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## Under Construction: Building a Livable Future

Tri-County Metropolitan Transportation District of Oregon

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**BUILDING A LIVABLE FUTURE: Summaries of Transportation and Land Use Projects in the Portland, Oregon Region**





**Under Construction: Building a Livable Future**  
***Summaries of Transportation and Land Use Projects***  
***in the Portland, Oregon Region***



## *Acknowledgements*

*This report was prepared through the contributions of the following Tri-Met staff:*

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*Thanks to all project participants for working towards achieving transit oriented development ideals and to many others who provided assistance in compiling information.*

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# Introduction

Portland, Oregon has received nationwide accolades for its efforts to integrate transportation and land use planning. This document is meant to provide a reference of current development projects and programs in the region that are supportive of transit use.

The Tri-County Metropolitan Transportation District (Tri-Met) is engaged in activities intended to fulfill its mission of assuring people increased mobility in our growing, compact urban region. This objective is targeted in Tri-Met's Land Use Goal, succinctly stated in the Strategic Plan: "Using public and private partnerships, help assure that a majority of all new housing and jobs inside the region's urban growth boundary (UGB) are served by the primary transit network within a 5-minute walk."

The following descriptions of selected programs/projects in the region can serve to illustrate specific local practices aimed at maintaining Portland's livability standards. The report organizes these activity summaries along a continuum that begins with regional plans and programs that have resulted in specific development projects, and closes with funding information which will lead to similar future projects. This categorization is as follows:

- Regional Plans and Programs . . . . . the regional land use and transportation framework*
  
- Community Plans and Programs . . . land use and transportation plans for specific geographically defined areas*
  
- Pre-Development Plans . . . . . site and market analysis identifying specific development opportunities and projects*
  
- Opportunity Sites . . . . . sites near key transit stations in public or private ownership that have potential for development*
  
- Development Projects . . . . . transit supportive projects with identified developers*
  
- Development Funding Programs . . . potential public sources of financing for transit oriented development projects*

Much activity is currently occurring toward the planning end of the spectrum, serving to establish the policy and regulatory framework for development in the Portland metro area which can be used as a guide to other agencies and jurisdictions nationwide. Fulfilling the mission of increased mobility and growth management will require a substantial increase in the construction of development projects that build on the principles of integrated transportation/land use planning.

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*Elmonica*

*SW 185th Avenue/Parr Lumber*

*SW 205th Avenue/Quatama*

*Orengo*

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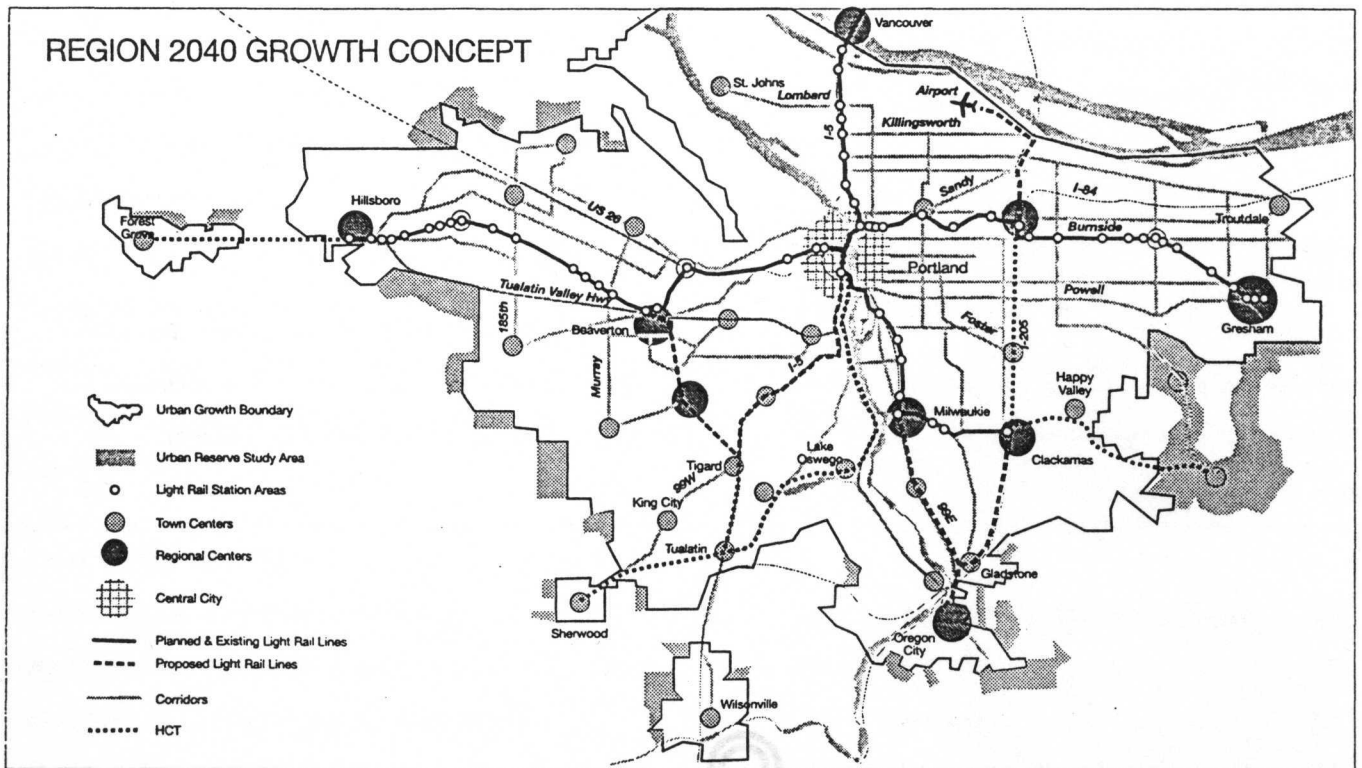


# ***Regional Plans and Programs***

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*Land use and transportation framework*





The 2040 Recommended Alternative adopted by Metro builds on the region's past successes by focusing on transit and a tight Urban Growth Boundary as a means to grow and preserve our livability.

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**REGION 2040 URBAN GROWTH MANAGEMENT FUNCTION PLAN**  
**LEAD: METRO**

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**PROJECT DESCRIPTION**

*The Function Plan outlines specifically what changes the region and the 3 counties and 24 cities within must make to implement the adopted Region 2040 Growth Concept. The Concept calls for keeping a tight Urban Growth Boundary (UGB), creating urban communities within the region, focusing growth along transit corridors, preserving open spaces, keeping new lot sizes smaller, and creating compact business areas. The voter-approved Metro Charter gives Metro the authority to require changes in local land use and transportation plans to be consistent with the Function Plan.*

**PROJECT OBJECTIVES**

- o Accelerate implementation of the Region 2040 Growth Concept.*
- o Define the share of growth each jurisdiction must absorb by 2015.*
- o Establish parameters for changes in local zoning for minimum densities, maximum parking, mixed-use areas along transit corridors and natural area preservation.*
- o Use transportation investments to leverage the development envisioned in the Growth Concept.*
- o Develop street designs that provide for a mixture of transportation modes.*

**STATUS**

- o Region 2040 Growth Concept adopted by resolution by Metro Council, December 1994.*
- o Metro Council adoption of refined Growth Concept and amended Regional Urban Growth Goals and Objectives (RUGGOs), November 1995.*
- o Urban Reserves adopted by Metro Council, December 1995.*
- o Phase One Function Plan adopted by MPAC, July 1996.*

**NEXT STEPS**

- o Metro Council adoption of Phase One Function Plan, September 1996.*
- o Decision on Urban Growth Boundary, Fall 1996 - Winter 1997.*
- o Metro Council adoption of final Function Plan, December 1997.*
- o Local Compliance with Phase One Function Plan, September 1998.*

**CONTACTS**

- |                                 |                       |                 |
|---------------------------------|-----------------------|-----------------|
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# South/North Transit Corridor Study "Snapshot"

## Need

- It is estimated that approximately 700,000 more people will live in the Portland Metro area by the year 2015.
- Congestion will increase and air quality will deteriorate.

## The Project

- A 21 mile line starting in Clackamas Town Center in the south and ending in near the Veteran Hospital and Clark College in the north.
- Phase Two: Extensions to the south to Oregon City and the area of 134th Street and Washington State University branch Campus to the north.

## Benefits

- By the year 2015, 68,000 trips per day will be taken on the South/North LRT. The South/North LRT Project and bus improvements would generate approximately 17 million new transit trips per year.
- Travel by light rail during rush hour between major points like Clackamas Town Center and the downtowns of Portland, Milwaukie and Vancouver would be faster than by car or buses.
- South/North LRT will add the equivalent long-term capacity of a six-lane freeway from Vancouver through downtown Portland to Milwaukie and the Clackamas Town Center at approximately half the cost.
- Approximately 53,000 full time family-wage jobs would be created by the project during the construction period.
- In the year 2015, South/North LRT would reduce air pollution by approximately 720 tons per year.
- There would be \$11 to \$13 million savings per year in congestion cost for freight movement from the project.

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**SOUTH/NORTH TRANSIT CORRIDOR STUDY**  
**LEAD: METRO**

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**PROJECT DESCRIPTION**

*The South/North Study is underway to prepare a Draft Environmental Impact Statement (DEIS) and Preliminary Engineering (PE) on a light rail transit alternative within a corridor from Clackamas Town Center through Milwaukie, downtown Portland and the I-5 North area into Vancouver, Washington.*

**PROJECT OBJECTIVES**

- o Select a locally preferred alignment alternative based on the results of the DEIS.*
- o Initiate Preliminary Engineering in several segments of the corridor.*

**STATUS**

- o The region selected LRT as the preferred high capacity transit mode and included it in the Regional Transportation Plan.*
- o Alignment alternatives and design options for further study in the DEIS were identified; work on the DEIS has been initiated.*
- o \$475M in local bond money was approved, November 1994; \$375M from the Oregon legislature was secured, February 1996.*
- o The FTA has approved advancing the corridor into Preliminary Engineering.*

**NEXT STEPS**

- o A DEIS will be published in late 1996.*
- o The locally preferred alignments and minimum operable segment will be selected in the spring of 1997, at which time the first PE products will be delivered.*
- o The FEIS and all preliminary engineering on the locally preferred project will be completed in 1998.*
- o If funding for the proposed project is approved, final design and construction could begin as early as 1999, and an initial segment of the corridor should be in operation by 2005.*
- o Federal matching funds (50%) will be sought in the next Surface Transportation Act authorization.*

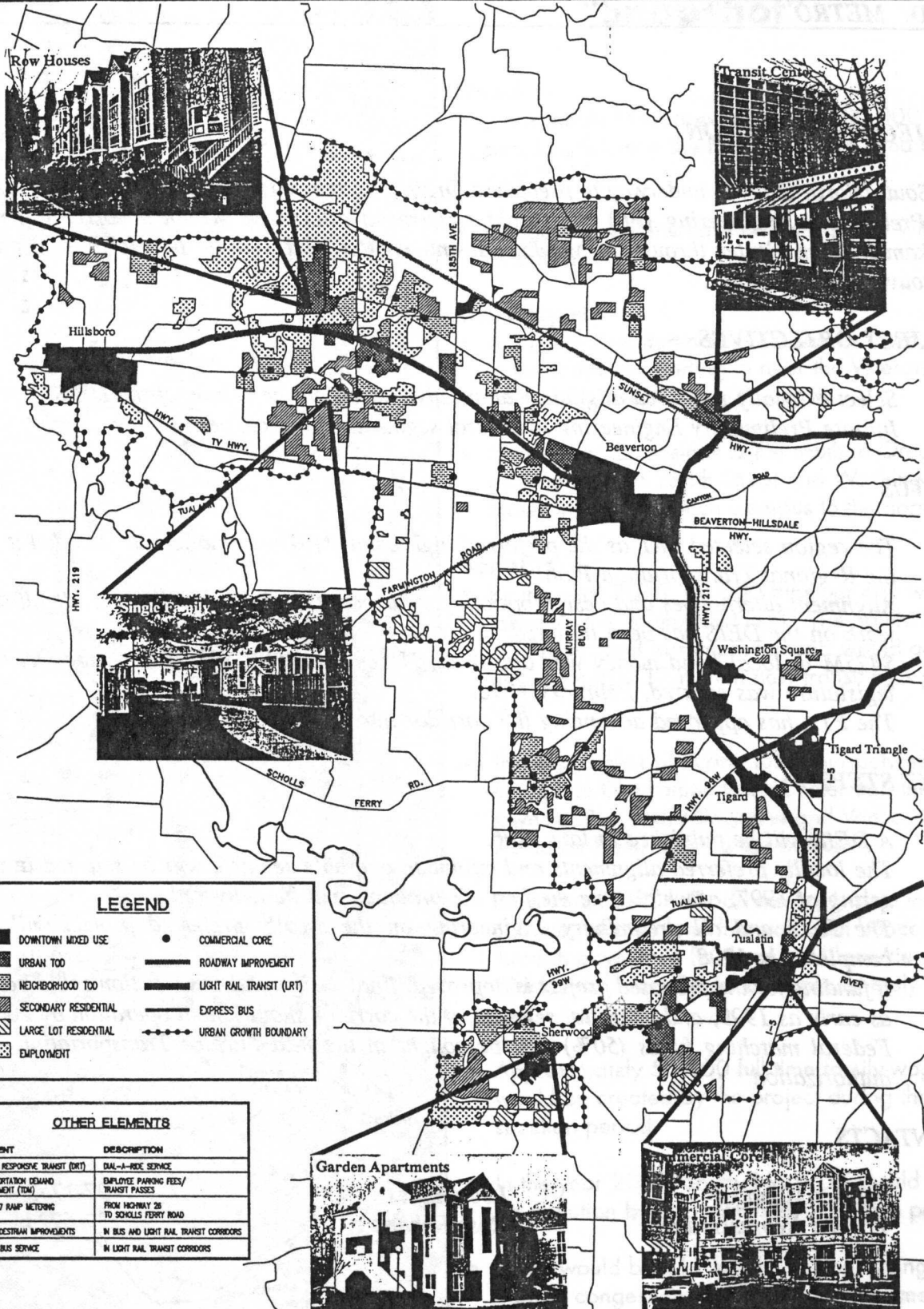
**CONTACTS**

- |                                 |                     |                 |
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| <i>o Tri-Met Representative</i> | <i>Ross Roberts</i> | <i>239-6723</i> |

# LUTRAQ: The New Suburban Vision



**Making the  
Land Use  
Transportation  
Air Quality  
Connection**



**LEGEND**

	DOWNTOWN MIXED USE		COMMERCIAL CORE
	URBAN TOD		ROADWAY IMPROVEMENT
	NEIGHBORHOOD TOD		LIGHT RAIL TRANSIT (LRT)
	SECONDARY RESIDENTIAL		EXPRESS BUS
	LARGE LOT RESIDENTIAL		URBAN GROWTH BOUNDARY
	EMPLOYMENT		

**OTHER ELEMENTS**

ELEMENT	DESCRIPTION
DEMAND RESPONSIVE TRANSIT (DRT)	DIAL-A-RIDE SERVICE
TRANSPORTATION DEMAND MANAGEMENT (TDM)	EMPLOYEE PARKING FEES/ TRANSIT PASSES
HWY. 217 RAMP METROING	FROM HIGHWAY 26 TO SCHOLLS FERRY ROAD
BIKE/PEDESTRIAN IMPROVEMENTS	IN BUS AND LIGHT RAIL TRANSIT CORRIDORS
FEEDER BUS SERVICE	IN LIGHT RAIL TRANSIT CORRIDORS

Cambridge Systematics, Inc.  
Calthorpe Associates  
Parsons Brinckerhoff Quade and Douglas, Inc.

---

## **LUTRAQ**

**LEAD: 1000 FRIENDS OF OREGON**

---

### **PROJECT DESCRIPTION**

*LUTRAQ: Making the land use, transportation, air quality connection is a national demonstration project focusing on eastern Washington County and the proposed Western Bypass. The study shows how major highway investments can be foregone by shifting land use patterns.*

### **PROJECT OBJECTIVES**

- o Demonstrate and quantify the transportation, air quality, energy and other benefits of transit-oriented development.*
- o Develop and demonstrate a new vision of suburban development in Washington County.*

### **STATUS**

- o Technical work on LUTRAQ is now complete; final reports were produced, Spring 1996.*
- o LUTRAQ is one of five alternatives reviewed in the Major Investment Study for the Western Bypass Study conducted by the Oregon Department of Transportation.*
- o The Western Bypass was not recommended by the State.*
- o **Major Findings:***
  - » The team identified adequate vacant land within walking distance of transit in Washington County to accommodate two-thirds of jobs and households over the next 20 years.*
  - » Preliminary results from the first phase indicate that using transportation demand management and changing land use patterns together can increase transit ridership to work by as much as 1000%.*
  - » Transit work trips within Washington County will jump from 2.7% in 1990 to 21% in 2010, with a shift in land use, pedestrian improvements and small parking fees.*
  - » A 10% reduction in vehicle miles traveled can be achieved regionally with a quality pedestrian environment equivalent to Portland's most pedestrian-oriented zones.*

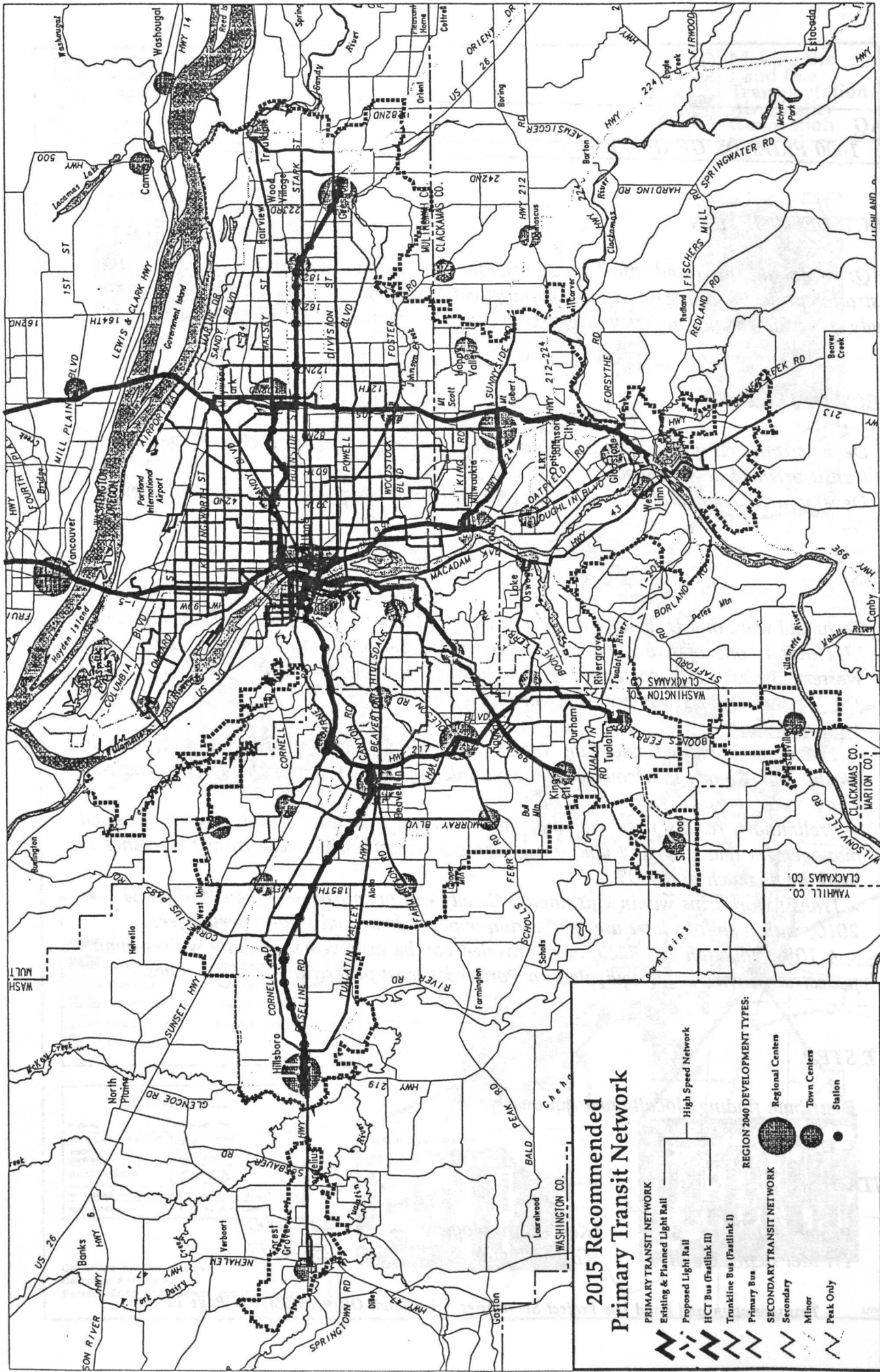
### **NEXT STEP**

- o Distribute findings locally and nationally.*

### **CONTACTS**

- o Project Manager                      Keith Bartholomew                      497-1000*
- o Tri-Met Representative              GB Arrington                              238-4977*





## 2015 Recommended Primary Transit Network

**PRIMARY TRANSIT NETWORK**

- Existing & Planned Light Rail
- Proposed Light Rail
- HCT Bus (Fastlink II)
- Trunkline Bus (Fastlink I)
- Primary Bus

**SECONDARY TRANSIT NETWORK**

- Secondary
- Minor
- Peak Only

**REGION 2040 DEVELOPMENT TYPES:**

- Regional Centers
- Town Centers
- Station

Notes: The Primary Transit Network represents a vision of a preferred transit network in 2015. Realization of this vision is dependent on (a) growth occurring in patterns generally consistent with Metro's 2040 Growth Concept and (b) additional funding being secured to increase transit services. The secondary transit network shown is intended for purposes of illustrating overall coverage and is not part of the Primary Transit Network.

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**PRIMARY TRANSIT NETWORK (PTN) - Phase Two**  
**LEAD: TRI-MET**

---

**PROJECT DESCRIPTION**

*The Primary Transit Network (PTN) represents a long-range vision of the region's transit system in 2015. The PTN links the Central City, regional centers, town centers, main streets and corridors with high quality transit service having a frequency of 15 minutes or better. Implementation of the PTN is dependent on additional funding being secured. The Primary Transit Network Phase II Project refines the PTN recommended in Phase I based on new Metro land use and transportation data.*

**PROJECT OBJECTIVES**

- o Develop a preferred PTN which serves the region's adopted 2040 Growth Concept as envisioned in 2015.*
- o Incorporate the preferred PTN into the updated RTP and local transportation system plans.*

**STATUS**

- o The PTN Phase I report which recommended a draft PTN was completed, Summer 1995.*
- o Approval of a \$35,000 TGM grant for Phase II was granted, Spring 1996.*
- o Completion of Phase II work tasks, in progress.*

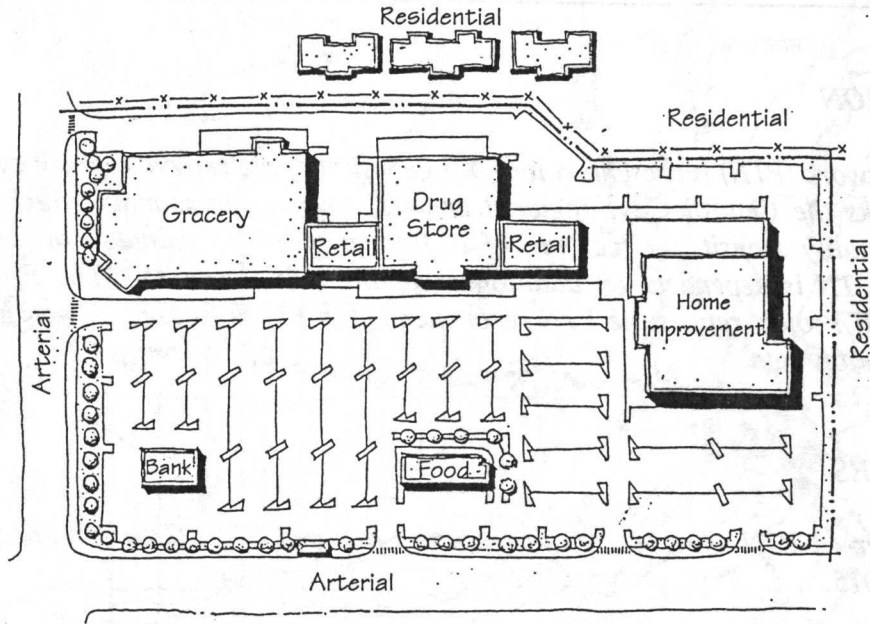
**NEXT STEPS**

- o Update the transit orientation index using Metro's population and employment growth allocations, Fall 1996.*
- o Develop revised preferred PTN for review by RTP Transit Work Team, Fall 1996.*
- o Incorporate PTN in Regional Transportation System Plan, Winter 1996.*

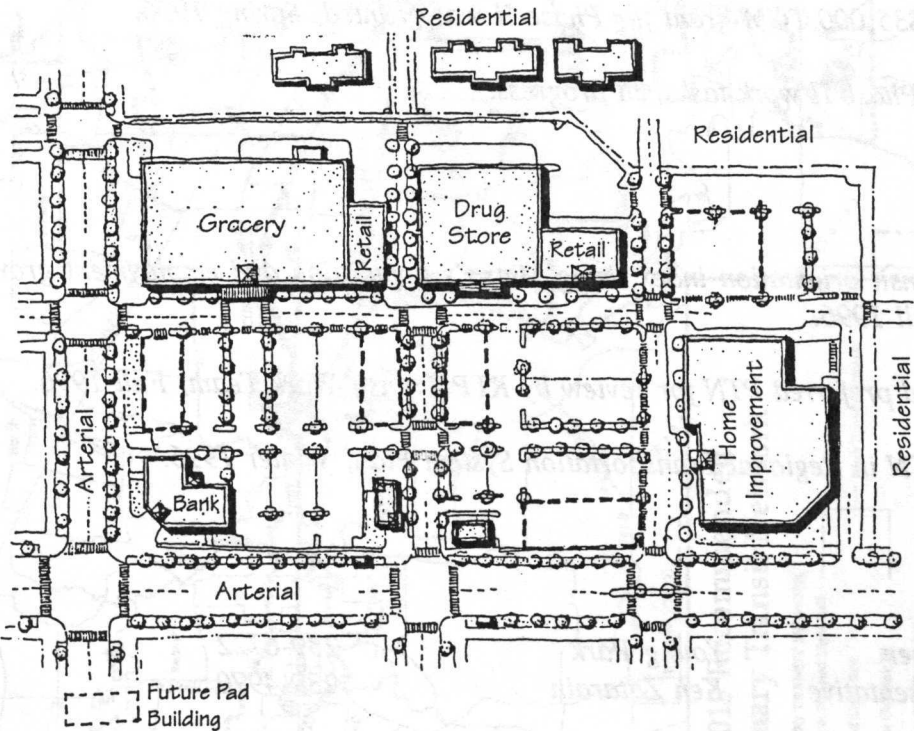
**CONTACTS**

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- o Tri-Met Representative              Ken Zatarain                      239-4970*

# Retail Shopping Center—Typical Plan



# Retail Shopping Center—Revised Plan



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**TRANSPORTATION PLANNING RULE****LEAD: OREGON DEPARTMENT OF LAND CONSERVATION & DEVELOPMENT**

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**PROJECT DESCRIPTION**

*Adopted in May, 1991, the Transportation Planning Rule (TPR) requires local jurisdictions to plan for a reduction in vehicle miles travelled (VMT) per capita over the next 30 years. This is an ambitious and untested objective and the State will be evaluating the effectiveness of local efforts every five years so that the Rule can be adjusted as necessary. Several of the Rule's more controversial provisions were amended by LCDC in April 1995.*

**PROJECT OBJECTIVES**

- o Revise local development ordinances to enhance access for pedestrians, bicyclists and transit customers.*
- o Prepare regional and local transportation system plans to demonstrate 0% increase in VMT over 10 years, 10% decrease over 20 years, and 20% decrease over 30 years.*

**STATUS**

- o The following jurisdictions have adopted ordinances: Clackamas County, Milwaukie, Tualatin, Washington County, Oregon City, Gresham, Hillsboro, Forest Grove.*
- o Public hearings are taking place in Portland and Beaverton; process to be completed by Fall, 1996.*
- o Four jurisdictions are currently in the process of adopting local Transportation System Plans.*

**NEXT STEPS**

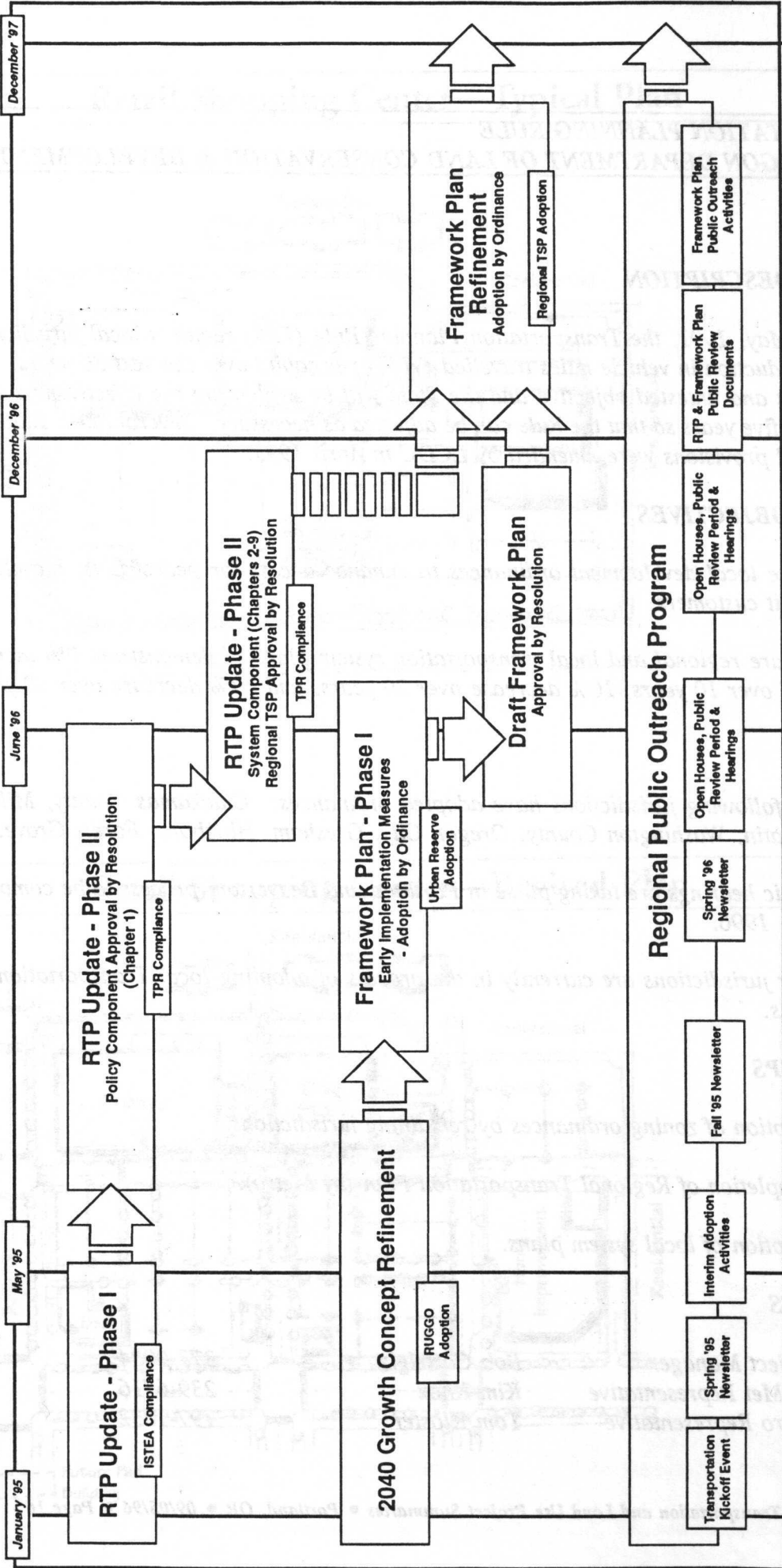
- o Adoption of zoning ordinances by remaining jurisdictions.*
- o Completion of Regional Transportation Plan (by Metro).*
- o Adoption of local system plans.*

**CONTACTS**

- |                                 |                      |                 |
|---------------------------------|----------------------|-----------------|
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| <i>o Metro Representative</i>   | <i>Tom Kloster</i>   | <i>797-1832</i> |



# Regional Framework Plan & Regional Transportation Plan Update Adoption Process



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**REGIONAL TRANSPORTATION PLAN**  
**LEAD: METRO**

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**PROJECT DESCRIPTION**

*Metro maintains the Regional Transportation Plan (RTP) with periodic updates to reflect changing transportation needs, new regulations and funding sources. The RTP is the transportation element of the Region 2040 Function Plan, and reflects policies set forth in the Region 2040 Growth Concept. Transportation projects must be included in the plan to be eligible for regional funds.*

**PROJECT OBJECTIVES**

- o Develop a balanced, multi-modal transportation system that serves the needs of the region.*
- o Maintain continued compliance with the federal Clean Air Act and ISTEA, and achieve compliance with the state Transportation Planning Rule (TPR).*
- o Implement the Region 2040 Growth Concept.*
- o Promote regional consensus on key transportation improvement strategies.*

**STATUS**

- o The first phase of a major update to the RTP was completed, and Phase II is underway. This update will bring the plan into compliance with the state TPR and continued compliance with ISTEA and the Clean Air Act.*

**NEXT STEPS**

- o Adoption by resolution of Draft RTP, December 1996.*
- o 12-month review process, December 1996 - December 1997.*
- o Adoption by ordinance (with Region 2040 Function Plan), December 1997.*

**CONTACTS**

- |                                  |                     |                 |
|----------------------------------|---------------------|-----------------|
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## ***Community Plans and Programs***

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*Land use and transportation plans for specific geographically defined areas*

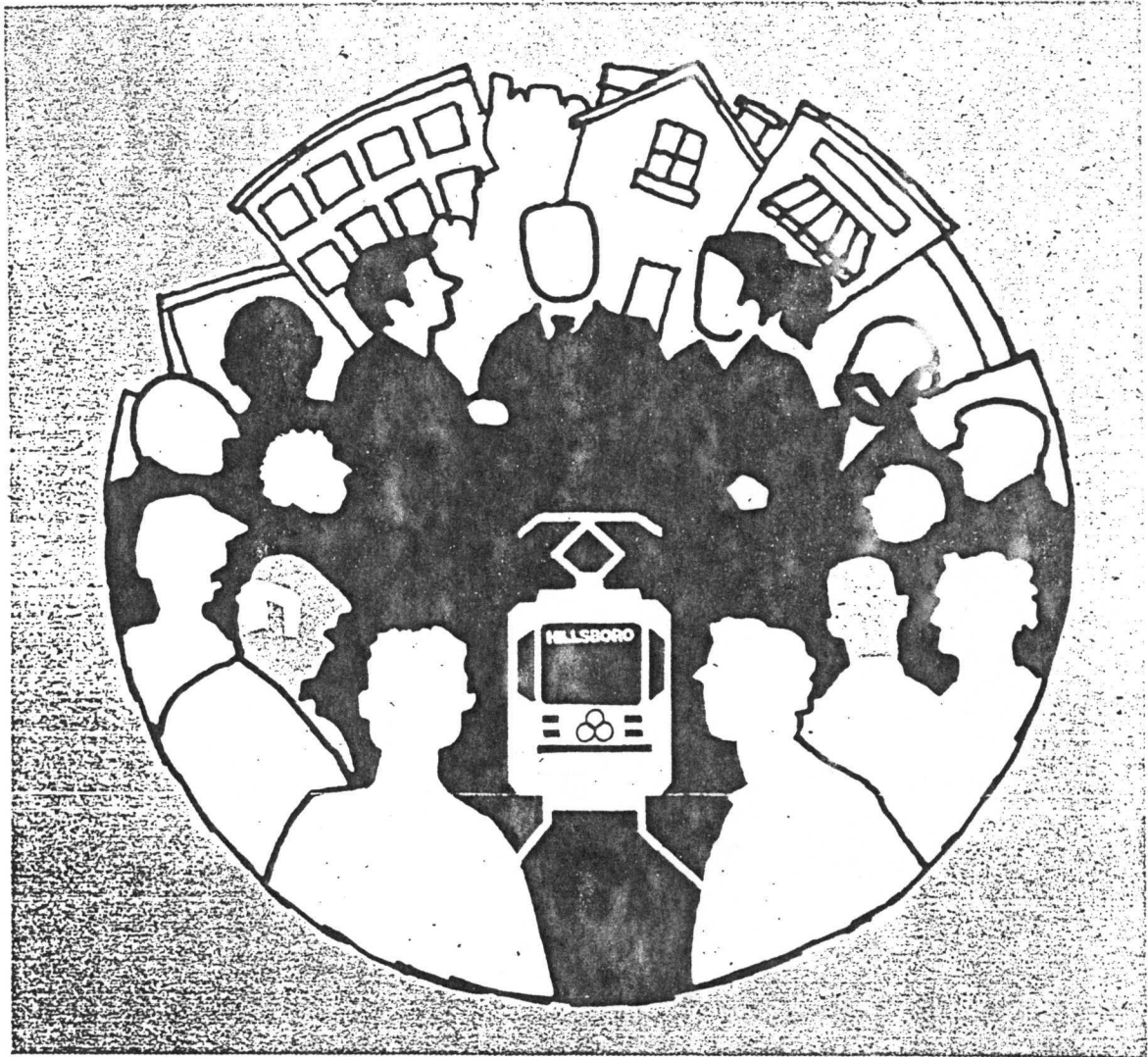




# Building 21st Century Communities:

A Westside Light Rail Station Community Planning Conference

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## Rail Trail Guide



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**WESTSIDE STATION COMMUNITY PLANNING**  
**LEAD: CITIES OF BEAVERTON, HILLSBORO, PORTLAND, WASHINGTON COUNTY**

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**PROJECT DESCRIPTION**

*This program focuses on land use planning within a one-half mile radius of light rail stations. It is a corridor-wide effort being carried out jointly by Tri-Met, Metro, ODOT, Cities of Beaverton, Hillsboro and Portland, and Washington County, with funding from Tri-Met, Metro and ODOT.*

**PROJECT OBJECTIVES**

- o Maximize the creation of pedestrian friendly, transit supportive development within station areas as a means of promoting transit ridership.*
- o Adopt amendments to local comprehensive plans, development regulations and capital improvement programs.*

**STATUS**

- o Washington County adopted an interim development ordinance in July 1993; the Cities of Hillsboro and Portland adopted ordinances in March 1994.*
- o Portland adopted final plan and code amendments in January 1996; Hillsboro adopted plan and code amendments in August 1996.*
- o Outreach efforts have included a two day conference, a one day mid-rise housing seminar, quarterly newsletters, tours, workshops, presentations, neighborhood meetings, exhibits, slide shows and a video.*

**NEXT STEPS**

- o Adoption by Hillsboro of last three zoning maps, Fall 1996.*
- o Beaverton and Washington County plan and code amendment hearings, beginning Fall 1996.*

**CONTACTS**

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**RIVER DISTRICT DEVELOPMENT PLAN**  
**LEAD: PORTLAND DEVELOPMENT COMMISSION**

---

**PROJECT DESCRIPTION**

*The River District Development Plan recommends a framework for future public and private development in a new Central City Plan District comprised of the former North Downtown and Northwest Triangle sectors, plus the upriver portion of Terminal 1. The plan identifies approximately 5,500 units of new multi-family housing, 1.5 million square feet of office space and 340,000 square feet of neighborhood retail space.*

**PROJECT OBJECTIVES**

- o Implement housing and related development in the District over the next 20 years.*
- o Provide a framework for public and private investment to realize the goals of the development plan, including reintegration of the District with the Willamette River through creation of water features and Waterfront Park extension.*

**STATUS**

- o The River District Development Plan was endorsed by the Portland City Council, May 1994.*
- o City Council adopted the Strategic Investment Plan for the River District, the Housing Implementation Strategy and an agreement with the River District Association for implementation of the plan, December 1994.*
- o Central City Plan amendments, formalizing the River District and expanding the Central City Boundaries to include the upriver portion of Terminal 1, were approved by City Council, April 1995.*
- o The Special District and R-O-W Design Guidelines were adopted, Spring 1996.*
- o The Landmarks Commission approved a pedestrian bridge linking Front Avenue housing to the transit mall.*
- o The 550-unit housing project at Union Station received Design Commission approval for Phase I; construction to begin, September 1996. A total of 1100 new housing units in the District are currently in various phases of construction.*

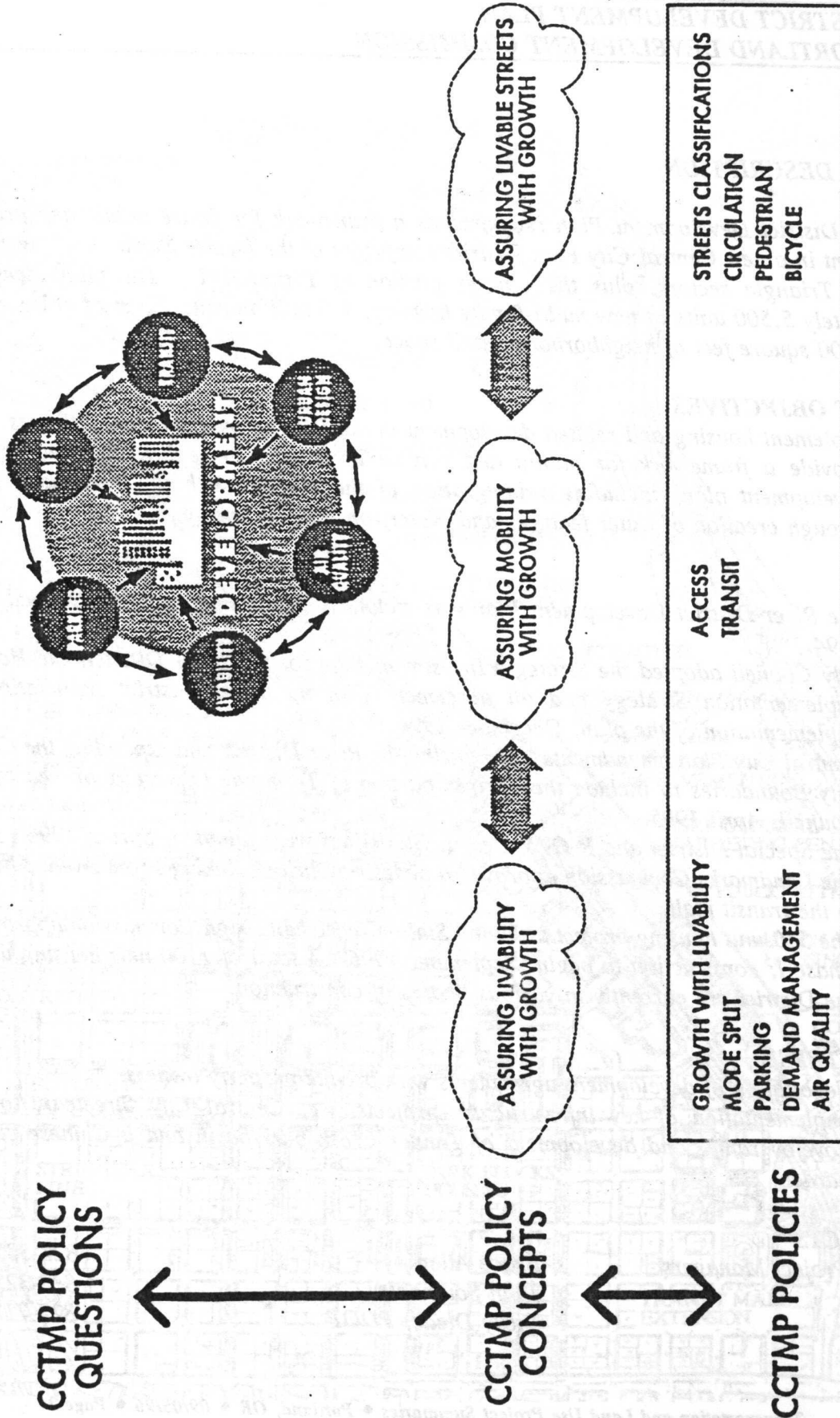
**NEXT STEPS**

- o Negotiation of development agreements with private property owners.*
- o Implementation of key infrastructure projects, i.e. Central City Streetcar, lowering Lovejoy ramp, and development of Tanner Creek park/basin and a Chinese classical garden.*

**CONTACTS**

- |                           |                          |                 |
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|                           | <i>John Southgate</i>    | <i>823-3257</i> |
|                           | <i>Vicky Diede, PDOT</i> | <i>823-7137</i> |

# CCTMP POLICY DEVELOPMENT



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**CENTRAL CITY TRANSPORTATION MANAGEMENT PLAN (CCTMP)**  
**LEAD: CITY OF PORTLAND DEPARTMENT OF TRANSPORTATION**

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**PROJECT DESCRIPTION**

*This project provides a comprehensive transportation management program for the Central City. Specifically, the CCTMP removes the downtown parking lid and expands parking management controls throughout the Central City including maximum parking ratios, limits on surface lots and garages, and restrictions on access to parking facilities.*

**PROJECT OBJECTIVES**

- o Assure livability and mobility with growth.*
- o Continue transit's central role in providing access to the downtown area.*
- o Encourage development in accordance with the Central City Plan.*

**STATUS**

- o City Planning Commission approval of Draft CCTMP, January 1995.*
- o Zoning code amendments and the parking policy document adopted by the Planning Commission, October 1995.*
- o City Council adoption, December 6, 1995; effective January 8, 1996.*
- o Oregon Environmental Quality Commission approval, Spring 1996.*

**NEXT STEPS**

- o EPA approval, 1997.*

**CONTACTS**

- |                                 |                     |                 |
|---------------------------------|---------------------|-----------------|
| <i>o Project Managers</i>       | <i>Steve Iwata</i>  | <i>823-7734</i> |
|                                 | <i>Cary Pinard</i>  | <i>823-7700</i> |
| <i>o Tri-Met Representative</i> | <i>GB Arrington</i> | <i>238-4977</i> |

PORTLAND CITY TRANSPORTATION DEPARTMENT  
HEAD: CITY OF PORTLAND OFFICE OF TRANSPORTATION

PROJECT DESCRIPTION

The project is a first phase of a larger project. It is a pilot project for the City of Portland. The project is a first phase of a larger project. It is a pilot project for the City of Portland. The project is a first phase of a larger project. It is a pilot project for the City of Portland.

PROJECT OBJECTIVE

The project is a first phase of a larger project. It is a pilot project for the City of Portland. The project is a first phase of a larger project. It is a pilot project for the City of Portland. The project is a first phase of a larger project. It is a pilot project for the City of Portland.

THE CITY



# Southwest Community Plan


Prepared and laid the project summary • Portland, OR • 2000 • 1.7.02





# S U M M A R Y WESTSIDE MAX CORRIDOR

## GOOSE HOLLOW



**LIGHT RAIL STATION AREA DEVELOPMENT PROFILE**

- Adjacent to 13-acre Goose Hollow Park, the station area is bounded by the Goose Hollow and the Goose Hollow Park.
- Development opportunities are located in the Goose Hollow Park and Goose Hollow Park.
- Adjacent to the Goose Hollow Park, the station area is bounded by the Goose Hollow and the Goose Hollow Park.


## SUNSET TRANSIT CENTER



**LIGHT RAIL STATION AREA DEVELOPMENT PROFILE**

- Development opportunities are located in the Sunset Transit Center station area.
- Adjacent to the Sunset Transit Center, the station area is bounded by the Sunset Transit Center and the Sunset Transit Center.


## DOWNTOWN BEAVERTON



**LIGHT RAIL STATION AREA DEVELOPMENT PROFILE**

- Development opportunities are located in the Downtown Beaverton station area.
- Adjacent to the Downtown Beaverton, the station area is bounded by the Downtown Beaverton and the Downtown Beaverton.

## MILLIKAN WAY



**LIGHT RAIL STATION AREA DEVELOPMENT PROFILE**

- Development opportunities are located in the Millikan Way station area.
- Adjacent to the Millikan Way, the station area is bounded by the Millikan Way and the Millikan Way.

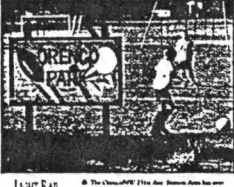
## ELMONICA/SW 170TH AVE.



**LIGHT RAIL STATION AREA DEVELOPMENT PROFILE**

- Development opportunities are located in the Elmonica/SW 170th Ave. station area.
- Adjacent to the Elmonica/SW 170th Ave., the station area is bounded by the Elmonica/SW 170th Ave. and the Elmonica/SW 170th Ave.

## ORENCO/NW 231ST AVE.



**LIGHT RAIL STATION AREA DEVELOPMENT PROFILE**

- Development opportunities are located in the Orenco/NW 231st Ave. station area.
- Adjacent to the Orenco/NW 231st Ave., the station area is bounded by the Orenco/NW 231st Ave. and the Orenco/NW 231st Ave.

## FAIR COMPLEX/ HILLSBORO AIRPORT



**LIGHT RAIL STATION AREA DEVELOPMENT PROFILE**

- Development opportunities are located in the Fair Complex/Hillsboro Airport station area.
- Adjacent to the Fair Complex/Hillsboro Airport, the station area is bounded by the Fair Complex/Hillsboro Airport and the Fair Complex/Hillsboro Airport.

## DOWNTOWN HILLSBORO



**LIGHT RAIL STATION AREA DEVELOPMENT PROFILE**

- Development opportunities are located in the Downtown Hillsboro station area.
- Adjacent to the Downtown Hillsboro, the station area is bounded by the Downtown Hillsboro and the Downtown Hillsboro.

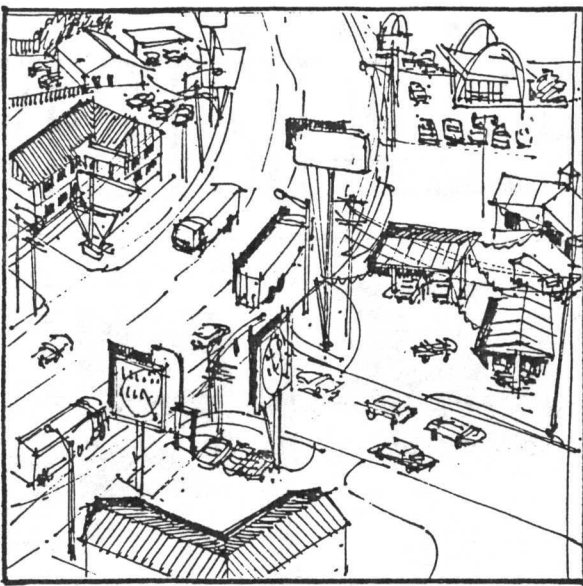
## LIGHT RAIL STATION AREA DEVELOPMENT PROFILE

- Station Area Development Profiles are available for all Westside Corridor station areas. Profiles catalog site specific development opportunities and recent development projects, and they provide market, zoning, transportation, demographic, and geographic information. Aerial photographs of station areas are also included.
- Between 1990 and 1994, the Westside station areas gained over \$87,000,000 in development projects.
- Westside MAX has a projected weekday ridership exceeding 27,000 passengers.
- Westside MAX represents a capital investment of nearly \$1 billion in local and federal funds. To support this capital investment, land use regulations and development standards are being modified by cities and counties to facilitate appropriate development in station areas.
- Downtown Hillsboro and Downtown Beaverton, both served by Westside MAX, are likely to be designated "regional centers" by Metro. Under current proposals, regional centers will receive priority in the future programming of local, state, and federal infrastructure funds.
- Westside MAX will be the second leg of the Portland region's light rail network to enter revenue service. The first, Eastside MAX, began operations in 1987; the third leg, a south-north alignment, is currently being planned.



Station Area Development Profiles are intended to provide information useful to people interested in pedestrian and transit supportive land development opportunities within one-half mile of Westside MAX Stations.





Before: Existing commercial area at future transit station site.



After: Housing and mixed-use buildings at transit station.



Before: Residential area 3 to 4 blocks from future transit station.



After: More housing.



Before: Residential area 5 blocks from future transit station.



After: Increased housing designed to merge smoothly with existing neighborhood.

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**THE LIVABLE CITY PROJECT**  
**LEAD: CITY OF PORTLAND BUREAU OF PLANNING**

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**PROJECT DESCRIPTION**

*This program is designed to accommodate growth while improving livability for all residents.*

**PROJECT OBJECTIVES**

- o Facilitate the development of housing that is transit supportive.*
- o Increase accessible services.*
- o Improve sense of community.*

**STATUS**

- o The Livable City project sponsored three neighborhood efforts to test growth concepts. Staff is currently supporting neighborhood efforts to implement development projects that follow these concepts.*
- o Two Transportation and Growth Management grants were completed, July 1995.*

**NEXT STEPS**

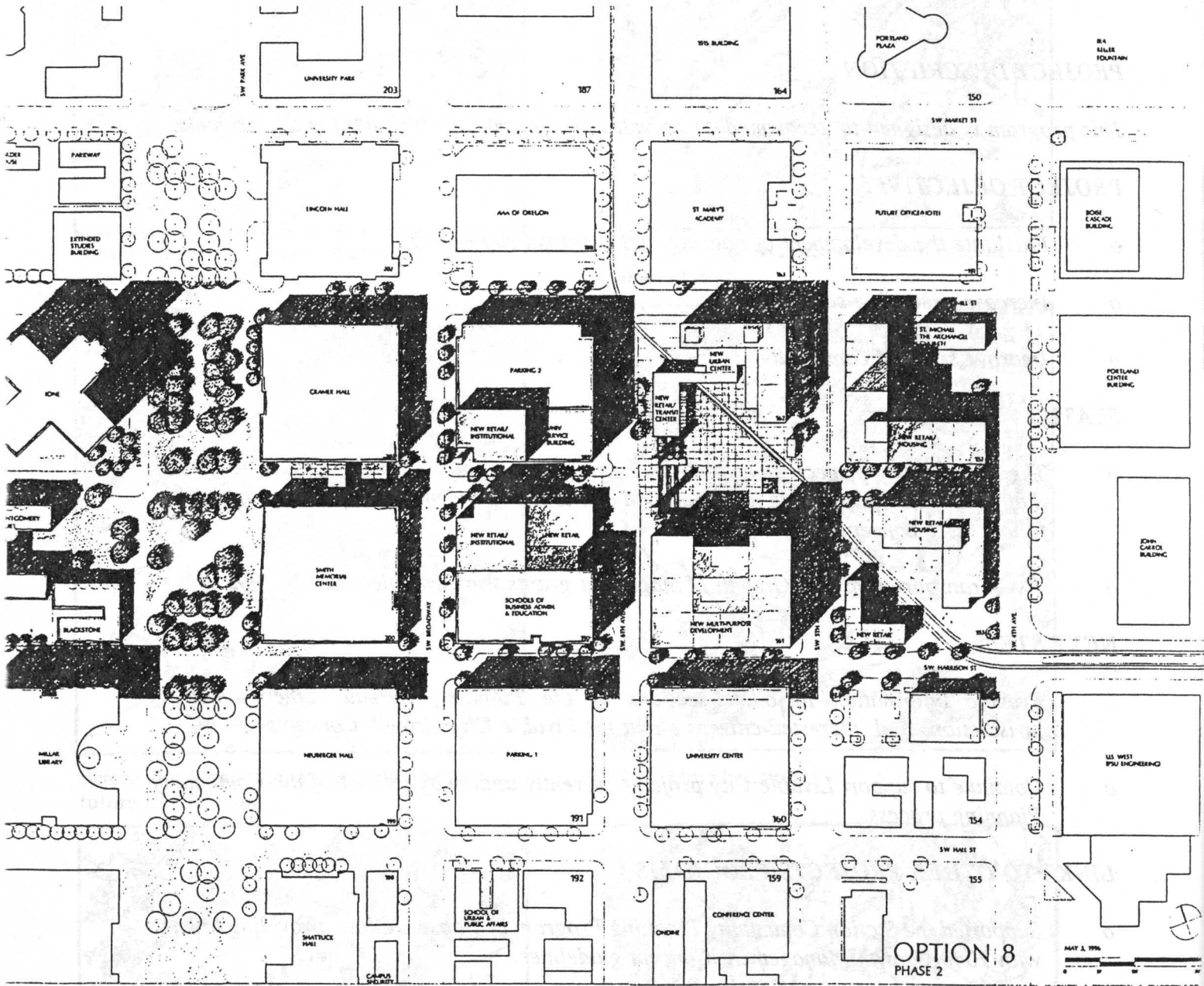
- o Provide information to other sections of the Planning Bureau, other agencies, jurisdictions and interested citizens about the Livable City Growth Concepts.*
- o Continue to support Livable City projects currently underway as part of the Community Planning process.*

**LINKS TO OTHER PROJECTS/PROGRAMS**

- o Supported the Station Community Planning Program in Goose Hollow, providing linkage with 2040 Growth Management Concept guidelines.*
- o Performed land use analyses for the Hollywood Town Center and Hillsdale Community Vision projects.*
- o Provided staffing for planning activities associated with the City Life Project.*

**CONTACT**

- o Project Manager                      Elana Emlen                      823-7728*



**URBAN CENTER PROJECT**  
UNIVERSITY DISTRICT SOUTH DOWNTOWN GATEWAY

THOMAS HACKER  
AND ASSOCIATES  
ARCHITECTS P.C.



OPTION 8  
PHASE 2

MAY 3, 1996



Before: Residential area 5 blocks from forum

After: Increased housing designed to merge smoothly with existing neighborhood

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**PORTLAND STATE UNIVERSITY (PSU) URBAN CENTER PROJECT**

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**LEAD: PSU**

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**PROJECT DESCRIPTION**

*A six-block master plan is being produced for a mix of academic, retail, commercial and housing uses. Phase I development includes an Urban Center building, University Plaza and a transit center.*

**PROJECT OBJECTIVES**

- o Create a vibrant urban center which connects PSU to the community and allows for a variety of activities and uses.*
- o Contribute to the vitality and economic success of the University District.*
- o Provide a transit-oriented pedestrian-friendly zone which is well integrated into the structure of downtown.*

**STATUS**

- o Design team selected, February 1996. Project Executive Committee and Technical Committees formed.*
- o Master plan and schematic design for the Urban Center building, Urban Plaza and transit center completed, July 1996.*

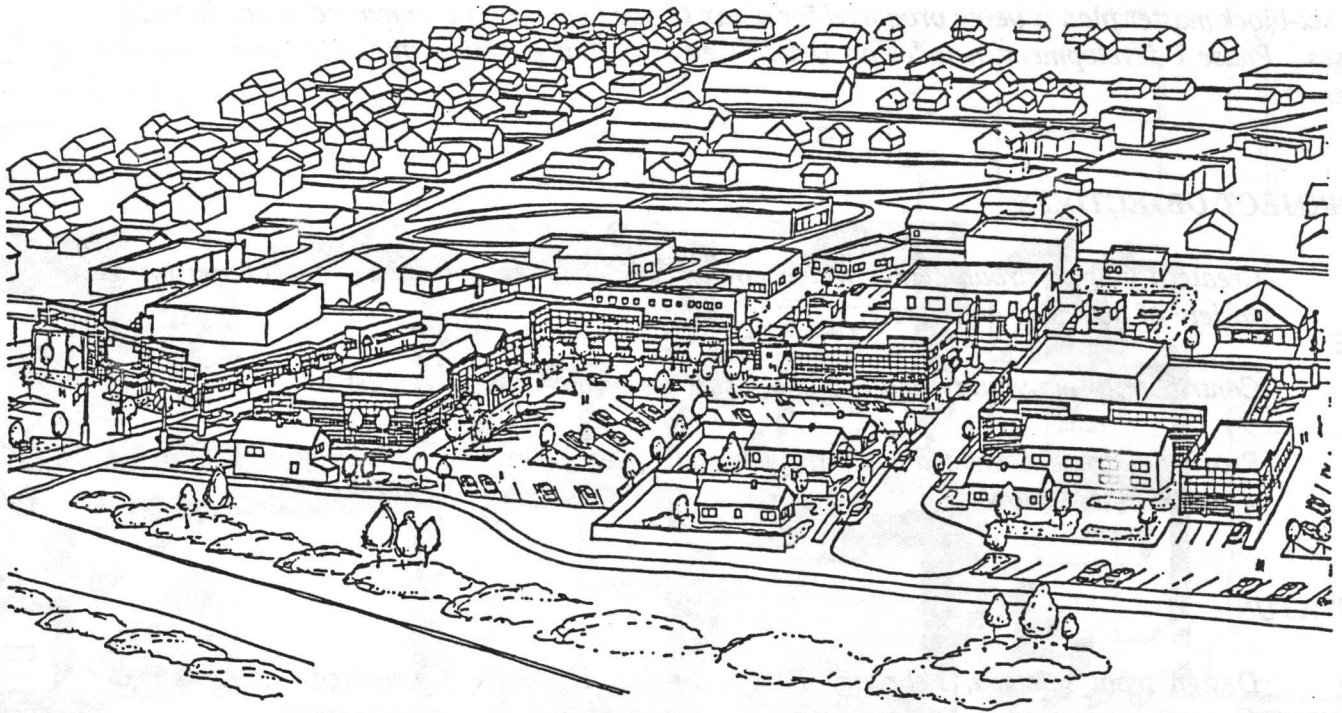
**NEXT STEPS**

- o Prepare construction plans for the Urban Center building and Plaza.*
- o Prepare detailed engineering drawings of the South/North LRT line and stations.*

**CONTACTS**

- |                                 |  |                 |
|---------------------------------|--|-----------------|
| <i>o PSU</i>                    | <i>Brian Chase, Director of Facilities</i>           | <i>725-3738</i> |
| <i>o Architect</i>              | <i>Thomas Hacker &amp; Associates</i>                | <i>227-1254</i> |
| <i>o Tri-Met Representative</i> | <i>Michael Fisher</i>                                | <i>239-6719</i> |
| <i>o City Representatives</i>   | <i>Jeanne Harrison, Department of Transportation</i> | <i>823-7793</i> |
|                                 | <i>Jeff Joslin, Bureau of Planning</i>               | <i>823-7705</i> |

# LENTS STATION DEVELOPMENT PLAN




**Portland Community Design**  
**LENTS STATION AREA FACELIFT**  
 ROSE Community Development Corp.

780	City Representatives	0
780	Tri-Met Representatives	0
780	Architect	0
780	Brian Chase, Director of Facilities	0
780	Thomas Harker & Associates	0
780	Michael Fisher	0
780	Jeanne Harrison, Department of Transportation	0
780	Jeff Joslin, Bureau of Planning	0

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**LENTS STATION AREA DEVELOPMENT PLAN**  
**LEAD: OUTER SOUTHEAST BUSINESS COALITION**

---

**PROJECT DESCRIPTION**

*This plan represents a revitalization effort for the Lents neighborhood toward expanded economic development, a better sense of community identity and greater transit and pedestrian friendliness.*

**PROJECT OBJECTIVES**

- o Improve transportation safety and increase pedestrian and bicycle mobility.*
- o Provide services needed by neighborhood residents.*
- o Develop a variety of affordable housing.*
- o Improve traffic flow and street appearance.*
- o Improve the local economy.*

**STATUS**

- o The Portland Office of Transportation has allocated funding to provide for the following: parking improvements, exit ramp changes to support pedestrian mobility and bicycle safety, and signalization designed to improve pedestrian and automobile traffic flow at critical intersections.*
- o Habitat restoration has begun along the Springwater Corridor and will continue for the next four years.*
- o Three businesses have completed facade improvements in the Lents station area and several more are in the process of storefront renovation.*
- o The Portland Development Commission is providing assistance with economic development strategies to improve community vitality and sense of identity.*

**NEXT STEP**

- o Devise a community supportive development strategy for a 100-acre parcel to be used as an employment center and provide housing; a mixed-use center which will be supportive of transit.*

**CONTACT**

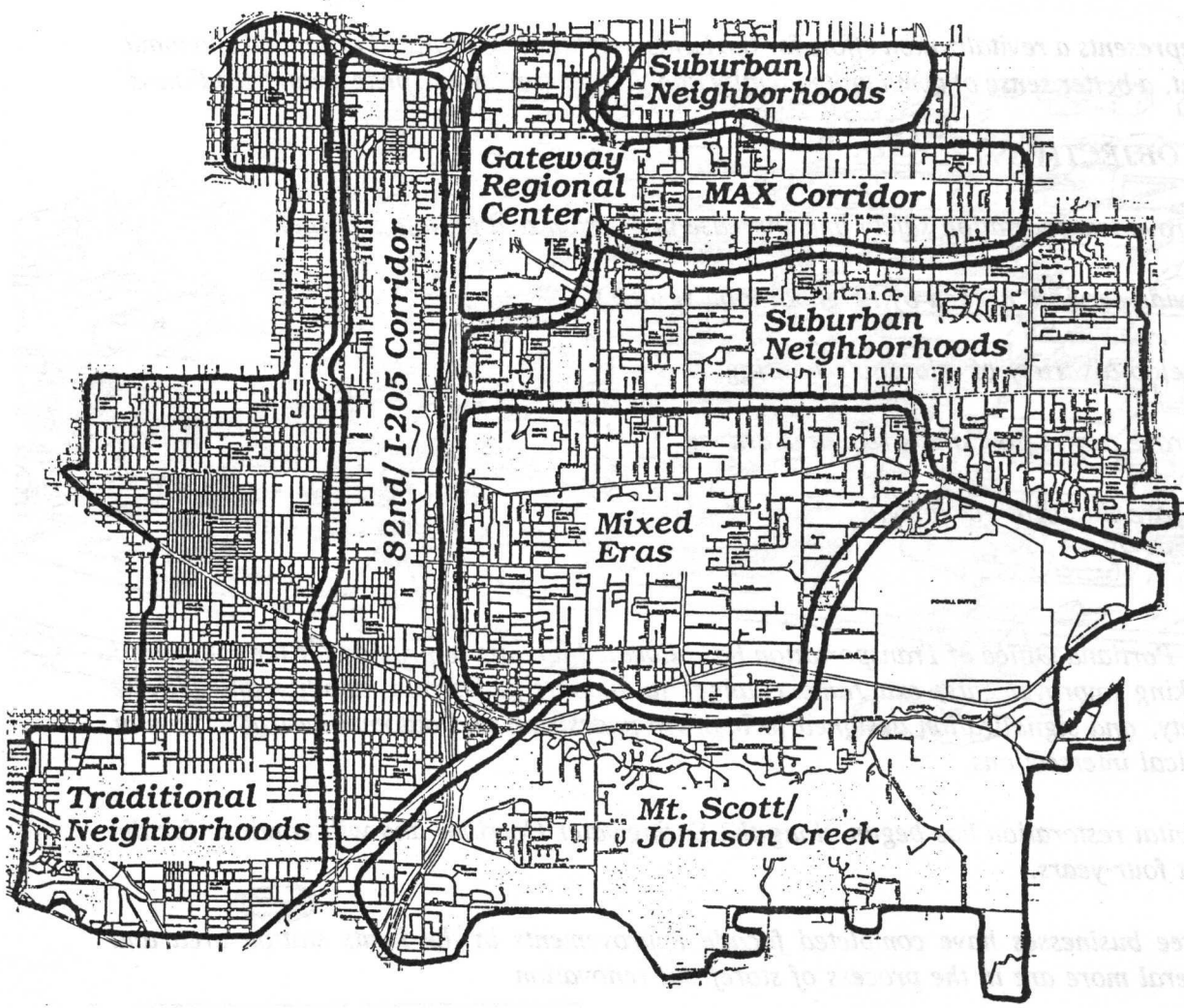
- o Project Manager                      Doug Strickler                      777-0979*



# PORTLAND DEVELOPMENT PLAN

LEWIS STATION AREA DEVELOPMENT PLAN  
LEAD - OUTER SOUTHWEST BUSINESS CORRIDOR

PROJECT DESCRIPTION



NEXT STEP

Devise a community supportive development strategy for a 100-acre parcel to be used as an employment center and provide housing, a transit-use center which will be supportive of transit.

CONTACT

Project Manager  
Doug Stricker

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**OUTER SOUTHEAST COMMUNITY PLAN**  
**LEAD: CITY OF PORTLAND BUREAU OF PLANNING**

---

**PROJECT DESCRIPTION**

*This plan updates Portland's goals and policies, and comprehensive plan map and zoning. It also provides guidance for the expenditure of City and other agency development funds in the region for the next 20 years.*

**PROJECT OBJECTIVES**

- o Adjust land use and zoning patterns to provide housing and employment opportunities for an expected 20,000 new residents.*
- o Plan for a higher concentration of multi-family units along transit streets.*
- o Set priorities for expenditure of Housing and Community Development funds in eligible neighborhoods.*

**STATUS**

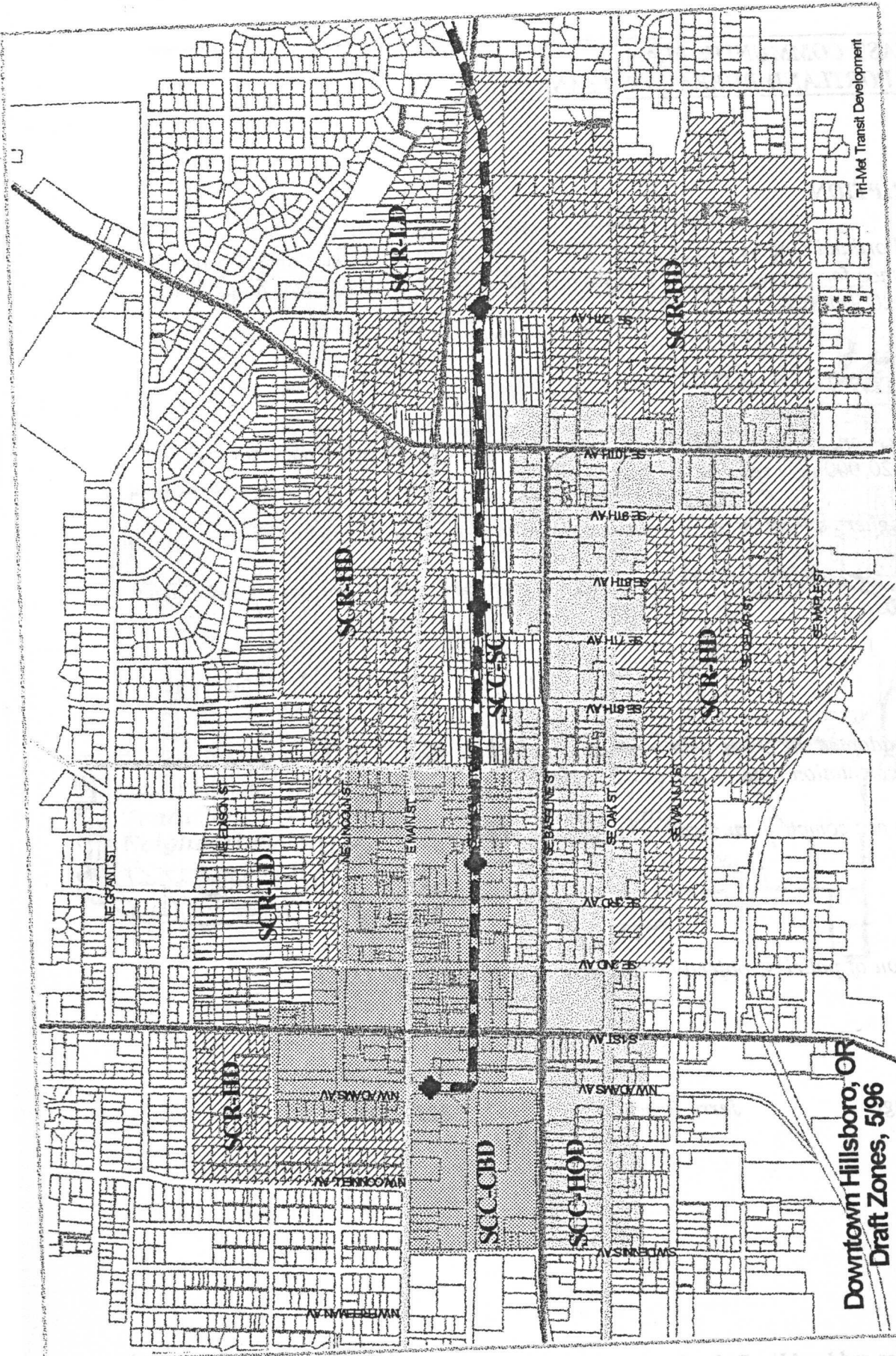
- o City Council adopted the Outer Southeast Community Plan (OSCP) on January 31, 1996, with an implementation date of March 25, 1996.*
- o Zoning maps are complete, and code changes are in place.*

**NEXT STEP**

- o Implementation of policies, objectives and actions outlined in the OSCP.*

**CONTACT**

- o Project Manager                      Jerry Brock                      823-7700*



SCR-HD -- Station Community Residential High Density  
 SCR-LD -- Station Community Residential Low Density

SCC-SC -- Station Commercial

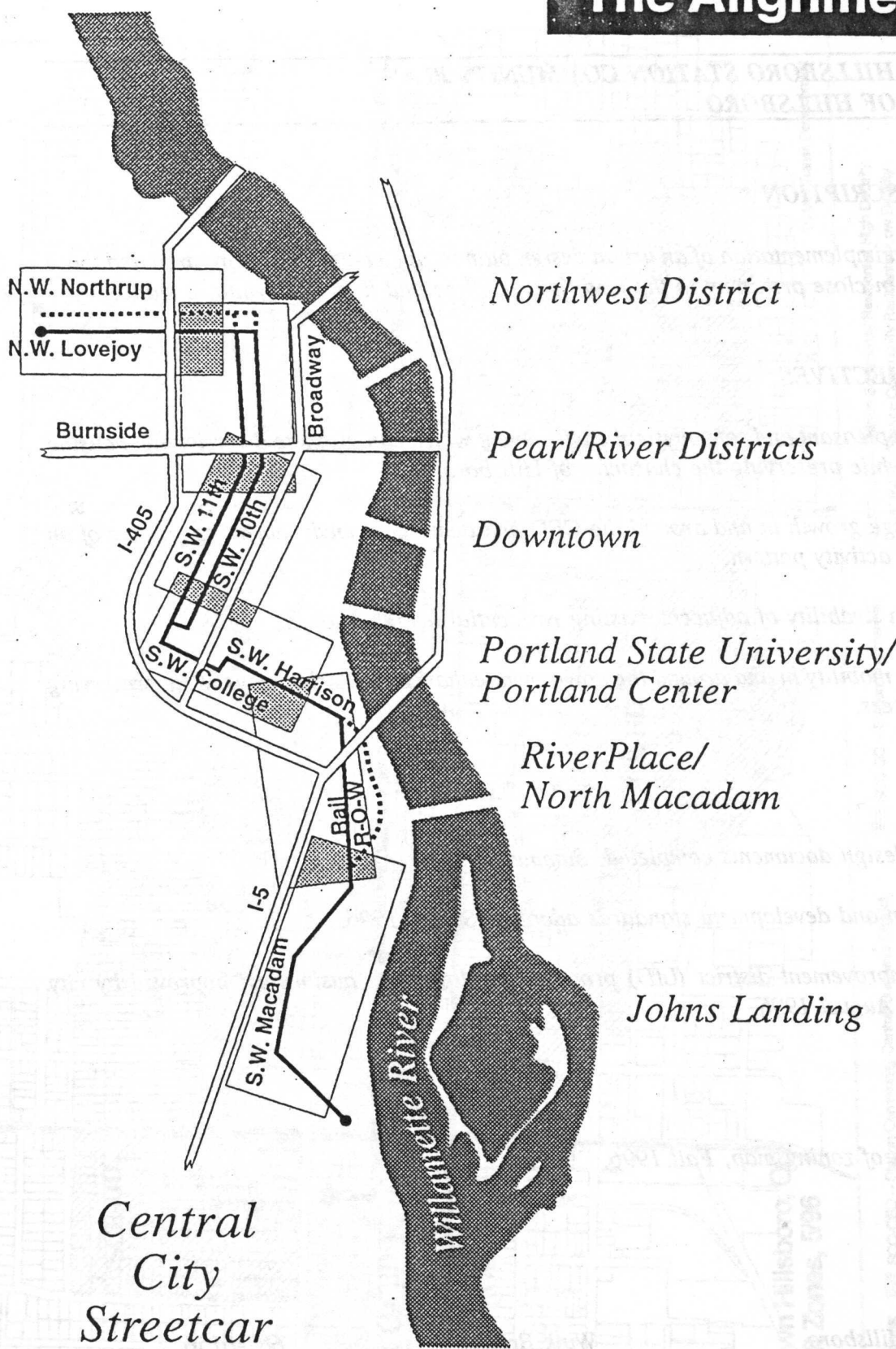
SCC-CBD -- Station Community Central Business District  
 SCC-HOD -- Station Community Highway-Oriented District

**Downtown Hillsboro, OR  
Draft Zones, 5196**

Tri-Met Transit Development



# The Alignment







## ***Pre-Development Plans***

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*Site and market analysis identifying specific development opportunities and projects*

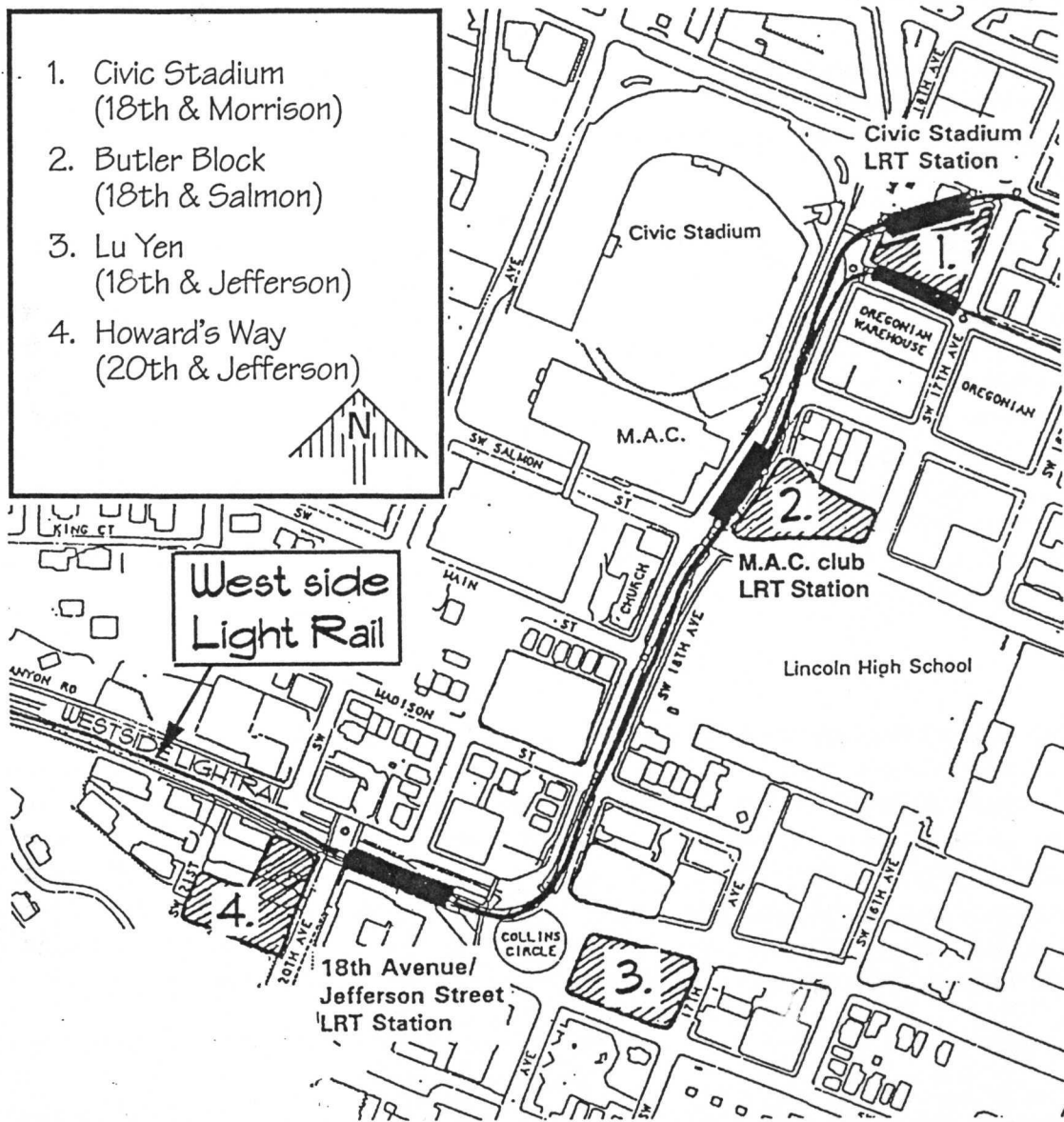




1. Civic Stadium  
(18th & Morrison)
2. Butler Block  
(18th & Salmon)
3. Lu Yen  
(18th & Jefferson)
4. Howard's Way  
(20th & Jefferson)



West side  
Light Rail



---

## **GOOSE HOLLOW DEVELOPMENT STRATEGY**

**LEAD: CITY OF PORTLAND, GOOSE HOLLOW FOOTHILLS LEAGUE, TRI-MET**

---

### **PROJECT DESCRIPTION**

*Tri-Met owns three sites around new light rail stations in Goose Hollow including Howard's Way (20th and Jefferson), Lu Yen (18th and Jefferson) and the Butler Block (18th and Salmon). The City of Portland, the Goose Hollow Foothills League and Tri-Met have established a Local Development Committee (LDC). In conjunction with consultants to provide technical expertise, the LDC's responsibility is to direct a process of project identification and developer selection and provide clear, pre-approved direction for the project.*

### **PROJECT OBJECTIVES**

- o Jointly identify developments for each site that represent the goals and values of the neighborhood, the City and Tri-Met.*
- o Create a pre-development process that expands housing production opportunities on infill sites near light rail.*
- o Assure that a variety of partners are involved in the production of the units.*
- o Produce desirable and affordable housing that is financially feasible for developers to build.*

### **STATUS**

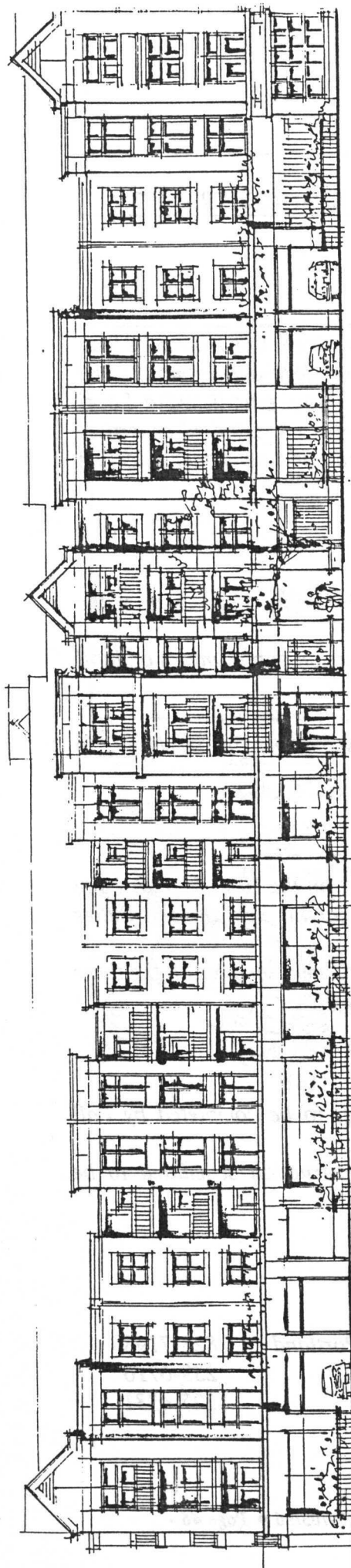
- o The LDC selected a developer to build a condominium project on the Howard's Way site and identified a work plan and schedule to complete work at Lu Yen and the Butler Block.*
- o A Housing Council loan has been secured to cover pre-development services on the three sites.*

### **NEXT STEPS**

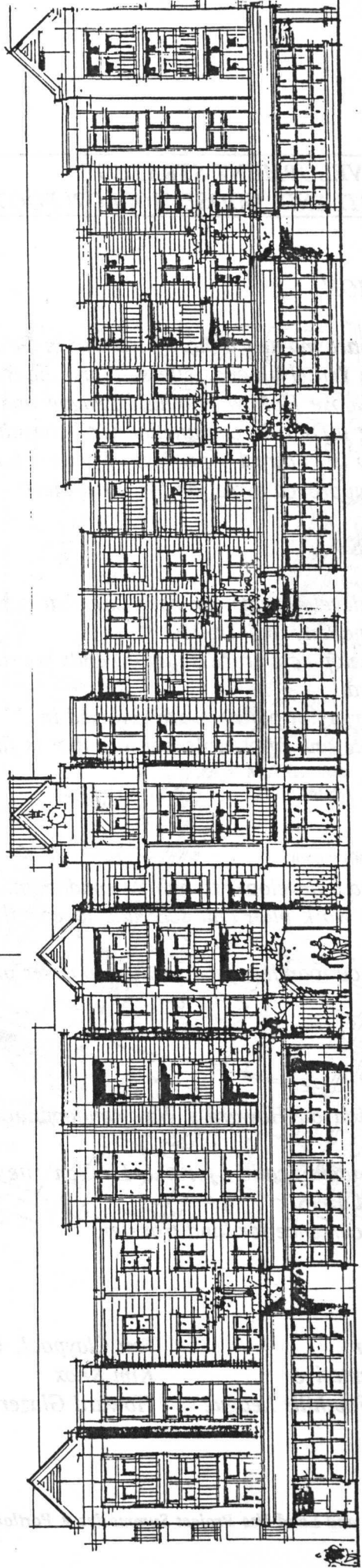
- o Begin construction on Howard's Way condominium project, to be completed by Fall 1997.*
- o Initiate project identification for the Lu Yen site with construction scheduled to be complete by Fall 1998.*
- o Secure FTA concurrence for land transfer.*

### **CONTACTS**

- |  |                                       |                 |
|--|---------------------------------------|-----------------|
| <i>o Project Manager</i>               | <i>Jim Claypool, City of Portland</i> | <i>823-7198</i> |
| <i>o Tri-Met Representative</i>        | <i>Kim Knox</i>                       | <i>239-6716</i> |
| <i>o Goose Hollow Foothills League</i> | <i>Howard Glazer</i>                  | <i>227-4331</i> |



NORTH ELEVATION - BLOCK #20  
 1/6" = 1'-0"



SOUTH ELEVATION - BLOCK #20  
 1/6" = 1'-0"

GGLO  
 Architects  
 1191 Second Avenue  
 Suite 1650  
 Seattle, Washington  
 98101 • 206  
 206-467-5828 Phone  
 206-467-0627 FAX



(B)

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**BEAVERTON CREEK STATION AREA****LEAD: CITY OF BEAVERTON**

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**PROJECT DESCRIPTION**

*Adoption of amendments to the comprehensive plan and development standards by the City of Beaverton for 120 acres of vacant land surrounding the Beaverton Creek (formerly Murray West) light rail station.*

**PROJECT OBJECTIVES**

- o Establish the parameters for financially feasible, transit supportive projects which maximize density and minimize parking.*
- o Create an exciting, viable, high-quality mixed-use community adjacent to the station that incorporates the Tri-Met park & ride and kiss & ride facilities.*
- o Demonstrate the pragmatic application of pedestrian and transit design principles, particularly in a suburban context.*

**STATUS**

- o The City approved Trammel Crow's application for 562 dwelling units (garden apartments, townhouses and one mid-rise) as well as Tri-Met's adjacent park & ride facility, April 1996.*
- o The Beaverton Planning Commission has held several hearings on proposed plan and code amendments.*

**NEXT STEP**

- o Adoption of the plan and code amendments, Fall 1996.*

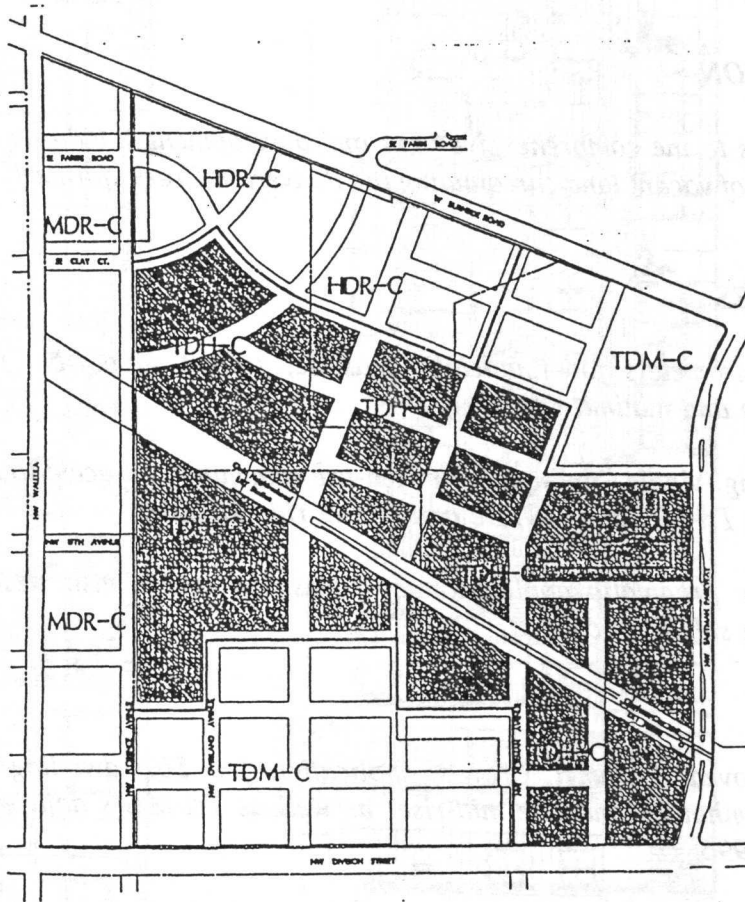
**LINKS TO OTHER PROJECTS/PROGRAMS**

- o City project based on public/private master planning effort undertaken in 1994-95.*
- o Early implementation of Metro's Region 2040 Urban Growth Management Function Plan.*

**CONTACTS**

- |   |                       |                 |
|---|-----------------------|-----------------|
| <i>o Beaverton Project Manager (consultant)</i> | <i>John Spencer</i>   | <i>282-9853</i> |
| <i>o Trammel Crow Project Manager</i>           | <i>Scott Matthews</i> | <i>241-2989</i> |
| <i>o Tri-Met Representative</i>                 | <i>Henry Markus</i>   | <i>239-2168</i> |

LAND USE ZONES  
Gresham Civic Neighborhood



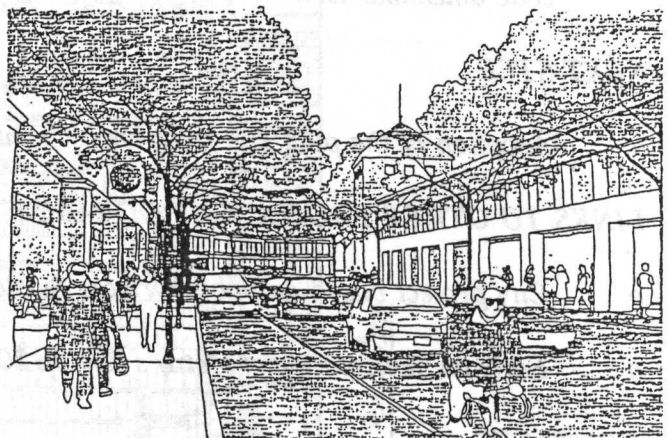
The four development zones within the district would be:

**TDM-C Transit Development District: Medium Density** Retail, office and high density housing are all permitted in this zone, though community retail uses are expected to predominate. Housing must achieve a density of at least 24 units per net acre (du/a).

**TDH-C Transit Development District: High Density** In areas adjacent to existing and future light rail stations, a full range of mixed uses would be permitted, but a 10,000 SF limitation on freestanding retail will ensure that transit supportive uses predominate. Minimum housing density is 30 du/a.

**HDR-C High Density Residential** Predominantly residential areas with good access to transit, these areas may also include neighborhood commercial uses, small offices and local parks. Residential densities of at least 24 du/a must be achieved in addition to commercial uses. The 10,000 SF limitation on freestanding retail applies.

**MDR-C Moderate Density Residential** Intended as a lower intensity transition from the adjacent residential area and buffer along Wallula Street, this residential zone requires a minimum density of 17 du/a. Provided that minimum housing densities are also met. Mixed use and neighborhood scale commercial uses may occupy ground floors of residential buildings.



View of the central north-south main street looking north to the plaza and station.

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**GRESHAM CIVIC NEIGHBORHOOD PLAN DISTRICT**  
**LEAD: CITY OF GRESHAM**

---

**PROJECT DESCRIPTION**

*The Gresham Civic Neighborhood Plan District is a master plan for mixed-use, transit supportive development on 130 acres west of Gresham City Hall. The City of Gresham, Winmar, Tri-Met and Metro jointly sponsored the plan which was adopted by the City in June, 1995.*

**PROJECT OBJECTIVE**

- o Construction of a substantial amount of mixed-use development by Fall, 1997, including construction of a new MAX transit station.*

**STATUS**

- o Gresham City Council adopted the Civic Neighborhood Plan District (master plan), June 1995.*
- o Metro Council approved funding of North-South collector street, July 1995.*
- o Negotiations are taking place between major property owners (Winmar, Kindler Trust) and prospective residential developers.*

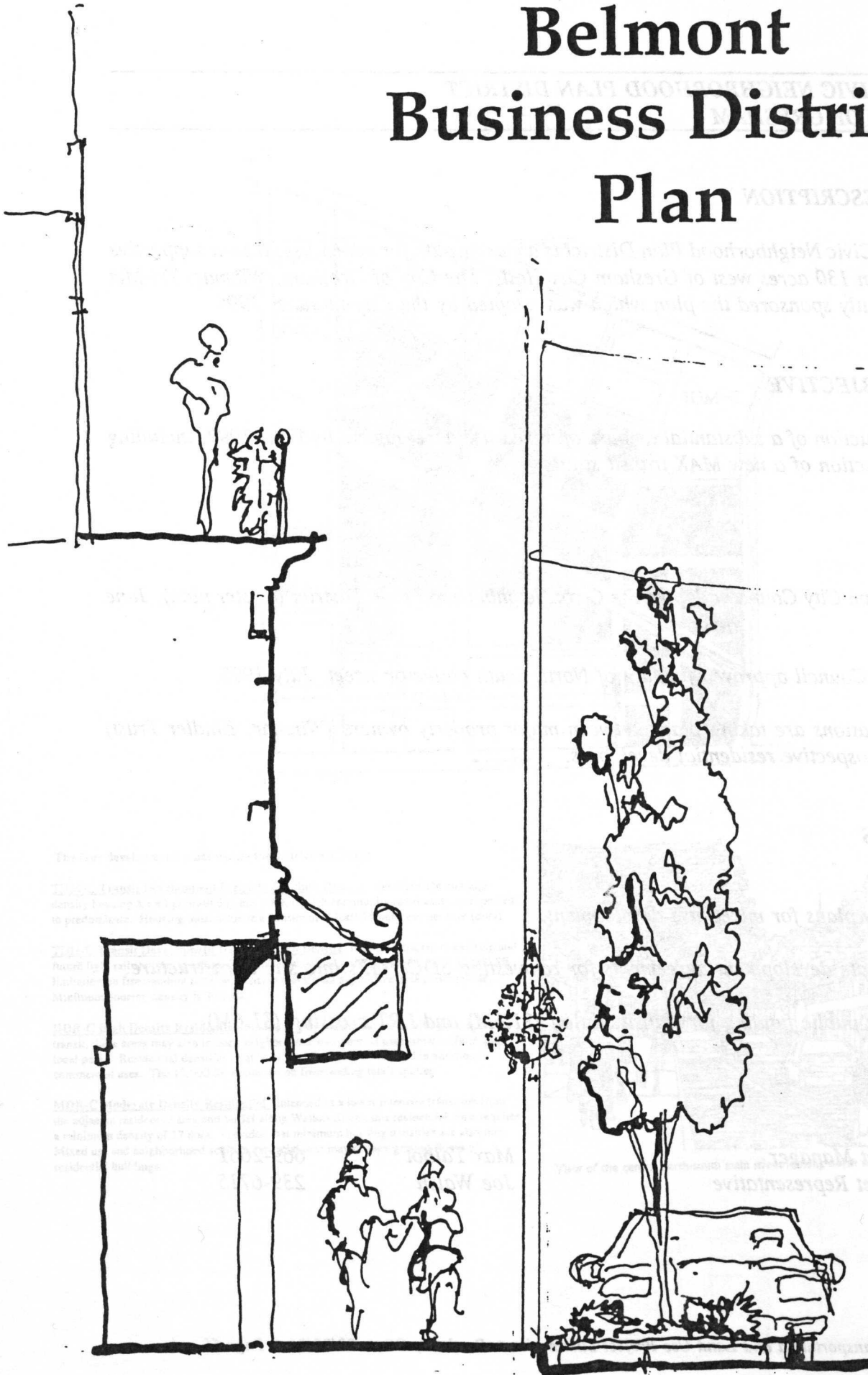
**NEXT STEPS**

- o Review plans for mixed-use development.*
- o Negotiate development agreements for reinvesting SDCs/TIFs into site infrastructure.*
- o Secure public funding for transit station (\$1.5M) and LRT crossing (\$1.0M).*

**CONTACTS**

- |                                 |                   |                 |
|---------------------------------|-------------------|-----------------|
| <i>o Project Manager</i>        | <i>Max Talbot</i> | <i>669-2661</i> |
| <i>o Tri-Met Representative</i> | <i>Joe Walsh</i>  | <i>239-6715</i> |

# Belmont Business District Plan



Drawing by Kenneth J. Diener, Architect and Planner

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**BELMONT BUSINESS DISTRICT PLAN**  
**LEAD: REACH COMMUNITY DEVELOPMENT, INC.**

---

**PROJECT DESCRIPTION**

*This project focuses on strengthening the Belmont Business District located on SE Belmont Street between 28th and 39th Avenues.*

**PROJECT OBJECTIVES**

- o Address physical issues such as building facade deterioration, poor signage, and lack of pedestrian amenities.*
- o Develop a business recruitment and expansion strategy for filling vacancies and strengthening existing businesses.*
- o Encourage neighborhood-serving businesses to locate in the district.*
- o Promote the area through special events and streetscape improvements.*
- o Improve safety in the district through increased lighting and other measures that encourage positive activity.*

**STATUS**

- o Business/property owners and residents worked together with REACH to define the district's image and develop an architectural concept. Design recommendations became available August 1996.*
- o Plan implementation began September 1995, and will continue for up to two years.*

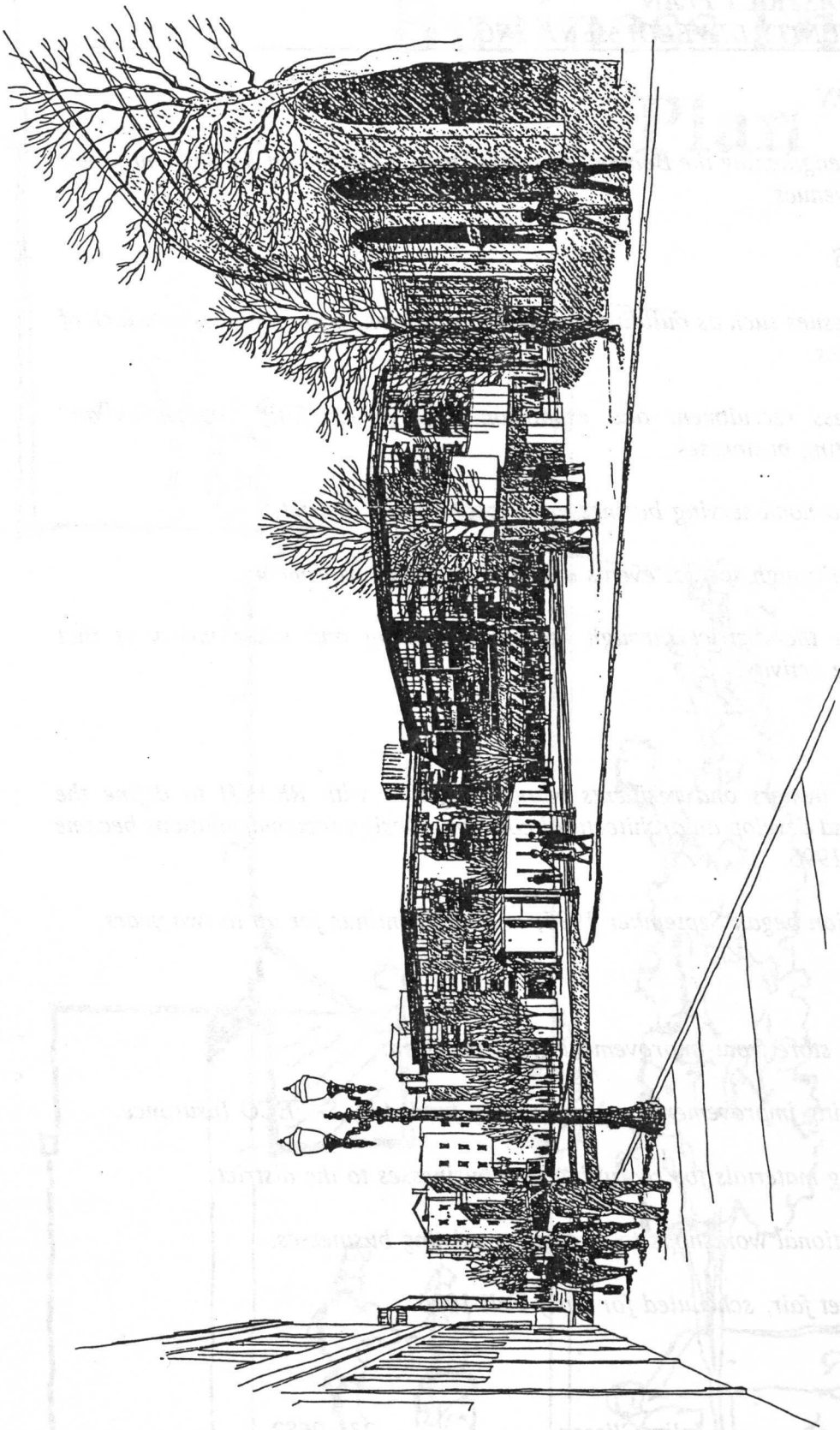
**NEXT STEPS**

- o Implement PDC's store front improvement grant program.*
- o Implement a lighting improvement program, being funded by SAFECO Insurance.*
- o Develop marketing materials for recruiting new businesses to the district.*
- o Organize informational workshops to strengthen existing businesses.*
- o Coordinate a street fair, scheduled for early Fall 1996.*

**CONTACT**

- o Project Manager                      Julia Glisson                      231-0682*





CONCEPTUAL PLAN: View Looking East

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**CIVIC STADIUM HOUSING DEVELOPMENT**  
**LEAD: PORTLAND DEVELOPMENT COMMISSION (PDC)**

---

**PROJECT DESCRIPTION**

*This is a Tri-Met joint development project that will be developed in conjunction with the Portland Development Commission. It will include approximately 135 units of multi-family housing and ground-floor commercial space on the 22,000 square foot Civic Stadium station block at SW 18th and Morrison.*

**PROJECT OBJECTIVES**

- o Implement a transit supportive project that has the potential to increase transit ridership and utilize excess Tri-Met property in a manner consistent with project goals.*
- o Promote high density development appropriate for an urban neighborhood.*
- o Demonstrate the feasibility of joint development principles in a local context to the development community.*

**STATUS**

- o A development team has been selected.*
- o The terms and conditions of land ownership transfer are being coordinated by Tri-Met.*

**NEXT STEPS**

- o Assure that Tri-Met, City and neighborhood building design goals are met through final design and permitting process.*
- o Facilitate land transfer.*

**LINKS TO OTHER PROJECTS/PROGRAMS**

- o Implements inner-city housing objectives of the City of Portland and supports urban infill and affordable housing strategies of the Central City Plan, Livable City Program, and Metro's 2040 Plan.*
- o Supports lower parking ratios and pedestrian oriented building design features.*

**CONTACTS**

- o Project Coordinator                      Connie Lively                                      823-3349*
- o Tri-Met Representative                      Kim Knox    239-6716*

# Up on the Roof!

A Guidebook to Aid You in  
Adding Residential Spaces  
above your  
Commercial Structure

Portland Bureau of Planning

June 1995



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**SOUTHEAST MAIN STREETS PROJECT****LEAD: SOUTHEAST UPLIFT, CITY OF PORTLAND BUREAU OF PLANNING**

---

**PROJECT DESCRIPTION**

*This project is designed to explore the feasibility of building new housing above existing commercial buildings along Southeast Portland's "main streets".*

**PROJECT OBJECTIVES**

- o Provide more housing opportunities that are transit friendly and enhance the neighborhood.*
- o Bring the vitality of mixed-use development to neighborhoods.*

**STATUS**

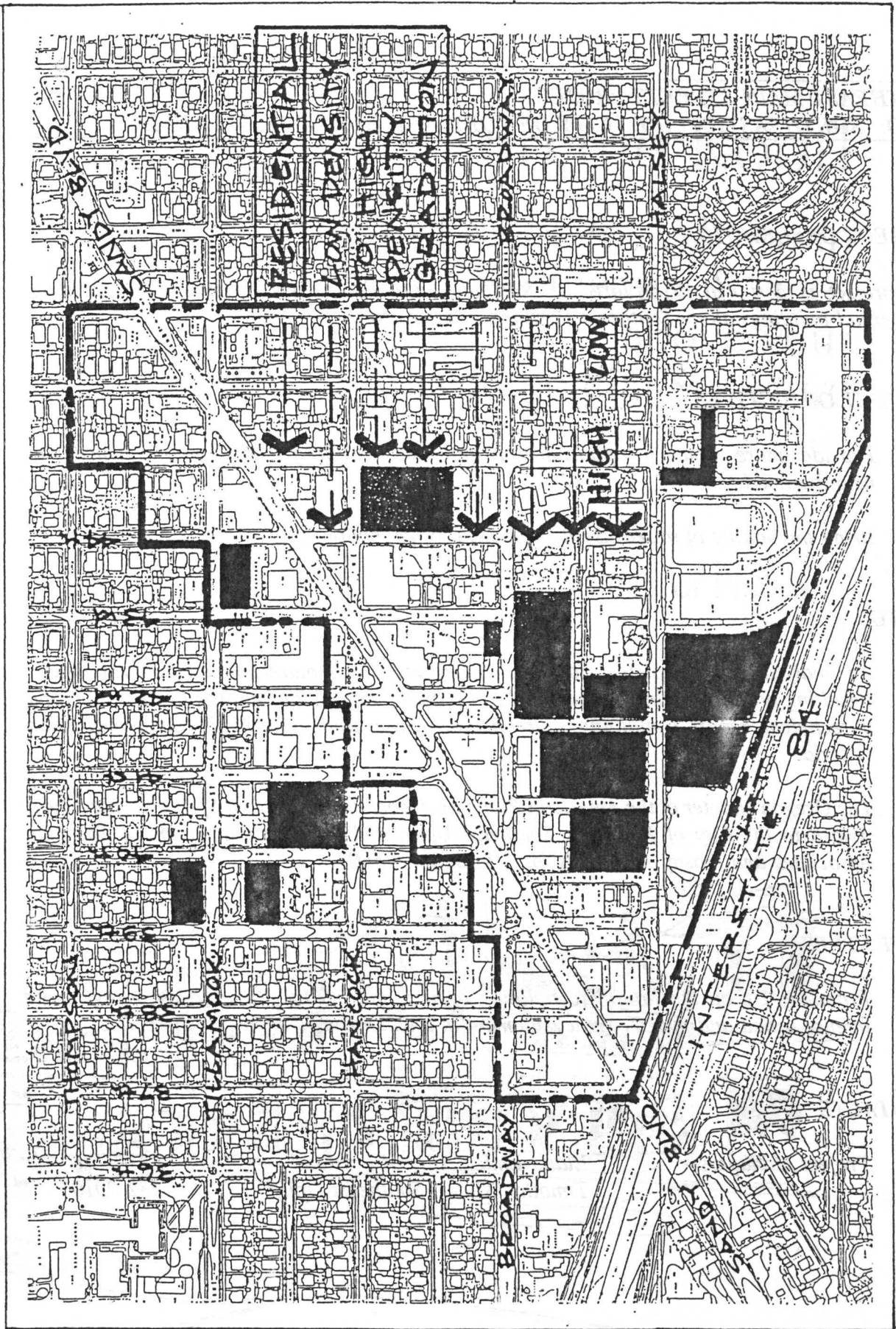
- o An analysis was completed, identifying and describing market and structural issues. Resulting products include a handbook, "Up on the Roof!" for building owners' use, and a technical report containing more detailed case study information and evaluation criteria.*
- o The Oregon chapter of the American Planning Association granted a Special Achievement Award to the City of Portland, Southeast Uplift and the consultant team of Tashman Associates and Stasny Architects for "Up on the Roof!"*

**NEXT STEPS**

- o Promote "Up on the Roof!" to building owners and organizations to encourage more intense urban and mixed-use development in locations with good transit service.*

**CONTACTS**

- o Project Managers                      Elana Emlen, City of Portland                      823-7728*  
*Timothy Wilder, Southeast Uplift                      232-0010*



Potential Sites Diagram

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**HOLLYWOOD DEVELOPMENT CAMPAIGN**  
**LEAD: HOLLYWOOD DEVELOPMENT CORPORATION**

---

**PROJECT DESCRIPTION**

*This program calls for building rehabilitation/renovation in an area surrounding a light rail station, and activities to attract new development to the Hollywood District.*

**PROJECT OBJECTIVES**

- o Understand the current status of commercial and residential uses in the District.*
- o Create a development strategy to identify actions needed to achieve the type of neighborhood envisioned.*
- o Initiate promotional efforts to attract desired redevelopment.*

**STATUS**

- o The Hollywood Development Corporation (HDC), in cooperation with the Bureau of Planning and the Consultant Team, developed the Hollywood District Development Strategy which highlights key areas for redevelopment and recommends actions that will support and jump-start development.*

**NEXT STEPS** - *The Development Strategy contains the following actions which have been assigned to subcommittees:*

- o Install crosswalk improvements at the intersections of Sandy with NE 40th and 42nd Avenues.*
- o Support the City in initiating the planned Sandy Corridor Study and give input based on the circulation actions included in the Development Strategy.*
- o Install gateways on Sandy.*
- o Create an outdoor cafe on NE 41st and Broadway and install on-street parking on Sandy between 40th and 41st.*
- o Meet with building owners and potential developers to discuss re-tenanting and facade improvements.*
- o Prepare a building owners package to use when meeting with potential developers.*

**CONTACTS**

- o Project Manager                      Bob Ueland                      257-6503*
- o Tri-Met Representative              Kim Knox                          239-6716*



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**TEKTRONIX CAMPUS REDEVELOPMENT PLAN**  
**LEAD: TEKTRONIX, WASHINGTON COUNTY, CITY OF BEAVERTON**

---

**PROJECT DESCRIPTION**

*This project includes an examination of the potential for future development of Tektronix property as well as parcels between Millikan Way and the Tualatin-Valley Highway.*

**PROJECT OBJECTIVE**

- o Evaluate possible scenarios for development leading to County Community Plan changes that will enable transit supportive development.*

**STATUS**

- o Tektronix, Tri-Met, Washington County, the City of Beaverton and Metro have been engaged in discussions regarding the status of Millikan Way as a private street.*
- o The City has been granted TGM funds to prepare a neighborhood plan for the area south of Tektronix.*
- o The County has set aside funds to match those provided by Tektronix to complete a campus development plan.*
- o Station Community Planning funds will be used to evaluate infrastructure needs in the area.*

**NEXT STEPS**

- o Determine strategy to convert Millikan Way to a public street.*
- o Prepare formal agreement between Tektronix, City of Beaverton and Washington County on a planning work program.*

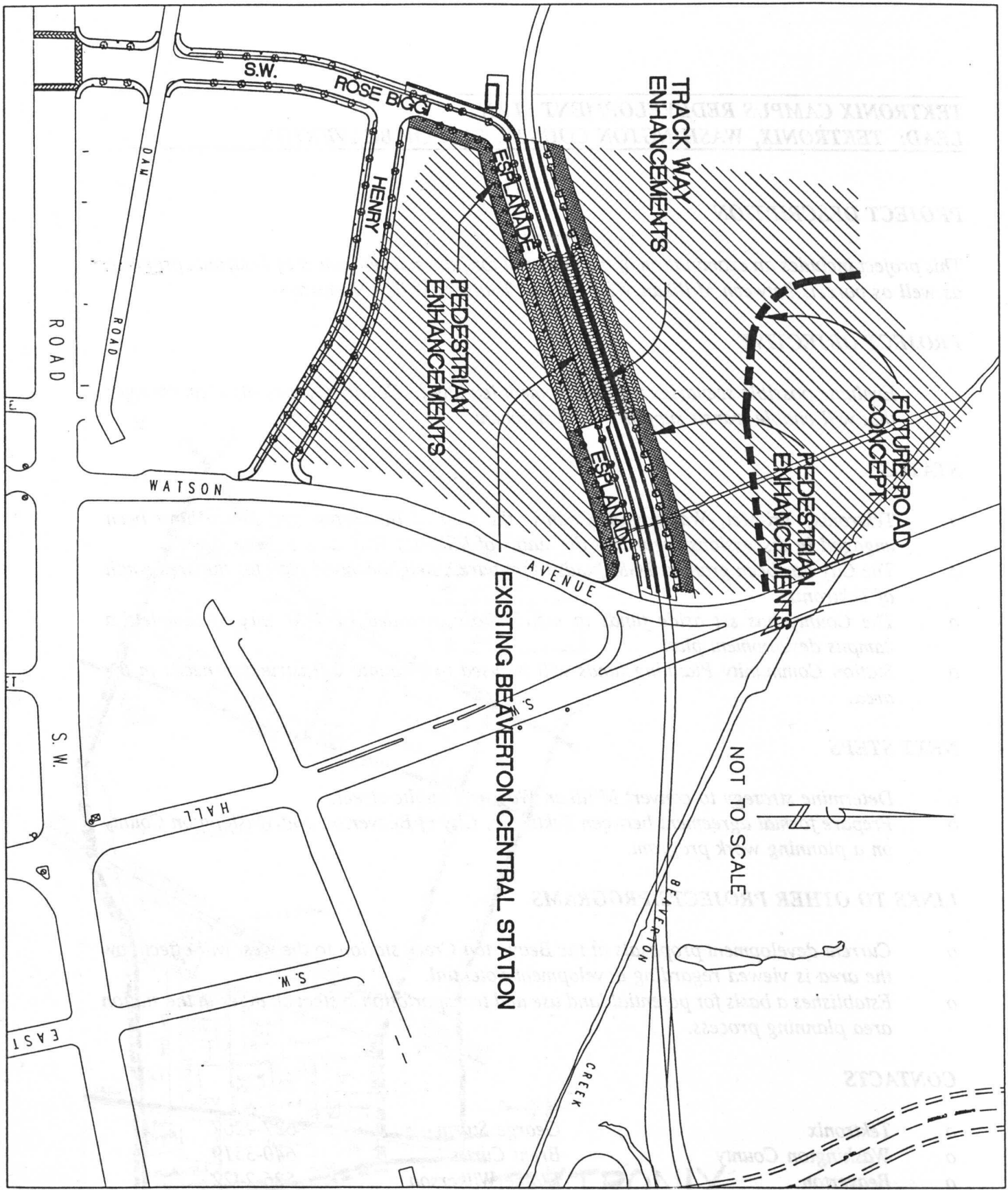
**LINKS TO OTHER PROJECTS/PROGRAMS**

- o Current development proposals at the Beaverton Creek station to the west will affect how the area is viewed regarding development potential.*
- o Establishes a basis for potential land use and transportation system changes in the station area planning process.*

**CONTACTS**

- |                            |                         |                 |
|----------------------------|-------------------------|-----------------|
| <i>o Tektronix</i>         | <i>George Sturm</i>     | <i>627-4267</i> |
| <i>o Washington County</i> | <i>Brent Curtis</i>     | <i>640-3519</i> |
| <i>o Beaverton</i>         | <i>Elaine Wilkerson</i> | <i>526-2422</i> |





# BEAVERTON CENTRAL ACCESS/CIRCULATION SYSTEM

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**BEAVERTON CENTRAL STATION**  
**LEAD: CITY OF BEAVERTON**

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**PROJECT DESCRIPTION**

*Development of an 8-acre site owned by the City of Beaverton surrounding the Beaverton Central light rail station.*

**PROJECT OBJECTIVES**

- o Establish parameters for a transit supportive development on the City's property.*
- o Determine critical infrastructure needs necessary to support development.*
- o Define potential interfaces between development and the transit facilities.*
- o Develop city property as a centerpiece of downtown Beaverton.*

**STATUS**

- o CMAQ funds approved for infrastructure improvements.*
- o Proposals submitted by three developers, April 1996.*

**NEXT STEPS**

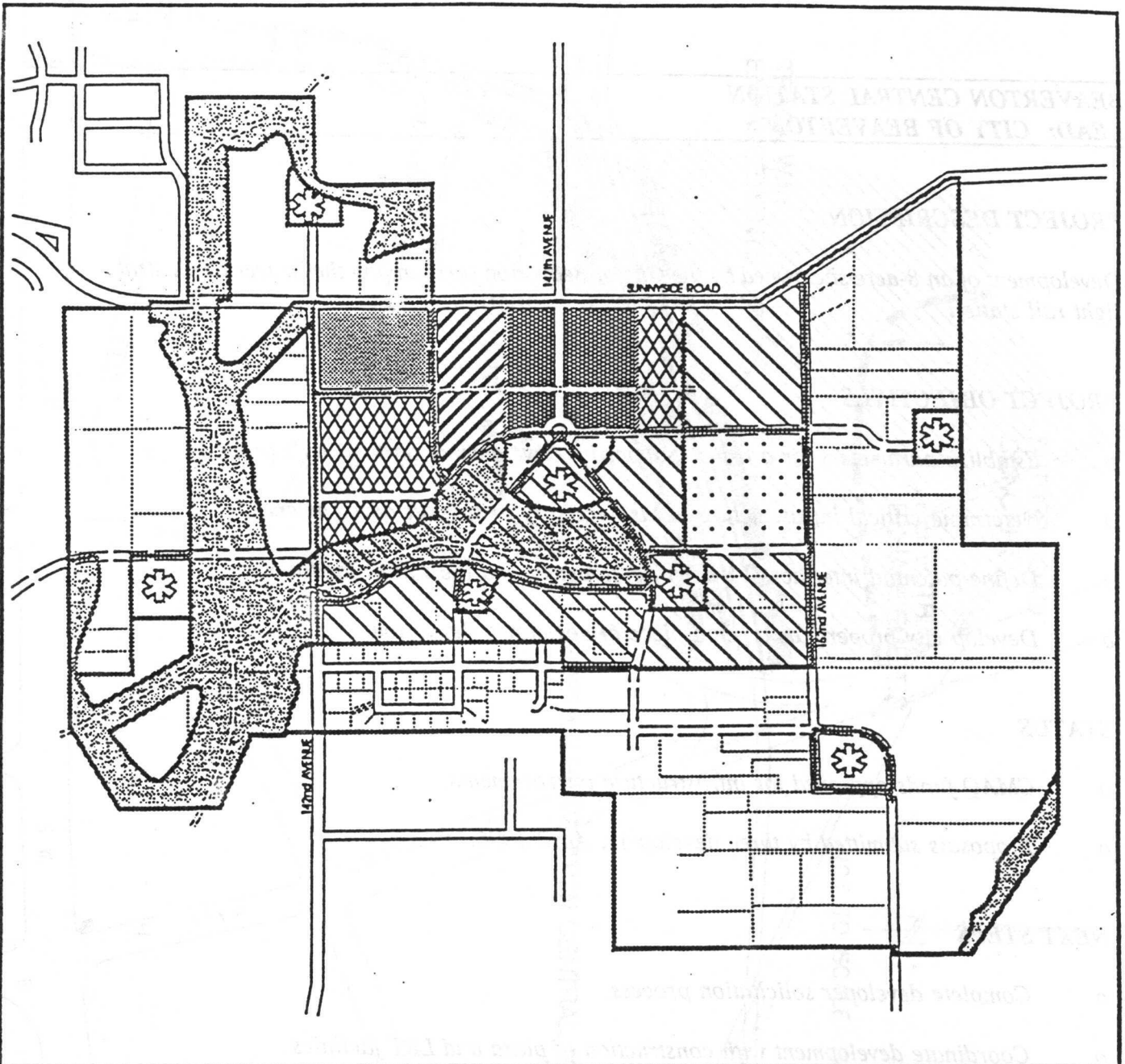
- o Complete developer solicitation process.*
- o Coordinate development with construction of plaza and LRT facilities.*

**LINKS TO OTHER PROJECTS/PROGRAMS**













- o Implementation of concepts outlined in the Beaverton Downtown Development Plan.*
- o Demonstration of transit supportive design principles included in the Westside Station Community Planning program.*

**CONTACT**

- o Project Manager                      Elaine Wilkerson                      526-2422*



# EAST SUNNYSIDE VILLAGE PLAN LAND USE PLAN MAP

- |  |  |  |
|--|--|--|
|  Village Commercial |  Small-Lot Single-Family    |  Parks                          |
|  Village Office     |  Standard-Lot Single-Family |  Existing Streets               |
|  Village Apartments |  Village Community Service  |  Required Streets               |
|  Village Townhouse  |  Resource Protection        |  Pedestrian Accessways & Trails |

ACCESS/CIRCULATION SYSTEM



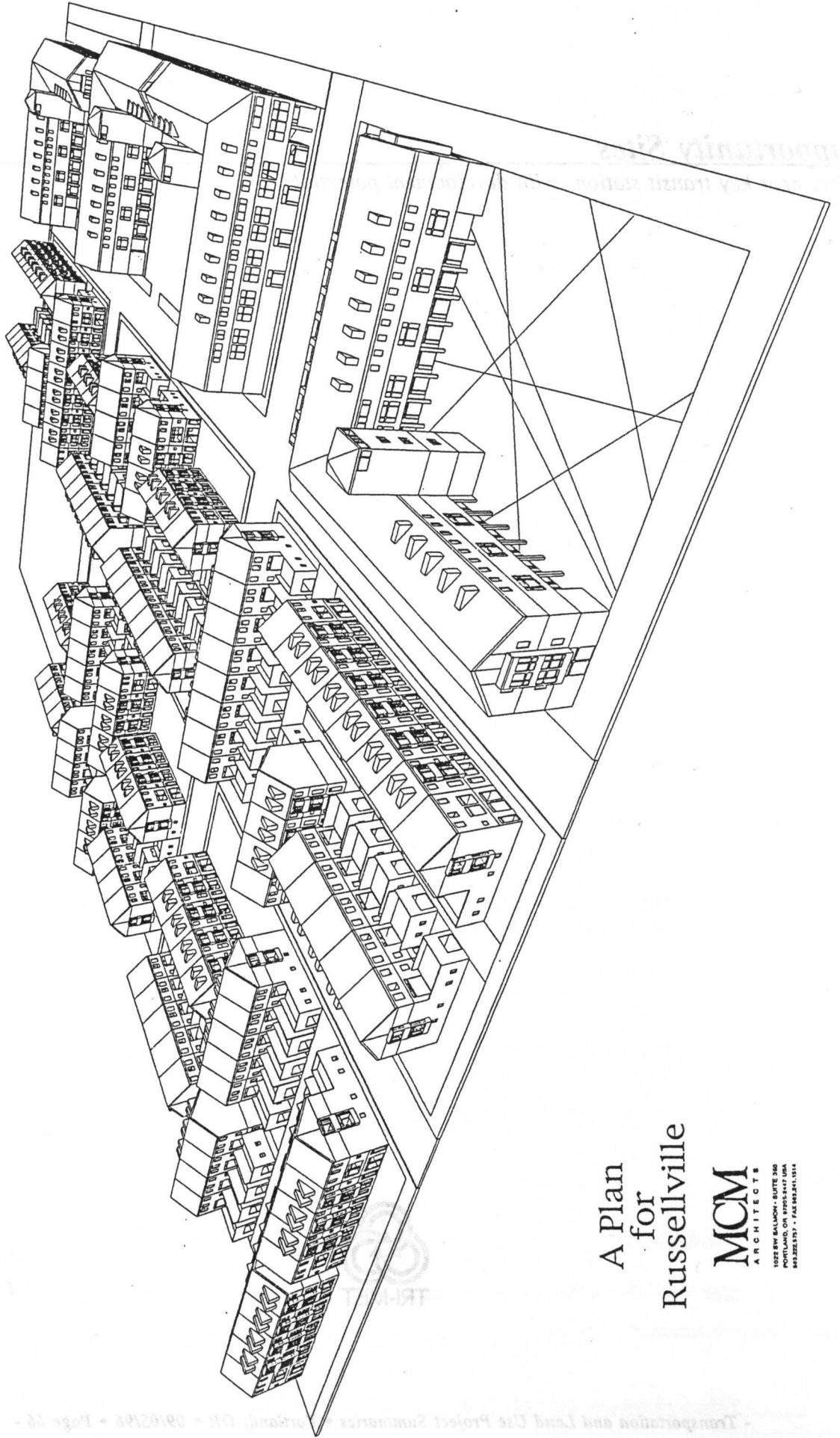


## ***Opportunity Sites***

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*Sites near key transit stations with development potential*





A Plan  
for  
Russellville

**MCM**  
ARCHITECTS

1022 SW BALLBOON - SUITE 240  
PORTLAND, OR 97205-2417 USA  
503.282.1377 - FAX 503.241.1014

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**102ND AND BURNSIDE****LEAD: PORTLAND DEVELOPMENT COMMISSION (PDC)**

---

**PROJECT DESCRIPTION**

*This project represents housing and retail development by The Rembold Company on a site owned by the David Douglas School District; a 10.5-acre parcel of surplus property adjacent to the 102nd Avenue light rail station. Specific development plans call for a mixed-use, transit oriented project consisting of approximately 300 apartments and service retail.*

**PROJECT OBJECTIVE**

- o Develop a mixed-use project that is transit supportive and will generate an ongoing income stream for the David Douglas School District.*

**STATUS**

- o PDC, Tri-Met and Multnomah County representatives are working with The Rembold Company to devise funding strategies, e.g. tax abatement, housing bonds, etc.*
- o A final development agreement is being negotiated between The Rembold Company and the School District, with assistance from PDC.*

**NEXT STEPS**

- o Begin Phase I construction (100 apartments) by early 1997.*
- o Begin Phase II construction (200 apartments and retail space) by late 1998.*
- o Final project completion, expected by late 1998.*

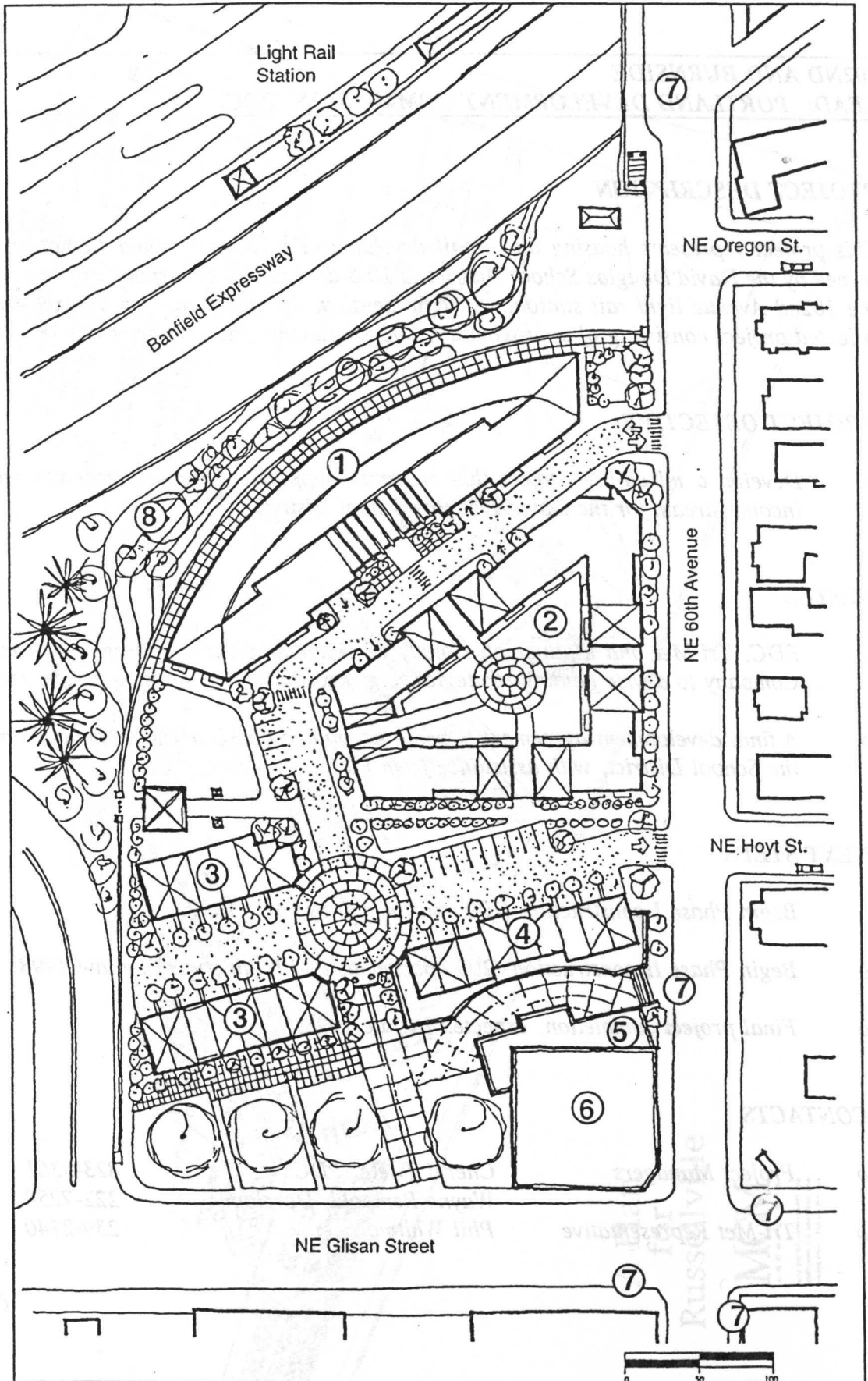
**CONTACTS**

- |                                 |                                 |                 |
|---------------------------------|---------------------------------|-----------------|
| <i>o Project Managers</i>       | <i>Cheryl Twete, PDC</i>        | <i>823-3361</i> |
|                                 | <i>Wayne Rembold, Developer</i> | <i>222-7258</i> |
| <i>o Tri-Met Representative</i> | <i>Phil Whitmore</i>            | <i>239-2140</i> |



# ALTERNATIVE A

- ① SENIOR HOUSING  
135 - 1 Bedroom Units  
15 - 2 Bedroom Units  
27 - Parking Stalls  
5000 sf Daycare
- ② RENTAL APARTMENTS  
38 - 1 Bedroom Flats  
4 - 2 Bedroom Flats  
34 - 2 BR Town Houses  
78 - Parking Stalls
- ③ TOWNHOUSES  
14 - 2-story, 2 Bedroom with carport
- ④ HOME OFFICE RESIDENTIAL  
9 - 3-story, 2 Bedroom with home office and 1-car garage below
- ⑤ RESTAURANT ADDITION  
2750 sf
- ⑥ A&L TAVERN (existing)
- ⑦ BUS STOPS
- ⑧ ACOUSTIC BUFFER - See Diagram p. 33



**PDC** September  
 PORTLAND DEVELOPMENT COMMISSION  
 1995





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## **OTHER OPPORTUNITY SITES**

### **LEAD: TRI-MET**

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*There are a variety of additional sites in light rail station areas which are ripe for transit supportive development. Some preliminary work has been completed and/or property owner contacts made, but timing, funding or other issues have caused them to be deferred. The following is a brief summary of such sites, with information on possible further actions.*

**ELMONICA:** *A 74-unit single family home project, Steele Park, has been completed at 170th and Baseline. The development is based on a transit-oriented design by Peter Calthorpe, and features 1300-1500 sq.ft. homes on small lots ranging from 1700-2500 sq.ft. This project received CMAQ TOD funds for its lot design and enhanced pedestrian amenities.*

**SW 185TH AVENUE/PARR LUMBER:** *This is one of the master plans being prepared as part of the Westside Station Community Planning program and is the joint responsibility of Hillsboro, Washington County and Beaverton. Work thus far has focused on infrastructure improvements necessary to make connections to the LRT station. Tri-Met has been working with the Oregon Regional Primate Research Center (ORPRC), the Parr family and others to establish a concept for development around the station which will likely include a range of commercial, retail and institutional facilities. A large national private developer has approached Tri-Met regarding the parcels adjacent to the Park & Ride.*

**SW 205TH AVENUE/QUATAMA:** *This area is also part of Hillsboro's master planning program. It includes a 58-acre parcel owned by ORPRC who has expressed interest in housing development on the portion of the site closest to the LRT station. Another developer has an option on 30 acres in the northwest quadrant of the station area and plans to construct 500-600 apartments, convenience retail and possible commercial/office. Tri-Met has committed to providing access from the north side of the station platform to this property.*

**ORENCO:** *Tri-Met and the City of Hillsboro have been working with PacTrust to develop a master plan for the 190-acre area from the station north to the PacTrust property line just south of the new Intel Ronler Acres facility. The proposed development includes a 550,000 sq.ft. shopping center and hotel/theatre complex, 400 small lot single family units, 1200 apartments, a 100,000 sq.ft. office complex and other smaller commercial/retail uses. The park & ride lot has been redesigned. PacTrust submitted its development application for 135 acres in August 1996.*

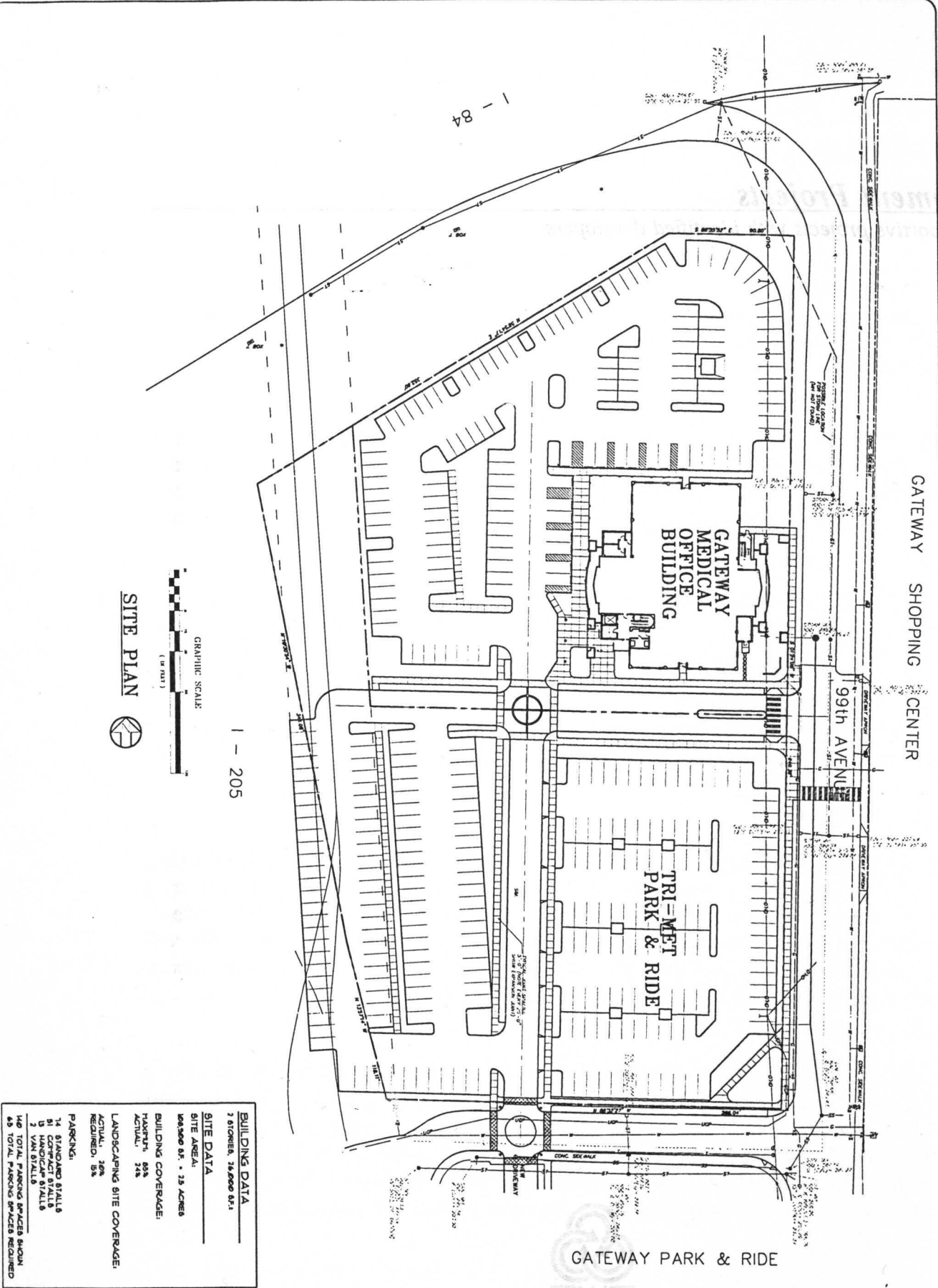


## ***Development Projects***

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*Transit supportive projects with identified developers*





**SITE PLAN**



1 - 205

<b>BUILDING DATA</b>	2 BROWER, 164000 SQ. FT.
<b>SITE DATA</b>	
<b>SITE AREA:</b>	165,000 SQ. FT. ± 2.5 ACRES
<b>BUILDING COVERAGE:</b>	14.8% <sup>1</sup> , 85% <sup>2</sup>
<b>LANDSCAPING SITE COVERAGE:</b>	ACTUAL: 24%
<b>PARKING:</b>	ACTUAL: 72%
	RECOMMEND: 5%
<b>14 STANDARD STALLS</b>	
<b>51 COMPACT STALLS</b>	
<b>15 HANDICAP STALLS</b>	
<b>3 VAN STALLS</b>	
<b>140 TOTAL PARKING SPACES SHOWN</b>	
<b>45 TOTAL PARKING SPACES REQUIRED</b>	

Project Number: 210-046  
 Title: Gateway Medical Office Building  
 Date: 04-11-94

2.1

SISTERS OF PROVIDENCE HEALTH SYSTEM

**GATEWAY**  
 MEDICAL OFFICE BUILDING

PORTLAND, OREGON

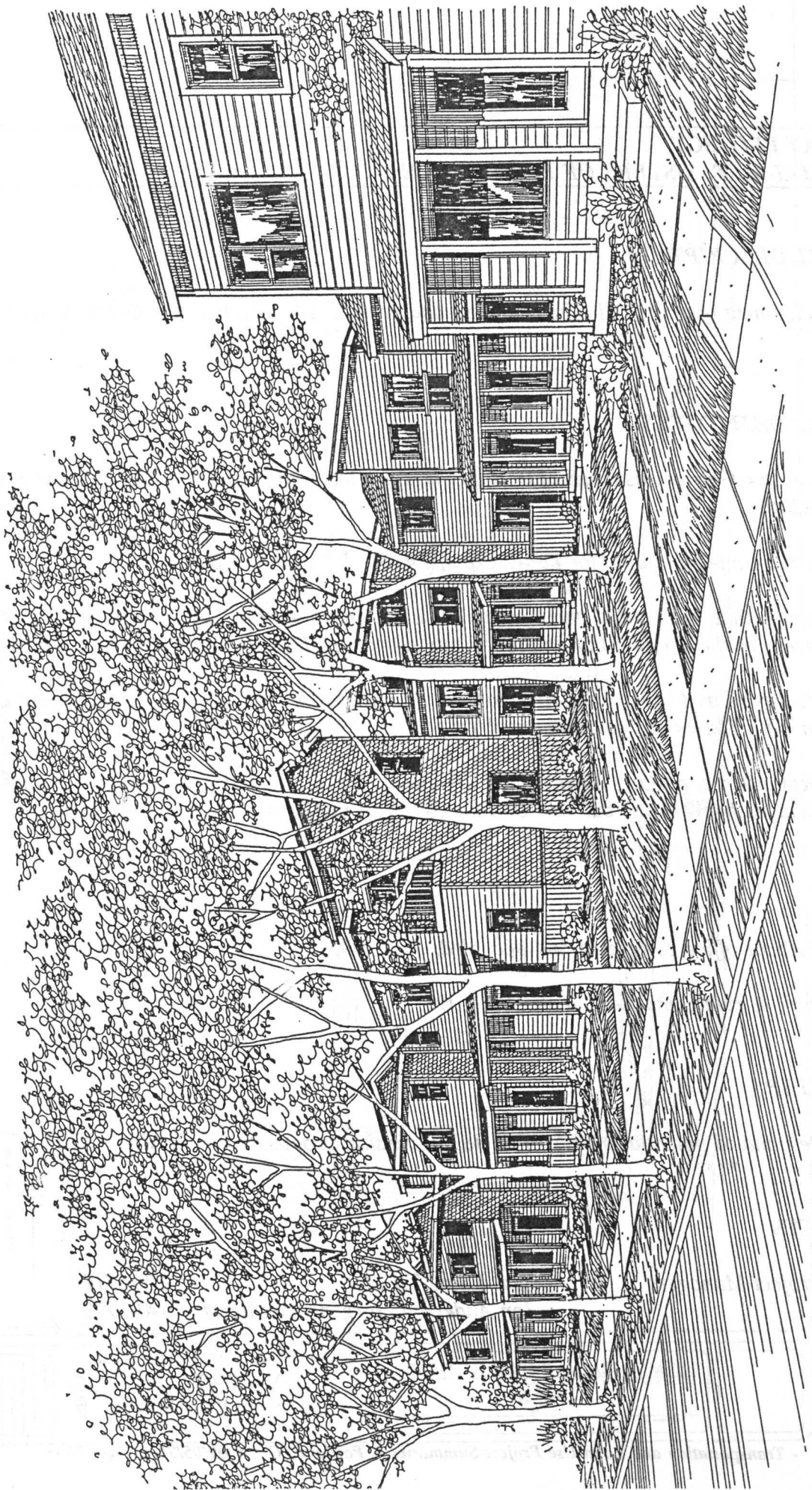
**JON R. JURGENS & ASSOCIATES**  
 ARCHITECTURE & PLANNING

10400 NE Grandview Parkway, Suite 200, Beaverton, Oregon 97008  
 (503) 644-1770 • Fax (503) 644-0813









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## **CITY LIFE**

### **LEAD: CITY LIFE STEERING COMMITTEE**

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#### **PROJECT DESCRIPTION**

*Through the collaboration of five design, planning and construction organizations, a demonstration project was undertaken, providing an on-the-ground example of successful urban infill housing. This represents a public/private partnership of the American Institute of Architects (AIA) - Portland Chapter, Livable Oregon, REACH Community Development, the Home Builders Association, and the City of Portland Bureau of Planning.*

#### **PROJECT OBJECTIVES**

- o Demonstrate the market viability of medium-density development within an existing urban neighborhood.*
- o Design and build units affordable to families with modest incomes.*
- o Use design elements and principles complementing the existing neighborhood and innovative architecture to achieve a creative and efficient use of space.*
- o Use environmentally-friendly and energy-efficient materials and construction methods.*

#### **STATUS**

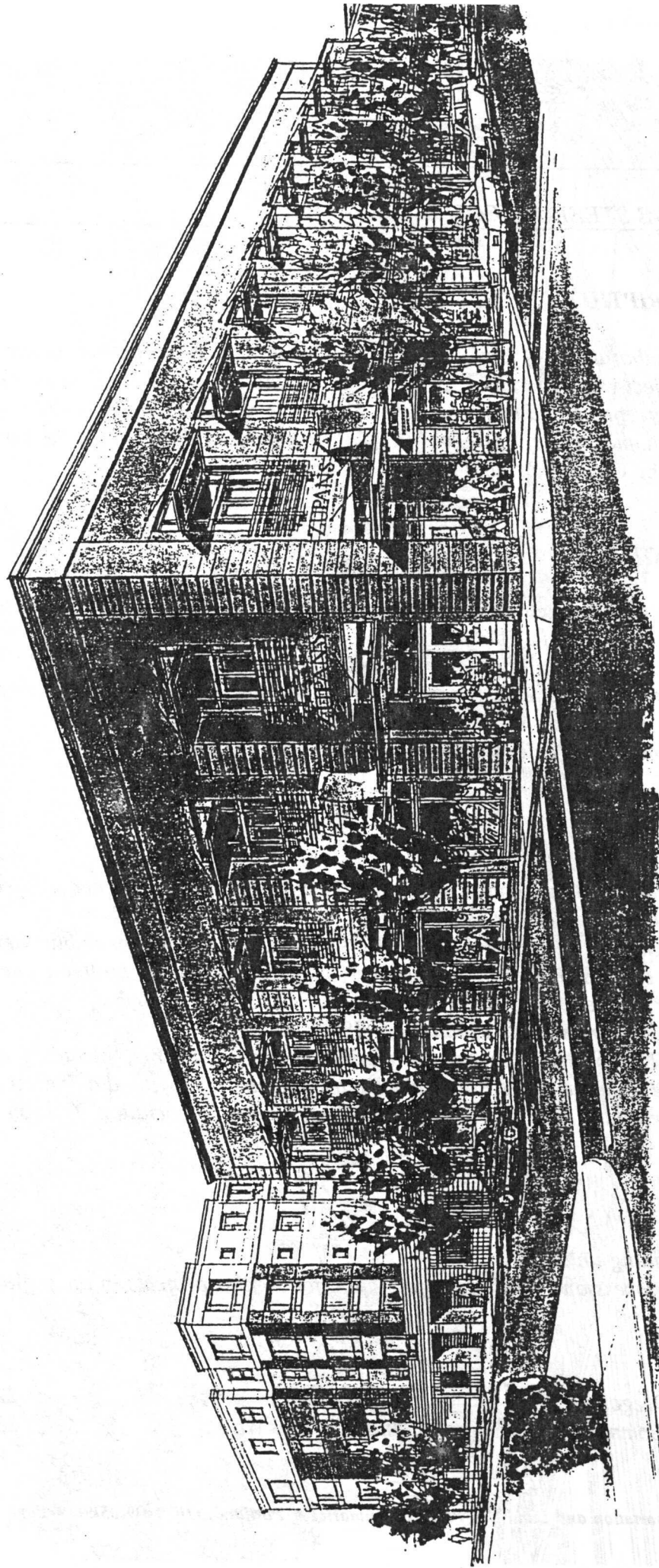
- o Construction of 18 new homes on a one-acre site near transit in inner southeast Portland was completed, September 1995.*
- o Portland General Electric's "Urban Show of Homes" opened for public viewing of City Life's 10 courtyard homes, 6 rowhouses and a duplex, all built on one city block, September - October 1995.*
- o Fifteen units were sold as of February 1996.*
- o The City Life partners have been granted numerous awards, including an Award of Excellence from the AIA's Portland Chapter (October 1995), and a Special Achievement Award (February 1996) from The American Planning Association, Oregon Chapter.*

#### **NEXT STEPS**

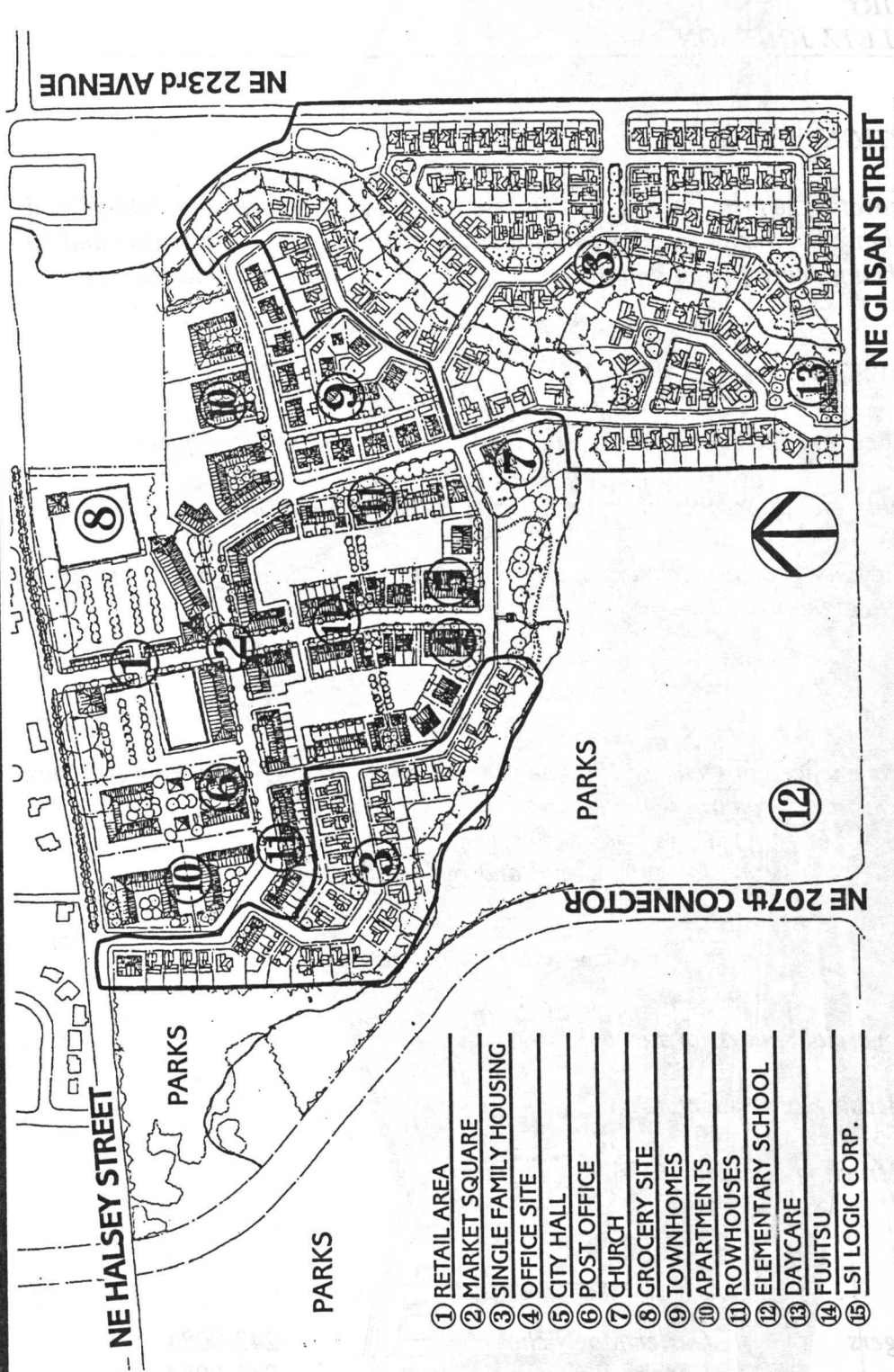
- o Sell remaining units.*
- o Provide process and technical information for similar projects in the region.*

#### **CONTACTS**

- |  |                    |                 |
|--|--------------------|-----------------|
| <i>o Livable Oregon</i>                    | <i>Brian Scott</i> | <i>222-2182</i> |
| <i>o REACH Community Development, Inc.</i> | <i>Dee Walsh</i>   | <i>231-0682</i> |







- ① RETAIL AREA
- ② MARKET SQUARE
- ③ SINGLE FAMILY HOUSING
- ④ OFFICE SITE
- ⑤ CITY HALL
- ⑥ POST OFFICE
- ⑦ CHURCH
- ⑧ GROCERY SITE
- ⑨ TOWNHOMES
- ⑩ APARTMENTS
- ⑪ ROWHOUSES
- ⑫ ELEMENTARY SCHOOL
- ⑬ DAYCARE
- ⑭ FUJITSU
- ⑮ LSI LOGIC CORP.

15

14



# FAIRVIEW VILLAGE PLAT MAP

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**FAIRVIEW VILLAGE****LEAD: HOLT & HAUGH, INC.**

---

**PROJECT DESCRIPTION**

*Development of an 88-acre neo-traditional village located east of Portland, to take place in seven phases over a period of five years. A total of 600 residences will be provided to help accommodate the expected population tripling in Fairview within the next 5-10 years; over 200,000 square feet of retail space will be developed.*

**PROJECT OBJECTIVES**

- o Incorporate a mix of uses to attain the feel of a traditional neighborhood; design guidelines ensure architectural compatibility with the nearby Old Town section of Fairview.*
- o Provide a wide range of housing options to Fairview newcomers, with amenities such as parks and open space, a Market Square retail center and other services in a pedestrian focused environment with easy transit access.*
- o Demonstrate the economic feasibility of neo-traditional, transit-oriented development projects.*

**STATUS**

- o Charrette held to engage the public and key decision makers in producing a regulating plan, zoning code, architectural guidelines and master plan; obtained City approval.*
- o Builders Guild established to lower construction costs and allow for developer's additional quality control via the comprehensive design guidelines, architectural review board and CC&Rs.*
- o Development approved for a new 25,000 square foot city hall at the south end of the Village, and a 7,500 square foot US Post Office.*
- o Phase I, construction of 86 single family homes, is underway; 23 homes complete, April 1996. The next residential phase will feature a combination of small lot homes, rowhouses and duplexes. Apartments, senior care assisted rentals and residential units above stores are planned for later development phases. Phase II infrastructure complete, April 1996.*
- o Commercial Phase I for development of 116,000 square feet in Market Square complete, July 1996.*

**NEXT STEPS**

- o Phase IV infrastructure for townhomes, apartments and rowhouses; complete by November 1996.*
- o Construction of 15 rowhouses, 14 townhomes, 12 duplex units; complete by February 1997.*
- o 80% Fairview Village completion/absorption; expected by 2001.*

**CONTACT**

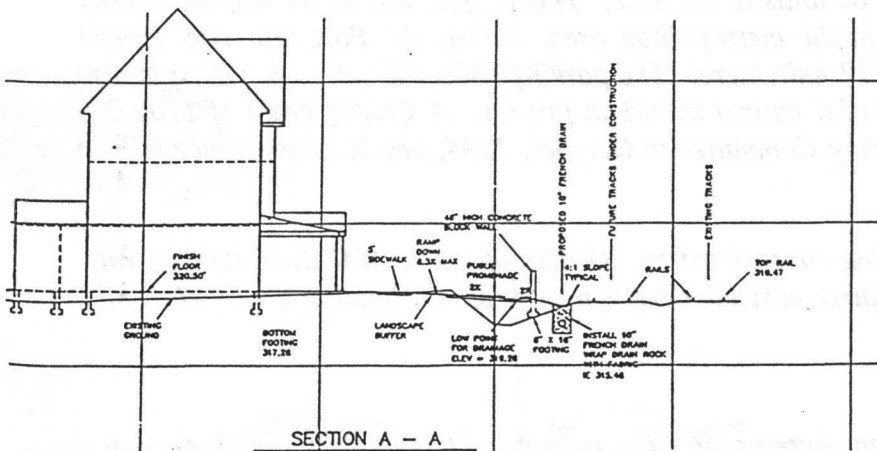
- o Project Manager                      Randy Jones                      222-5522*



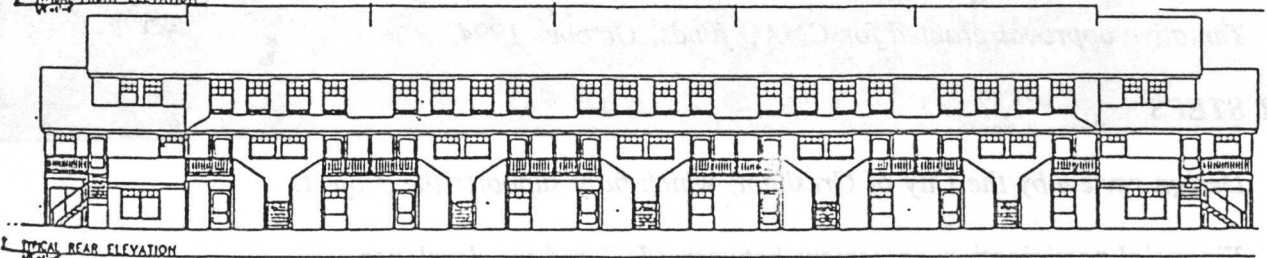
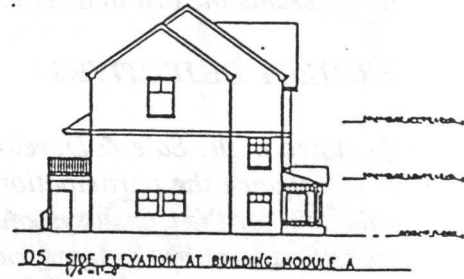
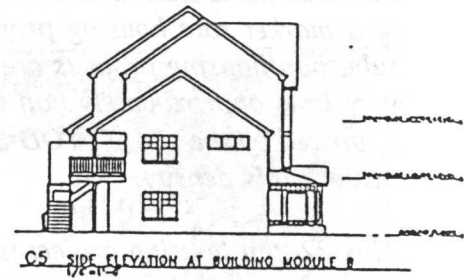
CONTACT  
Project Manager  
Frank Jones  
199-5-122  
- Transportation and Land Use Project Summary • Portland, OR • 508-538 • Page 13 -







SECTION A - A  
Elevation showing building placement, promenade and LRT locations



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**EAST BURNSIDE INFILL HOUSING: Gresham Central**  
**LEAD: TRI-MET**

---

**PROJECT DESCRIPTION**

*This dense, 90-unit housing project in downtown Gresham represents the first CMAQ- approved grant project located adjacent to a light rail station. It will be constructed on a portion of Tri-Met right-of-way, previously unbuildable, where easements have been consolidated into a narrow 30-foot band on the northern portion of the site, creating a developable parcel of .58 acre on the remaining property which was combined with an adjacent 2-acre parcel. The result will be a "market rent" housing complex built out to the street, facing a pedestrian promenade link to the Gresham Central LRT and bus facility.*

**PROJECT OBJECTIVE**

*Provide a model for the region on issues of density (35 units/acre), parking ratio (1.5 spaces/unit), building massing and orientation, and reinforcement of pedestrian activity.*

**STATUS**

- o Tri-Met acquired property as part of Banfield LRT, 1982 -83.*
- o Tri-Met requested disposition for .7 acre parcel from FTA, June 1993, and reimbursed FTA for federal interest in the property, August 1993. With dedication of pedestrian promenade, property acreage was reduced to .58.*
- o Quit Claim Deed from PGE to Tri-Met and new PGE easements were recorded, November 1993.*
- o Development Agreement between developer and Tri-Met was executed, August 1994.*
- o Tentative CMAQ funds were reserved for project in October 1994; description of eligibility issues was initiated with FTA, November 1994.*
- o Sale of Tri-Met property to developer was completed, September 1995.*
- o Construction commenced on the developer's portion of the parcel, September 6; and on Tri-Met property, September 14, 1995.*
- o 20 units opened and rented, Summer 1996.*

**NEXT STEP**

- o Open remaining units, Fall 1996.*

**CONTACT**

*o Project Manager*

*Phil Whitmore*

*239-2140*



# ***Development Funding Programs***

*Potential public sources of financing for transit oriented development projects*

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**TAX ABATEMENT FOR MULTI-FAMILY DEVELOPMENT**  
**LEAD: CITY OF PORTLAND, WASHINGTON COUNTY, TRI-MET**

---

**PROJECT DESCRIPTION**

*A new state law (HB 3133, 1995) allows cities and counties to encourage construction of multiple-unit housing and mixed-use projects within walking distance of transit to take maximum advantage of the public investment in light rail and transit systems.*

**PROJECT OBJECTIVE**

- o Adoption of ordinances implementing the new state law by Beaverton, Gresham, Hillsboro, Portland and Washington County.*

**STATUS**

- o Tri-Met has prepared a model ordinance.*
- o A Portland inter-departmental work group has prepared a draft ordinance.*
- o Washington County has received a state grant to implement HB 3133.*

**NEXT STEPS**

- o Portland public hearings on proposed ordinance, August 1996.*
- o Preparation of draft ordinances for Washington County, Beaverton and Hillsboro.*

**LINKS TO OTHER PROJECTS/PROGRAMS**

- o Early implementation of Metro's Region 2040 Plan.*
- o Implementation of adopted plans for eastside and westside light rail station areas.*

**CONTACTS**

- |          |                          |                     |                 |
|----------|--------------------------|---------------------|-----------------|
| <i>o</i> | <i>Portland</i>          | <i>Mike Saba</i>    | <i>823-7838</i> |
| <i>o</i> | <i>Washington County</i> | <i>Hal Bergsma</i>  | <i>648-8817</i> |
| <i>o</i> | <i>Tri-Met</i>           | <i>Henry Markus</i> | <i>239-2168</i> |

---

## **TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANTS**

**LEAD: ODOT (Dept of Transp) and DLCD (Dept of Land Conservation and Devl)**

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### **PROJECT DESCRIPTION**

*This project provides \$2M in grants to local governments to better integrate transportation and land use planning and develop new ways to manage growth to achieve compact pedestrian, bicycle and transit friendly environments.*

### **PROJECT OBJECTIVES**

- o Grant Category 1: For preparing transportation system plans to comply with the state's Transportation Planning Rule.*
- o Grant Category 2: For local land use amendments which increase densities, mix land uses and encourage alternative modes.*
- o Grant Category 3: To test and demonstrate new urban growth management tools.*

### **STATUS**

- o Application deadline, August 1995.*
- o Application review by MPAC/JPACT, September 1995.*
- o Project grant awards, October 1995.*

### **NEXT STEP**

- o Projects will begin work in 1996, to be concluded by July 1997.*

### **CONTACTS**

- |                           |  |                 |
|---------------------------|--|-----------------|
| <i>o Project Managers</i> | <i>Lidwein Rahman (Category 1 &amp; 2)</i> | <i>731-8229</i> |
|                           | <i>Bill Adams (Category 3)</i>             | <i>373-0087</i> |

---

**REGION 2040 TRANSPORTATION FUNDING**  
**LEAD: METRO**

---

**PROJECT DESCRIPTION**

*Allocation of regional and state STP reserve funds (\$28.3M) to leverage the 2040 Growth Concept (adopted by Metro in December 1994), including a \$7.1M fund for alternative mode projects.*

**PROJECT OBJECTIVES**

- o Use transportation financing to leverage support of central city, regional center and industrial sanctuary development identified in the 2040 Growth Concept.*
- o Enhance access and connectivity of bike and pedestrian systems within the central city, regional centers and town centers.*
- o Establish a Transit Oriented Development Revolving Loan Fund for land acquisition, subsequent resale and reinvestment of fund monies in new land acquisition.*

**STATUS**

- o Allocation of funds approved by JPACT and Metro Council, July 1995.*
- o \$3M TOD Loan Fund established and programmed in FY 96 (which supplements the \$4.5 million capital improvements CMAQ TOD fund already programmed in FY 95 and FY 96).*
- o Numerous freight access projects approved, including promotion of Tualatin industrial sanctuary and Albina District access and improvement of the Columbia/Lombard (North Portland/Port of Portland) corridor.*

**NEXT STEPS**

- o Solicit and select for funding TOD site acquisition projects.*
- o Obtain second round right-of-way and/or construction funding for several projects which received only design funds.*

**CONTACT**

- o Project Manager                      Terry Whisler                      797-1747*

---

**CMAQ TRANSIT ORIENTED DEVELOPMENT****LEAD: OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY**

---

**PROJECT DESCRIPTION**

*This funding program is targeted towards creating transit supportive development demonstration projects. Led by a steering committee of key state agency directors, Metro and Tri-Met, over \$3M will be distributed to projects that meet specific development criteria related to their ability to support transit ridership. Key criteria include proximity to high quality transit service, pedestrian orientation and access to nearby business and activity centers.*

**PROJECT OBJECTIVES**

- o Support development projects which are most likely to generate a high percentage of transit and pedestrian trips.*
- o Incorporate the perspectives of the development community to identify qualifying projects and criteria.*
- o Attract economically feasible projects that can demonstrate a high degree of financial success upon completion as a prototype for future developments near transit.*

**STATUS**

- o Round I funding complete, with four projects under construction and two additional projects committed for funding.*
- o Seven applications were submitted for Round II projects, April 1996.*

**NEXT STEP**

- o Select Round II projects (\$1.4M in funding available).*

**CONTACTS**

- o Project Manager Cheryl Twete, PDC 823-3361*
- o Tri-Met Representative Kim Knox 239-6716*







