

# EAST PORTLAND DISTRICT PROFILE

July 13, 2005



CITY OF PORTLAND, OREGON  
BUREAU OF PLANNING



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# East Portland District Profile

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## Introduction

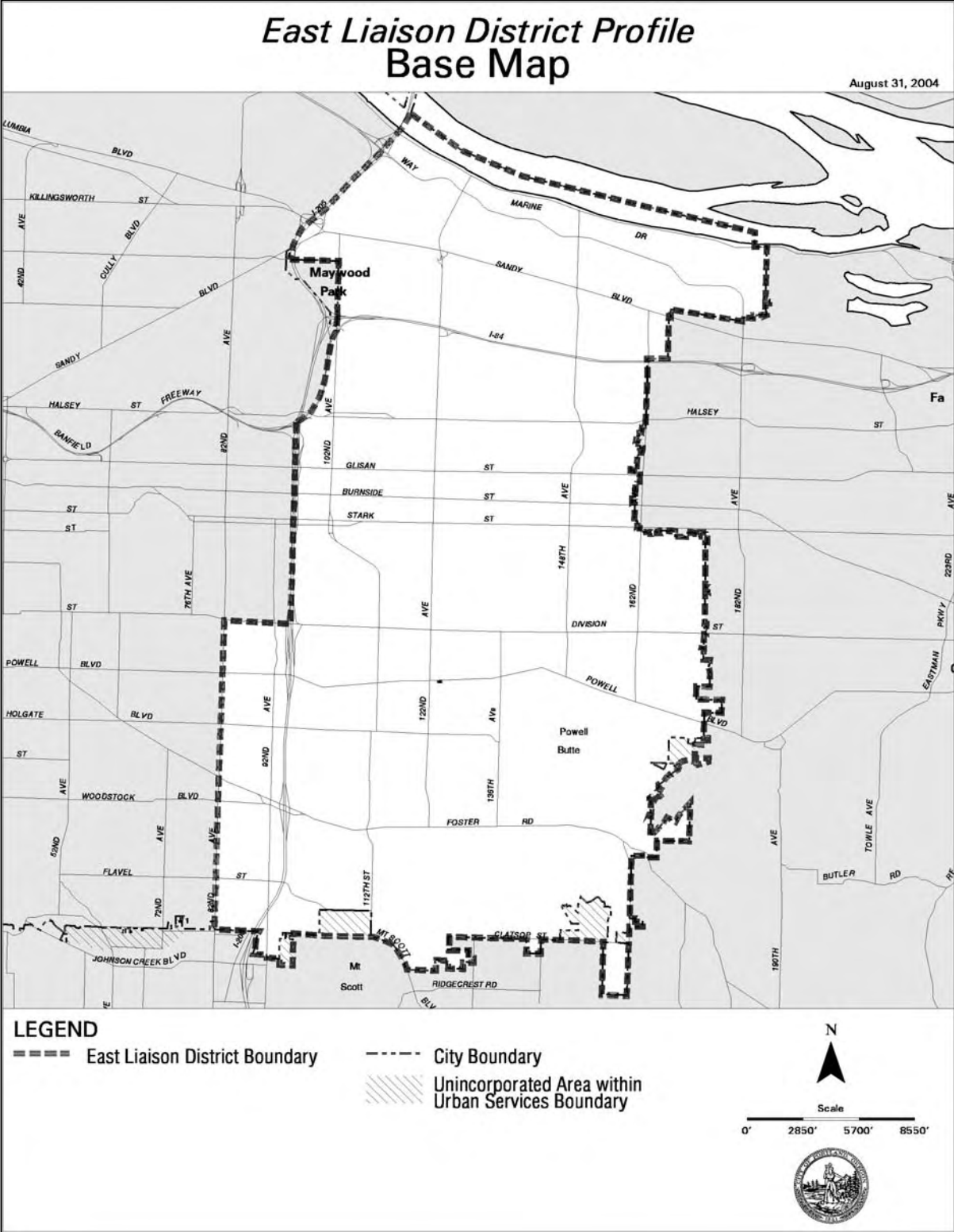
In 2004 the Bureau of Planning launched the District Liaison Program which assigns a City Planner to each of Portland's designated liaison districts. Each planner acts as the Bureau's primary contact between community residents, nonprofit groups and other government agencies on planning and development matters within their assigned district.

As part of this program, District Profiles were compiled to provide a survey of the existing conditions, issues and neighborhood/community plans within each of the liaison districts. The Profiles will form a base of information for communities to make informed decisions about future development. This report is also intended to serve as a tool for planners and decision-makers to monitor the implementation of existing plans and facilitate future planning. The Profiles will also contribute to the ongoing dialogue and exchange of information between the Bureau of Planning, the community, and other City Bureaus regarding district planning issues and priorities.

PLEASE NOTE: The content of this document remains a work-in-progress of the Bureau of Planning's District Liaison Program. Feedback is currently being solicited from the community on this initial version of the District Profile.

Boundaries

The East District is bounded by the Columbia River on the north, the City boundary on the east and south, and 82<sup>nd</sup> from Clatsop to Division, Division to I-205, and I-205 to the Columbia River on the west. The East District covers 18,898 acres, or 29.5 square miles, 19% of the City's total land area.



## Area Description

### Jurisdictions:

The East Portland District shares boundaries with several other jurisdictions. These include the following cities and counties:

- Maywood Park:** The City of Maywood Park is an incorporated city that is encompassed by Portland. The City is generally bounded by I-205, NE 102<sup>nd</sup> Avenue and NE Prescott Street.
- Multnomah County:** Much of the East Portland district was previously unincorporated county that was largely annexed to Portland in the 1980s-1990s. The east district area still contains pockets of land that have not been annexed to the City.
- Gresham:** The City of Gresham, population 91,420, is the second largest city in the Portland metropolitan area. It borders the district on the east.
- Happy Valley:** The City of Happy Valley borders the east district to the south along SE Clatsop Street and near Mt. Scott Boulevard.
- Clackamas County:** The south and east portions of the district are bordered by unincorporated portions of Clackamas County.



## Area Description

### Overview

The East District area of Portland is one of the most recent areas to be incorporated in the City of Portland. Prior to the 1980s, much of the East District area was in unincorporated Multnomah County; it was commonly referred to as the “mid-county” area. The exception is the Lents community, located in the southwest portion of the district, which is a center of community commercial activity and has been part of incorporated Portland since the early 20<sup>th</sup> Century.

The East District has been in transition from a rural to an urban pattern since the early 1900s. It has a different background and development pattern than “inner” Portland neighborhoods, which were developed around a system of streetcar lines in the late nineteenth and early twentieth centuries. Much of the area in the East District, which primarily lies east of the Interstate 205 Freeway, was urbanized after World War II and developed to be accessed primarily by the automobile. This has created a development pattern in East District that is largely oriented to and dependent on the automobile for access to housing, shopping and jobs.

As Portland grew eastward in the early 1900s, the Parkrose Community in the northwest portion of the East District established itself early-on as a relatively isolated farm service center. With relatively flat terrain, much of the remaining area in the East District developed in residential use, with commercial development occurring in nodes along major arterial streets. Some of the development around older established areas such as Parkrose and Lents was built prior to 1950. However, the majority of development in the east district has been built since 1950, and is suburban in character. Residential areas include several large subdivisions with a relatively similar building quality, age, and style. There are also many residential areas that are not developed in a consistent manner, with lots and dwellings that vary widely in age, size, and character. In either case, many were developed with a cul-de-sac or disconnected street pattern and often do not include sidewalks, curbs or other features found in inner Portland neighborhoods.

Development the east district increased with construction of the Banfield Freeway (Interstate 84) in the 1960s and I-205 in the 1970s. In addition to residential development, the area saw the development of regional and community shopping centers at Gateway (Halsey and 102<sup>nd</sup> Avenue), Mall 205 (Washington at 102<sup>nd</sup> Avenue), and along arterial roadways such as 122<sup>nd</sup> Avenue, Halsey, Stark and Division. With some exceptions, much of the commercial development has taken on a nodal character focused at key crossroads and has been developed as multi-tenant centers located on large lots.

The southern portion of the East District, generally adjacent to and south of Johnson Creek, has different topography and natural features than the relatively flat areas to the north. Subject to flooding in some areas, and steep, wooded slopes in others, development in the southern portion of the East District is generally the most recent. Similarly, the area north of NE Sandy Boulevard was subject to inundation in areas, and has more recently been developed with employment and industrial uses.

### Annexation

Portland’s annexation of the greater East District area began in about 1983 and continued through 1998. The East District area is now in the jurisdiction of Portland, although some small pockets remain in unincorporated Multnomah County.

In the early 1980’s an Urban Planning Area Agreement between Portland and Multnomah County was developed. During the same period, Multnomah County passed Resolution A, which declared an interest in discontinuing provision of urban services, and the City of Portland developed an Urban Services Policy spelling out its service scope and approach. Not long after, urban services boundaries were negotiated between Portland, Gresham, and Multnomah County. Once an urban services boundary was established, the annexation areas of the jurisdictions were determined.

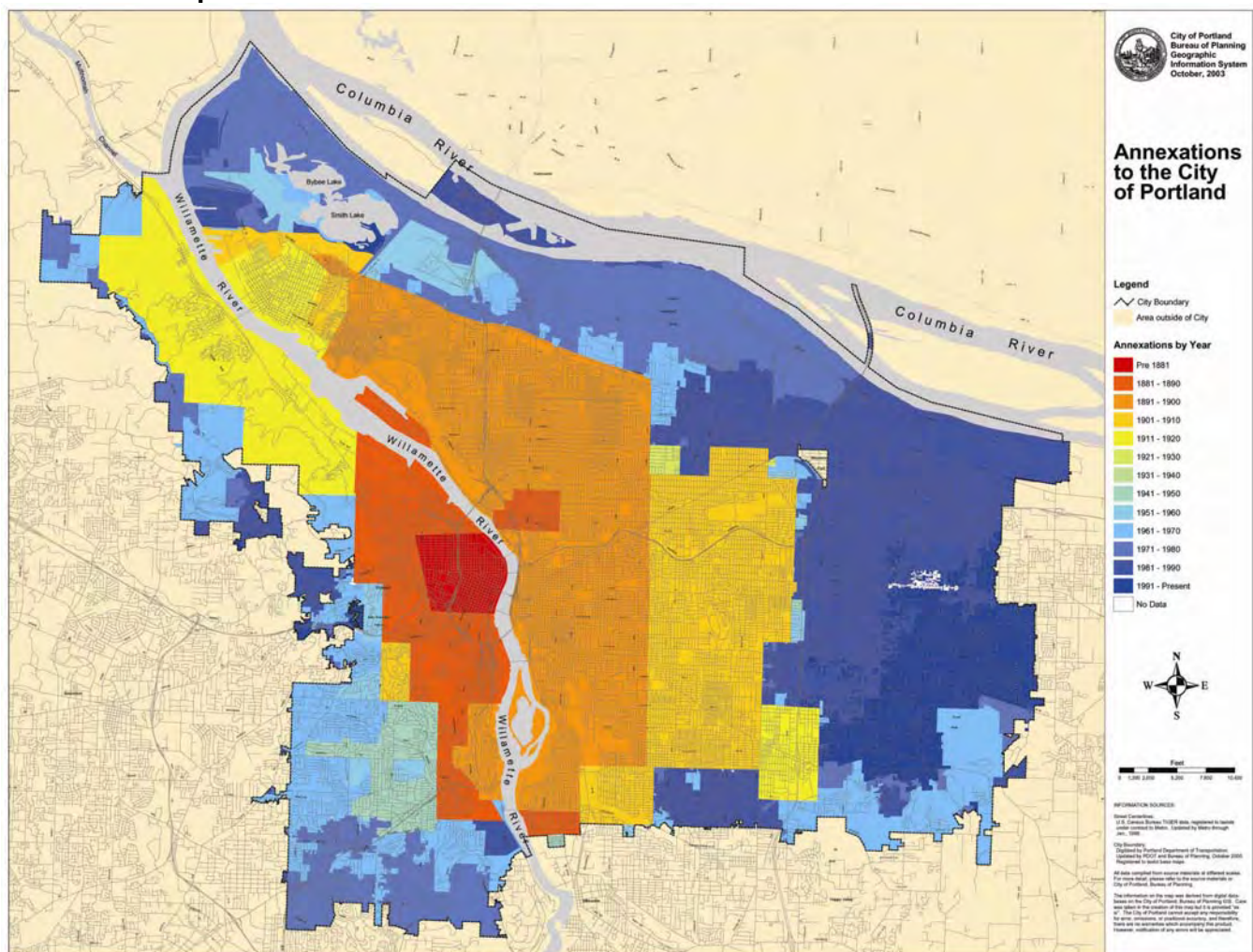
The establishment of a policy and boundary for urban service delivery provided guidance for the cities of Portland and Gresham to proceed to remedy health hazards in East Portland due to widespread use of cesspools for on-site sewage treatment in the area. The Mid-County Sewer Project was initiated to address this issue, and most of the East District is now served with sanitary sewer service.

Prior to annexation, development in the area was guided by several Multnomah County Community Plans. After annexation, Portland initiated the *Outer Southeast Community Plan* process. Adopted in 1996, the plan provides a guide for growth and development for the East District south of Halsey Street. It includes a vision, goals and policies that guide public and private investment in the area. A plan for the areas north of Halsey was anticipated as part of Portland's Community Planning Program; however the program was suspended in 1997 due to budget constraints and a reevaluation of Portland's approach to comprehensive planning based on the Metro 2040 growth concept.

**Other Features**

The East District is served by five school districts, and only limited areas are served by Portland Public Schools. Also, portions of the district have been served by public water districts (Powell Valley Water District). In the future these areas will be served by the City of Portland Bureau of Water Works.

**Annexation Map**



The East district experienced 18.8% population growth between 1990 and 2000 and a 13.6% increase in the number of area households. Counter to overall trends in Portland, the number of people per household increased from 2.55 in 1990 to 2.7 in 2000. The area has also become more ethnically diverse.

Population

Area	East District	East District	East District	Portland %	District %
	1990	2000	% change	change	of Portland
			1990-2000	1990-2000	2000
Total Acres	18,898	18,898			19%
Persons per Acre	5.4	6.4			
Population	101,915	121,110	19.0%	8.7%	22.8%
Households	40,010	45,478	13.6%	8.6%	20.2%
Persons per HH	2.55	2.7			

Source: US Census Bureau (1990, 2000); RLIS

Income

Area	East District	East District	Portland
	1990	2000	2000
Median Household Income	\$27,598	\$39,187	\$50,271
Households Below Poverty		11.87%	12.9%

Source: US Census Bureau (2000); RLIS

Tenure

Area	East District	East District	Portland
	1990	2000	2000
Owner	60%	61%	54%
Renter	40%	39%	46%

Race and Ethnicity

Area	East	East	Portland
	1990	2000	2000
White	93.3%	82.0%	81.0%
Black	1.4%	3.0%	6.7%
American Indian	0.8%	1.2%	1.0%
Asian & Pacific Islander	4.4%	9.0%	6.7%
Hawaiian	n/a	0.4%	0.4%
Other race	0.0%	0.2%	0.2%
Two or more races	n/a	4.2%	4.0%
Non-Hispanic	97.0%	92.7%	93.2%
Hispanic	3.0%	8.3%	6.8%

Source: US Census Bureau 2000; RLIS

Neighborhood coalitions and associations

The East District is comprised of 13 neighborhood associations and one neighborhood coalition, known as the East Portland Neighborhood Office. Neighborhood associations in the district include the following.

Neighborhood	2000 Pop
Argay Neighborhood	5,788
Glenfair Neighborhood	2,575
Lents Neighborhood <sup>1</sup>	18,385
Parkrose Heights Association of Neighbors	6,093
Pleasant Valley Neighborhood <sup>3</sup>	5,087
Russell Neighborhood	3,171
Woodland Park Neighborhood	302

Neighborhood	2000 Pop
Centennial Neighborhood	20,578
Hazelwood Neighborhood	19,916
Mill Park Neighborhood <sup>2</sup>	6,826
Parkrose Neighborhood	6,049
Powellhurst-Gilbert Neighborhood <sup>4</sup>	19,422
Wilkes Neighborhood	7,732

Source: US Census Bureau (2000)

Find neighborhood associations, coalitions and business associations using [ONI's searchable database](#) For more information on each neighborhood, go to [ONI neighborhood demographics site](#)

<sup>1</sup> Includes shared area with Powellhurst-Gilbert

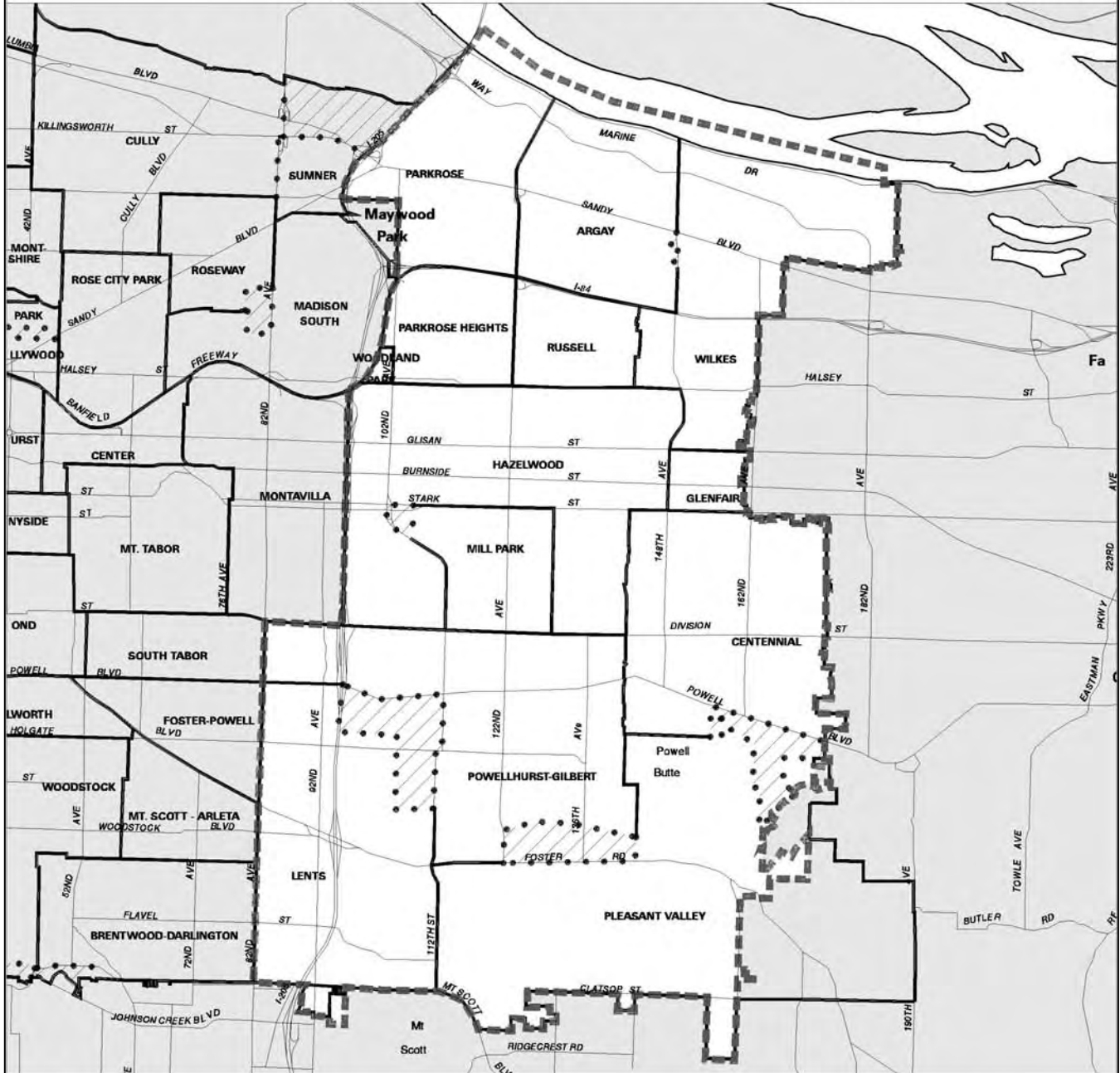
<sup>2</sup> Includes shared area with Hazelwood

<sup>3</sup> Includes shared area with Centennial

<sup>4</sup> Includes shared area with Pleasant Valley

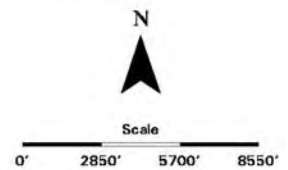
# East Liaison District Profile Neighborhood Associations

August 25, 2004



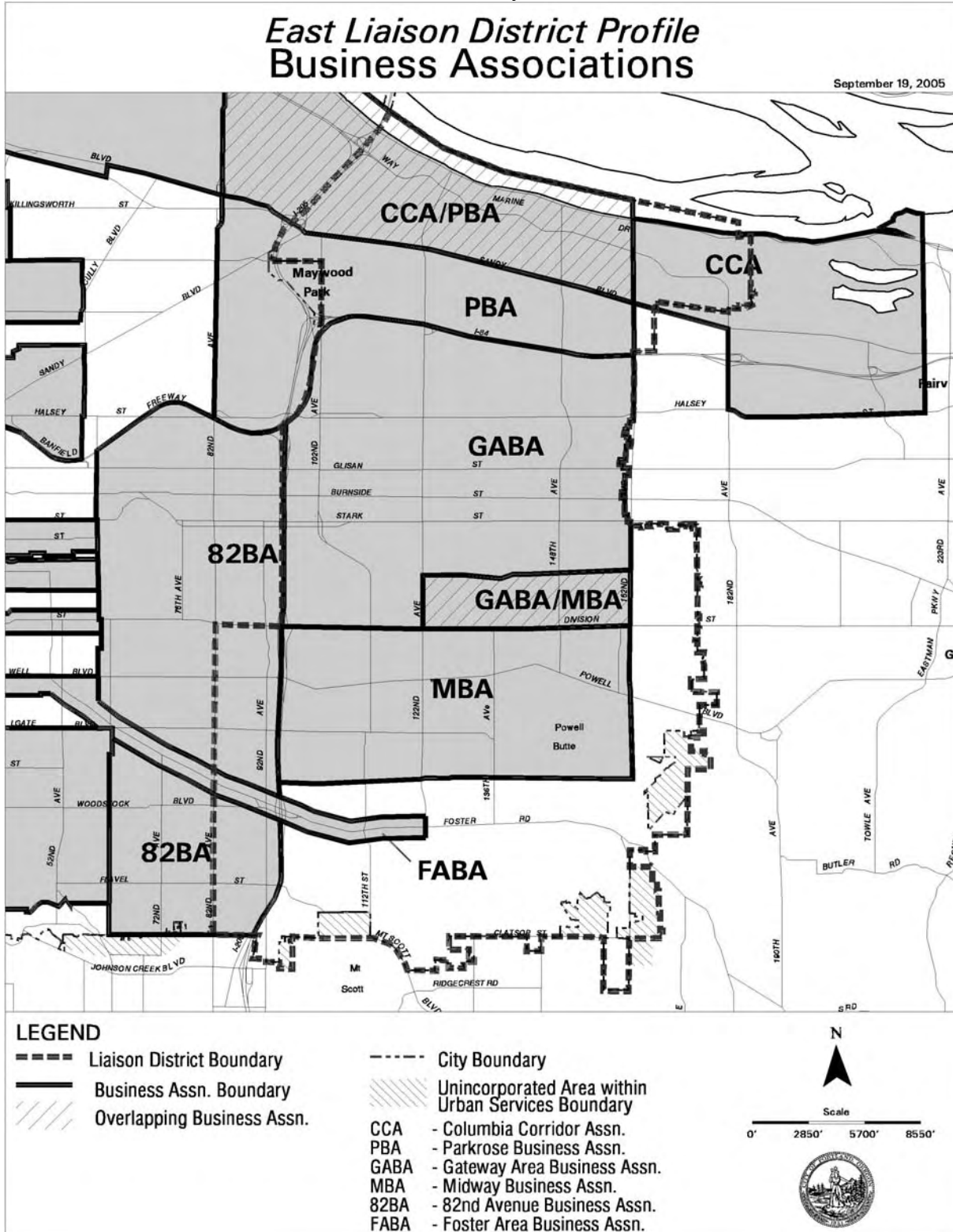
**LEGEND**

- East Liaison District Boundary
- Neighborhood Boundary
- ▨ Overlapping Neighborhoods



Business Associations

The East District includes six business associations. The citywide Alliance of Portland Neighborhood Business Associations represents all business associations in Portland. In addition, the East Portland Chamber of Commerce was formed as an independent organization dedicated to serving the interests of businesses from the Willamette River to the City of Gresham.



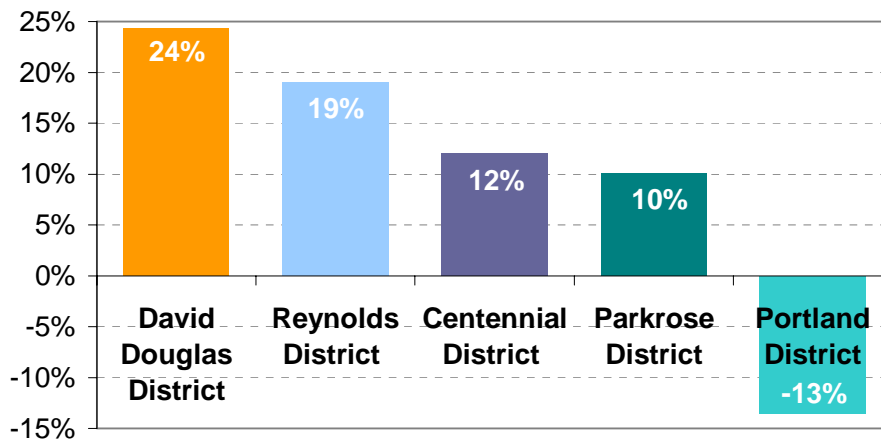
Schools

The district is served by several school districts, some of which also serve other incorporated cities in east Multnomah County. Of all districts, East Portland is experiencing the largest rate of growth in school population. The majority of this growth is occurring outside of the Portland School District.

District	Type	#	Names
Centennial	Elementary	4	Harold Oliver Intermediate, Harold Oliver Primary, Lynch View, Lynch Wood
David Douglas	Elementary	8	Cherry Park, Gilbert Heights, Gilbert Park, Lincoln Park, Menlo Park, Mill Park, Ventura Park, West Powellhurst
David Douglas	Middle School	2	Alice Ott, Floyd Light
David Douglas	High School	2	David Douglas AIM, David Douglas HS
Parkrose	Elementary	4	Prescott, Russell, Sacramento, Shaver
Parkrose	Middle School	1	Parkrose
Parkrose	High School	1	Parkrose
Portland	Elementary	2	Kelly, Lent
Portland	High School	1	Marshall
Reynolds	Elementary	3	Alder, Glenfair, Margaret Scott
Private	Elementary	5	Franciscan Montessori Earth, Serendipity Center E.S., St Therese, Portland Christian (K-8), Grace Lutheran School (K-8)
Private	High School	3	Portland Adventist Academy, Portland Christian, Serendipity Center H.S.
College Services	Public	1	Oregon State University Extension Services
College Services	Private	5	Multnomah Bible College and Seminary, Cascade College, Oregon College of Oriental Medicine, Western States Chiropractic College

For more information visit [Portland Public Schools](#)

**School Enrollment**  
**% Change from 1995-2003**



# East Liaison District Profile Schools

August 25, 2004

**PARKROSE**

- 1 - Prescott ES
- 2 - Parkrose HS
- 3 - Parkrose MS
- 4 - Shaver ES
- 5 - Sacramento ES
- 6 - Russell ES

**REYNOLDS**

- 7 - Margret Scott ES
- 8 - Glenfair ES
- 9 - Alder ES

**CENTENNIAL**

- 10 - Harold Oliver Learning Ctr
- 11 - Lynch View ES
- 12 - Lynch Wood ES

**DAVID DOUGLAS**

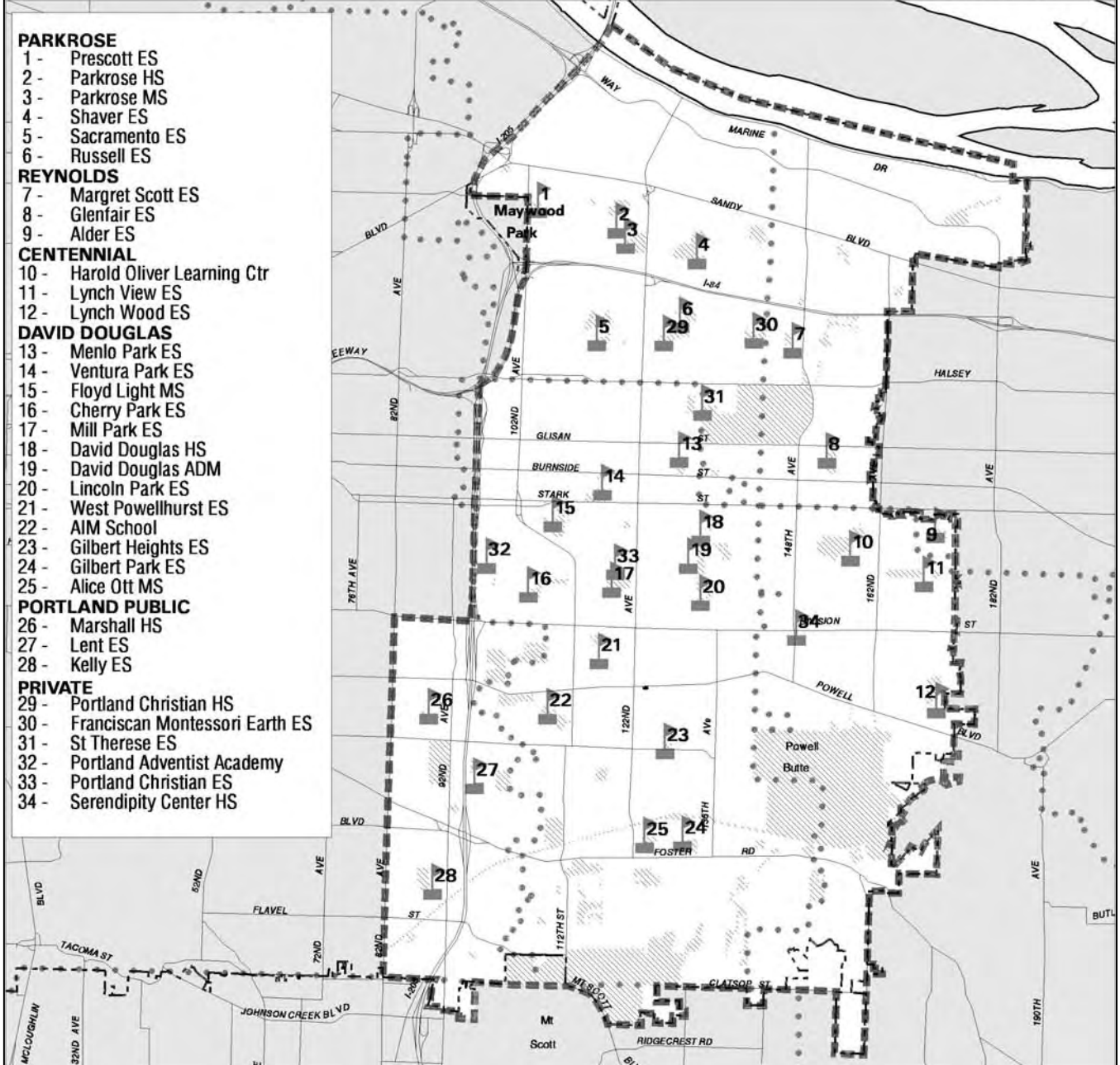
- 13 - Menlo Park ES
- 14 - Ventura Park ES
- 15 - Floyd Light MS
- 16 - Cherry Park ES
- 17 - Mill Park ES
- 18 - David Douglas HS
- 19 - David Douglas ADM
- 20 - Lincoln Park ES
- 21 - West Powellhurst ES
- 22 - AIM School
- 23 - Gilbert Heights ES
- 24 - Gilbert Park ES
- 25 - Alice Ott MS

**PORTLAND PUBLIC**

- 26 - Marshall HS
- 27 - Lent ES
- 28 - Kelly ES

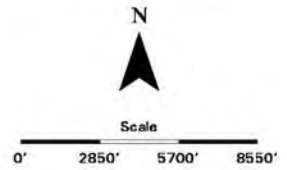
**PRIVATE**

- 29 - Portland Christian HS
- 30 - Franciscan Montessori Earth ES
- 31 - St Therese ES
- 32 - Portland Adventist Academy
- 33 - Portland Christian ES
- 34 - Serendipity Center HS



**LEGEND**

- East Liaison District Boundary
- School
- School District Boundary
- Parks





Parks/Open Space

The East Portland district contains a number of Parks, Golf Courses and other open spaces. Many facilities were part of Multnomah County’s park system and annexed to Portland in the late 1980s. While this district contains the largest number of neighborhood parks, only a few (8-9) are improved parks. Many East district sites have challenges of poor access and visibility and unusual configurations or small size.

Park deficient areas of the East district include: 122<sup>nd</sup> to 162<sup>nd</sup>, Division to Powell; 122<sup>nd</sup> to 148<sup>th</sup>, Glisan to Stark; 102<sup>nd</sup> to 122<sup>nd</sup>, Burnside to Halsey; and Sandy to I-84, I-205 to 122<sup>nd</sup>. In addition to parks facilities, the community center located at Gateway is not adequate to serve residents in distant portions of the district. Demand for community garden space is high, but no facilities exist.

**Parks**

Name	Year Acquired	Acres	Improvement Status
Argay Park	1984	8.95	Developed
Beech Property	1984	15.68	Undeveloped
Beggars Tick Wildlife Refuge	Metro	20.83	Natural Area
Bloomington Park	1940	13.02	Developed
Cherry Blossom Park	1995	0.96	Developed
Cherry Park	1985	5.54	Undeveloped
Clatsop Butte Park	2000	16.32	Undeveloped
Earl Boyles Property	1986	7.89	Pre-design: workshop scheduled for May 2005
East Lynchwood Park	1993	8.47	Undeveloped
Eastridge Park	1981	3.51	Undeveloped
Ed Benedict Park	1986	13.05	Developed
Floyd Light Property	1985	6.9	Undeveloped
Gates Park	2002	4.78	Acquired-Undeveloped.
Gilbert Heights Park	1993	3.93	Undeveloped
Glenfair Park	1989	4.74	Undeveloped
Glenwood Park	1941	7.26	Developed
Holladay Park East	1993	5.74	Design in progress – plan construction Summer 2005
John Luby Park	1985	10.44	Developed
Kelly Butte Park	1954	47.04	Natural Area
Kingsley Bundy Property	1975	4.82	Undeveloped
Knott Park	1986	14.63	Developed
Leach Botanical Garden	1973	15.42	Developed
Lents Park	1914	33.45	Developed
Lincoln Park	1993	6.65	Developed
Lynchview Park	1993	7.72	Developed
Merrifield Park	1985	0.95	Developed
Midland Park	1986	1.9	Natural Area
Mill Park	1986	5.71	Undeveloped
North Powellhurst Park	1993	3.9	Undeveloped
Parklane Park	1993	25.65	Developed
Powell Butte Nature Park	1925	593.15	Natural Area
Prescott Park		1.08	Developed
Raymond Park	1993	5.86	Developed
Springwater Corridor	1990	60.08	Natural Area/Trailway
Stark Street Island	1986	0.41	Developed
Tenino Property	1994	1.66	Undeveloped
Thompson Park	1986	4.42	Undeveloped
Ventura Park	1986	7.19	Developed
West Powellhurst Park	1986	3.69	Developed
Wilkes Park	1998	2.3	Developed

**Portland Parks & Recreation (PP&R) 2020 Vision**

The Portland Bureau of Parks and Recreation’s 2020 Vision identifies recommendations for parks, open space, and trails in the East District. Some recommendations call for renovation, repair or expansion of existing facilities. Other recommendations call for developing new parks.

**Park Acreage by Sub-Area (PP&R 2020 Vision)**

PP&R Sub-Area	Existing Parks	Natural & Habitat Areas	Park Acreage	Population	Persons / Park Acre	New Parks Planned (2020)
Central City/ Northwest	20	6	5,062	47,900	9	2
North	19	6	1,232	51,500	42	0
Southwest	15	22	837	64,400	77	5
Outer East	14	5	879	134,230	153	13
Southeast	29	10	898	154,000	171	5
Northeast	24	5	508	103,800	204	4

Source: Portland Parks and Recreation - 2020 Vision (July 2001)

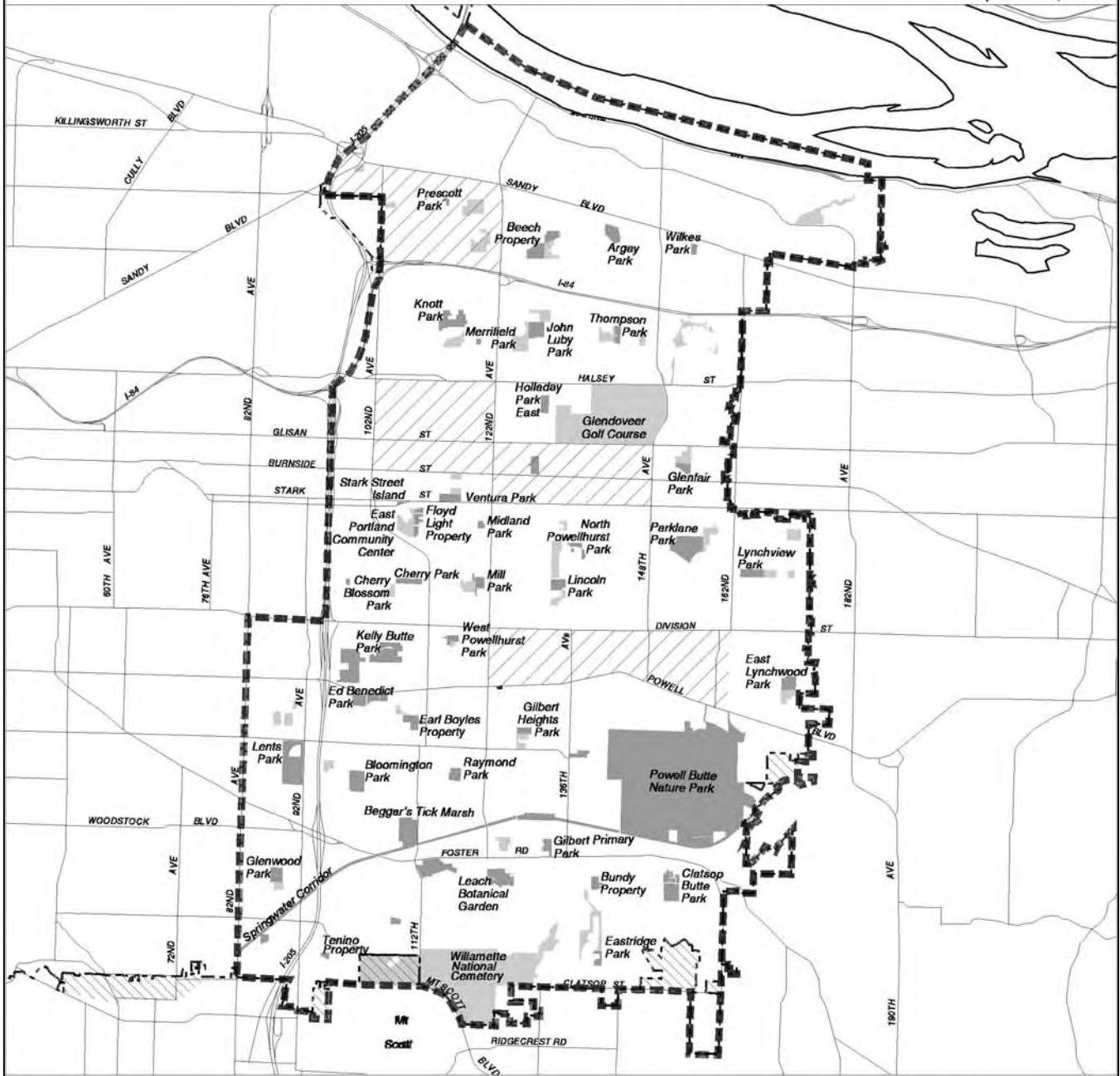
For more information visit Portland Parks and Recreation [Portland Parks and Recreation](#)

**Other Facilities**

Type	#	Names
Golf Course	1	Glendoveer Golf Course (Metro, public)
Stadium	2	Walker (public), Park Rose Little League (private)
Cemetery	4	Willamette National, Lincoln Memorial, Columbia Pioneer, Portland Chinese, Powell Grove
Community Garden	1	Lents
Open Space	4	Lower Powell Butte Floodplain, Campfire Properties, Lents District Maintenance Site, Lents Floodplain

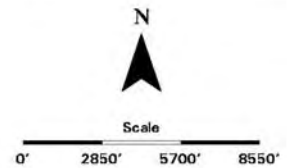
# East Liaison District Profile Parks / Open Space

September 16, 2004



### LEGEND

- East Liaison District Boundary
- City Boundary
- Parks
- Unincorporated Area within Urban Services Boundary
- Other Facilities/Open Space
- Park Deficient Areas (Vision 2020)



## Neighborhood Facilities & Services

### Community Resources

The following community resources provide services to East District residents.

Name	Type	Focus
Multnomah County Library: Midland Branch	Public	Library For more information visit <a href="#">Multnomah County Library</a>
ROSE CDC	Non-Profit	Affordable/low-income housing development
Human Solutions	Non-Profit	Affordable/low-income housing development
IRCO: Immigrant and Refugee Community Organization	Non-Profit	Assists refugees, immigrants and multi-ethnic communities to develop self-sufficiency and cultural awareness.
Portland Habilitation Center	Non-profit	Self-supporting corporation whose goal is to assist individuals with disabilities to develop the technical skills required to become a part of the workforce.
SE Works Neighborhood Job Center	Non-profit	Single points-of-entry for adults and dislocated workers to a network of employment, training, and educational programs.
Family Works	Non-profit	Serves families with children from diverse cultural backgrounds living between 82 <sup>nd</sup> and 162 <sup>nd</sup> .
Lents Boys and Girls Clubs	Non-profit	After-school activities for children in a safe and supervised environment.
Boys and Girls Aid Society of Oregon	Non-profit	Provides services in 12 programs to the children, youth and families of Oregon. Services include adoption services, crisis intervention services, and teen pregnancy prevention (GLAD program).
Johnson Creek Watershed Council	Non-profit	Citizen based grassroots organization dedicated to improving the health of the Johnson Creek Watershed for all its stakeholders.
Columbia Slough Watershed Council	Non-profit	A diverse group of neighbors, property owners, businesses, environmental groups, recreation advocates, and government agencies working to restore and enhance the waterways, wetlands, and channels known as the Columbia Slough.
Friends of Zenger Farm	Non-profit	Organization that works with BES on activities at the farm that include organic gardening and agriculture, community education and tours, watershed restoration, sustainable building techniques, disaster preparedness demonstration, stormwater management and floodplain management, and job training related to these subjects.
Friends of Powell Butte	Non-profit	Committed to protecting and enhancing Powell Butte Nature Park.
REACH Community Builder's Program	Non-profit	Helps senior and disabled residents perform repairs on their homes. Services include carpentry repairs, safety enhancements, yard clean-up and exterior painting.
Snow-Cap	Non-profit	Provides assistance to low-income and homeless residents and families.
Shepherd's Door	Non-profit	Provides services to homeless women and their children.

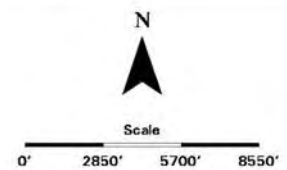
# East Liaison District Profile Neighborhood Services

August 25, 2004



**LEGEND**

- East Liaison District Boundary
- City Boundary
- Library
- Parks, Cemeteries, Golf Courses & Community Gardens
- Hospital
- Fire Station
- Police Station



## Urban Renewal

## Urban Renewal Areas (URAs)

East district includes three urban renewal areas, which utilize tax increment financing (TIF) to pay for improvements within each district. The Airport Way district (employment and industrial area) is the oldest district and has limited financing capability. The Lents district has used TIF to fund a host of community improvements, but property redevelopment is impaired due to lack of condemnation authority. Development of Gateway Regional Center, the newest URA in the East District, has been limited due to lack of tax increment. Urban renewal funds to date have been focused on specific transportation projects (e.g. 99<sup>th</sup> Avenue) and providing housing in the district.

For more information refer to the [Portland Development Commission's URA site](#)

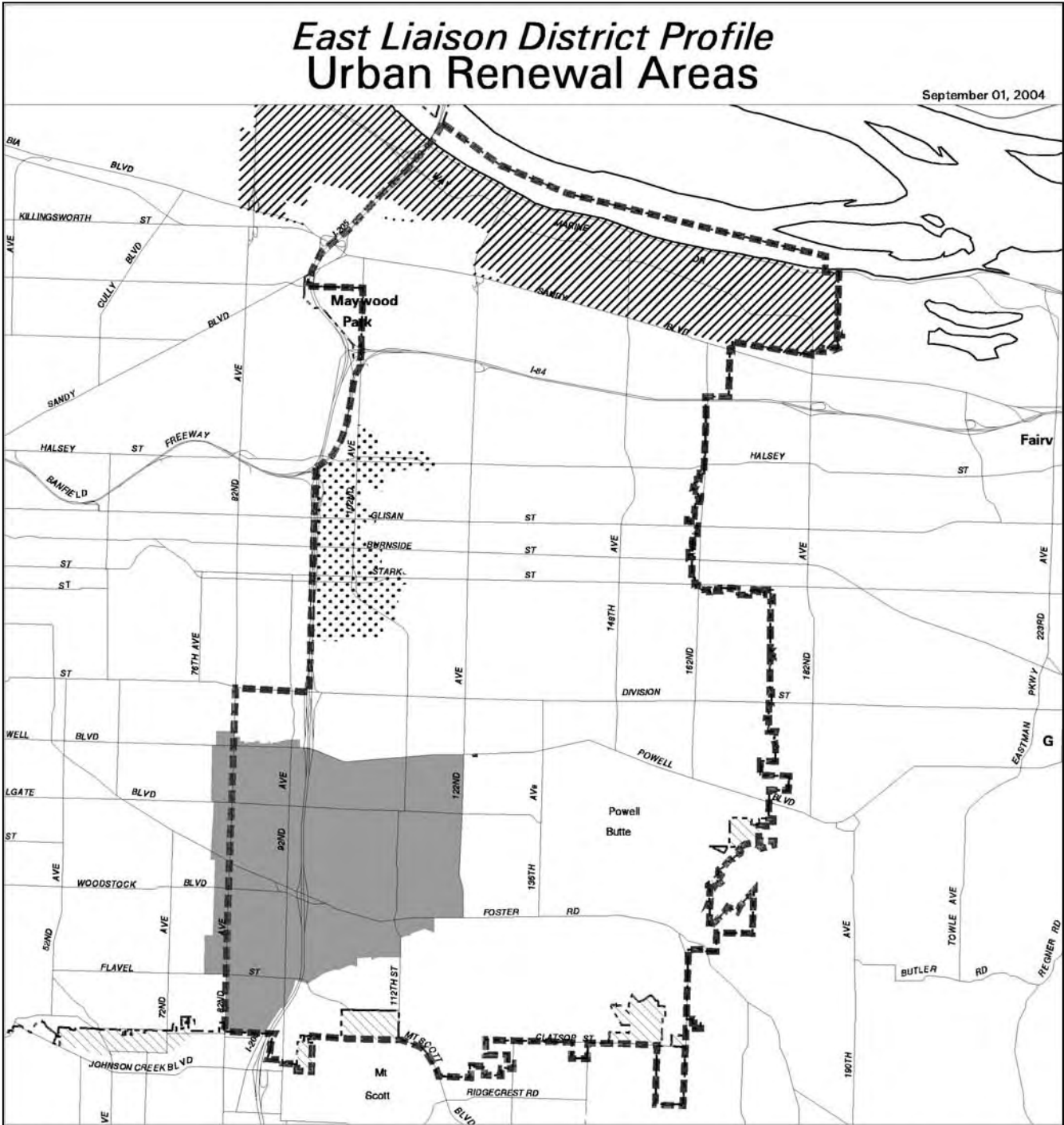
## City of Portland URAs

Name	Size	Exp. Date	Max. Debt Capacity/ Amount Remaining	FY 04/05 Budget	District Objectives
Airport Way	2,341 acres  19% of TTL	05/2011	\$72 M  \$0 remaining	\$11.5 M	<ul style="list-style-type: none"> <li>▪ Facilitate development as a major employment center with diverse economy by attracting and retaining business</li> <li>▪ Supporting development of infrastructure, transit, and protection of natural resources</li> <li>▪ Encourage employers to provide quality job opportunities to residents of economically disadvantaged communities</li> </ul>
Gateway Regional Center	653 acres  5% of TTL	06/2022	\$164 M  \$158 M remaining	\$3.5 M	<ul style="list-style-type: none"> <li>▪ Transform Gateway district into a Regional Center with enhanced housing, employment, recreational and cultural opportunities for east Portlanders.</li> <li>▪ Creation of public spaces, transportation and pedestrian improvements, and projects to enhance Gateway's viability as a livable center of activity.</li> <li>▪ Create a character for the district to make it identifiable as a special and distinct place.</li> <li>▪ To encourage public and private investment that is consistent with the values and aspirations of the Gateway community.</li> </ul>
Lents	2,682 acres  21% of TTL	10/2015	\$75 M  \$64 M remaining	\$10.4 M	<ul style="list-style-type: none"> <li>▪ Assist in implementing community based plans that will facilitate the emergence of Lents as a key Town Center within the Metro Region.</li> <li>▪ Provide support for the revitalization of commercial and residential areas in and near Lents.</li> <li>▪ Stimulate business development and investment in the area.</li> <li>▪ Provide increased opportunities for residents to compete for new quality jobs.</li> <li>▪ Provide housing opportunities for the Lents community's diverse income and tenure needs.</li> <li>▪ Improve local streets and parks.</li> </ul>

Source: Portland Development Commission 2004

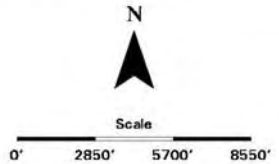
# East Liaison District Profile Urban Renewal Areas

September 01, 2004



### LEGEND

- East Liaison District Boundary
- Airport Way
- Gateway
- Lents
- City Boundary
- Unincorporated Area within Urban Services Boundary







## Historic and Conservation Districts

The East District currently has no identified 'historic' or 'conservation' districts - designated collections of individual resources that are of historical or cultural significance at a local or neighborhood level. The East District contains a limited number of buildings developed prior to World War II that may merit historic consideration. Additionally, some of the East District neighborhoods, housing stock and other buildings were developed in the late 1940s through 1950s. These "post-war" buildings or developments are becoming eligible for historic consideration. Examples of intact post World War II housing subdivisions can be found throughout East Portland.

## Land Use

### District Land Use Characteristics

The East District varies widely in development type and era, topography, urbanization and future development pattern. The district can be divided into several primary sub-areas. The 1996 Outer Southeast Community Plan (OSECP) identified several sub-areas in southeast Portland; these continue to be appropriate in identifying distinct character areas.

The portion of the district north of Halsey Street has not been planned within the past 20-years, and sub-areas were not established as part of a community or area planning process. Primary sub-area designations for these areas are proposed here and indicated by dashed lines. In addition, several secondary sub-areas with unique conditions or planning considerations are also identified below.

#### Primary Sub-areas

1. Columbia Corridor Industrial Area
2. Gateway Regional Center
3. 82<sup>nd</sup> Avenue/I-205 Corridor
4. Lents Town Center
5. Burnside Max Corridor
6. Suburban Neighborhoods
7. Mixed-Era Neighborhoods
8. Mt. Scott/Johnson Creek

#### Secondary Sub-areas

1. 122<sup>nd</sup> Avenue Main Street/Corridor
2. I-205 Max Corridor
3. Division Main Street/Corridor
4. Powell Corridor
5. Clatsop/Mt. Scott: boundary with Happy Valley and Clackamas County
6. Rockwood Urban Renewal District area
7. Maywood Park



## Land Use

### Metro 2040 Designations

The East district includes several Metro designated mixed-use areas, which are listed below and shown on the following map. In addition, development of the planned I-205 MAX light rail line may result in designation of additional mixed use areas.

For more information refer to [Metro 2040 Growth Concept](#)

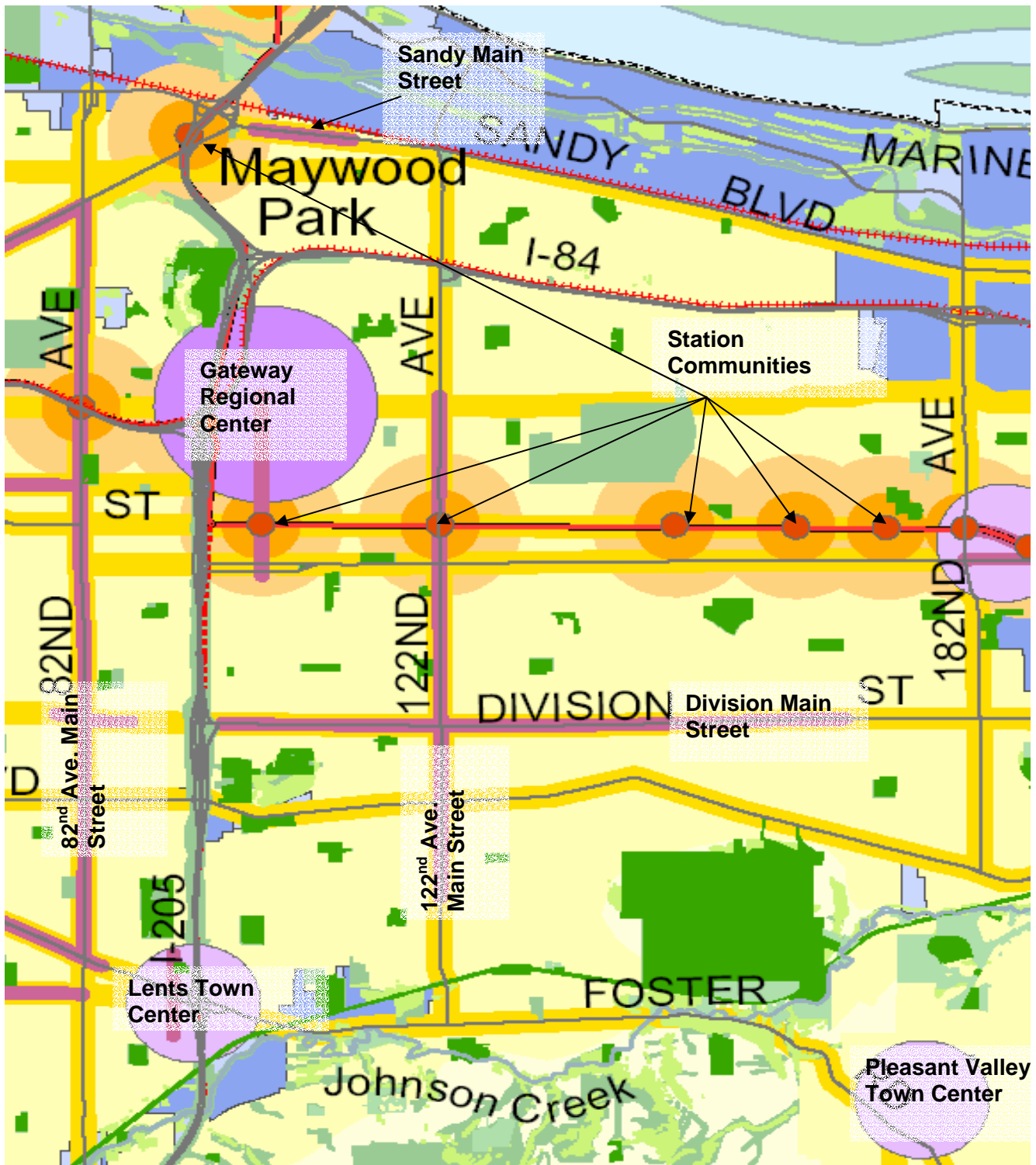
Location	Designation
Gateway Regional Center	Regional Center
Lents Town Center	Town Center
Happy Valley Town Center	Town Center
102 <sup>nd</sup> Avenue	Station Community
122 <sup>nd</sup> Avenue	Station Community
148 <sup>th</sup> Avenue	Station Community
162 <sup>nd</sup> Avenue	Station Community
NE Sandy Blvd.(I-205 to 112 <sup>th</sup> )	Main Street
SE 82 <sup>nd</sup> Avenue (Division to Foster)	Main Street
NE 102 <sup>nd</sup> Avenue (Halsey to Washington)	Main Street
NE/SE 122 <sup>nd</sup> Avenue (Halsey to Division)	Main Street
SE Division Street (I-205 to 162 <sup>nd</sup> )	Main Street
SE Foster Road (82 <sup>nd</sup> to I-205)	Main Street

### Planned I-205 LRT Station Locations

SE Main Street	Future Station
SE Division Street	Future Station
SE Powell Boulevard	Future Station
SE Holgate Blvd.	Future Station
SE Foster Road	Future Station
SE Flavel Street	Future Station

Land Use

2040 Growth Concept Map



**Land Use**

Zoning

The zoning pattern for the East Portland district is show in the tables below. East Portland contains a relatively large share of the residential multi-dwelling zoned land in Portland, and a relatively small share of the land zoned for industrial use.

Zoning Composition

Zone	East Acres	Portland Acres	Percent of Portland Total
Commercial	1246	6,203	20%
Employment	511	2,831	18%
Industrial	2,150	19,414	11%
Residential Multi-dwelling	2,960	8,408	35%
Residential Single-dwelling	9,744	41,388	24%
Open Space	2,215	16,494	13%
Multnomah County	21	1,049	2%
Non-City	16	1,095	1%
Total	18,863	96,881	19%

Source: Portland Bureau of Planning (2004)

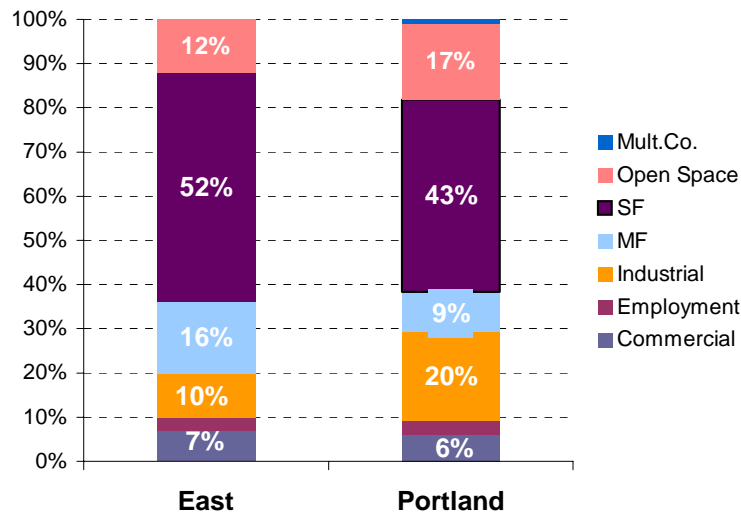
Note: Areas outside the city limits are labeled "MC" for Multnomah County or "non-city" for other areas.

Category Composition by Acre

Zone	East	Portland
Commercial	7%	6%
Employment	3%	3%
Industrial	11%	20%
Residential Multi-dwelling	16%	9%
Residential Single-dwelling	52%	43%
Open Space	12%	17%
Multnomah County	0.1%	1%
Non-City	0.1%	1%
Total	100%	100%

Source: Portland Bureau of Planning (2004)

Percent Acres Zoned by Type



## Land Use

### Liquor Outlets

The Bureau of Licenses, Drug and Vice Division of the Police Bureau, Office of Neighborhood Involvement (ONI) and Noise Control coordinate in the processing of liquor license applications for premises located within the City of Portland. The East District accounts for 13 percent of the liquor outlets in the City and ranks fourth in the number of outlets among all districts. The Powellhurst-Gilbert Neighborhood has the most liquor establishments making up over 20% of the District's total.

#### Liquor Outlets by Liaison District

Liaison District	Number of Licenses	Percent of Total	Persons per Liquor Outlet	Liquor Outlets per Square Mile
Southeast	588	29.6%	245	26.13
Central City	534	26.8%	79	24.44
Northeast	300	15.1%	326	12.45
Outer East	258	13.0%	478	8.75
North	211	10.6%	271	6.19
West	98	4.9%	650	2.89
<b>All Districts</b>	<b>1,989</b>	<b>100%</b>	<b>151.43</b>	<b>13.13</b>

Source: Office of Neighborhood Involvement (March 2005)

#### Liquor Licenses by Neighborhoods

Neighborhood	Number of Licenses	Percent of Total
Powellhurst-Gilbert	52	20.2%
Lents	42	16.3%
Hazelwood	41	15.9%
Centennial	40	15.5%
Parkrose	34	13.2%
Argay	15	5.8%
Parkrose Heights	14	5.4%
Mill Park	11	4.3%
Pleasant Valley	6	2.3%
Glenfair	1	0.4%
Wilkes	1	0.4%
Woodland Park	1	0.4%
Russell	0	0%

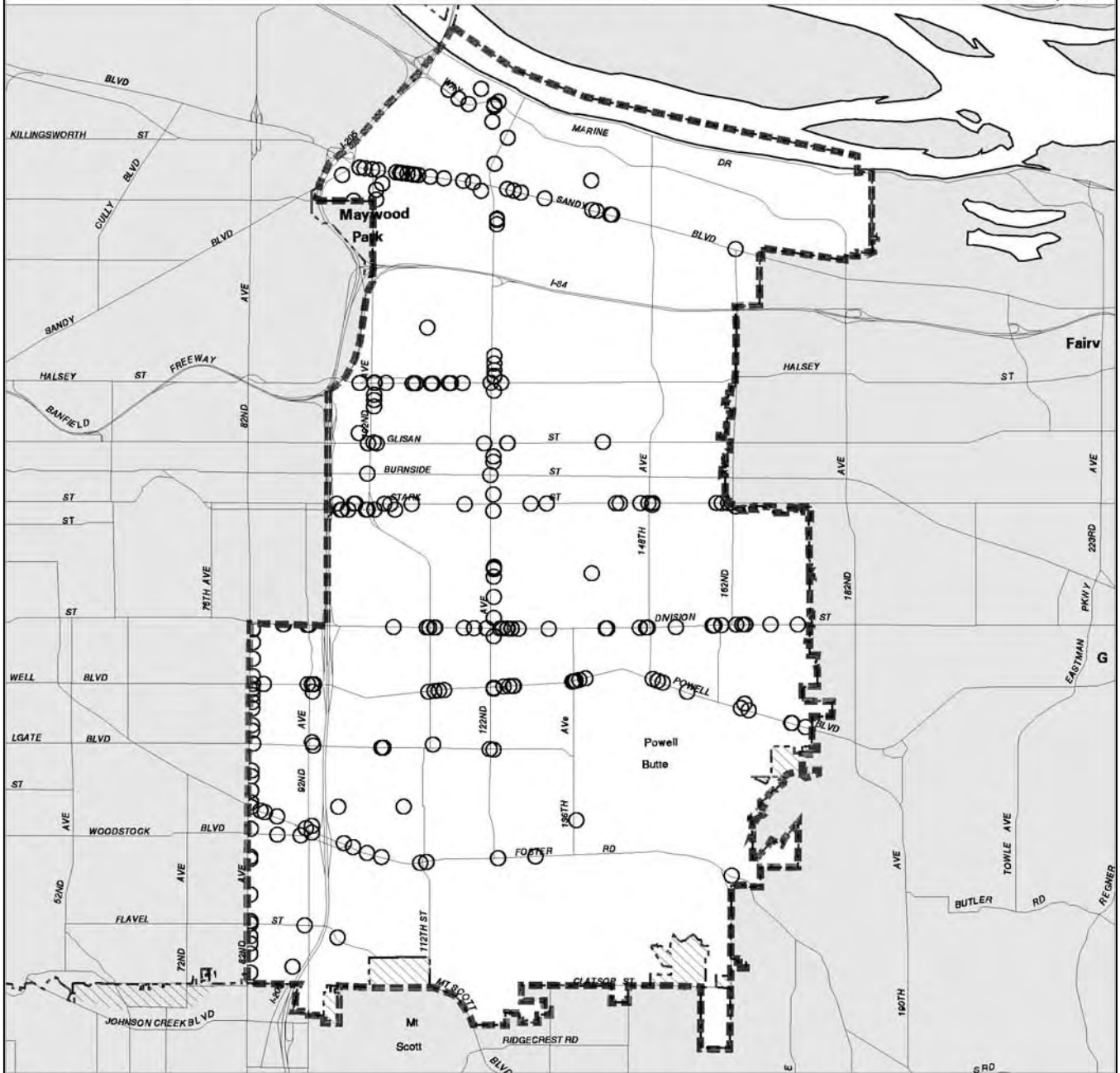
Source: Office of Neighborhood Involvement (March 2005)

*\*Note: This analysis only includes areas within a defined neighborhood boundary.*

For more information see [ONI's Liquor Licensing site](#)

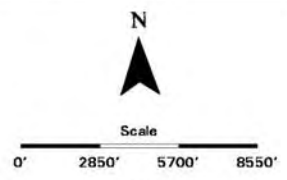
# East Liaison District Profile Location of OLCC Liquor Licenses

March 30, 2005



### LEGEND

- Liaison District Boundary
- City Boundary
- Liquor License Issued
- Unincorporated Area within Urban Services Boundary





## Environment

### Environmental Considerations

The East District has two primary areas of environmentally sensitive land: the Columbia Slough/ Columbia River areas at the northern end of the district, and the Johnson Creek/Powell Butte areas at the southern end of the district.

Acres	East	% of Portland zone	% of total East District
Environment Protection Zone [p]	1,376	14%	7%
Environmental Conservation Zone [c]	1,519	16%	8%
100 Year Floodplain	1,763	10%	9%
Wetlands	146	6%	1%

The environmental 'protection' zone [p] provides the highest level of protection to the most important natural resources and functional values. Development will be approved in the environmental protection zone only in rare and unusual circumstances. The environmental 'conservation' zone [c] conserves important resources and functional values in areas where the resources and functional values can be protected while allowing environmentally sensitive urban development.

The 100-year floodplain is used to regulate development to provide safe development of adjacent land; protect against the loss of property; and improve the overall health of the watershed.

Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions.

For more information refer to Zoning Code [Chapter 33.430 - Environmental Zones](#)

### Columbia Slough Area:

The Columbia Slough is a 60-mile long remnant of lakes, wetlands and slow-moving channels in the southern floodplain of the Columbia River. Today the 40,000 acres of watershed contains 24,000 homes, 3,000 businesses, and is home to one-tenth of all the jobs in Oregon. Each year more than 13.7 million people and over 275,000 tons of freight come through the watershed. Impacts from 150 years of development have left a legacy of environmental problems in the Slough: contaminated fish and sediment, diminished wildlife habitat, and water pollution from both point and non-point sources. The area between the Columbia River and Sandy Boulevard is a managed floodplain, controlled by the dyke adjacent to the River. The Columbia South Shore Plan District was the city's first environmental overlay zone area. Overlays are applied narrowly to resources, and have unique development regulations.

The Columbia Slough Watershed Council was formed to address issues in the area. The Council completed its Action Plan in the summer of 2003. The goal of the Action Plan is to establish a unified, holistic approach to protect, enhance and restore the natural resources in the Columbia Slough watershed. The Action Plan identifies 85 top- and high-priority projects and programs for implementation over the next five to ten years by stakeholders.

**Johnson Creek Area:**

Johnson Creek is an 18-mile long tributary of the Willamette River, originating west of the Sandy River Canyon. The creek generally follows an east-west path parallel to Foster Road and the Springwater trail. Johnson Creek is one of a few free-flowing creeks in Portland, linking natural areas, parks and wetlands within urbanized areas. The creek has been considered “flashy,” with potential for flood waters to rise quickly and to recede or persist for some time. The impermeable clay soils of the Boring Lava hills to the south contribute to rapid stormwater runoff into the creek. Development activity in areas near and affecting the creek have decreased pervious surface, and resulted in higher degrees of runoff and flooding in the area. Much of the area is covered with a “c” or “p” environmental overaly zone in response to sensitive environmental conditions in the area. The area is also subject to the regulations of the Johnson Creek Plan District. A unique regulation applied to the area is a limitation on impervious surface.

*Johnson Creek Projects/Programs:*







- Willing Seller Program: Purchase frequently flooded properties in four target areas (Lents, West Lents, Lower Powell Butte and Tideman Johnson/Errol Heights). Properties will be used for flood mitigation projects to address the nuisance flood for Johnson Creek (approx. 10-year event).
- Brookside Wetland: Flood mitigation project at 112th and SE Foster. Completed in 1998
- Kelley Creek Flood Mitigation and Restoration Project: Provides flood storage and fish habitat improvements. Completed October, 2004
- Alsop/Brownwood Flood Mitigation and Restoration Project: Will provide approximately 100 acre-feet of flood storage and approximately 22 acres of upland and wetland habitat on about 45 acres just south of Powell Butte. Completion of design, and construction pending available funding.
- Springwater Wetlands Complex: Will restore and connect almost 34 acres of wetlands just east of Beggars Tick Marsh. Completion of design, and construction pending available funding.

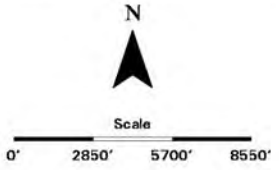
# East Liaison District Profile Natural Environment

August 25, 2004



### LEGEND

-  East Liaison District Boundary
-  City Boundary
-  Conservation overlay
-  Protection overlay
-  Floodplain
-  Wetlands



## Development Activity

### Residential Real Estate<sup>5</sup>

The tables below detail real estate activity in East Portland. It is notable that the vacancy rate for retail is notably low when compared to the Portland metro area overall, however the vacancy rate for office uses is higher than the metro area. Further note that these figures are for a broader eastside area, and are not exclusive to the East District boundary.

#### Sales

Year-to-date	Northeast Portland	Southeast Portland	Portland Metro Area	NE % of Metro Area	SE % of Metro Area
New Listings	5,041	6,039	45,807	11%	13%
Average Sale Price	226,600	201,500	\$246,000		
Median Sale Price	198,400	175,000	\$204,500		
Average Market Time	43	44	56		

Source: Market Action published by RMLS, 4<sup>th</sup> Quarter 2004

#### Rental Apartments

Building Construction	Northeast Avg. Rent	Southeast Avg. Rent	Metro Area Avg. Rent	Northeast Avg. Vacancy	Southeast Avg. Vacancy	Metro Area Avg. Vacancy
1979 and earlier	\$596	\$604	\$625	11.4%	7.9%	8.3%
1980-1995	\$624	\$542	\$691	10.9%	9.2%	8.3%
New Construction	\$618	\$684	\$751	8.6%	9.3%	8.2%

Source: Millette & Rask Report Fall/Winter 2003

### Commercial Real Estate

Retail	Eastside	Portland Metro Area
Vacancy Rate	2.36%	4.48%
Avg. Asking Lease Rate (\$/SF/MO)	\$15.68	\$16.79

Office	Airport Way	Eastside	Portland Metro Area
Vacancy Rate	14.55%	19.82%	13.72%
Avg. Asking Rate (\$SF/YR)	\$15.91	\$15.15	\$18.06

Industrial	Northeast	Southeast	Portland Metro Area
Vacancy Rate	8.59%	9.45%	8.70%
Avg. Asking Shell Rate	\$0.32	\$0.30	\$0.32

Source: CB Richard Ellis Market Index Brief 4<sup>th</sup> Quarter 2004

<sup>5</sup> Geographic reporting areas do not represent district boundaries. Portland Metro Area is defined as: Beaverton, Clackamas, Gresham, Hillsboro, Milwaukie, Oregon City, Tigard, Vancouver & the I-5 Corridor south of Portland.

## Development Activity

### Single-family Housing Sale Prices

The price of housing in East Portland district neighborhoods varies widely. In most East District neighborhoods, the percentage increase in the median price of housing has not been as high as the citywide average.

In the period from 1990-1994, 62% of East District neighborhoods had median sales values at or above the Portland median. For the 2000-2004 time frame, only 23% of East District neighborhoods had median sales values at or above the city median.

In the table below, shading indicates a median sales value above the Portland average. As can be seen, the number of neighborhoods with sales prices at or above the Portland median has declined from eight in the 1990-94 period, to three in 2000-04 time period.

#### Median Sale Price

Neighborhood	1990 to 1994	% sold	1995 to 1999	% sold	2000 to 2004	% sold	% change in price from 90-94 to 00-04
Argay	\$122,000	13%	\$165,000	17%	\$189,500	23%	55%
Centennial	\$75,000	13%	\$120,900	22%	\$142,500	28%	90%
Glenfair	\$82,000	13%	\$129,975	21%	\$145,000	30%	77%
Hazelwood	\$75,096	12%	\$122,000	19%	\$146,500	25%	95%
Lents	\$57,000	12%	\$100,250	23%	\$125,000	30%	119%
Mill Park	\$77,250	15%	\$114,975	20%	\$140,000	27%	81%
Parkrose	\$67,000	11%	\$113,500	22%	\$133,050	27%	99%
Parkrose Heights	\$72,250	13%	\$115,000	20%	\$139,625	25%	93%
Pleasant Valley	\$92,000	10%	\$139,987	22%	\$189,000	44%	105%
Powellhurst-Gilbert	\$66,900	12%	\$113,475	20%	\$140,000	33%	109%
Russell	\$87,450	11%	\$135,000	17%	\$156,500	24%	79%
Wilkes	\$113,086	18%	\$160,000	20%	\$187,000	26%	65%
Woodland Park	\$58,550	9%	\$105,250	14%	\$134,900	31%	130%
<b>City of Portland</b>	<b>\$75,000</b>		<b>\$125,000</b>		<b>\$160,500</b>		<b>114%</b>

Source: Multnomah County Assessor, 2004

## Development Activity

The East District has seen a substantial amount of new development since the adoption of the Outer Southeast Community Plan (OSECP) in 1996. This is likely a result of the combination of the existing large lot pattern of low density development and the OSECP application of higher density single and multi-dwelling zoning in the area.

Permit records show that the East District has accommodated about 39% of all single dwelling residential permits between 1995 and 2004. The East District accommodated about 50% of the city's total multi-dwelling residential permits between 1995 and 2004. The total number of residential permits is about 38% of the city's total for the 1995-2004 time period. The East District accounts for 20% of Portland's total land area.

A significant number of new dwelling units have been built in East District between 1995 and 2004. A total of 3,706 new single dwelling units were developed. This is 38% of the Portland total. During the 1995-2004 period, 5,761 multi dwelling units were developed – 32% percent of Portland's total. Overall 9,920 total dwelling units were produced between 1995 and 2004 throughout the East District. This compares to the OSECP goal to accommodate 14,000 additional units by 2014 in the southern portion of the district.

### Residential Permits

East District - # Permits	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Dwelling*	399	357	353	353	266	386	437	446	320	347	<b>3764</b>
Rowhouse	1	0	18	52	78	27	46	92	55	63	<b>432</b>
Multi-Dwelling	60	115	158	143	70	55	52	93	102	86	<b>934</b>
<b>Total Permits</b>	<b>460</b>	<b>472</b>	<b>529</b>	<b>548</b>	<b>414</b>	<b>468</b>	<b>535</b>	<b>631</b>	<b>477</b>	<b>496</b>	<b>5,130</b>

Portland Total	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Dwelling*	986	929	894	991	718	931	961	1149	1037	988	<b>9584</b>
Rowhouse	140	167	300	245	193	149	194	212	251	168	<b>2019</b>
Multi-Dwelling	118	224	248	220	163	102	119	192	241	228	<b>1,855</b>
<b>Total Permits</b>	<b>1,244</b>	<b>1,320</b>	<b>1,442</b>	<b>1,456</b>	<b>1,074</b>	<b>1,182</b>	<b>1,274</b>	<b>1,553</b>	<b>1,529</b>	<b>1,384</b>	<b>13,458</b>

East % of Portland	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Dwelling*	40%	38%	39%	36%	37%	41%	45%	39%	31%	35%	<b>39%</b>
Rowhouse	1%	0%	6%	21%	40%	18%	24%	43%	22%	38%	<b>21%</b>
Multi-Dwelling	51%	51%	64%	65%	43%	54%	44%	48%	42%	38%	<b>50%</b>
<b>Total Permits</b>	<b>37%</b>	<b>36%</b>	<b>37%</b>	<b>38%</b>	<b>39%</b>	<b>40%</b>	<b>42%</b>	<b>41%</b>	<b>31%</b>	<b>36%</b>	<b>38%</b>

Source: Bureau of Development Services, New Building Permits

\* For the tables above, single-dwelling refers to detached single-dwelling structures.

## Development Activity

## Number of New Units

East District Units	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Dwelling*	401	357	380	355	269	388	438	448	321	349	<b>3,706</b>
Rowhouse	2	0	18	52	85	27	48	100	55	66	<b>453</b>
Multi-Dwelling	211	639	1,066	1,062	343	222	323	774	624	497	<b>5,761</b>
<b>East Total</b>	<b>614</b>	<b>996</b>	<b>1,464</b>	<b>1,469</b>	<b>697</b>	<b>637</b>	<b>809</b>	<b>1,322</b>	<b>1,000</b>	<b>912</b>	<b>9,920</b>

Portland Total Units	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Dwelling*	999	929	895	995	724	941	974	1,158	1,040	995	<b>9,650</b>
Rowhouse	148	168	302	246	208	157	199	223	258	179	<b>2,088</b>
Multi- Dwelling	825	1,524	2,565	2,644	1,077	956	855	1,766	3,575	1,986	<b>17,773</b>
<b>Portland</b>	<b>1,972</b>	<b>2,621</b>	<b>3,762</b>	<b>3,885</b>	<b>2,009</b>	<b>2,054</b>	<b>2,028</b>	<b>3,147</b>	<b>4,873</b>	<b>3,160</b>	<b>29,511</b>

East % of Portland Units	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Single-Dwelling*	40%	38%	42%	36%	37%	41%	45%	39%	31%	35%	<b>38%</b>
Rowhouse	1%	0%	6%	21%	41%	17%	24%	45%	21%	37%	<b>22%</b>
Multi-Dwelling	26%	42%	42%	40%	32%	23%	38%	44%	17%	25%	<b>32%</b>
<b>Total Units</b>	<b>31%</b>	<b>38%</b>	<b>39%</b>	<b>38%</b>	<b>35%</b>	<b>31%</b>	<b>40%</b>	<b>42%</b>	<b>21%</b>	<b>29%</b>	<b>34%</b>

Source: Bureau of Development Services, New Building Permits

\* For the tables above, single-dwelling refers to detached single-dwelling structures.

Development Activity

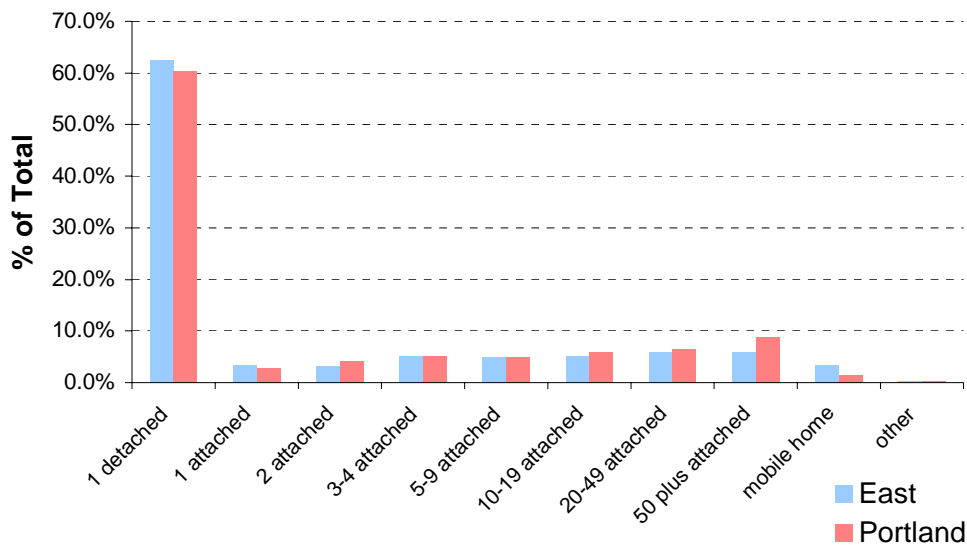
Housing Stock

Units in Structure

2000	East	%	Portland
<b>Total Housing Units</b>	<b>48,078</b>	<b>20%</b>	<b>237,954</b>
<b>1 detached</b>	<b>62.5%</b>		<b>60.4%</b>
1 attached	3.4%		2.7%
2 attached	3.3%		4.2%
3-4 attached	5.3%		5.1%
5-9 attached	4.9%		4.9%
10-19 attached	5.0%		5.9%
20-49 attached	5.9%		6.4%
50 plus attached	6.0%		8.7%
<b>Total Attached</b>	<b>33.8%</b>		<b>37.9%</b>
Mobile Home	3.5%		1.4%
Other	0.2%		0.2%

Source: U.S. Census

Units in Structure - 2000



Number of Bedrooms

2000	East	%	Portland
<b>Total Housing Units</b>	<b>48,078</b>	<b>20%</b>	<b>237,954</b>
No bedroom	3%		7%
1 bedrooms	14%		18%
2 bedrooms	32%		31%
3 bedrooms	38%		30%
4 bedrooms	10%		11%
5 bedrooms	3%		3%



## Economic Development

The East District has 11% of citywide employment. Twenty-seven percent of the district's jobs are in retail, compared to 16 percent citywide. The East District has a lower proportion of employment in manufacturing, transportation, communications/utilities and FIRE sectors.

### Employment by Type

Industry	East	East % composition	Portland % composition	% of Portland Total
Agricultural Services & Extraction	533	1%	0%	31%
Construction	3,083	7%	5%	15%
Manufacturing	3,533	8%	11%	8%
Transportation	1,415	3%	8%	5%
Communication & Utilities	645	1%	3%	6%
Wholesale Trade	3,803	8%	7%	13%
Retail Trade	11,915	27%	16%	20%
Finance, insurance, real estate	1,666	4%	8%	5%
Services	16,035	36%	37%	11%
Government	2,000	4%	4%	12%
Nonclassifiable	115	0%	0%	13%
<b>TOTAL</b>	<b>44,743</b>	<b>100%</b>	<b>100%</b>	<b>11%</b>

Source: ES 202, Oregon State Department of Employment, 2002

For more information refer to the [Oregon Employment Department's website](#)

### Northeast District Top Employers (250+ employees)

Employer Name	Type of industry (SIC)	# employees
Adventist Health Medical Center	Medical and Surgical Hospital	500+
Portland Habilitation Center	Job Training	500+
David Douglas School District 40	Elementary and Secondary Schools	500+
Multnomah Education Service District	Elementary and Secondary Schools	500+
Leatherman Tool Group Inc	Hand and Edge Tools	500+
T R M Copy Centers Corp	Office Equipment	250-499
Parkrose School District #3	Elementary and Secondary Schools	250-499
Costco Wholesale Corp	Department Store	250-499
InteliStaf Healthcare	Home Health Care Services	250-499
Wal-Mart	Department Store	250-499
Henkels & McCoy Inc	Water, Sewer & Utility Lines	250-499
Atlas Copco Wagner Inc	Tools and Equipment Manufacturer	250-499
Medical Management International	Holding Company	250-499
Corporate Express	Office Supplies	250-499

Source: Inside Prospects 2005

## Economic Development

### Industrial Land Inventory

The East District contains two primary industrial districts: the Columbia Corridor East District, and the Outer Southeast District.

**Columbia Corridor East District:** The Columbia Corridor East District has developed as a mixed employment district, with an emphasis on service sector employment, which comprises 47% of the district total, compared to 32% for all industrial districts. Much of the development is in flex space or business park type facilities, and multi-tenant facilities comprise 41% of developed land, compared to 18% in all districts.

**Outer Southeast District:** The Outer Southeast District is a collection of mostly smaller dispersed areas concentrated along I-205 and Johnson Creek. The area around Lents has a mix of multi-tenant and service sector firms, auto recycling, and includes the “Freeway Lands” area south of Foster Road. The area along Powell Boulevard has a mix of transportation, retail and public facilities. The small lot area around Stark Street in Gateway has a mix of industrial service, auto recycling and other uses. Other small employment and industrial sites may also be found. The areas along Johnson Creek, composed primarily of a group of large manufacturers, are outside the East Planning district.

District	Acres	I-zones	E-zones	% of Portland industrial land	Sites	Jobs	% Vacant acres
Columbia Corridor East	1726	87%	13%	11%	353	13,978	44.6%
Outer Southeast*	471	58%	42%	3%	285	3,717	22.2%

\*Outer Southeast District contains a small area of industrial/employment land located outside the District.

Source: Industrial Districts Atlas, 2004

For more information refer to the [BOP's Industrial Districts Atlas](#)

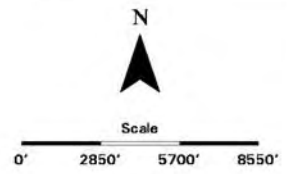
# East Liaison District Profile Industrial Lands Inventory

August 25, 2004



### LEGEND

- East Liaison District Boundary
- City Boundary
- Industrial Lands Inventory Sites



## Transportation

### Overview

The East District encompasses parts of three Portland transportation districts: Far Northeast, Far Southeast, and a small portion of Southeast.

The street network in East District is based upon a large scale grid of arterial streets. These arterials provide several major east-west connections through the district. MAX light rail which runs in the Burnside Street corridor, and Interstate 84 supplement major east-west connections. The district contains relatively few major north-south arterial connections: 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, 162<sup>nd</sup> Avenues. Of these arterials, only one, 122<sup>nd</sup> Avenue, spans the general extent of the area. North-south access is supplemented by the I-205 Freeway, which runs along the western side of the district.

Connectivity of the street system is poor, due to large block sizes and a generally piecemeal and suburban pattern of local street development. The area includes a large number of cul-de-sacs, and few local streets provide access to the arterial network.

Transit service in the East District is concentrated along major east-west corridors and along a few north-south arterials (102<sup>nd</sup> & 122<sup>nd</sup>). North-south streets including 148<sup>th</sup> & 162<sup>nd</sup> are designated transit streets, but lack transit service. Other north-south transit streets lack frequent service. MAX light rail has been established in the East Burnside corridor since the mid-1980s, providing transit service to destinations throughout the region. Additional light rail service is planned for the I-205 corridor.

Pedestrian facilities in the East District are lacking or substandard both on local streets and major arterials. Walking to commercial destinations in East Portland can be difficult and unpleasant due to substandard design or complete lack of facilities.

### Non-auto

Type	#	Notes
Pedestrian Districts	5	Gateway, Ventura, 148 <sup>th</sup> , 160 <sup>th</sup> Lents
City Bikeways	46	96 <sup>th</sup> , 92 <sup>nd</sup> , 99 <sup>th</sup> , 101 <sup>st</sup> , 102 <sup>nd</sup> , 111 <sup>th</sup> , 112 <sup>th</sup> , 122 <sup>nd</sup> , 134 <sup>th</sup> , 135 <sup>th</sup> , 136 <sup>th</sup> , 148 <sup>th</sup> , 158 <sup>th</sup> , 162 <sup>nd</sup> , 174 <sup>th</sup> , 181 <sup>st</sup> , 185 <sup>th</sup> , Marine Drive, Airport Way, Sandy, Prescott, Tillamook, San Rafael, Weidler, Halsey, Glisan, Burnside, Stark, Washington, Cherry Blossom, Market, Mill, Main, Division, Powell, Holgate, Harold, Foster, Ellis, Woodstock, Mt. Scott, Flavel, Deardorf, Clatsop, Barbara Welch, Jenne.
Light Rail Service	2	Blue Line (E Burnside), Airport (Gateway TC)
Bus Lines	13	Bus lines 4, 9, 12, 15, 17, 20, 22, 23, 25, 27, 71, 77, 87

### Auto

Type	#	Notes
Major Traffic Streets	10	Sandy, Halsey, Weidler, Glisan, Stark, Washington, 102 <sup>nd</sup> , 122 <sup>nd</sup> , Powell, Foster
District Collector Streets	9	102 <sup>nd</sup> , 122 <sup>nd</sup> , 148 <sup>th</sup> , 162 <sup>nd</sup> , Airport Way, Glisan, Cherry Blossom, Division, Foster
Neighborhood Collectors	43	92 <sup>nd</sup> , 99 <sup>th</sup> , 103 <sup>rd</sup> , 104 <sup>th</sup> , 105 <sup>th</sup> , 111 <sup>th</sup> , 112 <sup>th</sup> , 117 <sup>th</sup> , 121 <sup>st</sup> , 130 <sup>th</sup> , 131 <sup>st</sup> , 132 <sup>nd</sup> , 136 <sup>th</sup> , 138 <sup>th</sup> , 139 <sup>th</sup> , 141 <sup>st</sup> , 148 <sup>th</sup> , 158 <sup>th</sup> , 162 <sup>nd</sup> , 174 <sup>th</sup> , 185 <sup>th</sup> , Holman, Marx, Future, Prescott, Shaver, Freemont, Sacramento, San Raphael, Pacific, Burnside, Market, Mill, Main, Holgate, Harold, Mt. Scott, Flavel, Deardorf, Clatsop, Barbara Welch, Vradenburg, Jenne.

## Transportation

### Street Classifications

The transportation maps on the following pages show the designated street classifications within the Northeast District for traffic, transit, pedestrians, bicycles, freight, and emergency response. These classifications are based on the Portland Department of Transportation's (PDOT) Transportation System Plan (TSP), a long range plan (20-year) to guide transportation investment throughout the City. Street classification descriptions and designations describe the types of motor vehicle, transit, bicycle, pedestrian, truck, and emergency vehicle movement that should be emphasized on each street.

*Traffic classifications* describe how a traffic street within the district should function (what kinds of traffic and what kinds of trips are expected) and what types of land uses the street should serve.

*Pedestrian classifications* describe the system of pedestrianways within the district which serve different types of pedestrian trips, particularly those with a transportation function.

*Bicycle classifications* describe the system of bikeways within the district which serve different bicycle users and types of bicycle trips.

*Freight classifications* describe the system of truck streets and districts and other freight facilities within the district.

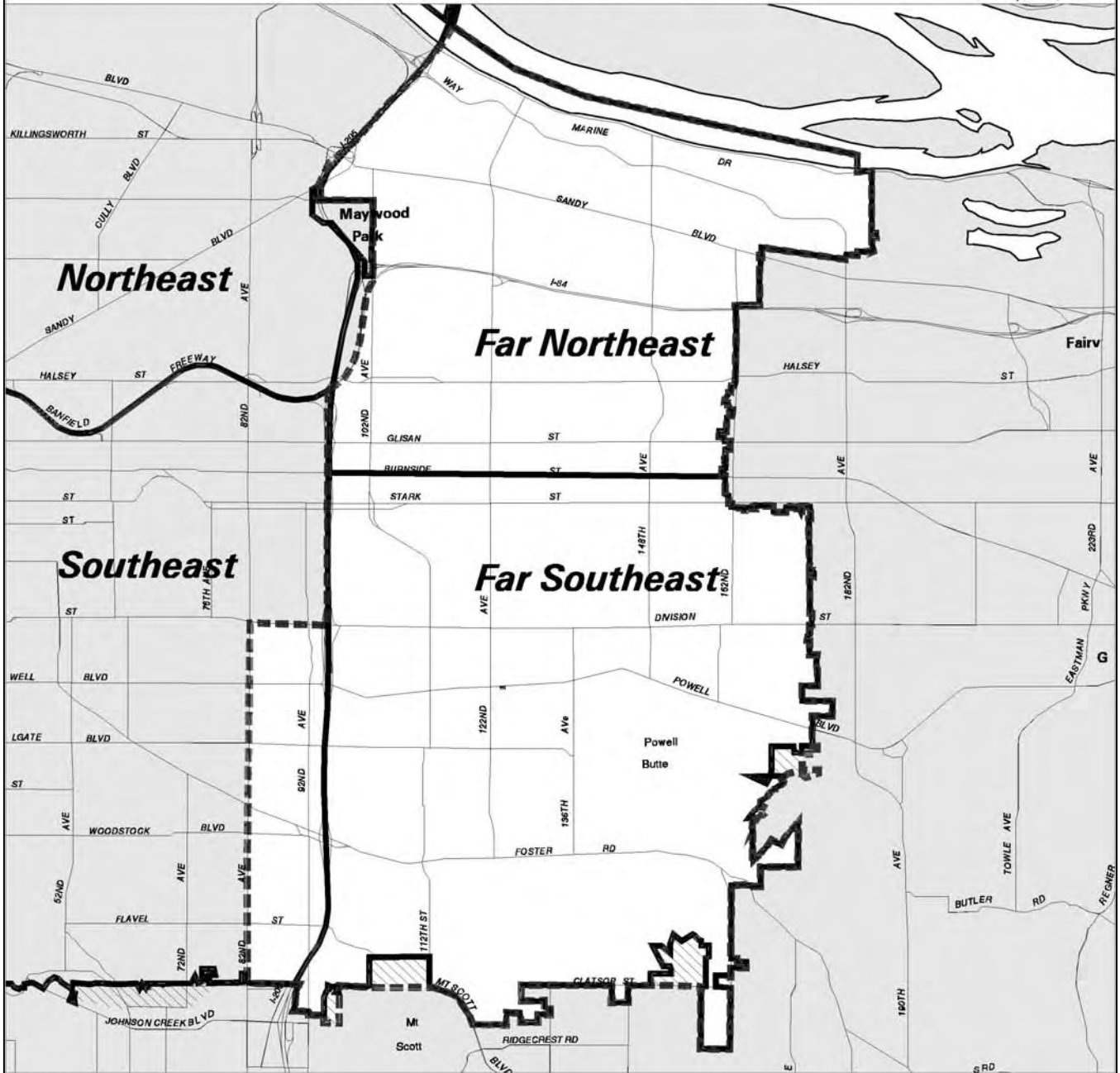
*Emergency Response classifications* describe the network of streets designated to facilitate prompt emergency response.

*Street Design classifications* identify the preferred modal emphasis and design treatments for regionally significant streets and special design treatments for locally significant streets. The classifications are consistent with Metro's Regional Street Design Classifications

For more information refer to [PDOT's Transportation System Plan](#)

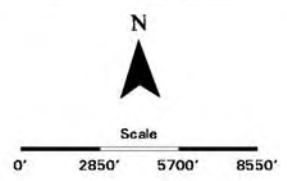
# East Liaison District Profile Transportation Districts

April 27, 2005



### LEGEND

- Liaison District Boundary
- Transportation District Boundary
- City Boundary
- Unincorporated Area within Urban Services Boundary



# East Liaison District Profile Traffic Classifications

April 27, 2005



**LEGEND**

- Liaison District Boundary
- Regional Trafficway
- Regional Trafficway & Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Local Service Traffic Street
- City Boundary
- Unincorporated Area within Urban Services Boundary

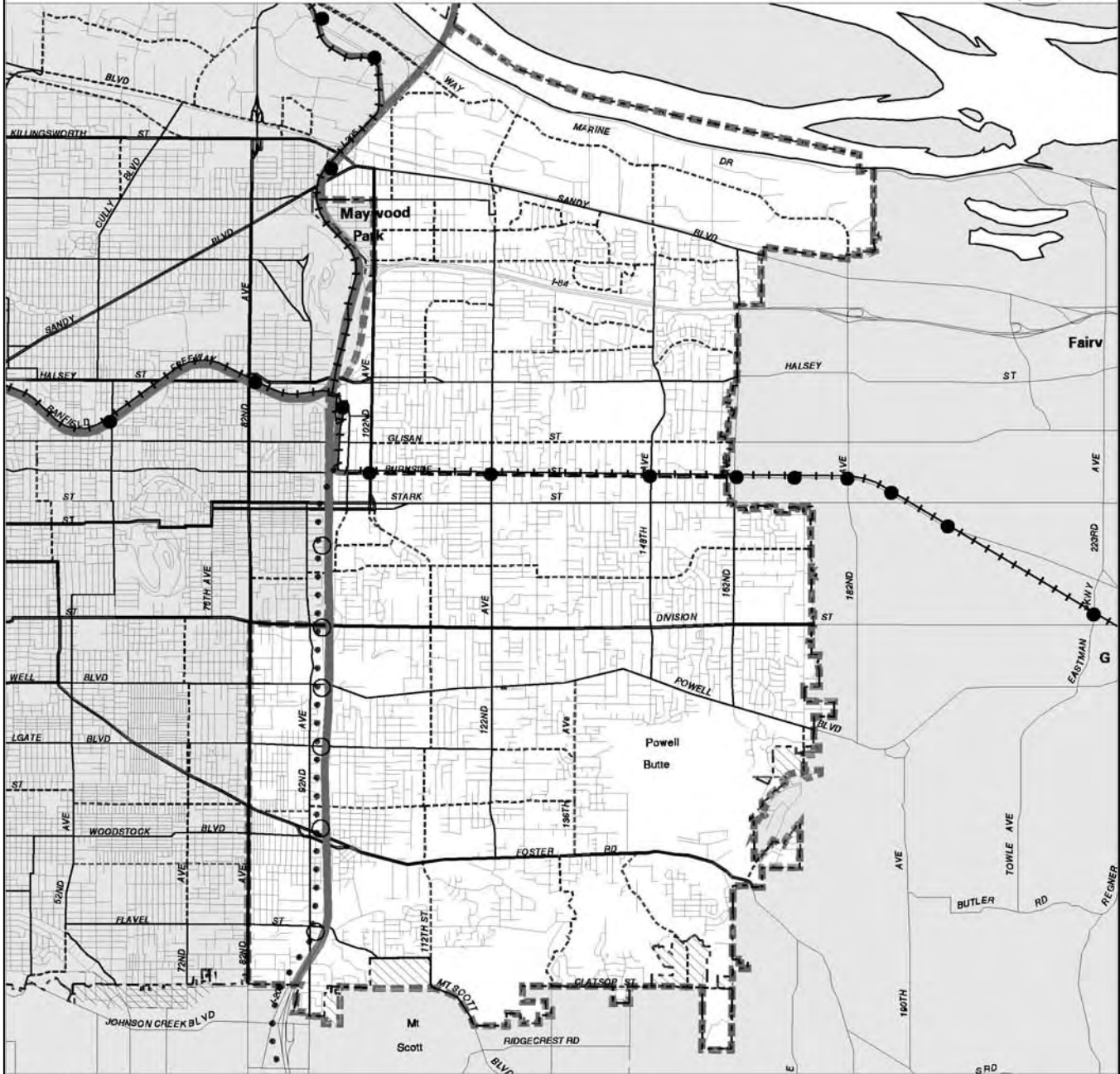
N

Scale

0'    2850'    5700'    8550'

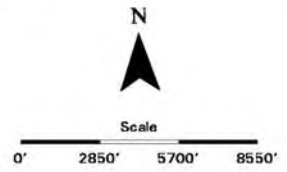
# East Liaison District Profile Transit Classifications

April 27, 2005



**LEGEND**

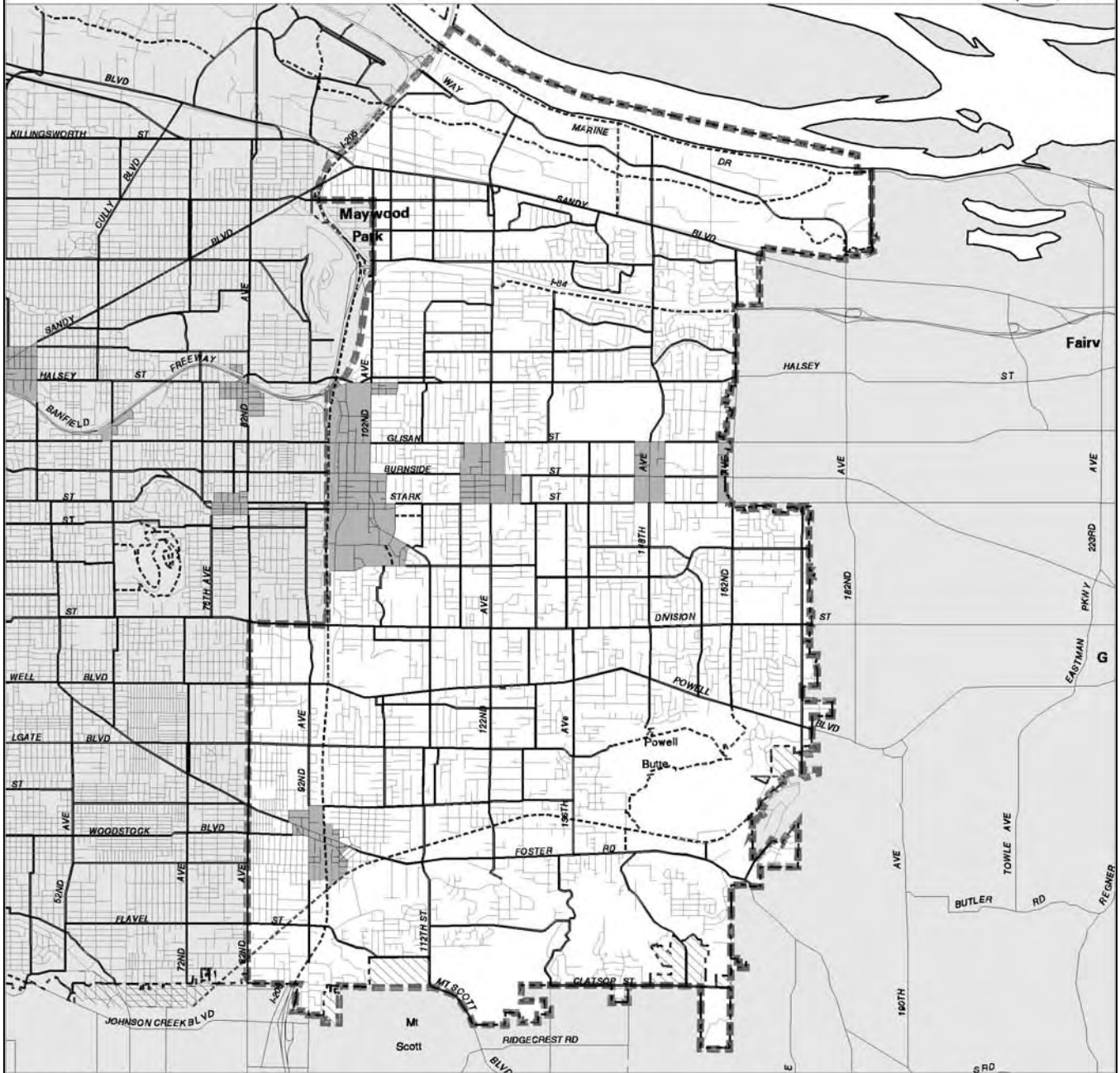
- Liaison District Boundary
- Regional Transitway
- - - Regional Transitway & Major Transit Priority Street
- Major Transit Priority Street
- Transit Access Street
- - - Community Transit Street
- Local Service Transit Street
- - - City Boundary
- Unincorporated Area within Urban Services Boundary
- Intercity Passenger Rail
- \* Passenger Intermodal Facility
- Existing Light Rail Line/Stops
- Future Light Rail Line/Stops





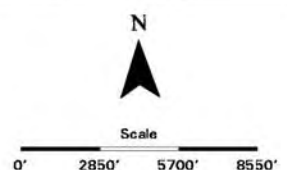
# East Liaison District Profile Pedestrian Classifications

April 27, 2005



### LEGEND

- Liaison District Boundary
- City Walkway
- Off-street Path
- Pedestrian Districts
- Local Service Walkway
- City Boundary
- Unincorporated Area within Urban Services Boundary



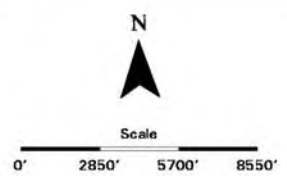
# East Liaison District Profile Bicycle Classifications

April 27, 2005



### LEGEND

- Liaison District Boundary
- City Boundary
- City Bikeway
- Unincorporated Area within Urban Services Boundary
- Off-street Path
- Local Service Bikeway



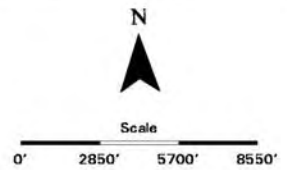
# East Liaison District Profile Freight Classifications

April 27, 2005



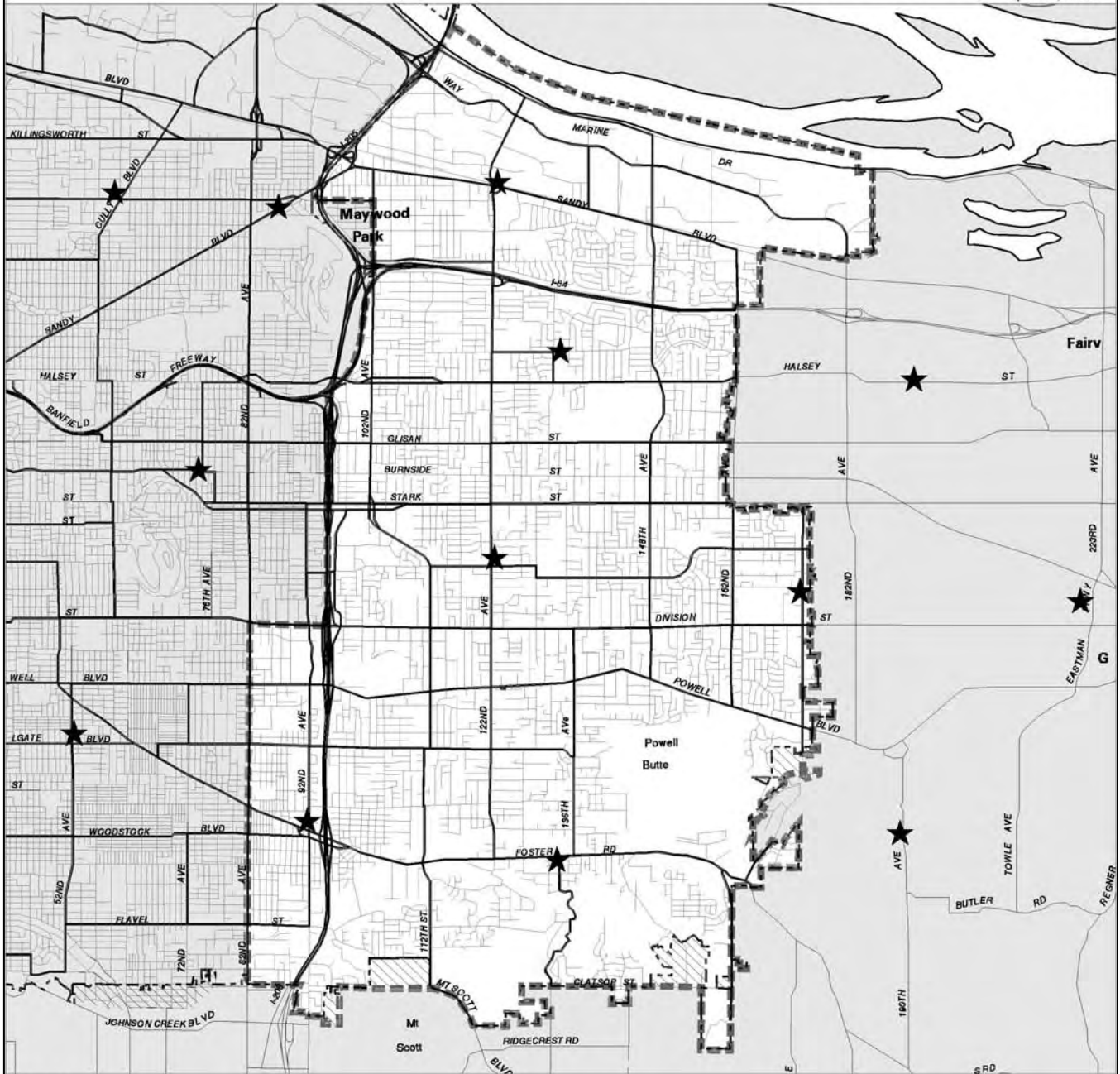
**LEGEND**

- Liaison District Boundary
- City Boundary
- Regional Truck Street
- Unincorporated Area within Urban Services Boundary
- Major Truck Street
- Minor Truck Street
- Freight District
- Local Service Truck Street
- Freight Facility
- Main Railroad Line









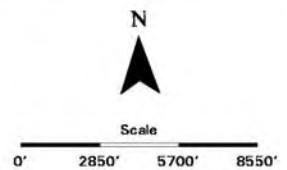
# East Liaison District Profile Emergency Response Classifications

April 27, 2005



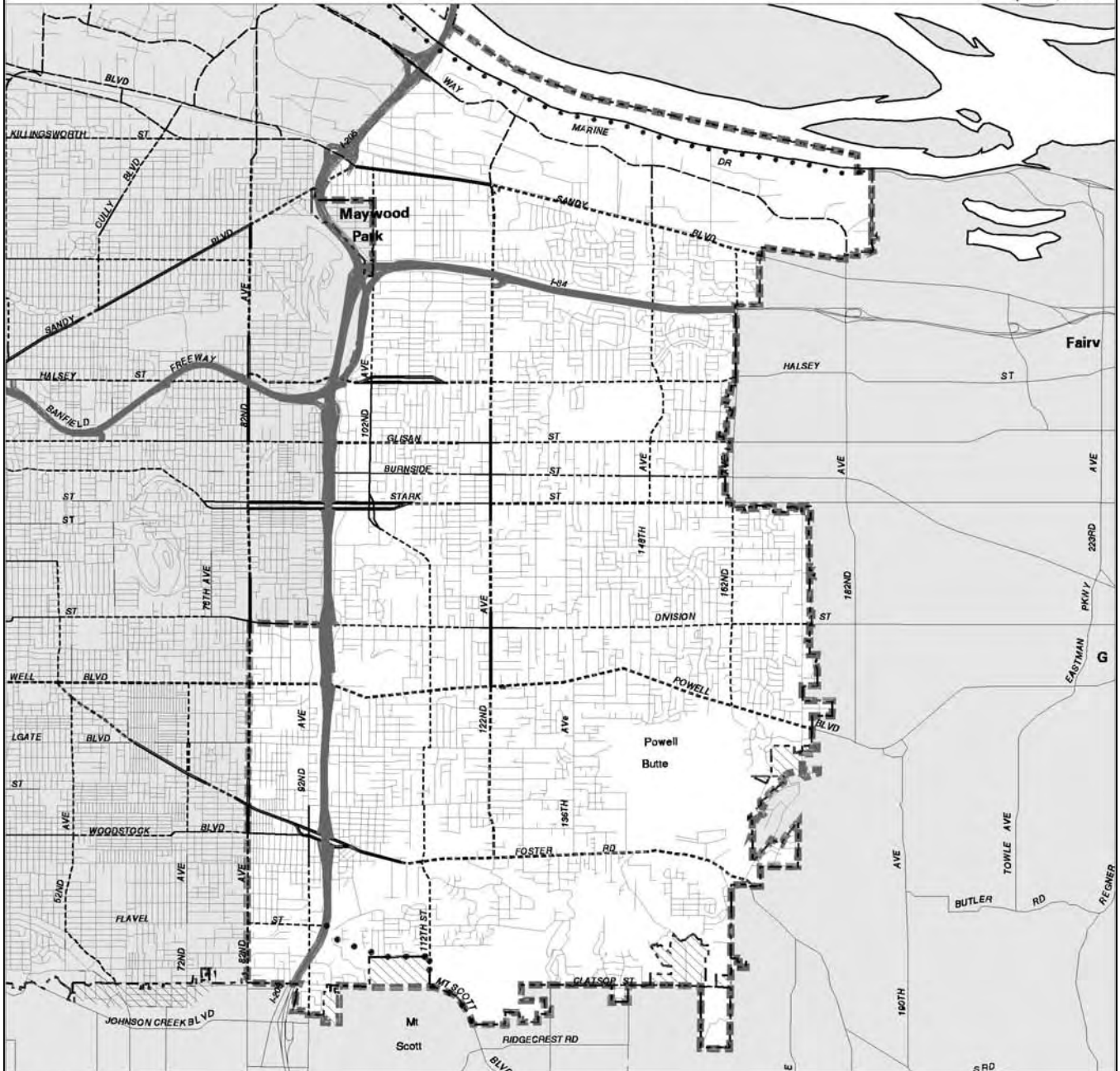
### LEGEND

-  Liaison District Boundary
-  Major Emergency Response Street
-  Minor Emergency Response Street
-  Fire Station
-  City Boundary
-  Unincorporated Area within Urban Services Boundary



# East Liaison District Profile Street Design Classifications

April 27, 2005



**LEGEND**

- |  |                           |  |  |
|--|---------------------------|--|--|
|  | Liaison District Boundary |  | City Boundary                                      |
|  | Urban Throughway          |  | Unincorporated Area within Urban Services Boundary |
|  | Urban Highway             |  | Regional Greenscape Street                         |
|  | Regional Main Street      |  | Community Greenscape Street                        |
|  | Community Main Street     |  | Local Greenscape Street                            |
|  | Regional Corridor         |  | Local Street                                       |
|  | Community Corridor        |  |  |
|  | Urban Road                |  |  |

N

Scale

0' 2850' 5700' 8550'

## Existing Plans & Policies

### Plan Districts

1. Columbia South Shore Plan District
2. East Corridor plan District
3. Gateway plan District
4. Glendoveer Plan District
5. Johnson Creek Basin Plan District
6. Rocky Butte Plan District

### Adopted Community Plans

1. Outer Southeast Community Plan (1996)

### Adopted Neighborhood and Business Plans

1. Centennial Neighborhood Plan (1996)
2. Cully/Parkrose Community Plan (1986)
3. Hazelwood Neighborhood Plan (1996)
4. Lents Neighborhood Plan (1996)
5. Mill Park Neighborhood Plan (1996)
6. Outer Southeast Business Plan (1996)
7. Pleasant Valley Neighborhood Plan (1996)
8. Powellhurst-Gilbert Neighborhood Plan (1996)
9. Wilkes Community and Rockwood Corridor Plan (1987)

For more information refer to [BOP Community, Area and Neighborhood Plans](#)

### Other Adopted Plans

1. Powell Butte Master Plan (2003)
2. Springwater Corridor Master Plan (1992)
3. ESEE Analysis and Recommendations for Natural, Scenic, and Open Space Resources within Multnomah County Unincorporated Urban Areas, prepared by City of Portland for Multnomah County, adopted by Multnomah County Board of Commissioners October 2001

### Urban Renewal Area Studies, Plans, and other Documents

#### Gateway Regional Center Urban Renewal Area

1. Opportunity Gateway Concept Plan and Redevelopment Strategy (PDC, 2000)
2. Opportunity Gateway Urban Renewal Feasibility Study (PDC, 2000)
3. Report on the Gateway Regional Center Urban Renewal Plan (PDC, 2001)
4. Gateway Regional Center Urban Renewal Plan (PDC, 2001)
5. Comprehensive Plan Findings of Fact regarding the Proposal to Create the Gateway Urban Renewal District and Plan (BOP, 2001)
6. Report to the Opportunity Gateway Design and Development Subcommittee (Prepared by students of the University of Oregon School of Architecture for PDC, 2001)
7. Gateway Housing Strategy (PDC, 2003)
8. Gateway Urban Renewal Area Base Data and Trends (PDC, 2003)
9. Proposal to Create a New Urban Renewal Area in Gateway (PDC, 2001)

## Existing Plans & Policies

### For Lents Town Center Urban Renewal Area

1. Lents Town Center Community Resource Guide (PDC 2000)
2. Lents Town Center Urban Renewal Plan (PDC, 1998)
3. Lents Neighborhood Eco-Industrial Development Workshop Summary Report (BES, 2002)
4. Lents Town Center Business District Transportation Plan (PDOT and PDC, 1999)
5. Lents Town Center Economic Development Strategy (PDC, 2001)
6. Lents Town Center Housing Strategy (PDC, 2000)
7. Lents Town Center Housing Study (PDC, 2000)
8. Lents Town Center Projects of the Portland Development Commission and Partner Agencies (PDC, 2003)
9. Draft Lents Town Center Design Guidelines (PDC, 1999)

### Studies and Other Documents of Interest

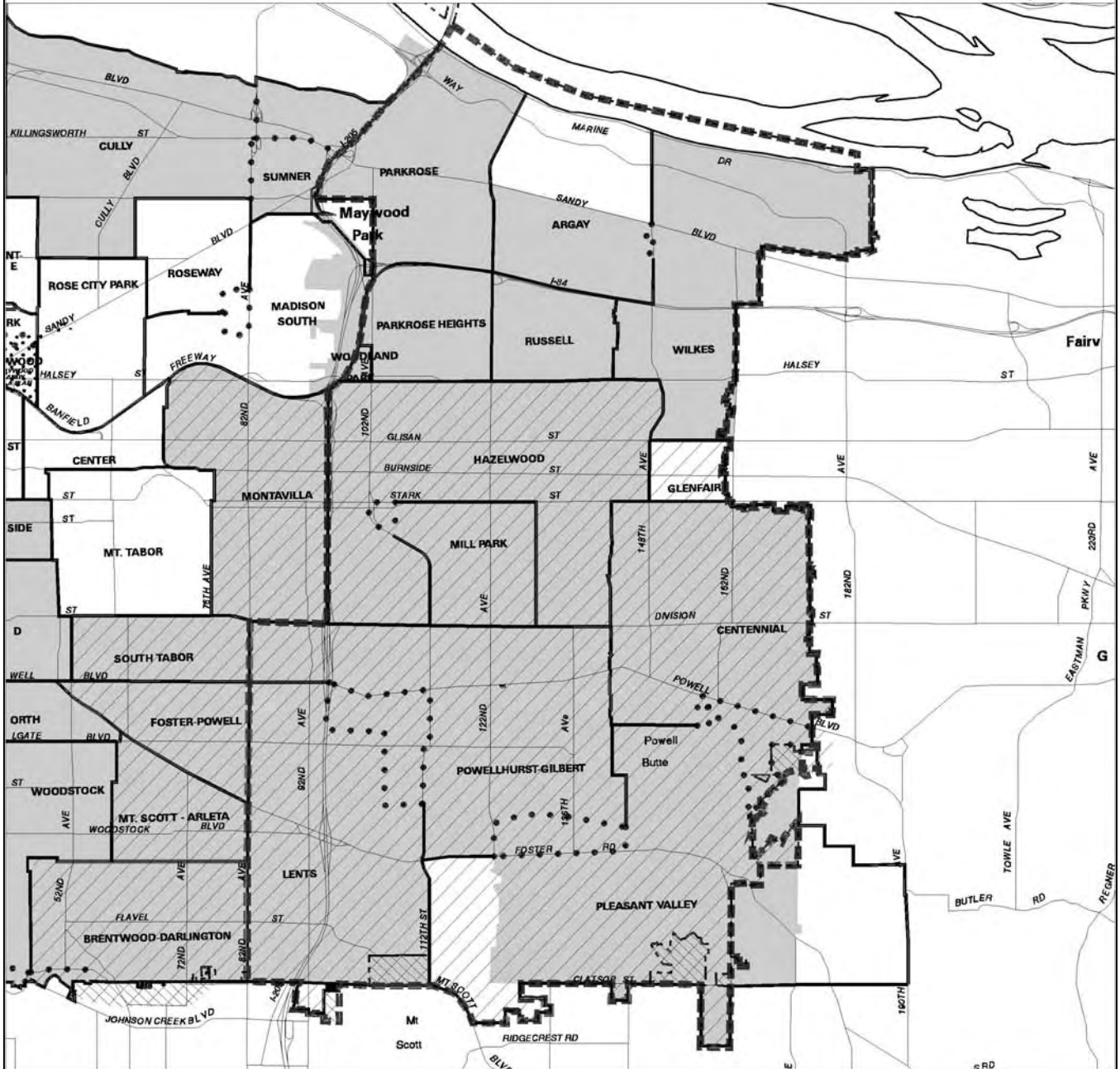
1. Johnson Creek Restoration Plan (BES, 2001)
2. Wildlife Habitat Assessments, Wetland Delineations, and Functional Value Assessments (Prepared for BES by Adolfson Associates, September 2000)
3. Wetland Delineation, Wildlife Assessment, and Functional Value Assessment for the Furey Property (Prepared for BES by Adolfson Associates, May 2000)
4. Johnson Creek Resources Management Plan (Prepared by Woodward-Clyde Consultants for Johnson Creek Corridor Committee, 1995)
5. Johnson Creek Vision (Prepared by Woodward-Clyde Consultants for Johnson Creek Corridor Committee and BES, 1992)
6. Johnson Creek Watershed: Summaries of Resource Site Inventories (BOP, 1998)
7. Building Blocks for Outer Southeast Neighborhoods: Neighborhood Design Guidelines for Residents and Developers, prepared by Portland Community Design in cooperation by BOP, 1996.

### City-wide Planning Efforts

1. Designing our Future: A Charrette at the Regional Rail Summit (PDOT, 1992): two sites in East District were chosen for consideration: 102<sup>nd</sup> and Burnside and 92<sup>nd</sup> and Foster.
2. Infill and Development Strategies (1994)
3. Transportation Systems Plan (PDOT, 2002)
4. Parks 2020 Vision Master Plan (PPR, 2003)
5. Industrial Lands Inventory and Assessment (BOP, 2004)
6. Freight Master Plan (PDOT, expected adoption 2006)
7. Combined Sewer Overflow Program (BES, n/a)

# East Liaison District Profile Adopted Plans

January 07, 2005



**LEGEND**

- Liaison District Boundary
- Adopted Neighborhood Plan
- Adopted Area Plan
- Outer Southeast Community Plan
- City Boundary
- Unincorporated Area within Urban Services Boundary
- Existing Neighborhood Boundary
- Overlapping Neighborhood Boundary

N

Scale

0'    2850'    5700'    8550'



## Major Capital Improvement Projects

Name	Location	Description	Timeline	Lead Bureau or Agency
Earl Boyles Park	SE 112 <sup>th</sup> & Boise	PDC has contracted with Parks to assist with the planning and design for park and trail improvements, Earl Boyles Park master plan and the Little League sports complex within the urban renewal district.	This project is currently on hold due to budget constraints	Parks & Rec, PDC
Gateway: 102 <sup>nd</sup> Ave	102 <sup>nd</sup> between NE Hancock and SE Main	Survey, design, and engineer pedestrian and street improvements.	Construction to begin end of 2005	PDOT
99 <sup>th</sup> Avenue Intersection	99 <sup>th</sup> at Glisan	Realign intersection	Construction to begin Fall 2004	PDOT
I-205 Light Rail	Gateway to Clackamas Town Center	Facilitate through the City the design and construction of a new light rail transit system along the I-205 corridor.	Planning 2004-05, Construction 2005-08, revenue slated to begin Fall 2008	PDOT, Tri-Met
Raymond Park	118 <sup>th</sup> and SE Raymond	Raymond Park improvements will include pathways, site lighting, play equipment, spray fountain, basketball court, landscaping and irrigation, drinking fountain, picnic tables, benches, and a seasonal portable toilet enclosure.	Construction late fall 2004	Parks & Rec.
Walker Stadium Renovation	SE 92 <sup>nd</sup> & Holgate	Walker Stadium in Lents Park is being proposed for major renovation in part, to allow Lents Little League use of the stadium. Funding is available from Lents Urban Renewal District.	Planning 2005, Construction 2006	Parks and Rec.
East Portland Community Pool		As part of the 2002 Parks Levy package a new indoor pool facility will be constructed at East Portland Community Center.	Construction to begin 2006; completion 2008	Parks and Rec.

Significant Issues

Key Issues within the District

Issue	Description	District-wide/ Neigh-specific
<b>Infill Development: Fit and Design</b>	East Portland is experiencing a significant portion of the City's growth and development. In many areas, new development is locating in areas that were low-density suburban or semi-rural in character. New, higher density development, often multi-dwelling or high-density single dwelling residences, is transforming the character of areas. Development is often piecemeal, leaving rough fits between old and new, and providing disconnected infrastructure.	District
<b>Crime</b>	In some neighborhoods the number of reported crimes has increased in recent years. Residents are concerned about the overall increase, which has been attributed to methamphetamine use, changes in demographics, increases in population, and possible gang activity in this area.	Gateway; Hazelwood; District
<b>Parks and Open Space</b>	East Portland is served by series of parks, many of which date from the era in which the area was unincorporated Multnomah County. Many of the "county" parks are undeveloped by Portland standards, or are less than optimally configured. The system may not be adequate to serve an increasing population in an urbanizing area, and specific areas may have deficiencies.	Gateway; District (south)
<b>Tree Preservation</b>	Much of the East District, as part of unincorporated Multnomah County, was developed with a low-density suburban or semi-rural character, which included a significant inventory of mature fir trees. These exist on both developed and undeveloped areas. As development has occurred, many of these community-valued trees have been cut. The community is concerned about loss of this character-giving asset.	District
<b>School Population</b>	School districts in East District have shown increased enrollment, compared to Portland School District's decline. There is concern about the effect of population and development trends on schools.. As development occurs and demographics change, population has increased. Moderate housing prices and inventory of larger houses/units attract households with school age children to this area. A significant number of children in portions of the district are ESL students.	District; David Douglas SD
<b>Street Connectivity</b>	The East Portland district was largely developed for automobile access. A series of several large east-west arterials provides access to major destinations. The area also features some north/south arterials, but these are less frequent, and do not adequately serve the area. The development pattern has resulted in large block developments with limited access points to major destinations along arterials, for autos, bicycles and pedestrians.	District
<b>Pedestrian Environment</b>	The East Portland district was largely developed for automobile access or in a semi-rural fashion, and thus lacks basic pedestrian facilities in many areas including key main streets and corridors. Arterial streets currently have narrow or nonexistent sidewalks, and safe pedestrian crossings along arterial streets are very limited. Safe and comfortable pedestrian access to major destinations will become more important to reduce reliance on autos and to accommodate growth over time..	District

Name	Description	Stakeholders
<b>Outer Sandy Boulevard Corridor</b>	Examine interface of residential, commercial, and industrial uses along Sandy from approximately 120 <sup>th</sup> to 162 <sup>nd</sup> . Explore opportunity for neighborhood commercial and gathering/placemaking. Improve Sandy for pedestrians (sidewalks, crossings), transit users, and traffic.	PDOT, Parkrose NA, Wilkes NA, BA
<b>Sandy Boulevard Parkrose Main Street</b>	Study opportunity to spur investment and redevelopment along this 2040 main street. Examine land use, regulatory, incentives, etc.	BOP, Parkrose NA, BA
<b>Halsey Main Street</b>	Study opportunity to spur investment and redevelopment along this main street in the Gateway URA. Investigate improvements to street cross section, lighting and crossings.	PDC, PDOT, NAs, BA
<b>122<sup>nd</sup> Avenue Main Street and Corridor</b>	<p><b>Phase 1:</b> Examine role and design of auto dealers at transit station community. Clarify policy direction for future. Review zoning map and code as appropriate. Examine street connectivity and design.</p> <p><b>Phase 2:</b> Examine land use, design, and transportation issues along 122<sup>nd</sup> more broadly: Sandy to Halsey, and Stark to Foster. Determine implications of main street and corridor designations for 122<sup>nd</sup>? Is commercial opportunity sufficient to serve planned housing?</p>	<p>1: PDOT, Owners, NAs, BA</p> <p>2. PDOT, Owners, NAs, BA</p>
<b>Division Main Street</b>	Consider role of SE Division from I-205 to 171 <sup>st</sup> Avenue as main street for outer southeast Portland. Explore opportunities for and design of commercial, residential and other uses. Explore opportunities to improve the environment for pedestrians, transit users and traffic.	PDOT, GABA, Midway BA, Mill Park, Hazelwood, Centennial
<b>I-205 MAX Station Planning</b>	Review land use designations and transportation system around future MAX stations to foster transit supportive development. Check commercial zones and residential designations. Explore urban form issues – lot, block, street to allow future urbanization.	TriMet, Metro, BOP, PDC, PDOT, NA, BA
<b>Banfield MAX Station Planning</b>	Review land use designations and transportation system around 148 <sup>th</sup> Avenue and 162 <sup>nd</sup> Avenue MAX stations to foster transit supportive development. Examine lot size, urban form, connectivity, map and code designations. Evaluate neighborhood commercial and mixed use development needs.	TriMet, BOP, NAs
<b>Gateway Regional Center</b>	Coordinate with bureaus on: stormwater master plan; parks master plan; development of street plan; economic development/jobs creation	PDC, PDOT, NA, BA
<b>Outer Southeast Community Plan Infill Design</b>	Examine infill development issues in south portion of East District, possibly focusing on multidwelling residential development on and near key corridors: Powell, Foster, 122 <sup>nd</sup> Avenue, and 136 <sup>th</sup> Avenue. Coordinate with infill design project to explore solutions.	BOP, PDOT, BES, NA, BA
<b>Lents Town Center Update</b>	Work with PDC to explore needs: LRT station planning at Ramona and Foster; examine land use designations in town center.	BOP, PDC, PDOT, NA, BA
<b>Outer Northeast Planning</b>	Area has not been planned since annexed to city – it would have been part of Outer NE Community Plan. Explore needs for commercial services, pedestrian improvements on arterials, transit/bus service, resources.	BOP, PDOT, BES, NA, BA