

APPENDIX B: PAST AND CURRENT RELATED PLANNING EFFORTS

The following is a review of public agency planning efforts that have affected NE 82nd Avenue, as well as planning projects that are currently underway in the area. This project team performed this review to ensure that the vision concepts presented in this document are consistent with local and regional planning goals. Planning processes that are currently underway offer the opportunity for the community to use this vision plan when providing input to planners.

City of Portland Comprehensive Plan (1980)

The current zoning reflects this plan. Most of the corridor is zoned General Commercial, some residential, and the site known as Siskiyou Square, General Employment. The Comprehensive Plan is currently being updated as part of the Portland Plan.

Metro 2040 Plan (1995)

The plan identifies ten “building blocks” of the regional strategy for managing growth. Two of these are “main street” and “corridor.” NE 82nd between Interstate 84 and Sandy Boulevard is identified as both. According to the plan, a main street is a center of a localized service area that has a traditional commercial identity and a strong sense of the immediate neighborhood. A corridor is defined as a key transportation route for both people and goods and is served by frequent transit. The southern portion of the study area of NE 82nd is part of a designated station community around the 82nd Avenue Max Station. Metro 2040 defines station communities as areas of development centered around light-rail or high-capacity-transit stations, featuring a variety of shops and services accessible to bicyclists, pedestrians and transit users as well as cars. Metro 2040 also shows future land uses, which follow the current zoning along the corridor - mostly commercial, with some residential. The site known as Siskiyou Square is designated for employment with some open space or parks.

Under the 2040 Growth Concept, most existing neighborhoods will remain largely the same. Some redevelopment can occur so that vacant land or under-used buildings could be put to better use. New neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types including row houses and accessory dwelling units.

More recently, Metro has hosted discussions about the relative merits of accommodating additional growth along corridors versus in high-density centers. Proponents of corridor-based growth note that development can occur incrementally and organically, with little need for public subsidy. Corridor development is typically less expensive, with buildings typically under five stories, and parking in surface lots. High density centers such as South Waterfront require formalized public-private partnerships to assemble land and pay for steel construction and structured parking. Advocates for centers point out the shortcomings of corridors for residential development – heavy traffic and lower air quality.

Portland Bicycle Master Plan (1996)

The plan aims to “make 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 plan says the following about state highways within Portland City limits, including NE 82nd, “It is Oregon Department of Transportation (ODOT) policy that all their roads should have bicycle lanes, and most state-owned roads are considered bikeways on the City’s bikeway network. The City will work with ODOT to retrofit state roadways, and include and rank these roads on the Bicycle Master Plan proposed projects list”.

Portland Pedestrian Master Plan (1998)

The plan identifies a number of high pedestrian accident intersections along NE 82nd Avenue of Roses. It offers ten design principles that “represent a set of ideals which should be incorporated, to some degree, into every pedestrian improvement”.

1. The pedestrian environment should be safe.
2. The pedestrian network should be accessible to all.
3. The pedestrian network should connect to places people want to go.
4. The pedestrian environment should be easy to use.
5. The pedestrian environment should provide good places.
6. The pedestrian environment should be used for many things.
7. Pedestrian improvements should be economical.

Roseway Vision Plan (2002)

The neighborhood driven process created a vision for the Roseway Neighborhood, including a vision for five focus areas. One focus area is the intersection of NE 82nd Avenue of Roses and NE Siskiyou which is envisioned as “a neighborhood gateway that provides a sense of arrival to Roseway neighborhood and Northeast Portland.”

82nd Avenue of Roses Market Study (2007)

A study by the City of Portland to identify market trends and opportunities along 5 commercial corridors that have not been the subject of any planning or economic development efforts, the study area was SE 82nd Ave. between Glisan and Powell. The efforts consisted of a detailed catalogue of existing socio-economic trends and then an analysis using ESRI market analyst software.

Portland 2030: a vision for our future (2007)

“Shaped by the Willamette and Columbia Rivers, Portland connects people and nature to create an international model of equity and sustainability. We are city of communities. Our distinct neighborhoods and vibrant downtown are safe, energizing civic and cultural spaces. Our diverse population, innovative businesses and forward-thinking leaders work together to ensure livability for all.” This vision came from a huge outreach effort that reached over 14,000 Portlanders. Besides the vision it expresses many values of Portlanders including the top 3: “Community Connectedness and Distinctiveness, Equity and Accessibility, and Sustainability.” The vision and these values serve as the foundation of the current Portland Plan process that will guide the future development of the City as well as the community-based Vision Into Action Coalition.

82nd Avenue of Roses High Crash Corridor Safety Plan (2008)

NE 82nd Avenue of Roses, along with a longer section of 82nd Avenue of Roses was designated as a high crash corridor by the Oregon Department of Transportation, a designation usually reserved for rural stretches of highway. Among the top intersection crash locations are NE 82nd Avenue of Roses and NE Fremont, NE 82nd Avenue of Roses and NE Tillamook, and NE 82nd Avenue of Roses and NE Halsey. Suggested actions follow the “Three E” model, increased traffic enforcement, low cost engineering improvements, and increased education efforts.

82nd Avenue MAX Station Area CPTED Project (under development)

The CPTED (crime prevention through environmental design) project is an ongoing multi agency committee that includes Portland Police Bureau, Tri-met, PDOT, ODOT and others in a planning effort tot alleviate crime and the perception of the 82nd avenue max station as being unsafe through changes in the built structure.

Eastside Station Area Plan (under development)

“The purpose of the Eastside MAX Station Communities Project is to take a comprehensive look at station community areas within one-half mile of MAX light rail stations in Northeast and Southeast Portland. The basic question is: How can these communities become better places? The project will evaluate and recommend changes to land use/zoning, building and station design, transit and transportation facilities surrounding six stations.” One of the stations is 82nd Avenue. The project will help shape the southern section of the study area closest to the MAX Station.

Portland Plan (under development)

The plan is updating the City's comprehensive plan along with other planning efforts. The plan will be based on community input surrounding a number of critical issues including:

- Climate Change
- Affordability and Accessibility
- Human Health and Safety
- Economic Prosperity and Creative Vitality
- Distinctive and Well-designed Places
- High-performing Natural Systems
- New Ways and Means