd Avenue has added some needed vitality to this area. There is an underutilized and outdated commercial building with front parking, tucked away at the NW corner of 42nd Avenue and Division Street. The three-story Cascadia building, while offering an important community service, lacks windows along the Division Street side.

Opportunities



There is enormous potential to provide a significant community landscape in the excess right-of-way within the 42nd Avenue curve. Some of the potential opportunities for this space include:

- ecological benefit through stormwater management and greenspace,
- a community gathering space, and
- a safer connection to the Richmond School.

Several opportunities for additional infill include underutilized parking areas and vacant lots. The best opportunity sites for infill include the parking lot at Maytag, the commercial building and parking lot on the NW corner of 42nd Avenue and Division Street, and the vacant lot on the NW corner of 44th Avenue and Division Street.



Businesses tucked behind curve at 42nd

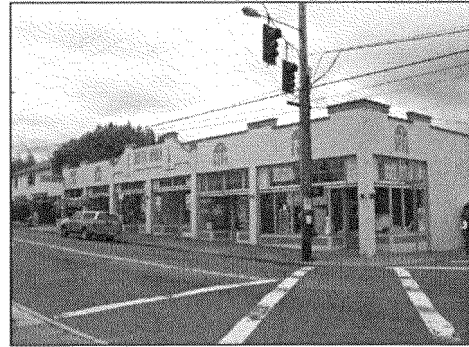
All cross-streets contain a significantly larger sidewalk right-of-way (15-20 feet), and offer potential for businesses and residences to increase the vitality of their properties. Along this entire stretch of

Division, there are opportunities to enhance the right-of-way through landscaping, stormwater management features, and other street furnishings.

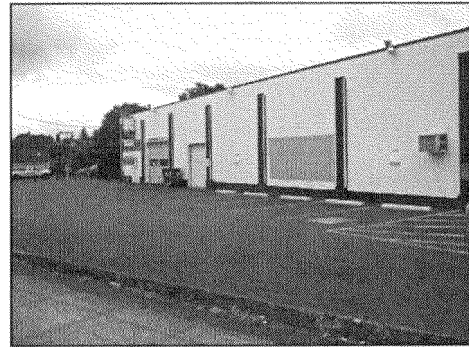
48th to 50th Avenue

With the exception of one house, this stretch of Division consists of commercial/office and light industrial uses. A wine shop, juggling shop, bakery, tavern, quilt shop, bird-bath store, and auto mechanic make up part of the eclectic mix of businesses. With a few exceptions, the buildings are predominately one-story. Surface parking is concentrated at the 48th and 50th Avenue intersections. 50th Avenue is a North/South arterial; as a result, this intersection accommodates high-volumes of traffic in all directions.

While some of the buildings have been renovated, some are in obvious disrepair or have made renovations that distract from the historical integrity of the building. Vacant lots, a billboard, and surface parking impact the vitality of this area. The 50th Avenue intersection with a large paved right-of-way due to the off-set of 50th north and south of Division Street, two corners of surface parking, and one vacant lot is particularly bleak. Pedestrians lack separation from the high volume of traffic due to narrow sidewalks on the southeast side, the lack of on-street parking in places, and the lack of street trees and other buffers between the pedestrian and the road. There are no opportunities for outdoor seating or gathering. There is an absence of street trees and site furnishings to enhance the pedestrian experience along this three-block stretch.



Commercial businesses at Division and 50th

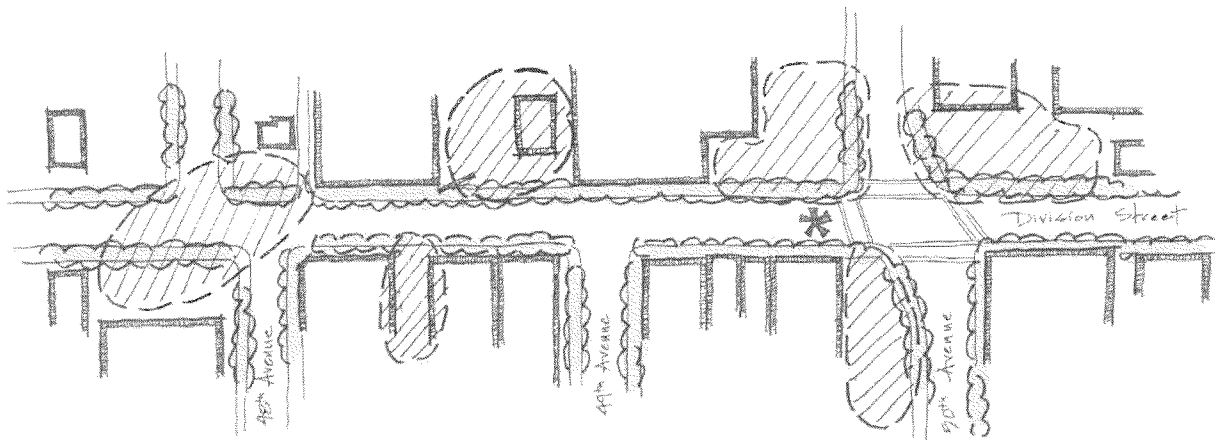


Former bakery at 50th and Division

Opportunities

Due to the high traffic volume at the 50th Avenue/ Division Street intersection, this is another logical location for a gateway treatment.

Vacant lots and surface parking at 50th Avenue offer potential for commercial redevelopment with a stronger orientation to the intersection. Potential infill sites between 48th and 49th are the vacant 47th Food Mart site, the residential site, and two small front parking lots associated with existing businesses.



Throughout the entire length of Division, this stretch has the most consistent streetwall adjacent to the sidewalk. Renovation of existing sites and redevelopment of vacant sites will further enhance the commercial vitality and pedestrian experience in this area. Buildings that properly address the street and provide windows will also add to a more vibrant streetscape.

Opportunities to further improve this commercial node and enhance pedestrian experience occur through landscaping, stormwater management features, street furnishings, and off-street gathering spaces.



Vacant property near 47th on Division

Elements absent from Division Street are public and private pedestrian areas away from the street. Many of the vacant lots and parking lots offer opportunities for courtyards, gardens, pocket parks, or plazas that can provide vital community gathering space and needed pedestrian space.

Appendix

Division Street Corridor - 11th Avenue to 60th Avenue (Eastbound)

Travel Time Limits: Division Street - 11th Avenue to 60th Avenue
 Direction: Eastbound
 Date: 11/10/2004
 Time Period: Wednesday AM Peak Period (7-9 AM)

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Travel Time (Seconds)				
		7:10	7:35	8:05	8:30	Avg.
SE 9th Avenue	-	-	-	-	-	-
SE 11th Avenue	355	60	10	60	58	47
SE 12th Avenue	240	8	7	16	10	10
SE Orange Avenue	430	16	18	16	16	17
SE 17th Avenue	875	18	34	40	43	34
SE 20th/ SE 21st Avenue	900	37	70	72	71	63
SE 26th Avenue	1425	62	33	40	37	43
SE 28th Avenue	750	23	29	24	20	24
SE 34th Avenue	1830	46	66	52	55	55
SE 39th Avenue	1755	69	88	95	95	87
SE 50th Avenue	3070	83	92	82	106	91
SE 52nd Avenue	505	16	43	17	39	29
SE 57th Avenue	1055	28	32	56	48	41
SE 60th Avenue	820	23	52	54	43	43
Total Run Sum.	14010	489	574	624	641	582

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Individual Intersection Delay (Seconds)				
		7:10	7:35	8:05	8:30	Avg.
SE 9th Avenue	-	-	-	-	-	-
SE 11th Avenue	355	40	-	40	40	40
SE 12th Avenue	240	-	-	-	-	-
SE Orange Avenue	430	-	-	-	-	-
SE 17th Avenue	875	-	10	14	23	16
SE 20th/ SE 21st Avenue	900	15	47	46	45	38
SE 26th Avenue	1425	-	-	-	-	-
SE 28th Avenue	750	-	-	-	-	-
SE 34th Avenue	1830	-	-	-	5	5
SE 39th Avenue	1755	23	27	45	43	35
SE 50th Avenue	3070	-	-	-	25	25
SE 52nd Avenue	505	-	27	-	22	25
SE 57th Avenue	1055	-	-	20	13	17
SE 60th Avenue	820	-	23	24	-	24
Total Run Sum.	14010	78	134	189	216	154

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Speed (Mph)				
		7:10	7:35	8:05	8:30	Avg.
SE 9th Avenue	-	-	-	-	-	-
SE 11th Avenue	355	4	24	4	4	5
SE 12th Avenue	240	20	23	10	16	16
SE Orange Avenue	430	18	16	18	18	18
SE 17th Avenue	875	33	18	15	14	18
SE 20th/ SE 21st Avenue	900	17	9	9	9	10
SE 26th Avenue	1425	16	29	24	26	23
SE 28th Avenue	750	22	18	21	26	21
SE 34th Avenue	1830	27	19	24	23	23
SE 39th Avenue	1755	17	14	13	13	14
SE 50th Avenue	3070	25	23	25	20	23
SE 52nd Avenue	505	21	8	20	9	12
SE 57th Avenue	1055	26	22	13	15	18
SE 60th Avenue	820	24	11	10	13	13
Total Run Sum.	14010	19	17	15	15	16

Notes:

- The average Travel Times, Intersection Delay, and Speeds are summarized in the Tables above.
- Traffic had issues with buses, especially in 4 lane section when bus takes up both directional lanes.
- Three school zones along corridor with flashing lights warning of slower speeds.
- No major Eastbound congestion issues during AM peak period except near school zones.
- School congestion during end of AM peak period near Atkinson Elementary School (East end of corridor).

Division Street Corridor - 11th Avenue to 60th Avenue (Westbound)

Travel Time Limits: Division Street - 11th Avenue to 60th Avenue
Direction: Westbound
Date: 11/10/2004
Time Period: Wednesday AM Peak Period (7-9 AM)

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Travel Time (Seconds)				
		7:20	7:48	8:20	8:40	Avg.
SE 61st Avenue	-	-	-	-	-	-
SE 60th Avenue	350	10	26	35	65	34
SE 57th Avenue	820	21	28	30	102	45
SE 52nd Avenue	1055	27	96	40	70	58
SE 50th Avenue	505	39	25	20	50	34
SE 39th Avenue	3070	219	322	140	261	236
SE 34th Avenue	1755	115	71	52	51	72
SE 28th Avenue	1830	63	56	58	46	56
SE 26th Avenue	750	31	51	48	20	38
SE 20th/ SE 21st Avenue	1425	77	115	37	35	66
SE 17th Avenue	900	25	25	32	25	27
SE Orange Avenue	875	19	20	26	20	21
SE 12th Avenue	430	29	25	35	23	28
SE 11th Avenue	240	10	14	9	8	10
Total Run Sum.	14005	685	874	562	776	724

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Individual Intersection Delay (Seconds)				
		7:20	7:48	8:20	8:40	Avg.
SE 61st Avenue	-	-	-	-	-	-
SE 60th Avenue	350	-	14	25	57	32
SE 57th Avenue	820	-	-	-	47	47
SE 52nd Avenue	1055	-	75	7	45	42
SE 50th Avenue	505	31	10	-	35	25
SE 39th Avenue	3070	164	277	60	165	167
SE 34th Avenue	1755	71	30	-	-	51
SE 28th Avenue	1830	-	-	-	-	-
SE 26th Avenue	750	-	25	28	-	27
SE 20th/ SE 21st Avenue	1425	42	90	-	-	66
SE 17th Avenue	900	-	-	-	-	-
SE Orange Avenue	875	-	-	-	-	-
SE 12th Avenue	430	17	15	27	-	20
SE 11th Avenue	240	-	7	-	-	7
Total Run Sum.	14005	325	543	147	349	341

Measurement Points (Measure at Centerline of Roadway)	Distance (Feet)	Speed (Mph)				
		7:20	7:48	8:20	8:40	Avg.
SE 61st Avenue	-	-	-	-	-	-
SE 60th Avenue	350	24	9	7	4	7
SE 57th Avenue	820	27	20	19	5	12
SE 52nd Avenue	1055	27	7	18	10	12
SE 50th Avenue	505	9	14	17	7	10
SE 39th Avenue	3070	10	6	15	8	9
SE 34th Avenue	1755	10	17	23	23	17
SE 28th Avenue	1830	20	22	21	27	22
SE 26th Avenue	750	16	10	11	26	14
SE 20th/ SE 21st Avenue	1425	13	8	26	28	15
SE 17th Avenue	900	24	24	19	24	23
SE Orange Avenue	875	31	30	23	30	28
SE 12th Avenue	430	10	12	8	13	10
SE 11th Avenue	240	16	12	18	20	16
Total Run Sum.	14005	14	11	17	12	13

Notes:

- The average Travel Times, Intersection Delay, and Speeds are summarized in the Tables above.
- Traffic had issues with buses, especially in 4 lane section when bus takes up both directional lanes.
- Three school zones along corridor with flashing lights warning of slower speeds.
- Major westbound congestion issue at SE 39th Street during AM peak period. Queues extended beyond 45th Ave.
- This resulted in multiple cycle failures and from SE 39th west traffic traveled in one large platoon until SE 11th/12th.
- Westbound queuing at SE 39th Street seemed to peak between 7:45 and 8:00 am.
- 8:40 am travel time followed a bus which skewed data especially at 39th where bus delayed by handicap passenger.

Division Street Corridor - 11th Avenue to 60th Avenue (Eastbound)

Travel Time Limits: Division Street - 11th Avenue to 60th Avenue
 Direction: Eastbound
 Date: 11/10/2004
 Time Period: Wednesday PM Peak Period (4-6 PM)

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Travel Time (Seconds)				
		16:00	16:30	16:55	17:20	Avg.
SE 9th Avenue	-	-	-	-	-	-
SE 11th Avenue	355	45	60	52	31	47
SE 12th Avenue	240	7	17	8	47	20
SE Orange Avenue	430	12	11	12	11	12
SE 17th Avenue	875	19	32	19	18	22
SE 20th/ SE 21st Avenue	900	36	76	54	57	56
SE 26th Avenue	1425	56	49	32	41	45
SE 28th Avenue	750	47	53	18	20	35
SE 34th Avenue	1830	78	82	55	145	90
SE 39th Avenue	1755	175	155	150	130	153
SE 50th Avenue	3070	155	135	120	191	150
SE 52nd Avenue	505	99	16	16	19	38
SE 57th Avenue	1055	30	30	42	40	36
SE 60th Avenue	820	43	59	24	25	38
Total Run Sum.	14010	802	775	602	775	739

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Individual Intersection Delay (Seconds)				
		16:00	16:30	16:55	17:20	Avg.
SE 9th Avenue	-	-	-	-	-	-
SE 11th Avenue	355	30	44	-	16	30
SE 12th Avenue	240	-	-	-	37	37
SE Orange Avenue	430	-	-	-	-	-
SE 17th Avenue	875	-	10	-	-	10
SE 20th/ SE 21st Avenue	900	17	46	37	39	35
SE 26th Avenue	1425	25	14	-	13	17
SE 28th Avenue	750	26	30	-	-	28
SE 34th Avenue	1830	27	20	10	115	43
SE 39th Avenue	1755	163	115	115	91	121
SE 50th Avenue	3070	127	28	40	137	83
SE 52nd Avenue	505	134	-	-	-	134
SE 57th Avenue	1055	-	-	12	-	12
SE 60th Avenue	820	20	31	-	-	26
Total Run Sum.	14010	569	338	214	448	392

Measurement Points (Measure at Centerline of Roadway)	Distance (Feet)	Speed (Mph)				
		16:00	16:30	16:55	17:20	Avg.
SE 9th Avenue	-	-	-	-	-	-
SE 11th Avenue	355	5	4	5	8	5
SE 12th Avenue	240	23	10	20	3	8
SE Orange Avenue	430	24	27	24	27	25
SE 17th Avenue	875	31	19	31	33	27
SE 20th/ SE 21st Avenue	900	17	8	11	11	11
SE 26th Avenue	1425	17	20	30	24	22
SE 28th Avenue	750	11	10	28	26	15
SE 34th Avenue	1830	16	15	23	9	14
SE 39th Avenue	1755	7	8	8	9	8
SE 50th Avenue	3070	13	15	17	11	14
SE 52nd Avenue	505	3	21	21	18	9
SE 57th Avenue	1055	24	24	17	18	20
SE 60th Avenue	820	13	9	23	22	15
Total Run Sum.	14010	12	12	16	12	13

Notes:

- The average Travel Times, Intersection Delay, and Speeds are summarized in the Tables above.
- Traffic had issues with buses, especially in 4 lane section when bus takes up both directional lanes.
- Less school zone issues during PM peak period compared to AM peak period.
- Major eastbound congestion during PM peak period depended on where you were in the platoon.
- 2nd and 3rd travel time runs DEA was located near front of platoon which resulted in less queuing near 39th St.
- 4th travel time run DEA was located near back of platoon and resulted in more queuing near 34th and 39th St.
- Overall travel time runs were similar due to 4th travel time occurring near end of peak period (less volume).

Division Street Corridor - 11th Avenue to 60th Avenue (Westbound)

Travel Time Limits: Division Street - 11th Avenue to 60th Avenue
 Direction: Westbound
 Date: 11/10/2004
 Time Period: Wednesday PM Peak Period (4-6 PM)

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Travel Time (Seconds)				
		16:15	16:45	17:05	17:40	Avg.
SE 61st Avenue	-	-	-	-	-	-
SE 60th Avenue	350	25	40	20	63	37
SE 57th Avenue	820	32	28	23	25	27
SE 52nd Avenue	1055	31	30	37	82	45
SE 50th Avenue	505	46	50	14	15	31
SE 39th Avenue	3070	196	133	126	89	136
SE 34th Avenue	1755	52	49	95	53	62
SE 28th Avenue	1830	46	50	95	51	61
SE 26th Avenue	750	18	39	25	18	25
SE 20th/ SE 21st Avenue	1425	86	51	105	39	70
SE 17th Avenue	900	32	30	53	42	39
SE Orange Avenue	875	22	25	20	23	23
SE 12th Avenue	430	17	20	47	44	32
SE 11th Avenue	240	16	5	17	11	12
Total Run Sum.	14005	619	550	677	555	600

Measurement Points (Measure @ Centerline of Roadway)	Distance (Feet)	Individual Intersection Delay (Seconds)				
		16:15	16:45	17:05	17:40	Avg.
SE 61st Avenue	-	-	-	-	-	-
SE 60th Avenue	350	-	20	-	43	32
SE 57th Avenue	820	-	-	-	-	-
SE 52nd Avenue	1055	-	-	13	57	35
SE 50th Avenue	505	32	34	-	-	33
SE 39th Avenue	3070	110	50	48	-	69
SE 34th Avenue	1755	-	-	30	-	30
SE 28th Avenue	1830	-	-	50	-	50
SE 26th Avenue	750	-	19	-	-	19
SE 20th/ SE 21st Avenue	1425	52	-	75	-	64
SE 17th Avenue	900	-	-	21	10	16
SE Orange Avenue	875	-	-	-	-	-
SE 12th Avenue	430	-	-	32	30	31
SE 11th Avenue	240	-	-	-	-	-
Total Run Sum.	14005	194	123	269	140	182

Measurement Points (Measure at Centerline of Roadway)	Distance (Feet)	Speed (Mph)				
		16:15	16:45	17:05	17:40	Avg.
SE 61st Avenue	-	-	-	-	-	-
SE 60th Avenue	350	10	6	12	4	6
SE 57th Avenue	820	17	20	24	22	21
SE 52nd Avenue	1055	23	24	19	9	16
SE 50th Avenue	505	7	7	25	23	11
SE 39th Avenue	3070	11	16	17	23	15
SE 34th Avenue	1755	23	24	13	23	19
SE 28th Avenue	1830	27	25	13	24	21
SE 26th Avenue	750	28	13	20	28	20
SE 20th/ SE 21st Avenue	1425	11	19	9	25	14
SE 17th Avenue	900	19	20	12	15	16
SE Orange Avenue	875	27	24	30	26	26
SE 12th Avenue	430	17	15	6	7	9
SE 11th Avenue	240	10	33	10	15	13
Total Run Sum.	14005	15	17	14	17	16

Notes:

- The average Travel Times, Intersection Delay, and Speeds are summarized in the Tables above.
- Traffic had issues with buses, especially in 4 lane section when bus takes up both directional lanes.
- Less school zone issues during PM peak period compared to AM peak period.
- No major Westbound congestion issues during PM peak period except due to buses.

B. Land Use

The Land Use section contains the following documents:

Existing Land Use Inventory

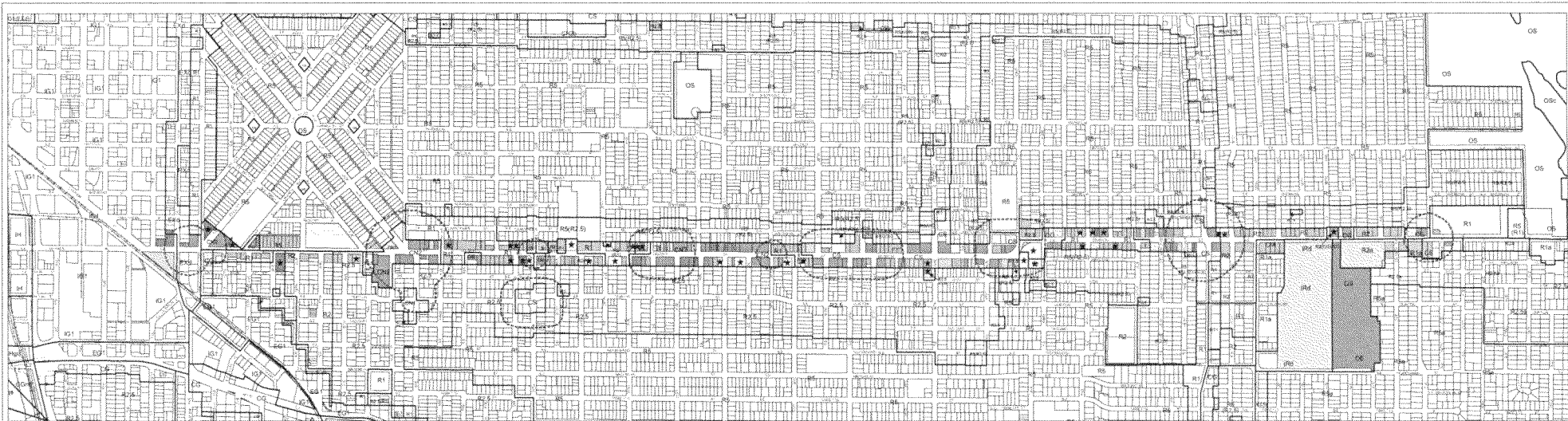
This is a base map of the existing land uses along Division. This data was collected by a group of Portland State University students.

Land Use Alternatives Memo

This memo analyzes the implications of the Draft Concept (presented at the January 22, 2005 workshop) for land use, zoning and development standards along the corridor. Included is a summary of the current zoning patterns and development code that create potential obstacles for achieving the vision as depicted in the Draft Concept. The analysis also contains several alternatives for potential changes to regulations.

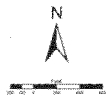
Zoning Posters

These are posters used at the Community Workshops to help explain what type of development is allowed in the zones that occur along Division. The development standards are compared in a table with pictures corresponding to what could be expected in each zone.



Division Street Landuse Map division green street | main street project

City of Portland / Bureau of Planning / Geographic Information System / April 7, 2005



Legend

- ★ Non Conforming Use
- Conceptual Commercial Nodes
- Existing Zone Boundary
- RS Zone Designation
- (R2.5) Comprehensive Plan where different from zoning
- Retail Sales and Service
- Office
- Household Living
- Group Living
- Community Services
- Institutional Use
- Quick Vehicle Service
- Vehicle Repair
- Industrial Services
- Manufacturing
- Vacant
- Parks and Open Space
- Parking (for Underlying Landuse)

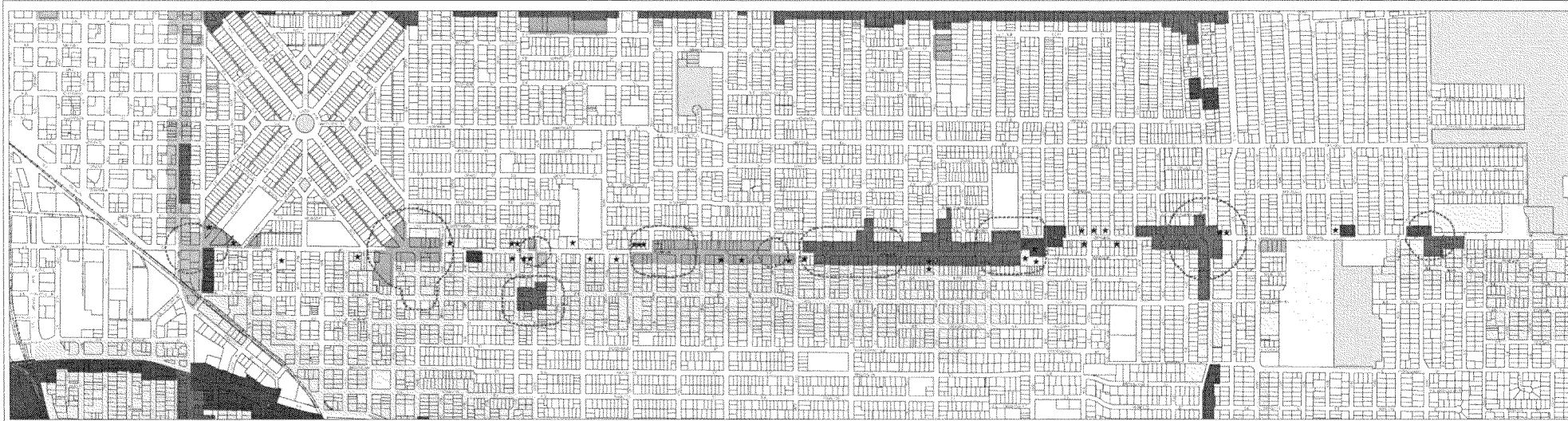


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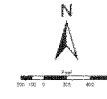
Area of Interest

Map Date: 04/07/05
Map Title: Division Street Landuse Map
Map Author: Bureau of Planning
Map Review: Bureau of Planning
Map Scale: 1 inch = 100 feet
Map Projection: NAD 83
Map Data: City of Portland
Map Notes: This map is a representation of the land use designations for the Division Street project area. It is not a legal document and should not be used for legal purposes. The map is based on the City of Portland's Comprehensive Plan and the Division Street project area's land use designations. The map is subject to change without notice.



Division Street Non Conforming Use Map division green street | main street project

City of Portland / Bureau of Planning / Geographic Information System / April 7, 2005



Legend

- ★ Non Conforming Use
- Conceptual Nodes
- Open Space
- Residential 2,500
- Low Density MD 2,000
- Medium Density MD 1,000
- Residential 5,000
- Central Residential
- Institutional Residential
- Neighborhood Commercial 1
- Neighborhood Commercial 2
- Storefront Commercial
- Mixed Commercial
- General Commercial
- Central Commercial
- General Employment 1
- Central Employment
- General Industrial 1
- General Industrial 2



City of Portland, Oregon
Planning



Area of Interest

Map Date: 04/07/05
Map Title: Division Street Non Conforming Use Map
Map Author: Bureau of Planning
Map Review: Bureau of Planning
Map Scale: 1 inch = 100 feet
Map Projection: NAD 83
Map Data: City of Portland
Map Notes: This map is a representation of the non-conforming use designations for the Division Street project area. It is not a legal document and should not be used for legal purposes. The map is based on the City of Portland's Comprehensive Plan and the Division Street project area's non-conforming use designations. The map is subject to change without notice.



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M E M O

February 24, 2005 *updated June 30, 2005*

To: Division Green Street/Main Street Community Working Group
Division Green Street/Main Street Technical Advisory Group

From: Jay Sugnet, City Planner

Subject: **Corridor Land Use and Development Analysis**

The intent of this memo is to analyze the implications of the Draft Concept (presented at the January 22, 2005 workshop) for land use, zoning and development standards along the corridor. Below is a summary of the current zoning patterns and development code that create potential obstacles for achieving the vision as depicted in the Draft Concept. The analysis also contains several alternatives for potential changes to regulations. These changes to zoning or regulations will not significantly alter the allowed density of new development, nor will they impact trip generation.

This memo describes the **methodology** used for the analysis. The next section describes the various **current zoning** designations along Division, the intent of the zone, and pictures of these types of development. After that is a discussion of the **issues** identified to date, concluding with three **potential alternatives**.

Methodology

Prior to the development of the Draft Concept, the Bureau of Planning utilized a land use inventory completed by a group of Portland State Students in the spring of 2004 to determine the current uses along the corridor. The uses were mapped and compared to current zoning to identify non-conforming uses.

After the development of the Draft Concept, the Bureau of Planning created a map showing both the Draft Concept and the current zoning. This helped to identify areas along the corridor where the zoning was inconsistent with the desire for "nodes" of mixed-use commercial development. There are several instances in which the zoning is inconsistent with the Draft Concept:

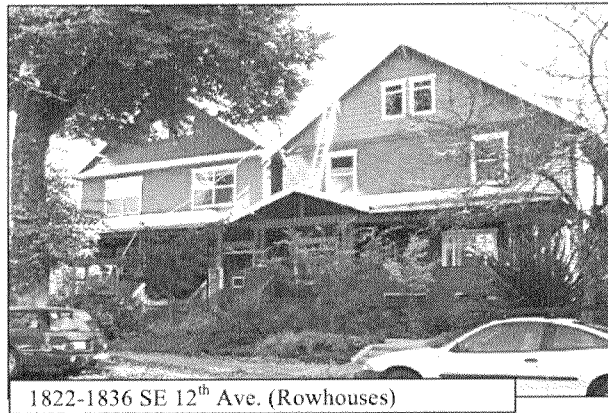
- Commercial zoning in a residential area;
- Residential zoning in a commercial area; and
- Auto oriented commercial zoning (General Commercial).

With input from the Community Working Group, Technical Advisory Group, Bureau of Planning and Bureau of Development Services staff, the set of alternatives will be developed and presented at the March CWG and TAG meetings in preparation for the April 2nd public workshop.

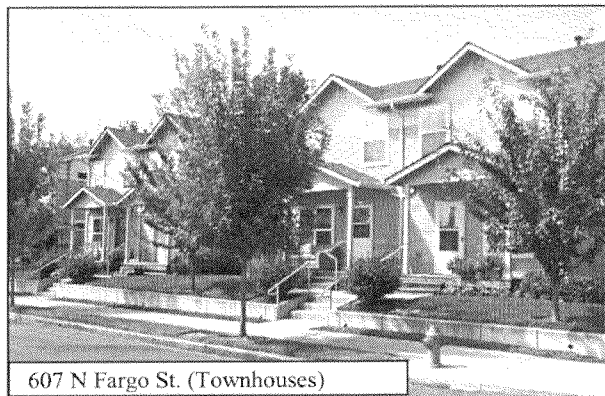
Current Zoning and Development Regulations

Residential Zones

The corridor consists of four residential zones, both single family and multi-dwelling zones. The single family Residential 5,000 (R5) zone generally allows one unit per 5,000 square feet of site area. The area between 15th and 20th on the north side of Division is zoned R5. In addition, there are small pockets of R2.5 (one unit per 2,500 square feet of site area) along the corridor (SE18th and 42nd). The R2.5 is generally characterized by attached housing or rowhouses. Changes to the single family residential zones are not being considered at this point in the process.



1822-1836 SE 12th Ave. (Rowhouses)



607 N Fargo St. (Townhouses)

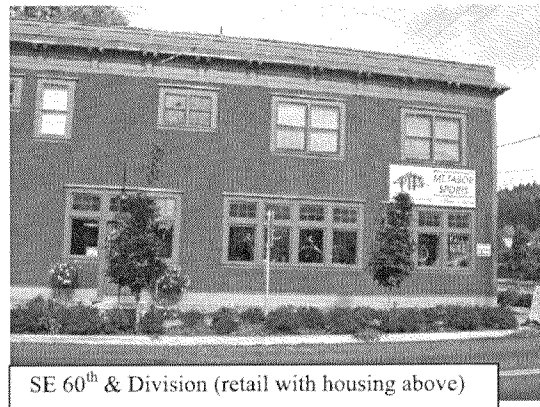
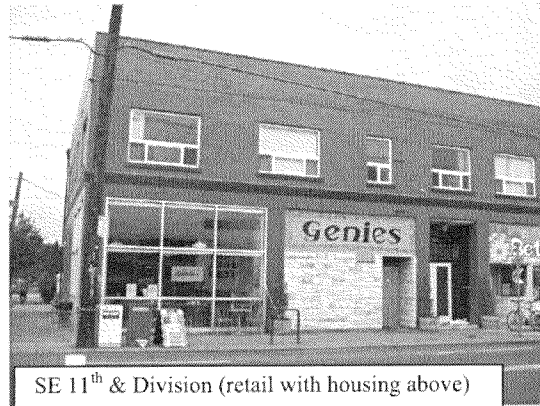
Low and Medium Density Multi-Dwelling Designation

The majority of residentially zoned property is Residential 1,000 (R1). This designation is designed for application to higher density sites with a full range of public and community services and in close proximity to commercial services. Multi-modal transportation access is an important incentive for siting and building of developments at the allowed density. The density allows one dwelling unit per 1,000 square feet of site area, and is intended to blend well with existing single-dwelling houses. The pictures to the left are examples of recent development in the R1 zone.

Residential 2,000 (R2) is also common west of SE 18th and east of SE 50th. It is similar to R1, but has a maximum of one dwelling unit per 2,000 square feet.

Neighborhood Commercial

The north side of Division between SE 12th and 14th, the area around "7 Corners," and between SE 30th and 35th are zoned neighborhood commercial (CN2). This zone is intended to allow neighborhood oriented commercial uses in and near residential areas. The intensity of the use should be compatible with the housing nearby and oriented towards pedestrians, bicyclists, and transit. The activities are not expected to attract traffic or customers from long distances. The CN2 zone is intended for sites in less dense neighborhoods, or developing areas in Outer Southeast and Southwest. The CN2 zone allows office and quick vehicle servicing uses (gas stations).



Urban Commercial Designations

The area between SE 36th and SE 42nd is zoned Storefront Commercial (CS). The CS zone is intended for more developed parts of the city near relatively dense areas. The zones are applied in areas where a variety of commercial services with a strong, traditional main street storefront appearance and pedestrian orientation is desired. A 50 percent building coverage is required which often results in more dense development than other commercial zones. The CS zone allows retail sales and service, office, vehicle repair, manufacturing, wholesale sales, and also household living.

A few properties along Division are zoned Mixed Commercial/Residential (CM) which promotes development that combines commercial uses with residential uses in the same building. It requires one square foot of residential use for every square foot of commercial use. The CM zone

allows retail sales and service, office, manufacturing and warehouse sales, generally with limitations on size. There is an emphasis on locally-oriented retail, service and office uses located on the ground floor with housing above. The two developments above are allowed in either the CS or CM zone.

General Commercial Designations

A number of individual sites, or single blocks, along Division are zoned for general commercial use. This designation allows a full range of commercial uses having a local or regional market. Development will allow for access by the automobile, however along Division development must be oriented to pedestrians, bicyclists, and transit.

Development Regulations for Commercial Zones along Division

[table 130-3, Title 33, Planning and Zoning]

Standard	CN2	CM	CS	CG
Maximum Floor Area Ratio **	.75 to 1	1 to 1	3 to 1	3 to 1
Maximum Height	30 ft.	45 ft.	45 ft.	45 ft.
Minimum Landscaping	15%	None	None	15%
Building Coverage	65% max	50% min	50 % min	85% max
Building Setbacks	10 ft.	0-10 ft.	0-10 ft.	5-10 ft.

** Applies to nonresidential development only. Additional floor area is allowed for residential.

The key differences between the zones are shown in the above table. All these zones have a number of regulations in common, including: requirements for ground

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floor windows, pedestrian standards (including main entrance orientation), landscaping buffer if abutting a residential zone, and also no requirement for off-street parking (this is because Division is classified as a transit street).

The primary differences relate to scale and building orientation. The CN2 zone has the lowest allowed floor area and height and has the largest setback requirement. The CG zone, while having a high floor area ratio, often results in less urban development due to landscaping, setback and building coverage standards. Therefore, the CS and CM zones are most likely to result in mixed use development. The CM zone requires one square foot of residential for every square foot of commercial. The CS is a commercial zone, but is flexible enough to encourage mixed use development as well.

Issue Identification

Non-conforming uses. Non-conforming uses (NCU) are uses that are no longer allowed in the zone that is applied to the property. On Division Street, non-conforming uses generally exist where the property was once zoned for commercial uses, but is now zoned for residential uses. From 1924 to 1959, there were only four zones, which did not differentiate between commercial and industrial uses. During this time period, all properties fronting on Division Street were zoned commercial west of 51st Avenue. Most of the development along the corridor was built during this time period, then the zoning changed and uses became non-conforming. In 1959, zoning was changed on some parts of the street to allow for single-dwelling residential. In 1981, the zoning code and map were again changed. On Division, as on many arterials around Portland, large portions of properties fronting the street were rezoned from commercial to multi-dwelling residential. The purpose behind this large-scale policy shift was to prevent "strip" commercial development and to encourage more housing on streets with good access to transit. In 1991, the zoning was changed only slightly and that zoning continues today.

Due to the changing zones over time, there are 27 properties along Division that are now considered non-conforming uses. A number of these sites were built as commercial properties and have continued with commercial uses over time—for example, the building that houses Stumptown coffee at 45th and Division. Some of them are residential buildings operating as a business in a residential zone. Current non-conforming regulations require a review for expansions or changes of use, a policy which has become a source of concern for Division's business community.

The twenty-seven non-conforming uses identified along in the study area fall into the following general categories:

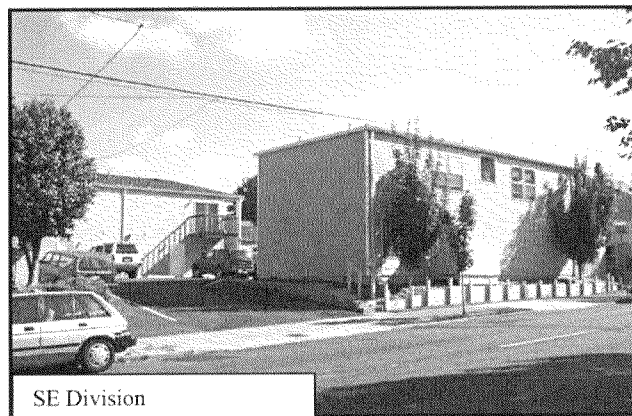
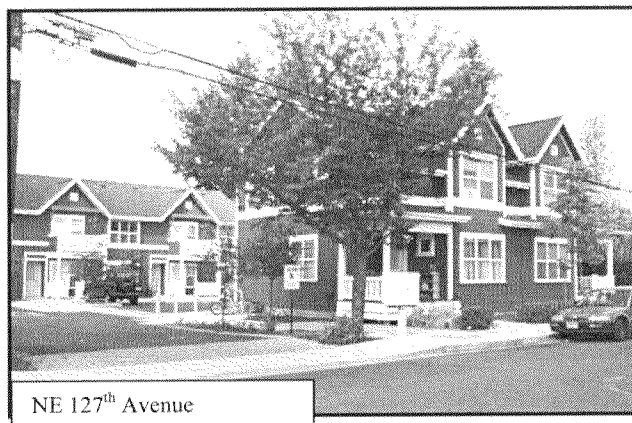
- Retail sales and service use in a residential zone (10);
- Office use in a residential zone (4);
- Vehicle repair use in a residential use (3);
- Industrial service use in a residential zone (2);
- Manufacturing use in a residential zone (2);
- Vehicle repair use in a commercial zone (3);
- Industrial service use in a commercial zone (2); and
- Quick vehicle service in a commercial zone (1).

These situations often create difficulties for property owners when they wish to expand a current use or sell the property. One of the objectives of the Division

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planning process is to assess the current policies related to non-conforming uses and consider solutions that could apply to other commercial corridors in the City.

Design of Infill Development. The Bureau of Planning is currently working on the Design Infill Project. *"The objective of the Infill Design Project is to foster medium density infill development that contributes to meeting City design objectives, such as those calling for design that is pedestrian oriented and serves as a positive contribution to neighborhood context."* A discussion draft report dated December 22, 2004 is available on the bureau's web site. Many of the issues raised by the community as part of this project are discussed in this report, such as the contrast of scale and height in relation to existing development, privacy impacts, compatibility with existing neighborhood character, etc. Below is an example of the design issues related to medium density infill development addressed by the report.



These two developments are on similarly sized sites, with the same R1 zoning and number of units. "The devil's in the details. Contrasting images, of similarly configured apartment developments, highlighting the difference that details such as façade articulation, materials, window treatments, roof forms, and trim can make. A challenge is finding ways to achieve quality design in ways that are affordable" (Infill Design Project Report, December 2004).

Alternatives

The Draft Concept identified distinct commercial nodes (beads on a necklace) along the corridor. The intent of earlier policy decisions (1959 and 1980) was to create more active commercial nodes separated by residential uses, rather than a continuous strip of commercial development. Through the Division Green Street/Main Street planning process, it became apparent that some commercial uses (such as coffee shops, restaurants, and other small retail uses) within the residential segments are beneficial. The challenge lies in how to encourage more mixed use development throughout the corridor, create active areas in the commercial nodes, and to encourage well designed residential development between the commercial nodes.

Regulatory Amendments

- Modify Non-Conforming Use (NCU) regulations:
 - ❖ Make it easier to prove a legal NCU use.
 - ❖ Allow an NCU by right if use is in a commercial structure.
- Setbacks for Residential. Increase front setbacks from 10 feet to 20 feet for residential development – providing opportunities for additional landscaping and privacy.
- Main Street Overlay. Create an overlay that modifies the base zone regulations for a specific area to address unique situations or community specific desires. Examples of provisions that apply to Sandy Boulevard in Hollywood include providing height bonuses and specific provisions to enhance the transition between residential and commercial zones.
- Design Overlay. Apply the “d” overlay to part or all of the corridor. This overlay is intended to promote the conservation and enhancement of areas in the City with special scenic, architectural, or cultural value. It involves the development of design guidelines for each district, as well as design review or compliance with the Community Design Standards.

Pursue non-regulatory measures

- Landscaping. Alter the character of an area through differences in landscaping treatments, such as encouraging more landscaping and street trees in the residential areas to help define the transition. Also, in the next planning phase it may be possible to encourage different sidewalk zone configurations. Commercial areas could have wider sidewalks with tree wells and space for outdoor café seating. Residential areas would continue with six foot wide sidewalks separated from the street with a planting strip.
- Storefront Lighting. Differentiate commercial nodes and residential areas with lighting treatment. This can be accomplished through interior and exterior store lighting. Also, in the next phase of planning it may be possible to provide different types of street lamps in the residential areas or different nighttime lighting levels.
- Education. Educate property owners and potential developers along corridor:
 - ❖ Incentives for good design, such as reductions in development fees, expedited permit processing, grant programs, and technical assistance programs.
 - ❖ Creation of a guidebook or prototype plans highlighting approvable building designs.

M E M O

Rezoning

- Rezone selected properties fronting Division between SE 20th and SE 50th from Residential to Mixed Commercial/Residential (CM) or Commercial Storefront (CS).
- Rezone selected General Commercial (CG) properties to Storefront Commercial (CS).
- Rezone all Neighborhood Commercial (CN2) properties to Storefront Commercial (CS).
- Zone properties within Commercial Nodes (see Draft Concept) to Storefront Commercial (CS). Rezone properties from Residential (R1) to Mixed Commercial/Residential (CM) between Commercial Nodes.

M E M O

	Pros	Cons
Regulatory Amendments	<ul style="list-style-type: none"> ▪ May provide a means to address Non-conforming use (NCU) issue citywide ▪ Reduces the burden of being a NCU ▪ May help preserve historic commercial buildings ▪ Overlays may improve the quality of design on the street, or at least prevent the "worst of the worst" 	<ul style="list-style-type: none"> ▪ Current political climate weary of additional regulations ▪ Overlay or design review does not ensure designs will make a positive contribution to the community ▪ Difficult to translate nuances of good design into code ▪ Added time and cost to developers
Non-regulatory Measures	<ul style="list-style-type: none"> ▪ Currently the preferred approach to achieving community goals, rather than relying solely on regulations ▪ Potential to address nuances of good design ▪ Facilitates cooperative approach between developer, city and community ▪ Avoids additional regulatory complexity ▪ Limits cost to developers ▪ Offers flexibility in adapting to changing market 	<ul style="list-style-type: none"> ▪ Depends on voluntary action ▪ May not produce desired outcome
Rezoning	<ul style="list-style-type: none"> ▪ Addresses some NCUs ▪ Brings zoning closer to Draft 	<ul style="list-style-type: none"> ▪ Requires negotiations with individual property owners ▪ May not produce desired results ▪ Is not a citywide solution to the NCU issue



Existing Zoning

Commercial / Mixed Use Zones

Neighborhood Commercial (CN2)

The north side of Division between SE 12th and 14th, the area around "7 Corners," and between SE 30th and 35th are zoned neighborhood commercial (CN2). This zone is intended to allow neighborhood oriented commercial uses in and near residential areas. The intensity of the use should be compatible with the housing nearby and oriented towards pedestrians, bicyclists, and transit. The activities are not expected to attract traffic or customers from long distances. The CN2 zone is intended for sites in less dense neighborhoods, or developing areas in Outer Southeast and Southwest. The CN2 zone allows office and quick vehicle servicing uses (gas stations).



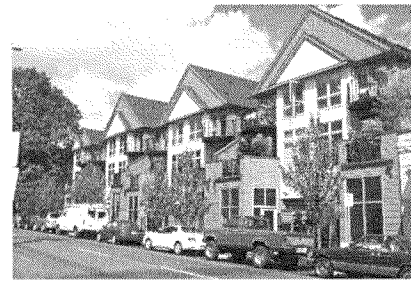
Storefront Commercial (CS)

The area between SE 36th and SE 42nd is zoned Storefront Commercial (CS). The CS zone is intended for more developed parts of the city near relatively dense areas. The zones are applied in areas where a variety of commercial services with a strong, traditional main street storefront appearance and pedestrian orientation is desired. A 50 percent building coverage is required which often results in more dense development than other commercial zones. The CS zone allows retail sales and service, office, vehicle repair, manufacturing, wholesale sales, and also household living.



Mixed Commercial/Residential (CM)

A few properties along Division are zoned Mixed Commercial/Residential (CM) which promotes development that combines commercial uses with residential uses in the same building. It requires one square foot of residential use for every square foot of commercial use. The CM zone allows retail sales and service, office, manufacturing and warehouse sales, generally with limitations on size. There is an emphasis on locally-oriented retail, service and office uses located on the ground floor with housing above.



General Commercial (CG)

A number of individual sites, or single blocks, along Division are zoned for general commercial use. This designation allows a full range of commercial uses having a local or regional market. Development will allow for access by the automobile, however along Division development must be oriented to pedestrians, bicyclists, and transit.



Comparison of the Zones

Standard	CN2	CM	CS	CG
Maximum Floor Area Ratio **	.75 to 1	1 to 1	3 to 1	3 to 1
Maximum Height	30 ft.	45 ft.	45 ft.	45 ft.
Minimum Landscaping	15%	None	None	15%
Building Coverage	65% max	50% min	50 % min	85% max
Building Setbacks	10 ft.	0-10 ft.	0-10 ft.	5-10 ft.

** Applies to nonresidential development only. Additional floor area is allowed for residential.

The key differences between the zones are shown in the above table. All these zones have a number of regulations in common, including: requirements for ground floor windows, pedestrian standards (including main entrance orientation), landscaping, buffer if abutting a residential zone, and also no requirement for off-street parking (this is because Division is classified as a transit street).

The primary differences relate to scale and building orientation. The CN2 zone has the lowest allowed floor area and height and has the largest setback requirement. The CG zone, while having a high floor area ratio, often results in less urban development due to landscaping, setback and building coverage standards. Therefore, the CS and CM zones are most likely to result in pedestrian-friendly mixed-use development.

The CM zone requires one square foot of residential for every square foot of commercial. The CS is a commercial zone, but is flexible enough to encourage mixed use development as well. Purely residential development, such as rowhouses or apartments, is allowed in all commercial zones.



Residential Zones

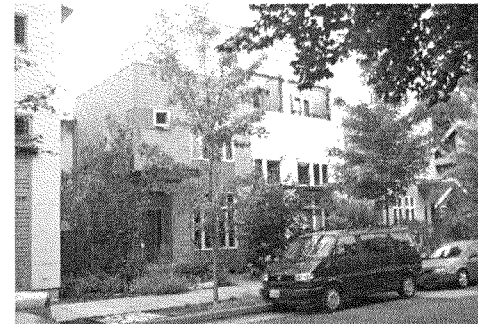
Residential 1,000 (R1)

Much of the residentially zoned property on Division Street is Residential 1,000 (R1). This designation is designed for application to sites with a full range of public and community services in close proximity to commercial services. Multi-modal transportation access is an important incentive for siting and building of developments at the allowed density. The maximum density allows one dwelling unit per 1,000 square feet of site area, which means 5 units on a typical 5,000 square foot lot. This zone is considered to be a medium-density zone and with a maximum height of 45 feet, is intended to be compatible with existing single-dwelling houses.



Residential 2,000 (R2)

Along Division, the residential 2,000 (R2) zoning generally occurs west of 20th and east of 50th. This designation is intended to be compatible with areas of transition between lower density neighborhoods and higher intensity areas. It is usually applied to larger development sites or on smaller sites near arterials, transit service, or commercial areas. The density allows one dwelling unit per 2,000 square feet of site area, which means 2 units on a typical 5,000 square foot lot. This density is well-suited to rowhouses, a development type which occurs commonly in the R2 zone. This zone is considered to be a low-density multi-dwelling zone and has a maximum height of 40 feet.



Comparison of the Zones

Standard	R1	R2
Maximum Density	1 unit per 1,000 sq. ft. of site area	1 unit per 2,000 sq. ft. of site area
Minimum Density	1 unit per 1,450 sq. ft. of site area*	1 unit per 2,500 sq. ft. of site area
Maximum Height	25/45 ft.**	40 ft.
Setback	3 - 10 ft.	10 ft.
Building Coverage	60% max.	50% max.
Minimum Landscaping	20%	30%

*If the site is less than 10,000 sq. ft. in area, the minimum density is 1 unit per 2,000 sq. ft.

**The 25 foot height limit applies only to the portion of a structure within 10 feet of a front property line.

Single Dwelling Zones

Residential 2,500 (R2.5) and Residential 5,000 (R5) also occur in some places along Division, mostly on the far western portion of the corridor near Ladd's Addition. These are single dwelling zones, allowing one dwelling unit per 2,500 square feet of site area and one dwelling unit per 5,000 square feet of site area, respectively.

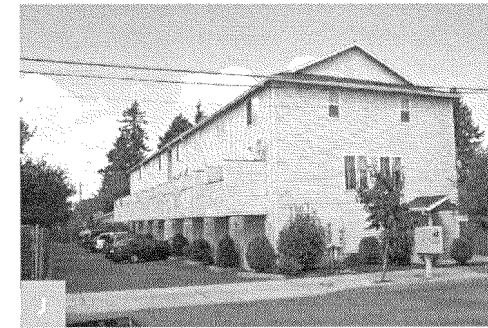
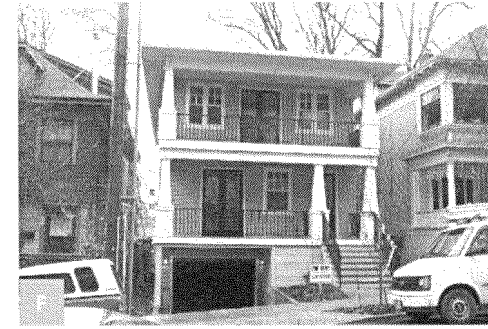


Existing Zoning

What can be built in the R1 Zone?

Which do you like?

Pictured here are developments from all over the city that could be built on Division Street today in the areas zoned for R1. The R1 zone allows for quite a range of building configurations and styles, although larger lots provide developers with greater flexibility. Many lots in inner southeast Portland are 5,000 square feet, with only 50 feet of street frontage. On these narrow lots, developers' options frequently are constrained, particularly if they want to provide off-street parking. On your evaluation form, put these developments in order to demonstrate which types you would most like to see on Division Street.





Land Use Implications

Land Use and Zoning Approaches

Approaches	Tools	Advantages	Disadvantages
Non-regulatory Measures	<p>Landscaping. Alter the character of an area through differences in landscaping treatments, such as encouraging more landscaping and street trees in the residential areas to help define the transition. Also, in the next planning phase it may be possible to encourage different sidewalk zone configurations. Commercial areas could have wider sidewalks with tree wells and space for outdoor café seating. Residential areas would continue with six foot wide sidewalks separated from the street with a planting strip.</p> <p>Storefront Lighting. Differentiate commercial nodes and residential areas with lighting treatment. This can be accomplished through interior and exterior store lighting. Also, in the next phase of planning it may be possible to provide different types of street lamps in the residential areas or different nighttime lighting levels.</p> <p>Education. Educate property owners and potential developers along corridor:</p> <ul style="list-style-type: none"> • Incentives for good design, such as reductions in development fees, expedited permit processing, grant programs, and technical assistance programs. • Creation of a guidebook or prototype plans highlighting approvable building designs. 	<ul style="list-style-type: none"> • Currently the preferred approach to achieving community goals, rather than relying on zoning alone • Potential to address nuances of good design • Facilitates cooperative approach between developer, city and community • Avoids additional regulatory complexity • Limits cost to developers • Offers flexibility in adapting to changing market 	<ul style="list-style-type: none"> • Depends on voluntary action • May not produce desired outcome
Regulatory Amendments	<p>Modify Non-Conforming Use (NCU) regulations:</p> <ul style="list-style-type: none"> • Make it easier to prove a legal NCU use. • Allow an NCU by right if use is in a commercial structure. <p>Setbacks for Residential. Increase front setbacks from 10 feet to 20 feet for residential development – providing opportunities for additional landscaping and privacy.</p> <p>Main Street Overlay. Create an overlay that modifies the base zone regulations for a specific area to address unique situations or community specific desires. Examples of provisions that apply to Sandy Boulevard in Hollywood include providing height bonuses and specific provisions to enhance the transition between residential and commercial zones.</p> <p>Design Overlay. Apply the “d” overlay to part or all of the corridor. This overlay is intended to promote the conservation and enhancement of areas in the City with special scenic, architectural, or cultural value. It involves the development of design guidelines for each district, as well as design review or compliance with the Community Design Standards.</p>	<ul style="list-style-type: none"> • May provide a means to address NCU issue citywide • Reduces the burden of being an NCU • May help preserve historic commercial buildings • Overlays may improve the quality of design on the street, or at least prevent the “worst of the worst” 	<ul style="list-style-type: none"> • Current political climate weary of additional regulations • Overlay or design review does not ensure designs will make a positive contribution to the community • Difficult to translate nuances of good design into code • Added time and cost to developers
Rezoning	<p>Rezone selected properties fronting Division between SE 20th and SE 50th from Residential to Mixed Commercial/Residential (CM) or Commercial Storefront (CS).</p> <p>Rezone selected General Commercial (CG) properties to Storefront Commercial (CS).</p> <p>Rezone all Neighborhood Commercial (CN2) properties to Storefront Commercial (CS).</p> <p>Zone properties within Commercial Nodes (see Draft Concept) to Storefront Commercial (CS). Rezone properties from Residential (R1) to Mixed Commercial/Residential (CM) between Commercial Nodes.</p>	<ul style="list-style-type: none"> • Addresses some NCUs • Brings zoning closer to Draft Concept 	<ul style="list-style-type: none"> • Requires negotiations with individual property owners • May not produce desired results • Is not a citywide solution to the NCU issue



Design Considerations

Infill Context Issues

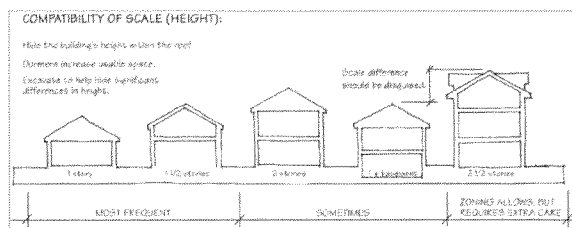
Division Street R1 Zoning • Design Issues and Possibilities

Medium-density zones, such as the R1 zone that is the predominant residential zoning on Division Street, help implement City policies that call for concentrating new residential development along transit corridors and main streets. The medium-density zones, however, are not intended to be as intense a focus for development and change as Portland's high-density, mixed-use centers.

For the R1 zone, this leaves open the question of whether compatibility with the existing built environment should be the priority when designing new higher-density infill development, or if contribution to a desired future character, different from what now exists, should be the priority. What are your thoughts for Division Street?

Respond to existing character and building scale?

...Or contribute to a desired *future* character?



From *Building Blocks for Outer Southeast Neighborhoods* (1996)



This



...instead of this?

When compatibility with existing development is the priority, contrasts in building height can be minimized by setting back the upper stories of taller structures or accommodating living space within dormers. Such strategies can bring greater compatibility between new higher-density development and the existing small bungalows that predominate in many R1-zoned areas.

The lower images, both of 3-level rowhouses, highlight their contrasting design strategies.

The R1 zone allows buildings as tall as 45 feet (4 stories). Instead of hiding this scale, new development can be designed to contribute to a desired future character that is more intensely urban than what currently exists. While clearly a departure from existing character, this can result in a transit- and pedestrian-oriented future for Division Street that can serve as a positive contribution to the community.



Design Trade Offs



Triplex with front parking

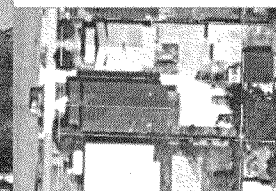
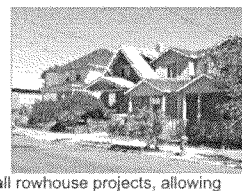


Fourplex with no off-street parking

Parking versus pedestrian-friendly design
Providing off-street parking for small higher-density projects is a challenge and can compromise pedestrian orientation. Providing no parking is an option, but brings greater competition for on-street parking.

Front landscaping versus backyards

Rear parking is possible with even very small rowhouse projects, allowing preservation of front landscaping, but at the cost of backyards.





Infill Design Prototypes

Infill Housing Options for Division's Residentially-Zoned Areas

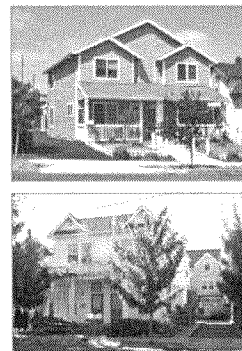
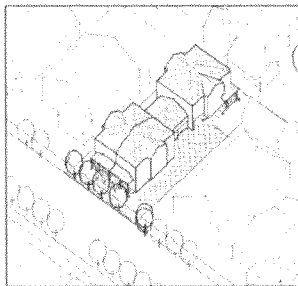
Solutions for small site infill development in the R1 zone – draft housing prototypes from the Planning Bureau's Infill Design Project

Small infill sites (typically in increments of the 5,000 square foot lots characteristic of Portland's Streetcar-Era platting) are often the primary opportunity for new infill housing in the medium-density residential zones, such as the R1 zoning that predominates along Division Street. Infill development on small R1-zoned sites helps preserve existing neighborhood patterns, compared to large projects, but present difficult challenges, such as:

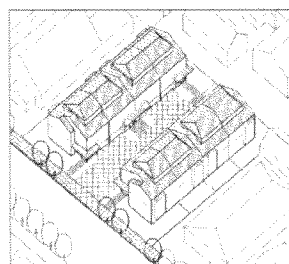
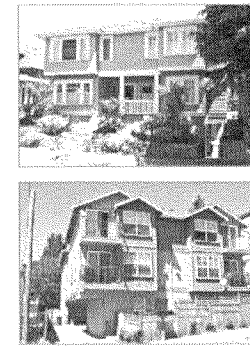
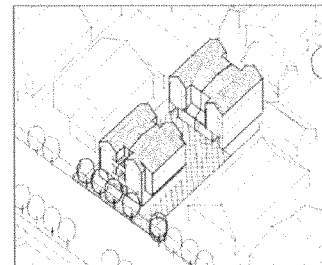
- How to fit the required 3 to 5 units on 5,000 sq.ft. sites?
- How to include off-street parking for residents, while preserving a pedestrian-friendly street frontage?
- How to provide opportunities for owner-occupied housing? Small R1 sites often do not have enough street frontage for rowhouses, but do not allow enough units for most developers to consider them suitable for condominium units.

This display board illustrates housing prototypes suitable for small infill sites in the R1 zone that provide solutions to these problems. As part of the Infill Design Project, the Planning Bureau is examining potential regulatory changes to facilitate construction of infill projects similar to these prototypes.

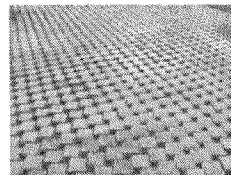
House-like Plex. Parking toward rear of site allows strong street orientation and "house-like" appearance.



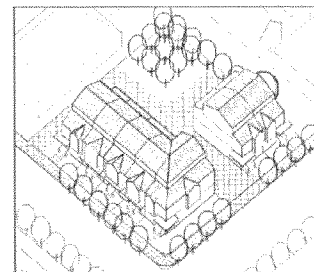
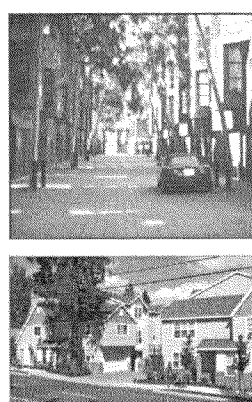
Townhouse Cluster. Units similar to rowhouses, facilitating owner-occupancy. Shared vehicle access minimizes visual impact on street frontage.



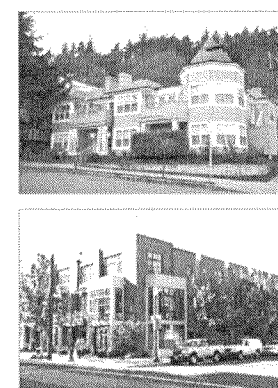
Shared court paving blocks provide stormwater management opportunities



Shared Court Housing. Shared vehicle and pedestrian access via a courtyard with pedestrian-oriented paving. House-like form of end units continues neighborhood patterns, while single vehicle accessway preserves street frontage and makes efficient use of site area. Arrangement would allow housing units on separate lots to front onto the shared court, facilitating owner occupancy.



Corner Rowhouses. Rear parking allows pedestrian-friendly, landscaped street frontage. Not currently allowed at R1 densities without adjustments to multiple Zoning Code standards.



5,000 SF Site – R1 Zone

10,000 SF Site – R1 Zone

C. Transportation

The Transportation section contains the following documents:

Traffic Glossary

The traffic glossary contains a number of terms commonly used in transportation planning, street design, and traffic analysis.

Street Classifications

The street classifications are listed in the Planning and Policy Technical Memo (see Appendix A – Background).

Mode Split Table

The mode split table compares the mode of travel to work for a number of corridors in Portland, including SE Division. The comparison shows that Division is fairly typical of other main street corridors.

Corridor Alternatives Analysis

A number of alternatives for the corridor were analyzed and discussed by the Community Working Group (CWG) and the public. The goal of the alternative analysis was to see to what extent the pro-time lanes could be removed or modified to allow for improved pedestrian amenities and slow traffic. The community also identified a number of specific changes at five nodes.

7 Corners Roundabout Analysis

Two roundabout options were analyzed and evaluated. The Community Working Group elected to drop the double roundabout option because of its cost and impact on 7 Corners. The voting exercise at the June 18 workshop showed very little support for the roundabout alternative for 7 Corners. It was dropped in favor of the 7A – Minor Changes alternative.

TRAFFIC GLOSSARY

A glossary of common transportation terms.

85th percentile speed – Used in analyzing traffic speeds on a roadway. The 85th percentile speed is the speed at which 85% percent of the drivers are driving at or below.

accessibility – the ability to move easily from one mode of transportation to another mode or to a destination. Accessibility increases when the number and quality of travel choices increases. Accessibility is affected by the mix of land uses and the travel alternatives available.

actuation – used to describe a signal that operates based on detecting vehicles to determine the need for and the length of signal phases.

city walkway – accessway that is intended to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreations and institutions; provide connections between neighborhoods; and provide access to transit.

Community corridor – street designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.

community main street – street designed to accommodate motor vehicle traffic, with special features to facilitate public transportation, bicycles, and pedestrians.

delay – the time vehicles are slowed down due to traffic control devices and other vehicles.

detection – devices that sense the presence of vehicles or pedestrians. Magnetic signal loops imbedded in the pavement are often used to sense the presence of a vehicle waiting at a signal. Pedestrian push buttons are used to communicate to the signal the presence of a pedestrian at a crosswalk.

fixed time – used to describe a signal that operates based on a fixed set of signal phases to direct traffic through the intersection.

gap – the time between passing vehicles. Pedestrian crossing opportunities can be measured in gaps, as well as opportunities for vehicles to enter a roadway from a side street.

MOE (Measures Of Effectiveness) – various measurements that are used to compare traffic operations.

major emergency response street – street intended to serve primarily the longer, most direct legs of emergency response trips.

major transit priority street – street that is intended to provide for high-quality transit service that connects the Central City and other regional and town centers and main streets.

minor truck street – street intended to serve truck trips with both trip ends in a transportation district.

mobility – the ability to move people and goods from place to place, or the potential for movement. Mobility improves when the transportation network is refined or expanded to improve capacity of one or more modes, allowing people and goods to move more quickly toward a destination.

mode split – the percentage of trips taken by each of the possible modes of travel (motor vehicle, transit, bicycle, walk). Mode split does not refer to the number of trips. For example, the number of trips by a particular mode may increase, but the percentage of trips by that mode may stay the same or be reduced if there is also growth in the overall number of trips for other modes.

motor vehicle level-of-service (LOS) – a qualitative measure describing operational conditions within a traffic stream. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS ratings of ‘A’ through ‘F’ describe the traffic flow characteristics on streets and highways and at intersections, as shown on the following table:

LOS	Traffic Flow Characteristics
A	Virtually free flow; completely unimpeded
B	Stable flow with slight delays; reasonably unimpeded
C	Stable flow with delays; less freedom to maneuver
D	High density, but stable flow
E	Operating conditions at or near capacity; unstable
flow	
F	Forced flow; breakdown conditions
Greater than F	Demand exceeds roadway capacity, limiting volume that can be carried and forcing excess demand onto parallel routes and extending the peak period

(Sources: 1985 Highway Capacity Manual [A through F]; Metro [greater than F])

multimodal – having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

neighborhood collector – streets that serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Traffic Streets and that serve trips that both start and end within areas bounded by Major City Traffic Streets and District Collectors.

peak period – the time(s) of day when the highest volume of vehicles, pedestrians, and/or cyclists are typically encountered on a roadway.

signal cycle – the time it takes for a signalized intersection to complete all phases of vehicle and pedestrian movements. The minimum pedestrian crossing time factors into the signal cycle when the signal is operating in a fixed time phase, rather than with pedestrian push buttons.

signal progression – when all signals on a roadway are timed so that a vehicle leaving the first intersection will arrive at all downstream locations just as the signals at those intersections turn green. Signal progression can be in one direction or both directions along a roadway.

sustainable – methods, systems, or materials that will not deplete nonrenewable resources or harm natural cycles.

traffic calming – roadway design strategies to reduce vehicle speeds and volumes, aimed at improving traffic safety and neighborhood livability. Traffic calming measures include, but are not limited to, traffic-slowing devices (speed bumps and traffic circles). Examples of other traffic calming measures are traffic diverters, curb extensions, and medians.

transportation demand management (TDM) – actions taken to change travel behavior in order to improve the performance of transportation facilities, reduce the need for additional road capacity, and reduce impacts on residential neighborhoods. Examples include encouraging the use of alternatives to single-occupant vehicles (SOVs), ridesharing and vanpools, parking management, and trip-reduction ordinances.

transportation district – for TSP purposes, one of the eight Transportation Districts identified: Central City, North, Northeast, Far Northeast, Southeast, Far Southeast, Northwest, and Southwest.

transportation system management (TSM) – strategies and techniques for increasing the efficiency, safety, or level-of-service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices (including installing medians, channelization, access management, and ramp metering), incident response, targeted traffic enforcement, preferential transit measures, and restriping for high-occupancy vehicle lanes.

travel time – the time it takes a vehicle to travel the length of a corridor.

trip – a journey made by any mode between an origin and a destination. Trips can be categorized as follows:

- Regional trip – A trip that has neither trip origin nor destination within the Portland metro area.
- Interregional trip – A trip that has one trip end within the Portland region and the other trip end outside the Portland region.
- Interdistrict trip – A trip that starts in one Transportation District and ends in another Transportation District.
- Intradistrict trip – A trip that starts and ends within the same Transportation District.
- Non-local trip – A trip that extends beyond the length of the functional purpose described in a street's classification description.

trip end – the origin or destination point of a journey.

vehicle miles traveled (VMT) per capita – miles driven in automobiles per person on average. The Transportation Planning Rule requires a 10 percent reduction of VMT per capita within 20 years of adoption of a Transportation System Plan, and an additional 5 percent reduction within 30 years of adoption of the TSP. The VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously but, because the population will continue to grow, it does not mean an overall reduction in the amount of miles driven.

warrant – criteria for installing a traffic control device. Typically, traffic signal warrants are based on pedestrian volumes, traffic volumes, and/or collisions.

Mode-Split for Portland Main Streets

Main Street	N	Car, Truck, or Van			Public Transportation							All Other Modes				Worked at home
		All	Drove alone	Carpooled	All	Bus or trolley bus	Streetcar or trolley car	Subway or elevated	Railroad	Ferryboat	Taxicab	Motorcycle	Bicycle	Walked	Other means	
Division (11th - 60th)	13692	68%	57%	11%	18%	17%	0%	0%	0.1%	0%	0.1%	1%	5%	4%	1%	5%
Alberta (MLK - 33rd)	4292	70%	54%	16%	18%	17%	0%	0%	0.1%	0%	0.3%	0.2%	5%	2%	1%	5%
Fremont (15th - 52nd)	9886	74%	61%	13%	13%	13%	0.1%	0.2%	0.1%	0%	0.1%	0.3%	4%	3%	0.7%	5%
Glisan (60th - 82nd)	3130	75%	63%	12%	15%	12%	0.5%	1%	1%	0%	1%	0%	2%	3%	0.4%	5%
Belmont (12th - 39th)	4608	55%	46%	9%	24%	23%	1%	0.1%	0.2%	0%	0.1%	0.4%	6%	8%	1%	5%
Hawthorne (12th - 39th)	8428	60%	50%	10%	23%	22%	0%	0%	0.1%	0%	0.1%	0.2%	5%	7%	1%	4%
Powell (12th - 39th)	4872	65%	54%	11%	21%	20%	0.3%	0.2%	0%	0%	0.3%	1%	4%	4%	0.3%	4%
Holgate (26th - 39th)	4551	69%	56%	12%	20%	20%	0.3%	0%	0%	0%	0.1%	0.3%	1%	7%	0.3%	3%
Woodstock (39th - 52nd)	1265	73%	68%	5%	8%	8%	0%	0%	0%	0%	0%	1%	1%	12%	0%	5%
Citywide	270996	79%	67%	12%	13%	12%	0.5%	0.4%	0.2%	0%	0.1%	0.2%	2%	5%	1%	5%

Source: Census 2000 SF3 "Means of Transportation to Work for Workers 16+"

Geography: Block Groups within the above Main Street Segments (extent: 1 Block Group north and 1 south of each Main Street)

Transportation Alternatives Analysis

A number of alternatives for the corridor were analyzed and discussed by the Community Working Group (CWG) and the public. The goal of the alternatives analysis was to see to what extent the pro-time lanes could be removed or modified to allow for improved pedestrian amenities and to slow traffic. The community also identified a number of specific changes at five nodes. The key considerations for each alternative and nodal change are discussed below against a number of considerations.

Corridor Alternatives

Alternative 1:

Improve signal timing and add pedestrian improvements between SE 28th and 60th.

Community Places: Alternative 1 does not achieve the goal of creating special places along Division as operations and appearance would remain relative unchanged except for the addition of curb extensions between 28th and 60th.

Pedestrians: Alternative 1 creates improved access to transit at new curb extensions at key transit stops between 28th and 60th and also improves visibility of pedestrians at new curb extensions.

Bicycles: No change to bicycle movement.

Transit: Signal timing changes may improve transit travel times somewhat.

Vehicular Traffic:

- AM Peak – With signal timing modifications at 39th, the westbound congestion and queuing would be limited to within the 42nd Avenue curve section, resulting in overall improved corridor operations for the eastern end of the corridor. In addition, the western end of the corridor is slightly improved due to minor signal timing modifications.
- PM Peak – Signal timing modifications would result in improved operations at all study area intersections, except at 50th and 52nd, which would experience queuing similar to the 2020 future scenario.

Parking: There will be a gain in on-street parking where curb extensions replace bus zones between 28th and 60th and a loss of on-street parking where curb extensions replace existing parking.

Alternative 2:

Improve signal timing and remove pro-time lanes between 20th and 28th Place; add pedestrian improvements between 20th and 60th.

Community Places: Creates opportunities for improved pedestrian access where pro-time lanes are eliminated.

Pedestrians: Alternative 2 improves pedestrian access to transit at new curb extensions identified in Alternative 1 plus new curb extensions between 20th and 28th. It improves visibility of pedestrians at key crossings, but there are fewer gaps in traffic because of increased congestion.

Bicycles: Alternative 2 will not measurably change bicycle movement in the corridor although traffic on Division will move more slowly during the peak periods.

Transit: Transit travel times will increase due to increased congestion in the peak periods.

Vehicular Traffic:

- AM Peak – There will be significant queuing and congestion caused by the elimination of the second westbound travel lane between 20th and 28th. Queuing is forecast to extend to near 60th by the end of the AM peak period.
- PM Peak – Significant queuing and congestion would be caused by the elimination of the second eastbound travel lane between 20th and 28th. Queuing is forecast to extend beyond 11th as well as along 11th southbound. This congestion would affect intersecting streets similar to AM conditions. The 50th and 52nd signals would continue to operate near capacity.

Parking: There would be a gain in permanent on-street parking between 20th and 28th on the north side of the street during the AM peak and on the south side during the PM peak.

Alternative 3a:

Improve signal timing, change cross-section between 11th and 28th Place to two travel lanes and a center turn lane; add pedestrian improvements between 11th and 60th.

Community Places: A pedestrian median could be added where the center turn lane is not needed, which could slow traffic and improve the pedestrian environment.

Pedestrians: A three lane configuration between 11th and 28th would not allow for curb extensions and would completely eliminate parking that currently buffers pedestrians from traffic in the off-peak periods.

Bicycles: Alternative 3a will not measurably change bicycle movement in the corridor although traffic on Division will move more slowly during the peak periods.

Transit: Transit travel times will increase due to increased congestion in the peak periods.

Vehicular Traffic:

- AM Peak - Significant queuing and congestion would result from the elimination of the second westbound travel lane between 11th and 28th. Queuing would extend beyond 39th during the AM peak hour, resulting in specific movement congestion at all intersections within the queue.
- PM Peak – Significant queuing and congestion would be caused by the elimination of the second eastbound travel lane between 11th and 28th. Queuing is forecast to extend beyond 11th as well as along 11th north of Division.

Parking: Alternative 3a would result in the loss of approximately 225 on-street parking spaces between 11th and 28th in order to accommodate the lanes widths needed for the three-lane cross-section.

Alternative 3b:

Improve signal timing, change cross-section between 11th and 28th Place to three travel lanes, two eastbound, and one westbound.

Community Places: No improvement

Pedestrians: A two/one travel lane configuration between 11th and 28th would not allow for curb extensions and would completely eliminate parking that currently buffers pedestrians from traffic in the off-peak periods.

Bicycles: Alternative 3b will not measurably change bicycle movement in the corridor although traffic on Division will move more slowly during the AM peak period.

Transit: Transit travel times will increase due to increased congestion in the AM peak period.

Vehicular Traffic:

- AM Peak - Significant queuing and congestion would result from the elimination of the second westbound travel lane between 11th and 28th. Queuing is forecast to extend to near 60th by the end of the AM peak hour.
- PM Peak – Signal timing modifications would result in improved intersection operations at all study area intersections, except at 50th and 52nd, which would be expected to operate similarly to operation under future no change conditions

Parking: There would be a loss of approximately 114 on-street parking spaces on the south side of the street because of the conversion to two permanent eastbound lanes. If the lanes were reconfigured to slightly widen the existing 9-foot lanes, all on-street parking (approximately 225 spaces) would be lost.

The Community Working Group felt that Alternative 3a did not achieve the community's objectives and it was not presented at the April 2 Open House. The other three alternatives went to the open house for comment from the community.

The community response was divided. Approximately 35% supported Alternatives 1 and 2, and about 21% supported Alternative 3. The remainder didn't favor any of the alternatives.

Based on the input from the community, two new alternatives were generated.

Alternative 2a:

Eliminate the pro-time lanes completely, restore full-time parking between 12th and 28th and include signal timing and pedestrian improvements throughout the corridor.

Community Places: Provides on-street parking certainty to drivers and maximizes on-street parking for businesses. Modeling showed that diversion to other streets would occur, primarily south of Division, notably Clinton between 12th and 30th. Approximately 700-1000 vehicles in the 2-hour PM peak period would leave Division and choose other routes.

Pedestrians: Alternative 2a improves access to transit and creates shorter crossing distances at curb extensions. The curb extensions increase sight distance between pedestrians and drivers. Because of the increase in congestion, there will be fewer gaps in traffic for pedestrians to cross but traffic will move very slowly.

Bicycles: Bicyclists currently use the pro-time lanes as de facto bike lanes during the peak hours. Removal of the lanes will slow peak hour traffic, which could make it more comfortable, but also more congested. If traffic volumes increase on Clinton to more than 3,000 vehicles per day due to diversion, the existing bike boulevard may need to be converted to bike lanes.

Transit: Transit travel times will increase with increases in congestion. Additional bus zones may be needed to get buses out of traffic at bus stops to allow other vehicles to get through. To maintain frequent service headways, additional buses may be needed.

Vehicular Traffic:

- **AM Peak** – Significant queuing and congestion would be caused by the elimination of the second westbound travel lane between 12th and 28th. Queuing is forecast to extend to near 60th by the end of the AM peak hour. Back-ups at key north-south streets such as 20th/21st and 26th because vehicles are unable to enter the traffic flow onto Division due to lack of gaps. The green time for side street traffic will be used by Division Street traffic for most of the cycle, leading to excessive queuing along most key north-south streets under this alternative.
- **PM Peak** – Significant queuing and congestion would be caused by the elimination of the second eastbound travel lanes between 12th and 28th. Queuing is forecast to extend beyond 11th as well as along southbound 11th. This congestion would affect intersecting streets similar to AM conditions. The 50th and 52nd intersections would continue to operate near capacity under optimized signal timing.

Parking: The elimination of pro-time lanes will result in approximately 225 on-street parking spaces being available full-time. The actual number could be less if more bus zones are needed to allow buses to get out of the travel lane or where curb extensions are added. There could be a gain in on-street parking east of 28th where curb extensions replace bus zones, and a loss of on-street parking where curb extensions replace parking.

Alternative 4:

Eliminate the pro-time lanes between 13th (north side) and 14th (south side) and 18th and add pedestrian improvements in this section and between 28th and 52nd, with bike lanes between 52nd and 60th.

Parking: There would be a gain of approximately 77 full-time on-street parking spaces between 13th and 18th, minus any that would be removed for new curb extensions. There would be a gain of on-street parking where curb extensions replace bus pullouts, but a loss of on-street parking where curb extensions replace parking.

Community Places: Provides on-street parking certainty to drivers and maximizes on-street parking for businesses in an approximately 5-block segment

Pedestrians: Alternative 4 improves access to transit and creates shorter crossing distances at curb extensions for a 5-block segment. The curb extensions increase sight distance between pedestrians and drivers. No curb extensions would be possible between 18th and 28th.

Bicycles: Bicyclists currently use the pro-time lanes as de facto bike lanes during the peak hours. Removal of the lanes will slow peak hour traffic, which could make it more comfortable, but also more congested between 13th and 18th but remain relatively unchanged between 18th and 28th. If bike lanes are added between 52nd and 60th, existing on-street parking would need to be removed along at least one side of the street.

Transit: Transit travel times will increase slightly. There will be improved access to transit at new curb extensions between 14th and 18th.

Vehicular Traffic:

- AM Peak – With signal timing and modifications at 39th, the westbound congestion and queuing would be limited to within the 42nd curve section, resulting in overall improved corridor operations for the eastern end of the corridor. This alternative is forecast to operate similar to Alternative 1 between 12th and 28th, even with the proposed one lane section between 13th and 18th.
- PM Peak – This alternative will operate similarly to Alternative 1 even with the proposed one lane section between 13th and 18th. Minor signal timing modifications would result in improved operations at all study area intersections except 20th and 52nd, which would be expected to have similar operations and queuing as identified in Alternative 1.



Corridor Transportation Alternatives

Open House June 18, 2005

Alternative 2a: Two lanes with full-time parking, 12th-28th Place

(B)

Alternative 4: Full-time parking 13th-18th, part-time parking 18th-28th Place

(A)

(B)

(A)

The project has studied a range of transportation alternatives for Division Street. Community input from the April 2 open house, written comments, and subsequent review by the Community Working Group and the Technical Advisory Group has narrowed the proposed alternatives. Two alternatives remain for community discussion and input.

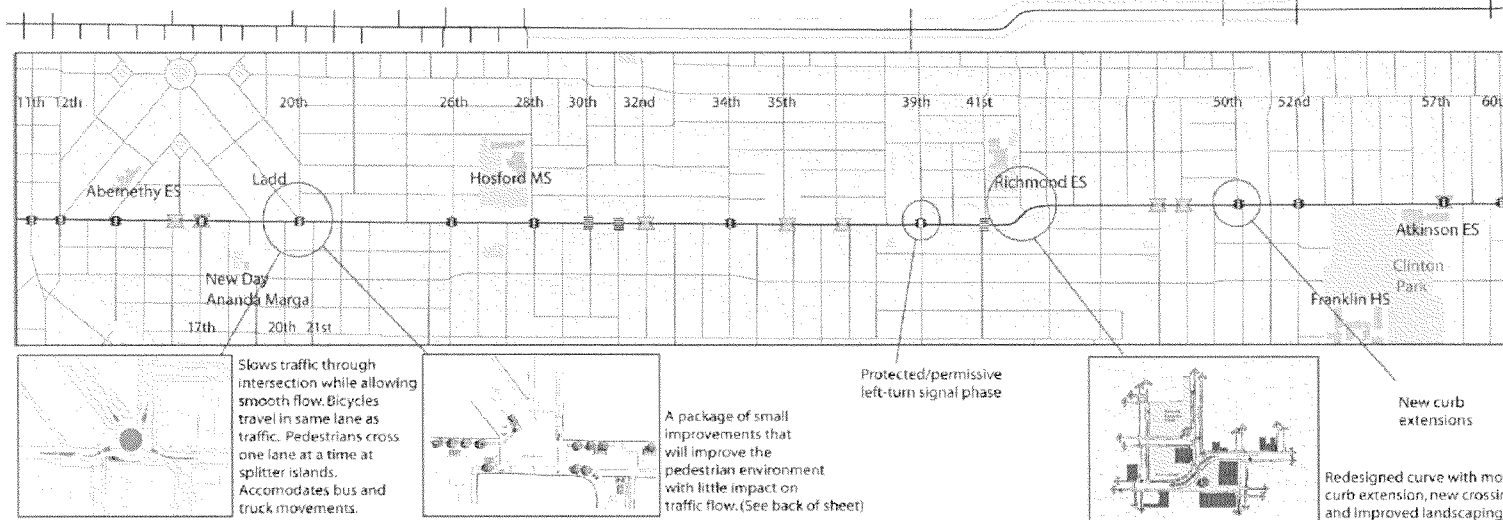
(B)

from 28th Place to 52nd except near the Division St/39th intersection

(B)

(C)

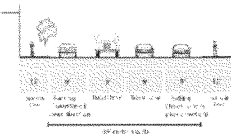
and are viable options for 52nd to 60th



Roadway Cross-Sections

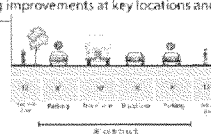
(A)

2 travel lanes in each direction plus part time parking in off-peak hours



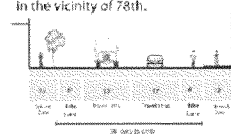
(B)

1 travel lane in each direction plus full time on-street parking provides opportunities for curb extensions and crossing improvements at key locations and bus stops.



(C)

1 travel lane in each direction plus bike lanes connecting to bike lanes east of the study area in the vicinity of 78th.



LEGEND

- Traffic Signal
- Marked Crosswalks
- Potential Curb Extensions
- Part-time Parking
- Full-time Parking

Node Improvements

Five nodes were selected for evaluation of potential improvements. The 60th node was dropped when it was determined that no improvements were needed and/or feasible. In its place, the 42nd Curve was added because of the opportunities it offered to incorporate green infrastructure and because of the pedestrian crossing issues.

11th and 12th and Division

Remove three on-street parking spaces between 7 AM and 6 PM weekdays (currently the spaces are posted no-parking between 7 and 9 AM and 4 to 6 PM). The purpose of extending the no parking restriction from the AM and PM peaks to 7 AM to 6 PM is to allow vehicles get through the intersection when trains are blocking 11th to the south and cars are held up.

At the April 2 Open House, about 75% of respondents supported the proposal.

7 Corners (Division/Ladd/20th/21st): 5 Alternatives

The CWG wants to transform 7 Corners into a special place that could function as a "living room" for the community. Five alternatives were originally developed, three of which were presented at the April 2 Open House.

Alternative A

Improve signal timing and add pedestrian improvements. This alternative would allow the intersection to operate the same way it does today, but with more emphasis on pedestrian movements. The alternative would "tweak" signal timing to assure that pedestrians had adequate time to cross the street by adding "count down" signals, reconfiguring the Ladd/20th crossing, reducing the curve radius at the west side of 21st, adding a crossing of Division in the middle of the intersection.

Alternative B

Pedestrian scramble. This alternative would stop vehicle traffic in all directions while pedestrians could cross any of the streets straight across or at a diagonal. The scramble would eliminate the threat that turning vehicles present to pedestrians, but would result in substantial delay and congestion at the intersection as traffic would be stopped for as long as the longest crossing would take. Pedestrians would then have to wait until all legs of the intersection had its phase before another scramble would occur. The CWG

dropped this alternative because of the impact on traffic and the limited value it gave to pedestrians.

Alternative C (renamed B when Alternative B above was dropped)

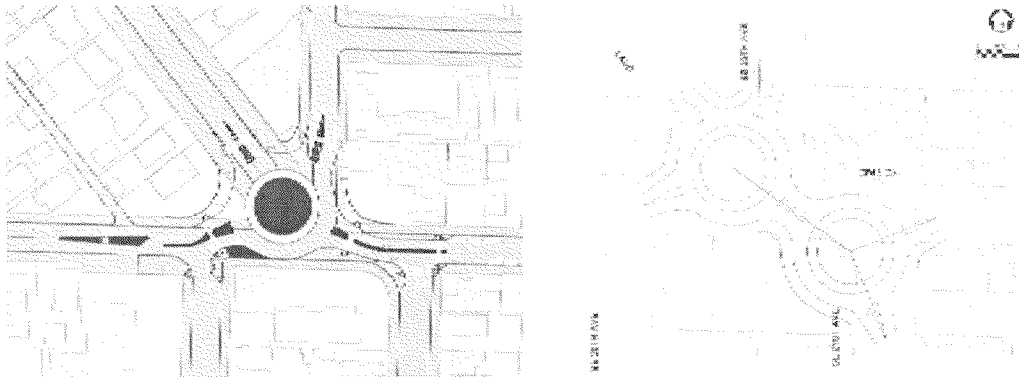
Pedestrian improvements and remove 21st from the signalized intersection (stop sign control only). This option would reduce the size of the intersection by eliminating the 21st leg of the intersection from signalization. The significant disadvantage of this option is that bicyclists and buses traveling northbound on 21st would no longer have a signal. Buses would need to be rerouted to SE 26th and bicyclists would have to use 26th between Clinton and Lincoln. Physical changes to 26th would be needed and bus riders and bicyclists would be inconvenienced over the existing situation.

Alternative D

'T' 20th into Ladd; make 20th south of the 'T' one-way northbound. Removing 20th from the signal would improve intersection operations by giving more time to other phases of the intersection. This could benefit all modes of travel. The downside of this alternative is that significant right-of-way acquisition would be required and an isolated parcel would remain. The CWG chose to drop this alternative based on the right-of-way acquisition impacts.

Alternative E (renamed C when Alternative D was dropped and Alternative C renamed)

Replace signals with either a single or double roundabout. The CWG was very interested in a roundabout as a way to create a special place at 7 Corners and incorporate a green area. A single roundabout would have many of same disadvantages as Alternative C because 21st would not be part of the roundabout. Both buses and bicyclists would be inconvenienced. A double roundabout would address the needs of all modes to traverse the intersection, but significant costs are associated with acquiring additional land to accommodate the design.



Three options were forwarded to the April 2 Open House – Alternative A: Minor signal changes and pedestrian improvements; Alternative B: Remove 21st from the signalized intersection to create a new pedestrian crossing; and Alternative C: Roundabout (single or double).

At the April 2 Open House, the community responded with: 42% supporting Alternative A, 14% supporting Alternative B, and 35% supporting Alternative C.

39th and Division

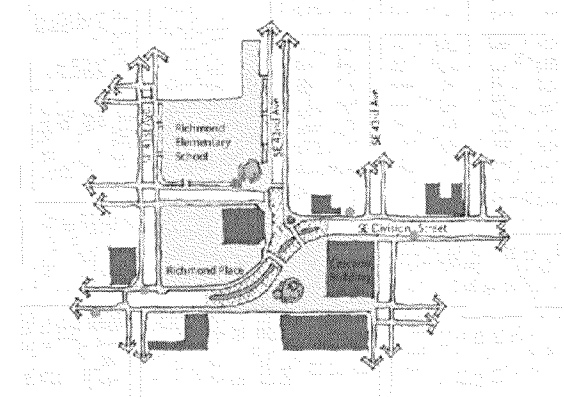
Add protected/permissive left turns from Division to 39th. Even at the beginning of the project, there was significant community support for this change. Left turns from Division to 39th are allowed today (permissive) but, frequently vehicles do not get an opportunity to turn left because of the significant volumes of oncoming traffic on Division. This inability to turn left at 39th has led some drivers to avoid the intersection by using local neighborhood streets.

At the April 2 Open House, over 90% of respondents supported the proposal.

The Curve at 42nd and Division:

Add a landscaped median, redesign the curve to reduce speeds, add two pedestrian crosswalks through the median, widen sidewalk on south side of Division. There are no marked crosswalks at this location despite significant pedestrian demand because of Richmond School north of the Curve and a clinic on the south side of the street. Sight distances are very limited because of the Curve and existing development. The sidewalk on the south side of Division is substandard in width and is interrupted by a large curb cut. A new alignment of travel lanes and a median would improve sight lines and provide an opportunity to break up the large expanses of asphalt with landscaping.

At the April 2 Open House, almost 90% of respondents supported the proposal.



50th and Division

Add curb extensions on the southeast and northwest corners of the intersection to reduce crossing distances. The 50th legs of the intersection are slightly off-set. At some time in the past, additional right-of-way was acquired to straighten out the alignment. The result was improved vehicle flow but increased pedestrian crossing distances. The curb extensions would reduce the 50th crossing distances somewhat and provide roomier waiting areas for the No. 14 bus riders.

At the April 2 Open House, approximately 84% of respondents supported the proposal.

After the April 2 Open House, the CWG dropped the double roundabout option because the right-of-way acquisition that would be needed and because it would inconvenience pedestrians. The CWG also showed very little support for the 21st signal changes after they realized the significant disadvantages to bicycles and buses that would result.

These two new alternatives were combined with the two most popular alternatives for 7 Corners – signal timing and pedestrian improvements and the single roundabout.

At the June 18 Workshop, the community voted on these four remaining options –

2a with a roundabout

2a with signal timing and enhanced pedestrian improvements including curb extensions

4 with a roundabout

4 with signal timing and enhanced pedestrian improvements including most of the curb extensions in 2a

Alternative	Love It	Can Live with It	Hate It
2a/roundabout	7%	15%	78%
2a/pedestrian improvements	35%	42%	23%
4/roundabout	15%	22%	63%
4/pedestrian improvements	36%	48%	16%

[illegible]

Based on the voting at the workshop, two alternatives will be retained and be the subject of additional analysis and discussion during the next phase of planning for Division street improvements. These alternatives are:

Two travel lanes along entire length of corridor with full-time parking and curb extensions at locations between 11th and 60th, including at pedestrian crossings at 7 Corners, package of enhancements at 7 Corners for pedestrians and bicycles.

Eliminate pro-time (part-time) travel lanes between 13th (north side) and 14th (south side) and 18th and reinstate full-time parking, retain pro-time configuration through 7 Corners and out to 28th Place, add curb extensions between 28th and 60th, package of enhancements at 7 Corners for pedestrians and bicycles except curb extensions.

June 30, 2005

Roundabout Analysis for 7 Corners

At the request of the Community Working Group (CWG), Portland Office of Transportation (PDOT) staff performed an analysis of two roundabout options for 7 Corners. The CWG felt that the roundabout could help achieve several community goals – creating a special place, providing opportunities for greenscaping and/or public art, and slowing traffic. The CWG hoped that a roundabout at 7 Corners would help in their goal of removing the part-time travel lanes on Division.

Background

A roundabout is an intersection treatment that uses roadway geometry and signing to control vehicle and pedestrian interaction. Roundabouts increase the safety of vehicle occupants by significantly reducing the possibility of right-angle vehicle collisions as compared to traditional intersections. Auto speeds in roundabouts are typically 15 to 20 mph, significantly reducing the severity of any collisions that do occur. This speed also makes roundabouts safer for experienced cyclists, permitting them to travel with auto traffic. Roundabouts increase pedestrian safety by separating pedestrian-vehicle interactions by providing medians, called splitter islands, at each street so pedestrians only cross one lane of traffic at a time. Roundabouts have been shown to increase intersection capacity over more traditional intersection treatments and significantly reduce delay, especially during off-peak travel times. Reductions in vehicle delay area associated with reduced fuel consumption and auto emissions.

The analysis was based on existing conditions and entering traffic volumes at 7 Corners. The entering volumes are:

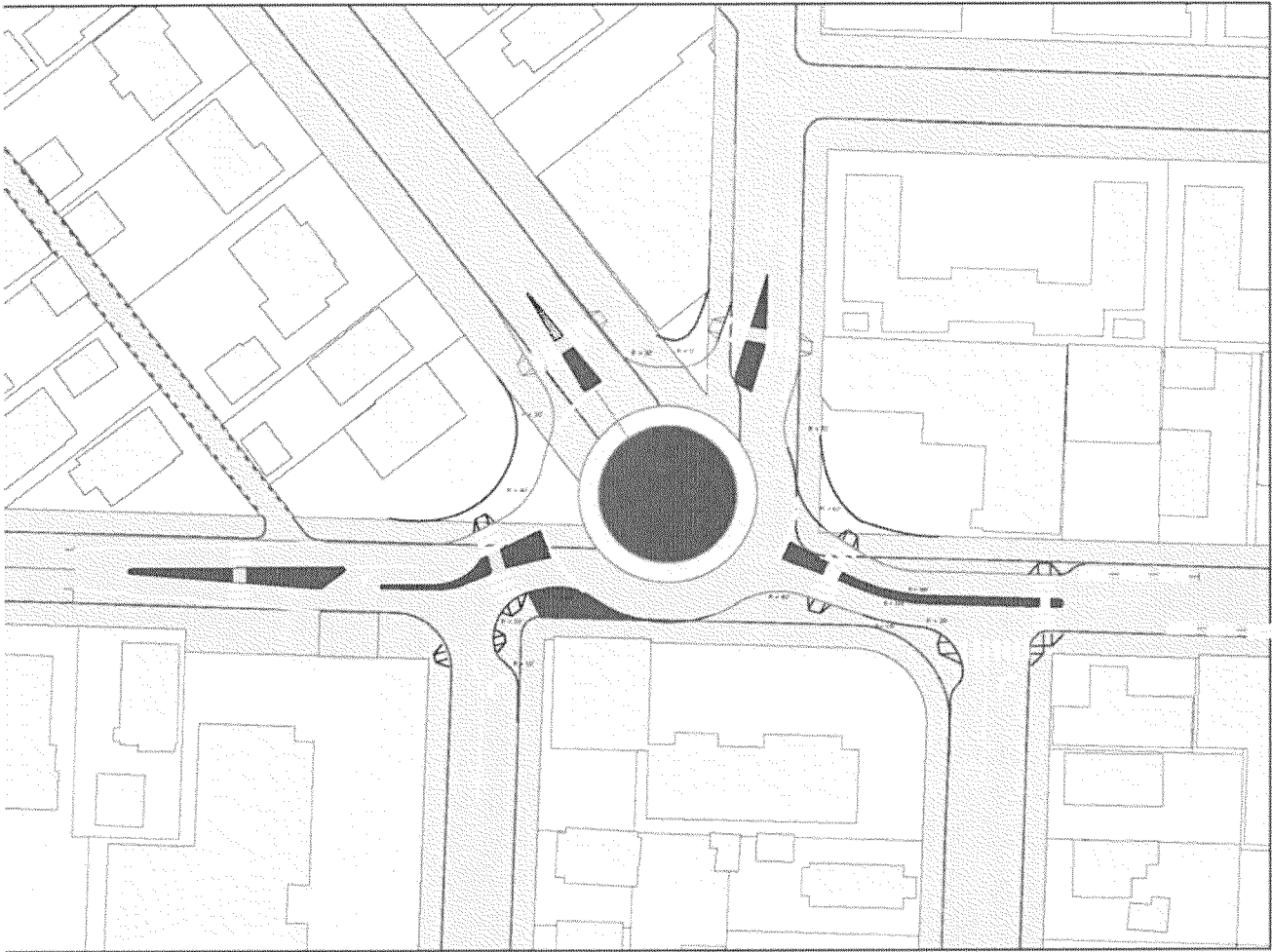
Division (WB): 7,131/day, 949 AM/478 PM; Division (EB): 6,081/day, 682 PM/359 AM; Ladd: 839/day, 54 AM/111 PM; 20th: 2,345/day, 149 AM/201 PM; 21st: 1,960/day, 190 AM/186 PM.

Single Roundabout

The single roundabout performs at an adequate level-of-service with one entering and one exiting lane at SE 20th, SE Ladd, and both legs of SE Division. Buses and trucks could be accommodated with speeds in the 15 – 20 mph range.

The single roundabout would require additional right-of-way from the northwest, north and northeast corners of the blocks at the 7 Corners intersection. New landscaping could be added at the medians and in the center of the roundabout. Other changes to 7 Corners would include making both SE 20th and 21st south of Division right-in and right-out only and controlled by stop signs.

Because of this, existing bus service on the No. 10-Holgate bus would have to be rerouted northbound on 21st. The most logical location would be to keep the bus on SE 26th to Division and then travel down Division to the roundabout in order to access SE Ladd northbound. The existing bike boulevard on SE 21st and Ladd would also be affected. Currently a bike boulevard follows Clinton to 21st to Ladd northbound. The bicycles would have to turn north at 26th and continue north to Lincoln, potentially requiring parking removal on 26th or travel on Division. The traffic volumes on Division would require bike lanes between 26th and Ladd, also requiring parking removal.



Double Roundabout

The double roundabout replaces the two existing signals at 7 Corners. Each leg of the intersection currently signal controlled would be included in the double roundabout. This design would require significant amounts of right-of-way, particularly at the southwest corner of SE 21st and Division. The site is currently developed with a convenience store and pizza shop. Most of the needed right-of-way would come out of an existing surface parking lot. The double roundabout performs at an adequate level-of-service with one entering and one exiting lane at SE 20th, SE Ladd, both legs of SE Division and SE 21st. Buses and trucks could be accommodated with speeds in the 15 – 20 mph range.

The double roundabout would not affect existing bus operations although bus stops would need to be relocated to the far side of the roundabout. Bicycle routing would also not be affected – bicycles travel in the same lanes and at similar speeds to motor vehicles.

Pedestrians would travel at the perimeter of the roundabout and could be forced to make significantly out-of-direction travel, particularly to reach bus stops.

The double roundabout would offer opportunities for two open areas within the roundabout and include landscaping in the medians.

SE 20TH AVE

LADD

SE 20TH AVE

SE 21ST AVE

DIVISION



D. Public Involvement

The Public Involvement section contains the following documents:

Declaration of Cooperation – Scoping a Land Use / Transportation

Plan for the Division Street Corridor

Schedule of Meetings and Events

Community Working Group – Purpose, Responsibilities, and Relationships

Neighborhood Walk Report October

January Workshop Flyer

January Workshop Summary

April Workshop Flyer

April Workshop Summary

April Workshop Posters

June Workshop Flyer

June Workshop Summary

June Workshop Posters

The full record of public involvement is available for viewing at the Planning Bureau. This includes Community Working Group and Technical Advisory Group meeting agendas and meeting summaries, as well as written testimony submitted to the Portland Planning Commission and City Council.

**DECLARATION OF COOPERATION
SCOPING A LAND USE/TRANSPORTATION PLAN FOR THE
DIVISION STREET CORRIDOR
MAY 8, 2003**

Preface:

In 2002, the Division Street Revitalization Coalition, a community-organized group of Southeast Portland residents and business organizations, developed a concept plan for SE Division Street called "Division Vision". The plan envisions Division as a "Green" Main Street. This means converting a corridor that divides the community into one that is more community-oriented, economically vibrant and environmentally sustainable.

The City of Portland (City), meanwhile, has made Division Street one of its priorities for redevelopment planning. The zoning along the street generally does not support the character of a multi-modal main street, as Division Street has been designated in the 2040 Regional Transportation Plan, and has resulted in a number of non-conforming land uses. The roadway itself is in serious disrepair and is due to be reconstructed, which presents an opportunity to redesign the streetscape as well, and achieve greater compatibility between land use and transportation. Portland's Bureau of Planning and Department of Transportation therefore anticipated a planning effort to address land use and transportation facilities on the Division Street corridor, perhaps starting later in 2003 if funding can be found.

The creation of a community vision for Division Street and the City's recognition of the need for planning in the corridor provided the opportunity for staff and community members to work together to develop the scope of work for the future planning project. It also provided the opportunity to identify a preferred public involvement process for the project.

The Transportation and Growth Management (TGM) Program provided funding to Oregon Solutions to facilitate this process. The mission of Oregon Solutions is to develop solutions to local problems that support economic, environmental, and community objectives simultaneously through partnerships between government, business, and non-profit organizations. Oregon Solutions utilizes a collaborative approach that brings all stakeholders to the table, including permitting agencies, funders, and organizations offering technical assistance, to develop an integrated, community-based solution. In other communities this approach has helped to leverage investments, expedite the project, identify valuable partners, and elevate the visibility of the project. The final step of the Oregon Solutions process is for all partners to sign a declaration of cooperation or agreement that commits their time or resources to the project.

Project Description:

The current project, Scoping a Land Use/Transportation Plan for the Division Street Corridor, has resulted in a draft scope of work that will be the basis for the city's application for a TGM grant. The application will be for a project called Division Green Street/Main Street to identify how to use Division Street's land uses, transportation function, buildings and urban design to accomplish Division Vision goals. The project objectives and public involvement principles have been developed through a collaborative process using the Oregon Solutions model.

Project Outline:

Community representatives and city and other local government staff have been meeting and working together to develop the scope of work for a future land use/transportation plan for the Division Street corridor. As part of this process, the group looked at opportunities, challenges, and constraints and identified those that could be incorporated into a TGM project and those that may need other resources. TGM projects must have at least a 50% direct transportation relationship. These discussions are summarized in Final Memorandum #1 and Final Memorandum #2.

The following represents the agreement of the parties participating the the initial phase of the Division Street Project:

- I. The City of Portland will prepare and submit an application for TGM funding for the Division Green-Main Street Project. The project purpose will include the following objectives:

TRANSPORTATION: Balance the transportation demands competing for Division Street, including local and through traffic, transit, automobiles, trucks, pedestrians, and cyclists.

COMMUNITY DESIGN: Treat the planning for Division Street as part of a coordinated community design strategy that seeks to do the following:

- Cultivate areas along the street that are distinguished by their economic, social and cultural role in the community, design character, history and location.
- Support the economic vitality of Division Street for businesses and residences.
- Promote the understanding of and use of "green" approaches to design and construction that improve the long-term environmental performance of Division Street and the uses along it.
- Improve the design quality and urban form of Division Street and the buildings and spaces that line it.

- Preserve the distinct identity, history and ties to community life found at the different places along Division Street.

DIVISION STREET'S REGIONAL ROLE: Reconcile the local vision for Division Street and the centers and communities along it with the street's role in realizing the regional vision for compact and sustainable development in Metro 2040 Growth Concept.

IMPLEMENTATION: Begin implementation of the desired community design through the following:

- Establishing the proper land use and design framework.
- Removing unnecessary impediments to compatible development.
- Preparing a design program and strategy for physical improvements to Division Street and its right of way.
- Identifying new public and private means to advance this community design.

II. A steering committee of the current parties, plus representatives from Mt. Tabor Neighborhood Association and South Tabor Neighborhood Association will be consulted at critical points in the development of the scope.

III. The parties agree on the following preferred public involvement process principles for the Division Green-Main Street Project:

1. Build on the current collaborative approach being used for the project scoping phase and carry it into the next phase of the planning project.
2. Participants need ownership of the process.
3. The process should be inclusive.
4. The process should encourage respect for diverse interests.
5. Participants should help to educate each other.
6. Participants are accountable to their constituencies.
7. Participants should have equal access to information, including technical and policy information, early in the process.
8. The process should be supplemented by diverse and creative outreach efforts.
9. The process supplements existing legal procedures and is used to develop a product that will be subject to the public hearings process.

IV. The community representatives participating in the Oregon Solutions process agree to conduct outreach efforts such as:

1. Participate in a city/community team to make presentations or make presentations on their own using materials developed through the planning project.
2. Create opportunities for discussing the project on others' agendas and in other non-traditional forums.

V. The initial scoping phase of this project identified three objectives that are beyond the scope of a land use/transportation planning project along with potential partners for working on each of these objectives. The parties agree to work to find the partners and resources to further these objectives:

1. Develop a plan that helps sustain locally owned businesses.
2. Develop design standards for environmentally supportive building design.
3. Move toward more self-sufficiency, creating links between the elderly, ethnic communities and churches and schools to enhance the cross-generational communication between residents.

Project Participants for the Scoping a Land Use/Transportation Plan for the Division Street Corridor Project

Rex Burkholder, Oregon Solutions Convener/Metro
Jean Baker, Division/Clinton Business Association
Brenda Bernards, Metro
John Gillam, Portland Department of Transportation
Lynn Hanrahan, Mirador/7 Corners Localization Initiative
Steve Hanrahan, Mirador/7 Corners Localization Initiative
Ross Kevlin, Oregon Department of Transportation/TGM Program
Charles Kingsley, Division Vision/Richmond Neighborhood Association
Linda Nettekoven, Hosford Abernethy Neighborhood Association/Southeast Uplift
Jean Senechal, Portland Department of Transportation
Kelley Webb, Division Vision
David Zagel, Trimet
Joe Zehnder, Portland Bureau of Planning

With assistance from:

Linda Dobson, Bureau of Environmental Services
Matt Emlen, Office of Sustainable Development
Jeanne Harrison, Portland Department of Transportation
Nicholas Starin, Portland Bureau of Planning
Abby White, Oregon Solutions
Pete Dalke, Oregon Solutions
Dale Blanton, Oregon Dispute Resolution Commission
Anna Russo, Oregon Dispute Resolution Commission

Approval of Declaration of Cooperation:

The parties agree that it is their intent to cooperate to further develop the scope of work for the Division Green-Main Street Project if it is selected as a TGM project. This Declaration of Cooperation was approved by unanimous vote of those present on May 8, 2003.

Jean Baker, Division/Clinton Business Association
Brenda Bernards, Metro
John Gillam, Portland Department of Transportation
Lynn Hanrahan, Mirador/7 Corners Localization Initiative
Steve Hanrahan, Mirador/7 Corners Localization Initiative
Charles Kingsley, Division Vision/Richmond Neighborhood Association
Linda Nettekoven, Hosford Abernethy Neighborhood Association/Southeast Uplift
Jean Senechal, Portland Department of Transportation
Kelley Webb, Division Vision
David Zagel, Trimet
Joe Zehnder, Portland Bureau of Planning

Division Green Street / Main Street Schedule of Meetings and Events

Division Street Fair July 24, 2004 (Community Kick off)
CWG Meeting September 1, 2004 (kick off)
CWG Meeting October 6, 2004
TAG Meeting October 6, 2004
Neighborhood Walks October 8-9, 2004
CWG Meeting November 3, 2004
Joint CWG and TAG Meeting December 1, 2004
CWG Meeting January 12, 2005
TAG Meeting January 12, 2005
Community Workshop January 22, 2005
Division/Clinton Business Association Annual Meeting January 25, 2005
CWG Meeting February 2, 2005
TAG Meeting February 2, 2005
Division Vision Coalition Meeting February 21, 2005
CWG Meeting March 2, 2005
TAG Meeting March 2, 2005
CWG Transportation subcommittee March 10, 2005
Pedestrian Advisory Committee March 15, 2005
CWG Land Use Subcommittee March 30, 2005
Community Workshop April 2, 2005
Community Working Group/Division Vision Coalition Meeting April 7, 2005
Neighborhood Walk April 8, 2005
CWG Transportation subcommittee April 11, 2005
Portland Planning Commission Briefing April 12, 2005
Joint CWG and TAG Meeting April 13, 2005
Division/Clinton Business Association April 19, 2005
CWG Land Use Subcommittee April 27, 2005
Central Eastside Industrial Council Land Use Committee May 3, 2005
CWG Meeting May 4, 2005
TAG Meeting May 4, 2005
Southeast Uplift Land Use and Transportation Committee May 16, 2005
CWG Meeting May 18, 2005
CWG Meeting June 1, 2005
TAG Meeting June 1, 2005
Bicycle Advisory Committee June 14, 2005
Community Workshop June 18, 2005
Southeast Uplift Land Use and Transportation Committee July 18, 2005
Division Street Fair July 23, 2005
Richmond Neighborhood Association August 8, 2005
CWG Meeting August 9, 2005
Division/Clinton Business Association August 16, 2005
Mt. Tabor Neighborhood Association August 18, 2005
CWG Meeting September 6, 2005
South Tabor Neighborhood Association September 15, 2005
Portland Planning Commission hearing September 27, 2005
Portland City Council hearing in November or December 2005

*CWG – Community Working Group

*TAG – Technical Advisory Group

Community Working Group

PURPOSE, RESPONSIBILITIES, AND RELATIONSHIPS

Purpose

The primary purpose of the Community Working Group (CWG) will be to advise and inform City staff on planning issues. The CWG will consider the diverse interests of the community and represent a range of perspectives on planning issues. The CWG is not a decision-making body, however the CWG will provide input and ideas on:

- ❖ information provided by staff;
- ❖ broad public input (from neighborhood and business associations and other community members); and
- ❖ each member's personal views and knowledge of the study area.

The CWG will also assist staff in carrying out effective public involvement opportunities, and in evaluating options for land use and transportation concepts.

Responsibilities – What will you be asked to do?

- ❖ stay informed of community issues and priorities;
- ❖ attend and actively participate in regularly-scheduled CWG meetings throughout the planning process;
- ❖ attend and assist with other project events such as neighborhood walks, workshops and open houses;
- ❖ undertake related preparatory and follow-up work (2-4 hours per month); and
- ❖ help with project-related presentations and gather information from the community.

Representatives of neighborhood and business associations will be asked to report to their organizations regarding the progress of the plan. These organizations may in turn request that their representative brief the CWG and project staff regarding organization positions and issues.

Relationships

Throughout the planning process, staff and CWG members will learn about project-related issues and ideas from a variety of perspectives. As the planning process evolves, staff will generally bring information or draft recommendations to the CWG for consultation and feedback. Discussion of these issues and ideas, in a consensus-building environment, will lead to potential plan solutions. In turn, these will evolve into staff recommendations to decision-makers.

Interested members of the CWG may be asked to speak about the planning process to a wide range of audiences, including school groups, community organizations, and business groups. When discussing the Division Green Street/Main Street with their representative organization or with the community at-large, it is important that CWG members distinguish between the views of the Division Green Street/Main Street CWG, and their personal views.

Staff Responsibilities

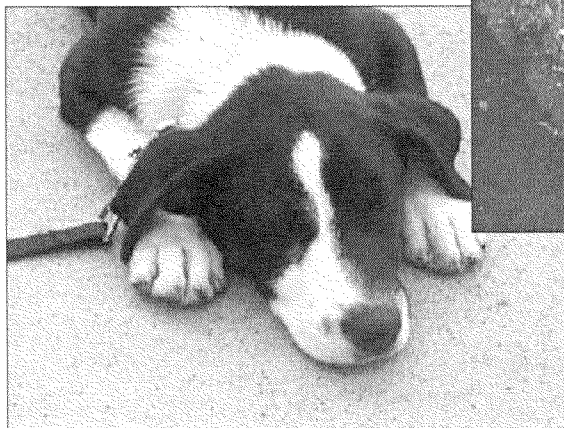
The Division Green Street/Main Street project staff will support the CWG in the following ways:

- ❖ convene and moderate CWG and Technical Advisory Group meetings;
- ❖ provide the CWG with relevant project information in a timely manner;
- ❖ highlight issues, ideas and/or items that need CWG discussion and input;
- ❖ regularly update the CWG on plan process and products;
- ❖ provide summary notes of all CWG meetings for member comments and corrections;
- ❖ provide the CWG with an explanation when an issue or idea is not formally addressed and identify a possible recourse;
- ❖ respond to questions in a timely manner and be available to assist CWG members with organizational outreach efforts;
- ❖ update the CWG on Technical Advisory Group issues; and
- ❖ provide decision makers with the full range of issues and positions raised by CWG members.

Division Green Street/Main Street Neighborhood Walks Results Summary



City of Portland, Oregon
Bureau of Planning



For more information about the Division Green Street/Main Street project, please contact:

Jay Sugnet, Project Leader
Portland Bureau of Planning
1900 SW 4th Avenue, Suite 4100
Portland, Oregon 97201

Phone: 503-823-5869

FAX: 503-823-7800

TDD: 503-823-6868

E-mail: jsugnet@ci.portland.or.us

Please visit our web site. Go to www.planning.ci.portland.or.us and click on the Division Street Project.



Acknowledgements

Portland Bureau of Planning

Vera Katz, Mayor, Commissioner-in-charge
Gil Kelley, Planning Director
Joe Zehnder, Principal Planner

Portland Office of Transportation

Jim Franesconi, Commissioner-in-charge
Brant Williams, Director
Laurel Wentworth, Planning Manager

Project Staff

Jay Sugnet, City Planner, Project Leader
Jeanne E. Harrison, AICP, Senior Transportation Planner
Teak Wall, Transportation Intern

In Cooperation With

Alta Planning and Design
David Evans and Associates
SERA Architects
Parisi Associates
Cogan Owens Cogan

**With many thanks to the
Division Green Street/Main Street Community Working Group**

Introduction

The Division Green Street/Main Street project is a collaborative effort between the City of Portland and the community to improve the livability, economic vitality, and transportation infrastructure of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly mixed-use area that reflects and reinforces community values.

The project contains the following elements that, together, will achieve the main street character desired by the community:

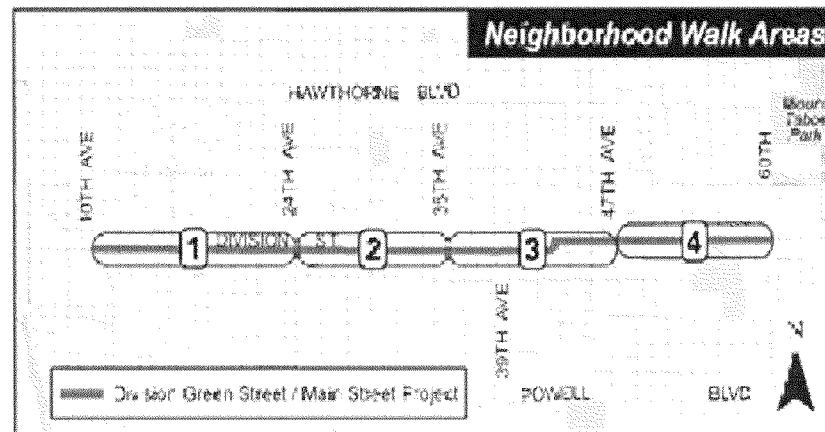
- Transportation improvements that encompass transit, pedestrian, bicycle, and vehicular use and traffic management
- Land use patterns that ensure compatibility between commercial and residential uses
- Sustainable and “green” development and practices

A State of Oregon Department of Transportation “Transportation/Growth Management” grant is helping to fund the project’s work program, particularly by funding transportation and urban design work. As part of this project, residents, business people and other interested parties participated in neighborhood walks held on October 8 and 9, 2004.

This document summarizes the results of the neighborhood walks. These results will be considered, along with other elements of the project – among them surveys, workshops, and meetings with individual groups – in subsequent engineering/design development phases of street improvements to Division Street. They also may be used as the basis for changes to the City’s zoning code and *Comprehensive Plan* as they pertain to Division Street.

The Walks

Three walks were held on Friday, October 8th, and four were held on Saturday the 9th. The four different scheduled walk segments are shown below. Walk #4 on Friday was cancelled.



1 Division from 10th – 24th

Parking: St. Philip Neri Church
2408 SE 16th Avenue
Meet at SE 16th & Division

2 Division from 24th – 35th

(including Clinton Street)
Parking: Hosford Middle School
2303 SE 28th Place
Meet at SE 28th Place & Caruthers

3 Division from 35th – 47th

Parking: Richmond Elementary School
2276 SE 41st Avenue
Meet at SE 42nd & Caruthers

4 Division from 47th – 60th

Parking: Atkinson Elementary School
5800 SE Division Street
Meet at SE 58th & Division

Neighborhood Walks Participants

There was a great turnout for the walks, despite the weather, and citizens had a lot to say about their street and its future. The following list summarizes who attended the Division Neighborhood walks:

Friday October 8, 2004

Weather: chill, and continuous rain.

Section 1: SE 10th – SE 24th

Facilitator/Note Taker:

Jean Senechal Biggs

Photographer: Teak Wall

Attendees: Gary Hood, Suzanne Hood, Curt, Linda Nettekoven, David Aulwes, Lynn Hanrahan, and Steve Hanrahan

Section 2: SE 24th – SE 35th

Facilitator: Jay Sugnet

Note taker: Catherine Van Ginkel

Attendees: Carolyn Brock, Amy Lou, Simon Cutts, Kyleigh Kent, Josh Warner, Jacob Brostoff

Section 3: SE 35th – SE 47th

Facilitator: Jeanne Harrison

Note Taker: Mia Birk

Attendees: Debbie Stoller,
Later joined by Mike Rose of Alta and Joe Zehnder, plus 1 other

Section 4: SE 47th – SE 60th

Cancelled on Friday

Saturday, October 9, 2004

Weather: partly cloudy, some rain

Section 1: SE 10th – SE 24th

Facilitator: Jay Sugnet

Note Taker: Catherine Van Ginkel

Attendees: April Cottini, Bob Fisch, Eshawn, Kevin Kraus, Yumai Yang

Section 2: SE 24th - SE 35th

Facilitator: Julie Gisler

Note Taker: Sumi Malik

Attendees: Debbie Stoller, Terry Butler

Section 3: SE 35th – SE 47th

Facilitator: Joe Zehnder

Note Taker: Jean Senechal Biggs

Attendees: Carrie McIntyre, Nancy Baker, Steve Reinemer, Glenn Lambert

Section 4: SE 47th – SE 60th

Facilitator/Note Taker: Jeanne Harrison

Photographer: Teak Wall,

Attendees: Paul and Alexa Leistner (Mt Tabor/CWG); Troy Hayes (South Tabor/CWG)—joined by wife and two children; Geraldine Muoio (resident); Raj and Lisa Krois (homeowners); Peter Grimm (resident/developer).

division

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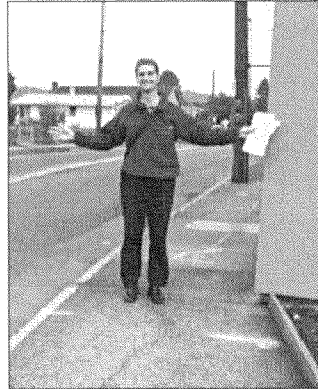
Summary of Issues: 1. General

In general, walk participants said they would like Division Street to:

- **contain a diversity of uses;**
- **have a transportation system that meets the needs of all users;**
- **have a pleasant, environmentally-friendly streetscape enlivened by street trees, swales, wide sidewalks, and well-designed buildings, and**
- **be economically successful.**

Summary of Issues: 2. Transportation

Pedestrians:



Suggestions:

- Put in curb extensions.
- Increase sidewalk width (remove on-street parking).
- Buffer pedestrians from cars (include on-street parking along the length of the street).
- Add more signals.
- Stripe more crossings, particularly at bus stops.
- Consider zebra striping.
- Consider different paving treatment.

- Sidewalks seem too narrow in places.
- Crossing the street is difficult and dangerous, especially for children and the elderly. Locations where crossing Division is particularly difficult are 11th/12th; 18th; 20th/21st/Ladd; 28th, 30th; 37th; 42nd/43rd; 50th, and 57th.



Summary of Issues: 2. Transportation

Pedestrians, Continued:

- Need better pedestrian access through the two major institutions: Franklin High School and St. Philip Neri Church.
- During storms, water in the gutter regularly splashes onto pedestrians and transit users.



Bicycles:

- Bike lanes are needed on 20th and Ladd north of Division.
- There is a bike/car gridlock at Seven Corners.

Summary of Issues: 2. Transportation

Transit Users

- Stops are not always well-located.
- Some stops require riders to get off in the dirt or landscaping.
- At the bus transfer point at 20th/Ladd/Division people wait for either the #10 or the #4 at the NW corner of Ladd and Division. When they see which bus is coming they run to the stop to get to it. This is inconvenient at best and unsafe the rest of the time.

Traffic

- There is too much traffic congestion.
- There is cut-through traffic to Clinton.
- Trucks don't belong on Division.
- Speeds are too fast along the curve and east of 60th.

Suggestions:

- Keep lane next to New Seasons driveway open. It helps to distribute traffic.
- Make Division three-lanes, with the middle lane being reversible.
- Construct a traffic circle or other device at 50th and Clinton.

Parking

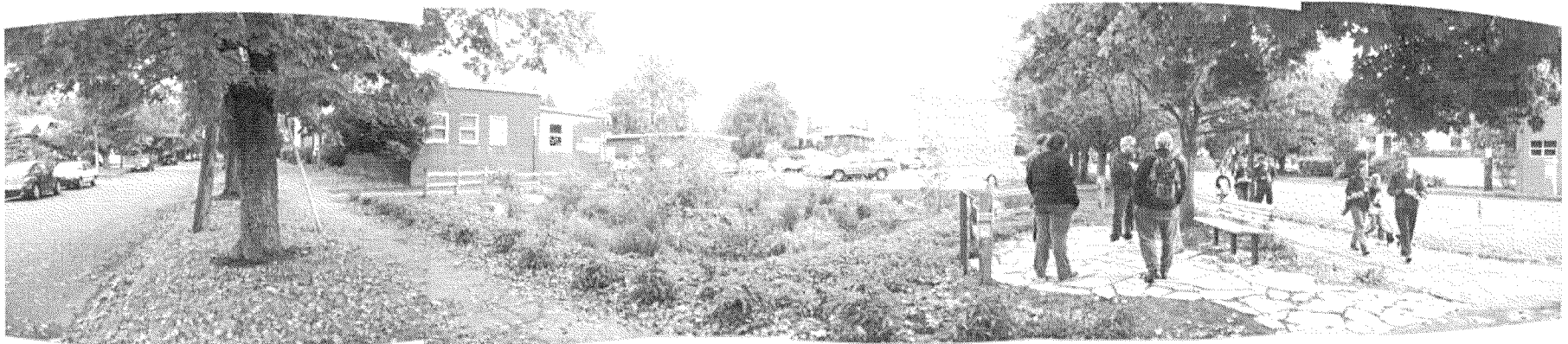
- Some places need more parking.
- Remove all on-street parking (to increase sidewalk width).
- Retain all on-street parking and add more (to buffer pedestrians from cars).



Summary of Issues: 3. Environment/Sustainability

Suggestions:

- Enhance the environmental integrity of the street by incorporating more bioswales into parking lots and other sites, planting more street trees, and including planting strips in the right of way.
- Possible locations for bioswales or plantings:
 - Triangle corner adjacent to Multnomah County offices
 - Curve at 43rd
 - Mirador parking lot
 - SE 19th vacant lot
 - New Seasons
 - 22nd and Division
 - 42nd on the south side in grassy area next to parking lot
 - One block East of 60th vacant lot



St Philip Neri Bioswale

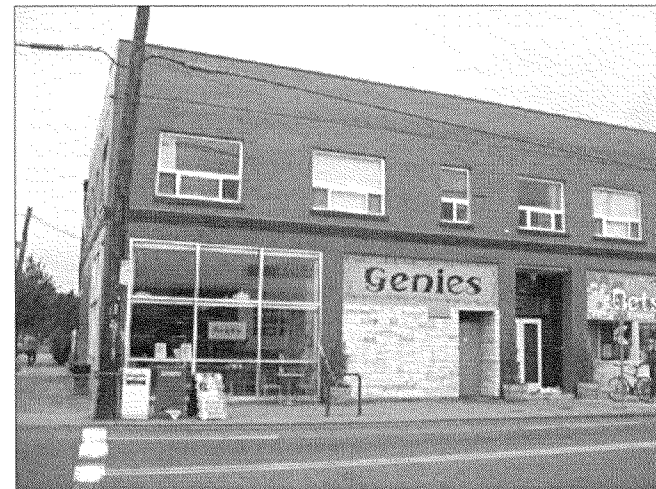
Summary of Issues: 4. Diversity and Interrelationship of Uses

There are too many non-conforming commercial businesses on residentially-zoned properties.

Suggestions:

- Businesses need to locate in nodes so as not to perpetuate strip-commercial.
- Homes – single- and multi-family – should predominate in the areas between the commercial nodes, although mixed residential/commercial/community service projects should be able to locate anywhere.
- Existing buildings should be upgraded instead of being torn down and rebuilt with something new.
- Businesses should serve the local community, especially families and children, instead of drawing traffic from regional customers.
- Side streets have great opportunities for sidewalk cafes and outdoor activities – they are quieter and have wide sidewalks.

Among the uses should be open space, institutions, and community meeting places.



Summary of Issues: 5. Streetscape and Opportunity Sites

Streetscape

- There are not enough street trees.
- Billboards affect the visual appearance in a negative way.
- 39th and Division has no eye candy.
- Noise from traffic is increasing, especially since New Seasons opened.

Suggestions:

- Plant more street trees and prune and better maintain those that already exist.
- Fix up and re-use buildings that are empty or dilapidated.
- Spruce up landscaping.
- Landscape the area between parking lots and the sidewalk.
- There needs to be design review for new buildings.

Opportunity Sites

- Large site just east of 60th
- Deli site across from Franklin High School

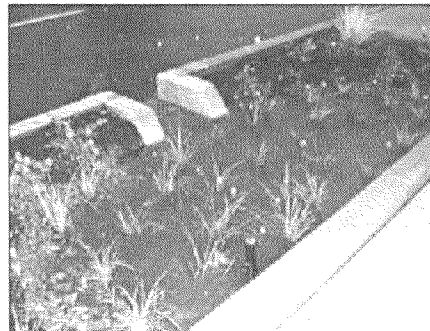


Walk # 1: SE 10th - SE 24th



Walk # 1 Themes: Vacant/Underutilized sites, Bioswales

- Too many billboards in bad places: Please get rid of them.
- Vacant/underutilized sites: Could they be parks or bioswales? Community-friendly uses?
- Mixed-use buildings: could we have high density housing with ground-floor retail/community service uses?
- What about 19th street: City ROW, in private use: could it be a park?
- Redevelop sites with pedestrian unfriendly facades: too many apartment buildings with no doors or windows facing the street.
- We want family-supportive businesses.
- New Seasons: we like the store, but bringing more traffic/parking issues for nearby businesses, love the bioswale.



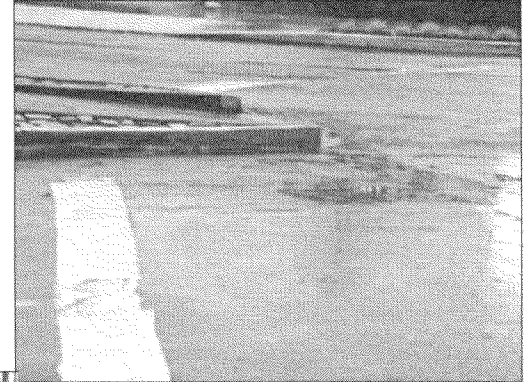
Walk #1 Themes: Traffic/Pedestrians

- More crosswalk striping and/or curb extensions for easier pedestrian crossings.
- Backup at 11th and 12th when train passing: pro-time lanes (outside parking lane used for traffic at the peak times-no parking) good here for turning movements.
- Want new uses at 11th and 12th, more suited to neighborhood.
- Traffic backups at peak makes crossing more difficult.
- Pro-time lanes make it hard to cross the street and pedestrians get splashed (rain).
- Parking would help pedestrians cross/buffer.
- Keep lane next to New Seasons open.
- Intersections that need help (traffic and pedestrians): 18th, 20th/Ladd, 11th/12th.
- Idea: make Division 3 lanes with middle reversible/shared.

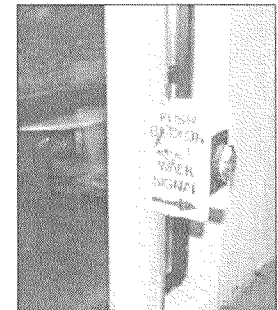


Walk # 1 Themes: Seven Corners, 20th/Ladd:

- Pedestrian crossings are difficult here.
- Walk signal crossing Division not long enough for elderly/strollers.
- Cars running red lights.
- Could have curb extensions.
- Coordinate #4 and #10 bus stops.
- Should be “no parking at all times” in intersection in front of businesses (middle of intersection).
- Need better curb ramps (ADA).
- Want a Bioswale in triangle corner of Ladd.
- Revise turning radius.



- Pedestrian push button in strange place: up next to Starbucks window.



Walk # 2: SE 24th - SE 35th



Walk #2 Themes: Pedestrian Enhancements



Pedestrians:

- **Intersection at 28th needs:** louder audible walking signal, signal for all four directions (instead of 2), signal timing more like 60th, better crossing.
- **28th Place:** SW corner of intersection seems to be vacant. Could be developed as residential or kept up better.



- **Kappaya parking lot not pedestrian oriented:** spaces adjacent to sidewalk with no buffer between.
- **More pavement at bus stop at 34th** so that passengers getting out at back door have something to stand on.
- **More crosswalks by Wild Oats:** too difficult for pedestrians to cross here.
- **Street Trees!**

Walk #2 Themes: Traffic, Green Space, and Main Street Atmosphere



Green Space/Traffic:

- Want increased green space for communal gathering. Kid-oriented appreciated.
- Volume of traffic, even on a Sunday morning, is overwhelming.
- At 30th it is difficult for traffic to cross Division.

Main Street:

- Like: residential segments with commercial pockets at intersections--34th and Division a good example of commercial that serves neighborhood. We don't want as much commercial as Hawthorne.
- Homes converted to stores are nice.
- Concern that Wild Oats may leave--what would happen to the site if it does? Could the underutilized parking lot be dense housing?

New Season's Market



division

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Walk # 3: SE 35th - SE 47th



Walk # 3 Themes: Pedestrian Enhancements

- Discussed the need for additional marked pedestrian crossings, particularly where there are bus stops.
- Noted how extremely loud the traffic makes the pedestrian experience.
- Suggestions about stripping off on-street parking in order to widen the sidewalk/landscaping area (parking strip), in coordination with development of on-site, off-street parking wherever possible (this would be a very piecemeal approach).
- Concerns expressed about the space constraints and what could really be done.



Walk #3: Vacant/Underutilized Sites/Housing Locations

- Between 4016 and 4004 is a vacant lot (meth lab that was torn down). Concerned that redevelopment will look ugly. No design review on Division. CS zoned.
- Storefronts attached to old bungalows: some hate to see this; some spoke positively about the woman who is redeveloping one at 36th near Emerson House.
- Possible to get tax credits for retaining old structures? Particularly for ones that do not qualify for National Register of Historic Places. Would be a way to encourage keeping old buildings.
- Concerns about Wild Oats going out of business because of
- New Seasons down the street. Wild Oats is an anchor for the
- businesses across the street.
- Rite Aid at 39th was a Kienow's grocery store.
- Multi-family housing on north side between 37th and 38th is zoned CS.
- Adult Theatre: want to see it change. Apparently the owners have had numerous offers over the years but have not wanted to sell the building.
- Attendees said they have shopped in all the stores along Division, even the Buy Right.
- The recessed/depressed building (with Clanton Insurance) off 42nd (half-block north off Division) – it's ugly, hard to see, could be redesigned into something better.
- Vacant/underutilized site: the former Division Street sub-station, south side around 44th – currently being used to store vehicles that they repair at their shop nearby and across the street, could be an opportunity site?



Walk #3: Traffic

- Noted presence of several gravel dump trucks and one flatbed tractor-trailer, all of which should have been on Powell.
- Noted the constant stream of traffic and the frequent back-ups (as much as 4.5 blocks long), especially eastbound from 35th to 39th, and also intermittently when cars were backed up behind left-turners.
- Huge city-wide crosswalk problem: drivers don't stop.
- Hard to get across the street during rush hour. Cars may be going slower (20 MPH) but they don't stop.
- Signals in core area between 39th and 34th are spaced far apart. Signals provide the best control of traffic for crossing the street. Possible to get more signals?
- Like the scale of the eastside small main streets but these streets are overused for traffic demands.
- Like the feel of Division Street; encourages driving on it.
- During rush hour, people cut through to Clinton.



Walk #3: Main Street/Green Street Features

Green Street

- Excellent opportunity as curve (43rd) for bioswale/planting area.
- Noted the need for building access.
- Also need to check the ROW to see what the City owns versus private.



Main Street

- Like the funkiness of walking on Division.
- Like the area between 37th and 35th.
- Building that Laughing Horse books is in is a good building.
- The Drawing Studio needs new curtains.
- Emerson House has taken good care of their sidewalk and landscape. It feels good.
- Want more storefronts along Division.
- Side streets have great opportunities for sidewalk cafes and outdoor activities – they are quieter and have wide sidewalks.
- Bliss and Buy Right need street trees.
- Like the main street feel with residential behind.
- Noted the potential for signage to link the nodes thematically.
- Also noted the need to balance aesthetics with auto visibility (larger signs).

Walk # 4: SE 47th - SE 60th



Walk#4: Pedestrian Enhancements

- Need more street trees.
- Need to look at pedestrian signal at Atkinson School at 57th. It takes a long time to change and children run across the street. A curb extension would help on the school side of the street.
- Intersection at 50th is not pedestrian-oriented – wide crossing and auto-oriented development.
- Street is more pedestrian-oriented near 47th – quieter, seems narrower.
- Off-set streets near 47th make crossing difficult
- Front of Atkinson is unattractive where there is garbage pick up and parking for principal.
- Large curb cut at Vision Auto Repair is not pedestrian friendly.
- Need garbage cans around Franklin for litter.
- Need access through Franklin grounds from Division to south along west side of school grounds.
- Sidewalks east of 60th (both sides) are too narrow. Can the sidewalk be widened at the NE corner by removing bushes and creating a larger pedestrian area?



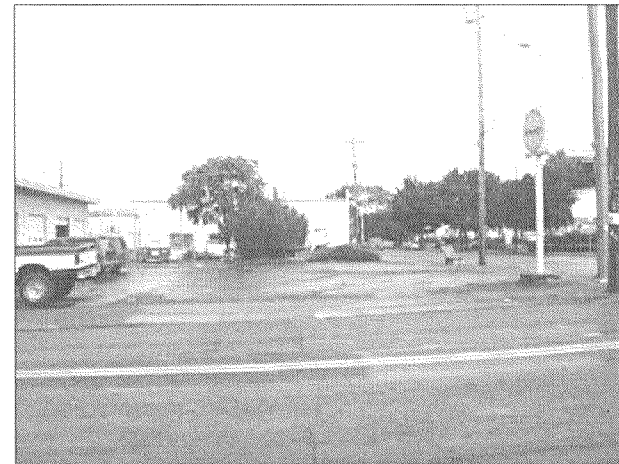
Walk # 4: Vacant/Underutilized Sites



- Deli site across from Franklin (zoned CG) in possession of federal government. Possible site for community owned property including meeting area. Currently contaminated with waste oil.
- Franklin High School along Division frontage – currently uninviting and dead – no activity.
- Storefront at 4836 Division is empty.
- Empty storefronts on south side of street between 47th and 48th.
- Some storefronts aren't being used that way (windows covered), e.g., 4834 Division – old Division Bakery.
- Hair salon at 48th could redevelop – currently 2 small buildings.
- A-1 Bird Bath at 48th – long time use; was for sale.
- Large site just east of 60th adjacent to storefront development – great potential for commercial and housing.

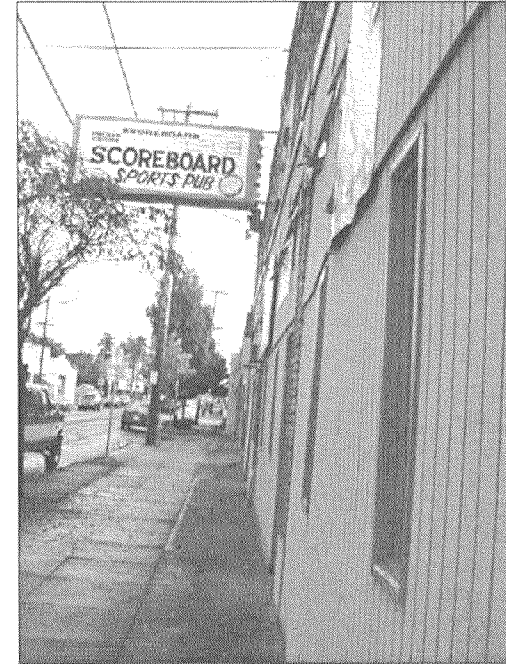
Walk # 4: Traffic

- Don't want 4 travel lanes.
- Could there be a traffic circle or other device on 50th at Clinton to slow traffic coming down the very steep hill?
- Don't use large-scale mast arms for new signals (out of scale).
- Speeds are too fast east of 60th – does there need to be 4 lanes and no parking?
- Lots of dump trucks both full and empty in both directions – at least 9 between 10:40 and 12:50.
- Other trucks not as prevalent – produce truck, Coca Cola truck, misc. truck.



Walk # 4: Main Street Features

- Trade up Music at 47th needs storefront improvements.
- Scoreboard Bar needs frontage improvements.
- Need street trees between 50th and 51st (south side).



- Need to fix up storefronts between 49th and 50th.
- Billboards need to go. Need to help property owners figure out how to get out of leases. If they have to stay; use for community announcements.
- Need small grocery near 49th-50th to serve area.

**To all the community members who participated in the
Division Street neighborhood walks:**

Thank You!



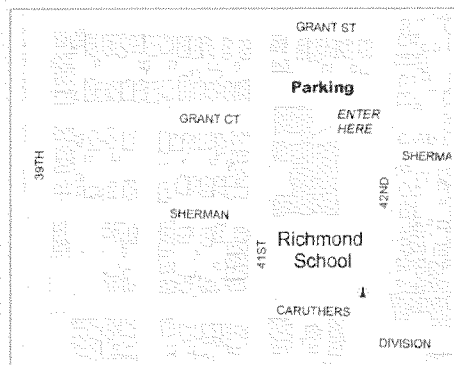
Come help shape the future of SE Division Street

Division Street Community Workshop

**Saturday, January 22nd
9:00 a.m. – 12:00 p.m.**

Richmond School Cafeteria
2276 SE 41st Avenue

- Enter at northeast corner of building off parking lot
- TriMet lines 4 and 75
- *Light refreshments will be provided*



What is the Division Green Street / Main Street Project?

The Division Green Street/Main Street Project is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects and reinforces community values, including a focus on sustainable and "green" development. Project considerations include:

- Improving access to transit
- Improving safety for pedestrians, bicyclists, and drivers
- Improving traffic signalization
- Examining alternative vehicle lane and on-street parking configurations
- Examining innovative rainwater management techniques
- Examining land use patterns in relation to existing zoning
- Proposing zoning changes consistent with project goals (zoning changes are not anticipated to result in major changes in development density)
- Examining "green" building techniques

A State of Oregon Department of Transportation (ODOT) Transportation and Growth Management (TGM) grant is helping to fund the project. The project may result in changes to the City zoning code and comprehensive plan along Division Street. The plan will also guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th Avenue and SE 39th Avenue. The street repaving and construction is funded with \$2.5 million of federal transportation funds and is scheduled for 2007.

You're Invited!

9:00 AM Open House

- Browse informational material on topics related to sustainable development

9:30 AM Workshop

- Learn about the Division Green Street / Main Street project—past, present, and future
- Review and comment on the goals and the draft concept for the corridor

11:30 AM Open House

Contact Us

Division Green Street /Main Street Project
1900 SW 4th Avenue, Suite 4100
Portland, OR 97201

Phone: 503-823-5869

Email: jsugnet@ci.portland.or.us

Web: <http://www.portlandonline.com/planning/>

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Upcoming events

- April 2005** Workshop to comment on urban design proposals and transportation alternatives
- June 2005** Open house to comment on draft plan
- Summer 2005** Planning Commission and City Council adoption

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City of Portland
Bureau of Planning
1900 SW 4th Ave., Suite 4100
Portland, OR 97201

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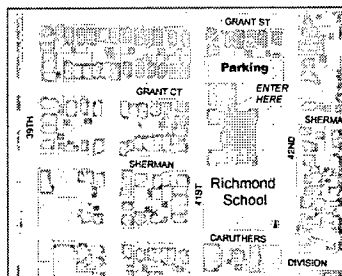
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Division Green Street Main Street Project

Public Comment Report

Community Workshop 1

January 22, 2005

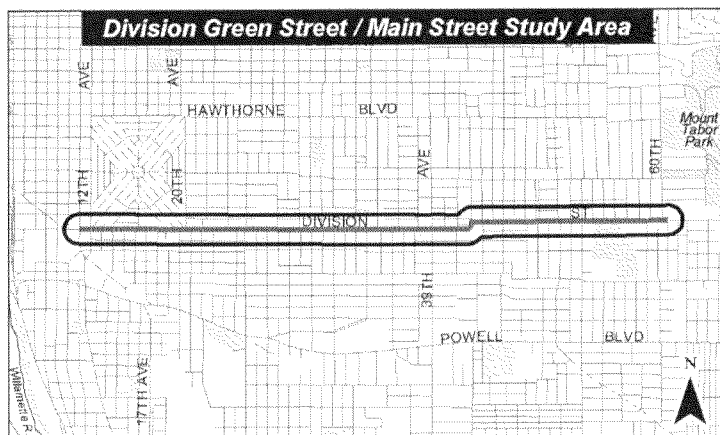


Division Green Street / Main Street Project Background

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For more information

Contact Jay Sugnet at the City of Portland Bureau of Planning:

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Division Green Street / Main Street Project

Public Comment Report

Community Workshop 1

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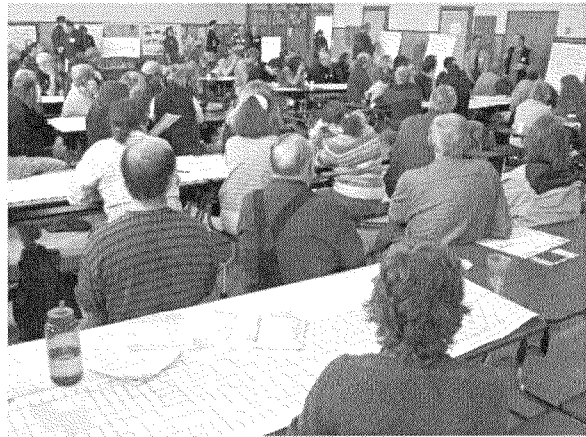
Introduction

The first community workshop for the Division Green Street / Main Street project was held at Richmond Elementary School cafeteria on January 22nd, 2005, from 9:00 a.m. to 12:00 p.m. The purposes of the workshop were

- to inform the public about the project;
- to explain the existing conditions, opportunities and constraints facing the corridor;
- to solicit input on the Draft Concept; and
- to demonstrate sustainable transportation infrastructure concepts and solutions.

The workshop was widely publicized, with almost 10,000 fliers mailed out to area residents, businesses, and landlords. Area businesses sported posters advertising the event, and there were articles in *The Oregonian* and the *Southeast Examiner*. The school cafeteria was standing room only and over 200 people participated in the workshop.

This report contains a summary and compilation of the public comments received during the January 22nd community workshop.



Workshop Summary

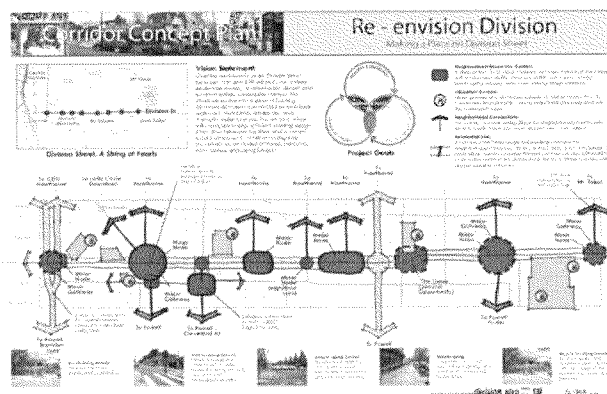
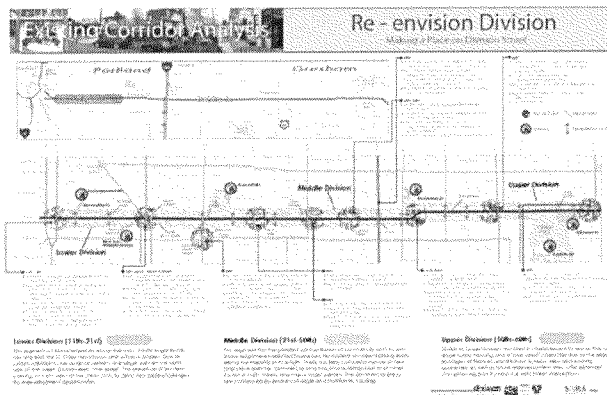
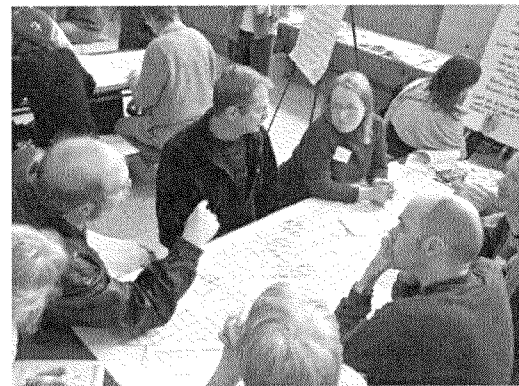


The workshop began and ended with a 30-minute open house that provided participants the opportunity to peruse background information, such as maps detailing the transportation infrastructure along the corridor. The Draft Concept and the project Goals/Objectives graphics were displayed prominently so that participants could write comments on sticky notes and post them directly on the images. Also, booths were set up to help participants learn about related information, such as stormwater management techniques and the Think Local First campaign.

In addition to the Think Local First campaign, the Hosford-Abernathy Neighborhood Development Association provided information on the history of the Division corridor and the Mt. Hood Freeway, the Seven Corners Localization Initiative showed configurations for a roundabout at the intersection of Division and 20th/21st/Ladd, the Division Green Street / Main Street Community Working Group signed people up for another series of neighborhood walks in the spring, a community member explained plans for the old Wake-Up Deli site, the Portland Office of Transportation presented information on transportation options, the Portland Bureau of Environmental Services showed different methods for handling stormwater, a representative from TriMet answered questions about transit in the corridor, the Portland Office for Sustainable Development presented green building techniques, and the Richmond Elementary School principal and the Parent Teacher Association each displayed information.

The workshop was opened with an introduction and comments by Charles Kingsley and Jean Baker, who are both area residents and members of the Division Green Street / Main Street Community Working Group. Kingsley runs a business and Baker is the president of the Division / Clinton Business Association. Project Manager Jay Sugnet from the Bureau of Planning summarized the history of the Division Street Corridor and the project background, purpose, and timeline. Lead consultant Mia Birk, of Alta Planning + Design, explained the existing conditions in the study area and presented the Draft Concept for the corridor.

After the presentations, there was a short question-and-answer period, and then about 100 of the workshop attendees participated in small group discussions designed to elicit feedback on several major issues, including the project goals and objectives, the major themes proposed in the Draft Concept, and needed transportation improvements. Each of the nine tables was staffed by a notetaker and a facilitator, who led the discussion over a set of seven questions. The questions were written on the back of the workshop evaluation form, and attendees were encouraged to write detailed responses to the questions in addition to participating in the small group discussions. The following section contains a summary of the comments received, both oral and written, for each question.



The Draft Concept

The Draft Concept was developed by the consultant team based on comments received during a series of neighborhood walks held in October of 2004 as well as on feedback from the Division Green Street / Main Street Community Working Group. The Draft Concept includes an existing corridor analysis that examines the three main sections of Division as well as key intersections. The second half of the Draft Concept is the corridor concept plan, which shows the vision for the future of the Division corridor. The Draft Concept is available on the web at <http://www.portlandonline.com/planning/index.cfm?c=36053>.

Summary of Comments Received

1. What are your favorite places along Division Street? What are the features that attract you to these places?

Most people named small local businesses in the Seven Corners area (20th/21st/Ladd) or between SE 30th and 38th Avenues. Food-oriented businesses such as restaurants, cafes, and grocery stores were frequently mentioned. Division Hardware was the place named most often, clearly a community favorite. Open spaces such as Piccolo and Clinton Parks were referenced, as were the bioswales at New Seasons and St. Philip Neri Church. Participants liked the fact that these places are community-oriented, offer practical, everyday products and services, are locally-owned, and are easy to access by walking and biking.

2. The goals and objectives for this project were agreed upon by the Community Working Group. These will be used to evaluate the transportation and urban design alternatives. Do you agree with the goals concept as a framework for the project?

The majority of respondents remarked positively on the project goals and objectives. Many appreciated the holistic approach and felt the goals reflected their own desires for the corridor. Critiques included the suggestion that there are too many goals, that “sustainability” is too vague a topic to be a goal, that the concept of “safety” should be a goal, and that the goals should be measurable in a quantifiable way.

3. The Draft Concept emphasizes the idea that in the future, Division Street will be like a necklace, composed of a string of “pearls,” or commercial nodes. In between the distinct commercial nodes—some large, some small—will be medium to high density residential buildings. At the ends of the necklace are Mt. Tabor and the Willamette River. Do you support this vision for the future of Division Street?

The feedback on the string of pearls concept was supportive on the whole, although many respondents had suggestions regarding the specifics and concerns about implementation. Suggestions included changing the terminology from “pearls” to “beads” to emphasize the uniqueness of each node and including different sizes and types of nodes, such as smaller, “quiet” nodes. Some were concerned about the areas in between the nodes and offered the reminder not to plan for “dead spots” along the corridor. A few people thought that maintaining distinct nodes along Division was unnecessary—the important objective is to maintain the residential character of the neighborhoods surrounding Division.

Although the Draft Concept would not alter the allowed densities along Division, many comments focused on concerns about high density development. Most respondents viewed more dense development in a positive light, but many cautioned that design of multi-family buildings is critical to their compatibility and success, and called for design review or performance standards. Some pressed for height limitations of two to three stories. Some attendees argued that density leads to increased traffic and congestion, requires too much parking, and that new multi-family housing will likely not be an affordable housing choice due to the expense of building well-designed units.

4. The Community Working Group has identified the management and visibility of water as an important theme. Do you agree? If so, how do you envision that theme being expressed? If not, what other themes do you think would help provide a unifying element for the Division Corridor?

The feedback on this concept was mixed. Some people found the idea very attractive, and suggested many expressions of the water theme, including bioswales, Benson Bubblers, fountains (especially mentioned for the area of “the Curve” between 41st - 44th Avenues), daylighted underground streams, ponds, and tile or mosaic symbolic expressions of water. Others had concerns about maintenance or expense, or simply found the idea unnecessary. Many ideas for alternative themes were mentioned, including trees (this was mentioned many times), landscaping, banners, lighting, art, and artistic bus shelters.

- 5. Division as an education corridor is another theme that has been identified. The Draft Concept views the schools as an asset to capitalize on, and advocates making connections between the schools and the street through physical design features as well as through community activities and events. Do you agree that this should be an important focus for this project? If so, how would you implement it? If not, what are your priorities for the corridor?**

The idea of Division as an education corridor was met with an overwhelmingly positive response from the community. Ideas included involving parents, non-parents, and the elderly in the schools; incorporating kids into the community through arts and community events; increasing the visibility of schools; improving the crossings at schools; and transforming schools into community resources that can house social activities during off-hours.

- 6. There are many things that make up a good pedestrian environment—wide sidewalks, street trees, good lighting, landscaping, frequent crossing opportunities, curb extensions, interesting buildings, places to sit, etc. What is your experience as a pedestrian on Division—during the day, at night, at rush hour? What locations are most important to cross the street? Where is it unsafe or difficult for pedestrians to cross?**

The consensus reached at the workshop is that crossing Division is very challenging everywhere along the corridor, particularly at existing commercial nodes. Locations mentioned over and over included Seven Corners (20th/21st/Ladd), 30th at Wild Oats (mentioned as needing a stop sign or traffic light), 34th – 38th in general, 37th, 39th, “the Curve” (41st – 44th), and 45th. Some suggested innovative crossing solutions, such as zebra crosswalks or artsy designs painted on the intersections. Other pedestrian-related concerns were slowing down traffic and improving the bus stops and shelters along the corridor.

- 7. What is your experience as a driver along Division—during the day, at night, at rush hour? Are changes needed? Where and which ones? Are there places where it is difficult to park?**

Many of the comments received focused on the congestion at the SE 39th intersection and the cut-through traffic it generates. Respondents claimed that the back-up at the 39th intersections causes many drivers to cut through on Clinton and Lincoln, despite traffic-calming efforts on these streets. Attendees suggested adding a dedicated left-turn phase to the signal at 39th. Others were concerned about congestion at the 11th/12th intersections due to the on-street parking and at Atkinson Elementary school during student drop-off and pick-up times. Some people mentioned that the traffic around New Seasons is dangerous, especially when west-bound cars attempt a left turn into the parking lot. Banning left turns in that location was a suggested solution.

Appendix 1 – Transcription of Comments

The following is a comprehensive list of comments received at the workshop.

Evaluation Form Comments

1. What are your favorite places along Division Street? What are the features that attract you to these places?

- Small locally owned businesses. Friendly people. Division Hardware. Hedge House. St. Philip Neri.
- Laughing Horse, bioswale; plantings in front of coffee shop @ 13th (?); 7 corners; mural, unique, creative, connected to community
- New Seasons, Lauro. Good design, vibrant color, community-based businesses.
- Restaurants, Wild Oats, New Seasons. Landscaping, attractive appearance, and food.
- The community gardens office and Parks greenhouses in the Parks Bureau. Yards at about 6400 (6447 I think).
- 34th to 38th
- Dairy Queen and Stumptown: good food.
- Hedgehouse, Kalga Café, Carpe Vinium, Division Hardware
- Division Hardware, Clinton & 26th
- Division Hardware (good people) / Lauro Restaurant (good food) / New Seasons (good groceries)
- Genies! Quilt shop at 49th
- 34th & Div (Lauro Med. Kitchen, Ander's Printing Co., Pix, Hedgehouse). Diversity of business.
- My LEAST favorite places on Division are the loonie left bookstore at 37th and the loonie left coffee shop at 22nd. Graffiti does NOT attract me to places along Division.
- Mixture of business types
- Portland Impact Bldg (great mixed use building, affordable housing), Hedge House (outdoor patio, good food and brews, good price), Urban Grounds (solar access, great landscaping).
- 34th and Seven Corners
- I like it all except for the litter.
- Lauro, Appethaizing, Eugenio's, Detour, Red & Black, Piccolo Park, bioswales and New Seasons, St. Philip Neri, Full Spectrum
- I don't consider it a shopping street, but I use the hardware store the most.
- Restaurants and beauty parlors
- "Small town" ambiance of businesses like Division Hardware, diversity of small eating places, Portico, Village Merchants
- Seven Corners—Red & Black Café. The Curve—new infill at 41-43rd.
- Detour Café, Pix corner (Lauro & Hedgehouse). REALLY love Division Hardware—so helpful. 26th and Clinton corner (Dots, K+F, theater)
- Clinton Park—green grass and lots of room to move. Rest of street looks ugly and needs exterior paint that complements, not clashes. Looks ugly now. I don't spend time on the street because of ugliness.
- Division Hardware, Wild Oats, Clays, Havens Coffee House

2. The goals and objectives for this project were agreed upon by the Community Working Group. These will be used to evaluate the transportation and urban design alternatives. Do you agree with the goals concept as a framework for the project?

- Yes.
- Yes.
- Yes. Just remember that your biggest critics are people who won't attend these events and don't speak your language. Keep them in mind.

- I didn't find your "goals." If it is the "creating a green street / main street," I think there are too many goals. The content is good, but probably too ambitious. Have no more than five goals, but with more objectives / actions.
- Yes.
- "Sustainability" is such a nebulous term that it should never be a goal / objective.
- Generally yes.
- Yes, yet looking for more quantifiable goals.
- Yes, except the high density apartments and condos! Nothing over 2 stories!
- Yes
- Yes—great job.
- Need to hear more.
- Does this process exclude alternative viewpoints?
- See attached letter regarding branding southeast Portland. I think there are too many "goals" and too many contrasting "goals." There is not a real framework yet of attaining these.
- Yes.
- Yes.
- Transportation—create a #4 bus shuttle between 12th and 60th to create the first 5 minute spacing in Portland.
- Yep.
- Yep.
- YES
- Yes, I would like Division to become a vital neighborhood like Woodstock or Sellwood-Moreland or Hawthorne with a variety of locally-owned businesses and pedestrian friendly street.
- Yes, assume that goals came from the community, not primarily from the planners—city and /or consultants
- Yes, they pretty much articulate my desires for Division Street and my concerns
- Don't want to see anything taller than 3 stories on street. Don't want the "tunnel effect" with the east wind. Shadowed sidewalks don't allow ice to melt. Keep rooflines low (1-2 stories). I don't shop on the street as what I buy is located in other areas of Portland. No goods/services on street I want or can afford.
- They are general enough that they are easy to accept.

3. The Draft Concept emphasizes the idea that in the future, Division Street will be like a necklace, composed of a string of "pearls," or commercial nodes. In between the distinct commercial nodes—some large, some small—will be medium to high density residential buildings. At the ends of the necklace are Mt. Tabor and the Willamette River. Do you support this vision for the future of Division Street?

- Higher density housing is good but it would be good to combine residential / commercial / retail. Stretch the pearls out, allow some commercial to take place within the residential—creates movement, interaction.
- Sure, but don't forget the in between. Safe walkways, crossings, more trees, wider sidewalks (?) bike lanes
- Sounds great. Necklaces shouldn't have billboards. ☺
- Yes.
- Yes, this is the vision some of us have been trying to promote for thirty years. See the Portland Comp Plan Draft Concept #2 circa 1977-80.
- Instead of adding a second theme (ie: string of pearls), stay focused on the image of water flow from one pool to another.
- No! High density residential will destroy existing home owners property value and add massive traffic.
- The "string of pearls" is fed by the side streets:
(drawing showing the side streets—north-south streets—coming into the nodes)
- Yes.
- Yes.
- High density should be done with care—it can be very ugly and creates parking problems
- YES.
- Do you mean taxpayer funded buildings or private investment?
- Sounds interesting...but is not that what every neighborhood wants?
- Yes, but the current traffic volume needs more "calming." My concern is that 15,000 ADT will conflict with the ability to create an attractive pedestrian environment. Also, Gresham Regional Center will feed more traffic growth on Division. Please contact me for ideas. Thanks, Richard Ross, 235-8194.

- Yes. Mixed use is important.
- I support the vision, but be careful about permanently planning “dead spots” which I feel is the biggest problem right now.
- Quiet nodes interspersed with commercial nodes. Retail and restaurants are okay, but we need small scale design, manufacturing outfits that are less dependent on disposable income.
- Yep.
- I think higher density is okay if it comes with *very good* design.
- No.
- I *do not* support re-zoning or condemnation of current properties in order to provide some fat-cat developer the “opportunity” to inflict some big apartment or condo complex! For example, the “instant slum” on 39th south of Hawthorne!
- Yes, should work hard to establish performance and design guidelines for new medium/high density residential. It is a challenge to maintain high livability, character in tune with the community, and affordability.
- YES!!! Great concept.
- I like the pearl/bead concept with different sized pearls/beads. Gives pedestrians a chance to be “in the middle of the activities” or quiet places if solitude is desired instead. 52nd to 60th should stay primarily residential. Change zone on SE corner of 52nd and Division to residential. The commercial zone is too excessive. I want an AM bakery for breakfast on Saturday mornings! Don’t want NW 23rd or NW 21st look. Want the casual look of now.
- Yes, the commercial centers will be mostly at major intersections. Increased density will occur, but probably slowly. It’s expected and we should plan for it.

4. The Community Working Group has identified the management and visibility of water as an important theme. Do you agree? If so, how do you envision that theme being expressed? If not, what other themes do you think would help provide a unifying element for the Division Corridor?

- I’d rather have trees than water. Water is nice but artificial in this setting. Great for parks, but for streets trees, green, plants I prefer.
- Sounds nice but not necessary—well, the visibility part. Focus on responsible management of water but don’t go overboard on expensive exhibits.
- About water, how do we deal with the underground stream? I have seep holes that I have trouble taking care of. The problem keeps reappearing.
- Absolutely! Italy is full of wonderful towns and cities where water is a major focus in parks and urban spaces.
- Good. Green up all along. Trees, trees, trees.
- I don’t get it. Why water? Commerce and housing would be a more useful goal.
- Find an opportunity to daylight a creek/storm sewer system. I’d recommend Sherman Creek (Street) between 48th and Richmond E.S.; bring it into Richmond’s play yard as an educational resource. This ties in with the education corridor theme, as well. Only one home fronts Sherman west of 48th.
- It seems like a neat idea. With that theme, good expressions may be drinking fountains, decorative fountains, large roadside planters.
- Yes.
- “Water” idea seems a bit hokey to me. I like the idea of public art.
- Bio drains for channeling street water.
- I like the water theme! It is something to embrace and build on.
- Signs, graphics, displays, sitting area for viewing.
- Unified vegetation along corridor; using parking lots as “parks”—encouraging planting in parking areas.
- I like ponds in the quiet nodes, it’ll attract birds.
- Mosaic tile, daylighting, education at bioswales
- Fountains!
- Creative bus shelters as unifying theme
- ?
- Yes, water features and Benson bubblers for people and dogs!
- Water as a theme raises many questions: Economic (who pays?), functional (who maintains?), health/safety? Control? Liability? Use elements like lampposts—create a “signature” distinctive design that could be placed

along the whole corridor, perhaps with arms for banners that could thematically announce each “village” or node, or be seasonally changed.

- Yes, skybridges over water, fountains, ponds at base of skybridge.
- No water sculptures or fountains. Benson bubbler drinking fountains-yes! That’s all the visual water we need (except rain). Bioswales will attract dandelions and who will maintain them? Eco-roofs—NO. Flat roofs=leaking roofs (I lived in a flat-roofed dorm which leaked). We don’t need ornamental water fountains. We have 27 now. Business people object to eco-roofs, bioswales, etc. Businesses have flooding problems when it rains.
- No. Does there need to be a theme? Couldn’t individual commercial centers choose their own “themes”? Maybe more trees in the planting strip to present a sense of continuity.

5. Division as an education corridor is another theme that has been identified. The Draft Concept views the schools as an asset to capitalize on, and advocates making connections between the schools and the street through physical design features as well as through community activities and events. Do you agree that this should be an important focus for this project? If so, how would you implement it? If not, what are your priorities for the corridor?

- Increased connection with schools is important. The schools have been and could again be a major component of the neighborhood.
- Yes. Involve non parents in community activities as well. Older folks and folks without kids still care a lot schools; get them connected too.
- Sounds great, but remember that a lot of us who live here do not have children and don’t feel connected to schools, sadly.
- Absolutely! Schools need to be transformed (from prisons for young people) into community centers focused on lifelong education and social activities.
- Yes.
- Most people don’t think of education when they think of Division. Two elementary schools does not make an education district.
- Yes.
- Yes.
- Our group discussed traffic problems related to Atkinson. Other schools are a bit further back and I could go either way on integrating them.
- I think this is a good idea but I don’t think it fits with the plan or concept.
- Upgrade connections to schools and parks (e.g. Ladd’s gardens). Improve gateways to Ladd’s Addition (Elliott, Ladd), a national register historic district.
- Yes, make schools / green spaces more visible.
- Haven’t really thought about it. Adequate safe crossings near schools should be a priority. Offer internships at the small scale design/manufacturing places.
- Lifelong learning, inter-generational
- Yes, if even as a safety tool, so cars note they are near a school zone...boldly painted crosswalks.
- Make it a thoroughfare for vehicles, or eliminate traffic.
- Close street between 2 city-owned lots at 47th and Ivon to create a park for parents and small children (off main traffic area one block away on Division). Swings and play equipment.
Shows picture of how Ivon tees into SE 47th and the City apparently owns both properties at the end of the street. Close the street and make a park out of the properties at the end of Ivon where it tees into SE 47th.
- Yes, an important opportunity. Encourage schools/community connections. Use schools off-hours as community centers, libraries, sports and recreation facilities. Have “career day” events to show students life possibilities beyond school years so that students grow up better connected to their neighborhoods and community.
- Yes, but fences (unfortunately) seem to be necessary to keep the children safe from perverts.
- Yes, schools need to connect with the NAs. They isolate selves from NAs and people who don’t have children. They need outdoor activities to draw neighbors and advertise in the newspaper not just school newsletters. Grassy areas near schools could send a “go slower” area – “rural” like setting encourages slowing down. Maybe flower gardens, too. Maybe small school signage design.

- Consider the schools as community resources. Make each school a SUN school. Develop activities that will draw people to SUN schools.
6. **There are many things that make up a good pedestrian environment—wide sidewalks, street trees, good lighting, landscaping, frequent crossing opportunities, curb extensions, interesting buildings, places to sit, etc. What is your experience as a pedestrian on Division—during the day, at night, at rush hour? What locations are most important to cross the street? Where is it unsafe or difficult for pedestrians to cross?**
- Locations—26, 20, 28th Place, 30, 33, 37, 39, 44th difficult to see up and down the street when crossing. Nice variety of architecture to look at. Too much garbage!
 - Hard to cross, especially just before and after “the curve”, need covered bus stops and better bus service (more buses)
 - I’ve never had any problems, but I haven’t lived here very long.
 - I don’t walk it much. It is obviously more auto oriented and this needs to change. Start in the nodes. Have more transit usage.
 - 39th!
 - Mucho, mucho traffic driven largely by “traffic calming” on nearby streets.
 - It sucks.
 - Too many puddles at street corners, uneven sidewalks. Everywhere is slow during peak usage hours.
 - Anywhere there isn’t a traffic signal or x-walk.
 - I don’t like the dead spaces created by large parking lots and back-set buildings—gardens might help improve walking experience.
 - We need marked crosswalks.
 - Biggest problem is *unsafe* practices of many bicyclists! Almost total disregard for traffic laws! Disregard of pedestrian rights by bicycles on sidewalks, not stopping for pedestrians at crosswalks, etc.
 - I think the pedestrian environment is okay. It is diverse. Improving pedestrian access at a ground level will hurt business. Cars bring people through the neighborhood.
 - Most of the street is unsafe. It’s unpleasant under today’s traffic speeds and volumes. I do not walk OR sit at sidewalk restaurants on Division.
 - Okay, better lighting at night—hard to cross
 - Create a pedestrian street—everything for pedestrians and local drivers—discourage commuting.
 - 11th/12th, 7 corners, 26th, 39th, Stumptown/Scoreboard Lounge
 - Artful, mildly raised crosswalks every few blocks.
 - Biggest problem 30th/Natures—Do something! Add crosswalk @ 37th.
 - The madness that is the 21st, etc. crossing! Don’t overpopulate the sidewalks with art, planters. Some banners would be fun, but not every block. Maybe alternate sides of the street.
 - No curb extensions. Street trees obstruct walkers.
 - Not that familiar—I live in Mt. Tabor area, mostly only drive on Division. Narrowness of ROW limits sidewalks and trees. Improve critical crosswalks with better paint, flashing amber lights when pedestrian activated.
 - Terrible! Most drivers totally ignore (or don’t see?) the crosswalks, especially on 30th by Nature’s (drivers on cell phones or oblivious to the congestion there due to shoppers). Need a stop sign at 30th.
 - Park benches wanted, but not cobb—tacky! Trees are much needed for shade (better than >2 story buildings). Keep landscaping very low, no bamboo! Street looks desolate day/night. Night too dark. Rush hour, too dangerous. Peds nearly get run over while in crosswalks. Educate drivers on ped right of way laws! I don’t cross street unless I got to signalized crossing. Other crossings even marked unsafe (41st). Need windows on businesses.
 - Never, never, never try to cross Division—by foot, by bike, in a car—during rush hour. When I’m on foot or bike, thinking about how to cross Division is always part of my concern.
7. **What is your experience as a driver along Division—during the day, at night, at rush hour? Are changes needed? Where and which ones? Are there places where it is difficult to park?**
- Don’t know enough to make good suggestions, very congested at rush hour.
 - No problems except @ Seven Corners and getting out of New Seasons parking lot.
 - I haven’t owned a car for 15 years. So I don’t have an opinion.

- Don't drive.
- It's a slow go from 12th to 50th.
- I avoid Division and work the side streets. I'm not alone, either.
- Parking seems adequate / plentiful. Most of the day (except for a relatively brief period in the AM and PM) it's fine to drive along. Let's entice more commuters to bike / walk / bus / telecommute / flextime and our traffic problems (& Division's) would be alleviated.
- Very difficult to tell at 43rd and 41st whether someone standing wants to cross the street or is merely waiting for a bus. Bus-stop and ped. crossings should NOT be at the same place.
- Yes we need this, not as a direct connect. 82nd or 205.
- Bicycles not lights, passing on right at stop signs—*highly dangerous*. Hands in pockets, out of control! Rude.
- Buses are a big problem. The street is not designed to accommodate them.
- If the street is narrowed (by curb extensions), make sure driver visibility is improved, too. The street needs better defined crossings everywhere to improve pedestrian safety and help driver expectations.
- Hard to turn left.
- Controlled pedestrian crossing—enforced zebra crossings as in London, lighted, with severe publicized penalties for transgressing—all bus stops.
- Allow 24 hour on-street parking!!! There have been 3 wrecks in the last 5 years in front of my house (24th and Division) due to drunks trying to "sneak home the back way."
- Too fast, let's slow it down.
- Eliminate parking on one side. Widen the street where there could be room if barriers were removed.
- It needs more design unification, perhaps through streetscaping, lighting, banners. Now is quite spotty and discordant. Needs include better and more covered bus stops, more bike parking. Left turn signal improvement at 39th/Division.
- Yes, impossible to turn left off Division onto 39th (maybe one driver per light change for left turn). Reinforce speed limits!
- None. The transportation analysis confirmed what I have observed with traffic. Changes are needed. I don't use any parking on street. Most concerned with drivers of private vehicles who think they're first always over pedestrians, bicycles, and TriMet buses.
- Left turns onto Division always seem to be difficult. Add left-turn signals at 39th. Is there any way to improve traffic flow at 7 Corners? Traffic flow turning into New Seasons from westbound on Division is a problem.

A. What did you like most about today's workshop?

- Pedestrian friendly green / main street. All presenters did well
- Information and opportunity for input
- You seemed to cover all the issues.
- Lots of people! Lots of positive ideas!
- Very good / informative.
- Excellent overview of challenges / opportunities, good presentations, visual aids, ...
- I wasn't here long enough to participate.
- Getting a chance to voice our thoughts on the future of Division; community gathering; on time; good resources, handouts, and hangings
- Just stayed for a small part
- Everybody's viewpoint
- Interesting, colorful, informative, well-organized, hands-on—great job!
- Chance to discuss ideas with neighbors and not just listen to "experts."
- The turnout from the businesses and all the feeling that the City is listening.
- Handouts and overview of project to date
- (arrived late)
- Information and sharing ideas and perspectives
- Lots of ideas exchanged
- Engaged participation
- A lot of people attended. Agenda good. Presentations good—high quality.
- The opportunity to know thoughts about future plans. Presentation excellent. I thought it was clearly and well-presented.

- The open invitation, the large turn out, the open forum for input.
- Location
- Broad overview of plan and opportunity for resident input
- I arrived late, about 9:45, but liked what I saw and heard very much. The presentation was well done, and the questions well-treated. The breakout tables worked to draw out more individual comments and ideas. The workshop was very interesting and worthwhile and turnout was impressive.
- I'm so IMPRESSED with our neighborhood and the commitment of the residents to work together to make this a better community! WOW!! Big THANKS to the organizers!
- Historical pictures! We need to see other eras of the street, too. Glad to see young and old, business owners and residents together, a good way to resolve multiple, long standing issues. I heard second hand networking went on about how/who/bureau to contact to resolve personal issues where people live. A perk of the workshop.
- The proposed changes displayed on various maps for ease in understanding—helped get a strong perspective on what is possible!
- This was a good opportunity to learn about plans for Division Street. It was thoughtfully organized and allowed opportunities to speak.

B. What did you like the least about today's workshop?

- That I couldn't stay for the entire program
- Breakout space—hard to hear along a long table.
- The reality doesn't match the vision!
- Small workshop dominated by a relative few, with hard line opinions.
- Just stayed for a small part
- Usual suggestions (like the study on division done by the city in early '90s)
- Like all events with lots of participation, quite a bit of redundancy—not necessarily bad.
- Hard to hear in small groups—better in circles not long tables.
- Small group workshops were a bit disorganized, or questions were hard to address in a group format.
- Too much emphasis on “green” “eco” “environment” etc. Tone that down a bit. Will eliminating parking hurt some businesses?
- I was later than I wanted to be.
- Missed a way to have some emphasis from the small groups
- No big problems. Transition into small groups was not efficient or quick. Facilitators should “jump in” when presentation ends.
- Not clear where (area) people would gather for individual workshops
- Could not hear in the back of the room.
- Not much time devoted to the existing land use/transportation/infrastructure constraints. Also, how this corridor plan meshes with the larger SE General Plan. Realize this would have taken time away from the proposed concept discussions.
- So much information, I found it difficult to bring my understanding of what was being discussed and try to “keep pace with the speakers.”
- I didn't get to see it or participate. Ran out of the map and history and transportation analysis. We could have used a bigger space (a good problem). May have to end up in Clinton Park by June! The Buy Local initiative doesn't appeal to me personally as I buy goods/services elsewhere not attracted to “environmental” emphasis at all.
- All positive—great way to get the word out!
- The organizers did good. No negatives.

C. Please use this space to write any additional comments.

- How can we encourage working art studios and galleries in addition to public art? Can zoning encourage spiritual, meditative, contemplative centers?
- There are some new on the “upscale” side businesses, Lauro, the corners at 21st (Starbucks) and at 12th. How does this plan incorporate the older businesses that do not look as fancy, (the Japanese restaurant at 34th).
- Good job you guys! How cool to live in a neighborhood like this!

- You may want to start thinking about what to do with Wild Oats building when it closes. I bet it doesn't last another year.
- The plan is exciting. The node idea for business is solid. Do everything possible to encourage a diverse business community—this is a valuable part of our community. Issues around best mix of housing and its impact of traffic flow needs careful balancing.
Please make use of the Christopher Alexander book "A Pattern Language" to the greatest extent possible. Europe has plenty of great examples of what people want. But it negatively impacts the automobile usage. This is not any different from the ideas of such groups in the 1970s. Will we be able to implement them this time?
P.S. You realize that if you are successful it will cause some severe gentrification of residents and businesses.
P.P.S. What will you do about homeless people.
- Develop education for drivers vis a vis peds. Bus stop signs need to be more visible! Brighter color and double sided.
- Thank you!!!
- Good displays—especially liked the Mt. Hood Freeway visuals! Would that have f*!@*& up inner SE PDX, or what?
- I'd like to get involved in continuing this discussion.
Maybe explore theme of "string of beads" instead of "pearls"—this can emphasize the unique characteristics of each bead.
Concerned that we do NOT restrict "modern" or "contemporary" designs but we should try to identify performance, durability, quality, supports community function
- Lefthand controlled signals 34th, 39th, 21st. Crosswalks in streets where food areas and coffee shops are.
- How come so much public money is being spent on this when there is not enough money to staff the jails! Where is your priorities? Criminals run rampant. Also not enough money for 911 operators! Will you include alternative viewpoints at next meeting or in your publications??
- As a local design professional, I believe that setting up a thoughtful framework for a plan will help build a vision that everyone can embrace. Creating a "brand" for Division and for southeast Portland is an important part of creating this framework and building a cohesive vision for the future of the area. Establishing a brand that embodies Division's particular uniqueness will provide a point to rally around and create civic pride, positive feelings, and an energized community.
- As an environmental graphic designer, I would like to be involved in the appearance of the Street including signs, greenspaces, building and street scene, etc.
- 24 hour on-street parking. Diversify businesses (the sun doesn't rise and set on retail). Ponds at the quiet nodes. Heavy trucks are too much for the street, my house moves when they go by.
- I appreciated the use of mikes—I'm having hearing problems. Speaker should reword/repeat questions.
- Overall we felt that the workshop was very well done.
- The size of the type was too small as it was projected—grey on grey is hard to read. I was in the back.
- It seemed to me that the "committee" had already decided on what they were going to do and only wanted confirmation that those in attendance approved.
- Re: Planning for "special opportunity" at "the Curve" SE 41-43rd and Division: Have input from officials of Richmond School and Cascadia Behavioral Healthcare at mixing grade school population with clients of mental health and addictions treatment center may present challenges, especially given frequent need for police presence during crisis situations at treatment center located at this intersection.
- Some say we don't want to encourage more residential density. But if well done, it could be the engine that makes upgraded commercial and public amenities feasible. If badly done, it is a squandered opportunity. Suggest the planning dept. work on a set of performance standards for infill housing and commercial /housing /office/mixed use development. I think that "skinny" houses on 25 ft lots are NOT the answer. Sponsor a design competition for residential and mixed use infill projects, probably starting with a minimum frontage of 75 ft and lot area of 7500 sq ft, or maybe even more. Make winning designs available to investors/developers (this could serve all neighborhoods, not just Division). We once designed a commercial/office "incubator" building that a city built with state grant money. This would be a good addition to any one of the "nodes" along Division. Allows new businesses to get started with lower rents. From Donald Christensen, retired architect and planning consultant, 7011 SE Thorburn, 503.252.0534.
- What about incorporating that water theme with a "solution" for pedestrian crossings—One idea put forth was SKYBRIDGES ("bridges over the water"). Then small plantings (water lilies or water loving plants, ponds (shallow) and fountains at base of each skybridge. Water could be meandering tiles, mosaic along sidewalks.

Show drawing of arched bridges across Division at various points with plantings and water at bottom.

- Great advertising and attendance. Best public meeting with participants. Could have had it on Portland Cable Access if a crew would have volunteered to tape presentations (It would have been too hard with 10 groups of tables, though). 163-200 was a great attendance. There is a City of Portland photographic collection 1913-1943 (OHS Spring Qtrly 204 pgs 120-136) not yet publicly available. Apparently obtained before SPARC was created. We need to get businesses to get rid of graffiti to get rid of trashy and ugly slum look. We can celebrate in July at the D/C BA street fair with a party if everything goes smoothly through June 30. It would be a great way to continue to develop good relations on the street (would be a success if the businesses like the adopted plan).
- Two concerns (wasn't able to attend workshop group session). First, limiting parking on Division, and blocks immediately off of Division. Is there a plan for residents who need street parking, ie permits? By completely eliminating street parking, many residents will have to park blocks away, congesting neighborhood blocks. Second, traffic lights. By adding a 4-way light at 28th Place, the use of this side street will increase as a "through" street. Is there a way to slow traffic and keep neighborhood feel blocks off of Division? Parents who use 28th Place to pick up kids from Hosford already speed downhill to Division, treating it like a major road.

Small Group Notes

Table 1

Favorite Places

- Shops at 45th
- Shops at 48th
- 7 Corners and New Seasons
- Glenn's Hardware
- Clinton business area

Goals and Objectives

- Like the commercial node concept; emphasize that each one is unique
- Emphasize transit use, especially higher capacity service
- Financial help for small businesses to improve facades
- Underground utilities, especially at commercial nodes

Vision

- Don't try to make Division like 23rd or Hawthorne
- Affordability for residents and businesses – don't price people out of the neighborhood
- No high density

Water Theme

- Use water as a theme but not gratuitous fountains
- Focus on innovative stormwater management techniques
- Stormwater impacts pedestrians, especially at bus stops or crossing the street
- Interested in underground streams

Education Theme

- Schools are important
- Has the Clinton Park adjacent to Franklin been declared surplus?

Pedestrian/Bicycle Environment

- Create a better crossing at the Curve, but not necessarily at the bus stops.
- Drivers can't tell if someone is waiting to cross or waiting for a bus.
- Need crosswalks at bus stops
- Preferential timing for peds and bikes at signalized intersection (a few seconds head start)
- Improve bus stops – paved pads
- Keep bikes off Division but encourage alternatives like skateboards, roller blades
- Find way to connect through Franklin H. S. for bikes as alternative to Division
- Crossing at 52nd and Woodward is difficult for children going to school
- Ped safety issues between 35th and 38th

Driver Experience

- Congestion at Atkinson between 55th and 58th from school buses and parents; why aren't children walking; work with the school
- Like the idea of a roundabout at 7 Corners

Opportunities

- Opportunities sites like the gas station at 7 Corners; Clinton Park along Division (Franklin field)
- Shared parking lots – enhance or reduce size especially in front of stores
- Concern about the adult theater at 36th

Table 2

Favorite Places

- Tom's at 39th
- Lauro's at 34th
- Division Street Hardware at 37th
- Laughing Horse at 36th
- Village Merchants and Portico
- New Seasons
- Hedge House
- Foot Fight
- Red & Black
- Mirador
- Like them because they are local, provide food, practical, day-to-day activities, accessible/close by, regional design (not corporate)
- Starbucks and parking in Starbucks is bad.

Goals and Objectives

- Goals are good

Vision

- 3 big ideas – quiet nodes, prepare for density, focus on entry/access points – 11th/12th, 7 Corners, 39th
- Pearls is a good idea but a bad name
- String of places to sit, activity, quiet
- Better to plan for density than have it surprise us
- Better density, well-planned
- Density must stay with the spirit of the neighborhood
- How much can the neighborhood bear?
- Does mixed use mean building up? No canyon!
- Help with funding for companies that restore buildings for earthquake preparation
 - National Main Street Program (Hawthorne)
 - ODDA
- Better mix of smaller businesses – architecture, work spaces, offices, etc.
- Focus on control points – 11th/12th, 21st/Ladds, 39th

Water Theme

- Have a stream with physical water present – quiet nodes
- Artistic representation of water
- Tie in with education theme – attract kids to streams, teach them
- Community gardens/spaces
- Capitalize on church, other public spaces with irregular hours

Education Theme

- Education is good for attracting families
- quiet nodes

Pedestrian

- Important crossings – 39th, 37th, 34th, 21st, Wild Oats, 41st/42nd, 50th, 52nd, Franklin/Dairy Queen
- Permeable surface at 39th to 43rd (also good quiet area), New Seasons/7 Corners – Make this a Division Street theme
- Traffic circles at 41st and other fast intersections

- Quiet nodes for families with trees, slower traffic
- Quieter buses
- Ped issues at 7 Corners, 34th, 37th, 41st

Driver Perception

- Elevated light rail on Powell, freight on road
- 7 Corners bad – influx of new businesses, difficult pedestrian crossings
- New Seasons traffic problems
- Forget to stop for peds – need greater reminder that peds are present, signage?
- Traffic problems at 11th/12th, 7Corners, 39th

Opportunities

- Oregon Theater – good building, bad business
- Community gathering space (St. Phillip Neri?)
- Clean up gas station site at 7Corners
- Opportunity site between 22nd and 23rd (south side)
- 7 Corners – good design improvements in sync with local area

Table 3

General feelings on event

- Good turnout – excited to see that
- Community is interested!

Goals and Objectives

- Concerns about use business and housing; housing – better utilization – rezoning
- Need public spaces – parks

Vision

- Unifying theme – liked that
- Elements used to unify this long street – street lights/banners – old fashioned street light fixtures

Water theme

- Trees – benches – plantings
- Natural water-scaping

Education Theme

- Tying into schools. Art

Pedestrian Concerns

- Dogs – dog owners need space to run for dogs and owners to congregate – dog park at Clinton Park (Franklin track)

Driver Perception

- Need left turn signal at 39th
- Four lanes down to 39th
- At 11th/12th – tunnel for traffic to avoid backup from trains, control times of trains (train depot)
- Extra lane for short distance to avoid backup from LT to SB at 12th
- Concerns about through traffic that does not contribute to neighborhood

Density/Development

- Keep mixture of age groups and economic groups
- Zoning – prefer not to have late night destinations – bars open until 2:30 am; Good neighbor agreements don't resolve; can we use design to resolve issues?
- Increased density brings more cars and that is a problem
- Multistory buildings – good example is Emerson House
- Infill – need good design standards
- Single family housing changing to commercial venues such as Hedge House
- More diversity

Table 4

Favorite Places

- 30th – 34th corridor

- 7 Corners
 - Division Hardware
- Goals/Objectives
- Make bus/trolley even better – reduce need to drive
 - Local shuttle within district (12th – 60th) every 10 minutes
 - Can't send our traffic to other neighborhood corridors
 - Increase green – trees as calming feature; enhance way people treat street
 - Use streetscape to develop sense of common style
 - Use vegetation to create continuity/unify with plantings
- Vision
- String of pearls concern – don't neglect the “in between” (dead spaces)
 - How to handle traffic at odds with increased pedestrians. Need a “well-designed” Mt. Hood Freeway vs let traffic just get worse to discourage it
- Water Theme
- Water Theme as an alternative to “pearls” – flowing connecting / “real water” underneath
 - Water to mountains as a theme
- Education Theme
- Raising awareness/visibility of the schools all along corridor
 - Help others to use them
- Pedestrian Concerns
- Rush hour impossible for turning, crossing, getting to bus stops
 - More stop signs instead of signals
 - Crosswalks and on demand crossing strategies that work
- Driver Perception
- Strange design of Powell/Division – wider in some places, then narrows
 - Left turns hard
 - Why does the street shake with trucks and buses
- Development
- Problem: integrating newcomers in higher density housing. Need better liaison work with newcomers/old timers
 - Replacing older housing always means it becomes more expensive
 - Problem of gentrification is very complex; hard on first-time home buyers
 - Problem of billboards – plant bamboo in front of them
 - Mix of architectural styles – try to keep new or existing buildings in those styles
 - Development with shared recreational space between senior development and schools

Table 5

Favorite Places

- Division Hardware – Sense of community and usefulness
 - The curve – Rich Potential, yet challenging - Creates natural corridor break / swift
- [* Local Biz versus franchise – economic concern -]
- 26th Clinton – Cultural niche; Piccolo Park
 - 7-Corners – hopeful example of development
 - St. Philip Neri – Beautiful Bioswale!

Vision

- Façade improvement feasibility
- High Density – Fear of uncertainty; application?
- Density Management in the “Pearls”
- Locality – Access to regular use without driving noise crossings
- Walkability! Pedestrian – Friendliness?
- Community oriented services, Theatre, Nursery

Water Theme

- Fountains in Parks – 47th Ivon, Benson Bubblers! People and Dogs
- Rainwater catchment at New Seasons

- Incorporate more Bioswales and curb extensions

Education Theme

- Environmental aspects – Innovation, Bioswales at 5pm ?
- Integration of Community, school and safety
 - Commercial Barrier instead of fence!
 - Engagement of Youth into “Place”

Points of Interest

- Block between Division on S, Hickory on N, Tamarack on E, and 16th on W. Smaller circle around property on SW corner of lot.
- 7-corners
- Intersection at 26th and Clinton
- Piccolo Park
- NE corner of block between Clinton, Taggart, 20th and 21st.
- Length of street between 41st and 43rd and the surrounding land north and south of Division.
- “Richmond Property” and “Richmond Park” on SE 47th and Ivon

Table 6

Favorite Places

- 26th an Clinton – Village, Sense of community
- House – Townhouse – 27th Division, near Piccolo Park, 2722 little paradise
- Park open space – 47th Ivon - currently vacant –
- Node at 30th – Wild Oats, Detour Café - enjoy activity, services offered, design of buildings
- Pearl at Westside of 39th Tom’s Café - likes to have breakfast in neighborhood
- Hedgehouse – can walk, bike there - good gathering spot, meet neighbors
- Village Merchants / Portico – Mirador - great resale products, enjoy enviro business
- St. Philip Neri – bioswales - great example, provides green space – adds visual interest, beauty

Vision

- Concern about replacing existing residential—build off what we already have
- Don’t want to lose what community values
- May need to really inventory existing structures
 - Some concern high density zoning may cause tearing down of historic structures
 - Maybe some are zoned high density and some are not
 - Zoning should reflect what is there and what a community wants
- Blend of periods of architecture design – modern and historic – desirable
- One resident likes Richmond Place - Likes businesses on ground floor
- Concern re: width of street, how do you balance existing infrastructure with more density? (Some housing can attract non-car residents)
- Why do people want to live along Division? Worried about safety for young children (It’s easy to teach children about safety).

Water Theme

- Good idea whether we use tile or art – how does that work? Concerned about function?
- Relate it to seasonality since water is limited – resource – should not use excess water
- Fountain in the curve
- Bioswales to take up extra water

Pedestrian Concerns

- Problem crossing 41st – 43rd – traffic comes fast around blind corner
- 30th – Wild Oats (crosswalk there, but difficult to cross)\
 - Light at 30th?
 - What happened to the push device in crosswalk?
 - How about provocative art to slow drivers?
 - Some pedestrians cross not at crosswalks, particularly 30th – causes problems
 - Bottleneck at Wild Oats due to street parking
 - People getting out of cars – would like no street parking
- 34th – 39th – Division Hardware – no crosswalk

- 7 Corners – some say yes, others no – blind crossing there good
- Clinton resident shops on south side of Division because of crossing difficulty.
- Crosswalk at 37th Ave. near Division Hardware – difficulty due to bus stop at 37th
- Assoc. Blind representative does not want chirping signals—unnecessary, humiliating, distracting – hard to hear traffic, expensive
- Streetscape needs consistency of street lights
- more attractive bus shelters - ugly
- incentives for property owners to clean property
- Would like to bury powerlines – would help with sidewalk widths (but they're expensive to bury – suggest to revisit City's plan for infrastructure – from the 90's)
- Get bikes off Division – really use Clinton / Lincoln Streets for bikes - not prioritized as much as could be with signage

Table 7

Favorite Places

- 34th Division / Hedge House / Pix / Anders / Lauro
- 7-Corners
- 26th Clinton
- Carpe Vinium ?
- Kalga Café
- Piccolo Park
- 35th Place / Haven / Engonias :
- Division Hardware
- New Seasons
- People's Co-op
- Pedestrian Block info Kiosk

Why:

- Lively
- Walk to them
- No pushy sales
- Create Community by allowing neighbors to talk
- Social
- People are on the streets
- Local draw
- Ability to walk instead of drive
- Village in the City of Portland, Oregon Community
- Unique Character
- Local Ownership
- Aesthetic
- Supporting small business
- Money staying in community

Goals and Objectives

- Addressing traffic flow / buses causing congestion
- Cars not yielding to pedestrians
- Support holistic approach
- More quantifiable goals – xx# of traffic calming devices
- Maintenance of trees and keeping it clean
- More resources for streetscape maintenance

Vision

- Support idea of density
- Concerns with increased traffic
- Slow traffic not so bad
- Address pedestrian circulation / crossing

- More specifics about more dense residential
- Art to tie the 'pearls' together
- Mixed use a plus
- Question about using "Pearl" because of Pearl District
- Design of the high density

Water Theme

- Daylighting stream
- Good historic tie

Education Theme

- More public use of schools
- Recognition of schools and locations
- Better connectives to community and street

Pedestrian Environment

- Difficult – 30th, 21st, 20th, "The Curve" is a "death trap"
- Pedestrian priority at lights – immediate change
- Division Hardware – cars backed up
- Improve Foster pedestrian facilities

Driving Experience

- Control speed limit
- Don't encourage people using smaller streets

Table 8

Goals and Objectives

- Consider different project goals - Graphics; Replace "Place" with "Healthy Community"
- use different graphics for the Project Goals 3 circles

Vision

- ?'s of density, appropriate placement of density
- Dislike Hawthorne – type new M.U. project; Ensure human-scale in building design
- Division: "pedestrian corridor with stormwater infrastructure?"

Water Theme

- Use water as a theme but not gratuitous fountains
- What can we do about the underground stream at 34th and Division (sink holes in property of person at the table)
- Sherman Creek: daylight creek through Richmond Elementary School grounds?
- Could we get a map of historic vegetation /natural conditions (including water) in area to help determine ways to address current problems and/or use to help us with a theme for the area?

Pedestrian/Bicycle Environment

- Intersection issues at 7-corners – many more pedestrians with New Seasons—disaster for pedestrians
- Make pedestrian crossings more interesting
 - Pavement treatments
 - Pedestrian "Sky" crossing / arch bridge
 - Roundabouts
- Continue to Plant trees along street
- Add Real Time Transit information--Talk to TriMet about getting digital timers at the bus stops on Division
- Need buffer for pedestrians
- Limit / minimize use - curb cuts can be dangerous for bicyclists
- Need better pedestrian Environment
- Interesting crossings other than striping (talk to City Repair)

Driver Experience

- 12th & Division congestion (urban grind? Coffee shop)
- Difficult left turn into New Seasons from Division (when going West) consider "NO LEFT TURN" into parking lot
- Use European style roundabouts (no stop signs, e.g., 39th @ Glisan) Multiple lanes...
- Use roundabout for pervious surface (?) or sculptures and fountains

- 24hr. No Hour parking as you approach 12th (going West)
- Pervious surface in parking lane
- Roundabouts? 7-corners. Use to reinforce Village Concept, include pedestrians.
- Friends of Trees, more trees to slow traffic.

Gateway

- Gateway at “curve” @ 41st, 42nd, and 43rd
- Arch/entrance at gateways: sky bridge? Spiral staircase? Something nice.
- Gardens/public space at 42nd and Division

Table 9

Favorite Places

- 34th – 38th businesses
- foot traffic to businesses
- practicality of Division businesses (except lack of bank)
- Don't like Oregon Theater

Goals and Objectives

- safety should be added
 - traffic
 - crime – theft

Vision

- how to keep local business costs affordable as property costs go up
- Community meeting places (Ladd's meat market?)
- density along street – not in neighborhoods—protect residential (Commercial okay on Division, nodes not needed)
- linear street park

Water Theme

- unifying theme along street – landscaping
 - water? (maintenance?)
 - murals, art *
- low maintenance is important

Education Theme

- theme of openness, respect (education)
- kids participation

Pedestrian/Bicycle Environment

- crosswalk location – 37th
- light? 35th – 38th
- left turn arrow on 39th
- lighting (visibility for drivers)
- bus stop / crosswalk ambiguity
- innovative crosswalks
- speed limit signs +
- more enforcement
- bike route from Esplanade to Clinton
- cut through to Clinton due to Division traffic

Driver Experience

- Congestion at Atkinson between 55th and 58th from school buses and parents; why aren't children walking; work with the school
- Like the idea of a roundabout at 7 Corners

Sticky Notes on Draft Concept

Existing Conditions

- Presence of an active coffee shop at 12th and Division fills a needed right turn lane on Division, jamming up traffic for 2 blocks. Someone else added “Yes!” to the same sticky note.
- How do we spread awareness about slower speeds on Division?
- “Traffic calming” on nearby streets (e.g. Clinton, Lincoln) makes a “pedestrian friendly” Division St. very difficult. Attached to that sticky is another sticky saying “Traffic congestion on Division to 39th causes people to reroute onto Clinton.”

Concept Comments

- Ped/bike connection to Esplanade
- Parking on North side of Division (Westbound) at 12th and 11th limits access to intersections and backs up traffic.
- Safe bike lanes at lower Division a must!
- During “rush hour” car traffic likes to by-pass Division and travel down Clinton. Makes for a dangerous high speed situation for bikes and peds.
- Large truck traffic and customer traffic congestion heading southbound on SE 32nd Avenue.
- Is there some way we can encourage the adult movie theater to go away?
- Encourage sidewalk naturoscapes/plantings/benches and natural looking dog water bowls (birdbath/rock idea) to naturally collect water for dogs.
- Note at “the curve”: An island to keep cars from making blind and unsafe turns from 42nd onto Division going east. There is a picture showing an island on Division at 42nd.
- Symbolically daylight underground stream is a great idea—that people can tap into in their own way with art, street plantings.

Question-and-Answer Session Notes

- Impact of Measure 37?
- No High Density Housing!
- Funding Sources?
- Keeping out StarBucks.
- Funding private property improvements?
- Incorporate Local artists.
- Mixing generations – Integrate seniors into vision
- East of 39th – Who to ask about problems and how to get money to fix this area?
- String of villages – expound.
- Look at regional traffic – Where does it go?
- Not Pearls – “CHARMS”
- Pick upon “Old Portland Waterfront” look

Appendix 2 – News Articles

JAN/05
FREE
Vol 16 No 1
Portland, OR

The Southeast Examiner



www.inseportland.com

"Your Neighborhood News Source"

Reworking Division Street

By ARIANNE SPERRY

Ten thousand fliers are in the mail already, sent to southeast Portland mailboxes to announce the Division Street Community Workshop on Saturday, January 22nd, 2005 from 9:00 a.m. to 12:00 p.m. at Richmond Elementary School.

You're Invited!

9:00 a.m. Open House

- Browse informational material on topics related to sustainable development

9:30 a.m. Workshop

- Learn about the Division GreenStreet/Main Street project—past, present, and future

- Review and comment on the goals and the draft concept for the corridor

11:30 a.m. Open House

The workshop, which is open to everyone, is part of the Division Green Street / Main Street planning process, a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor between SE 11th and SE 60th Avenues over the next 20 years.

At the workshop, participants will have the opportunity to review and comment on the Division Green Street / Main Street project goals as well as the draft concept for the corridor. The draft concept shows the transportation and urban design ideas that

turn to page 3

Goals for pedestrian friendly street

from cover.

the project team has generated over the past several months.

The goal of the Division Green Street / Main Street project is to develop policies and strategies to create a pedestrian-friendly commercial district that incorporates sustainable and "green" development practices. Some of the project considerations include:

- Improving access to transit;
- Improving safety for pedestrians, bicyclists, and drivers;
- Improving traffic signalization;
- Examining alternative vehicle lane and on-street parking configurations;
- Examining innovative rainwater management techniques;
- Examining land use patterns in relation to existing zoning;
- Proposing zoning changes consistent with project goals (zoning changes are not anticipated to result in major changes in development density); and
- Examining "green" building techniques.

Community members discuss their ideas for the Division corridor during a neighborhood walk.

The Division Green Street / Main Street project arose from several community-driven projects designed to create a vision for Division Street. The project is staffed by the City of Portland Bureau of Planning and Office of Transportation. A 15-member Community Working Group composed of residents

and business owners from the area are providing input during monthly public meetings. Local firm Alta Planning + Design is the lead consultant on the project. A portion of the funding for the project is through a Transportation and Growth Management (TGM) grant from the Oregon Department of Transportation.

The Community Working Group provided many of the ideas represented in the draft concept that will be unveiled at the January 22nd workshop. The Community Working Group also hosted a series of well-attended neighborhood walks this past October, 2004 that resulted in comments and suggestions from neighborhood participants.

The Division Green Street / Main Street plan will help to guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th and SE 39th Avenues. The street repaving and construction is funded with \$2.5 million of federal transportation funds and is scheduled for 2007.

Upcoming Events

April 2005 – Workshop to comment on urban design proposals and transportation alternatives

June 2005 – Open house to comment on draft plan

Summer 2005 – Planning Commission and City Council adoption

There will be other opportunities to comment on the Division Green Street /

Main Street planning process. In April, community members will be invited to comment on an urban design plan and the transportation alternatives for the corridor. There will be an open house in June to provide residents with the opportunity to review the draft plan. By next summer, the finalized plan will be presented to the Portland Planning Commission and City Council for adoption.

For more information about the workshop or the Division Green Street / Main Street planning process, or to join the project mailing list, call the City of Portland Bureau of Planning at (503) 823-7700 or visit the Planning Bureau's website, www.portlandonline.com/planning/.

Division Street Community Workshop Saturday, January 22nd, 2005

9:00 a.m. – 12:00 p.m.

Richmond School Cafeteria

2276 SE 41st Avenue

- Enter at northeast corner of building off parking lot
- TriMet lines 4 and 75

Visit www.trimet.org for routes and times

- Light refreshments will be provided

Community members discuss their ideas for the Division corridor during a neighborhood walk.



Metro/Portland

3M, P

More Portland news:

- ◆ Potter poised to pick Latina for panel, **Page C2**
- ◆ Honeymoon at City Hall may be ending, **Page C2**
- ◆ Workshop will unveil plans for Division **Page C2**

INSIDE THIS SECTION

◆ OBITUARIES, C4
◆ EDITORIALS, C6

FRIDAY • JANUARY 21, 2005

NEWSROOM • 503-221-8100 • NEWSROOM@NEWS.OREGONIAN.COM

Workshop to ponder Division's direction

The plan is to turn the Southeast Portland street into a pedestrian-friendly commercial district

By **AMY HSUAN**
THE OREGONIAN

Twenty years after Karen McGraw and her husband set up shop on Southeast Division Street, their small storefront that hawks restaurant appliances endures amid the ebb and flow of other businesses changing hands.

"The big changes have really been in the last five years," said McGraw, whose McGraw Marketing specializes in slicers. "But even then, not as much as in the last three years."

A community workshop Saturday will unveil plans for Division Street's next 20 years. Community leaders and the city's Office of Transportation hope to get the public involved in the vision behind the Division Green Street/Main Street project.

The project identifies strategies and policies that will create a distinct commercial district, focusing on the stretch from Southeast 11th to Southeast 60th avenues.

The project, funded by a grant from the state Department of Transportation and the Transportation Growth Management program, will explore ways to turn the major thoroughway into a pedestrian-friendly district by proposing zoning changes and "green" building developments.

The workshop also will seek public suggestions on improving rainwater management techniques and changing on-street parking.

The workshop will be from 9 a.m. to noon at the Richmond Elementary School cafeteria, 2276 S.E. 41st Avenue.

"It'll be the first time we're unveiling a concept for the street, its first introduction to the broader community," said Jeanne Harrison, senior transportation planner with the city's Office of Transportation. "We want to reinforce Division as a 'main street,' while incorporating 'green street' principles."

Saturday's workshop also will be the first of three that will help set priorities for streetscaping and reconstruction from Southeast Sixth to 39th avenues, which is scheduled to receive \$2.5 million in federal funds. Construction would begin in 2007.

Additional community meetings are scheduled for April and June, with a City Council vote planned for July.

"We don't want to be Northwest 23rd or (Southeast) Hawthorne," said Jean Baker, president of the Division/Clinton Business Association. "There's a different identity here."

◆
Amy Hsuan: 503-221-8330;
amyhsuan@news.oregonian.com

Come help re-envision Division Street

Come learn about and discuss the proposed transportation alternatives and urban design concepts for Division Street:

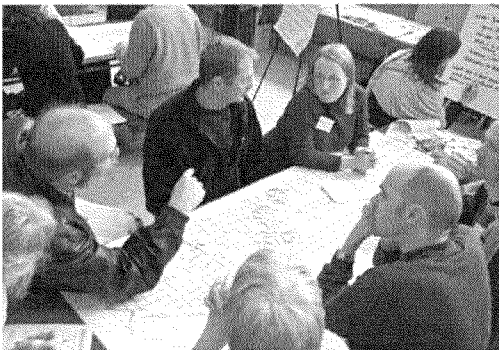
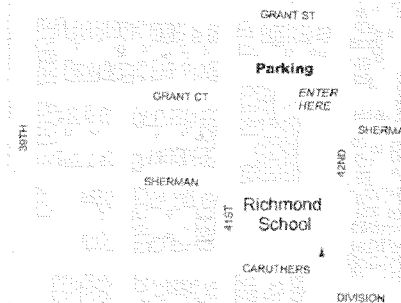
- Learn about the project background and timeline
- Hear the analysis of the draft corridor-wide transportation alternatives and provide feedback
- Weigh in on proposed changes to specific intersections
- Share your ideas on the draft urban design concepts and infill development along Division

Division Street Community Open House

Saturday, April 2nd
9:00 a.m. – 12:00 p.m.

Richmond Elementary School Cafeteria
2276 SE 41st Avenue

- Enter at northeast corner of building off parking lot
- TriMet lines 4 and 75
- Light refreshments will be provided



Thanks for your input!

Over 200 people participated in the first Division Community Workshop on January 22nd. The goal of the first workshop was to introduce the project and timeline to the community, solicit input on the Draft Concept for the corridor, and provide information on topics and techniques relating to sustainable infrastructure and building. The Public Comments Report for the first workshop is available to view or print on the web at <http://www.portlandonline.com/planning/index.cfm?c=36053>

Contact Us

Division Green Street /Main Street Project
1900 SW 4th Avenue, Suite 4100
Portland, OR 97201

Phone: 503-823-5869

Email: jsugnet@ci.portland.or.us

Web: <http://www.portlandonline.com/planning/>

Upcoming events

April 16th Design Charrette for 57th & Division Community Ownership Project

June 2005 Open house to comment on draft plan

Summer 2005 Planning Commission and City Council adoption

division

green street | main street project

What is the Division Green Street / Main Street Project?

The Division Green Street / Main Street planning process is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of Division Street between SE 11th and SE 60th Avenues over the next 20 years. The project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects community values, including sustainable and "green" development. The Division Green Street / Main Street plan will help to guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th and SE 39th Avenues. The street repaving and construction is funded with \$2.5 million of federal transportation funds and is scheduled for 2007.

division City of Portland
green street | main street project Bureau of Planning
1900 SW 4th Ave., Suite 4100
Portland, OR 97201

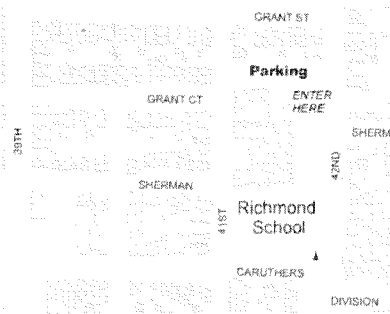
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Richmond School Cafeteria
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- Enter at northeast corner of building off parking lot
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Division Green Street Main Street Project

Public Comment Report Summary

Community Workshop 2

April 2, 2005

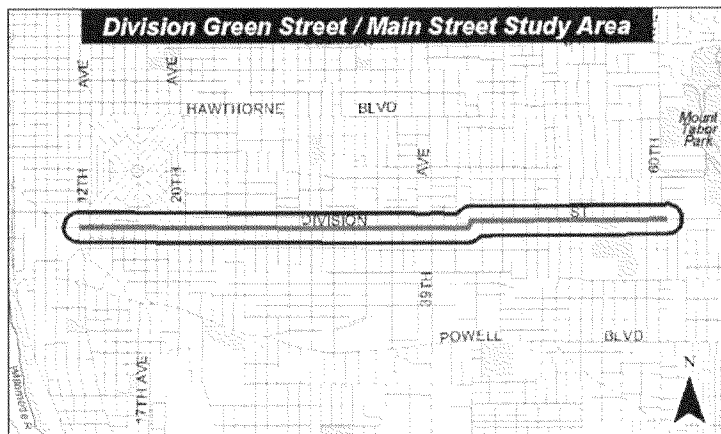


Division Green Street / Main Street Project Background

The Division Green Street/Main Street Project is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects and reinforces community values, including a focus on sustainable and "green" development. Project considerations include:

- Improving access to transit
- Improving safety for pedestrians, bicyclists, and drivers
- Improving traffic signalization
- Examining alternative vehicle lane and on-street parking configurations
- Examining innovative rainwater management techniques
- Examining land use patterns in relation to existing zoning
- Proposing zoning changes consistent with project goals (zoning changes are not anticipated to result in major changes in development density)
- Examining "green" building techniques

A State of Oregon Department of Transportation (ODOT) Transportation and Growth Management (TGM) grant is helping to fund the project. The project may result in changes to the City zoning code and comprehensive plan along Division Street. The plan will also guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th Avenue and SE 39th Avenue. The street repaving and construction is funded with \$2.5 million of federal transportation funds and is scheduled for 2007.



For more information

Contact Jay Sugnet at the City of Portland Bureau of Planning:

Division Green Street /Main Street Project
1900 SW 4th Avenue, Suite 4100
Portland, OR 97201

503-823-5869
jsugnet@ci.portland.or.us
www.portlandonline.com/planning/

division

green street | main street project

Introduction

The second community workshop for the Division Green Street / Main Street project was held at the Richmond Elementary School cafeteria on April 2nd, 2005, from 9:00 a.m. to 12:00 p.m. The purpose of the event was to get feedback on the transportation alternatives for the corridor, the proposed transportation solutions for several key intersections, the urban design focus area concepts, and the land use and zoning approaches.

Mailings announcing the open house went out to the Division Green Street / Main Street project list. In addition, fliers were distributed at the SE Art Walk and posted in area businesses. Over 100 people attended the open house; staff received over 60 evaluation forms.

This report contains a summary of the public comments received during the April 2nd community open house. The appendix contains the full text of the comments received. This report, the appendix, and all the April 2nd Open House materials are available online. Visit www.portlandonline.com/planning, go to Programs, then click on the Division Green Street / Main Street project logo.

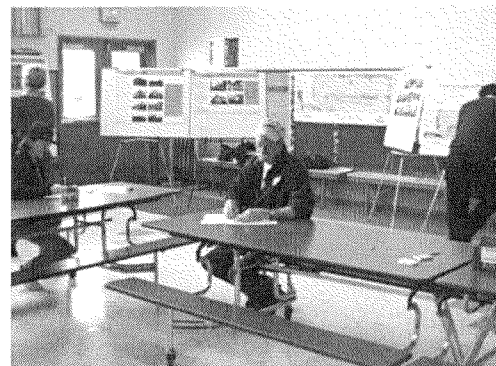
Open House Summary



The open house was designed to allow participants the freedom to come and go according to their schedules. There were no formal presentations. Instead, information on the project background, urban design focus area concepts, green infrastructure ideas, transportation alternatives, and land use and zoning approaches was displayed on posters around the perimeter of the room. At each station, at least two staff members were available to talk to participants and answer questions. At the transportation alternatives station, portions of the

transportation model were available for viewing, as well as a video showing the operation of the Seven Corners intersection.

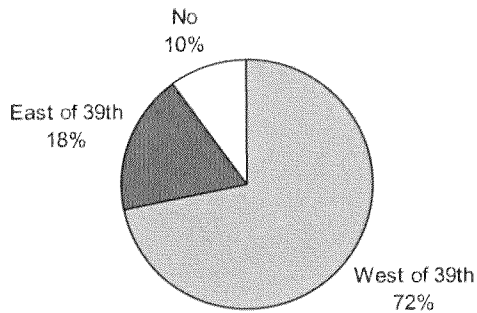
Each attendee received a comprehensive evaluation form, which contained questions designed to direct and focus participants' attention on certain core issues. Tables were set up so that people could sit and fill out the evaluation form as they proceeded around the room. Participants were encouraged to write comments on sticky notes and post them to the display boards. In addition, community members could view the posters online and download the evaluation form to fill out and send in at their leisure.



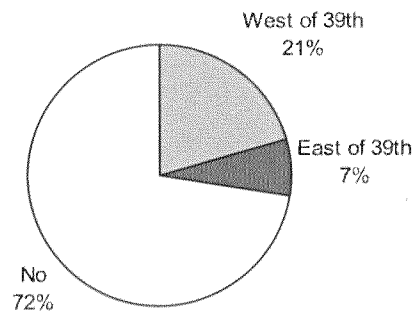
Profile of the Participants

The first section of the evaluation form asked attendees for some information about themselves. The results show that most participants live on the western end of the corridor. Almost 30% also work near or on Division Street. Other than young children, there were no participants under age 25, and only 7% of the participants were over age 65. All modes of travel were well-represented, with most participants indicating that they interact with the street using multiple modes.

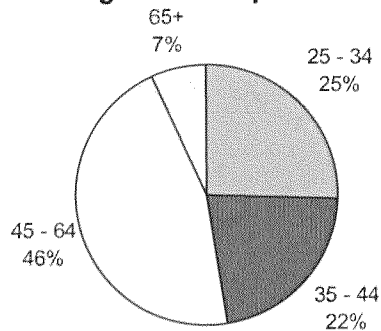
Do you live near Division?



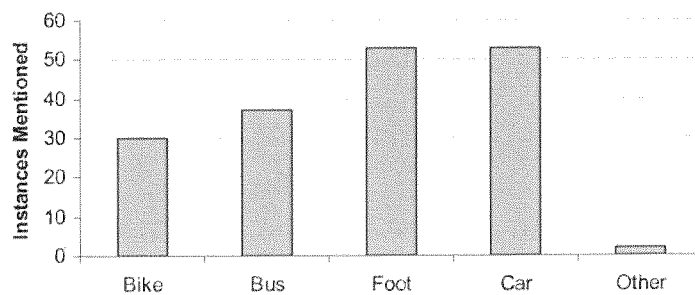
Do you work near Division?



Age of Participants



Modes of Travel Used



Summary of Comments Received

This section contains a summary of all the comments received, through the evaluation forms, sticky notes, and email messages.

Urban Design Focus Area Concepts

Respondents reacted very positively to the urban design concepts. For the 11th to 13th focus area, respondents praised the ideas of creating a more pedestrian-friendly environment, building a raingarden on Abernethy school grounds, softening the street edge, creating a gateway to the neighborhood, and encouraging green courtyards, residential infill, and stormwater management techniques such as roof runoff infiltration.

For the 24th to 27th focus area, respondents said they liked all the ideas for stormwater management techniques, including pervious parking lanes, vegetated parking strips and bioswales. Many respondents also liked the idea of highlighting the connection to the node at 26th and Clinton. Participants cheered the concept for improving the appearance of billboards, and called for more art and murals along the street.

Most respondents reacted very positively to the idea to put a vegetated median in at the curve in the 41st to 44th Avenue focus area and to create a community gathering space with the excess right-of-way. Many also appreciated the idea of mixed-use redevelopment on some underutilized sites, but the water feature and the idea for a Japanese rain garden at Richmond School received mixed response.

At the 48th to 50th node, respondents appreciated the ideas for redevelopment and adaptive reuse of existing buildings. They liked the concepts for how to improve T-intersections and thought improving the bus shelter is a good idea, although curb extensions received mixed reviews.

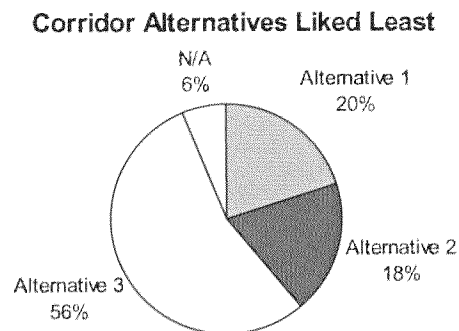
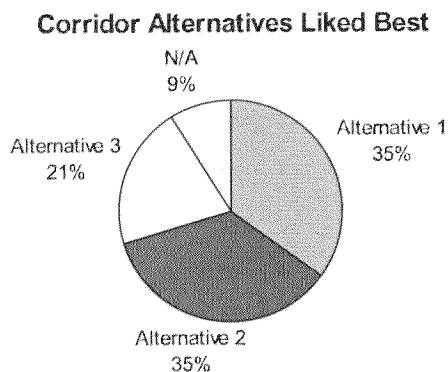
Transportation Corridor Alternatives

- Alternative 1: Signal timing and pedestrian improvements
- Alternative 2: Alternative 1 plus remove part-time travel lanes from 20th to 28th
- Alternative 3: Signal timing; some pedestrian improvements; remove part-time travel lanes and replace with two travel lanes with center left turn lane from 11th to 28th; and partial bike lanes from 52nd to 58th

The results from the transportation corridor alternatives were inconclusive. Results showed that the respondents were split fairly evenly between Alternative 1 and Alternative 2. About 35% chose each alternative when asked which alternative they liked best. Alternative 3 received 21% of the votes. A majority of the respondents disliked Alternative 3 the most. It is interesting to note that there were also a high number of non-votes. Many people were undecided, or disliked all the alternatives.

Several respondents wrote in that they wanted the pro-time lanes removed all the way from SE 11th to 28th Avenues.

Other comments made regarding the corridor alternatives included a sense that while Division has room for minor improvements, the street functions well already and is not in need of major changes. Some respondents felt that bike lanes on Division were unnecessary due to the existing parallel bike routes on Lincoln / Harrison and Clinton. Diversion of traffic onto other streets was a concern. Also, a suggestion was made to include raised crosswalks on the street.



Transportation Node Alternatives

11th/12th

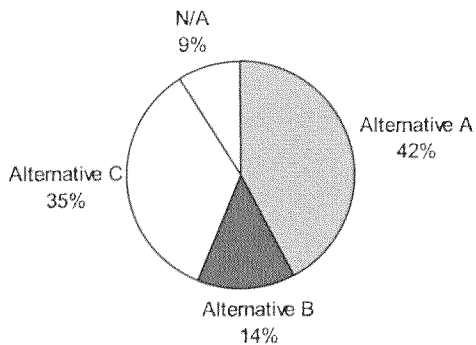
About three quarters of the respondents said they liked the proposal for the intersections of Division and 11th and 12th. The solution calls for extending the existing on-street parking restriction on the north side of the street in front of Genie's to 7 am – 6 pm to reduce congestion when trains block 11th. Some were concerned about how the loss of parking would affect the businesses.

Seven Corners

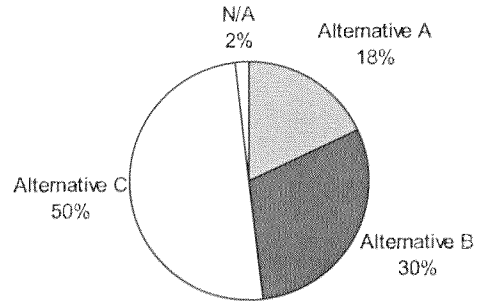
- Alternative A: Signal timing and pedestrian improvements
- Alternative B: Pedestrian improvements and remove 21st signal
- Alternative C: Roundabout

The Seven Corners results were interesting because 35% of respondents liked Alternative C the best, but half of the respondents disliked Alternative C the most. People either loved or hated the idea of installing a modern roundabout at the Seven Corners intersection. Alternative A got 42% of the votes for best option, and only 18% of the votes for worst option. Alternative B fared worst in both questions. Also interesting is that a high number of people could not decide which alternative they liked best, but almost everyone answered the question about which alternative they liked least.

7 Corners Alternative Liked Best



7 Corners Alternative Liked Least



People who chose Alternative A thought that only minor changes are needed to improve the intersection and maintain its vitality and energy. Participants were also attracted to it because it would be simple and low cost. Respondents who liked Alternative C were excited by the opportunity to do something new and to create space for landscaping and green infrastructure, art and perhaps a public space (State law does not allow pedestrians to cross the circular roadway to access the roundabout island). Others liked the idea that a roundabout would slow cars but still keep traffic flowing smoothly. However, many respondents criticized the roundabout option for being confusing and not being friendly towards bicyclists, pedestrians, children, the elderly, and travelers with special challenges. Other concerns were the expense of the roundabout; that it would widen the intersection; the changes to the historic street layout of Ladd's Addition, a National Register Historic District; and the potential increase in traffic on local streets such as Ladd and 20th.

39th

Over 90% of the respondents reacted positively to the proposal to install a protected left turn phase at 39th. Other ideas were to beautify the intersection with trees and other landscaping.

The Curve at 42nd

Almost 90% of respondents liked the proposal to add a landscaped median and pedestrian crossings and to widen the sidewalk on the south side of Division. Respondents said that it would beautify the area, which is currently an expanse of pavement, as well as slow traffic and enhance the crossings for pedestrians. Criticisms of the idea included the expense, the trees, and the median island itself.

50th

Most respondents (84%) thought the proposal for the intersection of Division and 50th was a good idea. The proposal calls for curb extensions at the northwest and southeast corners of the intersection, to shorten the crossing distance for pedestrians and allow for an enhanced bus shelter. Most people agreed that curb extensions would make the intersection safer for pedestrians, but there were a high number of respondents who could not decide or had no opinion.

Land Use and Zoning

Over three quarters of all respondents felt that rezoning non-conforming commercial uses to recognize their commercial use was more important than preserving the residential areas between Division's commercial nodes. It was also deemed to be a more practical solution, given the market on the street. Overall, there was great support for mixed use development and many people felt that the old houses and historic buildings added character to the neighborhood that is important to retain.

The land use and zoning tools that respondents mentioned as having potential to achieve the community goals for Division included rezoning, non-regulatory approaches such as education and landscaping, modifying the rules governing non-conforming uses, and increasing building setbacks in residential areas.

Many respondents stated that they appreciated the opportunity to learn more about zoning and issues related to the design of infill development. A handful of property owners expressed interest in specific proposals to change zoning from Neighborhood Commercial to Storefront Commercial to gain greater flexibility in redevelopment opportunities.

The visual preference survey was intended to illustrate the wide variation of development that is allowed in the Residential 1,000 (R1) zone along Division. As shown by the results on the next page, respondents would prefer buildings that are oriented to the street, with more architectural details and smaller massing. Another interesting finding was that the more modern designs were rated as highly as the more traditional designs.

Green Infrastructure

The community response on the green infrastructure posters was very positive. Respondents were glad to see that the City of Portland is already incorporating many sustainable techniques along streets all around town. Respondents were particularly supportive of bioswales and other stormwater management infrastructure, street trees, and pervious paving options.

General Open House Comments

Respondents relayed that they greatly appreciated the chance to talk to and ask questions of staff at the open house. They found the planners to be friendly and helpful. Participants thought the posters were visually appealing, well-laid out, and informative. They liked the flexibility of the open format, and they thought the turn out from the neighborhood was strong.

The most common complaint was that there was too much information to digest all at once. Some people felt they needed more time. Others felt a presentation or a structured discussion would have been helpful. Some participants would have liked a summary of the information presented on the posters to be available to take away to read later or share with others.



Existing Zoning

What can be built in the R1 Zone?

Visual Preference Survey Results:

Score of 1 is what the community would *most* like to see on Division Street.
Score of 11 is what the community would *least* like to see.



average score = 8.47



average score = 9.61



average score = 6.27



average score = 4.03



average score = 9.09



average score = 3.69



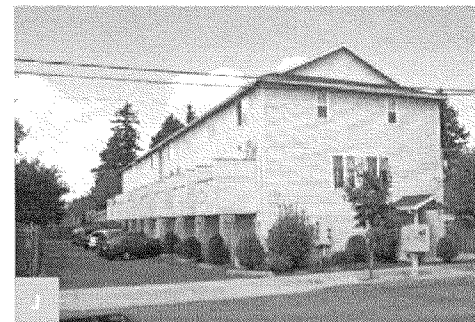
average score = 3.03



average score = 5.00



average score = 3.22



average score = 10.41



average score = 4.83

April 2nd Community Open House Appendix

Compilation of Comments Received

Do you live on or near Division Street?

West	East	No
43	11	6

Do you work on or near Division Street?

West	East	No
12	4	42

Please describe your age:

25 - 34	35 - 44	45 - 64	65+
15	13	27	4

How do you travel along Division Street?

Bike	Bus	Foot	Car	Other
30	37	53	53	1 scooter, 1 motorcycle

URBAN DESIGN FOCUS AREA CONCEPTS

11th Avenue to 13th Avenue

- like pedestrian friendly environment; like residential infill; like redevelopment orientation to corners
- Being pedestrian friendly; green courtyards; raingarden; softening the street edge
- No sculpture. Too large. Like articulated fronts—stairs. Wayfaring sign idea good, but small scale—not as large as MAX schedule holders.
- I like creating a pedestrian friendly environment, with the gateway, wider pedestrian zone, etc.
- Pedestrian-friendly; entry plinger?, sculpture; soften streetscape; raised crosswalks.
- Not really clear to me what the ideas are. Too much to digest at one time. Would be helpful to me if these (photo/description) were added to the BOP website so I could consider them more carefully.
- You need to extend node improvements to 34th Street, too. It has great potential and changes are starting to happen.
- Residential infill 1428 SE 26th; infiltration of roof runoff; enhancing alley way
- Infiltration; building articulation; increased pedestrian spaces; green courtyards
- Love the "gateway" and enhanced intersection, along with the "green" landscape & pathways.
- Pedestrian friendly environment—green; connectivity to school—green; public art opportunity

- I appreciate any effort to enhance the pedestrian environment on Division. I also like the rain water treatments as well.
- I like: soften street edge with more planting all along Division—wide pedestrian zones—yes! And rain gardens.
- Roof runoff filtration, minor gateway, more sidewalk plantings, rain garden
- Like: gateway art, soften street edge, redevelopment to corridors. Not like: runoff from roof is great, but like photo of Epler Hall, it only has one function.
- A. For ped-friendly solutions, I like grade separation for outdoor seating (a lot) and green courtyards. Building articulation is aesthetically pleasing, but may be a burden for businesses. B. Transition zones: I like using roof run-off and any opportunity to create green spaces. Signs are great! C. Schools—the raingarden is both educational and connecting. I do think that for kids' safety, there should be some separation between commercial areas and the schoolyard.
- 11th Avenue intersection *has* to be improved.
- More art!
- The water feature is nice. Sculpture would be good.
- The focus area ideas are generally fine. I don't know the area well enough to comment.
- They are all good! Gateways, green courtyards, raingarden, cool signage
- Greenspace, green/art gateway to neighborhood.
- As a general rule, Division is such an ugly street that any visual improvement would only be good. Whether this is in the form of storefront loans or city paid public zone improve. Stormwater runoff would be second but should be applied citywide of course. The addition of these "wet areas" and parking lane infiltration systems are amazing and should be applied ASAP wherever possible. The aesthetics of a city should never be left unconsidered and must become part of everyday thinking, so that in 50-100 years it will be a rule rather than a topic of special meetings.
- I like all the design ideas presented.
- I feel parking should be eliminated between 11th and 12th, especially because of the traffic light, bus travel and then the trains blocking so much—railroad should be able to move less cars at a time—need to approach UP on lengths of trains.
- WHERE ARE THE TREATMENTS FOR STREET CROSSINGS TO MAKE IT SAFER FOR PEDESTRIANS TO CROSS AT THE MANY T-INTERSECTIONS? In every discussion at DivisionVision on improvements needed for Division which I have attended, this was mentioned as very important. We indulged in brainstorming on this topic. When I emphasized the importance of this problem with City staff, I was assured that proposals for the focus areas would be transferable to these mid-block crossings. I have looked at each of the 50+ details on the four posters for design focus areas and found only one very general mention in the 48th to 50th focus area. This problem needs to be elevated to "focus area" status.
- Green courtyards, infiltration of roof run-off, soften street edges—all good!
- Especially liked: minor gateway, replicating planting scheme, infiltration of roof runoff

24th to 27th Avenue

- not like new multi-family residential; like stormwater management *very much*; like connection to Clinton Street
- pervious paving; raised crosswalks; vegetated swale; water features
- Pervious paving example looks good. DO billboards have proper permits? How can we get them removed. Water features too overbearing in total project (WB projects > \$100,000 excessive).
- I like the improved connectivity to Clinton Street, the lighting, and the public art.
- Pervious paving; vegetated parking strip; stormwater management
- Pervious paving; vegetated swale
- Like: veg. swale; veg park strip; increased landscaping
- Enhancing Clinton; shared driveways; murals, not billboards; swales, pervious parking lane; working with owners to improve parking features, green space, etc.
- Like the use of signs & graphics to connect areas. Curb extensions are great!
- Connectivity to Clinton; water feature; stormwater management area—green; public art opportunity
- I am in favor of the proposed ideas as well. However, from a development point of view, one has to be careful with a significant removal of parking.
- I Like: more pervious parking—love and appreciate the vegetative swales and stormwater curb extensions and would really love to see them at 26th and Division and 7 Corners—Let's have LOTS of murals all along Division! I do not like: the ugly commercial monstrosity on 33rd and Hawthorne (or the terrible ones that just were built on 21st and Division—so out of character for the old neighborhood architecture.
- Vegetated swale—yes! And parking strip, pervious paving, water features and public art
- Roundabout at 7 corners. Keep two lanes of travel for peak times.
- Like: enhance billboards, pervious pavement with parking lanes. Vegetated parking strip needs good access to sidewalk, not just a few "bridges."
- All stormwater management options are good. The fountain/stream is a good way to use rainwater and provide artwork. Ambivalent about driveway width, although I prefer minimizing the amount of sidewalk used by driveways.
- Library at 7 Corners. Single roundabout @ 7 Corners.
- Could use a better variety of businesses that fit Bohemian style.
- More art! What about 34th – 39th?
- Good ideas.
- No commercial billboards—murals instead; improve connectivity to Clinton; stormwater management and vegetation; commercial node is revitalizing itself.
- Pedestrian/cyclist connectivity to Clinton; vegetated parking strip + bioswales; **green!** Please look at 27th – 41st also.
- There are a series of buildings in this area as well as 48th-50th that are in dire need of redevelopment.
- I like the suggestions of planters at curbs and sidewalks but where parking is a premium product its difficult to say we can do it in all places. Parking is still a big issue—buses already limit parking in a lot of places. Buses need curb extensions.
- Preserving old billboards, stormwater management, vegetated park strip, consolidated parking and removing curb cuts—all great ideas!

- Like: rearrange parking at apartment building, pervious paving parking lane, vegetated swale for street runoff, vegetated planting strip. Don't like: storefront enhancements, connectivity to Clinton

41st to 44th Avenue

- Like to transform curve into a community gathering space; Like mixed-use redevelopment; Mixed feelings on the rain garden
- Pervious paving; raised crosswalks
- Like vegetative screening of parking lot
- Improvement to "the curve" @ 42nd are needed. I question a true water park @ this location but surface stormwater treatment here would be a great education tool, perhaps more so than a water park.
- I like having a community gathering space and housing
- Multifamily; add median; stormwater
- Mixed use 4606 NE Fremont; multifamily = housing with mixed units—with parking offstreet integrated
- Like: add median; upgrade parking lots; rain garden, if at school; space for common events. Dislike: water feature (not necessary)
- Median; infill; community space; water feature
- Like the look of mixed use buildings. Love added median to break up pavement
- Rain garden—green; transportation curve—ped. crossing widen curve; public art opportunity
- I am a big proponent of mixed use development. I am also in favor of creating a rain garden at Richmond Elementary. I also like the proposed treatment to help with the crossing of Division at 41st.
- Yes to water themes—Japanese rain gardens, off street parking (new develop.)
- Screening and stormwater treatments, add median to green up area, water feature
- Like: community gathering space, mixed use
- I like the addition of greenspace.
- Anything would be an improvement. The median is a very, very good option. Wastewater/stormwater treatment would be good. Raingarden would be a nice way to continue water theme.
- More art!
- I don't like trees in middle of road.
- Community greenspace; water feature, Japanese garden. Please, no infill housing.
- Upgrade parking lots, flexible space, green medians—all good!
- Median with vegetation, water feature, flexible space for events, mixed use redevelopment @ 41st, upgrade existing parking lots. Don't like: rain garden—don't lose the 2 ballfields.

48th to 50th Avenue

- like redevelopment at intersection; like highlight of intersection; like adaptive reuse; like improvement of T intersections
- surface parking; stormwater curb; pervious paving; raised crosswalks
- Gateways shouldn't be large. They used to be pedestrian scale.

- Green walls(?) would be awesome. Artwork or other improvements are great enhancements.
- I like the redevelopment idea.
- T intersections; create gateway; enhance surface parking
- Oriental warehouse; adaptive reuse
- Like shelter/transit
- Adaptive reuse; curb extensions; outdoor room concept
- Like the look of the "T" intersections, curb extensions with "green" screening and surfaces.
- Intersection improvement; public art opportunity
- I like all the proposed ideas for this section of Division
- Gateway and shelter for transit riders, curb extensions, stormwater extensions—Let's have LOTS of murals, sculptures, and beauty!
- Bioswales in parking strips, stormwater infiltration with street parking
- Don't put in curb extensions
- Like: curb extensions, adaptive reuse
- Trellises and adaptive re-use of existing buildings. Continue using stormwater management options.
- 50th obviously
- More art!
- Good ideas.
- Adaptive reuse to more pedestrian-friendly. **Green!**
- Curb extensions if done properly (bad example = existing curb extension on Division @ 41st or 42nd). Need vertical elements so motorist don't drive into them.
- Like: special bus shelter at transfer point, trellising for green walls, stormwater curb extensions, streetside screening of surface parking. Don't like: Highly visible mixed use building is way too intense for next 20 years.

Based on your knowledge of Division Street, which buildings or locations would you suggest as potential opportunity sites (sites for enhancement or redevelopment)?

- Gas station at 20th & Division
- Porno theatre at 35th
- All of the car and repair lots that have outdoor storage, gas station near New Seasons
- 34th & Division
- 7 corners, 39th, etc. You are on the right track....\
- 50th, 57th
- The auto body and repair shops, porn theater
- "redevelop" the eco-whaco/extremist left communist book store at 37th & Division and the Red & Black (Soviet) coffee shop!
- The storefront and empty lot just east of 60th and Division
- The empty lots at 48th would be a good site. Changing or improving parking lot next to Stumptown. ***Please don't "get ride of" older existing buildings.*** Re-using them is a good way to maintain Portland's history.
- 56th St. of course
- The Oregon Theater at 3530 SE Division. Ho Auto Service at 3330 SE Division.

- 11th Avenue—south side. Seven Corners at 21st (however, we have never been able to count 7 corners since we moved in 9 years ago. Where did they go?)
- I own the auto repair shop location on 35th and Division. I would like to see it zoned CS to have store fronts and living above. The tanks are out of the ground as it used to be a gas station.
- Auto repair, apartment buildings, warehouse-type buildings.
- Wild Oats employee parking lot, 41st and Division.

TRANSPORTATION CORRIDOR ALTERNATIVES

Overall, which of the three corridor alternatives do you like the best?

- Alternative 3, because according to the model, it will slow traffic during rush hour. This will promote the use of Division Street by neighbors. Left turn lane will do same. This, in turn, will keep the area a "neighborhood" with hardware store and grocery stores and dentist and doctors offices
- Alternative 1 because it improves pedestrian crossings without screwing up traffic too much.
- Alternative 2. I live on Division. On street parking would facilitate pedestrian crossing, plus I block traffic to get in my driveway anyway.
- Alternative 2
- Alternative 3, because it would mean less traffic on Division
- Alt 2 because it would permit curb extensions, which would make crossing easier and more friendly. Current crossing situation is not acceptable. Part-time lanes should be removed from 12th to 20th, as well.
- I don't like any of the alternatives because you need to model the removal of the pro-time lanes all the way along Division.
- Alt. 1 because it's the least intrusive of traffic patterns
- Alt. 3 because it's the highest and best use of street space.
- Alt. 2 because I like the idea of using this space for full-time parking. Division should also not be a commuter corridor (Gresham). More importantly, adding parking (like near Nature's) will calm traffic!
- Alt. 1
- Alt. 3
- Alt. 2 (to 11th – 28th) but with raised crosswalks, eliminate pro-time lanes, turn lanes only on key intersections
- Alt. 2
- Alt. 2, remove pro-time lanes from 13th east
- Alt. 2, preserve on-street parking in non commuter time; limited need for turning lanes
- Alt. 2 – must have signal timing – greenhouse gases have to be eliminated with better timing (Maybe a greenhouse gas recycling center?); must have bike routes that are safer – No parking is required for new construction and another biker was hit again Friday morning on 21st.
- Alt. 1 – simpler.
- Alt. 1 – less intrusive to traffic
- Alt. 2 – Gets rid of pro-time lanes (partially) AND get 2 lanes of parking for businesses.

- Alt. 1
- Alt. 2. On-street parking is very important for a mainstreet. It would be great if pr-time lanes were also removed between 11th and 20th, to add on-street parking.
- Alt. 1. This alternative maintains the capacity needed to move traffic through the area.
- Alt. 2
- Alt. 3. Improves movement of cars; perhaps (I may be wrong about this) less speeding up side street because drivers may be less frustrated waiting in queues. I am a cyclist, but I don't think bike lanes between 52nd – 58th are essential. Lincoln is 2 block away and a great cycling street. I say this because I fear that removing parking between 52nd and 58th might prevent small businesses there from being successful.
- Alt. 1. Of theses 3, this is the best. Removing travel lanes for peak hours would only back up already heavily used lanes and possibly stop some side streets from even being able to access Division Street. Bikes on Division are also a hazard and slow traffic severely. There is a bike lane 1 block over.
- Alt. 1
- Alt. 3 – Pedestrian improvements, left turn options.
- Alt. 1 because we must have better movement of cars and protect pedestrians crossing the street.
- Alt. 1. On 21st and Division the walk signal does not change. I waited a long time and then took my chances in getting across the street.
- Alt. 3. Street trees in 11th to 28th corridor take a serious beating from buses in this section. Get rid of outside traffic lane. Find creative options for parking. E.g., neighborhood use of church lot.
- Alt. 2. I want more ped improvements with bump outs at corners, remove all part-time travel lanes and no center turn lanes.
- Alt. 3. Largest degree of change to support redevelopment potential and support apparent "blossoming" of Division from 11th to 60th
- Alt. 2. The permanent on-street parking would make pedestrians feel safer during the busy AM and PM rush hours. Also, more delay for vehicles might make more people take the bus as opposed to driving.
- Alt. 1. Most benefits – traffic, pedestrians. Fewest negatives.
- Alt. 1.
- Hard for me to judge these alternatives. Have to study more.
- Alt. 3. Allows for left turn and bike lanes.
- Alt. 1. Improves pedestrian crossings.
- Alt. 2. If Division is going to be redeveloped to open businesses there needs to be on-street parking. Also, this will slow traffic which will make it a safer for pedestrians. However, it does slow down transit but this could be offset by traffic signal prioritization for buses.
- Alt. 1. While there are several ideas on #2 and 3 which I like, I am very concerned that implementing them would increase the overflow traffic onto my street and parallel local service streets which already has (Clinton) a very high traffic flow for a local service street and bikeway.
- Alt. 2. More parking, slower traffic.
- Alt. 2.
- Alt. 1. Keeps traffic moving.
- Do nothing. If it isn't broke, don't fix it!!! Who pays??
- None. Model the removal of pro-time lanes all the way.

- Alt. 1.
- Alt. 1. On-street parking very important between 50th and 60th; new businesses need easy parking.
- Alt. 3. Traffic seems to back up most when people turn.
- Alt. 1 with the partial bike lanes 52nd to 58th. Others create too many new problems.
- Alt. 3. Believed solution.
- Like Alt. 2 the best.
- I like Alt. 3 of the corridor alternatives best because the center turn lane combined with biofiltration treatment where no turn opportunity exists. Gives more neighborhood feeling.
- I like Alt. 2 the best.
- I like alternative 1 best because it appears that this could continue to discourage travel on 20th.
- Eliminate part-time travel lanes 12th to 28th. They're not necessary.
- Alt. 2 because businesses need the parking in order to thrive, and four 9 ft. lanes is hazardous.

Overall, which of the three corridor alternatives do you like the least?

- Alternative 1, because it is similar to current conditions. It does not solve current problems.
- Alternative 3, because it increases congestion too much.
- Alternative 1, because more drivers than pedestrians use Division. I have a feeling a series of red lights will be used to impede traffic. The way most drivers avoid this annoyance is by speeding.
- Alternative 3 because it would make a freeway and discourage alternative modes of transport
- Alt. 3 because the center turn lane is not needed from 12th to 20th, and gives street a much more "urban" feel. Makes crossing riskier because you don't know which direction traffic will be coming from in center lane.
- All of them because none of them include the removal of the pro-time lanes all the way along Division.
- Alt. 3 because too many activities fight for priority.
- Any of these is an improvement.
- Alt. 3 because this alternative will not slow traffic to the posted 25 mph nor help pedestrian travel.
- Alt. 3
- Alt. 3 because pedestrians should be more important than traffic.
- Alt. 1 because it's not enough change
- Alt. 3
- Alt. 3
- Alt. 3 Don't like loss of on-street parking. Not as important as 1 and 3. Businesses will suffer if people can't park somewhere. Even with the idea that Division should only attract peds and bikes – people drive along Division to and from somewhere else and they don't stop at some of the restaurants and businesses because they can't park.
- Alt. 2 – too hard to drive
- Alt. 1 – Pro-time lanes are a problem! Causes speeding; VERY unsafe for pedestrians.
- Alt. 2 and 3 – Would add to congestion during peak traffic time.

- Alt. 3 – It removes on-street parking completely.
- Alt. 3
- Alt. 2 – increases congestion; one of the offshoots of increasing congestion is that drivers get frustrated, turn up Division, and speed up the side streets.
- Alt. 2.
- Alt. 3. The idea of a green street/main street is not to enhance traffic flow.
- Alt. 2. Seems to cause major traffic congestion/queues in future years.
- Alt. 3. People do not understand about left turn lanes. Keep bike traffic off of Division other alternatives already exist – Lincoln Street and Clinton. We have not said much about parking in the areas from 11th to 28th.
- Alt. 1. Too limited.
- Alt. 3.
- Alt. 1. From what I can tell, appears to make relatively minor improvements and keeps more or less the status quo
- Alt. 1. It does not do much to help make the pedestrian environment better.
- Alt. 3. Delays.
- Alt. 3.
- Alt. 2. Does not help with more room for cars. They will congest in the long run.
- Alt. 3. The loss of on-street parking leads to businesses not starting off on the right foot. As well as an increase in the queues in the am and pm.
- Alt. 3.
- Alt. 3.
- Alt. 3.
- Alt. 2. Removal of part-time travel lanes.
- Alt. 3. It will increase congestion. (I think too much congestion is bad.) What makes you think bicycles need a bike lane? They already have "bike routes" on Clinton and other side streets. Bikes don't mix well on busy streets with cars and pedestrians because of poor (and unpredictable and illegal) behavior by bicyclists.
- All of them.
- Alt. 3.
- Alt. 2. I think some on-street parking is acceptable/desirable; getting rid of all parking will just push more cars/congestion into neighborhood streets.
- Alt. 3, excessive lane width/loss of on-street parking.
- Alt. 2. Would turn Division into Tacoma between 20th and 28th.
- Bad idea to give up street parking, i.e., Alt. 3. Push too many cars to residential streets. Possible to cut into parking strips for parking spaces – if wide enough to preserve traffic lanes and parking.
- I like Alt. 1 the least because it doesn't do enough.
- I like Alt. 1 the least because it doesn't accomplish enough improvements.
- Alt. 3 because it ignores the residential character of the street. It would be more appropriate if the entire length were apartments and that's not likely in a 20-year time frame. It values autos over everything else.
- Alt. 1 because four 9 ft. lanes is hazardous.

Is there anything else you would like us to know about these corridor alternatives?

- While Division certainly has room for streetscape improvements, the street is not "broken." Please don't fix that which is working.
- Raised crosswalks slow down the traffic by keeping
- Where will traffic go? What are the diversion plans for 21st, 26th, etc...?
- You did an excellent study!
- Where is the traffic analysis to support any of these?
- How about considering parking strip and parking cut outs if wide enough between 11th and 21st?
- One day pedestrian overpass trails will need to be built. Small tree and grass parks with benches will bring families and seniors along on their feet. Somewhere to eat ice cream cones – Somewhere to have sidewalk sales – somewhere to have small fairs.
- Remove pro-time lanes altogether. Benefits: 1) more parking, 2) safer for peds and allows building curb extensions, 3) get people out of cars if it is true that traffic will back up
- This street is in need of repaving.
- Alternative 3 idea but turning center lane into street car lane.
- More about expected impacts on adjacent neighborhood streets.
- You need to encourage redevelopment with options that slow traffic.
- Already very good bike route on Lincoln; why do we need one on Division?
- I don't drive.
- Get rid of rush hour lanes
- Quieter (cleaner) buses (electric, etc.) like in Vancouver BC creates a much more enjoyable Main Street.
- I would like consideration made to traffic calming activities on 20th N.
- Not presenting elimination of all part-time travel lanes has diminished my trust in this process enormously!
- If it were possible to do, my preference would be a compromise of alternatives 2 and 3. Two travel lanes, with turn lanes at key locations (or from 11th to 20th) and otherwise parking on both sides.

Other comments (email)

- If you were to go the route of cutting down Division to a single lane traffic on both sides I might also suggest that you BAN PARKING ON THE STREET ALTOGETHER and open up small side streets as an alternative here. A second thing to consider here is some seriously PEDESTRIAN FRIENDLY AND RESPONSIVE LIGHTS THAT STOP TRAFFIC and also PETITIONING TRIMET TO INCREASE THE NUMBER OF BUSES THAT GO UP AND DOWN THE STREET SO THAT MORE PEOPLE MIGHT BE ENCOURAGED TO TAKE THE BUS RATHER THAN THEIR CAR TO WORK.
- I live one house away from Division and having visitors to Division park in front of my home is not appealing. Think of creative ways to improve Division without impacting the residents that live immediately adjacent to it.
- I've noticed that many of the cars traveling along Division don't stop if there is a pedestrian waiting at the marked crosswalks or if a pedestrian is in the midst of crossing at these marked crossings (especially in front of Wild Oats). Drivers along Division really need to be educated on the rules regarding pedestrians in the crosswalk.
- Where are the treatments for street crossings to make it safer for pedestrians to cross at the many T intersections? In every discussion at DivisionVision on improvements

needed for Division which I have attended, this was mentioned as very important. We indulged in brainstorming on this topic. When I emphasized the importance of this problem with City staff, I was assured that proposals for the focus areas would be transferable to these mid-block crossings. I have looked at each of the 50+ details on the four posters for design focus areas and found only one very general mention in the 48th to 50th focus areas. This problem needs to be elevated to focus area status.

- In what way is transportation alternative 3 to eliminate parking from 12th to 26th in favor of a dedicated central left-turn lane and one travel lane in each way supportive of the existing residential and supportive of the sense of community which was to be central to this project? 12th to 21st is heavily residential, zoned to remain residential, with little likelihood conversion to multi-family any time soon. It is sad that concerns about traffic flows on 11th and 12th may mean that no meaningful transportation improvement for Division between 12th and 21st is made. And if this alternative is rejected, what's left to choose from? I think this key branch of the project needs to start over.

TRANSPORTATION NODE SOLUTIONS

Do you like the solution for the 11th / 12th intersection?

- Yes, because traffic on Division going west will be stuck behind left turners, slowing down the flow
- Yes, it helps ease congestion at this busy intersection.
- No. I take this commute every day and the parking is an inconvenience. However, 7am to 11am (trains usually stop about 10:30) should be sufficient. I haven't noticed this problem in the afternoons ever.
- Yes, because it will improve traffic flow/reduce congestion. This area is easily accessible using alternative methods of transportation. For my family we can walk, bike or jump on the bus.
- Get rid of protime lanes—on street parking on both sides
- Yes, because Tri-Met buses need room to keep from breaking mirrors
- Yes, because the intersection is very dangerous otherwise.
- Yes.
- No, because it's not a big problem. I live on Elliott near here. Let's move trains faster now that the tracks are improved. This solution hurts businesses.
- Yes, but make it a turn lane
- Like
- Like
- Don't like. There is nowhere to park when we are coming home and want to stop at Genie's, etc.; we want to stop then – not go home and park car, then walk back – restaurants, businesses need parking.
- Like
- Like – There are only a couple of spots to park and it really slows traffic.
- Don't like – reduces parking for Genie's, etc.
- Like – relieves traffic problems but could put Genie's out of business.
- Don't like. Where will Genie's customers park during the day?

- Like. Even when there are no trains a single left-turner will block westbound traffic until the green arrow appears. Also, removing 3 or 4 spaces at 12th will allow right turns onto 12th while light is still red, thus improving the efficiency of that signal.
- Don't like
- Don't know. How would this affect the business owners there?
- Like. When 2 cars are parked there, it can back traffic up to 16th because it is impossible to get around vehicles turning left off of Division onto 11th.
- Don't like. How is this part of main street/green street eliminating parking for local businesses?
- Like
- Don't like. I think there is enough parking on 11th Street for people going to Genie's and the cars going west need the lane of traffic next to the curb. When trains block the crossing at 11th there should be a place for car and busses going west to move.
- Like. Limited need for parking. Parking available on side streets.
- Don't like. More on-street is better.
- Like. There is a problem and that occurred since Genie's and other development at that intersection. There are other opportunities to park conveniently so it won't be a hardship.
- Like. Don't really have an opinion, although I do like the fact that transit times will increase.
- Like.
- Like.
- I Like, but is there other parking in the area?
- Like, reduced congestion.
- Like, I like that it reduces traffic especially with the train conflict. Also, 3 spots are not much to give up. Also, there is nearby parking on 11th and 12th.
- Like.
- Like. Train.
- Don't like.
- Get rid of protime lanes; on-street parking on both sides.
- Like. This parking is very annoying.
- Like. Will parking be allowed on weekends?
- Like. I like reduced congestion. I would be curious where parkers would leave their cars. Side streets?
- Parking on north side of Division at 11th significantly degrades the performance of the intersection. A single car waiting to turn left causes all westbound traffic to stop! Removing 3 or 4 parking spaces on north side of Division at 12th would allow right turning traffic to clear the intersection making more room for cars continuing westbound.
- I don't like the 11th/12th solution because the 11th/12th intersection (along with the 39th intersection) should be modified to encourage people to use other arterial streets like Powell before they even make it onto Division.
- I like the 11th/12th proposal, however, I am concerned about parking alternatives for Genie's and adjacent businesses.
- I like the solution to the 11th/12th intersection.
- I like this solution because this is a major bottleneck/hazard and only a few parking spots are lost.

- I like this solution because the back-up here can be pretty horrendous at times. Sacrificing just a few parking spaces could make a huge difference.

Which of the three alternatives for Seven Corners do you like the best?

- Alternative A, because for the corner to remain a vibrant part of Division Street, only minor changes are needed. Wider sidewalks could be installed. Any changes that will keep a friendly pedestrian atmosphere and scale is welcomed.
- Alternative A because the intersection actually works fairly well today for how complicated the street grid is there. Modest signal and crosswalk changes would seem to be enough.
- Alt. B. My suggestions are: No left turn from Division onto 20th (EB or WB). Safer for peds and auto traffic will flow better. See diagram (shows bulb-outs at crosswalks that take up one traffic lane and a bike turning lane onto 21st separated by a concrete apron). Radii would need either mature trees or big metal posts to stop an accident. Baffle makes it safer for N/S pedestrian traffic. No left turn would maintain E/W flow.
- Alt. C (single roundabout) because it has greenspace in the middle with sculpture. Circular movement at a central gateway to SE would feel great.
- Alt. C because it would mean more public space; unique feature.
- A combination of all three alternatives would be great. Anything would be an improvement.
- Alt. B because it would make the intersection much simpler and would help drivers and pedestrians understand what to do. This option was not presented correctly. The poster shows the westbound signal in the same location as today. It needs to move west to 20th.
- Get rid of protime lanes
- Alt. A because I think we should start here and if it needs tweaking, we could do more measures later.
- Alt. C because it "equalizes" all traffic, making the entire intersection fairer and safer.
- Alt. B. However, I do like the single roundabout.
- Alt. A.
- Alt. A, because the intersection works fine now.
- Alt. C, but I like the single version! Let's be creative. We want a gateway for the street. Greenscape.
- Alt. C, because a roundabout will decrease truck traffic
- Alt. A
- Alt. A
- None. Need more. 21st to Division (S to N) then, right turn onto Division is too restricted and tight – with cars parked on south side and cars waiting for light on north side.
- Alt. C – slows traffic, keeps unneeded trucks off Division St.
- Alt. A
- Alt. C – slows traffic but maintains flow so is better for livability which the stated goal of this project.
- Alt. A. Easy fix, low cost.
- Alt. A. The other two could make it worse. B is bad for bikes and bus. C is bad for pedestrians.
- Alt. A. It's practical and affordable. Also, the residents I've talked to don't feel that there's a significant problem here.

- Alt. A
- I don't know 7 Corners well enough to comment on it.
- Alt. A. Easiest. I would be interested in hearing more about the roundabout.
- Alt. A. Ped crossing across Division at Ladd Avenue is a major safety issue. Vehicles traveling west on Division run through yellow and red light on 21st. The ped crossing has already turned green and peds are starting to cross Division at the same time as the cars cross.
- Alt. A. Pedestrian improvements are critical. Roundabout seems to create too many traffic flow problems.
- Alt. C. From the display it seems that most traffic can get through the intersection which includes buses and trucks. The roundabout answers most all the problem.
- Alt. A.
- Alt. C. Adds something new and different. Might speed movement through complicated intersection. Might discourage use of Division for east/west commute.
- Alt. B. Seems like it works but would remove signal at 21st.; don't do the double roundabout.
- Alt. B. Increases flow of traffic and also makes ped improvements.
- Alt. C. Allows for continuous vehicle flow, but also provides for pedestrians.
- Alt. A. None of the alternatives seem particularly interesting. The roundabout seems like an over-engineered solution, which due to cost is unlikely to happen. The best option would be to focus on pedestrian and bicycle improvements (possible refuge behind bulb-outs) and simple tweak to existing signals and timing. Perhaps signals could be timed to provide a few more gaps in the 40th to 35th section of Division traffic. This would ease crossing.
- Alt. C.
- Alt. C. I think it will slow down traffic, create a more consistent flow, and will provide a place for enhancement.
- Alt. C. Slows traffic and is visually pleasing.
- Alt. A. I think at this point and time this the least invasive and should be tried before other alternatives. I think using a roundabout or removing a signal would harm transit service and disrupt bicycle traffic too much.
- Alt. C. It appears to solve the existing traffic "stagnation" problem in the most comprehensive way.
- Alt. A.
- Alt. A. There are lots of people on the north side of Division that walk to New Seasons (and future development). It is so congested to drive I always walk when I can and it's difficult to cross. The signal timing is a great idea. [Note: It is dangerous to allow people to park in front of Starbucks; it makes that right turn onto 20th very difficult.]
- Alt. B, but don't like count down signals!
- Alt. C. traffic flows better.
- Get rid of protime lanes.
- Alt. C.
- Alt. B. Not dramatic – less money spent.
- Alt. C. Only one roundabout. Two may create too much traffic congestion. Division is a corridor and traffic flow needs to be allowed. This is a visually appealing option and provides continuity between Ladd's Addition and Division. As a pedestrian/cyclist I like this best, as a driver this option concerns me.

- Alt. C. Waiting for cars to make it through a roundabout keeps the driver more in tune with traffic than a driver waiting for a light to change.
- Alt. B if timing can be worked to allow easy left turn off 21st, otherwise A.
- Alt. A. Let an obviously healthy node continue to thrive. I would like to see Ladd and 20th treated as a bus/bike-only access, with signal controlled by drivers and riders.
- I like Alt. A best out of the Seven Corners alternatives because cars heading southeast on Ladd Avenue accelerate to a high speed to make through the light on Division Street. One of the two cars run the red light on most light cycles. About 50% of the cars turn right on red from Ladd to Division. Both of these conditions create an unsafe environment for bikes and pedestrians and should be looked at. Slow points/curb extensions/refuge islands, etc.
- I like Alt. C the best for 7 Corners because it reduces confusion, enhances safety and orderliness. As an example, the roundabout at 39th and Glisan does its job very well.
- I like Alternative A for 7 Corners best.
- I like Alt. C because it's more community-scaled, it would add green space, and it eliminates visual/mental confusion and hazard.
- I like Alt. A best because the real problem with this intersection is pedestrian access. This should be our focus.

Which of the three alternatives for Seven Corners do you like the least?

- Alternative C because it's not pedestrian friendly.
- B & C are both too drastic; the impacts of both of those alternatives are too great.
- Alt. C because property will need to be bought and nobody is going to stay at 15-20 mph. It's pretty, though.
- Alternative A because I think more than that needs to happen to make this a safe transportation corridor—especially keeping in mind bike traffic in that area.
- Alt. C, because it would make the intersection feel wider. We want to bring the street inward, make it feel "tighter." Another note: There needs to be a safe way to get peds across Division on the west side of 21st or the east side of 20th. Peds do cross there now, showing demand for the motion.
- Alt. C, the roundabout
- Alt. C because Tri-Met buses couldn't navigate 40' buses well. Deters traffic use. If area avoided, could affect businesses adversely.
- Alt. A because it's not enough change. The intersection is very confusing for pedestrians and dangerous for cyclists.
- Alt. B.
- Alt. C because it violates the National Register Historic District, it hurts business access, it sends free right turn traffic down Ladd Avenue, and it's a really bad design here.
- Alt. A because it does not do enough to address traffic
- Alt. B
- Alt. B
- Alt. B How is this an improvement? Where would the light be? Where would you direct traffic? There needs to be limited through traffic down 21st. I don't think you understand how much traffic goes through "Seven" corners and is held up at stoplight a few blocks east.
- Alt. B
- Alt. C – traffic would be a mess – it would be fun to watch though!

- Alt. B – Impossible to turn left onto Division from 21st.
- Alt. C I actually really like this best but would like to see #s on how much of total transportation funds it would take – very expensive!!
- Alt. C – Not a good location for a roundabout.
- Alt. B because it will force the Line 10 – Harold bus to find an alternate route.
- Alt. C
- Alt. B Do you really need to ask?
- Alt. C. I like the idea of a roundabout, just not the one proposed. The current plans route traffic off Division and onto Ladd and 20th.
- Alt. C.
- Alt. B. I use 21st going east to 20th. How would I safely turn left?
- Double roundabout
- Alt. C. I think this is impractical. Having driven in Europe (particularly Ireland) I found double roundabouts relatively uncommon and when I used them, very confusing. How will elderly drivers cope? Also, less convenient for peds.
- Alt. A. It does not do much. Status quo.
- Not sure.
- Alt. A. Does not change enough.
- Alt. A. Changes too minor.
- Alt. C. I think this is too drastic a measure. It would put an undue burden onto Ladd Ave. increasing traffic volumes and speeds on a street where there has been significant increase of children on the street. The street is classified as a local service street. Division is a neighborhood collector. To me this seems to be pushing traffic off of Division onto Ladd and 20th.
- Alt. C.
- Alt. B. To avoid 20th and Division I cross Division at 21st; that would be impossible if the signal was removed. It is a great bike route now – what would happen to that? The roundabout is too expensive, space is too small, not great for pedestrians.
- Alt. C.
- Alt. B.
- Alt. C. Most expensive? How much does this cost? Who pays? Is it OK to divert traffic to side streets?
- Alt. C, roundabout.
- Alt. A. not really changing anything.
- Alt. B. If parking is allowed between 20th and 21st, making a right turn will be difficult. I also think you should avoid forcing traffic onto neighborhood streets.
- Alt. B.
- Alt. C. Confusion, safety, new unanticipated impacts (Ladd's, etc)
- Alt. C. Very disruptive to character of area. Puts through-put at top of priorities.
- I like Alt. C the least because this alternative "as proposed" sends many more trips off Division and onto Ladd & 20th. However, this alternative may fix problems of people speeding to make it through the light. Does the ROW exist for this option?
- I like Alt. B the least because 7 Corners adds up to three too many for use of stop signs only. There still would be confusion and probably even more risk for bicyclists and pedestrians than what already exists.
- Roundabout. No way! Violates integrity of National Register Historic District. Sends thru traffic onto Ladd.
- I like Alternative C for 7 Corners least.

- Alt. A
- I like Alt. C the least. Yikes! From driving and walking through this intersection, my sense is that it really works pretty well for cars. It does not work so well for pedestrians. The wait time for signals is long and crossings aren't available in all of the needed locations (e.g. @ 20th). Roundabout is worse for pedestrians creating the need for lots of out-of-direction travel. Even with refuges, pedestrians will be at the mercy of motorists, since there are no signals.

Other comments on 7 Corners (email)

- I think another thing to consider whether you go the route of a roundabout OR any other option is – the bicycles. This intersection is well frequented by bicycles "crossing" regularly as well. Question here: If you built a roundabout I think it would definitively slow the traffic. People moving faster would choose other East/West routes like nearby Powell or Hawthorne. However, on the other hand, you might also frustrate some commuters (car drivers looking for an alternative not as well used route that are trying to avoid the traffic build up that occurs on both Powell and Hawthorne during rush hours).
- If you went the roundabout route, what about having it quartered into an "X" shape with foot/bicycle paths that intersect the center so that pedestrians may wait safely there but also off the paths, there might be room for some planted garden-y sections to beautify things.
- My biggest worry is that Clinton (my bike route) will be congested with car traffic. Cars already use Clinton as a by-way at increased speeds. We need to curb this activity.
- All seem good except the Roundabout. Roundabouts pose special problems for the disabled, the elderly, and children. They require an alert, observant, able adult to cross the unsignalized entries and exits to the roundabout. Blind activists across the country roundly condemned them, call for them to be banned by the new ADA regulations for the public ROW.

Do you like the solution for the 39th intersection? Do you have any other concerns at this intersection that we haven't addressed?

- Protected left turn should be installed to ease congestion on Division.
- Sounds okay to me.
- YES to the protected left turn! Rush hour is HORRIBLE there.
- Yes to the protected left turn! Also, this area could benefit from more greenscaping.
- Yes, I like! Also, Scenic Drive sign on utility pole SE 42nd Ave. (north side)
- No, the protected left turn is a good idea!
- Good.
- Yes to left turn signal. Beautify the intersection, too.
- Does this have to wait for long term street improvements? Can't it be implemented sooner?
- Sounds good, but I use Clinton now.
- Good idea!
- We need this – please!!
- Good idea! I wish that the city would make use of protected/permitted left turn signals (OK to turn left on green ball).

- Can anything be done to beautify this intersection?
- Please. Repaving that intersection.
- I think it is a good solution.
- Yes, yes, yes. I love the wait and walk signals. If we get the proper timing we won't need to extend the middle of the street space.
- Please add protected turn lanes.
- Good idea.
- Ped improvements needed.
- Like this.
- Sounds good. Could be more attractive.
- I am in favor of protected left hand turns from Division onto 39th.
- Yea!!!! Great. I think this a major problem and, living on Clinton Street, I believe one of the biggest contributors to our excessive traffic on Clinton that people use Clinton to make their unimpeded left turn onto 39th because they have such a long wait for a left turn, off of Division now.
- Wonderful
- OK.
- Don't do this. It's (as is situation) not that bad. It will increase back ups on 39th and Division.
- Increasing let turn bays will impact traffic patterns when people on SE Ivon want to turn north; the bay will block turns. This will also affect traffic leaving Tom's restaurant and possibly Rite-Aid. More green spaces.
- OK
- I like the 39th option.
- I have no other concerns for 39th.
- Trade planters on medical building for planting strip trees. Show this is an important bus transfer point with signage and enhanced bus shelters.
- Great idea! It's a shame that gas stations feel they have to locate at intersections, because it instantly makes them unfriendly to pedestrians—more landscaping at gas station would help.

Do you like the solution for the 42nd Avenue Curve?

- Yes, because this part of Division has the potential to be a vibrant part. But because it is not pedestrian friendly, I tend to avoid it. It is too difficult to cross the street because of the lack of view of traffic approaching. The median will give the pedestrian protection from traffic as well as an attractive green space.
- I'm mixed on this idea; is the middle of the two curves the best place for a pedestrian crossing?
- Yes, because this is a dead intersection with lots of space for improvement. The median idea is okay and will give peds better access. Access for residents of the houses on the south side would need to be taken into account, and the median I'm still not 100% behind as it looks like it may cramp the buses.
- Yes.
- Yes.
- Yes.
- Yes, because of pedestrian safety. Landscaped median improves appearance of street. This will be a scenic spot. This will slow traffic.

- Yes, because this is the perfect opportunity for these improvements, as well as using this zone for run-off treatment and plantings, etc.
- Yes, because it will calm traffic and is pedestrian friendly.
- Yes, because of greenscaping
- Like
- Like
- Like
- Don't like – trees in the middle? The sight line is not good as it is without making it a forest.
- Like. Better for pedestrians and will make it much more attractive.
- Like
- Like – easier to cross street as ???
- Like, currently, it's too broad an expanse of pavement.
- Like
- Like; easier to cross; median could beautify this intersection.
- Like, but there must be access to turn left off of Division onto 42nd. So possibly a break in the median and a turn lane.
- Like
- Like, improves pedestrian crossing and creates positive visual amenity.
- Like, I feel this area can be a welcome to Division area. Enhance by flower beds and possible water fountain.
- Like.
- Like.
- Like, beautifies, increases ped. Safety, could serve to signal drivers to slow down a bit. The businesses, particularly
- Like, Way too much impervious surface, but I like the idea of curb extensions and the use of green space in the median. Ped. Crossings are adequate. Hopefully it will provide some type of traffic calming effect.
- Like, good for pedestrians.
- Like.
- Like. Creates a more defined path and will make it easier to walk across.
- Like. Soften with landscaping; easier to cross Division.
- Like. There is underutilized space right now. I think that this would make it a safer pedestrian environment.
- Like.
- Like.
- Like.
- Don't like. Expensive. Who pays?
- Like.
- Don't like. I don't like the median strip. I do like curb and wider sidewalks.
- Don't like. Just curb extensions? This intersection needs more investment than this – what are some other ideas?
- Like. This will greatly reduce the risk that comes with crossing the street. Additional planting areas and medians will beautify an uglier section of the street.
- Like. Anything that will slow down traffic on this curve will be good.
- Not sure, what is median function? Needed?
- I like the 42nd proposal.

- I like the solution for 42nd because it enhances safety, access to businesses, and attractiveness.
- I like this solution because I cross here occasionally even with the obvious risks—others who know better do also. Also—minor point—it's an ugly section of Division—a lot of void.
- I like this solution because businesses may think that this will limit access to their businesses, but I think the opposite is true. This part of Division is nearly impossible to cross on foot. Making it more pedestrian friendly could greatly enhance the business environment.

Do you like the solution for the 50th intersection

- Yes, because this is another intersection on Division with the potential to become a vibrant hub. Curb extensions and wider sidewalks will make it more pedestrian friendly and hopefully attract shoppers/diners.
- Not sure. What, if any, impacts to traffic are there with new curb extensions?
- No opinion. Doesn't affect me one way or the other.
- Yes.
- Yes.
- Yes.
- Yes, because of pedestrian safety. It will slow traffic.
- Yes, this would improve the intersection's safety
- Yes, I like this idea a lot. This should apply to most of Division. This idea works near Nature's. Why not take out the extra traffic lanes? Parking calms traffic.
- Yes.
- Like
- Like
- Like
- Like
- Like
- Like
- Like
- Like, improves pedestrian access
- I don't know enough about the troubles here to make a judgement.
- Like
- Like
- I cannot really comment on this.
- Like.
- Like.
- Like, ped. Improvements, any, along this corridor is a plus.
- Like, good for pedestrians.
- Like.
- Like. Curb extensions create more paths and green space and allow for water runoff.
- Like, easier to cross.
- Like, loss of a parking space eases pedestrian curb conflict.
- Like.
- Like.
- Like.

- Don't like. Expensive. Who pays?
- Like.
- Don't like. I think people area crossing the street OK. The curbs would slow right turn traffic.
- Like. These options are fairly basic . . . and really . . .no brainers.
- I'm not sure I understand the benefit of this solution.
- Like.
- Like.
- I like the 50th solution.
- I like the 50th Avenue solution because it's a proven solution elsewhere in the city.
- I like this solution because I think the intersection will feel safer by shortening the crossing and by lining 50th up better. Opportunity for bus shelter that isn't so close to the traffic; opportunity for living, greenery.
- I like this solution because the pedestrian crossing is fairly hazardous at this intersection.

WHAT'S YOUR PREFERRED TRANSPORTATION ALTERNATIVE?

Which combination of corridor alternatives and potential intersection solutions (from the previous pages) do you think should be moved forward as the Preferred Transportation Alternative?

- These are my top four choices in order of importance: 1. See attached diagram for Seven Corners (shows bulb-outs at crosswalks that take up one traffic lane and a bike turning lane onto 21st separated by a concrete apron). 2. Genies No Parking 7am-11am. 3. Left turn signals for Division to 39th very critical. 4. Make 42nd & Division prettier!
- Circled intersections: 12th, Seven Corners, and 39th.
- Get rid of protime lanes from 11th to 28th.
- I like the idea of traffic calming and pedestrian friendly. More parking. No 4 lane areas. Curb extensions.
- 1. Eliminate protime lanes 11th-28th. 2. Partially raised crosswalks. 3. Porous pavement parking lanes, curbs. 4. Greenscape/stormwater treatment everywhere.
- 1. Just like NW 21st and 23rd – in order to make those thrive, they had to find parking – even if it's a commercial parking garage or block – They could be green – jogging oval around parking area. 2. Must be addressed now. New construction and commercial buildings (with no parking and 2-lane streets) can't thrive along Division without this intersection (7 Corners) priority.
- Urban design focus area: 41st to 44th; pedestrian improvements and green spaces; why is there nothing between 28th and 39th; optimize travel signal timing and coordination.
- 11th – 12th – get rid of 2 parking spots; 7 Corners – revamp signal timing and pedestrian crossing; 39th – protected left turn.
- Add more marked crosswalks between 34th and 39th. Reduce #of lanes between 11th and 20th or find ways to widen street or divert/reduce long distance commute traffic.
- Get rid of part-time parking restrictions; add more bump outs, ped improvements. No center turn lanes

- Alt. #3; 7 Corners – Alt. B; 42nd Ave. improvements; all ped (especially!) and bike improvements
- Improved 11th and 12th for peds and bikes; improve signal and ped and bike crossing (7 Corners) and improve 39th for peds.
- 7 Corners #1
- I think there should be permanent on-street parking between 12th and 28th. There should be signal prioritization for buses. No roundabout on Division.
- Alt. 2 for 20th – 28th; Alternative A for 7 Corners; 39th, 42nd and 50th as proposed.
- I already avoid walking and driving on Division due to congestion [note: this is the same person who said, "if it's not broken, don't fix it.]"
- Get rid of protime lanes.
- Bike route by Clinton Park/safety area, especially near Dairy Queen.
- 1) The Curve; 2) 11th/12th; 3) I wonder if the 7 corners intersection needs more studying/community input.
- My preferred alternative would include Alternative 3 and Option A at 7 Corners.
- My preferred transportation alternative is Option 1.
- Eliminate pro-time lanes but eliminate parking at 11th, 12th, 21st, 26th as needed to facilitate turns and traffic flow. Roundabout at 20th/21st. Include proposed solution at the other nodes. A lot of focus on safe pedestrian crossings at T intersections even if its not marked crosswalk. Signage for no. of miles of "school corridor."
- Three lanes with turn lane 11th-20th; convert pro-time lanes to parking 20th-28th; restrict parking on north side of Division @ 11th; signal timing at 7 Corners; curb extensions; add medians at 42nd; protected left turn at 39th

GREEN STREETS IDEAS AND SOLUTIONS

What would you like to know about green streets and how they are implemented? Any suggestions you would like us to consider?

- Division's a straight shot with little to no room to expand. Apart from planting street trees and working on the planting strips I can't see much else for my part of Division (20th – 60th).
- Mix of evergreen and deciduous trees and shrubs to inspire the community in all season.
- More
- The Curve is the perfect opportunity spot for "green" improvements/education.
- See above (3. Porous pavement parking lanes, curbs. 4. Greenscape/stormwater treatment everywhere.)
- 1. Light rail first. 2. Parking areas. 3. Restricted parking time (2 hours?) in front of residences.
- More art, more art, more art.
- Permeable pavement and bioswales.
- Do it.
- Water/rain runoff management. Of course, any green spaces that can be added can never be bad.

- Is there enough ROW for all of the pavement to be treated? Will all the water quality treatment be located in the planter strip?
- Maximize use of green street situations
- More street trees.
- Please go for it!
- Like the ideas – swales, permeable surfaces, etc.
- I'm thrilled that Portland is such an innovative city! The "sustainable" (wonderful!) stormwater curb extensions, with their multiple benefits (calm traffic, reduce speeds, improve water quality and reduce stormwater flow) are fantastic. We want more of them!
- Consultations for interested businesses.
- Use bioswales, plus things like impervious surfaces.
- What is a "green" street? How is it different than a "red" street or other color?
- More.
- The use of permeable pavers and green storm drains is a great way to give Division a "green" look – literally and figuratively.
- Consider pervious paving in all the parking lanes. Lots of swales for street runoff—the visibility alone makes this a great tool to heighten awareness.
- I love the idea of green streets and particularly permeable pavement. Are there cumulative effects on groundwater quality if they are used extensively?

Do you have any other suggestions, comments, or things we have missed?

- The moat around New Seasons is horrible. Please don't do that on Division. They have NO pedestrian access on the east side, except through the driveway. Dumb.
- I love the idea of a water-inspired park.
- More
- A library at 20th/Ladd/Division
- Light rail – where? How would it impact area? The huge number of multi-residence buildings and huge commercial building being built with no parking on 21st.
- All green street improvements should have an art component.
- More transit
- I'm really concerned that talking with city transportation people leaves the impression that the most important thing is CARS whereas the goal of the project – main street/green street is about livability – pedestrians, green space, people friendly, not car-friendly.
- What is more important, educating people to change lifestyles or changing infrastructure a la Big Pipe?
- This is a developing mixed use area – don't kill it with transportation improvements that just encourage higher speed and more traffic.
- The transportation improvements need to support the "blossoming" that is occurring in mixed/diverse businesses between 11th and 60th.
- Worry a little about where all this water actually goes. Sink holes?
- Make it pretty and inviting, include general info on signs for community interest.
- Yes, there are two intersections on Clinton Street which would benefit greatly from these stormwater curb extensions – 26th and Clinton and 31st and Clinton (with traffic circle). How do we proceed to be considered for these stormwater curb extensions? Whom to contact?

- I think we need to be very careful about commercial and housing with no off-street parking. While we certainly want to encourage people to use transit and other alternatives, providing "no parking" does not necessarily achieve this. Instead, it can create a situation where cars are parked everywhere and residents park in their driveways, blocking sidewalks. Parking lots have traditionally been ugly, but they don't have to be. Proper design with plenty of landscaping can create decent spaces.

Other comments (email)

- Get TriMet to use clean fuels. That does not mean that the work on the individual intersections has been wasted. And there are lots of lovely ideas presented the focus area photos. But if the overall transportation strategies aren't offered for discussion, the roundabout may be the proposal the community should support. I have heard many times that we don't want Division to become another Hawthorne. That we don't want Division to be a destination shopping district. How much "dressing up" can be done without this result? Change on Division has been very gradual over the years with a definite speed-up in the last several years. Do we really want to encourage even more rapid change? Hawthorne-type people traffic would enhance the property value of commercial buildings – a happy event for property owners and government – so the project could easily drift in that direction.
- I agree with more street trees, but they must be specified to be wide, not columnar or pyramidal, in order to bridge over the street and shade the street.
- In all commercial areas, sidewalks should be widened to include paving the "frontage zone," the 2 feet between the property line and the back of the old sidewalks. So, instead of a 6" curb, a 3.5' planting strip, a 6' "pedestrian through zone" and 2' of plantings behind the curb, you instead have a 6" – 4' – 8'. This gives an 8' through zone. The 2' behind the sidewalk, but in the ROW, should be paved, even at places like the Starbucks, where it's adjacent to the parking lot landscaping. It should be paved to the property line, to provide an 8' through zone. I'm also in favor of keeping to the historic scoring pattern wherever possible. Place tree wells far out into curb extensions so that wider trees can be used. Preserve what is left of historic stampings.
- Lighting should be better for pedestrians to cross. Where trees are an issue, install lower lighting that is underneath trimmed-up trees.

LAND USE AND ZONING

Looking at the images on the board titled, "What can be built in the R1 zone," please rank the pictures in an order that demonstrates which types you would like to see on Division Street.

Division Green Street / Main Street April 2nd Community Open House Visual Preference Survey Results

Picture Rank	A	B	C	D	E	F	G	H	I	J	K	Comments
1= best	8	11	9	2	9	7	2	5	4	10	6	I like D & G best
	9	11	5	4	8	1	2	6	7	10	3	
11= worst	6			4		3	2	7	1		5	I really like "I." I very much dislike B, C, E, J. "I" is a contemporary design with a classic feel and its footprint seems smaller, more intimate than the other buildings. Division is a narrow arterial. A building with a large footprint would overwhelm it. Small is better!
	2	10	7	8	9	5	6	1	4	11	3	
	8	11	7	4	9	1	5	6	2	10	3	
	11	11	6	9	11	5	5	5	1	11	4	
	11	11	10	1	6	6	5	5	2	11	1	
	11	11	9	4	7	2	2	2	2	11	8	
	8	10	5	2	9	4	3	7	1	11	6	
	9	8	7	1	10	5	3	6	4	11	2	
	11	10	5	6	10	11	9	1	5	11	8	
		11					1	2		10		Don't over-control design. Meet city's housing affordability needs. All of these buildings look much nicer than the McLaughlin caves and people under tarps.
	8	9	3	2	10	4	1	6	5	11	7	
	9	11	6	3	8	4	1	2	5	10	7	
	7	11	8	3	9	5	2	6	1	10	4	
	9	4	1	6	7	2	3	8	5	11	10	mixed use 11th - 39th
	10	8	7	6	9	1	2	3	5	11	4	
	11	4	3	8	9	2	1	7	6	10	5	
	11			3	9	1			2	10	4	
			2				6	5				
	7	10	3	2	9	4	6	8	5	11	1	
	11	10	10	5	11	2	5	9	1	11	5	
	6	11	8	4	9	7	1	3	2	10	5	
	10	8	7	4	9	6	2	5	1	11	3	
	8	9	5	10	7	6	1	2	4	11	3	
	3	11	8	6	10	4	1	5	7	9	2	
				3		1	6	5	2		4	
	7	11	6	4	10	3	2	5	1	9	8	
	8	11	9	2	7	4	1	5	3	10	6	Very confusing and not very useful exercise
	11	11	8	1	11	5	3	6	2	11	4	The photos for the CM zoning! (two photos)
	4	8	3	7	9	2	1	5	10	11	6	
	10	11	8	2	10	1	3	6	3	11	5	
	5	11	7	1	11	2	3	10	2	11	4	
				2					1			
	11	6	4	5	10	1	7	3	2	8	9	Top five are way better than the bottom six.
	11	8	6	4	9	5	3	2	1	10	7	
	10	9	7	1	8	4	2	6	3	11	5	
	7	10	8	6	11	3	1	5	4	9	2	
mean	8.47	9.61	6.27	4.03	9.09	3.69	3.03	5.00	3.22	10.41	4.83	
median	9	10	7	4	9	4	2	5	2.5	11	5	
mode	11	11	7	4	9	1	1	5	1	11	4	

Does it make sense to rezone the non-conforming uses to recognize their commercial use, or is it more important to preserve the residential areas in between Division's commercial nodes?

- Property values are too high (currently) for any business to occupy lots of square footage (ie no warehouses or junkyards will open on Division). I feel recognizing commercial uses will make it easier for existing businesses to prosper and provide employment without blighting the area.
- Recognize the commercial use where longtime businesses are deeply rooted.
- Yes, rezoning makes sense for businesses that improve the community.
- Yes, especially if the non-conforming businesses provide community-desired services.
- Allow mixed use zoning all the way 11th-60th
- Preserve residential areas—historic houses have character.
- Rezone and keep existing

- Yes
- I don't think there is broad agreement that the community wants separate commercial nodes with residential in between. Zone for long term flexibility, especially R1—multifamily /multiuse.
- Doesn't seem realistic to preserve residential uses long term. Level of multifamily development should be compatible with the available transportation and should be highly encouraged to be "house-like," not "apartment-building-like." It's important to note that the No. 4 bus is very crowded and is already 'frequent service.' Increasing residential density could exacerbate this existing problem. Improve transit service in parallel to redevelopment.
- I like more commercial mixed uses. It is unrealistic to think that we would get single family uses replacing commercial uses. The economics don't work. I don't want more crappy residential like what was allowed to go in on the north side of the street south of 26th.
- I think this is a tricky issue. The older commercial buildings add character and increase the diversity of uses. On balance, I'd say yes, it does make sense to rezone but don't expand commercial uses. Otherwise, I believe the area will "stagnate."
- Yes, we should rezone the NCUs
- Rezoning the NCUs. They are the very definition of a mixed-use community—would NOT want to get rid of them.
- Yes, selective rezoning of valued non-conforming businesses okay.
- Yes, mixed use is great! Multi-family, dense, city-style homes okay
- Yes, it makes sense to rezone existing.
- I want a blend of residential and commercial uses. Division is deemed by Metro to be a Main Street. If this is the case there needs to be a mix of uses. Also it is an urban environment. I want more urban amenities. If not I might as well live in the suburbs.
- Rezone
- It's more important to preserve the residential areas
- Removal of some existing businesses is good. Ho's Garage @ 33rd Place would be a good start. There are about 50 cars there all the time. At least 20-30 are just junk cars. This is not a wrecking yard area. Ho's has also been sited before for dumping oil and fuel into street drains.
- Rezone
- Rezone, since although we want residential on Division, mixed use is my desired outcome
- Rezone
- I think that existing businesses should be re-zoned and not forced to close. Other open spaces can be zoned residential. Green areas and open space is as important as residential zoning.
- Yes, rezone. Preserving residential is not as important.
- Yes, rezone.
- Rezoning to recognize the commercial use of existing businesses would, for the most part, be a more realistic solution. However, a few words about Ho's Garage, on Division between 33rd Ave. and 33rd Place: This is basically an industrial business, operating more as a salvage yard than as the auto repair shop it purports to be. It produces more noise/visual/air pollution, for longer hours daily, than the Texaco station which previously occupied the site (and performed a few mechanical repairs in an indoor bay) ever did.

- Rezone. Residential property values will decrease as Division becomes more commercial—without off-street parking or with cars taking up residents' parking on street (Chicago is a mess this way). However, there are blocks of houses along Division that won't be so affected as long as entire blocks remain residential.
- Rezone non-conforming uses.
- Rezone
- It makes more sense to work with each owner individually to either sell their property or develop it appropriately.
- Rezone
- Rezone if they are already commercial buildings.
- Rezone to mixed-use
- Adding more commercial uses on Division only adds to the congestion—both on Division and in the adjoining neighborhoods. I would encourage the city to *preserve* residential areas on Division.
- I did not attend these workshops and I'm too fried by the traffic proposals now to look at zoning. But generally speaking I think Division needs some help to determine what it is. Right now it is hard to look at a viable business community when there is no flow. These "nodes" will continue to develop but the flow of the street will always be broken by houses and new ugly apartments (30th St.).
- Selectively rezone NCUs to recognize as commercial—in others.rezone to mixed use.
- Rezoning all non-conforming uses should be done.
- Not, it does not make sense to rezone if this also allows vehicle repair businesses to expand. These businesses effectively kill street life in that they create an unpleasant pedestrian environment—and have no real relationship to the street.
- This question is loaded in favor of rezoning—shocking! Why would we want to allow much change in use? I think the residential areas should be preserved. The issue is too complex to be addressed in such an oversimplified question. No additional CG. Buildings like that on the SE corner of 16th and Division should not be rezoned—maybe rezone to CM. **Do not rezone R1 to CM**, but possibly rezone NCUs to CM if they are at a node.

Of all the land use and zoning tools discussed on the Land Use and Zoning Approaches poster, which do you think have the most potential to achieve the community goals for Division Street?

- Rezoning
- Rezoning
- None. Upzoning the entire street will allow the street to develop as a main street over time (20 year planning horizon) without having to pay zoning change fees!
- CM & CS—why no minimum landscaping requirements? Landscaping, streetfront lighting—good ideas; design overlay—to maintain historic character. Be careful with NCU. Some are deliberate and some aren't.
- Rezoning
- Rezoning will unlock the potential that has been already trying to happen *despite* the zoning.
- 1. Non regulatory approached are good start. 2. modify NCU rules. 3. Setbacks sound good.
- I love the infill housing. Moving back setbacks for more landscape.

- Infill housing prototypes for R1 zone as seen on visual display
- Rezoning. This will allow for a closer approximation of Metro's 2040 Main Street idea. I want a combination of residential and retail on Division.
- One-on-one conversation; mixture commercial; rezone to allow by growth
- Non-regulatory measures and regulatory amendments
- Non-regulatory. Education
- Education. The other things will follow.
- Non-regulatory measures.
- Education and incentives and role modeling by the public sector walking the walk. Including stinky old TriMet.
- Mixed-use buildings.
- Rezoning.
- More CN and CS
- Rezoning
- Non-regulatory measures and rezone
- I think it should be residential, and commercial as it is. I like the growth and improvements that are taking place.
- I favor the rezoning option. The CG should definitely be removed and changed to CS (43rd and Division is the prime example), and CN2 should never be used west of 82nd. This is the inner neighborhood! I suppose CM is reasonable for the rest of the residential, although I wonder about that stretch from 14th to 20th on the north side in Ladd's Addition. It seems so solidly single-family that perhaps it should be no higher than R2.5. The problem with CS is it mandates mixed use, and then developers are tempted to try to fudge, as Corey Brunish did at SE 32nd and Hawthorne. The building was built with apartments above retail, but their front doors come down to street level, and they are now all commercial uses (massage, etc.) despite not being handicapped accessible.
- Landscaping, design overlay
- Rezone selected (not all NCUs) to CM; possibly rezone CG to CS; perhaps storefront lighting, perhaps changing sidewalk widths; issues on modifying NCU regs & residential setbacks not clear.

STICKY NOTES COMMENTS:

- On Commercial Zones poster:
 - Near the CN2 description: "It would be great to specifically emphasize locally owned business in this designation."
 - On a sticker near the CN2 description: "Ha! This was totally ignored when Starbucks moved in."
- On Urban Design Focus Areas 11th – 13th Avenues Node poster:
 - We live at 14th and Clinton and I often walk this intersection with my small kids. Any protection/enlargement of sidewalks/trees/etc... to protect walkers would be great!!!
- On Urban Design Focus Areas 24th – 27th Avenues Node poster:
 - Near pervious paving within parking lane picture: "Yes! These would probably also have a traffic calming effect."

- Near opportunities to enhance existing billboards picture: "How about a mural? Not a billboard." And "I love the existing sign. Fits the vernacular."
- Pointing to a water feature on south side of Division between 25th Avenue (north) and 25th Avenue (south): That's private property. It's also a parking lot for apartments. This woman takes pride in her garden. I doubt this will happen."
- How about stormwater curb extensions at 26th and Clinton? Curb extensions at 26th and Clinton to discourage truck and other vehicle traffic on Clinton Street (a bikeway and local service street).
- In reply to above: "Curb extensions are unnecessary and everyone in this town should do a better job of signaling their intentions."
- Pointing to 26th and Clinton intersection: "Arrest and fine bicyclists who don't stop at stop signs and make illegal unpredictable turns!"
- On Urban Design Focus Areas 41st – 44th Avenues Node poster:
 - Wow, cool!

GENERAL OPEN HOUSE COMMENTS

What did you like most about today's open house?

- Loved to see the progress made on last open house's ideas.
- The breadth and scope of the educational material.
- The open format and excellent demonstrations.
- Great posters and presentations
- Time to look and think on my own and write as I went
- The community participation—great showing!
- Bureaus working together with business and neighborhood groups
- Good drawings—they were easy to understand
- Flexibility
- Lots of staff available. Got answers to questions I've been curious about.
- Lots of photos
- The friendly planners! This eval. Form really helped me focus my thoughts.
- Pictures and explanation by project presenters—what an amazing project! You guys are great!
- Great visual aids and helpful staff
- Thanks! Very informative, lots of info., great presentation, good presenters
- The people talking to us to explain displays. The displays were very organized and understandable. Good job!
- Time to look and ask questions
- The openness to look around and speak with people.
- Excellent—participating presenters were able to answer most questions. Demonstrations were clear and concise, advice given and referrals to correct persons given.
- Chance to talk to someone about each section.
- Informative with people to ask questions of.

- The great source of information and that you involved the community in the planning process
- The informality and expertise on hand to answer any questions.
- I appreciate the opportunity to comment on the proposed designs.
- Great staff, graphics and content.
- Big room
- Presence of helpful, engaged planning personnel, and strong attendance by neighborhood residents.
- Availability of staff for discussion
- The donuts. Questions were easily answered.
- Talking with people
- Lots of good information and people to answer questions
- The whole thing was very well done and informative
- Friendly staff
- Having access to city planner and engineers. Thanks for coming!
- Visuals, plenty of people to answer questions, good muffins.
- Lots of information. Everyone was very helpful.
- Great staff assistance in explaining concepts.
- It is quite pedestrian friendly.
- Lots of staff available to answer questions; lots of neighbors to discuss options with; great display materials!
- Ease of talking to City staff

What did you like the least about today's open house?

- I dunno if its bad but there's a lot of information to take in at once.
- Transportation node solutions feel less important.
- The hours—could have gone later into afternoon
- Need more public comment. The stations minimize community interaction and common concerns to be wi_ed to the community at large, but thanks for trying!
- Needed one more hour to look/think
- N/A
- Some people advocated for ideas...that were supposed to be providing balanced info.
- Need to have ted?
- No summaries of the proposals was available.
- Lack of group discussion and group preferences/voting
- Too much to digest at one time. Too many words. Need more understandable/memorable themes, not lots of bullets.
- Very complicated, most people will not spend all the time required.
- A "road map" of the layout—some kind of overview when you arrive—would help reduce the feeling of being overwhelmed by the large amount of info.
- So much information—but, it looks like we can trust your judgement!
- Too short!
- So much info, almost overwhelming. Wasn't prepared. Difficult to judge some of the alternatives (lack of experience).
- Would also like a short formal presentation
- N/A
- Very good. No negatives.

- The lack of explanation about questionnaire process. I didn't see much about the schools on anything...and this is a strong component of our community.
- Initially, I didn't realize that there wasn't a presentation and wandered around for awhile before that dawned on me.
- I didn't come with enough time or presence of mind for all of the feedback y'all were ready for—sorry.
- More about which dept. each city rep. came from.
- If neighborhood business representatives were present, they were not identifiable.
- Coffee was cold.
- Didn't understand the info presented. Not discussion focused on issues.
- Would like to see dollar amounts for some of the transportation options.
- The fact that there is nothing proposed for 28th -39th (I live on 35th).
- Too much information. I came expecting a discussion. For a person just coming to this series of workshops, it was a lot to digest.
- Transportation Corridor Alternatives—poor selection in this central issue makes it difficult to think about how other pieces will work.

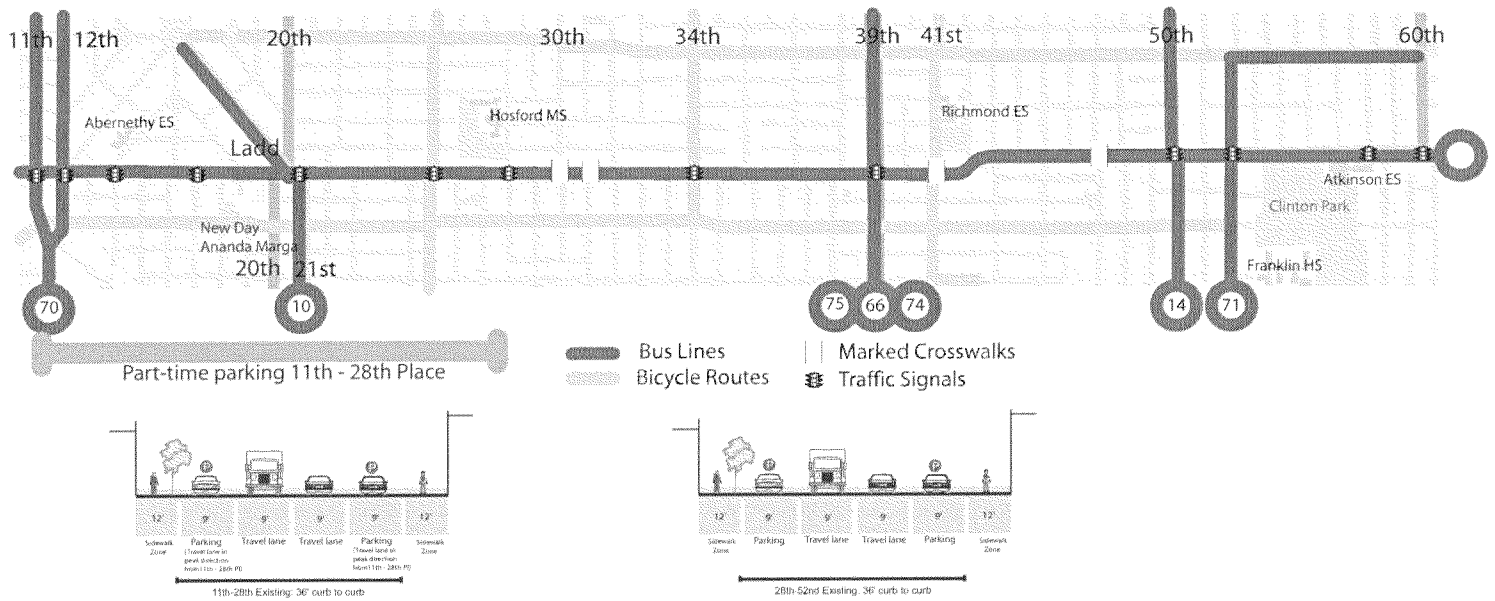
Please use this space to write any additional comments.

- Division Vision is a great thing?
- Fairly good turnout. Looks like project is gelling well now. Still think visual preference survey could have better examples of good/bad.
- Excellent work—keep it up!
- Not much detail available on website. Add more from presentations at open house.
- Why don't you enforce the unscreened storage of dead autos in several lots. Please have them removed. Also—get rid of billboards—they are inappropriate in this area. They are out of scale and an eyesore. If you can't get rid of them then require them to downsize significantly.
- I vigorously support pedestrian improvements and providing for more diverse, mixed use zoning and fewer NCUs.
- Would it be possible to place some of the pictures and suggestions at the site. Hard to visualize what the areas look like currently.
- Have some single sheets for more study on subjects. Perhaps use website?
- Thanks so much for your hard work—it's very appreciated! You are hearing the citizens.
- Why do we have money to spend on this stuff, but we don't seem to have money to put criminals in jail? Criminals, including homeless bums, impact livability of the area more than this traffic stuff.
- Please don't waste money on pet projects that are in the best interests of society/communities/people or the environment.
- I like the time of the event and food offered. I am concerned about successful implementation of these ideas. In other words—how can this be done?
- Mostly, what I care about are increased pedestrian crosswalks, specifically between 34th and 39th. Even more specifically, I'd like one at 37th. Thank you!
- Please don't "yuppify" Division Street. Revitalization is good and welcome, but I don't want a cookie-cutter, suburban-type commercial district.
- Good job. Good luck.

- Consider flexible street segments that can easily be reconfigured, closed off, and narrowed for events. Consider acquiring open plaza space at Ladd & 20th.
- Excellent info.
- The displays were detailed and interesting—very well done!
- The event in January was much better. Open houses don't have as much value to many attendees.
- One of my concerns was street parking in front of my building at 3719 SE Division and possible changes to bus stops that would impact my parking. I am assured no changes are proposed. I definitely need to keep business owner parking there to load and unload furniture, as well as residential parking for apt. tenants.
- Get rid of peak hour lanes—make it parking only!
- I appreciate how hard everyone has worked to involve us in this process. Thank you!
- I need on-street parking for residential single home dwellings.
- I would also like to ask that everyone who provides input on this project think hard about the overall effect of each of the ideas for focus areas. I have heard many times that we don't want Division to become another Hawthorne. That we don't want Division to be a destination shopping district. How much "dressing up" can be done without this result? Change on Division has been very gradual over the years with a definite speed-up in the last several years. Do we really want to encourage even more rapid change? Hawthorne-type people traffic would enhance the property value of commercial buildings – a happy event for property owners and government – so the project could easily drift in that direction. Please be very thoughtful with your responses to focus area improvements as well as the overall transportation scheme.
- I don't mind density along Division. Also think 3-story is fine (we already have several). Need the density to support a vibrant commercial corridor and increased transit service. Design review certainly desirable. I love the comparison regarding 29th and Division vs. the much better example.
- 1. We need to be able to balance pedestrian-friendly design with adequate parking. With creative design and plenty of good landscaping, this can be done. Parking problems can destroy a neighborhood. 2. Marked crosswalks at T-intersections.
- Perhaps having separate evaluations for different pieces—urban design, transportation, land use would make the evaluation form less intimidating.
- There should be no more narrow buildings and no dwellings that rise more than two floors above the ground. No building should be allowed on a lot of fewer than 5000 square feet. There should be no more apartment houses and no more crowding, like the situation northeast of Mt. Tabor where developers bought two houses, planning to build four on the same land. Thanks goodness the neighbors stopped that in part. I am against a broader urban growth area; I am for fewer people. Present policy is to crowd more people into fewer square feet and make Portland, once a lovely place to live, look like New York city or San Francisco. Let's deport the illegal aliens and make room for Americans.



Existing Conditions



The roadway is generally 36 ft wide with 12 foot sidewalks



Truck volumes heaviest between 7 am - 3 pm (30-50 trucks/hour)



Highest levels of pedestrian activity at 7 Corners and 39th



2005 traffic volumes:

24th: 15,000 vehicles per day / 1,200 per hour (PM peak)

31st: 13,800 vehicles per day / 940 per hour (PM peak)

AM Peak Period: 70% westbound / 30% eastbound

PM Peak Period: 63% eastbound / 37% westbound



25 mph posted speed limit, 20 mph in school zones

Peak hour travel speeds average 13-16 mph

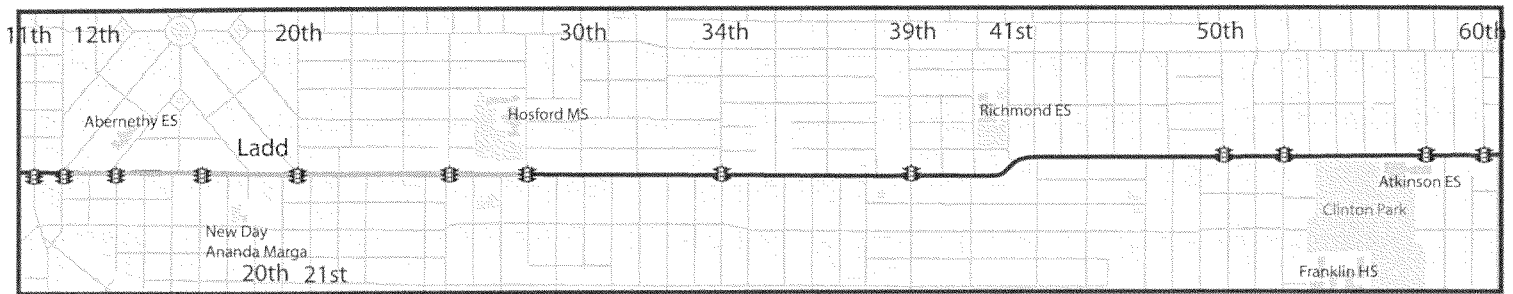
85% of motorists travelling at or below 29 mph near 31st

85% of motorists travelling at or below 30 mph near 47th

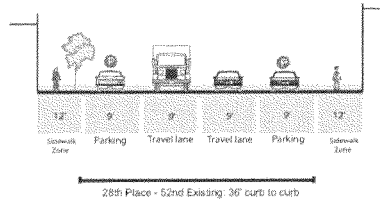
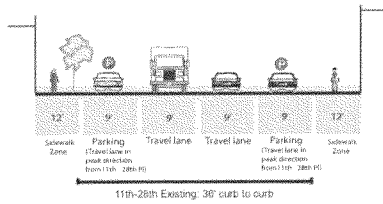


Alternative 1.

Signal Timing and Pedestrian Improvements



Part time parking - 11th - 28th



Elements

Optimize traffic signal timing and coordination

Provide new curb extensions at some bus stops and key locations between SE 28th and SE 60th

Add curb ramps where needed

Key Considerations

Reduces traffic queues at most intersections (over Do Nothing conditions)

Improves transit travel times (over Do Nothing conditions)

Improves pedestrian crossing opportunities

New curb extensions will:

- shorten pedestrian crossing distance
- improve sight distance
- improve transit access
- increase the number of parking spaces where they replace longer bus zones
- remove some parking spaces at new locations



Marked crosswalk with curb extensions



Part-time parking along Division Street between 12th and 28th Place



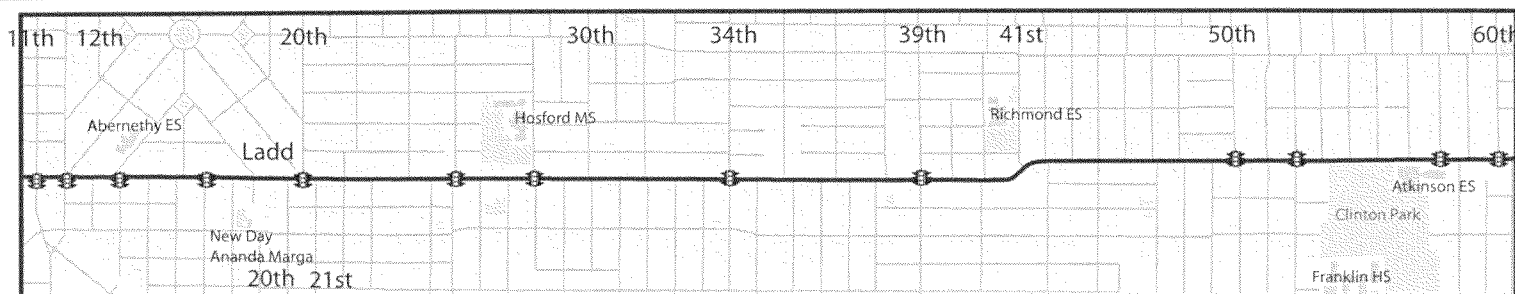
Pedestrians crossing at an unmarked crosswalk



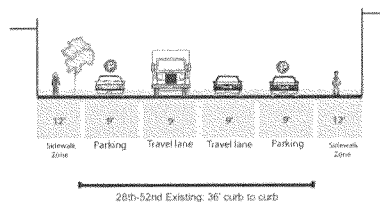
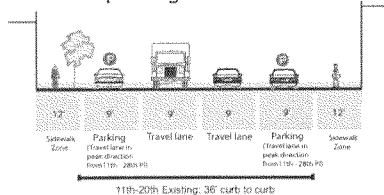
The wide intersection at 50th makes pedestrian crossings difficult

Corridor Alternatives

Alternative 2. Remove Pro-Time Lanes 20th - 28th Place



Part-time parking 11th - 20th



Elements

Same as Alternative 1:

Optimize signal timing

New curb extensions (28th-60th)

Add curb ramps

Plus:

Make on-street parking permanent between SE 20th and SE 28th

Add curb extensions between SE 20th and SE 28th

Key Considerations

Travel time and congestion increases for buses and motor vehicles.

Removal of part-time travel lanes between 11th and 20th would cause significant queuing and delays to Division, 11th, and 12th

New curb extensions will:

- shorten pedestrian crossing distance
- improve sight distance
- improve transit access
- increase the number of parking spaces where they replace longer bus zones
- remove some parking spaces at new locations



Loss of the travel lane impacts traffic flows



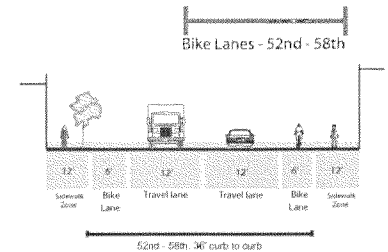
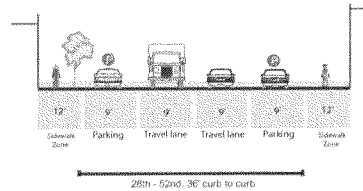
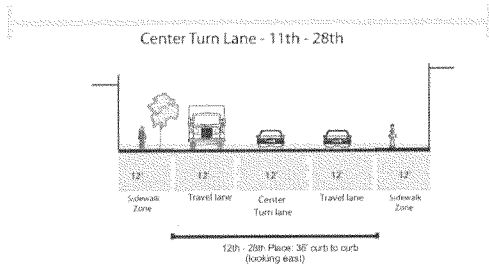
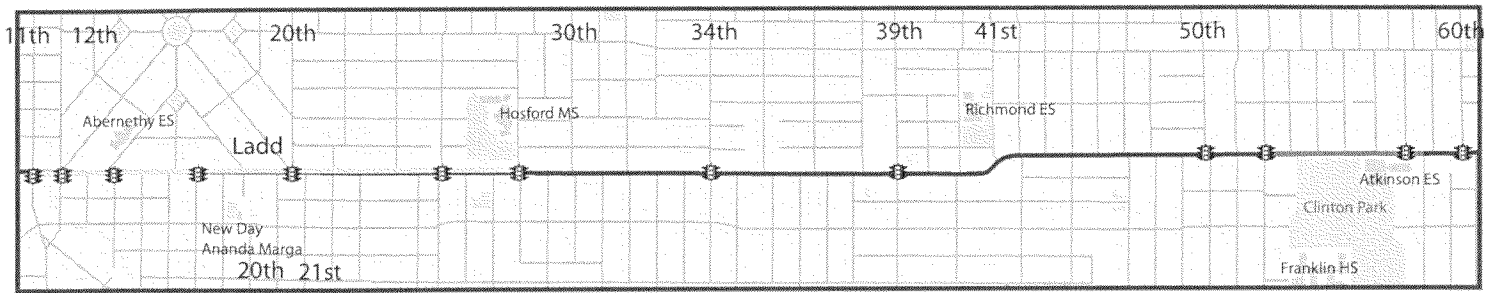
Part-time parking would become permanent from 20th-28th



Curb extension improves transit access

Corridor Alternatives

Alternative 3. Two Lanes with Left Turn Lane 12th - 28th Place



Elements

Same as Alternative 1:
Optimize signals
New curb extensions (28th - 60th)
Add curb lanes

Plus:
3-Lane cross-section
(1 travel lane in each direction
plus a center turn lane)

Median pedestrian islands
where left turn lane is not
needed

Bike lanes between
52nd and 58th

Key Considerations

Travel times increase compared to Alternative 1

Travel times are slightly reduced compared
to Alternative 2

Significant queuing in both AM and PM
peak hours

Shorter crossing distances and improved sight
distances at curb extensions and median islands

Loss of on-street parking between SE 11th
and SE 28th

Loss of on-street parking between 52nd - 58th
where bike lanes replace on-street parking

New curb extensions will:

- improve transit access
- increase the number of parking spaces where
they replace longer bus zones
- remove some parking spaces at new locations



Existing Conditions

One-way 11th/12th couplet traffic problems caused by: left turns from Division, heavy truck traffic, pedestrian movements at bus transfer points, and trains

Parking restricted during peak hours on north side from 11th to mid-block (approximately 3 spaces) and no parking mid-block to 12th because of bus zone

Potential Solution

Restrict on-street parking on north side of Division from corner of 11th to mid-block to 7 am to 6 pm Monday through Friday

Key Considerations

Loss of 3 on-street parking spaces (currently no parking during AM and PM peak hours)

Removing on-street parking reduces buffer between pedestrians and moving vehicles

Improves transit travel times and traffic flows in westbound direction during off-peak weekday periods

Improves bicycle access in westbound direction



Looking east on Division St at 11th.



Left-turning vehicles and trucks slow traffic along Division St at 11th



Bus transfer points encourage pedestrian movement between Division St, 11th and 12th.



Trains sometimes block couplet south of Division St, leading to traffic delays



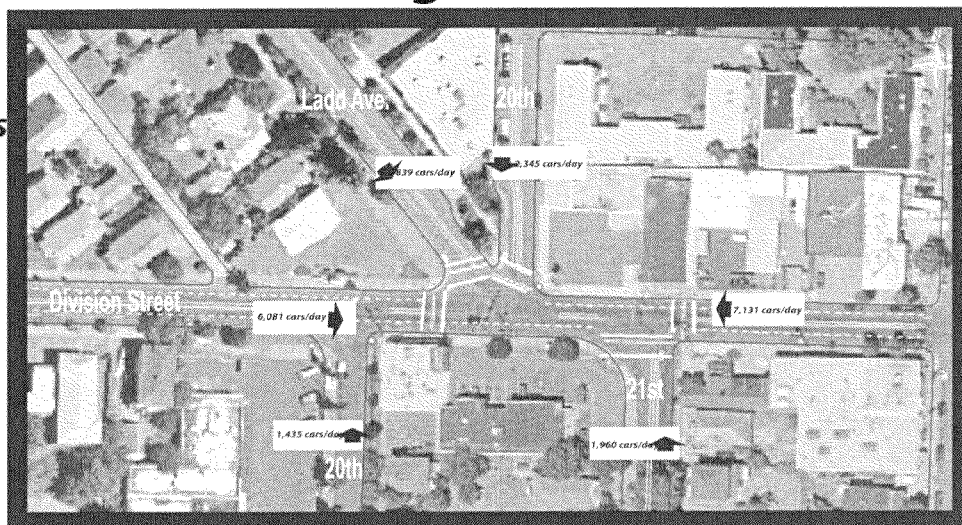
Division St and 12th.



Division St and 12th.

Existing Conditions

**Traffic
Volumes**



Community Input on 7 Corners

What Works:

Two bus lines and decent traffic flows

Positive local business redevelopment

Vibrant community activity

Lots of pedestrians and bicyclists

Bicycle detector loops work for bicyclists

Part-time parking allows space for bikes

Narrow street "feel" slows traffic, helps pedestrian and bike safety

What Doesn't Work So Well:

Confusion/conflict between bikes and cars

Confusing/difficult/dangerous to cross on foot or in wheelchair

People desire to cross from NE corner of 21st to SW corner of 21st (prohibited)

Driveways cause auto/pedestrian conflicts and traffic backups

Signal placement confusing for drivers

Difficult to turn left into New Seasons/SE 20th

Traffic cuts through parking lot

Merging from the two travel lanes into the single lane at 28th is difficult, especially at rush hour

Bus/auto conflicts

Growing demand for parking in the neighborhood



Intersection Focus Areas

Seven Corners (20th/21st/Ladd)

Key Considerations

Transit



Street Classifications

SE Division

- Neighborhood Collector
- Major Transit Priority Street
- City Bikeway (11th - 12th, 20th - 21st)
- City Walkway
- Minor Truck Street
- Major Emergency Response
- Community Corridor (11th - 33rd)

SE 20th (north of Division)

- Local Service Traffic Street
- Transit Access Street
- City Walkway
- Local Service Truck Street
- Minor Emergency Response
- Local Street (street design)

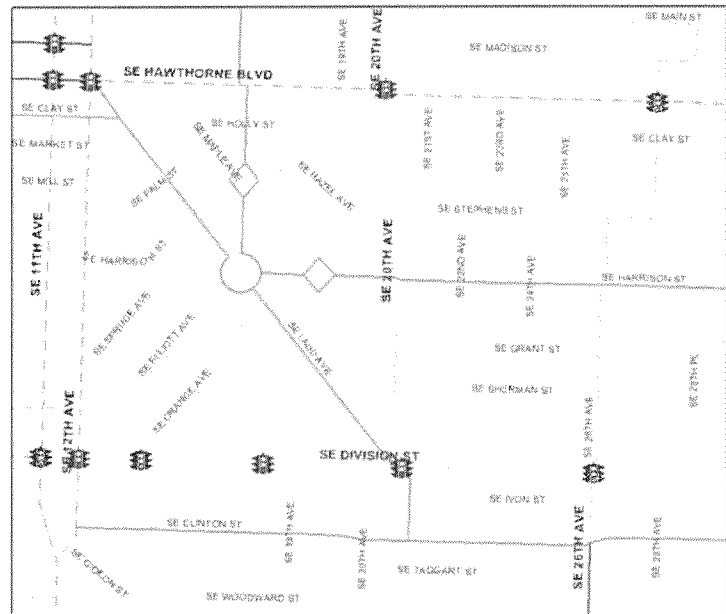
SE Ladd

- Local Service Traffic Street
- Community Transit Street
- City Bikeway
- City Walkway
- Minor Emergency Response Street

SE 21st (south of Division)

- Local Service Traffic Street
- City Bikeway
- City Walkway
- Minor Emergency Response
- Local Street (street design)

Bike Network



Legend

Traffic Signal

Facility, Status

- Bike Boulevard, Active
- Bike Boulevard, Planned
- Bike Boulevard, Recommended
- Bike Lane, Active
- Bike Lane, Planned
- Bike Lane, Recommended
- Signed Connection, Active

Minor Changes



Potential Solutions

Minor changes to signal timing to improve traffic flow and pedestrian crossing opportunities, including a countdown pedestrian signal

Upgrade curb ramps to ADA standards

Reduce SE 21st (west side) curb radius to reduce pedestrian crossing distance across 21st

Reorient SE Ladd crosswalk

Consolidate driveways or reduce driveway widths

Key Considerations

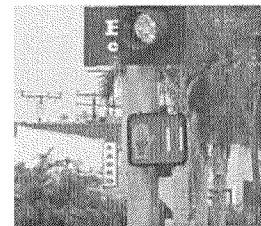
Pedestrian access will be improved

Reduces crossing distance for pedestrians on SE 21st

No change to on-street parking

Little or no change to traffic or bus patterns

No change to bicycle route



A pedestrian countdown signal



Traffic flow would improve with minor changes to signal timing



Bike route and signal operation would remain unchanged

Remove SE 21st Signal and Minor Changes



Potential Solutions

Replace Northbound SE 21st signal with stop sign

Install countdown pedestrian signals

Upgrade curb ramps to ADA standards

Reduce SE 21st (west side) curb radius to reduce pedestrian crossing distance

Reorient SE Ladd crosswalk

Consolidate driveways or reduce driveway widths

Key Considerations

Improves intersection operations by removing one signal

Southbound SE 21st turns would be right only

Most SE 21st northbound vehicle traffic would shift to SE 17th or SE 26th

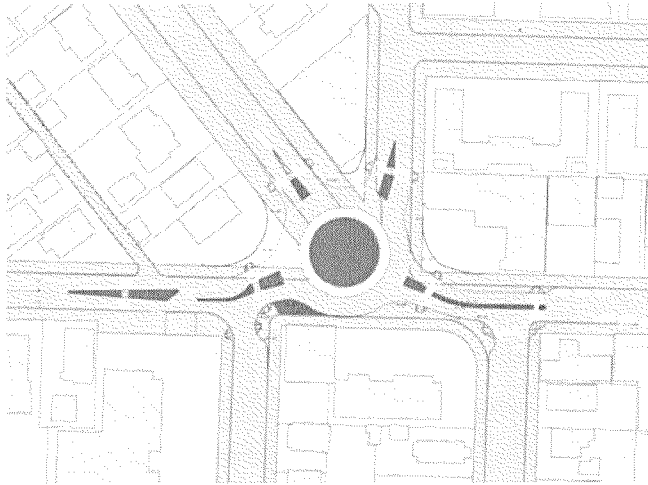
Northbound bus #10 would shift to 26th/Division/Ladd from 21st/Division/Ladd (rerouting is not desirable to TriMet)

Disrupts Clinton/Ladd Bikeway to downtown. Northbound bicyclists could continue north on 26th to Harrison and then access Ladd if modifications/improvements are made to the 26th/Harrison bikeways

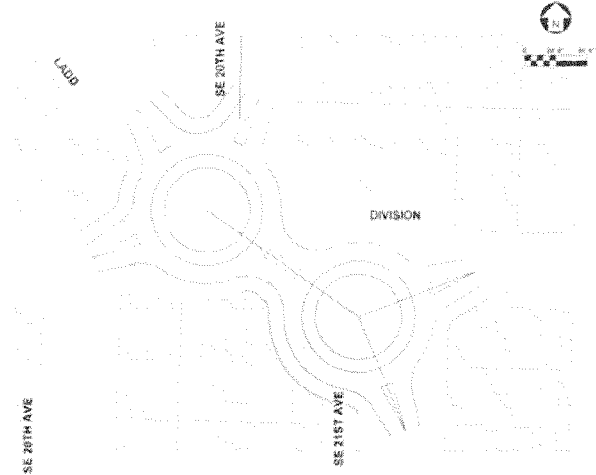
No change to on-street parking

Roundabout

Single Roundabout



Double Roundabout



Potential Solution

Replace the signalized intersection with a roundabout

Key Considerations

Roundabouts equalize all streets entering intersection, e.g. all streets entering roundabout are treated similarly in regards to number of lanes, yield controls, etc.

A roundabout could change traffic volumes on the local streets (Ladd and 20th)

Speeds are 15-20 mph

Transit stops are relocated to the far side of the intersection with pullouts or further downstream

One wide travel lane for buses and cars. Large trucks may use raised apron surrounding center island

Pedestrians cross one travel lane at a time around the circle at refuge islands, increasing overall walking distance

Bicyclists share travel lane with motor vehicles

Provides opportunity for green infrastructure and public art



Existing Conditions

Heavy traffic on both 39th and Division St.

Left turns from Division to 39th are allowed but not protected with a turn arrow, leading to long traffic queues and some diversion through neighborhood streets

Multiple bus lines on 39th and frequent service on Division; bus transfers

Active pedestrian area with narrow sidewalks on 39th (8.5 feet) and northeast side of Division (11 feet) and some obstructions in sidewalk (northeast corner)

Potential Solution

Signal timing changes proposed in Corridor Alternative 1 and protected/permissive left turn arrow phases on Division

Key Considerations

Signal timing changes would result in overall improved intersection operations

Protected left turns result in decreased overall intersection queuing and delays for the left turn movements, particularly during the peak PM period

Addition of left turn phase for Division could reduce green time for 39th, possibly resulting in higher delays and queuing along 39th

No change to pedestrian crossing times

No impact to on-street parking. Might need to lengthen left-turn bays on Division if there is new demand for left turns



Long traffic lines at the light at 39th during morning and evening commute times.



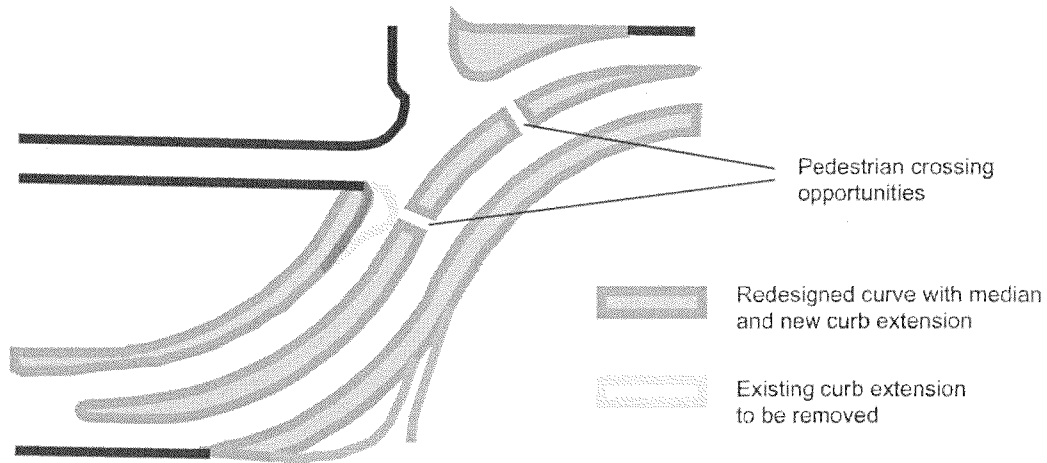
Heavily used bus stops contribute to traffic delay



Numerous pedestrian movements increase activity at intersection



Left turning vehicles cause delay in both directions along Division St.



Existing Conditions

Division curves between SE 41st and 43rd, resulting in poor sight distance for drivers as well as pedestrians trying to cross Division

Pedestrian crossing opportunities are limited where demand is high - Richmond School, clinic, shops, restaurants, etc.

Excess right-of-way offers opportunities for green street treatments

Potential Solution

Realign travel lanes and add median with green street treatment and pedestrian crossing opportunities

Add curb extension at northern crossing; modify curb extension at Kalga Kafe

Key Considerations

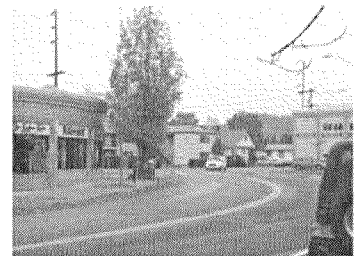
Reduces size of curb extension at Kalga Kafe

Increases sidewalk width on south side of Division to 12 feet

Removes on-street parking at new curb extension

Reduces crossing distances for pedestrians and allows pedestrians to cross one travel lane at a time

Will restrict some left turn movements from Division and from side streets and driveways to Division



Poor sight distance for both pedestrians and drivers



Existing curb extension would be modified



New curb extension will shorten pedestrian crossing distance



Existing Conditions

SE 50th is heavily used north-south route between Hawthorne and Powell

Pedestrian crossing distances at 50th are wider than usual due to off-set street design

Two intersecting bus lines

Potential Solution

Add curb extensions at the northwest and southeast corners of the intersection

Key Considerations

Curb extensions reduce pedestrian crossing distances

No loss of on-street parking except for a single space at the SE corner of 50th and Division (south of Division)

Vehicles turning right from 50th to Division (both directions) will not be able to creep around vehicles going straight; some impact on traffic flow

Opportunity for enhanced transit facilities on new curb extensions



Two heavily used bus lines intersect at Division and 50th



A heavily used north-south route for both cars and trucks



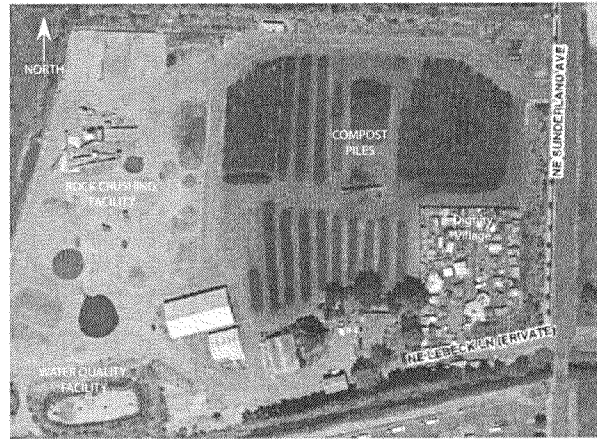
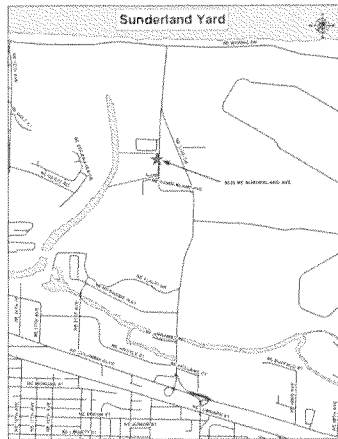
The wide intersection at 50th and Division makes crossings difficult for some pedestrians



Curb extensions shorten the crossing distance for pedestrians while providing the opportunity for an enhanced transit shelter

Green Streets Construction & Maintenance

The City of Portland is dedicated to the reuse and recycling of materials wherever possible. At the Portland Office of Transportation (PDOT) many programs have been developed to support sustainability in both maintenance and construction activities.



Sunderland Recycling Facility Aerial View

Sunderland Yard processes 30,000 to 50,000 cubic yards of recycled materials annually. Recycling activities save the City approximately \$2 million per year in tipping fees by removing materials from the landfill waste stream.

Materials recycled at Sunderland Yard include leaves, asphalt, concrete, landslide debris, streetsweeper debris and sanding material used for snow and ice events.

Piles of leaf composting are shown in the aerial photo. Each pile is approximately 12 to 14 feet high, 15 feet wide and 200 to 250 feet long.

Leaf Removal & Composting

This year 27,000 cubic yards of leaves were composted into 8,000 cubic yards of compost. The City has six "leaf depots" around the City that will take leaves for a minimal fee in the fall. During the winter and spring the leaves are composted at the Sunderland Recycling Facility. The finished organic compost is used in City construction projects and is also available for sale to the public.



Crews dropping off leaves at one of the City's Fall Leaf Depots. Bureau of Maintenance workers haul the leaves to Sunderland Yard for processing. For information on dates and depot locations, call the Leaf Line at 503-823-1794.



Collected leaves being unloaded at the leaf composting site at Sunderland Yard.



During the winter and spring the leaves are turned, mixed and monitored for temperature and moisture. The end product is a high quality compost that is free of herbicides and pesticides.

Asphalt & Concrete Recycling

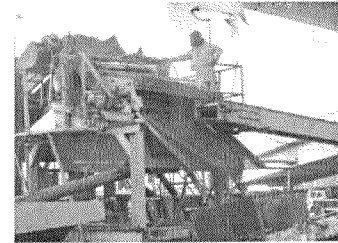
City crews remove tons of cement and asphalt each year for street maintenance and repair projects. In the past this material was disposed of in landfills. Now all concrete and asphalt are screened, crushed and recycled. This rock is reused for street repair work and sewer trench backfill.



Broken concrete and asphalt are brought to the Maintenance Bureau's recycling facility, where it is broken down into smaller pieces before being taken to the impact crusher.



The rock crushing facility has been in operation for 11 years and crushes about 600 tons of concrete and asphalt a month.



The rock crusher produces an aggregate base material that is reused in City construction projects. The rest is for sale to the public for use in driveways, pathways and as fill material.

Wind Turbine

A wind turbine at the Sunderland Recycling Facility powers the office building with excess power going to the grid.

Solar-Powered Sewer Investigation Van

The Bureau of Maintenance has five environmental emergency investigative vans, one of which is equipped with solar-power. Although it runs on gas, once on-site it is 100% solar powered and powers all onboard equipment, such as robotic cameras for sewer line investigation, computers, monitors, printers, VCR and all vehicle electrical systems. At the end of the day it is plugged into an electrical outlet to recharge.

Street Sweeping & Sweeper Debris Separation

Five days and six nights a week, the City sweeps arterial and residential streets, and the streets and sidewalks on the Transit and Light Rail malls in downtown Portland. Sweeper debris is then screened to separate trash from the sand and dirt and organic debris is collected and sent to the composting facility. About 4,200 cubic yards of screened street sweeping debris is diverted for composting each year. The City also saves money by avoiding landfill dumping fees.

Snow/Ice Sand Screening & Washing

In Portland sand is applied to roads during snow and ice storms. The quantity of sand used during a single winter storm can exceed 1,000 cubic yards. City crews collect the sand after a storm and it goes through a screening and washing separation process. Clean gravel and sand are the result, which are used in construction and maintenance work. The recycling operation recycles about 95% of the sand material placed in curbed areas.

Erosion Control

The City of Portland has developed erosion control measures when doing any ground-disturbing activities to reduce sediment run-off from entering streams, where it negatively impacts water quality and fish habitats. Various techniques such as applying mulch, installing straw wattles, and using bio-bags prevent sediment from leaving a work site.



Blended soil mixture made at Sunderland Yard being applied as bio-bags after curb repair work is complete.

Green Streets Stormwater Management

Traditional stormwater management emphasizes putting runoff in a pipe to dispose of it. It's an out of sight, out of mind approach that doesn't take into account the fact that stormwater can be an asset when appropriately integrated into building site and design.

The City of Portland is working with private property owners, architects, engineers and developers to explore methods of onsite surface stormwater management. The City is also developing its own projects on city streets to test solutions for managing stormwater in the public right-of-way. Some of the tools and techniques being used are shown below.

Landscape Systems

Landscape systems are swales, planters or other vegetated areas that filter, detain or infiltrate stormwater. Monitoring will determine the effectiveness, cost and maintenance needs of the technologies.



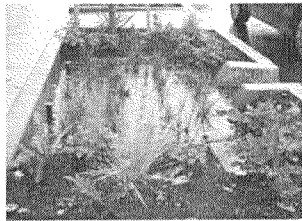
BEFORE: NE Sakuya Street between 25th Place and 36th Avenue handled stormwater through a traditional piped system.



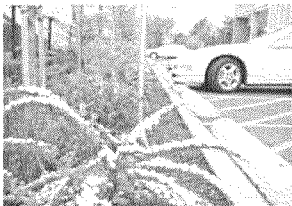
AFTER: Landscaped stormwater curb extensions reduce the amount of stormwater that flows off Sakuya Street into the combined sewer system. Stormwater flows into the landscaped areas through breaks in the curb and soaks into the ground. The curb extensions are landscaped with plants that help filter pollutants.



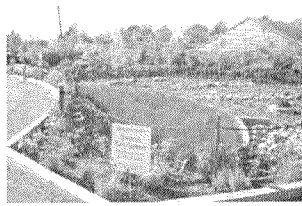
At New Seasons Market on SE Division Street, six-foot wide landscaped stormwater planters take the place of a traditional planting strip.



The New Seasons planters during a rain storm. Once vegetation becomes established, the design will remove about 1 million gallons of stormwater runoff from the combined sewer system each year.



At the Hollywood Library, parking lot runoff enters the landscape swale at breaks in the wheel stops. The swale also meets parking lot landscaping requirements.



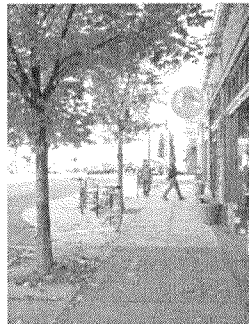
The Glencoe Elementary Rain Garden was built to address basement flooding and sewer backups from almost an acre of street and parking lot runoff. Building this project avoided expensive sewer reconstruction.

Street Trees

Trees and vegetation intercept rain, slowing and reducing stormwater runoff. The resulting runoff requires less treatment and minimizes downstream impacts. Trees also absorb and filter pollutants from soil, air and water, provide shade, and cool air and water.



Large canopy trees provide significant environmental benefits in urban environments.



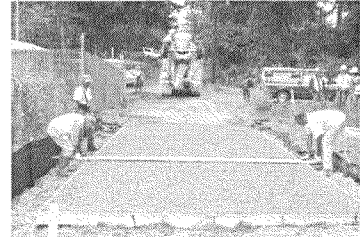
Research studies suggest that consumers enjoy having trees in retail shopping districts. Careful pruning can be used to filter and open up a tree canopy. This permits more visibility of signs and storefronts.

Porous Pavements

Porous pavements replace impervious surfaces and allow stormwater to soak into the ground. There are many types of porous pavement on the market today, including special asphalt, paving stones, brick, and manufactured products of concrete, plastic and gravel. These materials are used for walkways, driveways, parking lots and some portions of streets.



The City of Portland paved about 1,000 feet of street surface in Westmoreland with interlocking concrete blocks. They look like brick but are actually high-strength concrete.



Porous concrete installation at NE 94th and Broadway. Additional porous concrete projects are planned to practice installation techniques, monitor their effectiveness and identify maintenance needs.



On SE 21st Avenue at Rex Street, permeable pavements allows water to go through the street surface and into the ground. It is the first use of this type of permeable paving material on a public street in Portland, although similar materials are used locally in parking lots and private driveways.

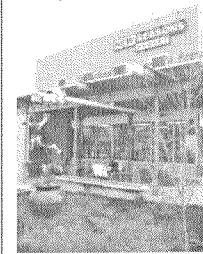
Vegetated Roof Systems

Ecoroofs replace conventional roofing with a living, breathing vegetated roof system. An ecoroof consists of a layer of foliage over a growing medium on top of a synthetic, waterproof membrane.



At People's Co-op, an ecoroof was an integral part of the expansion. More developers and business owners around the world are designing, building, and managing their properties in a way that reduce negative impacts to air, water, and the earth.

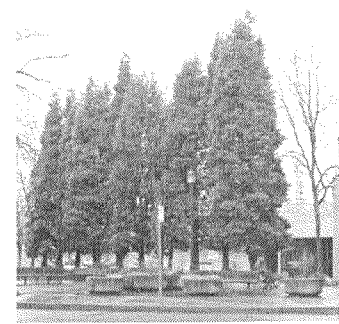
Downspout Disconnection



At New Seasons, stormwater runoff from the rooftop drops into a series of inter-connected stormwater swales around the site.



Mature trees add value to neighborhoods. Studies indicate that people may pay as much as 20% more for a home landscaped with mature trees.



Conifers and broadleaf evergreens provide the benefits of foliage year-round. In the winter months they continue to capture rainfall on their branches and provide stormwater benefits.



Green Streets

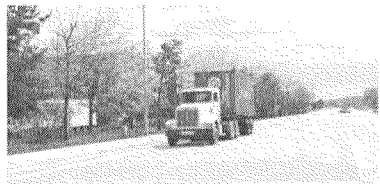
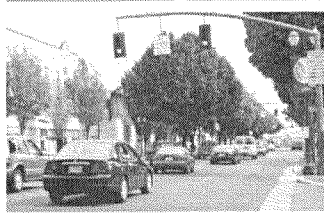
Sustainable Infrastructure

Developing infrastructure that is sustainable means thinking differently about how we build, what we build and whether we build at all. The City's goal is to encourage opportunities for greener ways of doing business.

Sustainable infrastructure means designing and maintaining buildings and streets to conserve resources over the life of the project. It means testing new materials and practices that have less impact on the environment, yet are effective. It means making informed decisions about the costs of construction, maintenance and eventual reconstruction.

Portland's Sustainable Transportation System

Portland's transportation system is a model of sustainability. Our efforts to manage a transportation system that provides access and mobility for all modes and that plays a role in the livability and economic vitality of our city and region has put Portland in the national and international spotlight.



Recent Focus on Sustainable Infrastructure

At the City of Portland, we value design, construction and maintenance practices that protect the environment, make our neighborhoods great places for people, and make the best use of our limited financial resources.

Portland's Green Building Policy, adopted in 2001, directed the City's infrastructure bureaus to examine the design, construction, operation, maintenance and retirement of public infrastructure for opportunities for sustainability.

At the Bureau of Maintenance (BOM), numerous practices are already in place to protect the environment, keep workers healthy and save money. BOM's Environmental Section encourages sustainability and provides research support and information to identify solutions with PDOT managers and field crews.

BES and PDOT are working collaboratively in developing sustainable stormwater projects in the right-of-way and a number of projects have been implemented through pilot projects and private development.

In addition, PDOT is developing a Life Cycle Cost Analysis model to help make decisions about how we design, build and maintain the public right-of-way.

What's next for Portland?

The City continues to hear support and enthusiasm for projects that meet basic infrastructure needs and address sustainable principles.

The City is working to raise the visibility, understanding and relevance of sustainability throughout City infrastructure bureaus and within the community.

The infrastructure bureaus need to test projects to see if they are truly sustainable to develop into viable options the future.

The Case for Green Streets

Portland receives an average of 37 inches of rainfall annually. That creates about 10 billion gallons of stormwater runoff per year that washes over streets, parking lots, buildings and other hard surfaces. The runoff is carrying pollutants, such as oil, pesticides, metals, chemicals and soils, to rivers and streams. The volume and speed of the runoff can cause flooding and erosion, destroy natural habitat and contribute to combined sewer overflows (CSOs).

Combined sewer overflows, or CSOs, occur nearly every time it rains in Portland. Combined sewers carry sewage from homes and businesses as well as stormwater runoff from streets and buildings when it rains. During a CSO, stormwater quickly fills the combined sewers and they overflow, carrying bacteria from untreated sewage and pollutants in the stormwater to the Willamette River. The combined sewer system serves about half of Portland's neighborhoods, most of them built before the 1960s.

Portland's Stormwater Program is in response to both federal Clean Water Act regulations and the City's desire to protect and enhance its valuable water resources. Portland began its efforts to reduce CSOs in 1991. Projects completed so far have stopped CSOs to the Columbia Slough and have controlled or eliminated eight Willamette River CSO outfalls. CSOs to the Willamette River will be reduced by 94% when Environmental Services finishes its projects in 2011. The total cost to Portland sewer ratepayers for the 20-year program will be about \$1.4-billion.

Portland is building sustainable street projects around the city to reduce the negative impacts of stormwater runoff. Green streets mimic natural conditions by managing runoff on the surface and at its source. Using green streets reduces the quantity and improves the quality of stormwater flowing from streets to Portland's rivers and streams.

Green Street Program Goals

The Green Streets program is a joint effort of the Bureau of Environmental Services (BES) and the Portland Office of Transportation (PDOT). The program has the following goals:

- 1) Develop sustainable techniques to manage stormwater from streets
- 2) Increase the livability of streets
- 3) Educate designers and general public
- 4) Raise the level of communication and coordination between City bureaus

Who's Building Green Streets?

In Portland, green streets are being built through both public and private projects.

The City of Portland is building green streets through capital improvement projects and pilot projects. In addition to Division Street, major street improvement projects that will incorporate green street improvements include

- New Columbia / Hope VI (construction underway)
- Lents III Local Improvement District (2005 construction)
- Sandy Boulevard Resurfacing and Streetscape (2006 construction)
- SW Texas Local Improvement District (2006 construction)

Private developers are also building green street improvements to fulfill building permits and meet requirements of the City's Stormwater Management Manual.

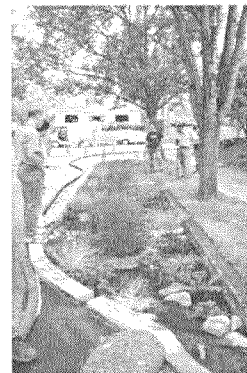
Public Involvement

The City's Stormwater Advisory Committee is a volunteer citizen advisory group that meets regularly to provide technical and expert advice to the City through stormwater-related policy recommendations. On specific projects, neighborhood residents and citizen advisory committees provide input and feedback on green streets during planning, design and implementation.

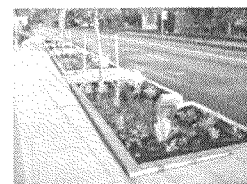
What's next for Division Street?

In fall 2005, planning continues, as federal transportation funds become available for the Division Streetscape and Reconstruction Project. The planning process will include identifying green street improvements between SE 6th Ave and SE 60th Ave. Public involvement will continue and the Community Working Group will continue to provide input and make recommendations for implementation.

Phase 1 construction of the Division Streetscape and Reconstruction Project will begin as early as 2007. Funds are available for work between SE 6th Ave and SE 39th Ave. Later phases of design and construction along Division Street will occur as funds become available.



Flow testing at the landscaped stormwater curb extension on NE Sakuya Street measures the amount of infiltration and monitors water quality.



Planter swales at Seven Corners New Seasons Market capture rainwater from Division Street and allow it to percolate into the ground. The swales were funded by the Bureau of Environmental Services and incorporated into the sidewalk reconstruction required by the building permit.

Come hear the proposed plan for Division Street

After a year of work and public process, City staff and community members are ready to present a proposal for changes to the Division corridor.

Come to the final community workshop to learn about and discuss the draft plan. Weigh in on proposed:

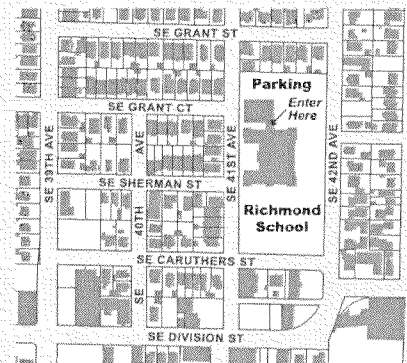
- Zoning
- Traffic signalization
- Pedestrian improvements
- Vehicle lane configurations
- Parking changes
- Bus stop locations

Division Street Community Workshop

**Saturday, June 18th
9:00 a.m.–12:00 p.m.**

Richmond Elementary
School Cafeteria
2276 SE 41st Avenue

Enter at northeast corner
of building off parking lot
TriMet lines 4 and 75
Light refreshments
will be provided



You're Invited!

9:00 a.m. Open House

- Browse informational material related to the project

9:30 a.m. Workshop

- Hear about the draft plan and the changes being proposed for the Division corridor
- Discuss and provide feedback in small groups

11:30 a.m. Open House



Contact Us

Division Green Street/Main Street Project
1900 SW 4th Avenue, Suite 4100
Portland, OR 97201

Phone: 503-823-5869

Email: jsugnet@ci.portland.or.us

Web: www.portlandonline.com/planning

Upcoming events

- | | |
|--------------------|---|
| Summer 2005 | Planning Commission and City Council hearings on draft plan |
| 2007 / 2008 | Phase 1 construction of Division Streetscape and Reconstruction Project (SE 6th to 39th). |
| 2009 + | Later phases of design and construction along Division Street as funds become available. |

division

green street main street project

What is the Division Green Street / Main Street Project?

The Division Green Street / Main Street planning process is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of Division Street between SE 11th and SE 60th Avenues over the next 20 years. The project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects community values, including sustainable and "green" development.

In fall 2005, the planning process continues, as \$2.5 million of federal transportation funds become available for the Division Streetscape and Reconstruction Project. The planning process will identify and prioritize transportation, paving, green street and streetscape improvements between SE 6th Ave and SE 60th Ave. Phase 1 of construction between SE 6th Ave and SE 39th Ave will take place in 2007/2008. Later phases of design and construction will occur along Division Street as funds become available.

division

green street main street project

City of Portland
Bureau of Planning
1900 SW 4th Ave., Suite 4100
Portland, OR 97201

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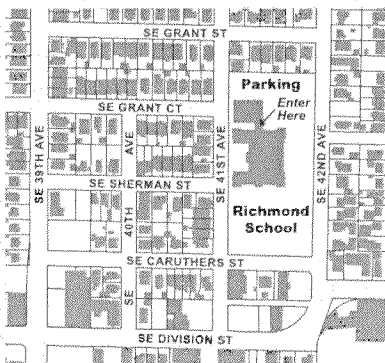
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division

green street main street project



Division Green Street Main Street Project

Public Comment Report Summary

Community Workshop 3

June 18, 2005

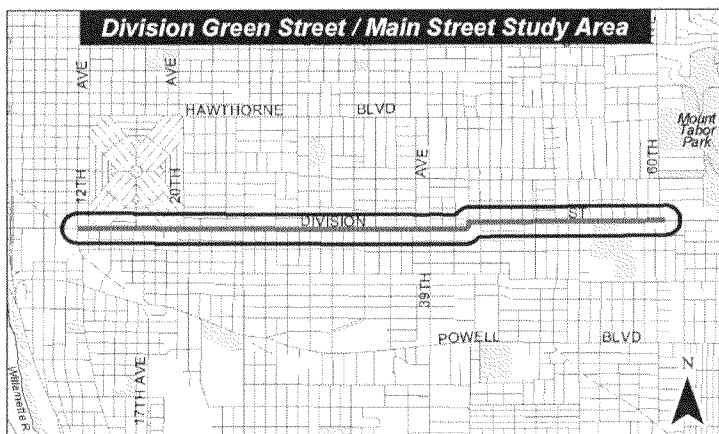


Division Green Street / Main Street Project Background

The Division Green Street/Main Street Project is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects and reinforces community values, including a focus on sustainable and "green" development. Project considerations include:

- Improving access to transit
- Improving safety for pedestrians, bicyclists, and drivers
- Improving traffic signalization
- Examining alternative vehicle lane and on-street parking configurations
- Examining innovative rainwater management techniques
- Examining land use patterns in relation to existing zoning
- Proposing zoning changes consistent with project goals (zoning changes are not anticipated to result in major changes in development density)
- Examining "green" building techniques

A State of Oregon Department of Transportation (ODOT) Transportation and Growth Management (TGM) grant is helping to fund the project. The project may result in changes to the City zoning code and comprehensive plan along Division Street. The plan will also guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th Avenue and SE 39th Avenue. The street repaving and construction is funded with \$2.5 million of federal transportation funds and is scheduled for 2007.



For more information

Contact Jay Sugnet at the City of Portland Bureau of Planning:

Division Green Street /Main Street Project
1900 SW 4th Avenue, Suite 4100
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503-823-5869

jsugnet@ci.portland.or.us

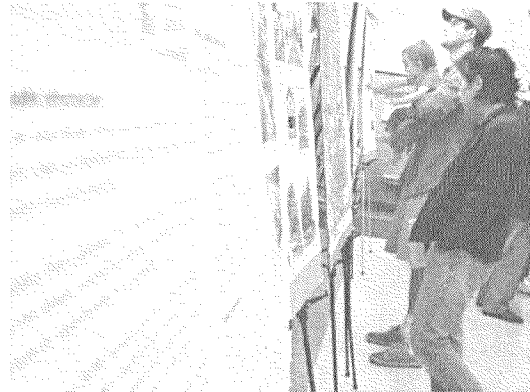
www.portlandonline.com/planning/

division

green street | main street project

Introduction

The third community workshop for the Division Green Street / Main Street project was held at the Richmond Elementary School cafeteria on June 18th, 2005, from 9:00 a.m. to 12:00 p.m. The purpose of the event was to present the draft plan for the corridor and to gather feedback on the revised transportation alternatives, the rezoning proposal, and the implementation strategies.



Over 2,500 fliers announcing the workshop were mailed to the Division Green Street / Main Street project list as well as to all property owners whose property is within 500 feet of Division or fronts Clinton Street between SE 11th and SE 60th Avenues. In addition, area businesses advertised the event by hanging posters in their windows, and there were articles in the *Portland Tribune* and the *SE Examiner*. The workshop attracted a crowd of almost 120 people.

This report contains a summary of the public comments received during the June 18th community workshop. The appendix contains the full text of the comments received. This report, the appendix, and all the June 18th workshop materials are available online. Visit www.portlandonline.com/planning, go to Programs, then click on the Division Green Street / Main Street project logo.

Workshop Summary



The workshop began and ended with a 30-minute open house during which participants could talk to staff and peruse posters showing information related to the project, including the project goals and objectives, the project timeline, the Division Concept Plan, the rezoning proposal, the transportation alternatives, and a detailed map showing proposed transportation changes, such as the locations of new curb extensions.

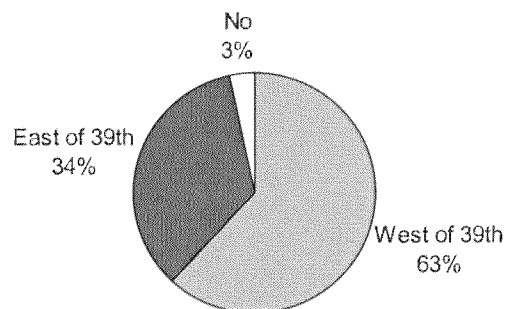
Community Working Group members Jean Baker and Charles Kingsley opened the workshop with an introduction and comments on the process. Project manager Jay Sugnet from the Bureau of Planning summarized the project background and timeline. Senior transportation planner Jeanne Harrison from the Office of Transportation presented the revised transportation alternatives. Arianne Sperry from the Bureau of Planning explained the rezoning proposal and the importance of implementation strategies, which are specific actions for the community to take in order to implement the plan and make the vision become reality.

After the presentations, the floor was opened for questions, and then about 80 people participated in small group discussions. The small group discussions were designed to elicit feedback on the rezoning proposal, to generate ideas for implementation strategies, and to provide a glimpse into the community sentiment surrounding the revised transportation alternatives. Participants were given four round stickers to vote with, one for each of the four transportation alternatives. They were asked to place a dot to indicate whether they *loved* the transportation alternative, *could live with it*, or *hated* it. At the end of the workshop, the results of this simple voting exercise were tallied and announced.

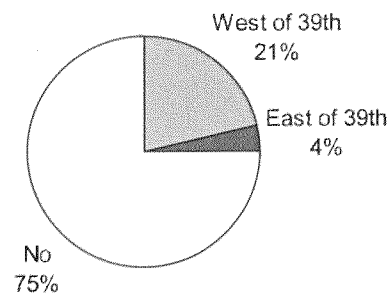
Profile of the Participants

The evaluation form contained a section that asked the participants to provide some demographic information. Compiling this data reveals that although most participants hailed from the west end of the corridor, there was strong attendance from the east end of the street. One quarter of the workshop participants could speak for the business interests along Division. Though most age groups were well-represented, no one younger than 25 turned in an evaluation form. Finally, participants indicated that they interact with the street using a range of transportation modes.

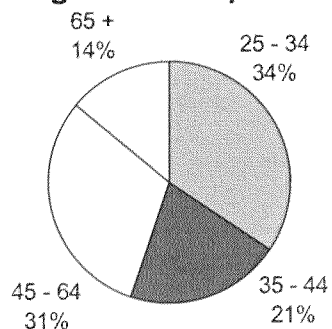
Do you live near Division?



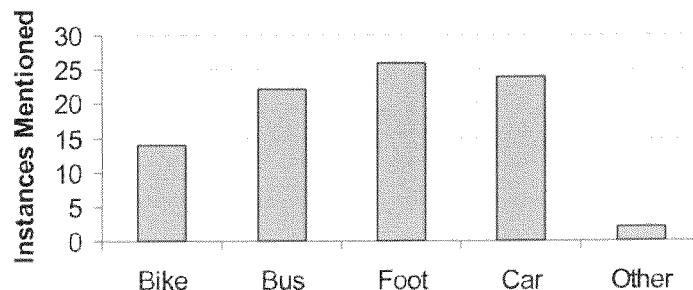
Do you work near Division?



Age of Participants



Modes of Travel Used



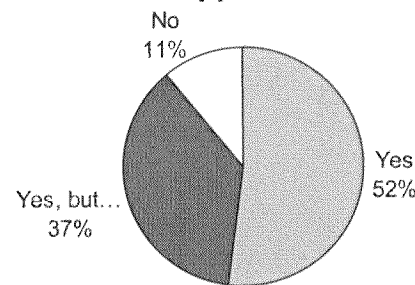
Summary of Comments Received

This section contains a summary of all the comments received, through the small group exercise notes, evaluation forms, and sticky notes on posters.

Rezoning Proposal

Far and away the majority of respondents—almost 90 percent—expressed support for the rezoning proposal. Almost everyone favored the idea of encouraging storefront mixed-use development along Division. People liked the idea of having goods and services near residential uses. However, a significant minority of respondents—almost 40 percent—also expressed some reservations about the effects of the proposal. The most common concern was that the 45-foot height limits of the Storefront Commercial and Mixed Use Commercial zones would be too high for the street. Another concern was that the rezoning would encourage redevelopment of the single-family houses on the street. Some respondents felt that the single-family houses were an important part of the street's character, and should be preserved. Other reservations included concerns that the proposal would encourage additional traffic and parking on neighborhood streets and that the non-conforming uses appear to be driving zoning changes in the residential areas.

Is rezoning proposal the right approach?



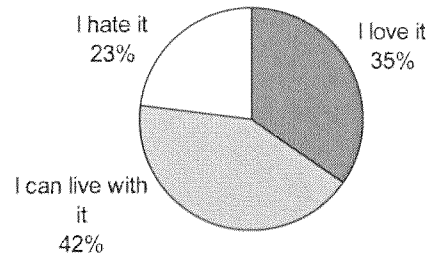
Implementation Strategies

Workshop participants re-stated their enthusiasm for encouraging sustainable building and green infrastructure concepts along the street, including innovative stormwater treatment techniques, such as eco-roofs, bioswales, and pervious paving options. In a similar vein, many expressed their support for renovating and reusing existing buildings and preserving historic structures and houses along the street. Integrating the schools into the community, encouraging intergenerational connection, and using the schools as community resources were other actions that were frequently mentioned as desirable. Another action that was emphasized as important to many community members was creating community gathering spaces. People want to encourage the development of plazas and other places to sit. Participants also expressed interest in finding ways to bring more art to the street, perhaps through an art walk or an installment program in the commercial nodes. Finally, forging a unique identity for the street as a whole, and particularly 7 Corners, through items such as special lighting and art, was another important action identified by the community.

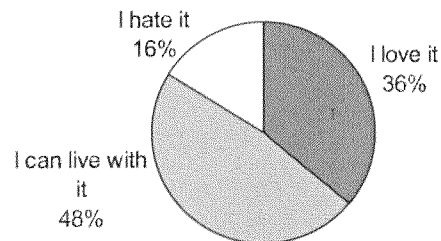
Transportation Alternatives

The transportation alternatives included two options for the corridor and two options for improvements to 7 Corners. The options for 7 Corners included a roundabout and a package of enhancements to make the intersection more comfortable for pedestrians. The options for the corridor concern the lane configuration on the western section of the street. Currently Division has "part-time travel lanes" between SE 11th and SE 28th Place. They are used as travel lanes for two hours during the peak period in the peak direction to provide extra capacity, but the other 22 hours they are available for parking. The corridor options offer two different outcomes for those lanes. The first corridor option was Alternative 2A, which would remove the part-time travel lanes and reinstate full-time parking to the street between SE 11th and SE 28th Place. The second corridor option was Alternative 4, which was created as a compromise between current conditions and removing the part-time lanes entirely. Alternative 4

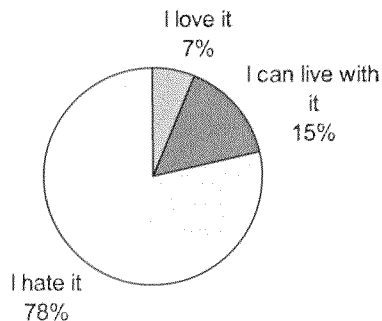
Alternative 2A with 7 Corners Enhancement Package



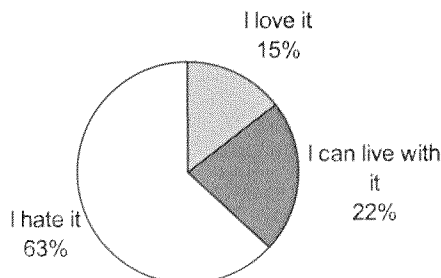
Alternative 4 with 7 Corners Enhancement Package



Alternative 2A with roundabout



Alternative 4 with roundabout



reinstates full-time parking between SE 13th/14th and SE 18th Avenues, but retains the part-time travel lanes from SE 11th to SE 13th Avenues and between SE 18th and SE 28th Place.

The results from the voting exercise indicate the majority of workshop participants prefer the package of pedestrian enhancements for 7 Corners over the roundabout. Participants voiced concerns that the roundabout would not be friendly to pedestrians because no signals would stop the traffic for them, and that it would inconvenience bicyclists and buses due to the fact that the roundabout would not allow them to follow their current northbound routes from 21st to Ladd.

The vote was split on the corridor alternatives, although slightly more people voted for Alternative 4. Many people were concerned about the

congestion that was estimated to result from removing the part-time travel lanes entirely, and the corresponding diversion onto nearby parallel neighborhood streets, such as Clinton. Those who use Clinton as a bicycle boulevard felt strongly that any action that increases traffic on Clinton should be avoided. However, the community members who voted for Alternative 2A indicated that they felt full-time parking along the full-length of Division would be better for businesses and would make the street more pleasant for pedestrians, which would create a more successful main street environment. Many participants felt the part-time travel lanes are unsafe, confusing, and chaotic, and must be removed in order for pedestrians to feel comfortable walking on Division. Removing the part-time travel lanes also provides space to put in more curb extensions.

The results from the voting exercise at the workshop were interesting because, while they confirmed the opinion of the community working group and the technical advisory group regarding the roundabout, they revealed a different sentiment with regard to the corridor options. Informal votes were held at the community working group and technical advisory group meetings in early June before the workshop, and in both groups, the majority vote went for Alternative 2A with the 7 Corners Enhancement Package. Only two members of the community working group (18 percent) and three members of the technical advisory group (33 percent) voted for Alternative 4. There were three votes of support for the roundabout from the community working group (27 percent), while no one in the technical advisory group supported the roundabout.

General Open House Comments

Participants liked the fact that there was so much information available—in the form of posters and maps, presentations, and staff on hand to answer questions. Respondents found the presentations to be clear, and felt the presenters made the complex issues in the alternatives understandable. Community members praised the visual displays and the quality of the facilitation during the small group exercise. They also appreciated the opportunity to weigh in, the open discussion, and the City's commitment to public process. However, many participants felt there was not sufficient time to digest all the material and have meaningful discussion of the issues.



June 18th Community Workshop Appendix

Compilation of Comments Received

Do you live on or near Division Street?

West	East	No
18	10	1

Do you work on or near Division Street?

West	East	No
6	1	21

Please describe your age:

25 - 34	35 - 44	45 - 64	65+
10	6	9	4

How do you travel along Division Street?

Bike	Bus	Foot	Car	Other _____
14	19	24	24	1 rollerblade, 1 motorcycle

Rezoning Proposal

Do you believe that the rezoning proposal is the right approach for implementing the vision for the Division corridor? Why? If not, why not?

- Yes, nice blend of residential/business. I like mixed use more of a storefront approach.
- Yes. It is important to allow services to exist in the neighborhoods. We should have the option of walking to the grocery store or to whatever other business is appropriate in a local neighborhood.
- Yes, I think the street needs more stores that use the property to its best
- Yes, the zoning proposal makes sense
- The zoning for storefront commercial seems good—it encourages the kind of local business that's been successful. I'm concerned about higher density residential zoning destroying the single family houses on Division that are important parts of the street's character.
- Yes, because the proposal got rid of the General Commercial zoning
- Sounds reasonable. I'm in favor of the streetfront commercial but worried a bit about severe height differences in buildings. Mixed use is a great idea as well. I'd like to see more of this.

- I would like to see more single family residential use for the neighborhood—and Division street resources for the single family neighborhood support—parks, health resources, child care and education not just café and business storefront should be promoted.
- For sites like Stumptown Coffee which appear to be successful community-patronized businesses I'm happy to see zoning updates reflect current actual use. I would not like to lose the gas station at 39th, though I don't see a need for too many new gas stations to come in. I would be particularly sad to see rezoning (or current zoning) cause the demolition of beautiful properties such as the bungalows near 34th and 35th or the house at 26th to make way for higher density properties. "Progress" should not be done at the expense of existing, functioning beauty.
- Yes—good long-term encouragement for planned/appropriate growth through more density. Keeps basic character, "real" shops and services as opposed to strip malls or boutiques.
- I do, Division needs more zoning flexibility to encourage more appropriate development.
- More live-work opportunities—affordable—allow for more intense development. Now is the time to get the zoning right for the future development that needs to happen on our main street. If we don't want to continue expanding the UGB. It is also very expensive to rezone if you want to develop higher density residential and mixed use. This makes it difficult (expensive) for community developers and affordable housing developers to implement the community's vision. I would like to see flexible zoning that allows for higher density 3-5 stories along the entire length of Division.
- Yes. But 39th and Division is a good place for a gas station. We need a gas station.
- Yes! Encouraging more housing along Division and more pedestrian friendly commercial areas will increase the potential of alternative transportation on Division.
- The rezoning is mostly reasonable, but don't like CM or CS for houses! Keep the current housing structures. Nothing greater than 3 stories; keep single family housing.
- Yes, but still leave residential pockets, such as south side 45th to 47th.
- I love mixed use—it allows inexpensive dense housing and great economic opportunities—I'd favor more CM and less CS.
- Grandfathering is a good plan for existing businesses...it seems fair. Besides property values aren't going to encourage warehouses....
- Yes—creating nodes of commercial with residential-only in between is the way to keep a good mix of uses that support each other.
- Want to preserve existing housing stock (single-family housing) on the street. It helps give the street character. Don't want to see ugly development like Dosha Salon on Hawthorne. Don't want too much large-scale development. 45 feet is WAY too tall for Division.
- Would help facilitate positive development that supports the vision.
- Changing to CS from CN will create the need for more on street parking. Full time parking on Division seems more appropriate to CS zone.

- Concerned about building height. We live one block off Division and would not want to have a "super" tall building directly behind us.
- Mix of available affordable places that incorporate small business, low cost housing balance of services, residential, local flair. Community strength in accomplishing tasks
- No. It will increase traffic and decrease parking on neighborhood streets.
- Yes
- Yes! Division Street has changed and evolved since zoning laws went into effect—they need to change to "catch up" with the current situation.
- Need flexible, more mixed-use zoning to allow for future development
- More low-cost housing
- Encouraging density is positive
- Will the node idea create vibrancy/main street culture? Or will there be dead zones in between?
- Approve changes: facilitates positive development in line with comp plan
- Zoning concern: Division between 43rd/45th/46th non-conforming should not be driver of zoning changes
- Higher density/more height OK
- Keep gas station in neighborhood (CG)
- Property zoning will support small scale development
- Fair approach
- Overall positive
- Infill concerns: consistent vision?
- Will mixed-use spread into residential areas?
- Non-conforming uses
- Consistent with R1000
- Will zoning impact liquor licenses? (Other nuisances/potential conflicts?)
- Impacts on areas off of Division
- Don't want to see existing houses on street go away like Clay Rabbit. Don't want rezoning to encourage redevelopment of houses on Division. Think old houses are important part of character on Division.
- Like getting rid of CG
- Concerned about height limits. Don't want buildings to get taller.

Comments on Sticky Notes on Rezoning Proposal Maps

- Why is zoning package all upzoning? Why not more balance?
- Don't want buildings that are too tall. No "corridor" effect. Keep a more open feel to Division.
- 37th (Caruthers) This commercial spike into the residential zone is inappropriate, especially considering its use (a machine shop).
- Improve the residential feel of 43rd between Ivon and Windsor Ct. Put housing on parking lot site.
- Keep the SE portion of the Cascadia site R2.5.
- Add back the crosswalk near Stumptown!
- We need more mixed housing options so young families can stay in the neighborhood.

- Existing development on south side of Division between 50th and 52nd appears to be higher density than R2. Should this be changed to R1 to reflect reality and allow more of same at SW corner of 52nd and Division?
- I would like to see more 2,500 and 5,000 residential supported, not rezoning to MD 2,000 or 1,000. This is not an acceptable vision for a neighborhood planning philosophy.

Implementation Strategies

Please tell us any implementation strategies you believe are an important step towards achieving the community's goals for Division Street.

- Communal areas, art, more green. Yes!
- Changing zoning on the nodes first is appropriate.
- Create street friendly environment that feels safe and inviting. A place to be day and night.
- I like the move towards green stormwater management. I prefer renovating/reusing buildings on Division to the tear it down and start over style of development.
- 1. Improving intersection sight distance at SE Division Street / SE 31st Avenues. Recommend removing several on-street parking spaces. This should also improve pedestrian crossing safety by enhancing stopping sight distance for cars on Division. 2. No on-street parking from SE 11th Avenue to SE 13th Avenue. This will improve vehicle operations as well as safety for bicyclists. 3. Need to see roundabout operational analysis. 4. No plan to reduce traffic on Clinton Street. People currently use Clinton Street as a bypass from Division and Powell from 12th Avenue to 39th Avenue.
- Keep residential use in neighborhood, especially the single family residential with support—also the mixed use-multi family housing above storefront should somehow be reflective of the building style of the community.
- My favorites from the draft: Clean and Green #3—incorporate stormwater into street design, Healthy Community—Create...safe #3 work with PDOT, lighting for safety, Making a Place #2—schools as community resources. *Tri-Met should install more actual shelters at stops before we move on to adding art to existing shelters.* Making a place—historic assets--#1 (!) encourage reuse, #2 maintain residential character, #5 & #6 (less high priority) remove billboards, Japanese rain garden.
- More emphasis on community-gathering spaces near business nodes
- Getting good political and citizen support the whole way through!
- Outreach to schools, bridging age groups....Prioritizing will be very difficult. I love all of the ideas but we only have 2.5 million and the community needs to work together to PRIORITIZE. Connecting education, art and water will make for a very creative process and product. Let's keep pushing to be more creative!

- Making places together, increasing support for Street Fair, creating more events, stronger community connection to schools
- Encouraging green building strategies and green stormwater treatment on Division will emphasize its image as a green street. There are many lots on Division with the potential for redevelopment. Let's encourage development in a sustainable way.
- How is BES going to deal with standing water in bioswales and West Nile virus carrying mosquitoes? Aren't bioswales breeding grounds? Areas on the west end of this project were built over swamps.
- The less heavy construction, the better, the curb extension (7 Corners) and road enhancement at 42nd are both reasonable and shouldn't impede traffic for too long
- Definitely involve all schools in implementation—good opportunity for schools to have ownership in outcomes, it's an educational process as well.
- I like the green street plans, especially as New Seasons has it.
- Planting focused around nodes. Places that make it easy to sit and feel safe and comfortable. Scooters between nodes! Vines over street on poles and wires=> Growth. Leverage resources. Prioritize what gets implemented. Partnerships of resources. Education corridor. Bridging gap of age brackets. Communication. Access of street to kids. Fences turned to passageways (safe). Art and nature cost effective.
- It's absurd that a plan would be proposed that would knowingly divert traffic from Division to Clinton, which is a local service street.
- Connect with Village Building Convergence and Mark Lakeman—He's an incredible Portland resource for promoting community planning.
- prioritizing actions: implement most important things first
- Need to be creative in funding, collaborate with private sector/NGOs
- Involve schools! Give kids/educators ownership
- Get all ages involved (young and old work together)
- Community involved in implementation/creating and building
- Involve artists to create broader vision and make it reality
- preserve historic buildings
- Restore storefronts to historic character
- Boycott national changes/support local
- Ongoing work teams, community works to improve business street/storefronts/cleanup/restoration
- Include design standards for redevelopment and new development
- Ability to revisit after implementation in order to make mid-course changes
- Green good!
- Divided: swales oppose and approve
- Create place/village feel at 7 Corners
- 1a: Art
- 1b: Partner with VBC
- 1: Focus on green building/infrastructure
- More communal gathering spaces
- More events eg street fair

- 2: Variety of housing/all stages of life
- Bike parking (covered)
- 3: Encourage Division as bike destination (not route) biking/pedestrian safety
- 4: Greater connection/use of school sites
- Shared economy: concern about remove pro-time lane
- Clean/green:
 - Park deficient-need green space
 - Pedestrian plazas where possible (at commercial nodes esp) (eg, curve, 19th ROW)
 - Buy property at 30th and Division? (City)
 - More interpretive info. At green innovation sites (signs, etc) more info available...
- Healthy Community:
 - Problem—6 OLC licenses in one block (26th and Clinton) negative impacts
 - Don't create barhopping niche—impacts
- Making Place
 - Create sense of identity
 - Mark intersections
 - Streetlighting standards (decorative strategically places at nodes)
 - Banners
 - Alberta-good job—sculptures march garbage cans
- Concern about homogeneity of design
 - Loss of character
 - Maintain community involvement through design process
- Need for more community spaces/places
 - Seating, benches, trees, art, food: encourages people to stay around
- Make transit stops appealing
- Raise some pedestrian crossings
- Offer Tri-Met tickets with purchase of products from businesses to encourage transit use.
- Many issue surrounding movement
- More traffic/more people attractors
- Stop and Stay Stopped questions
- Encouraging renovation good
- Clay Rabbit site: redevelopment concerns
- Art idea: liked. Art Walk?

Transportation Alternatives

Given everything you have learned about the transportation alternatives and your goals for Division Street and the neighborhood, which transportation alternative do you like the best? Do you have any specific concerns about the transportation alternatives?

- This is very complex—my inclination is to keep traffic flowing on Division to prevent overspill—encourage walking with storefront. Neighborhood

bike rides as a way to increase communal activity and encourage biking in community.

- For 7 Corners, I like the choice (#4) that allows traffic in four lanes, but makes pedestrian signaling more friendly. The roundabout does have possibilities and would be acceptable if it is done correctly.
- Adding more green space and other extensions to naturally slow the car traffic down, to cut down on noise and smog.
- I prefer the 7 Corners enhancement package over the roundabout. As a biker to work down Clinton, on 21st, then through Ladd, the roundabout is a significant problem based on my understanding of what bikers north on 21st will face. I prefer alternative 4 to alternative 2a so that Division buses continue to move at a decent clip.
- I prefer #4—I think the two lane with curb extensions model doesn't do as much to improve pedestrian access and safety as fixing specific bad problems with traffic signals does. The biggest concern I have with traffic patterns is the difficulty Tri-Met has keeping punctual bus service. I use the bus and am much more likely to enjoy Division if the bus service is better.
- 1. Eliminate on-street parking from SE 20th to SE 22nd Avenue. The on-street parking causes too many safety and operation issues. Design the SE 20th Avenue and SE 21st Avenue with the following lane configurations (There are two drawings. The first drawing shows two horizontal parallel arrows pointing to the right. The top one has an arrow extending from its center upwards. This is labeled Division EB 20th. The second drawing has two horizontal parallel arrows pointing to the left. The top one has a short line extending up from its center. The bottom one has an arrow extending downwards from its center. This drawing is labeled Division WB 21st. There is a note that left-turn movements should operate permissively.). 2. Support placing a separator on Division restricting the south leg of 20th Avenue.
- 4. I love the idea of 2A, but I am worried by two things: 1) Traffic to parallel streets. I'd rather have Division a bit busier than make Clinton and Lincoln less bikeable. 2) Left turns into neighborhood, this seems like a big problem for 2A!
- I think removing the stoplights at the 20-21st and Division intersection and putting a roundabout without addressing the needs of cyclists and pedestrians with approaching stoplights to control traffic is wrongminded. The roundabout could be a good use if the control lights were feeding traffic with pedestrian and cyclist needs met.
- Adjustments to the curve at 42nd need to accommodate bus movement (one guy was adamant that the curve should be sharp for traffic calming. I don't think he's seen how buses already struggle through that curve.). I do NOT support a traffic circle at Seven Corners. I expect adjacent streets would likely prefer increased parking overflow rather than increased through-traffic overflow, so keeping part-time lanes (rather than moving to full time parking on Division) is preferable.
- Would prefer de-emphasis on auto travel as possible.

- 2A. The protime lanes are dangerous. We need more parking and pedestrian crossings. We need SLOWER traffic. Congestion can be healthy. We need more opportunities for art and water.
- Avoid increasing congestion
- Like the 20th/21st Street enhancements. No roundabout—Tri-Met needs Division Street, not rerouted. Don't forget fire/ambulance/police/freight. Option B for 52nd -60th.
- 4a is good compromise, but do NOT do roundabout. Bad for pedestrians, despite auto-oriented "traffic engineer's" assurances. Talk to the blind community.
- Whatever happens, please preserve the bike route from Clinton to Ladd—it's the major corridor for SE Portland to downtown and NE (inner). If SE 21st is right-turn only, I'll have to break the law to get from Clinton to Ladd—BAD!!!! So, no roundabout!!
- Best Bang for the Buck: Left turn signal @ 39th; Best Beautification: Curve @ 42nd; Most Relevant to Me: On street parking 24-7 with the Enhancement Package, no left turn onto 21st and 20th.
- The enhancements are great. I think I prefer #4 with enhancements. Main concern is that buses can get through efficiently so that people max their use of transit.
- 2A, with uber-enhancements to ped-crossings. Removing rush-hour lanes will make corridor safer and more consistent. The rush-hour lanes are dangerous for drivers and peds alike. Variations on option 4 are bad, bad, bad. BE MINDFUL OF BIKE CONNECTION WITH RIVER. Requires bikes on Division between 8th (or so) and 13th.
- Roundabout is bad idea. Ladd is historic plat. It will route more traffic onto Ladd and 20th.
- I like the change to pedestrian friendly by extended time for walk signals especially on 20th and 21st.
- Main concern would be how it affects traffic/parking on side streets.
- Ah! Trade offs of humans on foot and bikes and humans in large metal boxes (enclosed) rolling along our streets. Both are going to be there. Balance that involves humans in both roles. As a walkers, bike, driver. Congestion may be incentive to walk alt. transp.
- None. The improvements will divert traffic onto neighborhood streets.
- I like 2A best with the full time parking by my home. Second best would be #4.
- 1. dealing with the congestion at SE 11th & Division by removing outer lane parking spots at Genie's, 2 Getting rid of outer traffic lane between SE 11th and 21st and restoring parking.
- I'm still not completely happy with the 7 Corners solution—I'm still "leaning" toward the round-about but recognize the problems with uneven traffic flow (lots from Division but little from intersecting streets and pedestrian hindrances is something like the little illustration on flip page possible?? (picture on reverse is scratched out). I bike on Clinton Street and urge all options for change to Division Street to discourage biking on Division and encourage biking on Clinton! I'm **very concerned** about

traffic overflow onto Clinton Street, a designated bikeway—Let's get autos off Clinton and stay on Division.

- Diversion of traffic/impact on bikers (Clinton street): where will it go?
- More parking around 26th/27th
- Pro-time lanes unpredictable/potentially dangerous
- Congestion: weighing the pros and cons
- Movement: considering all roles bike/ped/driver interaction
- More intensive uses/development as ped-friendly (how does "string of pearls" fit in?)
- Concerned about moving part-time lanes, worried about traffic on Clinton
- Roundabout not great for buses and peds
- Roundabout: like idea of keeping traffic flowing, but not great for peds (comfort and safety)
- Discourage biking on Division in favor of Clinton
- Concern about traffic diverting
- *2A with Enhancements*
 - Long-term-get better-after slow down in the short term
 - More pollution
 - Bus delays

4 w/Enhancements

- Lose 7 corners opportunities
- Use REACH site as part of intersection/plaza?
- 11th/12th: problem because parking allowed now with train: no one can turn left, right hand lane blocked, can't turn N on 12th
- Improve circulation 11th/12th Division/Clinton
- Very important to address parking
- N/S traffic on 28th—issue for pro-time?
- Answer: 7 corners and 26th close=> backup
- 2a sounds good, but concern re: adjacent neighborhoods traffic diversion
- Support enhancements package if prevent spillover/traffic cut-through
- 2A Full-time parking: enhancement or roundabout?
- Concerned about parking going up to corner of intersection—dangerous because of sight distance issues.
- Concerned about parking on side streets—park & riders, and people who aren't using Wild Oats' second lot when they should.
- Regulate corporate franchises
- Question about bikes getting from Waterfront to Clinton along Division. Keep parking off the block between 12th and 13th on Division.
- In Seven Corners, want cool, raised, City Repair-style enhancement. For example, colored pavers.
- 2A would force through traffic to Powell.
- People change their habits based on congestion.

Comments on Sticky Notes on Transportation Corridor Maps

Alternative 2A 11th-28th:

- 11th: Genies "No Parking" will help travel through this bottleneck, especially when a train goes through.
- 11th: We need better bike connection to Esplanade on Division.
- SE Orange: Curb extension good! Help kids get across street.
- SE Orange: Bus stop here! There's a signal, so TriMet can no longer say it's unsafe.
- 17th: Consider adding detection loop! Not much traffic on 17th.
- 19th ROW: Park or other interacting street amenities @ end of 19th?
- 7 corners:
 - New Seasons "No Parking": need crosswalk by New Season's entrance.
 - TriMet preferred stop location: strange spot for a bus stop, how do bikes go through intersection when there's a bus here?
 - Don't like new crosswalk: it would stop all traffic except right-hand turns. Rest of parking is great!
 - Re: pavement treatment: raised intersection platform with colored asphalt! Make it a permanent "City Repair" intersection project.
 - Yes on bike boxes—great spot for them.
 - Of the selections, this is the best alternative.
 - Bike box here! (2 arrows, 1 points to Ladd, other to 20th)
 - No left turns, please.
 - Use textured pavement or pavers to help demark intersection
 - Pedestrian crossing on N side of Division across 20th/Ladd—can crosswalk be made more parallel to Division so one isn't looking over one's shoulder worried about cars turning from Division?
 - By reducing crossing distances we can give more time to peds without changing signal timing. Without curb extension we'll have to reduce green time (and more capacity) to make ped crossing better.
 - Consider left-turn prohibition to keep traffic flowing.
 - Could we have a bike box here, too? (@ new crossing location in middle of intersection)
 - Move utility pole on corner (SE corner of SE 21st S of division)
 - Move utility pole by crosswalk
 - Roundabout bad for pedestrians (good for cars) cars never stop so timid peds can't cross
 - Teach motorists and bikes how to use bike box! Instructional signs at least temporarily.
 - I love roundabouts, but not here. There's far too much bike traffic Ladd-SE 21st to expect no bikes to use the ped xwalks.
 - Roundabout still needs traffic lights to control traffic so that peds and cyclists are able to safely travel in intersection. Maybe having speed bmp to slow down the traffic, but stop light would be better.
 - Roundabout favors cars over bike traffic from 21st down Ladd Ave.
 - Roundabout: Negative impact on Ladd Historical District. Increases traffic on lesser-traveled streets.
- 22nd: Curb extensions @ 22nd? Both Red and Black and Nuestra Cucina could use space for tables?
- 22nd: Or more bike parking?

- 23rd: Bus stop is here (mid-block S side of Division btwn 22nd -23rd).
- 24th: I live here and the bus doesn't stop here. Also, curb extension takes out my driveway.

Alternative 4 11th-28th:

- 12th: How can we enhance connection to river? All current ped/bike options use Division (from 13th-9th).
- Orange: Curb extensions on both sides: safer for school kids.
- 7 Corners:
 - Need curb extensions! This option is not very good for peds!
 - Need longer crossing times
 - 27th: No left turn, please. Drivers bypass signal @ 20th
 - Roundabout:
 - This disrupts a good bike route without a tradeoff. Also, I am concerned re: more traffic on Ladd.
 - Interruption of bus service through Ladd's Addition
 - Brings up safety concerns for bicyclists. This is a heavily traveled route from 21st down Ladd Ave.

28th-60th:

- 30th: stop light here.
- 31st: Wild Oats deliver trucks use 31st and Clinton to access loading docks. Signage needed to prevent this.
- 31st: No left turn sign needed at Wild Oats parking lot. Cars use 31st and Clinton to avoid left turn on Division.
- 32nd: These houses gone for Wild Oats parking @ SW corner of 32nd.
- 32nd: Put additional setback on NE corner on SE 32nd. It is an accident waiting to happen.
- 35th Place: widen curb extension into 35th Place to reduce crossing distance.
- 35th Place: Narrowing 35th Pl also helps reduce cut-through to Hawthorne—a problem which will be exacerbated by new signal @ 35th Place and Hawthorne
- 39th: Make sure any new signal poles are in proper position as per ped. Design guide: out near curb, not back at walk.
- 39th: Remove ped push buttons. Ped phase should come up automatically.
- 39th: Caruthers: 39th-41st: semi-diverters or diagonal full diverters along Caruthers to stop cut-through traffic.
- SE 41st/Curve: stripe crosswalk on east side of 41st as well
- SE 41st/Curve: put parking all through curve
- SE 41st/Curve: Make curve tighter, widen all sidewalks around curve to 12', parking on curve.
- SE 41st/Curve: Add marked crosswalk from NE curb extensions to west side of 42nd to further define pedestrian space.
- SE 41st/Curve: Tighter curves, narrower lanes. Do special raised median border paving to accommodate large trucks if necessary.
- 43rd: curb extension at 43rd! crosswalks?
- 45th: put crosswalk back at 45th! That PDOT just took out.

- 45th: Stumptown entrance is here (this points to the south face of the building and it is inaccurate)
- 48th: pave sidewalk on 48th east side from Division to Caruthers: 41/2'/6'/41/2'.

7 Corners Enhancement Poster

- Put curb extensions at all crossings. This will make the area much more ped friendly and safe. This is key!
- Bike box at 20th (N of Division), too!
- This crossing is awesome! (in middle of intersection)
- No left turns from Division onto 20th/21st
- This is a great improvement to this intersection
- We prefer this to roundabout
- Better than roundabout
- Silent countdown, please!
- The developer promised the Neighborhood Association that Starbucks wouldn't go in here. He lied.
- Good idea, but whole area from 19th to 20th should be "pedestrian enhancement zone."
- Need left turn prohibitions from 20th/21st
- If the bus stop is here (sw corner of SE 20th, S of Division), crosswalk needs to be here.
- Don't like push button crosswalk. It would stop all auto traffic except right-hand turns. Perhaps it could be inoperable during peak hours.

Roundabout Poster

- Disconnects neighborhood. 20th/21st diverts traffic for no gain.
- Wasted pedestrian space, "stranded" in middle of roundabout.
- Traffic is never stopped by a signal, so peds never have a safe way to cross. Timid pedestrians who won't challenge cars to stop at crosswalk will never get across.
- Re: "A roundabout could change traffic volumes on the local streets" Change=increase=bad for neighborhoods.
- Re: "speeds are 15-20mph" TriMet buses need to conform to this!
- Re: "bicycles and buses...have to be diverted to other routes" what other routes? Bikers west on Clinton, N on 21st, then into Ladd need reasonable access to Ladd.

7 Corners "Key Considerations" Poster

- need more bicycle parking for businesses!

Stormwater Management Poster

- I love the idea of porous pavement!
- Need pedestrian space on Division. Put swales on adjacent residential streets, not on Division. Don't take away pedestrian space where it's most needed. Pipe runoff around corner to swales on residential streets.
- Porous paving good because it doesn't reduce ped space.

Results of Transportation Alternative Vote

	I love it	I can live with it	I hate it
Alternative 2A with 7 Corners Enhancement Package	18	22	12
Alternative 2A with roundabout	3	7	36
Alternative 4 with 7 Corners Enhancement Package	18	24	8
Alternative 4 with roundabout	6.5	10	28

Evaluation of Workshop

Like Most

- The displays and drawings
- The way the information was presented.
- Good presentations!
- Well presented material—I have concerns about the vision promoting business and commerce to the detriment of the neighborhood family use.
- People with a variety of perspectives on Division showed up—bus riders, drivers, residents on and off Division.
- Clear, plain presentations
- PBOP and PDOT's commitment to public process
- Nice format, good attendance, great facilitators!
- Lots of info—good intentions—good spirit
- Everything was great. Very clear descriptions of the ideas and the small groups were well mediated.
- Good maps, helpful staff
- Straightforward voting
- Good info! Friendly. Not too long.
- Group discussion, sense of community working on issues together. Opportunity to weigh in.
- Very inclusive
- Very organized and visually pleasing. Good overview.
- It was my first and I am not certain of the recommendation yet.
- Open discussion
- Appreciate all the effort put forth by coordinators! So much time, energy and commitment! The presentations were concise and well done—Our facilitators for small groups were knowledgeable and able to steer the discussion and keep on track.

Like Least

- Lack of operational analysis for community to review.
- Jay Sugnet needs to treat concerns as questions during question and answer time.

- There's never a clear answer
- Re-zoning options are unclear to me still. The effect of re-zoning Division on the nearby streets concerns me as I live one block from Division.
- There's never enough time to get through all the important discussions.
- Nothing
- Needed more jargon decoding. Speakers should hold up handouts and point to part they are talking about.
- There is no place to make comments! This form is only on the process! It wasn't an open house, but more a structured "small group" exercise. Too rushed—too much emphasis on "consensus." Don't like the artificial consensus of the small groups. Needed more time to wander around, and needed time for public comments heard by ALL, not just group.
- Confusing number of alternatives, need more discussion.
- Not enough clarity on the alternatives—materials weren't straight-forward enough.
- Good session—no least.
- I'm a rather slow reader and needed more time to read and understand the graphics and compare the different options.

Additional Comments

- I like the mixed use and storefront commercial zoning proposed. Agree that the sense of place is important. An identity is important.
- Both alternatives are good—roundabout and on-street parking will slow people down but could create more congestion at peak times.
- Good work ☺
- I bought a little bungalow house in 1987—in a neighborhood of little bungalow houses. All the 3 story multi-condo and townhouse development and businesses with liquor licenses are changing the fabric of the neighborhood. My desire to live in a funky alternative oriented bungalow + house neighborhood is being made increasingly clear that it is NOT what the city planning for my neighborhood is about.
- Thanks!
- Great direction! Thanks to all for this wonderful work.
- Seven Corners needs more space. Use old gas station site for community plaza and expand travel lanes. Emphasize identity of Division over identity of nodes.
- We still had latecomers register. Good! Compact
- No left turn from Division to 20th/21st, please. Having "liquor establishments" on Clinton makes the neighborhood fun. Bars and restaurants on Division create the feeling of it being a destination, which is why I moved here in the first place.
- Thanks!
- How will things be different?
- Very informative
- Thank you for continuing to work towards including citizens involvement to present our opinions to be in our space and community.
- We can't say enough how disappointed we are that the improvement of Division will result in an increase in traffic on neighborhood streets.

- Are there any plans for removing “eye-sore” (garbage dumping) at SE 20th and Division across from New Seasons?
- When doing PR it would be very advantageous to inform people that they should come early to read and study the graphics before the 9am presentations begin. In other words, say the workshop starts at 9am, but don’t begin presentations until 10am, so that participants can familiarize themselves with the material and presentations will be much more clear.
- Maintain single family housing? On Division?
- Demolition concerns
- Don’t like roundabout—not good for pedestrians—they’ll never get a signal to stop traffic.
- Division Street sidewalks should accommodate lots of pedestrian traffic. Need more than 6’ of paving. The “frontage zone” near building needs to be clear for ped use. No benches, trees or other structures in “frontage zone.” “Furnishings zone” is place for trees, benches, other street furniture. Should also be paved for pedestrian use—place people can gather outside of main pedestrian flow.
- Swales should not be ON Division, where they take away pedestrian gathering space (& access to parked cars). Run the runoff around the corner and put swales on SIDE STREETS adjacent to Division. If that’s “not part of Division Project” then that’s a process problem, not a physical constraint—figure out a way to do it.
- Do not rezone the R-5 parcel at 43rd, south of Windsor Court intersection, to CS. Rest of Cascadia parcel okay to go to CS, but keep this parcel residential, perhaps R2.5, to preserve residential character of 43rd Avenue in this block, instead of “back side” of commercial.
- Put back marked crosswalk at 45th that PDOT just took out!
- Make signal at 39th and Division always display pedestrian indications. Eliminate push buttons, and the need to push them. Eliminate pushbuttons at 20th/21st as well. There’ll be enough peds there that the ped. phases should always come up anyway. Push buttons are for suburban areas, or anywhere traffic engineers don’t think there’ll be many pedestrians.
- Add bus stop at Orange Avenue. Slow cars down at 42nd Avenue curve. Don’t let traffic path “cut the corner.” Make traffic path follow sharpen path—smaller radius s-curve. Restore 12’ sidewalks, and parking, all around the curve, to slow traffic down, and let parked cars provide buffer from speeding cars on curve. Like the 2 pedestrian crossings and median. Slowing traffic will make crossings at 41st and 43rd safer as well (Has two drawings: one shows how the lines should be drawn on the curve so traffic can’t cut the corner, the other shows the curve with 12’ sidewalks and on-street parking along the whole stretch. It also shows a crosswalk across 42nd on the north side of Division, with a note that says, “Mark this crosswalk, too, to define the ped., car path around curve.”).
- Curb extensions at 35th Place should extend into 35th Place to reduce cut-through traffic on 35th Place from Division to Hawthorne.
- Decouple 4-Division from 4-Fessenden to improve schedule reliability on Division.

Appendix 2 – News Articles



Workshop reveals draft plan for Division Street

BY ARIANNE SPERRY

After a year of work and public process, City staff and community members are ready to present a proposal for changes to the Division corridor. A draft plan for Division Street between SE 11th and SE 60th Avenues will be presented at a community workshop on Saturday, June 18th, 2005 from 9:00 a.m. to noon at the Richmond Elementary School Cafeteria.

The draft plan includes proposed changes to zoning, parking, traffic signals, vehicle lane configurations, and bus stop locations.

The workshop, which is

open to everyone, is part of the Division Green Street / Main Street planning process, a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of SE Division over the next 20 years.

The purpose of the workshop is to explain the changes proposed in the draft plan and to hear public comment on the Plan before it is revised and forwarded on to Planning Commission and City Council later this summer.

The workshop will begin and end with an open house that allows participants to browse informational material related to the project. From 9:30 to 11:30 a.m. participants will hear presentations on the draft plan and then

break into small groups for discussion and to provide feedback.

The Division Green Street / Main Street Plan will guide the next phase of planning for transportation and streetscape improvements from SE 6th to 60th Avenues, which is scheduled to begin in fall 2005. The project is funded with \$2.5 million in federal transportation funds and the first phase of construction between SE 6th and 39th is expected in 2007.

For more information about the workshop or the Division Green Street / Main Street planning process, call the City of Portland Bureau of Planning at (503) 823-7700 or visit the Planning Bureau's website www.portlandonline.com/planning/.

CHOSEN THE NATION'S BEST NONDAILY PAPER



Lost and found

*There's buried treasure
in city's public schools*

— See PORTLAND LIFE, B1

Slow ride

*North Mississippi cafe
adds rickshaw service*

— See BUSINESS, A7

What handicap?

*Golfer with disability
is ready to go pro*

— See SPORTS, B10

PortlandTribune

TUESDAY, JUNE 14, 2005

PUBLISHED EACH TUESDAY & FRIDAY

FREE



SOUTHEAST

Division Street livability meeting set

A community meeting is set for Saturday to review the Green Street/Main Street plan, which seeks to improve ecologic and economic sustainability and quality of life along Southeast Division Street from 11th to 60th avenues.

A community working group met June 1 to review a draft of the plan, produced jointly by residents and the city of Portland, at the People's Co-op. The plan will be publicly introduced at a meeting from 9 a.m. to noon Saturday in the Richmond Elementary School cafeteria, 2276 S.E. 41st Ave.

The plan, begun in August 2004, is designed to last 20 years and incorporates land-use planning, transportation, an emphasis on "green" building practices and other elements. After the Saturday meeting, the plan will go to city staff members, who then make a recommendation to the City Council, which will have final say on whether and how to implement it.



Corridor Transportation Alternatives

Open House June 18, 2005

Alternative 2a: Two lanes with full-time parking, 12th-28th Place

(B)

Alternative 4: Full-time parking 13th-18th, part-time parking 18th-28th Place

(A)

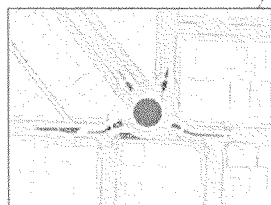
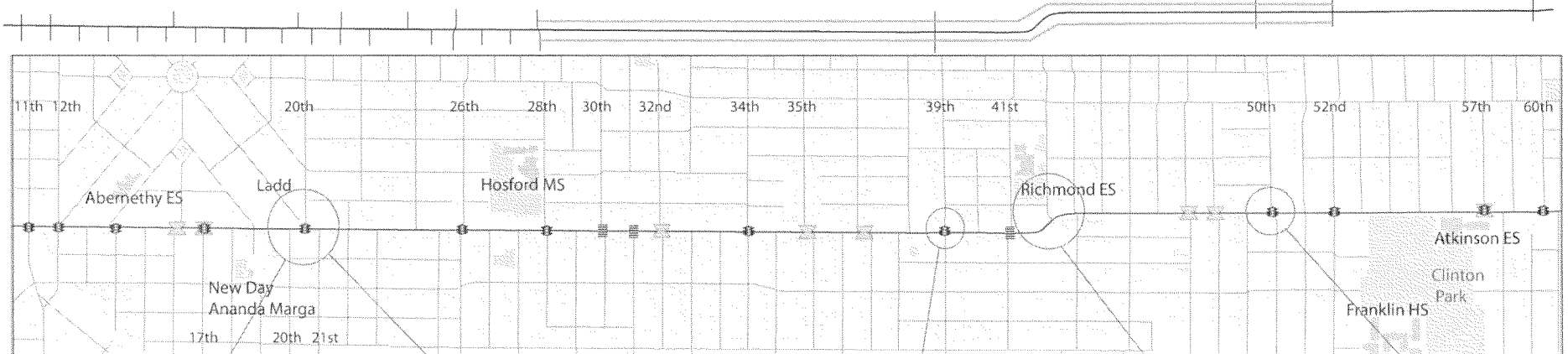
(B)

(A)

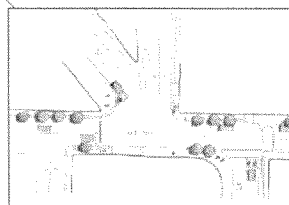
These two alternatives are derived from the community input at the April 2 open house, written comments, and subsequent review by the Division Community Working Group and Technical Advisory Group.

(B) from 28th Place to 52nd except near the Division St/39th intersection

(B) and (C) are viable options for 52nd to 60th

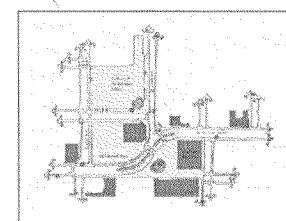


A roundabout would make all traffic equal through "Seven Corners" while not directly benefitting pedestrians or bicyclists. (More info available on-line)



A package of small improvements that will improve the pedestrian environment with little impact on traffic flow. (See back of sheet)

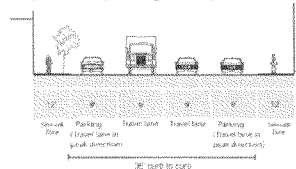
Protected/permissive left-turn signal phase



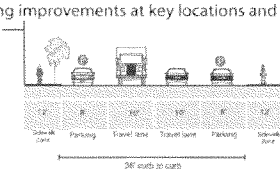
New curb extensions
Redesigned curve with modified curb extension, new crossings, and improved landscaping

Roadway Cross-Sections

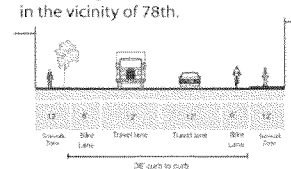
(A) 2 travel lanes in each direction plus part time parking in off-peak hours



(B) 1 travel lane in each direction plus full time on-street parking provides opportunities for curb extensions and crossing improvements at key locations and bus stops.



(C) 1 travel lane in each direction plus bike lanes connecting to bike lanes east of the study area in the vicinity of 78th.

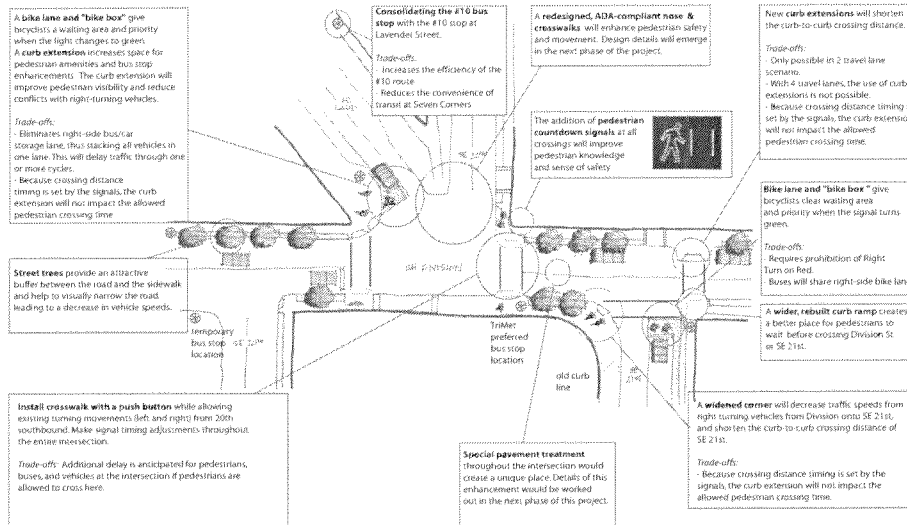


LEGEND	
	Traffic Signal
	Marked Crosswalks
	Potential Curb Extensions
	Part-time Parking
	Full-time Parking

division alta
green street / main street project

For more information, please visit the project website at or contact

Enhancement Package



Potential Solutions

Minor changes to signal timing to improve traffic flow and pedestrian crossing opportunities, including a countdown pedestrian signal

Upgrade curb ramps to ADA standards

Reduce SE 21st (west side) curb radius to reduce pedestrian crossing distance across 21st

Reorient SE Ladd crosswalk

Consolidate driveways or reduce driveway widths

Key Considerations

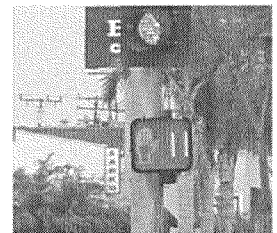
Pedestrian access will be improved

Reduces crossing distance for pedestrians on SE 21st

No change to on-street parking

Little or no change to traffic or bus patterns

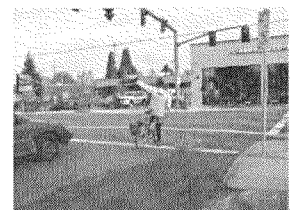
No change to bicycle route



A pedestrian countdown signal

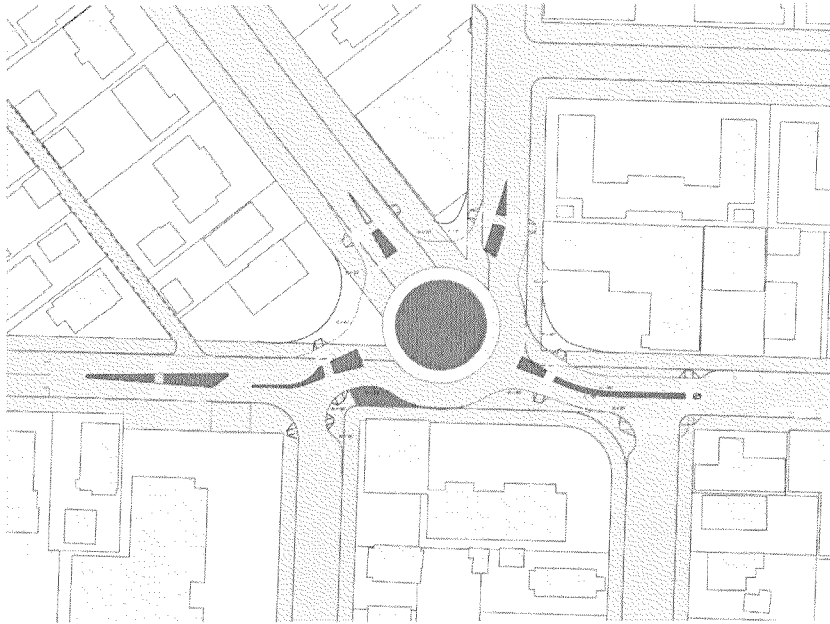


Traffic flow would improve with minor changes to signal timing



Bike route and signal operation would remain unchanged

Roundabout



Potential Solution

Replace the signalized intersection with a roundabout

Key Considerations

Roundabouts equalize all streets entering intersection, e.g. all streets entering roundabout are treated similarly in regards to number of lanes, yield controls, etc.

A roundabout could change traffic volumes on the local streets (Ladd and 20th)

Speeds are 15-20 mph

Transit stops are relocated to the far side of the intersection with pullouts or further downstream

One wide travel lane for buses and cars. Large trucks may use raised apron surrounding center island

Pedestrians cross one travel lane at a time around the circle at refuge islands, increasing overall walking distance

Bicyclists share travel lane with motor vehicles

Buses and bicycles northbound on SE 21st would have to be diverted to other routes

Provides opportunity for green infrastructure and public art

Traffic Volumes Near 7 Corners

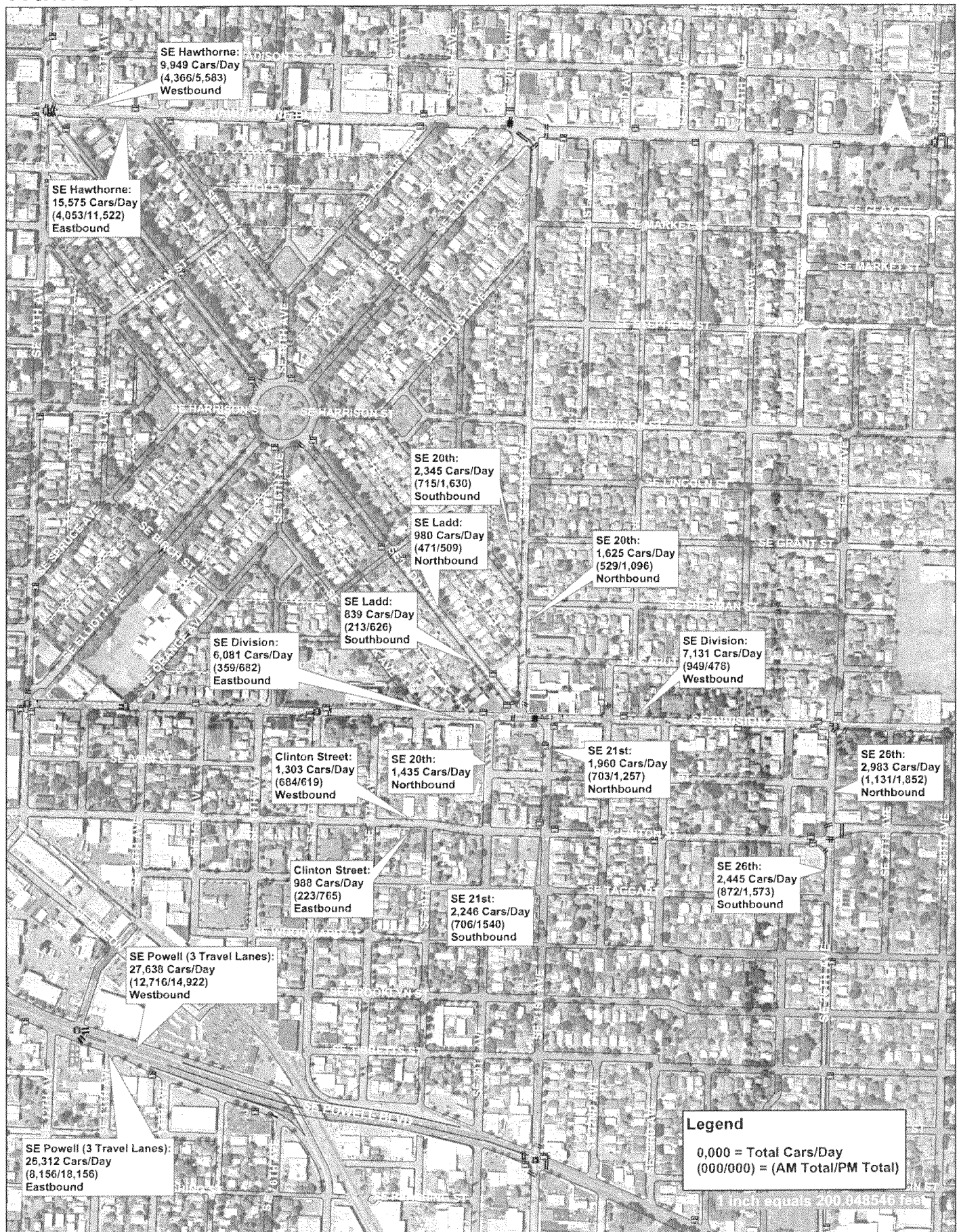


Exhibit C
Division Green Street/Main Street Plan
Findings Report
November 2005

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CITY OF PORTLAND, OREGON
BUREAU OF

Planning

Introduction

The *Division Green Street/Main Street Plan* is the product of effort by residents, business people, property owners, city staff, and other interested stakeholders to guide growth and implement a main street along Division between SE 11th and SE 60th. If adopted by City Council, the plan will update the Portland *Comprehensive Plan* for this area of Portland and sets in motion a series of programs, projects, and regulations intended to guide public and private decision-making and investment along the Division main street area over the next 20 years. The findings in this document show how the *Division Green Street/Main Street Plan* complies with the State Land Use Planning Goals, the Metro *Urban Growth Management Functional Plan*, the Metro *Regional Transportation Plan* (Functional Plan), and the Portland *Comprehensive Plan*.

Relationship to Statewide Land Use Planning

Comprehensive land use planning in Oregon was mandated by the 1973 Legislature with the adoption of Senate Bill 100 (ORS Chapter 197). Under this Act, the State Land Conservation and Development Commission (LCDC) was created and directed to adopt statewide planning goals and guidelines. These goals and guidelines were adopted by LCDC in December 1974 and became effective January 1, 1975. Under state law, comprehensive plans must comply with the statewide planning goals. Portland's *Comprehensive Plan* meets this requirement. The *Division Green Street/Main Street Plan* revises Portland's *Comprehensive Plan* through the addition of its goals and policies into the *Comprehensive Plan*.

How This Document is Structured

This document is organized into several sections: this introduction, Statewide Planning Goals Findings, Metro *Urban Growth Management Functional Plan* Findings, *Regional Transportation Plan* Findings, and Portland *Comprehensive Plan* Findings, including the *HAND*, *Richmond*, and *South Tabor Neighborhood Plans* findings. Within these sections, the individual findings generally consist of two parts: (1) a brief explanation of the criteria (goal, policy, objective, further statement, etc.) against which the *Division Green Street/Main Street Plan* is judged for consistency; and (2) statements that support a conclusion of consistency. If a finding against a given measure (goal, title, policy, objective, further statement, etc.) is not included in this document, it is because it has been determined to not be relevant to the *Division Green Street/Main Street Plan*.

General Findings

1. The *Division Green Street/Main Street Plan* (ordinance) amends the *Comprehensive Plan*, *Comprehensive Plan* map, and Zoning Map. The amendments do not change other land use regulations. Therefore, the following Comprehensive Plan goals, policies, and objectives apply to the amendments and the amendments satisfy the applicable goals, policies, and objectives for the reasons stated below.
2. During the course of public hearings, the Bureau of Planning, and the Planning Commission provided interested parties opportunities to identify, orally or in writing, any other Comprehensive Plan goal, policy, or objective that might apply to the amendments. No additional provisions were identified.

Statewide Planning Goals Findings

3. State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals. Because of the limited scope of the amendments in this ordinance, only the state goals addressed below apply.
4. **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of these amendments has provided numerous opportunities for public involvement. Portland *Comprehensive Plan* findings on Goal 9, Citizen Involvement, and its related policies and objectives support this goal, as does the public involvement section of Exhibit B: *Division Green Street/Main Street Plan Technical Appendix*. The amendments are supportive of this goal in the following ways:
 - a) In 2003, prior to the commencement of the Division Green Street/Main Street planning process, the City of Portland and a group of Division community members known as the DivisionVision Coalition worked together to create the scope of work for the future project. The scoping process was facilitated by Oregon Solutions, an agency that helps develop solutions to local problems through partnerships between government, business, and nonprofit organizations.
 - b) During spring and summer 2004, the project team began publicizing the Division Green Street/Main Street planning process and recruiting community members to participate. The City staffed a booth at the Division Street Fair in July 2004 to announce the kick-off of the legislative planning process.
 - c) A 17-member citizen working group (CWG) composed of representatives from local neighborhood and business associations, as well as several at-large members, was formed in summer 2004 and held its first meeting in September of that same year. The group served as an advisory body, not a decision-making body, to consider the diverse interests of the community and represent a range of perspectives on planning issues. The CWG met 11 times prior to the Planning Commission public hearing. Their feedback helped inform the development of the plan.
 - d) A technical advisory group (TAG) began meeting in the fall of 2004 through the spring of 2005. The TAG, composed of city, regional, county, and state agency staff and community development organizations, met regularly to provide input on regulatory and public service issues affecting or affected by the plan. The TAG also assisted in evaluating the technical aspects of the plan to determine the feasibility of plan proposals. The information and feedback provided by this group was shared at community meetings and with the CWG, and helped shape the plan and its implementation strategies.
 - e) The *Division Green Street/Main Street Plan* process included an extensive public outreach program beginning September 2004 and continuing through the first public hearings with the Portland Planning Commission on September 27, 2005.
 - f) A series of neighborhood walks were conducted in fall 2004. The Division corridor was divided into four sections, and each walk focused on one of the sections. Roughly 45 people participated in these walks. Participants identified issues and concerns and shared observations and ideas that were recorded via notes and photos. A second round of neighborhood walks was held on April 8, 2005, to discuss residents' ideas and questions regarding the land use and transportation alternatives.

- g) In winter 2005, a flier was mailed to over 10,000 addresses along the Division corridor announcing the *Division Green Street/Main Street Plan* process and inviting the public to attend a kick-off event in January 2005.
- h) On January 22, 2005, over 200 community members attended a kick-off workshop for the *Division Green Street/Main Street Plan* where they responded to questions about their goals for the street, a draft concept for the corridor, and their experience as a user of the street. Community priorities and desires were recorded to assist in the land use and transportation alternatives. A summary of workshop comments was made available on the project website.
- i) On April 2, 2004, a community open house was attended by over 100 community members. Participants were asked to weigh in on urban design and general land use and zoning concepts as well as several corridor wide and nodal transportation alternatives. Community members had the opportunity to fill out a comprehensive comment form, the results of which were compiled and made available on the project website.
- j) Five land use and design meetings were held in spring and summer of 2005. During the spring, community members shared preferences regarding land use and intensity of development in the plan area and helped craft the rezoning proposal. During the summer, the discussion transitioned to topics of infill design and how to ensure that new development is of high quality. The group articulated the need for and helped shape the land use regulations proposed for the corridor.
- k) Two transportation meetings were held in spring of 2005 where community members shared ideas and reviewed analysis of transportation concepts for the *Division Green Street/Main Street Plan*. At these meetings, participants debated and evaluated the feasibility and desirability of specific intersection alternatives for SE Division and 20th/21st/Ladd, also known as "Seven Corners."
- l) Meetings with the business community were held on January 25, April 19, May 3, August 16, and September 20, 2005, to provide information and elicit comments regarding the plan process, the goals and objectives of the plan, the draft concept, the draft alternatives and regulations, and the proposed plan. These were regularly scheduled meetings of the Central Eastside Industrial Council and the Division/Clinton Business Association.
- m) On June 18, 2005, a workshop was held to allow the public to review the draft plan for the corridor and to provide feedback on the zoning proposal and the final transportation alternatives. Over 2,500 fliers announcing the event were mailed to the project list as well as to all property owners whose property is within 500 feet of Division. Approximately 120 people attended this event. Input from this open house was reviewed by project staff and the CWG, and was used to modify elements of the plan before it was released as the *Proposed Division Green Street/Main Street Plan* for public review and Planning Commission consideration.
- n) During the development of the plan, project staff attended meetings of the DivisionVision Coalition and the HAND, Richmond, South Tabor, and Mt. Tabor neighborhood associations. Project staff briefed the Pedestrian Advisory Committee and the Bicycle Advisory Committee, as well as the Southeast Uplift Land Use and Transportation Committee and Central Eastside Industrial Council Land Use and Transportation Committee. Project staff also hosted a booth at the Division Street Fair on July 23, 2005, to speak with the community about the draft plan and to describe the opportunities to participate in the planning process. A list of outreach activities is included in the public involvement section of the plan's technical appendix.
- o) The *Division Green Street/Main Street Plan* process was the focus of articles in The Oregonian, The Portland Tribune, and was covered by local newspapers including the Southeast Examiner.
- p) The City of Portland Planning Commission held a hearing on the *Division Green Street/Main Street Plan* on the evening of September 27, 2005. The community had the opportunity to offer public testimony on the plan. The public record remained open until October 18, 2005. (The record remained open until November 8th for ten properties that received a delayed notice due to a rezoning proposal on their properties to address a mapping error known as split zoning.)

3. **Goal 2, Land Use Planning**, requires the development of a process and policy framework which acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. The amendments are supportive of this goal because:
 - a) The Zoning Code contains procedures that were followed and criteria that have been satisfied for the development and adoption of the *Division Green Street/Main Street Plan* and related implementing measures. The amendments are supportive of this goal because the required legislative process as described in Portland City Code 33.740 was followed. In addition, the applicable approval criteria for legislative Comprehensive Plan Map Amendments, described in 33.810; for Goal, Policy, and Regulation Amendments, described in 33.835; for Zoning Map Amendments, described in 33.855; and Adoption Criteria for establishment of a plan district, described in 33.500, have been evaluated and satisfied as described in the findings below.
 - b) The amendments are also supportive of this goal because documents identifying existing conditions, community issues and desires, and documents analyzing economic and transportation issues affecting the plan area were prepared to assist in the creation of plan alternatives and a preferred alternative for the *Division Green Street/Main Street Plan*. These documents were available for public review throughout the planning process and include:
 - Bureau of Planning's *Division Green Street/Main Street Plan*;
 - Bureau of Planning's *Division Green Street/Main Street Plan Technical Appendix*.
 - c) Portland *Comprehensive Plan* findings on Goal 1, Metropolitan Coordination, and its related policies and objectives also support this goal.
4. **Goals 3 and 4, Agricultural Lands and Forest Lands**, requires the preservation and maintenance of the state's agricultural and forest lands, generally located outside of urban areas. The amendments are supportive of this goal because the *Division Green Street/Main Street Plan* policies support the provision of additional housing, commercial, employment and recreational opportunities within an urbanized area, thereby reducing pressure on agricultural and forest lands and pressure to expand the urban growth boundary.
5. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The amendments are consistent with this goal because:
 - a) Policy 2 (History and Identity) of the *Division Green Street/Main Street Plan* calls for strengthening the identity of the area through development and community activities that integrate and build upon the area's distinctive history and architecture. The plan's implementation strategies call for further work to develop historic recognition of key community structures, and other identity and placemaking actions.
 - b) Policy 6 (Environment) of the *Division Green Street/Main Street Plan* calls for the development and redevelopment of a built environment that fosters environmental quality and uses sustainable development practices. The *Division Green Street/Main Street Plan* supports this policy because the "preferred" alternatives incorporate green stormwater management elements that will be incorporated along the street as it is improved.
6. **Goal 6, Air, Water and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water, and land resources. The amendments are consistent with this goal because the *Division Green Street/Main Street Plan* policies encourage more compact mixed-use development of commercial and residential uses and emphasizes a balanced multi-modal transportation system by encouraging the use of alternative modes, such as walking, bicycling, and transit. Compact urban development emphasized in the *Division Green Street/Main Street Plan* helps maintain natural resources by accommodating growth and development in urban areas, thereby protecting and conserving natural resources in rural areas. Compact mixed-use development with a balanced transportation system should reduce vehicle miles traveled in the study area and positively impact air quality. Portland *Comprehensive Plan* findings on Goal 8, Environment, and its related policies and objectives, also support this goal.
7. **Goal 7, Areas Subject to Natural Disasters and Hazards**, requires the protection of life and property from natural disasters and hazards. The plan area is not in an area subject to natural disasters and hazards, therefore this goal is not applicable.

8. **Goal 8, Recreational Needs**, requires satisfaction of the recreational needs of both citizens and visitors to the state. The amendments are consistent with this goal because the policies of the *Division Green Street/Main Street Plan* promote a safe and walkable main street that is inviting to both community members and visitors.
9. **Goal 9, Economic Development**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The amendments are consistent with this goal. The Local Economy goals and objectives of the *Division Green Street/Main Street Plan* call for the development of vital commercial nodes along Division Street that strengthen existing businesses and attract new businesses that foster a positive identity for the area, support a local economy, and encourage housing to support retail and other community amenities. The plan contains actions to implement this policy including provisions to increase housing and mixed-use development along the Division main street. This additional potential for housing and mixed-use development is intended to strengthen support of existing commercial development by allowing for an increase in potential customers and employees located within close proximity to existing and new businesses. Portland Comprehensive Plan findings on Goal 5, Economic Development, and its related policies and objectives also support this goal.
10. **Goal 10, Housing**, requires provision for the housing needs of citizens of the state. The amendments are consistent with this goal.
 - a) Policy 1 (Urban Form and Land Use) promotes an urban form that supports the development of vital commercial areas supported by additional opportunities for housing and mixed-used residential development.
 - b) Policy 5 (Housing) seeks to provide a broad range of well-designated and compatible housing to accommodate local and regional housing needs, and to support development of vital main street commercial areas. The implementing actions supporting this policy by fostering additional housing development on key sites along the Division main street by providing incentives for new residential development in mixed-use projects. The amendments also foster neighborhood growth through infill development by allowing increases in allowed density in selected areas.
 - c) Portland Comprehensive Plan findings on Goal 4, Housing, and its related policies and objectives also support this goal.
11. **Goal 11, Public Facilities and Services**, requires planning and development of timely, orderly and efficient public service facilities that serve as a framework for urban and rural development. The plan contains implementing actions addressing the pedestrian environment, vehicle circulation, and transit. Portland Comprehensive Plan findings on Goals 11 A through 11 I, Public Facilities, and related policies and objectives also support this goal.
12. **Goal 12, Transportation**, requires provision of a safe, convenient, and economic transportation system. The *Division Green Street/Main Street Plan* is consistent with this goal because the plan and the "preferred" transportation alternatives promote a balanced multi-modal transportation system that is consistent with the City's Transportation System Plan and the land use vision for the main street. Supporting this plan are numerous implementing actions addressing enhancements to the pedestrian environment, vehicle circulation, transit use, parking, and bicycle circulation.

The Transportation Planning Rule (TPR) was adopted in 1991 to implement State Goal 12. Section 660-012-0045 of the TPR requires local governments to adopt land use regulations that designate "types and densities of land uses adequate to support transit" and those that "reduce reliance on the automobile and allow transit-oriented developments on land along transit routes." The *Division Green Street/Main Street Plan* supports these requirements because it includes increases to residential densities and changes to commercial zones that will allow new housing and mix-used development along Division, which is served by a frequent service bus line and five intersecting bus lines.

Section 660-012-0060(1) of the TPR requires "amendments to functional plans, acknowledged comprehensive plans, and land use regulations, which significantly affect a transportation facility," to ensure that allowed uses are consistent with the identified function, capacity, and performance standards of the affected facility. This requirement can be met by "adopting measures that demonstrate allowed land

uses are consistent with the planned function, capacity, and performance standards of the transportation facility."

Proposed changes in Comprehensive designations and zoning are not anticipated to increase automobile trips because the changes result in nearly identical housing units and jobs along the corridor although the zoning pattern shifts. Since these minor changes will not generate additional trips beyond what could occur under existing zoning, there is no significant impact on Division or adjacent streets and no change to the function, capacity, or performance standards of the street over the planning period. The change of zoning from auto-oriented uses and development to pedestrian and transit-oriented uses and development will encourage more trips to be made by walking, bicycling, and taking transit. The *Division Green Street/Main Street Plan* also proposes various transportation actions designed to improve the capacity of the transportation system to handle existing trips as well as those that will occur over the planning period.

Portland Comprehensive Plan findings on Goal 6, Transportation, and its related policies and objectives also support this goal.

13. **Goal 13, Energy Conservation**, requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The *Division Green Street/Main Street Plan* is consistent with this goal because the amendments and policies proposed by plan promote the establishment of a compact urban form, including a mix of uses supported by an enhanced pedestrian and transit system. This urban form and supporting multi-modal transportation system should result in decreased use of single-occupant vehicle usage and a reduction of fuel consumption. Portland Comprehensive Plan findings on Goal 7, Energy, and its related policies and objectives also support this goal.
14. **Goal 14, Urbanization**, requires provision of an orderly and efficient transition of rural lands to urban use. The amendments are consistent with this goal because the *Division Green Street/Main Street Plan* supports providing additional development opportunities for residential, commercial, employment and industrial land uses, and implements main street concepts of Metro's Urban Growth Management Functional Plan (UGMFP). The implementation of this plan and the opportunities it provides for additional development capacity reduce long-term pressure to expand the UGB and convert rural land for urban purposes. Portland Comprehensive Plan findings on Goal 2, Urban Development, and its related policies and objectives also support this goal.
15. **Goals 15, 16, 17, 18, and 19** deal with the **Willamette River Greenway, Estuarine Resources, Coastal Shorelines, Beaches and Dunes, and Ocean Resources**, respectively, and are not applicable to Portland as none of these resources are impacted by this plan.

Metro Urban Growth Management Functional Plan (UGMFP) Findings

16. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the Urban Growth Boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. During the development of the *Division Green Street/Main Street Plan* such an analysis was conducted, based on the land use designations existing and proposed within the plan area. This analysis found that there is a slight gain in the number of housing units based on calculated capacity if the plan and corresponding land use designation changes were adopted and implemented. In addition, capacity for employment is maintained by using a combination of commercial and mixed-use land use designations. Thus, the amendments are not inconsistent with this title.
17. **Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region. This title is already addressed by the Portland Zoning Code and the City's Transportation System Plan which set limits for the number of parking spaces required and allowed for different uses and areas along transit corridors. The plan furthers this goal by promoting a compact urban form supported by enhanced transit system and pedestrian and bicycle circulation system. Thus, the amendments are not inconsistent with this title.
18. **Title 3, Water Quality and Flood Management Conservation**, calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. This title is addressed by existing City

policies and regulations. However, the plan furthers these objectives by promoting the integration of innovative stormwater management strategies on private property and within the right-of-way. Thus, the amendments are not inconsistent with this title.

19. **Title 4, Retail in Employment and Industrial Areas**, calls for retail development in Employment and Industrial areas that supports these areas and does not serve a larger market area. This plan is consistent with requirements of this title as it does not propose to weaken or modify existing regulations protecting industrially designated lands. Thus, the amendments are not inconsistent with this title.
20. **Title 6, Central City, Regional Centers, Town Centers and Station Communities**, defines Metro's policy regarding areas outside of the Urban Growth Boundary. The intent of this title is to enhance Centers designated on Metro's 2040 Growth Concept Map by encouraging growth within Centers. The *Division Green Street/Main Street Plan* and associated planning process are directly tied to this title as Division is a 2040 designated main street. The plan will comply with this title by providing regulations and incentives to develop additional housing along the Division main street, which will support existing commercial uses and will promote additional commercial growth along the main street. The plan also proposes enhancement to public transportation facilities to support and encourage additional development along the main street. Thus, the amendments are not inconsistent with this title.
21. **Title 7, Affordable Housing**, recommends that local jurisdictions implement tools to facilitate development of affordable housing. As noted, the plan provides opportunities for additional housing growth along the Division main street. A land use and zoning pattern that fosters a mix of housing types, and redevelopment opportunities along Division ensures that a range of housing options can be accommodated through the implementation of this plan. Thus, the amendments are not inconsistent with this title.

Metro Regional Transportation Plan (Functional Plan) Findings

23. The *Regional Transportation Plan* (RTP) is Metro's functional plan for transportation. The RTP contains a number of requirements that must be addressed when the Comprehensive Plan is being amended.
24. **Policy 1.0, Public Involvement**, establishes a process for involving the public through provision of complete and timely public notice. As detailed earlier in these findings, the *Division Green Street/Main Street Plan* process included extensive public involvement opportunities with notice of meetings and public events advertised through the media and on the project web site.
25. **Policy 2.0, Intergovernmental Coordination**, requires coordination among the local, regional, and state jurisdictions that own and operate the region's transportation system. The *Division Green Street/Main Street Plan* process included a Technical Advisory Group (TAG) with representatives from the Oregon Department of Transportation, Metro, and TriMet. The TAG met as a group and with the Community Working Group (CWG) to provide input on all phases of the plan's development.
26. **Policy 3.0, Urban Form**, facilitates implementation of the 2040 Growth Concept with specific strategies that address mobility and accessibility needs and use transportation investments to leverage the realization of 2040. The *Division Green Street/Main Street Plan* identifies two options for transportation improvements within the corridor that will be implemented through a subsequent design and construction grant with federal funds. The improvements will enhance the corridor as a main street with pedestrian, bicycle, and transit improvements and signal timing changes that will smooth traffic flow.
27. **Policy 4.0, Consistency Between Land-use and Transportation Planning**, ensures that the identified function, design, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as adjacent land use patterns. The *Division Green Street/Main Street Plan* is proposing changes to the zoning pattern along the street that leaves the existing density and mix of allowed uses relatively unchanged. Because of this, the street is expected to operate similarly to how it does today. The pro-time (part-time) lanes between 13th and 28th may be eliminated as an outcome of the next phase of planning and design if the street will operate at an acceptable level of service and diversion to parallel side streets is minimized.
28. **Policy 5.0, Barrier-Free Transportation**, provides access to more and better transportation choices for travel and serves special access needs. The *Division Green Street/Main Street Plan* identifies locations

where the street can and should be modified to improve access for travelers with special access needs, including the 7 Corners intersection. These improvements will be included in the next phase of the project.

29. **Policy 5.1, Interim Job Access and Reverse Commute Policy**, supports serving the transit and transportation needs of the economically disadvantaged in the region. The *Division Green Street/Main Street Plan* preferred transportation alternatives includes a number of locations where improvements are proposed that will enhance access to transit, including curb extensions at bus stops and marked pedestrian crossings.
30. **Policy 6.0, Transportation Safety and Education**, call for improving the safety of the transportation system and encouraging bicyclists, motorists, and pedestrians to share the road safely. The *Division Green Street/Main Street Plan* includes a package of enhancements at 7 Corners that will help to mitigate a complicated intersection for all users with changes to curve radius, new pedestrian crosswalk, countdown signals, and changes to signal timing. Significant improvements are also programmed for the 42nd and Division "curve" where a median and marked pedestrian crossings will significantly improvement sight distances and reduce crossing distances.
31. **Policy 7.0, The Natural Environment**, calls for protecting the region's natural environment. The *Division Green Street/Main Street Plan* is built around the concept of sustainability in both the private development and public infrastructure realms. The transportation concept includes opportunities to incorporate bioswales and other sustainable strategies into the design of the street improvements.
32. **Policy 8.0, Water Quality**, calls for protecting the region's water quality. The transportation concept in the *Division Green Street/Main Street Plan* includes opportunities to incorporate bioswales and other sustainable stormwater management strategies into the design of the street improvements as the concept is refined in the next stage.
33. **Policy 9.0, Clean Air**, supports protecting and enhancing air quality so that as growth occurs, human health and visibility is maintained in the region. The *Division Green Street/Main Street Plan* identifies a number of strategies that will result in reduced reliance on the automobile, including improving the pedestrian environment and access to transit and adding bicycle enhancements and bicycle parking as part of the implementation of the transportation concept.
34. **Policy 10.0, Energy Efficiency**, supports designing transportation systems that promote the efficient use of energy. The *Division Green Street/Main Street Plan* supports this policy by concentrating density along a corridor that is served by "frequent" bus service and a number of intersecting bus lines along the corridor. The transportation concept includes providing more curb extensions at bus stops to support the use of this mode.
35. **Policy 11.0, Regional Street Design**, calls for designing regional streets to support the function and character of surrounding land uses. Division is classified as a Community Street in the RTP. The proposed transportation amendments recommend modifying this classification to a Community Boulevard between SE 20th and SE 50th. The equivalent city street design classification, Community Main Street will be extended from the current segment of SE 33rd – 50th to SE 20th – 50th to reflect the proposed zoning pattern for the corridor.
36. **Policy 12.0, Local Street Design**, supports designing local street systems to complement planned land uses and to reduce dependence on major streets for local circulation. This policy does not apply because Division is not a local street.
37. **Policy 13.0, Regional Motor Vehicle System**, provides for a regional motor vehicle system of arterials and collectors. This policy does not apply because this segment of Division is not on the regional motor vehicle system.
38. **Policy 14.0, Regional Public Transportation System**, supports providing an appropriate level, quality and range of public transportation options. This segment of Division is classified as a Frequent Bus corridor in the RTP. The transportation concept supports this classification through additional curb extensions and improved access to transit.

39. **Policy 15.0, Regional Freight System**, provides for efficient, cost-effective and safe movement of freight. The *Division Green Street/Main Street Plan* supports the freight designation of Division as a Minor Truck Street. Division is not on the regional freight system so this policy does not apply.
40. **Policy 16.0, Regional Bicycle System Connectivity**, provides for a continuous regional network of safe and convenient bikeways. Division from SE 50th east to Gresham is on the regional bicycle system. Determination of the feasibility of bike lanes on this segment of Division is being deferred to the next phase of planning and design so that the entire segment (east of 60th) can be evaluated for the addition of bike lanes.
41. **Policy 17.0, Regional Pedestrian System**, supports designing the pedestrian environment to be safe, direct, convenient, attractive and accessible to all users. Division is classified as a Transit/mixed-use corridor in the RTP. The *Division Green Street/Main Street Plan* supports this classification because the transportation concept includes additional pedestrian improvements such as curb extensions, improved sidewalks, and marked pedestrian crossings.
42. **Policy 17.2, Regional Pedestrian Access and Connectivity**, provides for direct pedestrian access, as a part of all transportation projects. The *Division Green Street/Main Street Plan* transportation concept and both "preferred" alternatives include maintaining the 12-foot sidewalk corridor on both sides of Division.
43. **Policy 18.0, Transportation System Management**, supports transportation system management techniques to optimize performance of the region's transportation system. The *Division Green Street/Main Street Plan* supports this policy because both "preferred" alternatives include signal timing changes to smooth traffic flow and a protected left turn phase at SE 39th to facilitate traffic movement on Division.
44. **Policy 19.0, Regional Transportation Demand Management**, calls for enhancing mobility and supporting the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling, and walking options. The *Division Green Street/Main Street Plan* supports this policy by including additional curb extensions at key bus stops.
45. **Policy 19.1, Regional Parking Management**, supports managing and optimizing the efficient use of public and commercial parking in the central city, regional centers, town centers, main streets, and employment centers. The *Division Green Street/Main Street Plan* supports this policy because one of the goals of the transportation concept is to maximize permanent on-street parking to serve local businesses.
46. **Policy 20.0, Transportation Funding**, ensures that the allocation of fiscal resources is driven by both land use and transportation benefits. The *Division Green Street/Main Street Plan* is consistent with this policy because the Metropolitan Transportation Improvement Program (MTIP) funding for the next phase recognizes the need for the street to be reconstructed with improvements to support its main street designation.
47. **Policy 20.1, 2040 Growth Concept Implementation**, calls for implementing a regional transportation system that supports the 2040 Growth Concept through the selection of complementary transportation projects. The *Division Green Street/Main Street Plan* supports this policy because both the land use and transportation components are intended to reinforce the street's main street designation.
48. **Policy 20.2, Transportation System Maintenance and Preservation**, emphasizes the maintenance, preservation, and effective use of transportation infrastructure in the selection of RTP projects. The *Division Green Street/Main Street Plan* supports this policy because the MTIP project that will implement the transportation concept is primarily a reconstruction project for Division between SE 6th and SE 39th Avenues.
49. **Street Connectivity Compliance (RTP Section 6.4.5)** requires the development of a future street plan map of key street connections. The area around Division generally already meets the street connectivity requirements with the exception of school, institutional, and park sites. A future street plan is not required.
50. **Transit Service Planning Compliance (RTP Section 6.4.10)** requires local jurisdictions to provide direct, logical pedestrian crossings at transit stops and marked transit crossings at major transit stops and to consider stop spacing and location consistent with regional street designs. The *Division Green Street/Main Street Plan's* "preferred" transportation alternatives include new marked pedestrian crossings at new curb extension locations to facilitate access to transit. The location and spacing of transit stops may be adjusted

to take advantage of new curb extensions and crosswalks as part of the next phase of planning and design for the corridor.

51. **Project Development Compliance (RTP Section 6.7.3)** requires local jurisdictions to consider system management to address or preserve street capacity. The *Division Green Street/Main Street Plan* supports this requirement because improvements to signal timing and protected left turn lanes at 39th were considered and incorporated into the "preferred" transportation alternatives.
52. **Project Development Compliance (RTP Section 6.7.3)** requires local jurisdictions to consider regional street design policies and guidelines during transportation project analysis. Regional street design policies and guidelines have been considered and incorporated where feasible in the "preferred" transportation alternatives and will be considered as the design is refined during the next phase of the project.
53. **Project Development Compliance (RTP Section 6.7.3)** requires local jurisdictions to consider environmental design guidelines as contained in the *Metro Green Streets* and *Trees for Green Streets* handbooks during project analysis. The *Division Green Street/Main Street Plan* includes consideration of environmental design guidelines and will further consider and incorporate the guidelines as the design is refined during the next phase of the project.

Portland Comprehensive Plan Goals Findings

54. The City's *Comprehensive Plan* was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission on May 1, 1981. On May 26, 1995, and again on January 25, 2000, the LCDC completed its review of the City's final local periodic review order and periodic review work program, and reaffirmed the plan's compliance with the statewide planning goals.
55. **Goal 1, Metropolitan Coordination**, calls for the *Comprehensive Plan* to be coordinated with federal and state law and to support regional goals, objectives, and plans. Coordination with state and regional planning efforts has been undertaken with the development of the proposed amendments. The *Division Green Street/Main Street Plan* process included participation of representatives from city, regional, and state agencies, ensuring consistency with applicable local, regional, and state plans.
56. **Policy 1.4, Intergovernmental Coordination**, calls for continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The amendments support this policy because the *Division Green Street/Main Street Plan* process identified and included a variety of local, regional, and state agencies in the plan development process. Individuals from each of these agencies formed a technical advisory group (TAG), which participated in the local planning process and reviewed and commented on the *Division Green Street/Main Street Plan*.
57. **Policy 1.5, Compliance with Future Metro Planning Efforts**, calls for the review and update of Portland's *Comprehensive Plan* to comply with the Regional Framework Plan adopted by Metro. The amendments support this policy because they implement portions of the Metro UGMFP.
58. **Goal 2, Urban Development**, calls for maintenance of Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The amendments are consistent with this goal because the land use and zoning pattern proposed for the *Division Green Street/Main Street Plan* area increases opportunities for additional residential and commercial uses, within areas designated for these land uses. Additionally, the plan provides opportunities for mixed-use development along the Division main street.
59. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. The amendments support this policy because the Comprehensive Plan Map and Zoning Map amendments proposed by the *Division Green Street/Main Street Plan* will maintain, and in some cases expand, the long-term potential to develop additional housing units in the plan area.
60. **Policy 2.2, Urban Diversity**, calls for promotion of a range of living environments and employment opportunities for Portland residents. The amendments support this policy because the zoning pattern for

the *Division Green Street/Main Street Plan* will create mixed-use residential/commercial development areas within the plan area.

61. **Policy 2.6, Open Space**, calls for provision of opportunities for recreation and visual relief by preserving existing open space, establishing a loop trail that encircles the city, and promoting recreational use of the city's rivers, creek, lakes, and sloughs. The amendments support this policy because the designated parks and open space areas within the plan area are preserved.
62. **Policy 2.9, Residential Neighborhoods**, calls for allowance of a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods. The *Division Green Street/Main Street Plan* supports this policy because it provides for a modest increase in residential density in areas along the Division main street, while maintaining the current *Comprehensive Plan* map and zoning patterns in existing developed neighborhoods outside of the specified plan area.
63. **Policy 2.11, Commercial Centers**, calls for expanding the role of major established commercial centers that are well served by transit in a manner compatible with the surrounding area. The *Division Green Street/Main Street Plan* supports this policy because it provides for continued commercial use of properties along the established main street. Plan provisions call for providing additional commercial uses along the Division main street, potentially in mixed-use buildings that include ground floor commercial to help strengthen the market areas for retail sales and service uses.
64. **Policy 2.12, Transit Corridors**, calls for providing a mixture of activities along major transit routes and Main Streets that supports the use of transit and is compatible with the surrounding area. The *Division Green Street/Main Street Plan* supports this policy because it promotes development that includes commercial and residential uses that are transit supportive along an identified transit Frequent Bus route and designated main street.
65. **Policy 2.13, Auto-Oriented Commercial Development**, calls for allowing auto-oriented commercial development to locate on streets designated as Major City Traffic Streets by the Transportation Element; and calls for allowing neighborhood level, auto-oriented commercial development near neighborhoods where allowed densities will not support transit- and pedestrian- oriented development. Division is a neighborhood collector so auto-oriented commercial zoning is not appropriate.
66. **Policy 2.14, Industrial Sanctuaries**, calls for encouraging the growth of industrial activities by preserving industrial land primarily for manufacturing purposes. The study area does not contain industrial sanctuary zoning so this policy does not apply.
67. **Policy 2.15, Living Closer to Work**, calls for locating greater residential densities, including affordable housing, near major employment centers, such as Metro-designated regional and town centers to reduce vehicle miles traveled per capita and maintain air quality. This policy also calls for encouraging home-based work where the nature of the work is not disruptive to the neighborhood. The *Division Green Street/Main Street Plan* supports this policy because the zoning proposal provides for additional housing opportunities along the Division main street area, including in mixed-use developments. The Division main street is in immediate proximity to the Central Eastside, which includes numerous industrial and employment uses and functions as one of the most important employment centers of the city.
68. **Policy 2.16, Strip Development**, calls for discouraging the development of new strip commercial areas and focusing future activity in such areas to create a more clustered pattern of commercial development. The amendments support this policy because they call for retaining the existing commercial clusters separated by residential areas. The *Division Green Street/Main Street Plan* places an emphasis on retaining existing housing and promoting new housing throughout the main street to avoid new strip commercial development.
69. **Policy 2.18, Transit Supportive Density**, calls for establishing average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, main streets, town centers, and transit centers, and 25 units per acre within one-half mile of light rail stations and regional centers. Where existing development patterns preclude these densities, this policy calls for encouraging infill through accessory units or allowing increased density on vacant lots. The *Division Green Street/Main Street Plan* supports this policy because it generally allows development at these densities along the corridor, which is a designated main street and transit street.

70. **Policy 2.19, Infill and Redevelopment**, calls for encouraging infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. The *Division Green Street/Main Street Plan* supports this policy because it provides for infill at densities that in some cases are slightly higher than existing densities. Increases in development potential may provide an incentive for redevelopment and better accommodate future increases in population and employment.
71. **Policy 2.20, Utilization of Vacant Land**, calls for providing for full utilization of existing vacant land except in those areas designated as Open Space. The *Division Green Street/Main Street Plan* supports this policy because it provides land use and zoning designations that may encourage development of vacant land and redevelopment of underutilized land.
72. **Policy 2.21, Existing Housing Stock**, calls for providing for full utilization of larger single-dwelling homes with conditions that preserve the character of the neighborhood and prevent speculation. The *Division Green Street/Main Street Plan* supports this policy because it allows modest increases in residential density along the Division corridor (a Metro designated main street) and maintains existing densities for R5 single-dwelling zones beyond the plan area.
73. **Policy 2.22, Mixed-use**, calls for continuation of a mechanism that will allow for the maintenance and enhancement of areas of mixed-use character where such areas act as buffers and where opportunities exist for the creation of mixed-use nodes. The *Division Green Street/Main Street Plan* supports this policy because the land use and zoning designations applied generally allow, and sometimes require, mixed-use development.
74. **Policy 2.23, Buffering**, calls for mitigating the impacts from nonresidential uses on residential areas through the use of buffering and access limitations, in particular when residentially zoned lands are changed to commercial, employment, or industrial zones. The *Division Green Street/Main Street Plan* supports this policy because it uses land use and zoning designations to buffer and transition areas from commercial uses to residential uses at decreasing densities. Few properties in the plan area are changed from residential to commercial zones except to the Mixed Commercial Zone. In addition, the Main Street Overlay regulation requires additional buffering by reducing the height of structures where the site abuts a single family residential zone.
75. **Goal 3, Neighborhoods**, calls for preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The amendments are consistent with this goal because they focus areas of significant change into a main street, which has been identified as a place where change, growth, and development are expected to occur. To maintain stability of neighborhoods, no change to land use or zoning is proposed outside of the plan area. This approach helps promote neighborhood stability by strategically focusing change into areas where change can be beneficial for meeting policy objectives, including use of existing and planned infrastructure and services, and for redevelopment over time of underutilized areas.
76. **Policy 3.3, Neighborhood Diversity**, calls for promoting neighborhood diversity and security by encouraging a diversity in age, income, race and ethnic background within the city's neighborhoods. The amendments support this policy because they offer a range of land use and zoning designations that allow for a variety of residential and commercial uses. The amendments feature changes in residential land use designations that will provide a broader array of housing opportunities in the plan area, and that can serve a diverse array of incomes, ages, races, and ethnicity.
77. **Policy 3.4, Historic Preservation**, calls for the preservation and retention of historic structures and areas throughout the city. The amendments support this policy because the plan objectives identify the importance of encouraging the renovation and reuse of buildings from the street's historic era to maintain the main street character of Division.
78. **Policy 3.5, Neighborhood Involvement**, provides for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. The amendments support this policy because neighborhood associations, business associations, and the community at large were involved in developing elements of the plan for this area. A community working group, composed of at-large community members, representatives from four neighborhood associations and two business associations, also played a key role in providing feedback on the plan and communicating with identified community organizations.

79. **Policy 3.6, Neighborhood Plan**, calls for maintaining and enforcing neighborhood plans that are consistent with the Comprehensive Plan and that have been adopted by City Council. The findings in this report demonstrate that the *Division Green Street/Main Street Plan* is consistent with the Comprehensive Plan, including the adopted Richmond, South Tabor, and HAND neighborhood plans and the Outer Southeast Community Plan.
80. **Goal 4, Housing**, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The amendments are consistent with this goal because they generally increase the variety and supply of residential developments. The amendments feature changes in residential land use designations that will provide a broader array of housing opportunities in the plan area that can serve a diverse array of incomes, ages, races, and ethnicity. These include multidwelling units, row houses, and mixed-use and live/work residential situations. The plan also supports single-dwelling areas by focusing multidwelling and more intense residential uses within the plan area (a Metro designated main street). Single-dwelling areas outside of the defined plan area are retained.
81. **Policy 4.1, Housing Availability**, calls for ensuring that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future. The amendments support this policy because they offer a variety of housing types and generally increase the supply of, and opportunity for, new housing in and around the plan area.
82. **Objective C**, calls for considering the cumulative impact of regulations on the ability of housing developers to meet current and future housing demand. The amendments support this objective because they offer a balanced set of regulations that are designed to allow additional growth and development to occur while improving the design quality, materials quality, and general fit on new infill development in this established area. This is accomplished through special provisions as part of the main street corridor overlay development standards.
83. **Policy 4.2, Maintain Housing Potential**, calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential or mixed-use. The amendments support this policy because they provide for a modest increase in residential development potential within the plan area. The amendments are estimated to have a slight net decrease in units based on the zoned capacity. Zoned capacity is the maximum number of housing units allowed in residential zones and the mixed commercial zone. However, the zoned capacity does not take into consideration housing built in commercial zones. An analysis of the expected capacity, or the number of housing units all zones historically produce, estimates a net increase in the number of housing units. In addition, the slight loss of zoned capacity is offset significantly by other City legislative projects that have increased housing units in other parts of the city in the past year.
84. **Objective A**, calls for allowing the replacement of housing potential to be accomplished by such means as: (1) rezoning (and redesignating) existing commercial, employment, or industrial land to residential; (2) rezoning (and redesignating) lower-density residential land to higher-density residential land; and (3) rezoning to the CM zone; or (4) building residential units on the site or in a commercial or employment zone if there is a long-term guarantee that housing will remain on the site. The amendments support this objective because they redesignate and rezone different parts of the plan area to compensate for other parts of the plan area where housing potential has been diminished. Specifically, areas were rezoned from low-density to medium-density multidwelling designations. Other changes include redesignating areas from Neighborhood Commercial 2 to Storefront Commercial that will increase the potential for mixed-use development by increasing the floor-to-area ratio from .75 to 1 in the CN2 zone to 3 to 1 in the CS zone.
85. **Policy 4.3, Sustainable Housing**, calls for encouraging housing that supports sustainable development patterns by promoting the efficient use of land; conservation of natural resources; easy access to public transit and other efficient modes of transportation; easy access to services and parks; resource efficient design and construction; and the use of renewable energy resources. The amendments support this policy because they promote efficient use of land and resources by providing multidwelling and medium-density multidwelling housing near transit, parks, and other community resources. In addition, this type of development is typically more efficient than detached houses in terms of energy consumption for heating and cooling.

86. **Policy 4.4, Housing Safety**, calls for ensuring a safe and healthy built environment and assisting in the preservation of sound, existing housing and the improvement of neighborhoods. The amendments support this policy because the plan is designed to improve the appearance and quality of new development over time through application of the main street overlay zone and through new development. This is expected to have a positive effect on neighborhood livability and potential spillover benefits to encourage rehabilitation and improvement of existing housing stock.
87. **Policy 4.5, Housing Conservation**, calls for restoring, rehabilitating, and conserving existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character. The amendments support this policy because they allow for existing housing to remain while encouraging reinvestment in those structures.
88. **Policy 4.7, Balanced Communities**, calls for striving for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures, and income levels of the region. The amendments support this policy because they provide for a variety of housing types in the plan area. The plan area features the potential for multidwelling units, row houses, and mixed-use and live/work residential situations. The housing diversity in the community is supportive of a broad range of incomes and tenures.
89. **Policy 4.8, Regional Housing Opportunities**, calls for ensuring opportunities for economic and racial integration throughout the region by advocating for the development of a range of housing options affordable to all income levels throughout the region. The amendments support this policy because they provide additional opportunities for a broad array of housing that can serve a broad income range.
90. **Policy 4.10, Housing Diversity**, calls for promoting creation of a range of housing types, prices, and rents to (1) create culturally and economically diverse neighborhoods; and (2) allow those whose housing needs change to find housing that meets their needs within their existing community. The amendments support this policy because they provide additional opportunities for a broad array of housing that can serve a broad income range.
91. **Policy 4.11, Housing Affordability**, calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes. The amendments support this policy because they provide additional opportunities for housing that can serve a broad income range.
92. **Policy 4.12, Housing Continuum**, calls for ensuring that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them. The amendments support this policy because they provide opportunities for housing for both renters and owners in a variety of housing types.
93. **Policy 4.13, Humble Housing**, calls for ensuring that there are opportunities for development of small homes with basic amenities to ensure housing opportunities for low-income households, members of protected classes, households with children, and households supportive of reduced resource consumption. The amendments support this policy because they offer opportunities for development of a variety of multifamily, attached and detached housing in and around the plan area.
94. **Policy 4.14, Neighborhood Stability**, calls for stabilizing neighborhoods by promoting: (1) a variety of homeownership and rental housing options; (2) security of housing tenure; and (3) opportunities for community interaction. The amendments support this policy because the amendments provide options for a variety of housing types that will provide ownership and rental options in the community.
95. **Policy 4.15, Regulatory Costs and Fees**, calls for considering the impact of regulations and fees in the balance between housing affordability and other objectives such as environmental quality, urban design, maintenance of neighborhood character, and protection of public health, safety, and welfare. The amendments support this policy because the main street overlay zone as applied on Division Street offers added urban design benefits without creating additional costs for the applicant.
96. **Goal 5, Economic Development**, calls for promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments are consistent with this goal because they provide for a variety of commercial land uses in the plan area. The *Division Green Street/Main Street Plan* "preferred" alternatives support improvements to

the transportation system to facilitate and allow local freight delivery, while providing features that will enhance the pedestrian environment and improve the public realm.

97. **Policy 5.1, Urban Development and Revitalization**, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.
98. **Objective A** calls for ensuring that there are sufficient inventories of commercially and industrially zoned, buildable land supplied with adequate levels of public and transportation services. The amendments support this objective because they generally maintain the existing supply of commercial land in the plan area, and provide additional mixed-commercial zoning for existing commercial uses in multidwelling zones.
99. **Objective F** calls for recognizing and supporting environmental conservation and enhancement activities for their contribution to the local economy and quality of life for residents, workers, and wildlife in the city. The amendments support this objective by encouraging more sustainable development and innovative stormwater management techniques on both public and private properties.
100. **Policy 5.2, Business Development**, calls for sustaining and supporting business development activities to retain, expand, and recruit businesses. The amendments support this policy because they provide opportunities for continued commercial, employment and industrial uses and activities. The amendments also include amendments to recognize long-standing commercial uses in residential zones allowing for businesses to remain and expand.
101. **Policy 5.3, Community-Based Economic Development**, calls for supporting community-based economic development initiatives consistent with the *Comprehensive Plan* and compatible with neighborhood livability. The amendments support this policy because they include actions for economic development designed to enhance local market conditions and stimulate development and investment in the area. These actions often include local associations as partners for implementation.
102. **Policy 5.4, Transportation System**, calls for promotion of a multi-modal regional transportation system that encourages economic development. The amendments support this policy because they include transportation action items that foster a balanced transportation system. These include improvements to enhance the pedestrian environment, improve pedestrian safety, provide public realm amenities, and support access to transit. Signal timing changes and protected left turns at SE 39th will facilitate traffic movements and reduce bottlenecks.
103. **Objective A** calls for supporting regional transportation improvements to facilitate the efficient movement of goods and services in and out of Portland's major industrial and commercial areas, and ensuring access to intermodal terminals and related distribution facilities. Division's role in freight movement is to accommodate local deliveries rather than regional movements.
104. **Objective B** calls for supporting the maintenance and efficient use of the transportation infrastructure for local, national, and international distribution of goods and services. Division's role in freight movement is to accommodate local deliveries rather than regional movements.
105. **Objective C** calls for working closely with public agencies such as TriMet and the private sector to deliver an efficient and effective transportation system and network, and improving transit connections between residential communities and work sites. The *Division Green Street/Main Street Plan* is supportive of this objective because the "preferred" transportation alternatives include design elements that will improve access to transit. In addition, the plan fosters a transit-supportive and transit-oriented development pattern.
106. **Objective D** calls for supporting transit-supportive development and redevelopment along designated transit streets and in the vicinity of light rail stations. The amendments support this objective because the plan fosters a transit-supportive and transit-oriented development pattern along this designated main street.
107. **Objective E** calls for promoting safe and pleasant bicycle and pedestrian access to and circulation within commercial areas, and providing convenient, secure bicycle parking for employees and shoppers. The amendments support this objective because action items call for improvements to the pedestrian realm and bicycle parking as part of the MTIP improvements.
108. **Objective F** calls for encouraging a wide range of goods and services in each commercial area in order to promote air quality and energy conservation. The amendments support this objective because they provide

land use and zoning designations that will support a wide range of commercial goods and services along the main street. Additionally, land use and zoning designations will foster additional residential development in the area to help bolster the market area and help support commercial uses.

109. **Objective H** calls for pursuing transportation and parking improvements that reinforce commercial, industrial, and residential districts. The *Division Green Street/Main Street Plan* is supportive of this objective because the “preferred” transportation alternatives are intended to create permanent on-street parking opportunities that currently are used as travel lanes during peak commute hours. The proposed changes will better support the main street designation of Division than the current configuration.
110. **Policy 5.6, Area Character and Identity Within Designated Commercial Areas**, calls for promotion and enhancement of the special character and identity of Portland’s designated commercial areas. The amendments support this policy because they recognize the unique character of the Division commercial areas, and apply land use and zoning designations designed to maintain and enhance community-desired small town qualities.
111. **Policy 5.7, Business Environment Within Designated Commercial Areas**, calls for promotion of a business environment within designated commercial areas that is conducive to the formation, retention, and expansion of commercial businesses. The amendments support this policy because they allow for a broad array of commercial activities in the main street commercial areas.
112. **Policy 5.8, Diversity and Identity in Industrial Areas**, calls for promotion of a variety of efficient, safe, and attractive industrial sanctuary and mixed-employment areas in Portland. The *Division Green Street/Main Street Plan* is not proposing any changes to the existing industrial areas near the Division corridor. This policy and its objectives are not applicable.
113. **Policy 5.9, Protection of Non-Industrial Lands**, calls for protection of nonindustrial lands from the potential adverse impacts of industrial activities and development. The *Division Green Street/Main Street Plan* is not proposing any changes to the existing industrial areas near the Division corridor. This policy and its objectives are not applicable.
114. **Goal 6, Transportation**, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendments are consistent with this goal for the reasons stated in the Goal 6 policies and objectives, stated below.
115. **Policy 6.1, Coordination**, calls for coordinating with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services. The *Division Green Street/Main Street Plan* supports this policy because other agencies, including TriMet, Metro, and ODOT, were involved in the planning process and represented on the project technical advisory group.
116. **Objective B** calls for participating in Metro’s processes for allocating and managing transportation funds and resources to achieve maximum benefit with limited available funds. The *Division Green Street/Main Street Plan* supports this objective because transportation funding which implements the first phase of recommendations has been secured through a MTIP grant from Metro.
117. **Policy 6.2, Public Involvement**, supports a public involvement process that provides information about transportation issues and projects. The *Division Green Street/Main Street Plan* process supports this policy because a number of public involvement opportunities, including neighborhood walks, a community working group, three public events, and web site information were included in the planning process.
118. **Policy 6.3 Transportation Education**, calls for providing education programs and activities that promote a multimodal transportation system. The *Division Green Street/Main Street Plan* process contained an educational component that provided information on various modes using Division and on elements of green infrastructure and how it could be incorporated into the street’s design.
119. **Policy 6.4 Classification Descriptions**, describe the types of motor vehicle, transit, bicycle, pedestrian, truck, and emergency vehicle movement that should be emphasized on each street. The “preferred” alternatives are consistent with the classifications for Division and therefore are consistent with this policy.

120. **Policy 6.5, Traffic Classification Descriptions**, describes the hierarchy of traffic streets. The "preferred" transportation alternatives conform to Division's classification as a Neighborhood Collector.
121. **Policy 6.6, Transit Classification Descriptions**, describes the hierarchy of transit streets. The "preferred" transportation alternatives conform to Division's classification as a Major Transit Priority Street.
122. **Policy 6.7, Bicycle Classification Descriptions**, describes the hierarchy of bicycle streets. The "preferred" transportation alternatives conform to Division's classification as a Local Service Bikeway between 11th and 52nd and a City Bikeway between 52nd and 60th. Further analysis of the feasibility of bike lanes between 52nd and 60th will be examined in the next phase of planning and street design for the Division corridor.
123. **Policy 6.8, Pedestrian Classification Descriptions**, describes the hierarchy of pedestrian streets and the function of pedestrian districts. The "preferred" transportation alternatives conform to Division's classification as a City Walkway. Numerous improvements are proposed to improve pedestrian safety and convenience along the Division corridor.
124. **Policy 6.9, Freight Classification Descriptions**, describes the hierarchy of freight streets and the function of freight districts. The "preferred" transportation alternatives conform to Division's classification as a Minor Truck Street.
125. **Policy 6.10, Emergency Classification Descriptions**, describes the hierarchy of emergency response streets. The "preferred" transportation alternatives conform to Division's classification as a Major Emergency Response Street.
126. **Policy 6.11, Street Design Classification Descriptions**, describes the hierarchy of street design for Portland's streets. Currently Division is classified as a Community Corridor between 11th and 33rd and between 50th and 60th and as a Community Main Street between 33rd and 50th. The "preferred" transportation alternatives assume that the Community Main Street designation will be applied between 20th and 33rd in place of the Community Corridor designation to conform with the land use, urban design, and transportation goals for the corridor. The TSP will be amended to reflect this change.
127. **Policy 6.12, Regional and City Travel Patterns**, supports the use of the street system consistent with its state, regional, and city classifications. The "preferred" transportation alternatives are consistent with Division's classification as a local traffic street, frequent bus street, local freight street, local bicycle street, and transit/mixed-use corridor. A recommendation will be made to Metro to change the RTP street design classification from a Community Street to a Community Boulevard between SE 20th and SE 50th to match the recommended city street design classification.
128. **Policy 6.13, Traffic Calming**, supports managing traffic on neighborhood collectors and local streets consistent with the land uses they serve and with their classifications. The "preferred" transportation alternatives are consistent with Division's Neighborhood Collector designation. The next phase of planning and street design will ensure that the final design will not result in unacceptable diversion onto parallel local streets.
129. **Objective A** calls for managing traffic on Neighborhood Collectors and Local Service Streets consistent with the land uses they serve and to preserve and enhance neighborhood livability. The "preferred" transportation alternatives are intended to reinforce the recommended land use plan for the Division corridor by calming traffic along the main street with curb extensions and marked pedestrian crossings.
130. **Objective C** encourages nonlocal traffic, including trucks, to use streets of higher traffic and truck classifications through design, operations, permitting, and signing. The "preferred" transportation alternatives include modifications to intersections that will discourage through-traffic from using Division.
131. **Objective E** calls for implementing measures on Neighborhood Collectors that do not result in significant diversion of traffic to streets of lower classification. The next phase of planning and street design will further evaluate the "preferred" transportation alternatives to ensure that unacceptable levels of diversion will not occur onto parallel local streets.
132. **Objective F** supports traffic speeds through enforcement and design in high-density 2040 Growth Concept areas, including main streets and centers, to levels that are comfortable for bicyclists and pedestrians. The *Division Green Street/Main Street Plan* supports this objective because the plan recommends curb

extensions at key transit stops and pedestrian crossings to improve safety and comfort on a designated main street.

133. **Policy 6.15, Transportation System Management**, gives preference to transportation improvements that use existing roadway capacity efficiently. The "preferred" transportation alternatives both include changes to signal timing to improve traffic flow and protected left turns at 39th from Division to facilitate left-turn movements and reduce congestion at this intersection.
134. **Policy 6.16, Access Management**, promotes an efficient and safe street system with adequate access to planned land uses. The *Division Green Street/Main Street Plan* supports this policy by assuring that there will be access to the planned land uses.
135. **Policy 6.17, Coordinate Land Use and Transportation**, calls for implementing the Comprehensive Plan Map and the 2040 Growth Concept through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs. The *Division Green Street/Main Street Plan* supports this policy because development of the plan was a joint effort between the Bureau of Planning and Office of Transportation. The plan proposes both land use and transportation system changes that are consistent with and supportive of the Transportation System Plan functional classifications for Division, as well as the policies and map designations of the 2040 Growth Concept.
136. **Policy 6.18, Adequacy of Transportation Facilities**, calls for ensuring that amendments to the Comprehensive Plan (including goal exceptions and map amendments), zone changes, conditional uses, master plans, impact mitigation plans, and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The *Division Green Street/Main Street Plan* conforms to this policy because the transportation alternatives considered the impacts of changes over the 20-year life of the plan. Comprehensive Plan Map amendments will transition the corridor away from the auto-oriented development that is currently allowed to a pedestrian-oriented type of commercial development. This transition will have a positive impact on the functioning of the street. The inner southeast arterials are covered by an action plan in the TSP that acknowledges that, while the east-west arterials will experience some congestion during the evening peak period, other qualities of the area will mitigate for this congestion. Mitigating qualities include: a mix of uses that allow the east-west main streets (Burnside, Hawthorne, Belmont, Foster, Woodstock, and Division) to function much like a town center; the high-quality transit system that provides frequent service and results in a high mode split for alternatives to the single-occupant vehicles; the dense grid of local streets that take pressure off of the arterial system; and parking maximums for all uses other than residential. The inner-southeast areas will also see a number of projects – either recently completed or planned – that mitigate for the expected increases in traffic. These projects include the Burnside-Couch couplet and multimodal projects on Belmont, Holgate, 39th, 60th, Powell and Division.
137. **Policy 6.19, Transit-Oriented Development**, calls for reinforcing the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers. The *Division Green Street/Main Street Plan* supports this policy because it includes increases in residential and employment density in key areas along the Division main street.
138. **Objective A** considers the existing or planned availability of high-quality transit service when adopting more intensive residential, commercial, and employment designations. The *Division Green Street/Main Street Plan* supports this objective because zone changes proposed slightly increase allowed housing density along Division, which is classified in the TSP as a Major Transit Priority Street.
139. **Objective B** focuses on medium-density and high-density development, including institutions, in transit-oriented developments along transit lines. The *Division Green Street/Main Street Plan* supports this objective because all higher density zone changes proposed by the plan are adjacent to Division, a Major Transit Priority Street with frequent service on the No. 4 line.
140. **Objective D** calls for examining the benefits of limiting drive-through facilities in existing or planned areas of high-intensity development and high levels of pedestrian, bicycle, and transit activity when planning studies are being done for these areas. The *Division Green Street/Main Street Plan* supports this objective because existing and proposed zone changes prohibit drive-through facilities along the main street corridor.

141. **Policy 6.20, Connectivity**, supports development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods and other activity centers. The *Division Green Street/Main Street Plan* is consistent with this policy because the inner southeast area currently has a dense grid of interconnected streets. The plan will improve connections across and along Division to better serve existing and new development.
142. **Policy 6.21, Right-of-Way Opportunities**, calls for preserving existing rights-of-way. The *Division Green Street/Main Street Plan* is consistent with this policy because it does not propose vacating any right-of-way.
143. **Policy 6.22, Pedestrian Transportation**, calls for planning and completing a pedestrian network. The *Division Green Street/Main Street Plan* is supportive of this policy because it includes actions to improve the pedestrian realm along the Division corridor.
144. **Objective B** supports walking to transit by giving priority to the completion of the pedestrian network that serves transit centers, stations, and stops; providing adequate crossing opportunities at transit stops; and planning and designing pedestrian improvements that allow adequate space for transit stop facilities. The "preferred" transportation alternatives support this objective because many of the new curb extensions and pedestrian crossings are at key transit stops.
145. **Objective C** supports improving the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that all construction in the right-of-way meets a pedestrian quality standard and by developing special design districts for Pedestrian Districts and main streets. The Pedestrian Design Guide has been developed and is used in designing all street improvement projects. Generally, Division's existing sidewalk meets the recommended 12-foot width. Where the sidewalk is substandard at the 42nd "curve," the sidewalk is proposed to be widened to 12 feet. New curb extensions and curb ramps will also conform to the design guide.
146. **Objective D** supports increasing pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations; making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use; and supporting changes to adopted statutes and codes that would enhance pedestrian safety. The "preferred" alternatives support this objective because the recommended improvements include new marked crossings, signal improvements, and new curb extensions.
147. **Policy 6.23, Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. The *Division Green Street/Main Street Plan* supports this policy as the "preferred" alternatives include adding "bike boxes" at 7 Corners to aid bicyclists traveling north/south through this busy intersection.
148. **Objective A** supports completing a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations. One of the "preferred" alternatives supports this objective by identifying bike lanes as an improvement between 52nd and 60th. Additional analysis will be conducted during the next phase of planning and street design to determine whether bike lanes are feasible in this segment of the corridor.
149. **Objective B** calls for continuous bicycle facilities and eliminating gaps in the bike lane system. The segment of Division between SE 52nd and 60th represents a gap in the bike lane system. Additional analysis will be conducted during the next phase of planning and street design to determine whether bike lanes are feasible in this segment of the corridor. Existing bike boulevards provide a continuous east-west route north and south of Division.
150. **Objective E** calls for providing short-term and/or long-term bicycle parking in commercial districts and along main streets. The *Division Green Street/Main Street Plan* supports this objective by including an action to add bicycle parking along the corridor, especially at commercial nodes. The next phase of planning and street design will identify specific locations for new bike parking.
151. **Policy 6.24, Public Transportation**, supports development of a public transportation system that conveniently serves city residents and workers. The *Division Green Street/Main Street Plan* is supportive of this policy because it encourages the use of transit as an alternative to single-occupant vehicles and

recommends improvements to transit facilities to improve access to transit, including new curb extensions at key transit stops.

152. **Objective D** recommends implementation of transit preferential measures on Major Transit Priority Streets. Division is classified as a Major Transit Priority Street. Some transit preferential measures have been implemented, such as curb extensions, but additional locations are recommended as part of the *Division Green Street/Main Street Plan*.
153. **Policy 6.25, Parking Management**, calls for managing the parking supply to achieve transportation policy objectives. The *Division Green Street/Main Street Plan* supports this policy because the "preferred" transportation alternatives have, as a goal, the return of full-time parking in the area of the corridor that currently has part-time parking limitations.
154. **Objective A** supports implementing measures to achieve Portland's share of the mandated 10 percent reduction in parking spaces per capita within the metropolitan area over the next 20 years. The *Division Green Street/Main Street Plan* supports this objective because it supports greater access to alternative modes of travel and a greater mix of land uses and density adjacent to frequent bus service.
155. **Objective C** supports parking management programs and strategies that improve air quality, reduce congestion, promote alternatives to the drive-alone commute, and educate and involve businesses and neighborhoods. The *Division Green Street/Main Street Plan* supports this objective because a number of the actions are intended to promote alternatives to the drive-alone commute and educational efforts including the current East Hub project being conducted by Travel Options.
156. **Policy 6.26, On Street Parking Management**, calls for managing the supply, operations and demand for parking and loading in the public right-of-way. The current on-street parking system may discourage parking because of the need to move vehicles during the peak hours in the peak direction. The "preferred" transportation alternatives are looking at the current part-time travel/parking lanes to see whether this approach can be improved to provide more certainty for drivers and drivers looking for parking. Both alternatives under review will restore some of the currently impacted parking.
157. **Objective A** supports land uses in existing and emerging regional centers, town centers, and main streets with an adequate supply of on-street parking. The "preferred" transportation alternatives use two strategies to provide additional permanent on-street parking in place of the current part-time parking between 11th and 28th.
158. **Policy 6.27, Off-Street Parking, and Objective A** support regulating off-street parking to promote good urban form. The *Division Green Street/Main Street Plan* is consistent with this policy because there is no required off-street parking along this high-quality transit service. No changes are being proposed.
159. **Objective B** encourages the redevelopment of surface parking lots into transit-supportive uses. The *Division Green Street/Main Street Plan* supports this objective by providing more flexible commercial zoning that will allow more efficient use of the small lots typical along Division, such as changing from zones that have required setbacks to those that don't.
160. **Policy 6.28, Travel Management**, calls for reducing congestion, improving air quality, and mitigating the impact of development by supporting transportation choices through demand management programs and through education and public information. The *Division Green Street/Main Street Plan* supports this policy through actions that support programs like the East Hub project.
161. **Policy 6.29, Freight Intermodal Facilities and Freight Activity Areas, and Objective B** support developing and maintaining an intermodal transportation system and addressing freight movement and access needs when conducting multimodal transportation studies or designing transportation facilities. The *Division Green Street/Main Street Plan* supports this policy because freight needs were taken into account in the development of all recommended transit improvements.
162. **Policy 6.30, Truck Movement**, provides for a complete, safe, and reliable system of truck streets. The *Division Green Street/Main Street Plan* does not conflict with this policy. No changes are being proposed to the street that are inconsistent with Division's classification as a Minor Truck Street.
163. **Policies 6.31, Regional Trafficways, 6.32, Multimodal Passenger Service, 6.33, Congestion Pricing** do not apply because these policies relate to regional policy rather than city streets.

164. **Policies 6.34, 6.35, 6.36**, do not apply because they relate to district policies in the North, Northeast, and Far Northeast districts.
165. **Policy 6.37, Southeast Transportation District**, calls for reducing travel demand and reliance on the automobile. The *Division Green Street/Main Street Plan* is supportive of this policy because both transportation alternatives under consideration include elements that will encourage walking, bicycling, and taking transit.
166. **Objective C** calls for operating Neighborhood Collectors to function primarily as circulation for district traffic rather than as regional streets, even where they carry a significant amount of regional traffic. The *Division Green Street/Main Street Plan* is supportive of this objective because both transportation alternatives under consideration will reduce capacity of the street, slowing traffic and discouraging long distance commuter traffic.
167. **Objective D** supports facilitating pedestrian access and safety in SE Portland including enhancing pedestrian crossings. The *Division Green Street/Main Street Plan* supports this objective because both "preferred" alternatives include a number of new marked pedestrian crossings with curb extensions.
168. **Objective E** supports improving access and safety for bicycles through the addition of east/west bicycle routes. Southeast Division is classified as a City Bikeway between SE 52nd and the city limits. Phase 2 of the project will evaluate the feasibility of adding bike lanes to the portion of the street east of 52nd and up to the existing bike lanes. Both "preferred" alternatives can accommodate bike lanes.
169. **Objective I** supports improvements to cross-town transit service. The *Division Green Street/Main Street Plan* is consistent with this objective because both "preferred" alternatives include new curb extensions at key transit stops to improve access to transit.
170. **Objective N** supports livability in southeast neighborhoods by improving the efficiency of parking and loading in commercial areas. The *Division Green Street/Main Street Plan* is consistent with this objective because both "preferred" alternatives include configurations that return on-street parking to full-time status.
171. **Policies 6.38 through 6.40** are not applicable because they apply to the Far Southeast, Northwest and Southwest Transportation Districts.
172. **Goal 7, Energy**, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The *Division Green Street/Main Street Plan* is consistent with this goal because it promotes a transit-oriented development pattern centered on a Metro 2040 main street area. This development pattern is likely to reduce the need for single-occupant vehicle trips. Further, many of the new structures in these areas may be multistory, multidwelling, or attached units, which may reduce energy expended on heating and cooling when compared to a comparable level of development in low-rise and/or detached structures.
173. **Policy 7.4, Energy Efficiency Through Land Use Regulations**, calls for promoting residential, commercial, industrial, and transportation energy efficiency and the use of renewable resources. The *Division Green Street/Main Street Plan* supports this policy because the proposed land use pattern makes efficient use of land resources and concentrates development into areas that are well served by existing and planned transit services, and infrastructure.
174. **Objective A**, calls for promoting land use patterns that increase energy efficiency in buildings and transportation systems by making energy efficiency a critical element when developing new zoning regulations and modifying old regulations and the comprehensive map. This objective applies to the following long-range planning efforts: (1) downtown, regional, and neighborhood commercial service centers and central industrial areas with a balance of complementary retail and employment activities. Locate them near major arterials and transit lines; (2) medium- and high-density residential zones in and adjacent to the downtown core. Develop other general commercial centers and medium-density residential zones adjacent to neighborhood service centers; (3) housing adjacent to employment areas; (4) planned unit developments to include mixed-uses; (5) zero lot line/common wall construction in designated low- and medium-density residential zones (6) buildable "substandard" lots; (7) secondary rental units in single-family, owner-occupied homes. The *Division Green Street/Main Street Plan* supports this objective in several ways: (1) it focuses and reinforce commercial activities along a main street area through use of appropriate zones; (2) it focuses medium-density multidwelling residential zones (R1) in locations adjacent

to the commercial area along Division; (3) it maintains housing potential in the area, which is close to employment in the Central Eastside; (4) it allows for and fosters mixed-use development in a variety of situations; and (5) it provides opportunity for common wall construction of row houses and multidwelling units in several areas (R 2.5, R2, R1 zones).

175. **Objective B**, calls for promoting density, location, and mix of land uses that decrease the length of required daily trips and encourage the consolidation of related trips. The *Division Green Street/Main Street Plan* supports this objective because it promotes a transit-oriented development pattern with residential, commercial, and employment uses centered around a designated Metro 2040 main street.
176. **Objective C** calls for promoting medium- to high-density residential development near proposed transit stations and medium-density residential development along major transit routes. The *Division Green Street/Main Street Plan* supports this objective because it provides for medium-density multidwelling residential development along the Division main street, which is well served by transit.
177. **Policy 7.6, Energy Efficient Transportation**, calls for providing opportunities for nonauto transportation and for reducing gasoline and diesel use by increasing fuel efficiency. The *Division Green Street/Main Street Plan* supports this policy because it provides for a transit-supportive development pattern that will increase opportunities for using transit, walking, and bicycling to destinations for those living, visiting, and doing business in and around the plan area. Both of the "preferred" alternatives include changes to Division that improve the environment for walking, biking, and taking the bus, including bike boxes, curb extensions, and marked crossings.
178. **Goal 8, Environment**, calls for maintaining and improving the quality of Portland's air, water, and land resources, as well as protecting neighborhoods and business centers from noise pollution. The *Division Green Street/Main Street Plan* is consistent with this goal because it will facilitate efficient use of land resources, through intensifying development opportunity in an area that is currently urbanized and served by public facilities.
179. **Policy 8.4, Ride Sharing, Bicycling, Walking, and Transit**, calls for promoting the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area. The *Division Green Street/Main Street Plan* supports this policy because the plan promotes a development pattern that will enhance opportunities to reach destinations by walking, bicycling, or by transit. The "preferred" alternatives include changes to the street that will promote walking and bicycling experiences through enhanced streetscape.
180. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The amendments are consistent with this goal because the planning process included extensive opportunities for citizen involvement. Some citizen involvement and outreach activities are listed below. Also see State Goal 1 of this document and Exhibit B: *Division Green Street/Main Street Plan Technical Appendix*.
 - a) In 2003, prior to the commencement of the *Division Green Street/Main Street Plan* process, the City of Portland and a group of Division community members known as the DivisionVision Coalition worked together to create the scope of work for the future project. The scoping process was facilitated by Oregon Solutions, an agency that helps develop solutions to local problems through partnerships between government, business, and nonprofit organizations.
 - b) During spring and summer 2004, the project team began publicizing the Division Green Street/Main Street planning process and recruiting community members to participate. Project staff attended a booth at the Division Street Fair in July 2004 to announce the kick off of the legislative planning process.
 - c) A 17-member citizen working group (CWG) composed of representatives from local neighborhood and business associations, as well as several at-large members, was formed in summer 2004 and held its first meeting in September of that same year. The group served as an advisory body, not a decision-making body, to consider the diverse interests of the community and represent a range of perspectives on planning issues. The CWG met 11 times prior to the Planning Commission public hearing. Their feedback helped inform the development of the plan.

- d) A technical advisory group (TAG) began meeting in the fall of 2004 through the spring of 2005. The TAG, composed of city, regional, county, and state agency staff and community development organizations met regularly to provide input on regulatory and public service issues affecting or affected by the plan. The TAG also assisted in evaluating the technical aspects of the plan to determine the feasibility of plan proposals. The information and feedback provided by this group was shared at community meetings and with the CWG, and helped shape the plan and its implementation strategies.
- e) The *Division Green Street/Main Street Plan* process included an extensive public outreach program beginning September 2004 and continuing through the first public hearings with the Portland Planning Commission on September 27, 2005.
- f) A series of neighborhood walks were conducted in fall 2004. The Division corridor was divided into four sections, and each walk focused on one of the sections. Roughly 45 people participated in these walks. Participants identified issues and concerns and shared observations and ideas that were recorded via notes and photos. A second round of neighborhood walks was held on April 8, 2005 to discuss residents' ideas and questions regarding the land use and transportation alternatives.
- g) In winter 2005, a flier was mailed to over 10,000 addresses along the Division corridor announcing the *Division Green Street/Main Street Plan* process and inviting the public to attend a kick-off event in January 2005.
- h) On January 22, 2005, over 200 community members attended a kick-off workshop for the *Division Green Street/Main Street Plan* where they responded to questions about their goals for the street, a draft concept for the corridor, and their experience as a user of the street. Community priorities and desires were recorded to assist in the land use and transportation alternatives. A summary of workshop comments was available on the project website.
- i) On April 2, 2004, a community open house was attended by over 100 community members. Participants were asked to weigh in on urban design and general land use and zoning concepts as well as several corridor-wide and nodal transportation alternatives. Community members had the opportunity to fill out a comprehensive comment form, the results of which were compiled and made available on the project website.
- j) Five land use and design meetings were held in spring and summer of 2005. During the spring, community members shared preferences regarding land use and intensity of development in the plan area and helped craft the rezoning proposal. During the summer, the discussion transitioned to topics of infill design and how to ensure that new development is of high quality. The group articulated the need for and helped shape the land use regulations proposed for the corridor.
- k) Two transportation meetings were held in spring of 2005 where community members shared ideas and reviewed analysis of transportation concepts for the *Division Green Street/Main Street Plan*. At these meetings, participants debated and evaluated the feasibility and desirability of specific intersection alternatives for SE Division and 20th/21st/Ladd, also known as "Seven Corners."
- l) Meetings with the business community were held on January 25, April 19, May 3, August 16, and September 20, 2005 to provide information and elicit comments regarding the plan process, the goals and objectives of the plan, the draft concept, the draft alternatives and regulations, and the proposed plan. These were regularly scheduled meetings of the Central Eastside Industrial Council and the Division/Clinton Business Association.
- m) On June 18, 2005, a workshop was held to allow the public to review the draft plan for the corridor and to provide feedback on the zoning proposal and the final transportation alternatives. Over 2,500 fliers announcing the event were mailed to the project list as well as to all property owners whose property is within 500 feet of Division. Approximately 120 people attended this event. Input from this open house was reviewed by project staff and the CWG, and was used to modify elements of the plan before it was released as the *Proposed Division Green Street/Main Street Plan* for public review and Planning Commission consideration.
- n) During the development of the plan, project staff attended meetings of the DivisionVision Coalition and the HAND, Richmond, South Tabor, and Mt. Tabor neighborhood associations. Project staff briefed the Pedestrian Advisory Committee and the Bicycle Advisory Committee, as well as the Southeast Uplift

Land Use and Transportation Committee and Central Eastside Industrial Council Land Use and Transportation Committee. Project staff also hosted a booth at the Division Street Fair on July 23, 2005, to speak with the community about the draft plan and to describe the opportunities to participate in the planning process. A list of outreach activities is included in the public involvement section of the plan's technical appendix.

- o) The *Division Green Street/Main Street Plan* process was the focus of articles in The Oregonian, The Portland Tribune, and was covered by local newspapers including the Southeast Examiner.
- p) The City of Portland Planning Commission held a hearing on the *Division Green Street/Main Street Plan* on the evening of September 27, 2005. The community had the opportunity to offer public testimony on the plan. The public record remained open until October 18, 2005. (The record remained open until November 8th for ten properties that received a delayed notice due to a rezoning proposal on their properties to address a mapping error known as split zoning.)

- 181. **Policy 9.1, Citizen Involvement Coordination**, calls for encouraging citizen involvement in land use planning projects through coordination with community organizations, availability of planning reports and notice of public hearings. The amendments support this policy because the plan was developed with feedback and input from representatives of local neighborhood associations and business associations. Other community organizations were informed of the process and given plan updates; participation from these groups and individuals was also solicited. A list of organizations contacted is listed in the *Division Green Street/Main Street Plan Technical Appendix*.
- 182. **Policy 9.3, Comprehensive Plan Amendment**, calls for allowing for the review and amendment of the adopted *Comprehensive Plan* which ensures citizen involvement opportunities for the city's residents, businesses, and organizations. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan* that was conducted with input and feedback from local neighborhood and business associations and other groups and individuals.
- 183. **Goal 10, Plan Review and Administration**, requires that Portland's *Comprehensive Plan* undergo a periodic review. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan*. The proposed amendments have been sent to the Department of Land Conservation and Development for review.
- 184. **Policy 10.2, Comprehensive Plan Map Review**, calls for implementing a community and neighborhood planning process for review and update of the *Comprehensive Plan Map*. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan*, at the area and neighborhood plan level.
- 185. **Policy 10.4, Comprehensive Plan Map**, calls for the *Comprehensive Plan Map* to be the official long-range planning guide for uses and development in the city. The amendments support this policy because they are amendments to the *Comprehensive Plan Map* which guides uses and development within the city and is implemented by the Portland Zoning Code and Zoning Map.
- 186. **Policy 10.5, Corresponding Zones and Less Intense Zones**, requires that base zones either correspond to the *Comprehensive Plan Map* designation or be a zone less intense than the corresponding zone. The amendments support this policy because the applied base zones correspond to the *Comprehensive Plan Map* designation.
- 187. **Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures**, requires that all proposed amendments to implementing ordinances be reviewed by the Planning Commission prior to action by the City Council. The amendments support this policy because the Planning Commission reviewed the proposed amendments and took public testimony at a public hearing on September 27, 2005. The Planning Commission held a subsequent work session on November 8, 2005. The Planning Commission finalized its recommendation to Portland City Council on November 8, 2005, which was forwarded to City Council for a public hearing on December 7, 2005.
- 188. **Policy 10.7, Amendments to the Comprehensive Plan Map**, requires that amendments be supportive of the overall *Comprehensive Plan* and Map, be consistent with the Statewide Planning Goals, and be consistent with any adopted applicable area plans. When the amendment is from a residential or urban commercial to another nonresidential designation, the policy requires that there be no net loss of housing

units. The amendments support this policy because the amendments do not include a net loss of housing as a result of amendments from a residential or urban commercial to another nonresidential designation. See also Policy 4.2, Maintain Housing Potential.

189. **Policy 10.10, Amendments to the Zoning and Subdivision Regulations**, requires amendments to the zoning and subdivision regulations to be clear, concise, and applicable to the broad range of development situations faced by a growing, urban city. The amendments support this policy because they offer clear and concise standards and direction for development. The amendments include zoning code amendments that create a main street overlay, the purpose of which is to foster urban development in a way that is more tailored for the unique circumstances of Division Street.
190. **Objective A**, calls for promoting good planning by: effectively and efficiently implementing the *Comprehensive Plan*; addressing present and future land use problems; balancing the benefits of regulations against the costs of implementation and compliance; and assuring that Portland remains competitive with other jurisdictions as a location in which to live, invest, and do business. The amendments support this objective because they: analyzed future land use needs and issues to provide for housing and commercial needs in this part of Portland; apply appropriate *Comprehensive Plan* map designations to foster a future land use pattern that provides for a balance of housing, commercial, and employment opportunities; and implement the *Comprehensive Plan* through changes to the zoning map and zoning code regulations.
191. **Objective B**, calls for assuring good administration of land use regulations by: keeping regulations simple; using clear and objective standards wherever possible; maintaining consistent procedures and limiting their number; establishing specific approval criteria for all land use reviews; emphasizing administrative procedures for land use reviews; and avoiding overlapping reviews. The amendments support this objective because they use base zone development standards and regulations for most situations and only apply special provisions of the Zoning Code, in the form of a main street overlay, where needed to achieve special objectives not accomplished through base zone regulations.
192. **Policy 10.13, Design Review**, calls for development of recommendations for City Council consideration for additional areas where design review would be appropriate and preparation of design review standards for both existing and proposed areas. The amendments support this policy because they recommend application of the main street overlay that consists of design standards.
193. **Goal 11 A, Public Facilities, General**, calls for provision of a timely, orderly, and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The amendments are consistent with this goal because the planned land use pattern and density is generally consistent with the existing planned density in the plan area. Service bureaus indicate that public facilities are adequate to meet current demand, and that additional facilities are or can be made available to accommodate the anticipated level of development.
194. **Policy 11.2, Orderly Land Development**, calls for urban development to occur only where urban public facilities and services exist or can be reasonably made available. The amendments support this policy because they focus transit-oriented and supportive development in the Metro 2040 designated Division Street main street area, where urban public facilities and services currently exist.
195. **Policy 11.3, Orderly Service Extension**, calls for improvement and expansion of urban public facilities or services to not stimulate development that significantly precedes the ability to provide all other necessary urban public facilities and services at uniform levels. The amendments support this policy because they do not propose public facilities and services at levels likely to stimulate development that may create a disproportionate demand for other public facilities and services.
196. **Policy 11.4, Capital Efficiency**, calls for supporting maximum use of existing public facilities and services by encouraging higher density development and development of vacant land within already developed areas. The amendments support this policy because they focus development at higher densities along the Division main street corridor, which is already developed.
197. **Goal 11 B, Public Rights-of-Way**, supports improving Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public right-of-way, implementing street plans, maintaining and improving the city's streets, and allocating limited resources to identified needs of

neighborhoods, commerce, and industry. The *Division Green Street/Main Street Plan* supports this policy because it includes the transportation concept that will form the basis for street improvements to be implemented in phases along the study area.

198. **Policy 11.8, Environmental Sustainability in Transportation**, calls for working toward the city's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways. The *Division Green Street/Main Street Plan* includes two "preferred" transportation alternatives that are intended to incorporate sustainable design solutions.
199. **Policy 11.9, Project Selection**, calls for giving priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita while supporting economic vitality and sustainability. The *Division Green Street/Main Street Plan* supports this policy because it will support compact, mixed-use development along a 2040 main street, which is well served by transit and is walkable.
200. **Policy 11.10, Street Design and Right-of-Way Improvements**, call for designing improvements to transportation facilities to implement transportation and land use goals and objectives. The *Division Green Street/Main Street Plan* supports this policy because the street design called for will support the land use pattern called for in the plan.
201. **Policy 11.11, Street Plans**, promote a logical, direct, and connected street system. There is no conflict with this policy because the Division corridor is within the well-developed grid of southeast Portland.
202. **Policy 11.12, Maintenance**, supports activities and programs that preserve, maintain, and prevent deterioration of the existing transportation system. The *Division Green Street/Main Street Plan* is supportive of this policy because the plan lays the framework for the grant that will allow for the preservation project for SE Division between SE 6th and 39th Avenues.
203. **Policy 11.13, Performance Measures**, calls for evaluating the performance of the transportation system at five-year intervals, using a set of benchmarks. The *Division Green Street/Main Street Plan* is supportive of this policy because it includes baseline mode split data that will be used to measure the effectiveness of the goals of the plan in achieving the mode split targets called for by the Regional Transportation Plan and the city's TSP.
204. **Goal 11 C, Sanitary and Stormwater Facilities**, calls for an efficient, adequate, and self-supporting wastewater collection treatment and disposal system which will meet the needs of the public and comply with federal, state, and local clean water requirements. The amendments are consistent with this goal. The amendments call for exploring innovative treatment of stormwater facilities for selected rights-of-way to provide a more sustainable stormwater management system. Wastewater systems are in place and are either currently adequate or can be made adequate to accommodate future development.
205. **Goal 11 E, Water Service**, calls for an efficient, adequate, and self-sustaining water supply and delivery system that will meet the future needs of the community. The amendments are consistent with this goal. Water supply systems are in place and are either currently adequate or can be made adequate to accommodate future development.
206. **Goal 11 F, Parks and Recreation**, calls for maximizing the quality, safety, and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The amendments of the *Division Green Street/Main Street Plan* are consistent with this goal because existing parks and designated open space areas are preserved within the plan area.
207. **Goal 11 G, Fire**, calls for the development and maintenance of facilities that adequately respond to the fire protection needs of Portland. The amendments are consistent with this goal. The Fire bureau has indicated that systems are in place and are either currently adequate or can be made adequate to accommodate future development.
208. **Policy 11.53, Service Level**, calls for providing a uniform level of fire protection throughout the city through a combination of both prevention and suppression activities. The amendments are not inconsistent with this policy.

209. **Goal 11 H, Police**, calls for the development and maintenance of facilities that allow police personnel to respond to public safety needs as quickly and efficiently as possible. The amendments are consistent with this goal, as they do not call for a change to police service in the area.
210. **Goal 12, Urban Design**, calls for the enhancement of Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality, private developments and public improvements for future generations. The amendments are consistent with this goal because they call for special features to address and enhance the quality and design of new development, and propose strategies to preserve and restore key historic buildings, elements, and features in the community.
211. **Policy 12.1, Portland's Character**, calls for enhancing and extending Portland's attractive identity by building on design elements, features, and themes identified within the city. The amendments support this policy because they include application of the main street overlay zone for the Division corridor between SE 19th and SE 50th. The amendments include specific standards to foster a development pattern that respects and builds upon unique attributes of this area and the desired future development pattern.
212. **Policy 12.2, Enhancing Variety**, calls for promoting the development of areas of special identity and urban character. The amendments support this policy because they include application of the main street overlay zone and other features to enhance the unique identity and character of this area. (See Policy 12.1 finding.)
213. **Policy 12.3, Historic Preservation**, calls for enhancing the city's identity through the protection of Portland's significant historic resources. The amendments support this policy because they call for enhancement of the unique and historic features of the plan area.
214. **Policy 12.4, Provide for Pedestrians**, calls for providing a pleasant, rich, and diverse experience for pedestrians which includes comfortable, safe, and attractive pathways. The *Division Green Street/Main Street Plan* supports this policy because it proposes streetscape enhancements to improve the pedestrian realm. Further, application of base zones to promote pedestrian-oriented development is proposed to replace auto-oriented zoning that is not supportive of the pedestrian environment.
215. **Policy 12.5, Promote the Arts**, calls for humanizing the city through promotion of the arts and excellence in design. The amendments support this policy because they call for coordination between the community, TriMet, the Regional Arts Council, and the Office of Transportation to incorporate art into future development and improvements. Further, they call for application of the main street overlay zone, which will improve the design and quality of development in the study area.
216. **Policy 12.6, Preserve Neighborhoods**, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places. The amendments support this policy in several ways. The amendments propose no change to the area outside the plan area, preserving the stability of established residential areas and smaller commercial nodes. They focus areas of change and growth into identified main street areas and apply *Comprehensive Plan* map and base zone designations to promote future development that is appropriate for these locations and supportive of regional and city policies for development. The amendments also feature appropriate height transitions from higher- to lower-intensity neighborhoods to support neighborhood quality, attractiveness, and stability.
217. **Policy 12.7, Design Quality**, calls for enhancing Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. The amendments support this policy because they call for innovative design for development that promotes water quality and other desired design features in both public and private projects.
218. **Policy 12.8, Community Planning**, calls for considering urban design issues as part of area plans. The amendments support this policy because they address and consider urban design as part of the *Division Green Street/Main Street Plan*. The planning process created an urban design concept that guided development of the rezoning and transportation alternatives in the study area.

Outer Southeast Community Plan Findings

- 219. The **Economic Development Policy** calls for improving the vitality of outer southeast business districts and employment centers. The amendments support this policy because they include actions for economic development designed to enhance local market conditions and stimulate development and investment in the area. These actions often include local associations as partners for implementation.
- 220. The **Transportation Policy** supports a network of streets that provide for efficient travel throughout the community and reducing congestion and pollution caused by the automobile. The *Division Green Street/Main Street Plan* supports this policy because the "preferred" alternatives include changes to the transportation system that will smooth traffic flow while adding curb extensions and other pedestrian amenities that will encourage the use of alternatives to the automobile.
- 221. The **Housing Policy** provides for a variety of housing choices for residents of all income levels by maintaining existing sound housing and promoting new housing development. The amendments support this policy because they offer opportunities for the retention and development of a variety of multifamily, attached and detached housing in and around the plan area that serve a broad range of incomes.
- 222. The **Open Space and Environment Policy** provides for parks and open spaces to meet projected recreational needs. The amendments of the *Division Green Street/Main Street Plan* are consistent with this policy because existing parks and designated open space areas are preserved within the plan area.
- 223. The **Urban Design Policy** fosters a sense of place and identity by reinforcing the existing character-giving elements and encouraging new ones. The amendments support this policy because they include application of the main street overlay zone and other features to enhance the unique identity and character of this area. (See Comprehensive Plan Policy 12.1 finding.)
- 224. The **Public Safety Policy** calls for using crime prevention through environmental design principles and street and building designs that provide natural surveillance. The amendments support this policy by encouraging active uses all along the corridor through building design and street improvements.
- 225. The **Traditional Urban Neighborhoods Policy** calls for preserving the fabric of the area and promoting new housing on or near transit streets. The amendments support this policy because they include application of the main street overlay zone to help preserve the fabric of the area. Also the zoning changes promote new housing on main street portion of Division.

HAND Neighborhood Plan Findings

- 226. The **Goal** of the HAND Neighborhood Action Plan is to build upon the historic sense of community and create a better place to live, work, play, and prosper.
- 227. **Policy 1, Parks, Recreation, and Waterfront Activities**, promotes a diversity of recreational, educational, and cultural opportunities for residents of all ages and income levels. The amendments of the *Division Green Street/Main Street Plan* are consistent with this policy because existing parks and designated open space areas are preserved within the plan area.
- 228. **Policy 2, Housing**, supports protecting and improving existing housing while providing the opportunity for new housing for people of all ages and income levels. The amendments support this policy because they offer opportunities for development of a variety of multifamily, attached and detached housing in and around the plan area that serve a broad range of incomes.
- 229. **Policy 3, Transportation**, encourages safe and efficient use of the transportation network to minimize the negative impact of traffic on neighborhood livability and business operations. The *Division Green Street/Main Street Plan* supports this policy because both of the "preferred" alternatives include transportation changes that will encourage people to take alternatives to the automobile for work, shopping, and recreational trips.
- 230. **Policy 4, Livability, Identity, and Public Safety**, supports a strong neighborhood identity that unifies the residents and industrial and commercial interests in order to foster a safe and caring community. The amendments are not inconsistent with this policy

231. **Policy 5, Commercial/Industrial**, promotes supportive relationship between the residential and commercial/industrial interests of the neighborhood. The amendments support this policy because they allow for a broad array of commercial activities in the main street commercial areas while maintaining the character of the surrounding residential neighborhood.

Richmond Neighborhood Plan Findings

232. **Policy 1** supports compatible businesses that contribute to a healthy business community and foster neighborhood self-sufficiency. The amendments support this policy because they include actions for economic development designed to enhance local market conditions and stimulate development and investment in the area. These actions often include local associations as partners for implementation.
233. **Policy 2** encourages the creation of recreational and educational opportunities and facilities for all ages and income levels. The amendments of the *Division Green Street/Main Street Plan* are consistent with this policy because existing parks and designated open space areas are preserved within the plan area.
234. **Policy 3** encourages the development and preservation of a variety of green and open spaces in and around the neighborhood. The amendments of the *Division Green Street/Main Street Plan* are consistent with this policy because green and open space areas are preserved within the plan area.
235. **Policy 4** calls for preserving and improving existing housing while providing opportunities for new housing for people of all ages and income levels. The amendments support this policy because they offer opportunities for development of a variety of multifamily, attached and detached housing in and around the plan area that serve a broad range of incomes.
236. **Policy 5** calls for establishing and maintaining a safe, stable, and diverse neighborhood. The amendments support this policy by providing a diversity of housing types, commercial uses, and mobility options.
237. **Policy 6** supports increasing accessibility to travel destinations and transportation options and reducing the negative impact of auto traffic in residential and business areas. The *Division Green Street/Main Street Plan* supports this policy and its objectives because the "preferred" alternatives improve access to transit and the pedestrian and bicycling environments. Proposed changes to signal timing and left turns at 39th will improve traffic flow to discourage cut-through traffic at existing bottlenecks.

South Tabor Neighborhood Plan Findings

238. **Policy 1, Housing**, calls for preserving and improving existing housing while providing opportunities for new housing. The amendments support this policy because they offer opportunities to preserve existing housing and for development of a variety of multifamily, attached and detached housing in and around the plan area.
239. **Policy 2, Transportation**, supports maintaining mobility and accessibility by reducing the impact of autos on South Tabor and encouraging alternative forms of transportation. The *Division Green Street/Main Street Plan* supports this policy because the "preferred" alternatives preserve the function of Division as a neighborhood collector and proposed changes to the transportation system, including curb extensions and marked crosswalks, will encourage the use of transit and walking.
240. **Policy 3, Economic Development**, encourages supporting businesses that enhance the neighborhood and provide needed goods and services to local residents. The amendments support this policy because they include actions for economic development designed to enhance local market conditions for local markets and stimulate development and investment in the area.
241. **Policy 4, Public Safety**, calls for nurturing, reinforcing, and sustaining a sense of neighborhood security for people who live and work in the neighborhood. The amendments support this policy by encouraging active uses all along the corridor through building design and street improvements.
242. **Policy 5, Social, Cultural and Educational Environment Policy**, supports making South Tabor a neighborhood where all people can live and work in harmony and without fear of prejudice. The amendments are not inconsistent with this policy.
243. **Policy 6, Parks, Recreation and Open Space Policy**, encourages the development and preservation of a large variety of green and open spaces around and in the neighborhood. The amendments of the *Division*

Green Street/Main Street Plan are consistent with this policy because existing parks and designated open space areas are preserved within the plan area.

244. **Policy 7, Urban Design, Historic Preservation, and Neighborhood Livability Policy** supports maintaining and solidifying the residential character of the neighborhood while promoting a supportive relationship between residential and commercial interests. The amendments support this policy because they include application of the main street overlay zone to help preserve the fabric of the area and to assist with the height transition between commercial zones and single-dwelling residential zones.



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division

green street | main street project

Exhibit D

Division Green Street/Main Street Plan

Regulatory Impact Assessment

November 2005

Introduction

The Regulatory Impact Assessment for the *Division Green Street/Main Street Plan* is a summary of the rationale for and implications of the regulatory changes needed to implement the recommended *Division Green Street/Main Street Plan*. The need for this analysis stems from Portland's FY 2002-2003 Regulatory Improvement Workplan, under which City Council directed the creation of a process for "developing and considering regulatory impact statements to be used by the city when amending existing regulations or adopting new regulations." The purpose of the assessment is to "help policy makers make decisions informed by an understanding of the recommended regulations' costs and benefits to both the community and to city government operations."

The basis for the assessment is ten key assessment questions. Five "first-stage" assessment questions should be considered before entering the project development phase. Five "second-stage" assessment questions address recommended changes more directly. The Impact Assessment format was developed while the Division Street planning process was underway. Many of the first-stage assessment questions were previously answered in other ways and in other documents (*Declaration of Cooperation*, *Scoping a Land Use/Transportation Plan for the Division Street Corridor*, May 8, 2003, and the *Division Green Street/Main Street Intergovernmental Agreement* with Oregon Transportation and Growth Management Program, July 2004). Since second-stage assessment questions respond directly to the proposal, this assessment document is expected to evolve as new information becomes available, or as the plan is revised through the Planning Commission and City Council public hearing processes.

First Stage Assessment Questions

- 1. What is the issue or problem we are trying to address? Is there a mandate (state or federal) that requires a regulation or other nonregulatory response – and is there clear authority for its adoption?***

The Division planning process was initiated largely by the community in response to three things. First, there are upcoming investments in transportation infrastructure slated for FY 07/08 between SE 6th and SE 39th. Federal and City funds, in the amount of \$2.8 million, are programmed for street reconstruction and rehabilitation. The community requested that the City develop a plan to help guide these public investments, as well as the private investments that are occurring along SE Division. Second, the businesses along Division identified nonconforming uses as an impediment to redevelopment. Recognizing commercial uses, particularly in structures built for commercial uses, was identified as a significant problem. Third, the zoning pattern in general is not supportive of a transit- and pedestrian-oriented main street. Community members identified small lot sizes and the limitations of the Neighborhood Commercial 2 zone in particular as an impediment to redevelopment.

The Division Green Street/Main Street Plan does respond to a number of statewide planning goals, including 1, 2, 9, 10, 11, 12, 13 and 14, as well as regional mandates, including the Regional Transportation Plan, the Metro 2040 Growth Concept, and the Urban Growth Management Functional Plan.

The background and history of this project and the issues addressed are discussed in more detail in the *Recommended Division Green Street/Main Street Plan* document and other background materials including the *Division Green Street/Main Street Plan Technical Appendix* and *Findings Report*.

2. What are the intended or desired outcomes? What community goals or aspirations are we trying to achieve? How will the outcomes advance and support the City's Comprehensive Plan?

A desired outcome of the process is an update to the *Comprehensive Plan* for Division Street, along with a set of strategies for implementation. These include identifying City zoning and development code amendments for the area and identifying key issues to be considered in the next phase of transportation planning.

The vision for Division is to create a more pedestrian-friendly, economically vibrant, and environmentally sustainable main street between SE 11th and SE 60th. The main goals of the plan are as follows:

SHARED ECONOMY

- Focus commercial activity in a series of villages.
- Support a healthy local economy.

CLEAN AND GREEN ENVIRONMENT

- Integrate green infrastructure/building into the urban landscape.
- Restore and maintain environmental health.
- Promote cleaner alternatives to driving.

HEALTHY COMMUNITY

- Collaborate to achieve a connected community.
- Encourage walking and bicycling for individual and community health.
- Create a community that is safe for all.

MAKING A PLACE

- Embrace and foster the educational landscape.
- Forge a unique identity that unites the Division corridor.
- Take advantage of cultural and historic assets—buildings, places, and people.



Achieving the vision for Division is consistent with City policies, including *Comprehensive Plan* Goal 2 Urban Development, Policy 12 Transit Corridors which states, "Provide a mixture of activities along Major Transit Priority Streets, Transit Access Streets, and Main Streets to support the use of transit. Encourage development of commercial uses and allow labor-intensive industrial activities which are compatible with the surrounding area. Increase residential densities on residentially-zoned lands within one-quarter mile of existing and planned transit routes to transit-supportive levels. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections."

3. Is the issue of sufficient magnitude to justify developing new regulation or other non-regulatory tools?

As noted, the *Division Green Street/Main Street Plan* is an update of Portland's *Comprehensive Plan*, and it was initiated in part to respond to community-driven desires. In order to fully realize the goals of the plan and community, strategic updates to the *Comprehensive Plan* map, Zoning map and Zoning Code are necessary.

Unique circumstances in the plan area are best addressed through creation of a Main Street overlay, a standard City zoning tool used to address special place-based circumstances, and

through the creation of a new overlay that addresses the unique situation of main streets in the City.

The plan also calls for other nonregulatory actions to accomplish community and City goals. These actions focus on each of the plan goals and provide detailed strategies for community action with an emphasis on collaboration to address the issues identified in the plan. These nonregulatory approaches are detailed in the *Implementation Strategies* section of the Plan.

4. What entities will be affected by the potentially proposed policies, requirements and/or regulations? Are there existing regulations and nonregulatory tools that affect the same entities? Are there existing policies, requirements and/or regulations that are duplicative, contradict, or overload the existing regulatory framework?

Recommended policies, requirements and/or regulations will affect area residents and property owners, as well as other City bureaus and some outside agencies. In the case of zoning and land use code regulations, the property owners in the study area are affected by the proposed regulations. These include changes to the "base" zones that detail allowed land uses and specify standards for development, including maximum height, building coverage, setbacks, and landscaping requirements, as well as others.

The plan recommends modifications to the *Comprehensive Plan* Map, Zoning Map and the Zoning Code to implement the community vision for the area. The plan recommends changes to the base zoning and the use of a Main Street overlay zone where base zone standards or regulations are not adequate to meet planning objectives.

Regulatory changes were minimized to the extent practicable. Bureau of Planning staff worked closely with Bureau of Development Services (BDS) staff to develop code and regulatory solutions to create opportunities for implementing the community vision. Care was taken to consider situations where existing regulations adequately address needs and planning goals. In such cases, no additional regulatory actions were taken. In some situations, staff determined that some regulations, while desirable to meet certain goals and objectives, would have placed undue burden on property owners or would have created undue complexity.

Specifically, the Community Working Group explored the application of the Design overlay zone on all properties along Division Street. Due to the regulatory burden that comes with the Design overlay, the staff and the Community Working Group instead crafted five standards that address specific design issues. Standards do not place undue burdens on property owners in terms of additional reviews (time, fees, and other resources). Bureau of Development Services staff will need to review plans against these five standards, but every effort was taken to make the standards clear and objective – simple to understand by the applicant and simple to administer by staff.

5. Why should this be a priority for action? How will the City staff and fund the project?

The Plan is a priority for action because it is a community priority for action.

Many of the actions associated with the plan have no direct expense to the City. The recommended rezoning does not create additional staffing requirements, and the Main Street overlay consists of five standards that are simple to administer and do not create an additional regulatory burden on the City or applicants.

Many of the implementation strategies are strategies that will be addressed in the next phase of planning conducted by the Office of Transportation as a precursor to the street improvements programmed for FY2007/08. This planning is budgeted as part of the federal grant and local match.

Second Stage Assessment Questions

- 6. What regulatory and nonregulatory alternatives were considered? Why is the proposal the preferred solution/response? How does the proposal best respond to the objectives and goals identified in the first stage of the project?**

See number 7.

- 7. How were stakeholders and the community consulted throughout the process? What were their responses to the proposed changes and the alternatives considered?**

Community involvement was a critical component of the planning effort. Over 10,000 addresses in the study received notice of the first public workshop. Numerous open houses were held and input was received from stakeholders throughout the process as described in the plan and also the Findings Report.

The Plan was developed after careful consideration of alternative scenarios developed by the Community Working Group in collaboration with city staff and the consultant team. An initial concept for the corridor was developed and presented at the first community workshop. Subsequent workshops focused on specific transportation and land use alternatives, and based on the evaluation and community feedback, a discussion draft plan was developed and made available to the community. During this phase, modifications were made based on community and stakeholder input. Alternatives were considered and incorporated throughout the planning process, including the September and November Planning Commission hearings.

A summary of the public involvement process is included in the *Division Green Street/Main Street Plan Technical Appendix*.

- 8. How does the proposed policy, regulation or requirement provide sufficient flexibility to address a variety of circumstances?**

In general, the proposed plan and associated regulations provide sufficient flexibility by incorporating a number of provisions intended to provide guidance to an applicant, rather than through regulation.

- 9. What resources are required to implement the proposal and how will any proposed regulation be enforced?**

The land use regulations associated with the *Division Green Street/Main Street Plan* can be implemented with no additional resources. Implementation and enforcement will work in the plan area as it currently works elsewhere in the City.

- 10. What are the general benefits of the policy, regulation, or administrative requirement, and how do these benefits compare to and balance against the public, private, and community costs?**

The regulations, and the plan itself, are a product of substantial community and City collaboration regarding the future desired direction of Division Street. The plan, and regulatory components, including map designations and code amendments, represent compromises that take into account the community's aspirations, current and future economic conditions, transportation patterns, and existing use of property. The package offers a means to implement a vision and development concept for the area that meets stated community goals.



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06

Agenda Item #: R-4

Est. Start Time: 9:36 AM

Date Submitted: 01/31/06

BUDGET MODIFICATION:

**RESOLUTION Authorizing an Application for a \$2,000,000 Loan from the
Agenda Oregon Transportation Infrastructure Bank for the Burnside Bridge Lift Span
Title: Rehabilitation Project [Continued from February 23, 2006]**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	March 16, 2006	Time Requested:	5 minutes
Department:	Community Services	Division:	Land Use/Transportation
Contact(s):	Jerry Elliott		
Phone:	503-988-4624	Ext.	84624
	I/O Address:	455/116	
Presenter(s):	Cecilia Johnson and Jerry Elliott		

General Information

1. What action are you requesting from the Board?

Approve authorization for a loan application to the Oregon Transportation Infrastructure Bank for the Burnside Bridge. The department recommends approval so that the project can proceed.

2. Please provide sufficient background information for the Board and the public to understand this issue.

The original estimate for the Burnside Bridge Lift Span Rehabilitation project was \$8.3 million. After construction bids were open, the lowest bid was \$10.3 million. Highway Bridge Rehabilitation and Replacement funds provided \$6.9 million. The County had committed \$1.4 million as matching funds. An additional \$2 million is needed to complete this project. No additional matching funds are needed. Other bridge construction in the State and the cost of steel escalated the price unexpectedly.

3. Explain the fiscal impact (current year and ongoing).

The County's Bridge Fund will need to repay the Oregon Transportation Infrastructure Bank starting in 2010. The approximate cost per year will be \$500,000 for a total of \$2.5 million. The repayment will impact the County's ability to provide matching funds for other projects.

4. Explain any legal and/or policy issues involved.

The application is a standard loan application that ODOT uses for infrastructure projects with local jurisdictions.

5. Explain any citizen and/or other government participation that has or will take place.

Loan negotiations took place between ODOT and the County Bridge Manager.

Required Signatures

**Department/
Agency Director:**



Date: 01/31/06

Budget Analyst:

Date: _____

Department HR:

Date: _____

Countywide HR:

Date: _____

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Authorizing an Application for a \$2,000,000 Loan from the Oregon Transportation Infrastructure Bank for the Burnside Bridge Lift Span Rehabilitation Project

The Multnomah County Board of Commissioners Finds:

- a. The original estimate for the Burnside Bridge Lift Span Rehabilitation Project (Project) was approximately \$8.3 million and is now \$10.3 million.
- b. The County needs to borrow \$2,000,000 to cover the shortfall on the Project.
- c. The Finance and Budget Office has reviewed the loan request and determined that it would be cost-effective to borrow funds from the Oregon Transportation Infrastructure Bank for the Project.

The Multnomah County Board of Commissioners Resolves:

1. The County is authorized to borrow up to \$2,000,000 from the Oregon Transportation Infrastructure Bank to fund the additional amount needed for the Burnside Bridge Lift Span Rehabilitation Project.
2. The Finance Director is authorized to sign any and all documents relating to the loan for the Project on behalf of Multnomah County.

ADOPTED this 16th day of March, 2006.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Matthew O. Ryan, Assistant County Attorney

BOGSTAD Deborah L

From: ROJO DE STEFFEY Maria.
Sent: Tuesday, March 07, 2006 12:51 PM
To: SCHILLING Karen C; LINN Diane M; CRUZ Serena M; NAITO Lisa H; ROBERTS Lonnie J
Cc: JOHNSON Cecilia; ELLIOTT Gerald T; ISLEY Sheila L; BOGSTAD Deborah L
Subject: RE: Postponing the Burnside Bridge Loan agenda item

Thanks. I would be happy to make the motion.

-----Original Message-----

From: SCHILLING Karen C
Sent: Tuesday, March 07, 2006 12:46 PM
To: LINN Diane M; ROJO DE STEFFEY Maria; CRUZ Serena M; NAITO Lisa H; ROBERTS Lonnie J
Cc: JOHNSON Cecilia; ELLIOTT Gerald T; ISLEY Sheila L
Subject: Postponing the Burnside Bridge Loan agenda item

We would like to postpone this agenda item scheduled for March 9 so that we have time to meet with you to discuss the financial impacts of the loans on the transportation budget.

Sheila Isley will be contacting your offices to set up a time.

I have sent Deb Bogstad a request to schedule this for March 16.

Thanks for your patience.

Karen

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 06-032

Authorizing an Application for a \$2,000,000 Loan from the Oregon Transportation Infrastructure Bank for the Burnside Bridge Lift Span Rehabilitation Project

The Multnomah County Board of Commissioners Finds:

- a. The original estimate for the Burnside Bridge Lift Span Rehabilitation Project (Project) was approximately \$8.3 million and is now \$10.3 million.
- b. The County needs to borrow \$2,000,000 to cover the shortfall on the Project.
- c. The Finance and Budget Office has reviewed the loan request and determined that it would be cost-effective to borrow funds from the Oregon Transportation Infrastructure Bank for the Project.

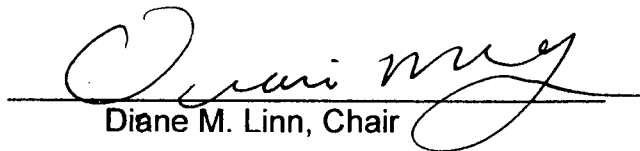
The Multnomah County Board of Commissioners Resolves:

1. The County is authorized to borrow up to \$2,000,000 from the Oregon Transportation Infrastructure Bank to fund the additional amount needed for the Burnside Bridge Lift Span Rehabilitation Project.
2. The Finance Director is authorized to sign any and all documents relating to the loan for the Project on behalf of Multnomah County.

ADOPTED this 16th day of March, 2006.

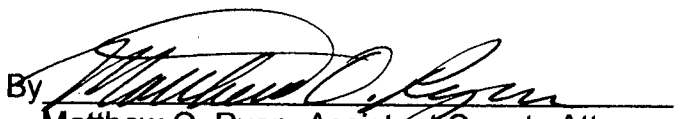


BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Matthew O. Ryan, Assistant County Attorney



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

APPROVED : MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-5 DATE 03-16-06
DEBORAH L. BOGSTAD, BOARD CLERK

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: R-5
Est. Start Time: 9:40 AM
Date Submitted: 02/13/06

BUDGET MODIFICATION:

Agenda Title: NOTICE OF INTENT to Apply for Grant Funding from the United Way of the Columbia/Willamette to Support the Purchase of a Mobile Health Care Clinic

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	<u>March 16, 2006</u>	Time Requested:	<u>5 minutes</u>
Department:	<u>Health</u>	Division:	<u>Integrated Clinical Services</u>
Contact(s):	<u>Kim Tierney</u>		
Phone:	<u>503 988-3674</u>	Ext.	<u>22850</u>
Presenter(s):	<u>Kim Tierney, Tom Waltz</u>		
I/O Address:	<u>160/5</u>		

General Information

1. What action are you requesting from the Board?

Authorize the Director of the Health Department to apply for grant funding from the United Way of the Columbia/Willamette to support the purchase of a mobile healthcare clinic to serve homeless families.

2. Please provide sufficient background information for the Board and the public to understand this issue.

The Health Department provides primary care services to approximately 60,000 residents each year, with nearly 140,000 primary care visits annually. People receiving services include low-income individuals who face barriers to accessing health services because of income, language and/or cultural differences, transportation. Services are also provided at County-operated clinic to medically underserved populations, which include homeless people, migrant workers, school-aged children, residents of public housing, and individuals with special health care needs. For many of the county's underserved residents, County-operated facilities are their only option for accessing health services because many private physicians will not accept patients that are not able to pay market rates for health care.

During November 2004, the Board authorized the Health Department to apply for \$535,000 in federal grant funding from the Bureau of Primary Health Care to support this initiative. The Department was notified by the Bureau during January 2006 that the request for federal funding has been successful. The federal grant will give the Department \$150,000 toward the purchase the mobile clinic (federal funding is limited to \$150,000 in capital costs). The capital budget would have been sufficient to purchase a pre-owned vehicle to meet the Department's needs. However, it appears that the enormous need for medical vans following the recent hurricanes in the southern US has depleted the availability of affordable used medical vans. Consequently, the Department is seeking additional grant funding to support the purchase.

The United Way of the Columbia/Willamette has released a Request for Proposal to organizations that provide services to low-income and vulnerable populations in Multnomah County. Approximately \$500,000 is available for three-year projects ranging from \$35,000 to \$250,000.

3. Explain the fiscal impact (current year and ongoing).

The initial capital outlay for this project is approximately \$300,000 to purchase a new (or late model) van to deliver services to hard-to-reach homeless and low-income families in east Portland. The Health Department will request \$150,000 in grant funding from the United Way. If successful, this grant, combined with the federal grant, would provide sufficient funding to purchase the vehicle. Operating costs for the van (e.g., personnel, materials, supplies, travel, pharmacy, interpreter services and other related costs) will be covered through the federal grant awarded for the project in January 2006.

4. Explain any legal and/or policy issues involved.

No unusual legal issues related to this project have been identified. Providing health services for the uninsured is consistent with County policy, and the Department will comply with County requirements for purchasing equipment and hiring staff.

5. Explain any citizen and/or other government participation that has or will take place.

The grant proposal will receive input and approval from the Multnomah County Community Health Council (the Council's membership includes individual consumers of the Department's health care services, health care providers, and government representatives). Additional input will be provided through the project's eight community partners.

ATTACHMENT A

Grant Application/Notice of Intent

If the request is a Grant Application or Notice of Intent, please answer all of the following in detail:

- **Who is the granting agency?**

United Way of the Columbia/Willamette.

- **Specify grant (matching, reporting and other) requirements and goals.**

The grant announcement is intended to support the establishment of new services in communities that demonstrate a high need for health care among their residents.

The goal of this project is to provide access to primary health care services through a mobile medical services van. The van would be sited at a variety of different locations throughout the county to provide access to services by a broad cross-section of the community's most vulnerable residents.

- **Explain grant funding detail – is this a one time only or long term commitment?**

This would be a one-time only grant paid out over three years.

- **What are the estimated filing timelines?**

Grant applications are due on or before March 17, 2006.

- **If a grant, what period does the grant cover?**

June 1, 2006 through May 31, 2009.

- **When the grant expires, what are funding plans?**

Ongoing operational funds for the van will be provided through the federal Bureau of Primary Health Care grant awarded during January 2006 for this project.

- **How will the county indirect, central finance and human resources and departmental overhead costs be covered?**

Administrative costs are allowed.

ATTACHMENT B

Required Signatures

Department/
Agency Director:



Date: 02/13/06

Budget Analyst:



Date: 02/14/06

Department HR:

NA

Date:

Countywide HR:

NA

Date:



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-6 DATE 03-16-06
DEBORAH L. BOGSTAD, BOARD CLERK

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: R-6
Est. Start Time: 9:43 AM
Date Submitted: 02/28/06

BUDGET MODIFICATION:

**NOTICE OF INTENT to Apply for Funding from the United Way of the
Columbia/Willamette Vision Council "Tools for Living" Community Investment
Grant**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	<u>March 16, 2006</u>	Time Requested:	<u>5 minutes</u>
Department:	<u>Non-Departmental</u>	Division:	<u>CCFC</u>
Contact(s):	<u>Janet Hawkins and Wendy Lebow</u>		
Phone:	<u>(503) 988-3707</u>	Ext.	<u>83707</u>
	I/O Address:		<u>167/200</u>
Presenter(s):	<u>Janet Hawkins/Wendy Lebow</u>		

General Information

1. What action are you requesting from the Board?

We request the Board to review and approve our intent to apply for funds through the United Way of the Columbia-Willamette Vision Council "Tools for Living" Community Investment Grant

2. Please provide sufficient background information for the Board and the public to understand this issue.

The grant will allow the CCFC to create a tri-county collaboration with the Commissions on Children & Families in Washington County and Clackamas County to expand education, outreach, and services for the Summer Food Service Program (SFSP). The Oregon Hunger Relief Task Force will also be a partner in the grant. Grant funds will enable CCFC to conduct targeted outreach to children, youth and parents about the availability of free SFSP lunches in park and school sites during the summer months. The proposal also expands SFSP's public marketing program utilizing Tri-Met bus advertisements. CCFC will also print and distribute outreach materials like flyers, posters, banners, and so forth, which can be utilized in all three counties. The grant will also provide for the "Start Smart" nutrition curriculum to be offered by youth interns at SFSP sites. Finally, there

is a demonstration project to provide meals for parents and caregivers at pilot sites.

3. Explain the fiscal impact (current year and ongoing).

A three-year grant for \$375,000 is being requested. No matching funds are required.

4. Explain any legal and/or policy issues involved.

The Summer Food Service Program is offered by six school districts in Multnomah County and numerous school districts in Clackamas and Washington counties. We will work closely with school district providers to ensure that all materials receive administrative approval as well as timely distribution to students and parents.

5. Explain any citizen and/or other government participation that has or will take place.

During the past three years, CCFC, OHRTF, the SUN system, non-profit organizations, and the participating school districts (PPS, Parkrose, Gresham-Barlow, David Douglas, Reynolds, and Centennial) have collaborated to design and implement a new public marketing campaign for the Summer Food Service Program. The result of this effort has been to increase program participation by 114% since Summer 2003. Unlike many programs that rely on fixed grant funds, SFSP has the potential to expand to meet community need. The program is funded by a meal reimbursement formula developed by the US Department of Agriculture, which allows for growth in participation. We anticipate that the collaboration on the program's outreach and marketing will continue in future years.

ATTACHMENT A

Grant Application/Notice of Intent

If the request is a Grant Application or Notice of Intent, please answer all of the following in detail:

- **Who is the granting agency?**

United Way of the Columbia-Willamette

- **Specify grant (matching, reporting and other) requirements and goals.**

1) Creation and distribution of outreach materials in a variety of languages and formats, e.g., flyers, banners, posters; 2) Public marketing campaign that will include Tri-Met bus advertisements for consumers; 3) Provision of Start Smart Nutrition Curriculum at SUN Community School sites, which will be conducted by youth interns, and 4) Provision of free meals to parents at pilot sites.

- **Explain grant funding detail – is this a one time only or long term commitment?**

The grant application is for a three-year commitment to the Summer Food Service Program for consumer outreach and engagement.

- **What are the estimated filing timelines?**

The official filing date is Friday, March 17, 2006.

- **If a grant, what period does the grant cover?**

Three years - July 1, 2006 to June 30, 2009

- **When the grant expires, what are funding plans?**

The key aspect of this campaign is to create greater consumer awareness and participation in the Summer Food Service Program. The goal of the project is to build community capacity and expand consumer participation to higher levels. Participation in future years will be sustained through use of the SFSP marketing materials, outreach collaborations, and heightened community awareness of the program.

- **How will the county indirect, central finance and human resources and departmental overhead costs be covered?**

The project budget as a whole includes the county indirect rate.

ATTACHMENT B

Required Signatures

Department/
Agency Director:

Wendy Lebn

Date: 02/28/06

Budget Analyst:

Debraha

Date: 02/28/06

Department HR:

Date:

Countywide HR:

Date:



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: R-7
Est. Start Time: 9:45 AM
Date Submitted: 02/15/06

BUDGET MODIFICATION:

Agenda Title: RESOLUTION Adopting Multnomah County's Investment Policy and Repealing Resolution 04-068

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	March 16, 2006	Time Requested:	5 mins
Department:	Department of County Management	Division:	Treasury
Contact(s):	Harry Morton		
Phone:	503-988-3290	Ext.	83290
Presenter(s):	Harry Morton		
I/O Address:	503/531/Treasury		

General Information

1. What action are you requesting from the Board?

To approve the Multnomah County Investment Policy. DCM recommends approval.

2. Please provide sufficient background information for the Board and the public to understand this issue.

ORS 294.135 requires that municipalities adopt a written investment policy. Treasury has modified the investment policy previously adopted by Resolution 04-068 and has included changes that bring the policy into closer adherence to the model policies of the State Treasury and the Government Finance Officers Association and to best practices advocated by both.

3. Explain the fiscal impact (current year and ongoing).

The modified investment policy will have no financial impact on the General Fund.

4. Explain any legal and/or policy issues involved.

The modified investment policy meets all legal requirements.

5. Explain any citizen and/or other government participation that has or will take place.

The modified investment policy was reviewed by both the Oregon Short Term Fund Board and the Multnomah County Investment Advisory Board. No changes were recommended by either.

Required Signatures

**Department/
Agency Director:**

David G. Boyer

Date: 02/15/06

Budget Analyst:

Date:

Department HR:

Date:

Countywide HR:

Date:

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Adopting Multnomah County Investment Policy and Repealing Resolution 04-068

The Multnomah County Board of Commissioners Finds:

- a. ORS 294.135 requires the county to adopt a written investment policy.
- b. Treasury has modified the investment policy adopted by the Board on May 20, 2004, by Resolution 04-068, to more closely conform to the model policies of the State Treasury and Government Finance Officers Association.
- c. The County's Investment Advisory Board reviewed the attached Multnomah County Investment Policy (Investment Policy) and recommended no changes.
- d. The Oregon Short Term Fund Board reviewed the Investment Policy and recommended no improvements or changes.

The Multnomah County Board of Commissioners Resolves:

1. The Board adopts the attached Multnomah County Investment Policy dated September 2005.
2. The Chief Financial Officer and the Treasury Manager are authorized to administer the Investment Policy.
3. This resolution repeals and replaces the previous Investment Policy adopted by Resolution No. 04-068.

ADOPTED this 16th day of March 2006.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____


Agnes Sowle, County Attorney

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 06-030

Adopting Multnomah County Investment Policy and Repealing Resolution 04-068

The Multnomah County Board of Commissioners Finds:

- a. ORS 294.135 requires the county to adopt a written investment policy.
- b. Treasury has modified the investment policy adopted by the Board on May 20, 2004, by Resolution 04-068, to more closely conform to the model policies of the State Treasury and Government Finance Officers Association.
- c. The County's Investment Advisory Board reviewed the attached Multnomah County Investment Policy (Investment Policy) and recommended no changes.
- d. The Oregon Short Term Fund Board reviewed the Investment Policy and recommended no improvements or changes.

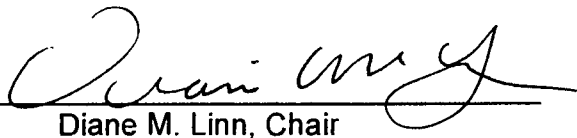
The Multnomah County Board of Commissioners Resolves:

1. The Board adopts the attached Multnomah County Investment Policy dated September 2005.
2. The Chief Financial Officer and the Treasury Manager are authorized to administer the Investment Policy.
3. This resolution repeals and replaces the previous Investment Policy adopted by Resolution No. 04-068.

ADOPTED this 16th day of March 2006.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Agnes Sowle, County Attorney



MULTNOMAH COUNTY OREGON

Investment Policy
September 2005

I. SCOPE

This investment policy applies to the investing of the financial assets of all funds included in Multnomah County's investment portfolio as defined in this policy. During the Fiscal Year 2004-2005, the County's average daily balance of cash invested was approximately \$239,000,000, with the high of \$470,793,000 occurring in November and the low of \$128,151,000 occurring in October.

All applicable cash will be invested in compliance with Oregon Revised Statutes 294 and 295, and all other applicable statutes, policies and other written procedures. Investment earnings of the investment portfolio shall be allocated to eligible County governmental, proprietary and fiduciary funds as summarized in Addendum A .

Investments owned by Multnomah County Hospital Facilities Authority do not fall under the purview of Multnomah County or this investment policy.

II. INVESTMENT OBJECTIVES

- The primary investment objective of Multnomah County is the preservation of capital and the protection of investment principal.
- The County's investment portfolio will remain sufficiently liquid to enable the County to meet all reasonably anticipated operating requirements. This preference for liquidity will be basic to investment decisions.
- The County will strive to attain a market rate of return throughout budgeting cycles.
- The County will diversify its investment types and maturities to avoid unreasonable concentration within security types and financial institutions.
- The County will comply with Federal and State laws, IRS Regulations, GAAP and GASB guidelines, and Oregon State Treasury guidelines.

III. STANDARDS OF CARE

1. Prudence The standard of prudence to be used by the Treasury Manager and treasury staff shall be the "prudent person" standard which states that "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived."

The Treasury Manager and treasury staff acting in accordance with written procedures and this investment policy, and exercising due diligence shall be relieved of personal responsibility for an

individual security's credit risk or market price fluctuations, provided deviations from expectations are reported in a timely manner, and that investment transactions are carried out in accordance with this investment policy.

2. Ethics and Conflicts of Interest County employees involved in the investment process shall refrain from business activity that could conflict with the proper execution and management of the investment process, or that could impair their ability to make impartial decisions. Such employees shall disclose any material interests in financial institutions with which they conduct business. They shall further disclose any personal financial/investment positions could be related to the performance of the investment portfolio. Such employees shall at all times comply with the State of Oregon Government Standards and Practices code of ethics set forth in ORS 244.

3. Delegation of Authority The Treasury Manager is designated as the investment officer of the County and is responsible for the daily cash management, as well as all investment decisions and activities. No person is authorized to engage in an investment transaction for the County except as provided under the terms of this policy and procedures established by the Investment officer. The Treasury Manager may authorize Treasury staff to act as his designees with dual signature requirement. (See Addendum G).

IV. SAFEKEEPING AND CUSTODY

1. Delivery versus Payment All investments eligible for delivery purchased pursuant to this investment policy will be delivered versus payment by either book entry or physical delivery to a third-party custodian.

2. Authorized Financial Institutions and Broker/Dealers The Treasury Manager will maintain and review annually a list of financial institutions authorized to provide the County investment and safekeeping services, as well as a list of approved security broker/dealers. To be eligible, a financial institution must meet at least one of the following three criteria:

- a. Be a primary dealer of the Federal Reserve Bank of New York; or
- b. Report voluntarily to the F.R.B. of New York; or
- c. Affirm that it has met the securities dealers' capital adequacy requirements of the F.R.B. of New York continuously for the preceding 12 months.

The Treasury Manager is authorized to sign a Trading Authorization Agreement or Master Repurchase Agreement with any institution included on the list, and will maintain a file, either electronically or hard copy, of the most recent audited financial reports of each firm on the approved list.

The Treasury Manager is authorized to transact trades directly with issuers of corporate debt and commercial paper provided that the provisions of ORS 294.035 and this investment policy are observed.

The Treasury Manager is responsible for maintaining current files documenting the appropriate licenses and professional credentials of broker/dealers with whom the County transacts trades. Additional documentation to be maintained includes certification of state registration, NASD

certification, certification of having read and agreeing to comply with the County's current investment policy.

Qualified financial institutions and broker/dealers are included in Addendum B.

3. Internal Controls The Treasury Manager shall be responsible for implementing effective internal controls to address the following areas of concern:

- Clear delegation of authority
- Segregation of duties and separation of responsibilities for trade execution, accounting, and record keeping
- Written confirmation of transactions and funds transfers
- Compliance with investment policy constraints and requirements
- Timely reconciliation of custodial reports
- Appropriate security for online access to bank accounts and bank data

V. AUTHORIZED INVESTMENTS

This investment policy limits approved investment securities to the following:

1. U.S. Treasury Issues
2. Agencies and Instrumentalities of the United States
3. Municipal Debt
4. Savings and Demand Accounts
5. Time Certificates of Deposit
6. Banker's Acceptances
7. Corporate Debt
8. Repurchase Agreements (collateral margins per Oregon State Treasury)
9. Reverse Repurchase Agreements (with approval of Chief Financial Officer)
10. Local Government Investment Pool (LGIP)

The specific permitted securities are defined under Oregon Revised Statutes 294.035, 294.040, 294.046 and 294.810. (See Addendum C). Collateral requirements for bank deposits, time deposits, certificates of deposit and savings accounts are defined in ORS 295. (See Addendum D).

VI. INVESTMENT PARAMETERS

The Treasury Manager is responsible for preparing projected an annual cash flow schedule for all funds included in the County's investment portfolio. The cash flow schedule shall be continuously reviewed to compare projected flows to actual.

County's investments shall be diversified by type, maturity and issuer. Before any transaction is concluded, to the extent practicable, the Treasury Manager shall solicit and document competitive bids and offers on comparable securities. When not practicable, the reasons should be similarly documented. At all times the Treasury Manager will strive for best execution of all transactions. Additionally, if reasonably unanticipated events cause the portfolio limits to be exceeded, the Treasury Manager will take the steps necessary to correct the situation as soon as is practicable. The Treasury Manager will promptly advise the Chief Financial Officer and the Investment Advisory Board of the occurrence.

Investments may be sold at a loss when the Treasury Manager deems that such a decision is prudent.

1. Diversification by Type The Treasury Manager shall limit the types of securities owned based on their proportional market value to the total investment portfolio in the following manner:

- | | |
|----------------------------------|--|
| ○ U.S. Treasury Issues | Up to 100% |
| ○ Agencies and Instrumentalities | Up to 75% and 25% per issuer |
| ○ Municipal Debt | Up to 10% and 10% per issuer |
| ○ Savings Accounts | Up to 50% and 25% per institution |
| ○ Certificates of Deposit | Up to 20% and 1% of deposits per institution |
| ○ Banker's Acceptances | Up to 20% and 10% per issuer |
| ○ Corporate Debt | Up to 25% and 5% per issuer |
| ○ Repurchase Agreements | Per collateral securing repo and margin requirements |
| ○ Reverse Repurchase Agreements | Up to 10% |
| ○ LGIP | Per ORS 294.810 |

Investments in corporate debt may exceed 25% up to a limit of 30% for a period not to exceed 10 successive business days with prompt appropriate notifications.

2. Maximum Maturities In order to insure that funds are available for operating cash flow requirements, the Treasury Manager shall limit the maturities of securities owned based on market value in order to manage the weighted average maturity (WAM) of the portfolio appropriate to current market conditions and economic expectations. The following guidelines shall apply:

- | | |
|------------------|-------------|
| ○ Under 30 days | Minimum 10% |
| ○ 31 to 90 days | Minimum 25% |
| ○ 91 to 270 days | Minimum 50% |
| ○ 271 – 365 days | Minimum 70% |
| ○ 1 to 3 years | Maximum 30% |

Investment maturities may exceed the guidelines for a period not to exceed 10 successive business days with prompt appropriate notifications.

3. Management of Credit Quality The Treasury Manager shall calculate and report the average credit quality of the investment portfolio to manage aggregate portfolio credit risk.

4. Investment of Bond Proceeds Bond proceeds may be segregated within the County's investment portfolio and invested in a manner consistent with Internal Revenue Service limitations on tax-exempt issuers, as well as the trust indenture and anticipated drawdown of proceeds.

Similarly, funds received as a result of a defeasance of previously issued County debt shall be invested in a manner consistent with Oregon Revised Statutes, I.R.S. regulations and the terms of the indenture documents of the debt instrument.

5. Community Banking Investment Program Pursuant to Multnomah County Board Resolution No. 98-129, dated September 10, 1998, the Treasury Manager is authorized to purchase time certificates of deposit from qualified community banks in the face amount of \$95,000 per bank to a total of \$1,500,000. (See Addendum E).

VII. REPORTING AND OVERSIGHT

1. Methodology The Treasury Manager shall prepare monthly a management summary that provides the details of the investment portfolio, as well as transaction details for the reporting period. Details shall be sufficient to document conformance with the provisions of statutes and this investment policy and shall include a listing of individual securities held at the end of the period. All investments owned will be marked-to-market monthly.

At the time of settlement of a purchase, an investment will be booked at cost. Any gain or loss resulting from an investment sold or called will be credited or charged to investment income as of the settlement date of the transaction. Premiums and discounts on securities will be amortized or accreted to stated maturity date. In the event of call or sale before maturity, any remaining premiums or discounts will be credited or charged to income as of the call or sale settlement date.

The County shall comply with all legal requirements and generally accepted accounting principals (GAAP). These principals are contained in the pronouncements of authoritative bodies including, but not limited to, the American institute of Certified Public Accountants (AICPA), the Financial Accounting Standards Board (FASB), and the Government Accounting Standards Board (GASB).

Most of the County's available cash will be pooled for investment purposes in the investment portfolio. Cash not pooled will be restricted to:

- Contract retainage and lien deposits;
- Deferred compensation deposits and investments;
- Library Retirement Plan investments;
- Cash designated for Certificates of Participation and Revenue Bond reserves;
- Cash designated for construction payments;
- Petty cash and other imprest funds.

These items will earn interest income, if applicable, from the financial institution holding the funds in a trust or fiduciary capacity.

The monthly management investment summary will be provided to the Chair of the Board, the members of the Investment Advisory Board, the Chief Financial Officer, and the County Auditor.

2. Benchmarks The performance of the County's portfolio will be measured against the performance of the Local Government Invest Pool (LGIP) and the yield of the 91-day U.S. Treasury Bill. It is the goal of the County to maintain throughout the accounting cycle a yield that is not more than 50 basis points (1/2 percent) lower than that of LGIP, and is not less than 25 basis points (1/4 percent) higher than that of the 91-day Treasury Bill. The County will endeavor to compare its portfolio yield with those of Washington County, Clackamas County and the city of Gresham.

3. Portfolio Earnings Allocation The amount of earnings allocated monthly will be calculated by the General Ledger section based on the following:

- The average daily cash balance (ADCB) of each eligible fund will be calculated. The Property Tax Trust Fund ADCB will be reduced by the average daily uncollected funds (float).
- The average monthly yield of the County's investment portfolio will be calculated on a 365-day basis.
- An administrative fee of 100 basis points (1%) will be deducted from the earnings allocation prior to distribution.

- If the ADCB of a fund is negative and the fund has earning received, the fund will be debited earnings for the period at the average monthly yield of the portfolio for the period that the fund's cash balance is negative.
- The allocation of earnings process is summarized in Addendum A.

4. Investment Advisory Board The County Chair will appoint the members of the Investment Advisory Board (IAB) to three-year terms. The IAB will consist of five citizen members, who will be nominated on the basis of their expertise in financial markets and fixed income investments. (See Addendum F).

The IAB will meet quarterly to review the County's investment performance and adherence to the investment policy. All such meetings will be open to the public and publicized as required by the "Open Meetings Law."

Minutes of each meeting of the IAB shall recorded and included in the management summary for the following month.

5. Indemnification Clause The County shall indemnify County officials and Investment Advisory Board members from personal liability for losses that might occur pursuant to administering this investment policy.

VII. POLICY ADOPTION

The County's investment policy shall be reviewed annually by the Chief Financial Officer and the Investment Advisory Board for appropriate modifications. It will then be submitted to the Oregon Short Term Fund Board for comments. Any comments or suggestions made by the OSTFB but not implemented by the County will be explained to the Board of County Commissioners.

This policy and any amendments to this policy are to be approved annually by the Board of County Commissioners.

ADDENDUM A

Investment Earnings Allocation

A. Pursuant to State law and County policy, investment earnings will be allocated to the following funds:

- (1) Road Fund and Willamette River Bridge Fund;
- (2) Bicycle Path Fund;
- (3) County School Fund;
- (4) Tax Title Land Sales Fund;
- (5) Emergency Communication Fund;
- (6) Property Tax Trust Funds and Accounts;
- (7) Funds accounting for serial levy and bond funds;
- (8) Inmate Welfare Fund; and
- (9) Justice Services Special Operations Fund.

B. All Proprietary Type Funds will receive investment earnings allocation.

C. Funds held in Trust Accounts or Trust Funds, which are to be used for a specific purpose will receive investment earnings allocation. These include:

- (1) Regional Organized Crime and Narcotics (ROCN);
- (2) Public Guardian; and
- (3) Drug Forfeiture.

D. Investment earnings will be allocated to Funds created by the Board of County Commissioners that specifically state investment earnings will be credited. These include:

- (1) Capital Acquisition Fund, and
- (2) Capital Improvement Fund.

E. Investment earnings will not be allocated to the Federal/State Program Fund because the majority of the expenditures are on a reimbursement basis from the grantor agency, and the General Fund provides the cash flow.

F. The General Fund will receive the balance of the investment earnings. All other Funds that are supported in whole or part by the General Fund will not be allocated investment earnings.

G. In the event a new fund or account is created, the Chief Financial Officer is authorized to make the determination if the fund or account should receive investment earnings. This determination is to be based on the criteria used for the funds in existence at the time this policy is adopted.

ADDENDUM B

Qualified Financial Institutions and Broker/Dealers

Banks:

- 1) Albina Community Bank
- 2) Bank of America
- 3) Key Bank
- 4) Union Bank of California
- 5) US Bank
- 6) Umpqua Bank
- 7) Wells Fargo Bank
- 8) Oregon Community Banks (Per Resolution No. 98-129)

Brokerage Firms and Direct Issuers:

- 1) BA Securities
- 2) Bear, Stearns & Co.
- 3) D.A. Davidson & Co.
- 4) General Electric Capital Corp.
- 5) KeyBanc Capital Markets/McDonald Investments
- 6) Morgan Keegan & Co.
- 7) Piper Jaffray & Co.
- 8) RBC Dain Rauscher, Inc.
- 9) Seattle Northwest Securities Corp.
- 10) Smith Barney
- 11) Toyota Motor Credit Corp.
- 12) UBS Financial Services

Other:

Local Government Investment Pool (LGIP)

ADDENDUM C

Liquid Investments Available to Oregon Local Governments

United States Treasury Issues

1. U.S. Treasury Bills
2. U.S. Treasury Notes
3. U.S. Treasury Bonds
4. U.S. Treasury STRIPS (Separate Trading of Registered Interest and Principal of Securities)
5. BECCS (Bearer Corpora Conversions)
6. CUBES (Coupons Under Book-Entry Safekeeping)
7. U.S. Treasury Inflation-Indexed Bonds

All Treasury notes and bonds are strippable. STRIPS are created by separating the interest (coupon) and principal (the note or bond itself), thereby creating zero coupon securities that are sold at a deep discount and payment is received at maturity. STRIPS are direct obligations of the U.S. Treasury and are backed by the full faith and credit of the United States. Strips are not to be confused with CAT's, TIGR's, etc.; which are proprietary products that represent a security interest in an underlying U.S. Treasury security. These latter investments ARE NOT permissible investments for local governments.

Previously, when U.S. Treasury Bonds were in physical form, they were literally separated into serial coupons from their respective bonds. This was before book entry; before proprietary products created by dealers that were security interests in some underlying note or bond; and, before the U.S. Treasury itself allowed stripping of its longer debt issues. These old physically separated instruments (basically bearer securities) were converted by the Federal Reserve into wireable book entry form to make the STRIPS market more uniform. These former physical securities that have been so converted are called Coupons Under Book Entry Safekeeping (hence the acronym CUBES). These CUBES are very rare, trade at a higher rate than on-the-run comparable U.S. Treasury STRIPS, and are extremely illiquid. Being old U.S. Treasury securities, CUBES carry the same full faith and credit of the United States Government.

In January, 1997, the United States Treasury started issuing Treasury Inflation Protected Securities (TIPS). Inflation indexed note auctions are usually announced on the first Wednesday of January and July, with the auction process occurring the second week of January and July. Issuance is the 15th of the same month. These bonds will be fully strippable. Like other bonds, they will be offered in denominations of \$1,000.00. More detailed information beyond this cursory description is available from the Internet (www.publicdebt.treas.gov), The Bond Market Association (www.bondmarkets.com), and research data from brokers/dealers.

Agencies and Instrumentalities of the United States

1. Federal Home Loan Banks (FHLB) - Discount Notes, Consolidated bonds, Floating Rate Notes, and MTNs.
www.fhlb-of.com
2. Federal Farm Credit Banks (FFCB) - Consolidated system-wide notes and bonds, Discount notes, Floating Rate Notes, MTNs, and Master notes.
www.farmcredit-ffcb.com
3. Federal National Mortgage Association ("Fannie Mae") - Discount Notes, MTNs, Senior and Subordinated Benchmark Notes (fixed and floating), strips, zero-coupon securities, and mortgage-backed securities.
www.fanniemae.com
4. Federal Home Loan Mortgage Corporation ("Freddie Mac") - Discount Notes, MTNs, Senior and Subordinated Reference Notes (fixed and floating), Mortgage Participation Certificates (PC's), Collateralized Mortgage Obligations (CMO's), and Strips.
www.freddiemac.com
5. Government National Mortgage Association ("Ginnie Mae") - Mortgage-Backed Securities in 15- and 30-year maturities - guaranteed by the full faith and credit of the U.S. Government. Collateralized by FHA, VA, and FMHA insured mortgage loans.
www.ginniemae.gov
6. Financing Corporation (FICO) —Long-term bonds (none issued since 9/89) - Principal repayment defeased by zero coupon Treasuries.
7. Resolution Funding Corporation (REFCORP) - Strips and Bonds — 30 & 40-year issues - Principal collateralized by U.S. Treasuries, interest payments backed by the U.S. Treasury and FIRREA.
8. Tennessee Valley Authority (TVA) - Discount Notes, Strips, Notes, and Bonds - Issues available in maturities 5 to 50 years. www.tva.gov
9. Financial Assistance Corporation (FAC) - 15 year bonds, guaranteed by the Treasury, first issued in 7/88. This entity provides capital to Farm Credit System Institutions.
10. Federal Land Banks (FLB) - Bonds - Currently issued through FFCB. (Banks for Cooperatives and Federal Intermediate Credit Bank also issue through FFCB and have no direct issues outstanding.)
11. Federal Housing Administration (FHA) - Debentures - Backed by the full faith and credit of the U.S. Government.
12. Farmers Home Administration (FMHA) - Certificates of Beneficial Ownership (CBO's). Backed by the full faith and credit of the U.S. Government. Discontinued in 1975, small amount remains outstanding.

13. General Services Administration (GSA) - Participation Certificates - Secured by the full faith and credit of the U.S. Government. No new issues since 1974. www.gsa.gov
14. Maritime Administration - Bonds - Collateralized by ship mortgages, further backed by the full faith and credit of the U.S. Government in the event of default.
15. Washington Metropolitan Area Transit Authority - Bonds - Backed by the full faith and credit of the U.S. Government. Small amount remains outstanding.
16. Small Business Administration (SBA) - Debentures - Backed by the full faith and credit of the U.S. Government. Small amount remains outstanding.
www.sba.gov
17. Department of Housing and Urban Development (HUD) - Notes, New Housing Authority Bonds - 40-year issues with 15-year calls. Backed by the full faith and credit of the U.S. Government. No new issues since 1974. Small amount remains outstanding.
18. United States Postal Service - Bonds - May be backed by the full faith and credit of the U. S. Government. Issues with maturities of 20 years or longer. www.usps.com
19. United States Department of Veterans' Affairs Guaranteed REMIC Pass-Through Certificates Vendee Mortgage Trust 1992-1 (VINNIE MAE). The full and timely payment of principal and interest of these certificates is guaranteed by the Department of Veterans' Affairs and this guarantee is further backed by the full faith and credit of the United States of America.
20. Private Export Funding Corporation (PEFCO) — Secured Notes with maturities of 5 years or longer.-Interest is guaranteed by the Export-Import Bank of the United States (Eximbank, a federal agency) and whose principal is secured by either cash, securities backed by the full faith and credit of the United States, or Guaranteed Importer Notes which are guaranteed by the Eximbank. The Secured Notes, which are rated AAA.
www.pefco.com
21. Federal Agricultural Mortgage Corporation (Farmer Mac), a federally chartered instrumentality of the United States was created to provide capital for agricultural real estate and rural housing. Instruments include discount notes, medium-term notes, and mortgage backed securities. www.farmermac.com

Pursuant to ORS 294.046, this list contains all "agencies and instrumentalities of the United States with available obligations that any county, municipality, political subdivision or school district may invest in...." Generally, all U.S. Treasuries, and Agencies listed in 1 through 8 are appropriate investments for excess cash funds (if the maturities of such instruments are within the local government's investment guidelines). However, attention should be paid to any peculiar characteristics of some of the instruments. For example, mortgage-backed securities like GNMA's may have volatile prepayment characteristics which may make their final maturities unknown. In falling interest rate cycles, borrowers' whose underlying mortgages are the security for the GNMA bonds may refinance their loans accelerating the principal return to the investor. Therefore, the term for a GNMA cannot be relied upon to perform, for example, a debt defeasance. Agencies listed in 9 through 21 are viewed as less appropriate for local government investments, may be infrequently traded, and can be characterized by thin, illiquid markets.

International institutions in which the United States Government owns capital stock (paid-in or callable) are not eligible investments for local governments and are not listed here (World Bank, Asian Development Bank, Inter-American Development Bank, etc.).

Local Government Investment Pool

No minimum investment: deposits are limited to the amount prescribed on: "Memo Regarding Limitation in ORS 294.810." These limits can be temporarily exceeded for 20 business days by county governments and 10 days by other local governments as a result of pass-through funds (ORS 294.810).

Repurchase Agreements

Typically these are investment arrangements involving the purchase of US Government and agency securities with a simultaneous agreement to resell them back to the same seller for the same dollar investment plus a fee. Amounts invested, rate, and terms are negotiable but such repurchase transactions are limited to 90 days maximum term. Maximum percentages for prices paid for the collateral securities are prescribed by the Oregon Investment Council or the Oregon Short-Term Fund Board [ORS 294.035 (11); ORS 294.135 (2)]. On March 12, 1996, the Board prescribed the following minimum pricing margins for repurchase collateral:

US Treasury Securities:	102%
US Agency Discount and Coupon Securities:	102%
Mortgage Backed and Other:	103%*

Bankers' Acceptances

Appropriate if: guaranteed by, and carried on the books of, a qualified financial institution; eligible for discount by the Federal Reserve System; and issued by a qualified financial institution whose short-term letter of credit rating is rated in the highest category by one or more nationally recognized statistical rating organizations.. They are limited to a 25% maximum of the moneys of a local government available for investment on the settlement date per qualified financial institution [ORS 294.035 (8) (a), (b), (c)].

Corporate Indebtedness (secured and unsecured)

These securities are corporate commercial paper and promissory notes that have minimum commercial paper ratings of A1 or P1 or long-term minimum ratings of Aa (Moody's) or AA (S & P) or equivalent by any nationally recognized statistical rating organization. The minimum credit quality may be lowered to A2, P2 for commercial paper and A for long-term if the issuer meets the criteria of paragraphs (A) and (B) of ORS 294.035 (9) (c). They are limited to 35% of the moneys of a local government available for investment [ORS 294.035 (9), (a), (b), (c), (d)]

Municipal Debt Obligations

Lawfully issued debt obligations of the agencies and instrumentalities of the State of Oregon and its political subdivisions that have a long-term debt rating of A or an equivalent rating or better or are rated on the settlement date in the highest category for short-term municipal debt by a nationally recognized statistical rating organization [ORS 294.035 (2)]. Also, lawfully issued debt obligations of the States of California, Idaho and Washington and their political subdivisions if such obligations have a long-term rating of AA or better or are rated on the settlement date in the highest category for short-term municipal debt by a nationally recognized statistical rating organization [ORS 294.035 (3)]. For these latter obligations, they are allowable subject to ORS 294.040.

Certificates of Deposits

Certificates of deposit are not an investment security but rather a time deposit in a qualified financial institution. They must be FDIC insured to \$100,000 and further collateralized at 25% above the FDIC insurance per Oregon Revised Statutes.

ADDENDUM D

Collateral Requirements for Public Funds Deposits

295.015 Maintenance of securities by depository required. Except as provided in ORS 295.018:

(1) Each depository throughout the period of its possession of public fund deposits shall maintain on deposit with its custodians, at its own expense, securities having a value not less than 25 percent of the certificates of participation issued by its pool manager.

(2) The depository may deposit other eligible securities with its custodian and withdraw from deposit securities theretofore pledged to secure deposits of public funds, if the remaining securities have a value not less than 25 percent of outstanding certificates of participation of the pool manager. The pool manager shall execute such releases and surrender such custodian's receipts as are appropriate to effect substitutions and withdrawals of excess pledged securities.
[1967 c.451 §2; 1975 c.515 §3]

ADDENDUM E

RESOLUTION No. 98 – 129

Resolution adopting Multnomah County's Community Banking Investment Program

The Board of County Commissioners finds:

1. Many small banks that are community owned ("Community Banks") are located in rural and urban areas throughout the state and provide valuable services including making small business loans, loans to promote entrepreneurial activities and consumer loans for tuition and purchases of automobiles and homes.
2. Multnomah County, Oregon (the "County") has successfully formed partnerships with Community Banks in Multnomah County by making investments with Albina Community Bank and American State Bank and wishes to expand this partnership to provide an economic engine to link the urban/rural relationships throughout the state.
3. The County is committed to forming partnerships with Community Banks, consumers and businesses to provide the much needed capital to assist in economic development, the creation of jobs and providing loans for home purchases, home improvements automobile loans and tuition expenses.
4. Community Bank loans to businesses and consumers generate significant economic development, provide employment opportunities for the communities in which they are located and enhance the livability of their communities.
5. The economic development, employment opportunities made possible by small businesses add to the quality of life of all Oregonians, including those in Multnomah County.
6. With the restructuring and consolidation of banking in Oregon, small businesses and consumers are placing an even high demand for loans on Oregon Community Banks and Community Banks are constantly exploring new ways to raise deposits to provide loans to small businesses and consumers.
7. The County, understands and appreciates the positive economic impact and enriched quality of life that Community Banks have in communities throughout the State of Oregon.
8. The County wishes to establish a model Community Banking Investment Program and encourages other governments in a position to implement similar programs to do so.
9. The County is authorized under ORS 294.035 to invest in certificates of deposit in banks, mutual savings banks and savings and loan associations which maintain a head office or a branch in this state in the capacity of a bank, mutual savings bank or savings and loan association.

10. The County's investment policy, adopted by the Board, authorizes the County to purchase time certificates of deposit with financial institutions covered by FDIC insurance or institutions that cause to have a Certificate of Participation issued evidencing collateral on all public funds on deposit.

11. The County's investment policy requires the County to safeguard assets, maintain sufficient liquidity requirements and obtain a competitive rate of return.

12. The County's Investment Advisory Board has reviewed and approved this policy direction.

The Board Resolves:

1. The County will purchase qualified time certificates of deposit from Community Banks to provide deposits for the Community Banks to make loans.

2. The total amount of funds available for this program will be \$1,500,000.

3. The par amount of the certificate of deposit will not exceed \$95,000 per institution.

4. The Community Bank must meet the following requirements to participate in this program:

a. The Community Bank's time certificate of deposit yield must be competitive with similar qualified investments available to the County at the time of purchase.

b. The Community Bank must have headquarters in the State of Oregon.

c. The Community Bank's assets will not exceed \$750,000,000 as of the most recent financial statement.

d. The Community Banks must have the bank's Board of Directors approve a resolution affirming its participation in the Multnomah County Community Banking Investment Program.

e. The Community Bank's loans to deposits ratio shall equal or exceed the national average for similar institutions.

f. The Community Bank's Community Reinvestment Act ("CRA") rating must be satisfactory or higher.

g. The Community Bank must provide evidence that they are a member of the FDIC.

5. When making investments with Community Banks, the Treasury Manager will follow all other provisions contained in the County's Investment Policy.

ADOPTED this 10th day of September 1998.
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ADDENDUM F

Multnomah County Investment Advisory Board

Marc Gonzales, Finance Director
Clackamas County
9101 SE Sunnybrook Blvd.
Clackamas, OR 97015
(503) 353-4345
(503) 353-4378 (Fax)

Term Expires: 6/30/08
Fourth Term

Jennifer Cooperman
Portland, OR

Term Expires: 6/30/08
Third Term

Thomas Landye, Senior Partner
Landye Bennett Blumstein LLP
1300 SW Fifth Avenue, Suite 3500
Portland, OR 97201
(503) 224-4100
(503) 224-4133 (Fax)

Term Expires: 6/30/06
Fourth Term

George Scherzer, Senior Vice President
Smith Barney
805 SW Broadway, Suite 2300
Portland, OR 97205-3363
(503) 221-7640, 221-7627
(503) 276-7400 (Fax)

Term Expires: 6/30/08
Seventh Term

Howard Shapiro
Wieden & Kennedy Building
224 NW 13th Street, Suite 301
Portland, OR 97209
(503) 937-7399

Term Expires: 6/30/06
Fourth Term

Staff:

David Boyer, Chief Financial Officer
Harry Morton, Treasury Manager
Calvin Smith, Treasury Specialist
Tsultrim Yehshopa, Treasury Specialist

(503) 988-3903
(503) 988-3290
(503) 988-3440
(503) 988-3681



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: R-8
Est. Start Time: 9:50 AM
Date Submitted: 03/08/06

BUDGET MODIFICATION:

RESOLUTION Urging Congress to Reject Legislation Unduly Restricting Local Governments in Managing Public Rights of Way or Granting Franchises to Video Providers, and to Approve Legislation Preserving Local Government Options in Providing Communications Services

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	March 16, 2006	Time Requested:	10 mins
Department:	Non-Departmental	Division:	Commissioner Cruz Walsh, District 2
Contact(s):	Mary Carroll		
Phone:	503-988-5219	Ext.	85219
I/O Address:	501/600		
Presenter(s):	Andrea Cano, Mt. Hood Cable Regulatory Commission (Multnomah County representative) and Rob Brading, Executive Director of East Metro Community Media (formerly MCTV)		

General Information

1. What action are you requesting from the Board?

Approve this Resolution in opposition to federal legislation that would give telephone companies national cable television franchises without any local government oversight or adequate provisions for public, educational or government access funding, channels and equipment.

2. Please provide sufficient background information for the Board and the public to understand this issue.

Federal legislation has been introduced in the House and Senate to establish national franchising. The bills are sponsored by Senators Rockefeller and Smith in the Senate and Representatives Blackburn and Wynn in the House and look to preempt local government authority over new competitive video providers.

3. Explain the fiscal impact (current year and ongoing).

n/a

4. Explain any legal and/or policy issues involved.

Multnomah County, the Cities of Fairview, Gresham, Portland, Troutdale and Wood Village established the Mt Hood Regulatory Commission in order to negotiate and collectively manage franchise agreements on the jurisdictions' behalf. Cable companies use public property (the "public right-of-way" - city/county streets, sidewalks, easements, etc.) to build and operate their for-profit cable communications businesses. In exchange for the use of the public right-of-way, a company must receive a cable services franchise agreement from the local government entity, which includes certain public benefit obligations, safeguards and requirements. The MHCRC advocates for and protects the public interest in the regulation and development of cable communications systems in the jurisdictions, monitors and helps resolve cable subscribers concerns; and participates in the development and planning of future telecommunications technologies which make use of the public right of way.

5. Explain any citizen and/or other government participation that has or will take place.

Local jurisdictions throughout Oregon and across the county has expressed The City of Portland has also passed a similar resolution.

Required Signatures

**Department/
Agency Director:**



Date: March 8, 2006

Budget Analyst:

Date: _____

Department HR:

Date: _____

Countywide HR:

Date: _____

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Resolution Urging Congress To Reject Legislation Unduly Restricting Local Governments In Managing Public Rights Of Way Or Granting Franchises To Video Providers, And To Approve Legislation Preserving Local Government Options In Providing Communications Services

The Multnomah County Board of Commissioners Finds:

- a. Local government plays an important role in:
 - encouraging competition among telecommunications and video providers;
 - achieving universal, affordable broadband Internet access;
 - promoting vibrant community media through public, educational and government (PEG) access that uses capacity and equipment provided for through video franchises; and
 - supporting community institutional networks that provide high bandwidth at low cost to schools, libraries and local governments.
- b. Local government participation in the provision of broadband communications services is necessary to effectively:
 - manage public rights of way for the benefit of the community;
 - implement local zoning policies;
 - enforce build-out requirements for video service providers in order to prevent providers from discriminating based on the wealth of local neighborhoods;
 - promote universal, affordable broadband Internet access;
 - provide local customer service enforcement; and
 - obtain fair compensation by private users for use of the public rights of way.
- c. The Mt. Hood Cable Regulatory Commission (MHCRC) was created by Intergovernmental Agreement dated December 24, 1992, by Multnomah County and the cities of Fairview, Gresham, Portland, Troutdale and Wood Village (Jurisdictions) to advocate for and protect the public interest in the regulation and development of cable communication systems in the Jurisdictions. MHCRC monitors and helps resolve cable subscribers concerns and participates in the development and planning of future telecommunications technologies which make use of the public right of way. The MHCRC acts in an advisory capacity to the Jurisdictions in connection with any decision to grant a franchise agreement.
- d. Congress is currently considering legislation that would drastically limit the important role of local government in the formulation and implementation of telecommunications and video policy.

The Multnomah County Board of Commissioners Resolves:

1. Multnomah County opposes any legislation preventing local government from franchising video providers who use the public rights of way, paying franchise fees, and providing support for PEG access and Institutional Networks.
2. The Board urges Congress to reject legislation unduly restricting local governments in managing public rights of way or granting franchises to telecommunications and video providers, and to approve legislation preserving local government options in providing communications services.
3. The Public Affairs Office will send a copy of this Resolution to all members of the Oregon Congressional Delegation.

ADOPTED this 16th day of March 2006.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 

Agnes Sowle, County Attorney

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 3/16/06

SUBJECT: Resolution R-8

AGENDA NUMBER OR TOPIC: R-8

FOR: ☒ AGAINST: ☐ THE ABOVE AGENDA ITEM

NAME: Rob Brading, Andrea Cano, Mary Beth Henry

ADDRESS: "KANO"

CITY/STATE/ZIP: _____

PHONE: _____

DAYS: _____

EVES: _____

EMAIL: _____

FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 06-031

Urging Congress to Reject Legislation Unduly Restricting Local Governments in Managing Public Rights of Way or Granting Franchises to Video Providers, and to Approve Legislation Preserving Local Government Options in Providing Communications Services

The Multnomah County Board of Commissioners Finds:

- a. Local government plays an important role in:
 - encouraging competition among telecommunications and video providers;
 - achieving universal, affordable broadband Internet access;
 - promoting vibrant community media through public, educational and government (PEG) access that uses capacity and equipment provided for through video franchises; and
 - supporting community institutional networks that provide high bandwidth at low cost to schools, libraries and local governments.
- b. Local government participation in the provision of broadband communications services is necessary to effectively:
 - manage public rights of way for the benefit of the community;
 - implement local zoning policies;
 - enforce build-out requirements for video service providers in order to prevent providers from discriminating based on the wealth of local neighborhoods;
 - promote universal, affordable broadband Internet access;
 - provide local customer service enforcement; and
 - obtain fair compensation by private users for use of the public rights of way.
- c. The Mt. Hood Cable Regulatory Commission (MHCRC) was created by Intergovernmental Agreement dated December 24, 1992, by Multnomah County and the cities of Fairview, Gresham, Portland, Troutdale and Wood Village (Jurisdictions) to advocate for and protect the public interest in the regulation and development of cable communication systems in the Jurisdictions. MHCRC monitors and helps resolve cable subscribers concerns and participates in the development and planning of future telecommunications technologies which make use of the public right of way. The MHCRC acts in an advisory capacity to the Jurisdictions in connection with any decision to grant a franchise agreement.
- d. Congress is currently considering legislation that would drastically limit the important role of local government in the formulation and implementation of telecommunications and video policy.


The Multnomah County Board of Commissioners Resolves:

1. Multnomah County opposes any legislation preventing local government from franchising video providers who use the public rights of way, paying franchise fees, and providing support for PEG access and Institutional Networks.
2. The Board urges Congress to reject legislation unduly restricting local governments in managing public rights of way or granting franchises to telecommunications and video providers, and to approve legislation preserving local government options in providing communications services.
3. The Public Affairs Office will send a copy of this Resolution to all members of the Oregon Congressional Delegation.

ADOPTED this 16th day of March 2006.



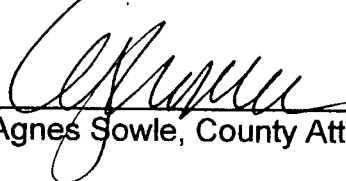
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON



Diane M. Linn, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Agnes Sowle, County Attorney



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: B-1
Est. Start Time: 10:00 AM
Date Submitted: 03/08/06

BUDGET MODIFICATION:

Agenda Title:	Briefing on Martha Washington Building Disposition Recommendation Pursuant to Board Resolution 05-201, Surplus Property Declaration
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Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	March 16, 2006	Time Requested:	30 minutes
Department:	Non-Departmental	Division:	Chair's Office
Contact(s):	Diane Linn		
Phone:	(503) 988-3308	Ext.:	83308
		I/O Address:	503/6006
Presenter(s):	Doug Butler, Director, Facilities and Property Management Division		

General Information

1. What action are you requesting from the Board?

No Board Action is requested. Informational only.

2. Please provide sufficient background information for the Board and the public to understand this issue.

By Resolution 05-210, the Martha Washington Building was declared surplus. Facilities and Property Management Division (FPM), in conjunction with the Public Affairs Office, was directed to commence the public notification requirements of the Surplus Property Process, including solicitation of public input on an affordable housing component. The Board Directed FPM, in conjunction with the Public Affairs Office and Board Staff, to prepare a report to the Board, as specified under the Surplus Property Process, not later than 45 days from the date public input is due. This briefing delivers the report as directed within the mandated time interval.

3. Explain the fiscal impact (current year and ongoing).

No immediate financial impact. No Board action is being requested or recommended at this time.

4. Explain any legal and/or policy issues involved.

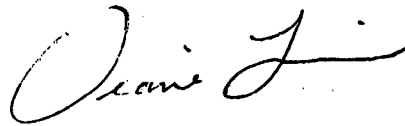
None

5. Explain any citizen and/or other government participation that has or will take place.

The Report is a result of an extensive citizen participation process. It included posting of lawn and window signs on the property immediately after the surplus declaration on December 8, 2005. Newspaper display ads were run in The Oregonian Metro Section published January 5, 12, and 19, 2006, soliciting comment and February 23 and March 2 and 9, 2006, announcing this Board meeting. Two open houses were held on January 12 and 24, 2006, with at least 80 total citizen site visits generated. Some direct mail and telephone canvassing was employed; however, it was limited due to expense constraints. An e-mail distribution to over 500 members of the metropolitan real estate community was completed using the subscriber service, Vertical E-mail. The Multnomah County Surplus Property website, which has been featured in Disposition efforts over the last year, was continuously updated. Relevant excerpts from the appraisal were posted on the County's Surplus website, as well. (To access this site, follow the "Surplus Property" link from the County homepage.) Targeted outreach was achieved with the Downtown Neighborhood Association, the Portland Business Alliance, and the City of Portland's District Planner. Finally, an announcement of this hearing was mailed to all parties expressing interest.

Required Signatures

**Department/
Agency Director:**



Date: 03/08/06

Budget Analyst:

Date: _____

Department HR:

Date: _____

Countywide HR:

Date: _____

Martha Washington Building Disposition Recommendation

March 16, 2006



MULTNOMAH COUNTY OREGON

Contact Information:

**Doug Butler, Director
Facilities and Property Management Division
503-988-6294**

Surplus Property Policy Overview and Status

On December 12, 2004, the Multnomah County Board of Commissioners adopted Resolution Number 04-185, creating a Surplus Property Policy for declaring real property owned by Multnomah County as surplus. Per this resolution, if the Director of Facilities and Property Management determines that a property is no longer required for County use, the Director will submit a recommendation to the Board to declare the property surplus. If the Board approves the recommendation, the Director commences a public comment and notification process for a minimum of 45 days. The Surplus Property Policy requires posting of signage and publishing of newspaper advertisements for not less than 45 days declaring the property surplus and seeking public comment. Following this public comment period, the Director has 45 days to prepare a report to the Board detailing the Director's compliance with the Surplus Property Policy, describing public comment received and recommending a course of action. This document has been prepared for this purpose.

The Multnomah County Board of Commissioners, by Resolution Number 05-201, dated December 8, 2005, declared this property surplus. In declaring the property surplus, the Board found it in the County interest to solicit public comment during the Surplus Property Process about the appropriateness and feasibility of requiring that the redevelopment or reuse of the Property include an affordable housing component. Immediately following this resolution, Multnomah County Facilities sought input as to the future of this property. Interested parties were invited to express interest in the property and any proposals for disposition. Public Comment was due by Monday, January 30, 2006, 4:00 P.M. A summary of comments and proposals is included in this document; the full text of public comment is contained in an Appendix. Per the Surplus Property Policy, Facilities and Property Management published a Notice in The Oregonian on February 23, March 2 and 9 announcing the briefing on March 16.

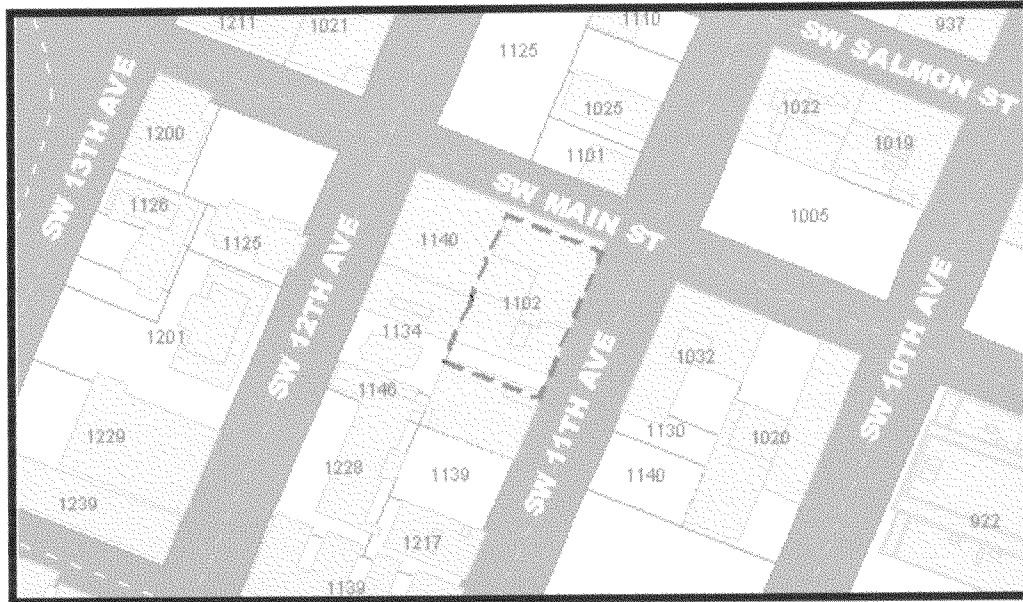
Property Report

History. The property at 1115 SW 11th Avenue, Portland, was completed in the early 1920's as a young women's residence hotel known as the Campbell Court Hotel. The architect was Herbert Gordon and the developer was Mrs. E. Jean Campbell. It was operated as a hotel for many years. It was owned by the Portland Women's Union until purchased by the Rajneesh Investment Corporation in the early 1980's, which operated a hotel in the building. On June 30, 1986, Multnomah County purchased the property from the Rajneesh Investment Corporation for \$1.6 million. Most recently, the property was the site of the River Rock treatment program and the Sheriff's restitution program. The County programs vacated the building in January 2006.

Building. The building is a 4-story brick building with approximately 65,000 square feet of useable area, including the basement. Gross square footage approximates 72,000 feet. The building has 133 units, a commercial kitchen, cafeteria, common areas, and a landscaped interior courtyard. The physical

condition of the building was observed to be in "fair condition" by an appraiser. Under the County's classification system, the building is rated as, "Tier 3--Maintain Functionality", with a substantial list of deferred maintenance projects. The Deferred Maintenance totals approximately \$5.8 million, with \$3.1 million identified as seismic related.

Property. The building sits on a lot of .37 acres, or 16,000 square feet. It is located in the West End of downtown Portland, along the Portland Streetcar Line. The map below indicates the location of the property:



Ownership Status:

Title for this surplus property is vested in Multnomah County, a political subdivision of the State of Oregon. The property description follows:

County Building #:	155
Location:	1115 SW 11 th Avenue Portland, Oregon 97205
Land Area:	.37 Acres = 16,000 Sq. Ft.
Building Area:	72,185 Sq. Ft. (gross)
MC Property Lot #:	R246628
MC Property Code:	MC00011
Legal Description:	Portland Lot 1-3, Block 262; N10' of Lot 4 Block 262

Zoning: RX z RX=High Density Residential,
z= Downtown Development

Conditional Use Permit for Residential Care
Facility/Restitution Center (See entitlement
discussion below)

Appraised Value: \$4,600,000 AS IS (as of August 18, 2005);
Debt: \$0

Entitlements. In November 1986, Multnomah County secured a Conditional Use Permit (CUP), in order to operate a residential care facility (restitution center) for 80 residents and 22 staff in the building. In that same year, Multnomah County obtained a Major Variance reducing required outdoor open space for that use from 12,000 SF to 1,862 SF. In 1988, the adoption of Central City Plan did not affect the zoning designation. In 1989, the Conditional Use was modified to increase the number of residents to no more than 160 and no less than 31 staff. A new Variance was approved to reduce the required 24,000 SF outdoor open space required for 160 residences to the previously approved 1,862 SF. The 1986 & 1989 Conditional Use Permits (CUPs) allowed for the operation of the Martha Washington Building as a residential care facility/restitution center that continued for nearly twenty years. Since 1989, subsequent changes in zoning for the site have resulted in elimination of the "outdoor open space requirement" from the current zoning code. Parking is also not a requirement of the current zoning, although future operational, economic, or practical considerations may dictate the need for parking.

The Approval of the Conditional Use Permit clearly states that it "shall be limited to the operator and the number and class of persons to be served as specified in the license to operate". Multnomah County conditional use entitlements do not transfer with the sale or conveyance of the property. Future use will be dictated by the parameters of the current underlying "RXz" zoning or allowed variances. Most uses require a Land Use Application through Type I, II, IIX, and III Procedures.

Under "RXz", Household Living, Parks and Open Space, & Daycare operations are the uses that are explicitly allowed. Group Living, a narrow definition of Commercial Operation, and most Institutional categories are allowed, but with limitation. Each of these uses requires one of the land use/conditional use applications mentioned above. The timeline for a typical Type III procedure without complication is over 100 days.

Public Comment

In declaring this property surplus, the Board found it in the best interests of the County to solicit specific public comment about the appropriateness and feasibility of requiring that the redevelopment or reuse of this property include an affordable housing component. Therefore, special emphasis has been placed on soliciting comment from groups associated with affordable housing advocacy, development,

and operation. While this targeted effort may have skewed comment, it was not to the exclusion of others.

The outreach process was multi-channeled. It included posting of lawn and window signs on the property immediately after the surplus declaration on December 8, 2005. Newspaper display ads were run in **The Oregonian** Metro Section published January 5, 12, and 19, 2006. Two open houses were held on January 12 and 24, 2006, with at least 80 total site visits generated. Some direct mail and telephone canvassing was employed; however, it was limited due to expense constraints. An e-mail distribution to over 500 members of the metropolitan real estate community was completed using the subscriber service, Vertical E-mail. The Multnomah County Surplus Property website, which has been featured in Disposition efforts over the last year, was continuously updated. Relevant excerpts from the appraisal were posted on the County's Surplus website, as well. (To access this site, follow the "Surplus Property" link from the County homepage.) Targeted outreach was achieved with the Downtown Neighborhood Association, the Portland Business Alliance, and the City of Portland's District Planner, Karl Lisle.

The first phase of the 45-day public comment period ended January 30, 2006. A total of 22 interested public comments were formally received. Generally, the public responders can be broadly categorized in one of four groups: 1) Citizen, Neighbor, or General Public; 2) Governmental Body; 3) Non-government (NGO), Non-Profit, or Religious; or 4) Private Developer, Broker, or End User:

Legend for response "Type" code

C = Citizen, Neighbor, General Public

G = Government

N = Non-government, Non-Profit, Religious

P = Private Developer, Broker, End User

Organization	Name	Type	Comment
	Marc Batko	C	Continue the "half-way" facility
	Violet Eaton	C	Use it as originally intended, she was a resident years ago
City of Portland, Bureau of Housing and Community Development	Ruth Benson	G	Convey into non-profit ownership for use as housing for adults with special needs
City of Portland, Bureau of Planning	Betsy Ames	G	Require the preservation of the building's exterior and other important historic features, use building as housing or mixed-use that is predominately housing

Portland Development Commission	Andy Wilch	G	Support public or private interests looking to use the property as affordable homeownership, community social service or cultural uses, as well as affordable rental housing
Housing Authority of Portland	Steve Rudman	G	Preserve the building for affordable housing or develop and invest in a replacement housing strategy to avoid shortages of housing for our neediest citizens
Loaves & Fishes Center, Inc.	Joan Smith	N	Proposes senior affordable housing, social service agencies and a Loaves & Fishes meal site
St. James Lutheran Church	Linda Kinman	N	Place on mailing list for future notification and public process
Central City Concern	EV Armitage	N	Advocates an RFP process preserving building as affordable housing at least partially dedicated to housing the County's priority special needs population, deed to a non-profit housing entity
Guardian Management	Ross Cornelius	N	Proposes it develop senior affordable housing and senior social services in one location
Church of Scientology	Steve Crandell	N	Proposes purchase, offering a fair price for future Church home, religious and charitable purposes with historic preservation emphasis
Dinner and a Movie	Robert M. West	N	Proposes purchase to house faith-based 501 (C) 3 to provide services to homeless youth including housing, training, and medical

Cascadia Behavioral Healthcare/ Volunteers of America/ SE Works	Leslie Ford/ Kay Toran/ Heidi Soderberg	N	Proposes it take lead on interim and long-term plan to operate permanent supportive housing for offenders and formerly homeless people with special needs
Community Development Network	Sam Chase	N	Supports the grant of the property to an appropriate non-profit for Permanent Supportive Housing (PSH)
AIA Portland	Philip Stewart	N	Restore the exterior of the building and adaptively re-use the interior as some form of housing
The Northwest Pilot Project. Inc.	Susan Emmons	N	Develop affordable housing for the poorest, homeless and low income seniors
Northwest Academy/Northwest Film Center/West Park Cultural Collaborative	Margaret G. Hinshaw/Bill Foster/Bill Failing	N	Secure building for one location to serve a student population and educational programs for 210 students, film center and cultural center
Gray Company Realty, Inc.	Mike Gray	P	Has client interested in a market sale
Winkler Development Corporation	James Winkler	P	Expressed interest in affordable housing project aimed at enhancing the independence of senior citizens
Focus Healthcare	Charles Dickens	P	Commented on interest in possible purchase of the building and provision of mental health and/or chemical dependency services
Pacific Real Estate Partners, Inc.	Ben McInnis	P	Represents client interested in some sort of residential redevelopment

C = Neighborhood/General Public – Two unaffiliated members of the community contacted the County. One urged continued use as a “halfway” facility. The second proposed “use as it was originally intended”, which was as hotel housing for young women. It should be noted that E & F Properties, the Northwest Film Center, and the Northwest Academy represent three neighboring property interests. The first offered comments against non-residential use of the property. The last two propose a non-residential, cultural program use for the building. The Downtown Neighborhood Association did not submit formal comment, though a representative did attend one of the open houses.

G = Government – Four government agencies responded, three from the City of Portland in addition to the Housing Authority of Portland. Their responses were varied. One proposes gifting the property to a non-profit while another suggested that Multnomah County develop new alternatives and invest in a replacement housing strategy. In general, the governmental agencies support historic preservation of the building exterior and use of the property for affordable homeownership, community social service or cultural uses, as well as affordable rental housing. However, none offered any commitment or suggestion of resources toward either affordable housing or historic preservation and the Portland Development Commission specifically noted the limited resources available to help with the redevelopment of the property.

N = Non-government/Non-Profit – Eleven responses were made by non-government organizations, all are non-profit, social service, cultural, or religious in nature. Most of these organizations propose use of the existing facility for either affordable housing (senior, youth, or general) or for supportive housing for homeless, special needs, and/or offenders. AIA supports Historic Preservation of the exterior with adaptive reuse of the interior for housing, but they did not address the type of housing. The Northwest Academy is unique in proposing a non-residential use, though the Church of Scientology use might also include significant non-residential use. Most comments are based on the property being conveyed *gratis* for their use, though some suggest a fair or market price. As for timing, it varies, ranging from a normal closing to well over a year or a lease scenario.

P = Developer/Broker/End User – In most cases, the developer/broker/end-users anticipate a market sale of some kind for the property. Uses proposed by this group include affordable senior housing, affordable downtown workforce housing, a rehabilitation program or unspecified. It should be noted that many members of this group indicated informally that they were not going to comment publicly on their interest at this stage of the disposition process due to market conditions and privacy concerns. However, they did indicate an interest should the property be listed for sale.

Disposition Issues

Housing Issues. The Board expressed an explicit interest in determining the appropriateness and feasibility of requiring that the redevelopment or reuse of this property include an "affordable housing" component. The definition of "affordable housing" is generally accepted as that for which housing costs comprise no more than 30% of the household income at 60% of the median income. Within the definitions of interested parties, "Affordable Housing" or the component could alternately be described as:

- Housing for the Homeless, both adult and youth
- Low Income or Subsidized Senior Housing
- Low Income or Subsidized General Housing
- Transitional Housing
- Other (A replacement use of the site as an immediate need to provide units under the "No Net Loss" policy)
- A means of providing an economic contribution to "Affordable Housing" as supported by the City of Portland and Multnomah County

There were meaningful comments from a range of interested, accomplished organizations on affordable housing. There are a number of dimensions to the housing issue that have been identified as a result of the public comment process. The level of affordability is a critical issue. It is intuitive that the poorer the population served, the higher the subsidy required. This is not contradicted from the comments received. Moreover, in most cases it appears that the higher the ratio of affordable to market-rate units in a development, the higher the subsidy. However, the public comment reflected an "all or nothing" configuration, with none suggesting an affordable-market rate mix of units within the building that are now a common part of the new housing stream. The absence of these comments may be explained by the reticence of private developers to reveal their market intentions early in the process; they are the most common developers of these mixed developments with an affordable component.

In addition to the income level served, there is the consideration of the characteristics of the target population. Homeless, seniors, youth, and the disabled are among the potential groups for which affordable housing is targeted. The appropriate income level, tenant mix, and target population are critical issues that need to be explored in any housing redevelopment.

Neighborhood Issues. There are three distinct communities of interest that are indicated by the public comment received: Affordable housing; market rate housing; and, cultural center. All three represent competing, often conflicting views, all with sound basis in existing public policy.

The multi-jurisdictional commitment to end homelessness and the City's "no net loss" policy support affordable housing. The neighborhood in which the Martha Washington is located is an urban renewal district, with substantial public infrastructure (e.g. the Portland Streetcar) designed to leverage private development, tax increment, and market capital. The City designation of the

neighborhood as part the Cultural District and the identification of art and culture as an engine of economic development comport with an educational and cultural emphasis. All three communities are represented in the immediate neighborhood.

The affordable housing in the Jefferson West at the south end of the 1100 block of S.W. 11th has been slated for replacement as The Jeffrey, an affordable housing development on the parcel immediately south of the Martha Washington. This will allow for the redevelopment of the Jefferson West site as market rate housing. Across the street from the Martha Washington is the recently completed affordable development, The St. Francis, as well as the nearing completion market rate condominium development, The Elliot. Moreover, the Northwest Film Center and the Northwest Academy represent the arts and culture community on immediately adjacent parcels. There is a balance of all three communities in what most observers agree is a changing neighborhood. Any actions need to fully consider the existing community balance and neighborhood situation.

There is no reason to assume that the recent use of the building for community service would enjoy community support in the future. However, there is one area of implied agreement: not one comment suggested tearing down the building. Indeed, many specifically advocated for the structure's preservation.

Asset Issues. The property's "as is" appraised value is \$4.6 million as of August 2005. There is no debt encumbering the property. Facilities has no basis to seriously question the appraiser's opinion and believes it to be a fair market value. Any potential disposition must consider the terms and timing of a proposed sale or transfer. There can be considerable risk and carry costs in any transaction, however, they tend to increase with increasing variance from a pure market sale. The declaration of surplus was predicated on the building's being surplus to County use. As a practical matter, this was partly based on the building's physical needs, which Facilities believed to be beyond the current and foreseeable capacity of Multnomah County. It is unclear whether that responsibility could be shifted either in a long, uncertain transaction or in any lease-to-purchase scheme.

As there appears to be a consensus on the historic structure remaining, consideration should be given to the ability of a future owner to maintain and preserve this 1920's era building. While the deferred maintenance, including seismic, is considerable, a full-scale, faithful and accurate period restoration could exceed County estimates and might be beyond the ability of the non-profit sector. While preservation of the structure might be an imposed condition upon transfer, it would be difficult to enforce compliance. The same compliance challenge should be noted with any condition of sale that survives closing, not just from a legal perspective, but, from the ongoing monitoring resources required. The cost and complexity could increase with increasing variance from a pure market sale.

It should be noted that this is the only significant residential property in Multnomah County's Facilities portfolio. As such, it must be recognized that this unique status makes it a singular opportunity to make an in-kind contribution to housing issues. At the same time, this one time disposition is a liquid asset in a very active market. Since the existing entitlements do not automatically transfer with a sale or transfer

of the property, it is difficult to ascribe any special housing value to the asset other than its market value.

The importance and value of affordable housing is apparent, both from the public comment received on this disposition and the expressed public policy of Multnomah County and other jurisdictions. Considerable and credible comment was received on affordable housing. The communities of interest on market rate housing and cultural uses are also sincere and persuasive. There is a diversity of opinion and no clear community consensus indicated in the public process, save possibly preservation of the structure. As the appraiser's opinion indicated a clear value in the structure, our assumption is that the historic building would likely survive without special conditions in a market sale or subsidized transfer. The real issue would be concerning the resources available to support a particular level of restoration or preservation.

The Martha Washington Building is a unique asset and a unique opportunity for the next owner, should the County dispose of it. As an asset, it is difficult to establish a premium value for affordable housing alone. Residential development is possible in the widest range of zones in the City. The recent use as community service is not explicitly supported by current neighborhood dynamics. Moreover, the entitlements currently in place are specific to Multnomah County, without specific value in a transfer or sale.

The Board's direction to specifically solicit comment on the feasibility and appropriateness of an affordable housing component clearly indicated an area of high priority for Multnomah County. Public comment skewed toward an "all or none" approach with respect to an affordable housing re-use. There was no comment or staff analysis that established an economic premium for use of the property as affordable housing. The property's highest and best use is reflected in its market value, not in a restricted use. Therefore, we believe a market sale is indicated. This would provide a liquid, divisible source of funding to leverage affordable housing or any number of other competing County priorities and values, including the possible funding of an affordable housing component in a development elsewhere in Multnomah County.

It should be noted that the Board has adopted a Consolidation And Disposition Strategy (Resolution 04-168) and a Facilities Strategic Plan (Resolution 05-148) for County-owned facilities. The vital public safety function sited at the Hansen Building demands immediate attention. The health services at the McCoy Building and the community justice programs at the Mead Building are two sites near to the Martha Washington with the potential to require significant resources in the near term. A market sale could yield funds for these competing County priorities, unconstrained by the fixed geography of an undivided asset. These County facilities will need significant resources in the future, regardless of source.

It is the recommendation of the Director of Facilities that the Martha Washington Building be listed for a market sale, with application of proceeds to be used for consolidation and disposition projects as directed by the Board.

Appendixes

- A. Surplus Property Notice
- B. Open House Sign-In Sheets
- C. Newspaper Notice Ads
- D. Public Comment



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: B-2
Est. Start Time: 10:30 AM
Date Submitted: 03/08/06

BUDGET MODIFICATION: -

Agenda Title: Jail Personnel Costs: Manage Staffing Levels and Absences

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	March 16, 2006	Time Requested:	45 minutes
Department:	Non-Departmental	Division:	Auditor - Suzanne Flynn
Contact(s):	Judy Rosenberger		
Phone:	503 988-3320	Ext.	83320
I/O Address:	503/601		
Presenter(s):	Suzanne Flynn		

General Information

1. What action are you requesting from the Board?
Board Briefing
2. Please provide sufficient background information for the Board and the public to understand this issue.
The Auditor's Office analyzed total personnel costs in the jails from the period FY03 to FY05. We found personnel costs had increased due to overtime. The increases in overtime were largely due to under staffing.
3. Explain the fiscal impact (current year and ongoing).
4. Explain any legal and/or policy issues involved.
5. Explain any citizen and/or other government participation that has or will take place.

Required Signatures

**Department/
Agency Director:**

Date: 03/08/06



Budget Analyst:

Date:

Department HR:

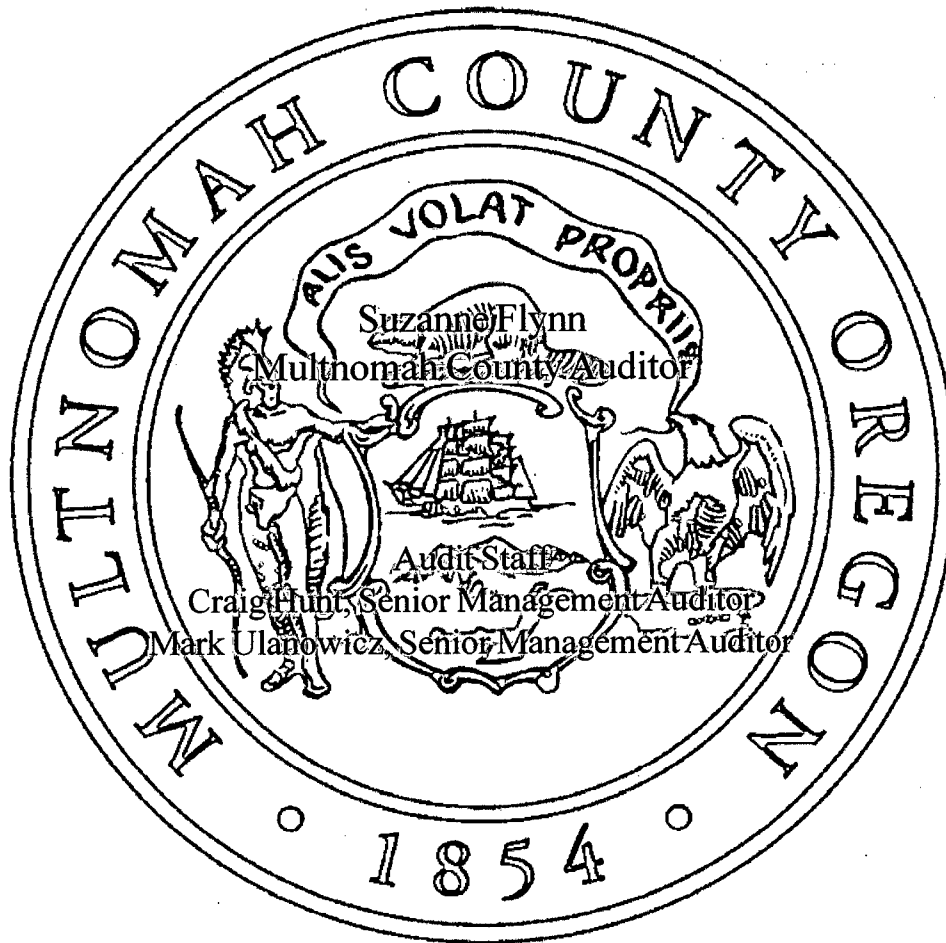
Date:

Countywide HR:

Date:

Jail Personnel Costs

Manage staffing levels and absences
March 2006





Suzanne Flynn, Auditor
Multnomah County

501 SE Hawthorne, Room 601
Portland, Oregon 97214
Telephone (503) 988-3320
Telefax 988-3019
www.co.multnomah.or.us/auditor

MEMORANDUM

Date: March 9, 2006

To: Diane Linn, Multnomah County Chair
Maria Rojo de Steffey, Commissioner, District 1
Serena Cruz, Commissioner, District 2
Lisa Naito, Commissioner, District 3
Lonnie Roberts, Commissioner, District 4

From: Suzanne Flynn, Multnomah County Auditor

Subject: Jail Personnel Costs Audit

The attached report covers our audit of the Sheriff's Office management of jail staffing and personnel costs. This audit was included in our FY05-06 Audit Schedule.

It appears from our analysis that there were several contributing factors to the significant increase in overtime. The decision by the Sheriff's Office to reduce staffing to meet budget constraints resulted in higher levels of overtime and higher total personnel costs. Determining the optimal staffing level for a jail is not an easy task, but, it is possible to improve staffing and management decisions by better utilizing data. The Sheriff's Office would have been better positioned to respond to budget constraints if it had gathered and analyzed available staffing, absence and workload data.

We have discussed our findings and recommendations with the management team at the Sheriff's Office. A formal follow-up to this audit will be scheduled within 1-2 years.

We would like to acknowledge and thank the management and staff in the Multnomah County Sheriff's Office for the cooperation and assistance extended to us.

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Summary

Recently, there has been considerable study and discussion about the use of overtime in the Multnomah County Sheriff's Office (MCSO) jail operations. The Corrections Grand Jury in 2004 urged the Auditor's Office to conduct an audit after reviewing jail overtime and again in 2005 spent considerable time analyzing the use of overtime. The previous sheriff also was asked by County Commissioner Naito to review jail operations and the use of overtime. In July, 2005, this office began an audit with the goal of offering objective and independent analysis to assist in this policy discussion.

Determining the level of staffing needed for a jail is challenging because jail facilities must operate 24 hours a day, 365 days a year. Based upon our independent analysis of workload and historical absence rates, and our review of current MCSO staffing, it appears that MCSO jails were understaffed in FY04 and FY05. However, since FY05, a number of program and facility closures occurred that may mean staffing is at a more appropriate level. Prior to making any future staffing decisions, the MCSO should further study current staffing levels and gain a better understanding of staffing needs in light of these changes.

Like other County programs, the MCSO responded to budgetary pressure by reducing jail staff and trimming the associated workload. The number of corrections officers working in the jails declined 13% and the number of jail beds was reduced by 18% from FY02 to FY05. Reducing staffing and a commensurate level of workload should have allowed the MCSO to control its level of overtime spending and reduce total personnel costs.

However, it does not appear that workload was reduced sufficiently to decrease total personnel costs. We found that the MCSO paid about the same amount in personnel costs in FY03, as it did in FY05, but received less work for this money. We estimate that the MCSO would have had to pay about \$1.08 million more in FY05 to get the same amount of work it got in FY03.

Typically, managers of jail operations can control personnel costs to some extent by managing absences. When the absence rate increases, it is necessary to hire more staff or incur overtime. We reviewed historical absence patterns of jail staff to determine if the MCSO could have compensated for understaffing more effectively by managing staff absences.

We found that total absences per jail staff FTE increased by 6% from FY03 to FY04 and by 7% from FY04 to FY05. The single largest contributor to this increase has been the rapid growth in comp time – time taken in lieu of overtime pay. Comp time grew more than 51% in FY04 and another 44% in FY05. Approximately 25% of corrections officers working in the jails were absent more than 11 weeks (the annual absence rate) in FY05. While most likely this was

allowed under the bargaining unit agreement, the high number of absences requires a significant effort to manage.

Having a very large amount of overtime in the system significantly blunts the effectiveness of absence management tools. For example, one way to minimize the amount of overtime needed to cover for staff members who take vacation is to manage the vacation schedule and shift vacation use to lower demanded times. But this is not possible if almost every day a shift is staffed with the use of overtime.

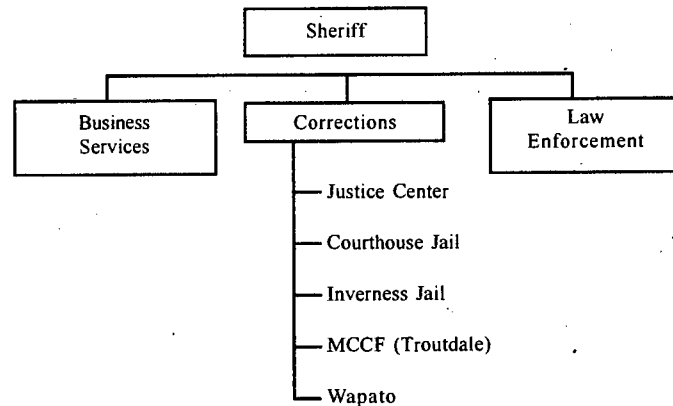
We followed up on our previous audit of overtime completed in 1994 and found that some of the recommendations had not been implemented. The MCSO has not successfully collected or monitored staffing, absence or workload data in the interim. We did find a study of all corrections facilities posts had been completed in 1997.

The audit recommends that the MCSO dedicate resources to maintain on-going analysis of staffing trends, conduct a study of staffing needs, and set a performance measure target for overtime in agreement with the Board of County Commissioners. We also recommend that the County Human Resources Division give more thought to personnel decisions that can significantly effect a 24/7 operation and plan for future contract negotiations that will assist the MCSO in better managing jail staffing.

Background

Multnomah County jails are administered by the Multnomah County Sheriff's Office (MCSO) Corrections Division. From FY02 to FY05, there were four operable jails: one in the Multnomah County Courthouse, the downtown Justice Center, and two jails on the east side of the County – the Inverness Jail and correctional facility in Troutdale. The Courthouse Jail was closed in FY04 and Wapato Jail in north Portland has not yet opened for operation. Corrections operations also included a Booking/Release Center, Classification Unit, Work Crews, the Work Release Center, Courthouse Services, and Inmate Transport.

Sheriff's Office
Organizational Chart



When adjusted for inflation, total MCSO spending decreased by 3% since FY01 – from \$100.4 million to \$97.2 million. In contrast, spending for Corrections Facilities has increased 6% or \$3.4 million in the same time period. The Executive Office and Enforcement Division had the largest decreases in the last five years.

MCSO
Spending FY01 to FY05
(adjusted for inflation)

Exhibit 2

	FY01	FY02	FY03	FY04	FY05	Change
Exec Office	\$6,610,313	\$5,558,722	\$4,045,698	\$3,485,559	\$3,376,441	-49%
Programs	\$15,690,080	\$15,698,103	\$17,284,060	\$16,187,389	\$17,338,168	11%
Facilities	\$60,451,324	\$58,881,069	\$57,019,838	\$59,927,429	\$63,823,715	6%
Enforcement	\$17,684,916	\$17,103,486	\$13,717,020	\$13,767,523	\$12,624,577	-29%
TOTAL	\$100,436,633	\$97,241,380	\$92,066,616	\$93,367,900	\$97,162,901	-3%

In FY05, Corrections Facilities expenditures were \$63.8 million – two-thirds of the total MCSO spending. The primary expenditure category for jails was personnel at 82% of the total. In FY05, \$52.1 million was spent on Corrections Facilities personnel costs, an increase of 12% from FY01.

Most corrections officers are assigned to a particular location or “post” such as a jail dorm. Most posts are fixed and are the same each day of the week while some posts vary by the time of day or week. For example, it is always necessary for an officer to be present at a facility control station, but it is only necessary to have officers available to escort inmates to meetings with attorneys on weekdays. Staff can also perform unanticipated “non-post” work, such as supervising an inmate in a hospital. The amount of non-post work that is necessary on any day is very difficult to predict.

MCSO management has worked with corrections consultants to determine how many fixed posts are necessary for a given facility. These managers also use historical information to estimate the need for staff to fill non-post activities and to account for absences. All of these factors contribute to the decision of how many officers to assign to each shift at each facility.

Scope and Methodology

The objectives of the audit were to assess:

- Whether the Sheriff's Office was efficiently staffing its jails to minimize total personnel costs
- What factors, such as staffing levels, absence rates, training, and comp time, or change in workload contributed to increased levels of overtime
- Whether sufficient data were available and used to effectively manage corrections staffing

The scope of our work included all corrections officers and sergeants. We did not include lieutenants or captains in our study. In some analysis, we limited our scope to corrections officers and corrections sergeants assigned to work in jail facilities including Booking and Release and the courts. Jail facilities include the Booking and Release function and courts because they backfill one another for each shift when there is a shortage of staff to work. When analyzing the jails, we did not include other work units such as Classification, Transport, Work Crew, Close Street Supervision, and administrative positions because they do not backfill jails.

We obtained SAP daily payroll information for FY03 through FY05 for all sergeants and corrections officers and verified its reliability to analyze personnel work hours and costs. We used this data to develop a personnel cost trend, and to compute work and absence hours. Using these data, we were able to make significant progress towards conducting a net annual work hour analysis using the National Institute of Correction's Staffing Analysis Workbook for Jails. However, we could not reliably estimate or obtain estimates from management for non-post activity because the information had not been tracked.

We obtained training records for all sergeants and corrections officers from FY03 through FY05 from the State and from several County sources. The training hours are likely to be slightly understated because they may not include

all on-site training in the jails. We used these data to see when training is taken by month of the year. We also estimated training hours per FTE.

We interviewed personnel in the Sheriff's Office and the SAP Support section. We read the 2004 – 2010 Multnomah County Corrections Deputy Association Agreement, the reports of the 2005 and 2004 Multnomah County Corrections Grand Juries, former Sheriff Noelle's Report reviewing the Sheriff's jail bed proposal (11-23-05) and the December 7, 2005 Agreement regarding the opening of 114 beds at the Inverness Jail Facility.

This audit was included in our FY06 audit schedule and was conducted in accordance with generally accepted government auditing standards.

Results

Jails were understaffed
in prior years

Determining the level of staffing needed for a jail is challenging because jail facilities must operate 24 hours a day, 365 days a year. Based on our independent analysis of workload and historical absence rates, and our review of MCSO staffing, it appears that MCSO was understaffed in FY04 and FY05.

Staffing plans are built based on an analysis of historical data of the number of posts, the variation in workload, and estimated absences. The analysis yields a staffing or "post factor" that tells the jail managers how many corrections officers should be assigned in the aggregate to a particular shift or unit to ensure that it is continuously staffed. According to our analysis the MCSO uses a post factor of 1.82 for jails. This means that for any particular shift, managers should assign 1.82 staff for each post on that shift. The MCSO staffed below a 1.82 post factor. This analysis related staffing to workload and should not be confused with an analysis of the number of actual staff versus the number of staff that are authorized in the budget.

The most recent staffing analysis that we could find was completed in January, 1997. Because the MCSO staffing analysis was so old, we attempted to conduct an independent analysis to arrive at a more up-to-date post factor. Using daily payroll data, we were able to make significant progress toward conducting a net annual work hour analysis using the methodology outlined in the National Institute of Correction's Staffing Analysis Workbook for Jails. However, we could not reliably estimate or obtain estimates from management for non-post activity because the information had not been tracked.

Because we could not obtain complete, reliable data, we could not arrive at a definitive post factor figure and finish the net annual working hour analysis. However, because it is a relatively small portion of total jail workload, our analysis led us to conclude that it is likely the current post factor for jails is at least 1.82 once non-post activity is included. According to Corrections Division and individual facilities managers we talked to and based on a review of weekly activity summaries, staffing levels were well below the recommended post factor.

Since FY05, a number of program and facility closures occurred that may mean that staffing is now at a more appropriate level. Prior to making any future staffing decisions, the Sheriff's Office needs to further study current staffing levels and gain a better understanding of staffing needs.

Understaffing,
combined with
absences led to higher
personnel costs

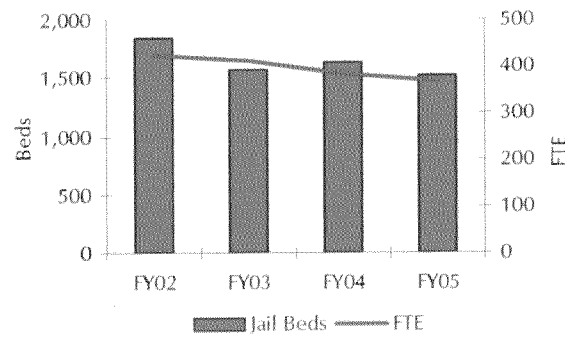
The MCSO has faced significant budgetary pressure over the past few years. Like other County programs, it responded to this pressure by reducing staff and trimming some of the associated workload. The MCSO decided to meet its budget constraint in part by reducing jail staff and the number of available jail beds. As shown below in Exhibit 3, the number of corrections officers working

in the jails declined 13%, from 424 in FY02 to 369 in FY05. During the same time period the number of jail beds was reduced by 18% from 1,844 in FY02 to 1,519 in FY05.

Reducing staffing and a commensurate level of workload should have allowed MCSO to control its level of overtime spending and reduce total personnel costs. However, jail workload is more complicated than opening and closing jail beds and can be difficult to predict. Put simply, workload includes everything that must be done each day to operate the jails safely and securely. In addition to staffing jail posts, managing workload involves determining how many corrections officers are needed to accompany inmates to medical appointments or how many are needed to provide security at a trial. The decisions in these examples depend on the characteristics of the individual inmates or the type of trial.

Exhibit 3

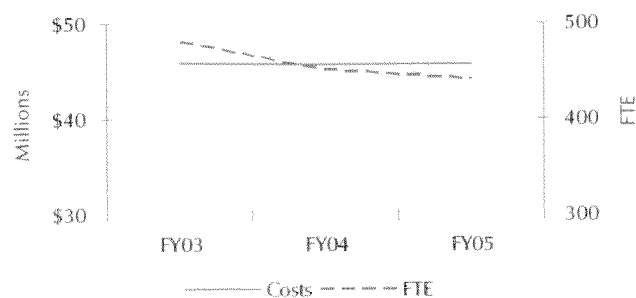
Jail beds and staff
(equivalent of full-time)
FY02-FY05



It does not appear that workload was reduced sufficiently to decrease total personnel costs. We found that the MCSO paid about the same amount in personnel costs for all corrections officers in FY05 as it did in FY03, when adjusted for cost of living and other rate changes, but it got less work for this money. From FY03 to FY05 after jail beds were cut by 4% and FTE was cut by 8%, total hours worked by all corrections officers decreased by about 26,000 hours. Put another way, the MCSO would have had to pay about \$1.08 million more in FY05 to get the same amount of work it got in FY03. Most of this increase in cost was the result of increased overtime. Because the cuts in corrections FTE did not decrease personnel costs as originally planned, it appears MCSO management had to make cuts in other areas to meet their budget targets.

Exhibit 4

Total personnel and
overtime costs
FY03-FY05



Absence rate has increased

Absences occur when corrections officers cannot work their usual shifts. When the absence rate increases, it is necessary to either hire more staff or incur overtime to operate the jails. Generally speaking, absences can fall into one of two categories: those that require prior-approval and those that do not. The largest subcategories that require prior approval to use include personal holiday, vacation, and compensatory time. The largest subcategory that does not require prior-approval (with some limited exceptions) is sick leave. Family and Medical Leave Act (FMLA) related absences are another large subcategory and fall somewhere in between – whether or not it requires pre-approval depends on the circumstances of the FMLA absence. Training is the last major category of absence that we discuss separately because MCSO management has the control over the amount and timing of training.

Total absences per jail staff FTE increased by 6% from FY03 to FY04 and by 7% between FY04 and FY05. The single largest contributor to this increase has been the rapid growth in comp time taken – comp time taken grew more than 51% in FY04 and another 44% in FY05. Approximately 25% of corrections officers and sergeants working in the jails were absent more than 11 weeks (the annual absence rate) in FY05. While most likely this was allowed under the bargaining unit agreement, the high number of absences requires a significant effort to manage.

Jail staff absences per FTE
(in hours)

Exhibit 5

	FY03	FY04	FY05	% Change
Vacation	118.73	122.95	131.87	11%
Sick	104.39	100.63	108.08	4%
Comp-Time Taken	25.41	38.50	55.55	119%
Training	30.2	40.1	35.7	18%
FMLA	32.09	43.76	41.64	30%

Vacation is one of the highest individual sources of absence. The amount of vacation corrections staff can accrue increases with seniority, with officers with at least 20 years of service accruing six weeks of vacation per year (240 hours). Because MSCO chose to reduce staff to meet budget constraints, MCSO corrections staff hiring was limited over the last three years. Despite this, there has not been a significant increase in the aggregate accrual of vacation. The average number of weeks of vacation accrued by corrections officers has remained steady over the last three fiscal years, at about four weeks per year. Average vacation use has grown in the past three years, but still lags behind average vacation accrual. When looked at individually, the vacation use varies from 1 day to 40 days in FY05.

The second largest group of absences is related to sick leave. Generally, sick leave does not require prior approval, and an officer's use of sick leave is not limited to his/her accrued sick leave balance. Corrections officers that call in sick can pay for the absence using several other paid leave categories such as vacation, personal holiday or comp time. For example, they can use vacation time in lieu of sick leave. In FY05, 16% of sick leave hours were charged to another leave category.

Sick leave can also be used in conjunction with the Federal Family and Medical Leave Act (FMLA) and its companion the Oregon Family and Medical Leave Act (OFLA). These acts entitle County employees to take leave for the birth of a child, the placement of a child for adoption or foster care, and the serious health condition of the employee or the employee's spouse, parent, or child. In addition to the above, OFLA allows leave for the serious health condition of a parent-in-law, stepchildren, domestic partner, or child requiring home care who does not have a serious health condition.

Like sick leave, FMLA/OFLA leave can be taken using a variety of paid leave categories. There has been a 30% increase in use in this type of leave in the last three years. However, there is an important difference. When a corrections officer calls in sick, he/she cannot work a different shift for overtime on that same day. When an officer calls in sick with FMLA, he/she can work a shift for overtime later in that same day.

The single fastest growing category of absence is comp-time. Corrections officers may elect to receive comp-time instead of overtime pay, when they work overtime. Employees receive 1.5 hours of comp-time for every overtime hour they work, so long as the accumulated balance of comp-time does not exceed 80 hours. Theoretically, offering comp-time in lieu of overtime pay can save the County money; however, it can also have the effect of increasing absences and increasing overtime costs. By paying for overtime with additional time off, the MCSO is essentially exchanging one absence for 1.5 absences – which may only increase over time. In FY03, comp-time accounted for 7% of all absences, but rose to 13% of all absences in FY05. The number of hours taken in comp-time by the different staff time ranged from 0 to 665 in FY05.

The final category of absences we looked at was training. For most County workers, time spent in training would not be considered an absence. But with a jail operation, a corrections officer that is away from his/her regular shift in order to attend training is for all intents and purposes absent; any absence can create a need for overtime. While training hours per FTE declined from FY04 to FY05, the number of training hours in FY05 increased 18% from FY03. MCSO managers told us that they have increased mandatory training in response to a perceived lack of training in the past and to adjust to changes in the current corrections environment.

Absences need
to be better
managed

It is important to manage absences in such a way to minimize their impact on overtime costs. The nature of the absence determines how it can best be managed. For absences that must be pre-approved, such as vacation, scheduling is frequently the most effective management tool. Managers can use historical trends and other data to try and manage and adjust for more unpredictable absences like sick leave. MCSO management has not effectively used these tools to manage absences; however, their ability to reduce overtime using these tools alone has been limited by the general lack of adequate staffing in the system.

The collective bargaining agreement between the sworn correction staff and the County allows for limits to be placed on how many individuals may use their vacation, personal holidays, and comp time on any day, for a particular facility or shift. For example, only six officers can be on vacation, personal holiday, or

comp-time each day on the west-side day shift. These limits are designed to smooth out the number of absences over the course of a year so that fewer staff shortages occur and less overtime is needed. During fiscal year 2005, MCSO frequently approved vacation, personal holidays, and comp-time for corrections officers and sergeants at levels above the maximum number of slots allowed per shift. The most extreme example of this was on the west side day shift (for corrections officers) where not only did they exceed their daily vacation/ personal holiday slots 170 times during the year; they also exceeded the total number of slots available for the year.

Training related absences can also be managed. MCSO managers have some latitude in determining how much training to require of their staffs and required training can be scheduled to minimize its impact on overtime. The MCSO operates under a variety of legal requirements regarding the level of training necessary for its corrections officers. The majority of these legal requirements are satisfied during the certification process that takes place before a new corrections officer works a regular shift. There are other professional training thresholds, such as professional accreditation, that are not legally binding and the MCSO has chosen not to pursue. However, MCSO managers told us that they have increased annual training requirements recently to help staff adjust to a changing corrections environment and to make up for what they believe to be a lack of training in previous years.

How training is scheduled can also have an impact on overtime costs. Ideally, managers would schedule training during the year at times when the absence rate is generally low and avoid times when absence rates are generally high – such as during the summer or in conjunction with other popular vacation times. However, recent MCSO training has not been scheduled this way. During the last three years, very little training has been scheduled during what are traditionally the lowest absence months of the year – January and February. Moreover, some of the highest training months have come during the summer and early fall – times that traditionally are associated with high absence rates.

High levels of overtime hindered absence management

Managing absences is a good practice for a jail organization in general and very important for controlling overtime, specifically. However, having a very large amount of overtime in the system significantly blunts the effectiveness of absence management tools. Having so much overtime in the system can also create the wrong incentives for individual staff members and makes it difficult for management to identify unusual use of leave and overtime.

Managing the vacation schedule should help minimize the amount of overtime needed to cover for staff members that take vacation because it helps to move vacation use out of high demand times of the year and into time with lower demand. However, with such a high percentage of days having overtime, it is very difficult to schedule vacation or training without adding to overtime. For example, there was overtime charged on all but four days in the year on the swing shift. This level of overtime essentially eliminated any possible benefit from moving vacation or training scheduling around on the calendar.

A high level of overtime in the system also creates unintended incentives for staff. With the availability of overtime a near certainty, it is possible for staff members to essentially replace their regular shift with an overtime shift – theoretically up to the point where they use all their available leave. For example, a staff member on swing shift could leave and be absent from his/her assigned shift and instead work overtime on the day shift for either comp-time (and accrue additional leave) or overtime pay. The large amount of overtime in the system, combined with the very complex scheduling process, make this type of activity very difficult to detect and manage.

Follow-up on
1994 audit

In 1994 the Auditor's Office recommended that the Sheriff's Office collect and monitor staffing, absence & workload data. It does not appear that the Sheriff's Office has developed or used data over the intervening years to manage personnel costs. For example, we found that a staffing study that helps determine proper staffing levels has not been conducted for over nine years.

Since the last audit, SAP, the County's automated financial system, has improved some of the payroll data available for analyzing corrections staffing costs. Many types of unpaid leave are now tracked. But SAP is not set up to provide all needed data to analyze correction's personnel costs. For example, SAP only tracks costs based on where staff is assigned. In a jail operation, corrections officers frequently work someplace other than where they are assigned. This causes many adjusting entries in an attempt to determine personnel costs for the jails.

Further, this information is not easily available in management reports. In this audit we used a custom-built program that relied on daily data from SAP. Although we were able to perform many useful analyses, they were time-consuming. This custom-made program is now available for the use by the MCSO. In order to use the program for analysis of aggregate staffing information as well as individual officers, MCSO must dedicate adequate resources to this task. Even using a custom-made program with daily data, some needed data will not be available or is currently tracked elsewhere in a way that would be useful for staffing analysis.

In 1994, we recommended that practices for scheduling vacation and personal holiday leave follow the bargaining unit agreement. Some progress was made when the bargaining unit agreement was changed to limit the number of officers by shift that could schedule vacation and personal holidays. However, as noted above, these limits were frequently not followed.

The Sheriff's Office did have a study done of all corrections facilities posts as recommended in the 1994 audit.

Recommendations

1. To assist the Sheriff's Office in controlling total personnel costs:
 - a. The County should evaluate how policies will affect a 24-hour per day 7 day per week operation like the jails when developing new or revising existing County personnel policies, and
 - b. The County should coordinate with the Sheriff and other County executives to establish long-term strategies and goals for future collective bargaining sessions.
2. To improve communication and accountability, the Sheriff's Office should work with the Board of County Commissioners to set a performance measure target for overtime as it relates to total personnel costs or hours.
3. To improve the Sheriff's Office ability to better manage staffing and overtime the Sheriff's Office should:
 - a. Commit resources to reviewing and analyzing personnel cost data on a regular basis.
 - b. Review staffing, absence and workload data at an aggregate level as well as at the individual staff level.
 - c. Begin tracking non-post activity and training data in a way that it can be more easily used for staffing analysis.
4. Prior to proposing any adjustment in staffing levels, the Sheriff's Office should evaluate current staffing levels taking into consideration recent changes and analyze staffing needs.

Responses to the Audit



MULTNOMAH COUNTY SHERIFF'S OFFICE

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SHERIFF

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March 9, 2006

Suzanne Flynn
Multnomah County Auditor
501 SE Hawthorne, Room 601
Portland, Oregon 97214

Dear Auditor Flynn:

In response to our receipt of the Auditor's Report on the use of overtime in our office, let me first extend my thanks to you and your staff. Your efforts to bring an independent analysis to the issue of overtime in the Multnomah County Sheriff's Office are greatly appreciated. Given the complex relationship of overtime use to work load, available budget, staffing and the overlay of collective bargaining agreements your Office provided a clear and thoughtful assessment.

In response to the audit, I offer the following comments regarding the key findings:

Staffing – The audit found that MCSO jails were understaffed and indicates that because of program changes we should assess current staffing prior to making future staffing changes.

Historically the Sheriff's Office has used many strategies to retain delivery of direct services to the public. One strategy that has been used is to fund 24/7 post positions such as in the jails using a post factor of 5.46 FTE. However, other positions that may also require a fill behind are managed through overtime rather than staffing. For example, deputies in certain positions, such as Court Services or hospital security activities, are not budgeted using a post factor. Although these activities must be staffed during vacancies, the use of overtime for these types of positions is clearly the better choice. It is predictable that when MCSO does not have post staffing at 1.82 that overtime will be used to maintain minimum staffing; this is not just a one year impact, it is multi-year. It also creates the dynamic where fully staffed equals short-staffed.

During the FY 06-07 budget process, the Sheriff's Office has "mapped" every position to the activity it performs. While there have been program changes, the budget maps created for the FY 06-07 budget process when reconciled to the budget showed us that we are both understaffed in areas where we had historically eliminated the post relief factor and that we are understaffed in

our jail facilities. While it would be easy to reverse the changes of posts from 1.82 to 1 FTE or to add posts within the facilities, turning that from a paper exercise to a budget one is not as easy. The County has been experiencing declining resources for years. The sticker shock of adding the posts, even if it would bring overtime into a better balance, would likely prevent any success in rectifying this problem. With that said, your finding validates our recent analysis.

The workload reduction did not lead to an equal decrease in total personnel costs.

While MCSO has tried to explain the economies of scale and the amount of work to run a jail that is not in a dorm, the new budget maps will be more valuable in understanding this than any verbal explanation. When closing beds, we eliminate the costs and staff directly associated with those inmates. However, the costs of the control centers, administration and support staff do not scale at the same rate. Since I have been Sheriff, 75-100% of MCSO's correctional facilities have had vacant capacity; in these facilities we pay the majority of the infrastructure costs. The observation that the workload and personnel costs have scaled at different rates, is fact. The movement to two full facilities, MCIJ and MCDC, should bring us to an operational scale where our jails are running at their most efficient, from an economic and operational perspective.

Comp Time – Comp time has been the single largest contributor to the total absence per employee.

Compensatory time is allowed by the MCCDA collective bargaining agreement. The true cost of this change to the CBA was not well predicted, nor was the effect on schedule management. Combined with the available time for employees, the phenomena of year-round travel commitments for both family and leisure purposes are a permanent factor. We believe that this is a permanent part of our employment picture, as families are no longer settled in the same regions. In small part, the aggressive commercial marketing of "vacations" in what were traditionally very low activity months has also become a permanent part of the workplace. Your analysis highlighted the actual cost of compensatory time on the work place. We believe that are some constructive methods that managers can use to limit the impulsive use of compensatory time.

Data in/Data out – MCSO needs to dedicate more resources to data analysis and monitoring.

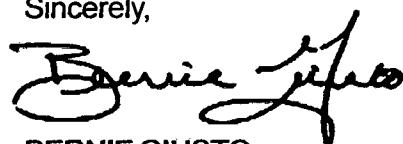
Since the 1994 Audit, the County implemented SAP. SAP has worked to improve the data entry process, but it is not set up to aid in the "data out" process. Because of the significant limitations in SAP, MCSO is working with the County to develop new reports and to purchase new scheduling and reporting software. The report that was developed by the Auditor is a new tool that can be used. But the effort to get that data and create the report, shows how unsuitable SAP is for non-object based reporting.

In past budget cycles, MCSO has cut its administration in support of direct services. The impact of these reductions has been felt in the ability to perform research and monitoring. While our research and evaluation staff is now fully staffed, it is still small for the agency (three FTE). I agree with the recommendation that more review of data and monitoring is needed. The scheduling software should help, but the shortfall of staff available for research and analysis will still limit the abilities to carry out the recommendation.

Your audit is very timely due to the Corrections Grand Jury reports and our internal overtime study. Through our overtime study, we have worked to create new reports in SAP, fully hire staff, monitor overtime more closely, move more staff to posts, move training to low overtime periods and limit vacation to planned-for levels. There are factors that will continue to drive overtime costs: the lack of access to a range, medical and suicide watch, uncontrolled absences such as FMLA/OFLA, training to mitigate risk and meet case law, and the amount of sick, vacation time, and comp time that our more senior workforce accrues. Our ongoing work, this audit, and work to access outside consultation on staffing will assist us in coming to a better balance of FTE costs and overtime expenses.

I thank you and commend your staff for the manner in which this audit was conducted in its approach, communication with my office, and in the data collected. The audit will be provided to all of the Sheriff's Office employees and will also be further considered as we evolve our business, staffing and analysis practices. Every day since becoming Sheriff, I have learned something new about jail management. As the audit states, "jail workload is more complicated than opening and closing jail beds and can be difficult to predict" (p. 7). What I once thought was rather simple, or as a police officer did not think of at all, is a highly complex and sophisticated system to assure the safety of employees and inmates and the adherence to many laws and rights. This audit has value because of its findings and in the way the data is presented. This audit will also increase understanding in what we do and will help us better serve the public.

Sincerely,

A handwritten signature in black ink, appearing to read "Bernie Giusto". The signature is fluid and cursive, with the first name "Bernie" being more prominent than the last name "Giusto".

BERNIE GIUSTO
Sheriff



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: B-3
Est. Start Time: 11:15 AM
Date Submitted: 03/01/06

BUDGET MODIFICATION:

Agenda Title: Briefing on Department of County Human Services Related Board Adopted Fiscal Year 2006 Budget Notes

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	March 16, 2006	Time Requested:	30 minutes
Department:	County Human Services	Division:	Director's Office
Contact(s):	Jana McLellan		
Phone:	503 988-3691	Ext.	25390
Presenter(s):	Iris Bell, Rex Surface		
I/O Address:	167/1/620		

General Information

1. What action are you requesting from the Board?

There is no Board action requested. This is only for briefing purposes to update all seven DCHS FY 2006 Budget Notes.

2. Please provide sufficient background information for the Board and the public to understand this issue.

In a Budget Note to the FY 2006 Adopted Budget, the Board directed the Department of County Human Services (DCHS) to review seven different budget notes. This briefing is to update the Board as to the status of each of those seven budget notes, and receive any further clarification on this assignment. The analysis prepared for this review will be presented and discussed at the briefing.

To date, four of these budget notes are already completed and were presented to the Board over the last few months. These four completed budget notes include:

Alignment of Gang Programs;

Prioritizing Use of Resources for Senior Services;
Domestic Violence;
Project Respond.

The three budget notes that will be presented in detail at this briefing include:

Cultural Competency;
Synthetic Opiate Program Sunset;
Children's Mental Health HeadStart.

3. Explain the fiscal impact (current year and ongoing).

There is no immediate fiscal impact from this briefing. No Board action is being requested at this time.

4. Explain any legal and/or policy issues involved.

None.

5. Explain any citizen and/or other government participation that has or will take place.

There was much citizen involvement specifically addressing the Department's work around Budget Note #5, Cultural Competency. Many key providers of culturally specific mental health providers were invited to discuss their concerns and opportunities for solutions to address the lack of mental health services for underrepresented communities. Findings of these meetings as well as recommended solutions that the Department and County can support will be presented during this briefing.

Required Signatures

**Department/
Agency Director:**

Ref Surface

Date: 03/01/06

Budget Analyst:

Date: _____

Department HR:

Date: _____

Countywide HR:

Date: _____

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FY 2006 Budget Notes

Joint Budgeting with Other Local Jurisdictions

Safety is a top priority to citizens throughout the county. Currently both Multnomah County, the City of Portland and other jurisdictions within the county commit substantial portions of their budgets to safety – and none has enough to do all that it wants.

Given the complementary nature of the safety activities in these jurisdictions, they could deliver even more results for the money available IF they worked together and used their combined resources to buy safety results. Doing so would mean:

- Agreeing on the results, indicators of success, and the factors that contribute most to delivering safety to citizens. (Multnomah has a first draft of this work complete as a result of its 2005-06 budget process.)
- Agreeing on the strategies (i.e. frameworks or overall approaches, not programs) they would together choose that would most effectively deliver safety.
- Obtaining program offers from both city and county departments to deliver a specific result at a specific price within a specific time.
- Ranking those program offers based on their relative effectiveness per dollar in achieving safety.
- Developing new or revised programs even more effective at achieving safety.
- Choosing an order for funding to guide final budget decisions.

The goal of this process will be to successfully deliver safety results to citizens throughout the county with the reduced resources expected to be available in 2007 and beyond. The Board directs that \$50,000 be earmarked in Contingency to help support this process.

City of Portland Jail Beds

The City of Portland has purchased a one-time allocation to increase jail capacity for their local offenders. Within legal constraints, the City has the right to determine how that capacity will best fit their needs and objectives. The allocation will increase local capacity in the jail system by 57 beds. The Sheriff's Office shall track and report the utilization rate and profile the offenders using this additional capacity. The City Council, the Local Public Safety Coordinating Council, and the Board of Commissioners—through regular Board meetings—and will receive regular quarterly reports of the utilization of this resource.

Use of ITAX Sunset Reserves

The Board has set-aside approximately \$10 million in contingency of one-time-only funds to manage the reductions as a result of the sunset of ITAX. The Board had indicated their willingness to review proposed programs or projects to invest in FY 2006 projects that will reduce the cost of future County operations significantly greater than these original investments. In addition to FY 2007 savings, projects selected must also maintain or improve

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service to County customers or end users served.

Cultural Competency

Multnomah County currently provides \$1 million to provide Mental Health services to specific ethnic, cultural, and underrepresented communities and the County will issue an RFP to distribute these resources. The Board of County Commissioners seeks to strengthen the County's commitment to culturally competent service delivery. Culturally competent services should be integral elements in the framework of service delivery to ethnic, cultural and underrepresented communities County-wide, by contractors and employees alike. The Board seeks to ensure there is performance based contracting processes and procedures regarding those resources and services.

Staff shall review how the resources are being directed in terms of the clientele we are to serve and are those services best delivered directly by the County, community based providers, a larger not-for-profit organization, or a combination of all three. The Board is concerned by changing demographics and wants to ensure that people served by the County reflect the entire community.

With regard to mental health contracts specifically, staff shall review the level of funding and services reaching the communities that the Board has determined are underrepresented in the mental health system. Funds will be reallocated where services are determined to be deficient ON AN ONGOING BASIS.

The Department of County Management shall report back to the Board about current status and proposed policy direction for planned improvements no later than January 31, 2006.

Reporting on Internal Services, Central Procurement & Contracting, Countywide Administration

In light of the departmental restructuring and reductions the County faces in FY 2007, The Board directs the Chief Financial Officer by September 30, 2005 to:

- Report to the Board on the status of Central Procurement and Contracting Administration (CPCA) as it relates to the morale of CPCA staff, knowledge and skill level of staff, status of unexecuted contracts and other issues that may come up.
- Report to the Board on Internal Services as it relates to service level agreements with departments, cost saving plans/recommendations for information technology, facilities, FREDs and Risk Management. In addition a report will be made on the revised service and delivery methods for human resources and financial operations.
- Provide a detailed schedule and analysis of administrative costs within the departmental budgets. The analysis will compare each department and will include: the Directors, Deputy Director, finance/business/budget staff, hr staff, evaluation staff and other

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appropriate staff. The CFO is to work with the departments to ensure that all staff are included.

Performance Contracting

The County wants to be able to evaluate the effectiveness of programs and contractors. To accomplish this the Board is asking the Department of County Management to lead the efforts to develop language to ensure that performance outcomes and measures are included in County contracts that will indicate progress being made on the marquee indicators of the six priority areas. The outcomes and measures will be used in evaluating programs and contractors. The process will begin with a review of mental health contracts, paying specific attention to a contractor's performance in adequately serving all demographic groups.

Flash Money

The County understands that, on occasion, the use of large sums of money known as "flash money" is a necessary element to the successful investigation of drug, property, and other types of crimes by the Sheriff's Office. In order to further an investigation, the use of flash money is an important tool to the infiltration of the criminal enterprise and in gaining the acceptance and confidence of an alleged criminal. The County also understands that there is a risk of loss when flash money is used during these types of investigations. The County acknowledges the sum of \$100,000 as an acceptable risk when using flash money in a criminal investigation.

Alignment of Gang Programs

The Board directs staff from DCJ, OSCP, DCHS to work together to improve and coordinate the County's gang intervention and prevention programs throughout the County. The interdepartmental group will align gang services, coordinate target populations and what define what results are expected from the programs. The group will provide a report to the Board by October, 2005.

Synthetic Opiate Program Sunset

The Board directs County Human Services and the Department of Community Justice to provide the Board with a plan to reduce the utilization of clients receiving methadone and direct remaining resource methadone from for-profit agencies to not-for-profit agencies. Of the \$400,000 budgeted for this program, the Board directs that \$150,000 placed contingency until the Board has an opportunity to review the plan proposed by the departments. It is the Board's intent that this program be phased out over the course of FY 2006.

Funding Flexibility for Medium & High Risk Offenders

Anticipated reductions to the county's percentage of State DOC funding would eliminate services for high risk offenders. DCJ's program offers for medium risk offenders could fund those services and supervision to ensure that public safety is continued for the most dangerous offenders. In the event the State cuts come to pass, DCJ is directed to provide a revised plan for this program,

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for review and approval by the Board.

Prioritizing use of Resources for Senior Services

The State budget has eliminated a portion of the funding for Mental Health Older & Disabled Services. It is unclear whether or not that State cut will be restored by the end of the legislative session. The Board is requesting that Aging staff develop a proposal for the Board's consideration regarding prioritizing resources for senior services (long term care and mental health multidisciplinary team) and the best use of use of those resources.

Children's Mental Health HeadStart

The Board requests clarification on the general fund and state funding sources for Children's Mental Health and Headstart program. The \$200,000 proposed reduction to this program, is merely a placeholder until County Human Services can provide clarification regarding how to maximize State Medicaid reimbursement dollars. It is the intent of the Board to fully fund the program offer up to the \$900,000 or an equivalent service level. \$200,000 will be earmarked in contingency pending the results of DCHS analysis, report, recommendation and ultimate Board action.

Domestic Violence

Domestic Violence services are vitally important to the welfare of our community. To this end, the Board will purchase 3 program offers related to domestic violence services. These are:

- Program Offer #25082A—General DV Services
- Program Offer #25082B—Centralized DV Access Line
- Program Offer #25083B—HUD DV Housing

It is the Board's intent that the Department of County Human Services (DCHS) will provide domestic violence services at current service levels and serve culturally specific populations. To that end, the Board will propose an amendment to provide \$100,000 of funding for Program Offer #25083A—Culturally Specific DV. This amount will increase the total funding for domestic violence services over the total FY 2005 amount, and will enable the department to maintain its current level of effort in this critical service area. DCHS will report back on the performance measures and results for these four program offers regularly throughout FY 2006.

City of Portland Jail Beds – A&D Treatment Support

The City of Portland has purchased a one-time allocation to increase jail capacity for their local offenders. Within legal constraints, the City has the right to determine how that capacity will best fit their needs and objectives. The allocation will increase local capacity in the jail system by 57 beds. The Sheriff's Office shall track and report the utilization rate and profile the offenders using this additional capacity. The City Council, the Local Public Safety Coordinating Council, and the Board of Commissioners—through regular Board meetings—and will receive regular quarterly reports of the utilization of this resource.

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Of the City's \$1.8 million public safety contribution, \$1.3 million will be allocated to open a dorm at Inverness (57 beds), \$500,000 will be used to match the \$2 million contribution by the County to maintain a total of 68 alcohol and drug treatment beds that would have closed due to State budget cuts.

County Management & Sheriff's Office Internal Service Taskforce

The Department of County Management, the Sheriff's office, staff from the Board of County Commissioners and mutually agreed-upon citizen representatives will form a task force to review internal service costs in the Sheriff's budget. This proposal is in addition to the budget note entitled, "Reporting on Internal Services, Central Procurement & Contracting, Countywide Administration," that will be looking at these issues across the County.

The goal of the County-Sheriff's Office Internal Service Task Force will be to find \$6 million of general fund savings through elimination of duplication and inefficiencies in internal services. The task force will maximize value for County taxpayers by seeking the best solutions countywide. Task force recommendations may include a combination of the County and/or the Sheriff's office continuing to provide his internal services.

If at least \$2.6 million of general fund savings is identified by Dec. 31st, then \$600,000 of those savings will be appropriated to open two dorms at Inverness Jail for three months (April – June 2006). Remaining savings may be used to offset public safety cuts for FY 2007. This entire proposal is contingent on the closure of Close Street Supervision for FY 2006. It is the intent of the Board to provide transition funding to the Sheriff's Office for a period of no more than two months to ramp down Close Street Supervision. The Budget Office will bring a budget modification to implement this action.

Project Respond

The Board values the work of Project Respond, a mental health outreach program operated by Cascadia Behavioral Healthcare. Project Respond's community outreach teams maintain an important link between our community's public safety and mental health service systems, responding to more than 2,200 crisis calls annually in downtown Portland and the surrounding areas. In years past, the County has provided some funding to Project Respond through the Portland Business Alliance. For FY 2006, the County will seek to provide its funding for this service directly to Cascadia Behavioral Healthcare. The Budget Office is directed to work with the County Attorney to determine the feasibility of this alternative, and to report back to the Board no later than August 31, 2005.



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

Board Clerk Use Only

Meeting Date: 03/16/06
Agenda Item #: E-1
Est. Start Time: 11:45 AM
Date Submitted: 03/09/06

BUDGET MODIFICATION: -

Agenda Title: Executive Session Pursuant to ORS 192.660(2)(h)

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

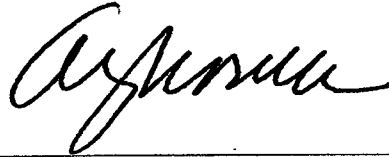
Date Requested:	<u>March 16, 2006</u>	Time Requested:	<u>15 mins</u>
Department:	<u>Non-Departmental</u>	Division:	<u>County Attorney</u>
Contact(s):	<u>Agnes Sowle</u>		
Phone:	<u>503 988-3138</u>	Ext.	<u>83138</u>
I/O Address:	<u>503/500</u>		
Presenter(s):	<u>Agnes Sowle and Invited Others</u>		

General Information

1. What action are you requesting from the Board?
No Final Decision will be made in the Executive Session.
2. Please provide sufficient background information for the Board and the public to understand this issue.
Only Representatives of the News Media and Designated Staff are allowed to Attend.
Representatives of the News Media and All Other Attendees are Specifically Directed Not to Disclose Information that is the Subject of the Executive Session.
3. Explain the fiscal impact (current year and ongoing).
4. Explain any legal and/or policy issues involved.
ORS 192.660(2)(h).
5. Explain any citizen and/or other government participation that has or will take place.

Required Signatures

**Department/
Agency Director:**



Date: 03/09/06

Budget Analyst:

Date:

Department HR:

Date:

Countywide HR:

Date: