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Appendix 3:

Local actions to achieve aspirations

August 2010

 **Metro** | *People places. Open spaces.*

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy

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PURPOSE

The Vision for the Portland Metro Region is memorialized in the 2040 Growth Concept, the guiding planning document for the region whose foundation is built upon the collaboration of city, county and regionally elected officials and citizens. This plan represents the combination of our shared responsibilities to the region as well as the combined aspirations of each individual community. The approach of the 2040 Growth Concept is to make the most of what we have by focusing development in our existing downtown, mainstreets and employment areas. This approach also protects our farm and forest resources for the future.

In 2009, Metro Council approved the Urban Growth Report, which documented the residential and employment capacity available to meet forecast needs in the region over the next 20 years. The 2010 Capacity Ordinance describes the additional local and regional actions and investments that that the region can count toward meeting this forecast need. This appendix describes examples of the local actions and investments that have been made that increase the available residential and employment capacity as well as efforts that are underway that will increase capacity in the future. Only actions that have been completed or demonstrate a reasonable likelihood for completion have been counted towards meeting the region's 20 year residential and employment needs. This appendix focuses primarily on residential capacity in centers and corridors. Examples of local actions and investments include:

- zone changes
- investments in new and existing infrastructure
- transportation and transit investments
- new financing tools
- parking managements policies

These investments and actions were researched over the last two years as part of Metro's Local Aspirations Process. The purpose was twofold:

- Take inventory of the region's goals at the local level, and determine how Metro could assist local governments with their aspirations
- Identify actions and investments that would lead to increased use of existing zoned capacity

Metro staff has engaged local partners through the extensive **Local Aspirations** process, and reviewed local plans in an effort to accurately identify those actions that have already been taken to influence residential capacity in the region.

In addition to the examples found here, many other cities are also engaged in planning activities that will eventually lead to increased use of available capacities. For example, the City of Beaverton is currently engaged in outreach with their citizens related to their Civic Plan. The City of Milwaukie is actively working on plans for downtown revitalization, including code updates, habitat restoration and brownfield remediation. Forest Grove and the City of Portland are currently updating their Comprehensive Plan under Periodic Review, and will lay out a path for future growth

and prosperity. These efforts will have significant and long lasting results. For example, the City of Portland effort is the first update to their Comprehensive Plan in over 30 years.

What is clear from Metro's work on capacity estimates is that there is a large amount of underutilized residential capacity within the Region's Centers, Corridors, and Station Communities. In addition to adding zoned capacity to the region, the goal is to better utilize existing capacity. The work done through Local Aspirations, the adoption of the 2035 Regional Transportation Plan (RTP), and the review of local plans has allowed Metro to compile actions and investments that either have occurred or are likely to occur in the immediate future. With the adoption of the RTP in June of 2010, Metro and the Region have committed to a specific list of transportation-related investments that complement and work in conjunction with local actions to increase the utilization of zoned capacity. It should be noted that there are limitations to the information presented in this appendix. The information focuses on residential capacity, with a focus on Centers and Corridors. Information concerning commercial districts and established residential neighborhoods is not explored in depth.

LOCAL ACTIONS

Gresham

The City of Gresham has focused its aspirations on several locations throughout the City, including the Rockwood Town Center, Springwater Employment Area and their Regional Center, which includes two distinct neighborhoods: Civic Neighborhood and Downtown Gresham. Gresham has adopted policies and made investments to support development within these areas and has plans for additional actions.

Downtown represents the more historic portion of Gresham. The area has a significant amount of employment, commercial development, and medium and higher density residential development. The City recently updated their zoning code Downtown to address design and density and spur further private investment. The City's investment in downtown is already starting to pay off in the form of existing Transit Oriented Development (TOD), new public spaces, green street construction, and important amenities that serve to activate the area. New businesses include a brew pub, restaurant, full service grocery store, as well as other important commercial uses. In 2011, the City plans to take additional steps to promote and leverage private investment, including consideration of urban renewal and development of a new parking management plan with new parking ratios.

While the downtown represents the historic portion of Gresham, Civic Neighborhood represents the future of the City. Meant to house new jobs and high density housing, the area already serves as the government and retail center of the city. To better facilitate access to Civic Neighborhood and promote private investment, the City of Gresham and Metro have started construction a new MAX light rail station. Proposed TOD development in this station area is expected to leverage additional private investment, as it has elsewhere in the center, with developments such as the Beranger and the Crossings.

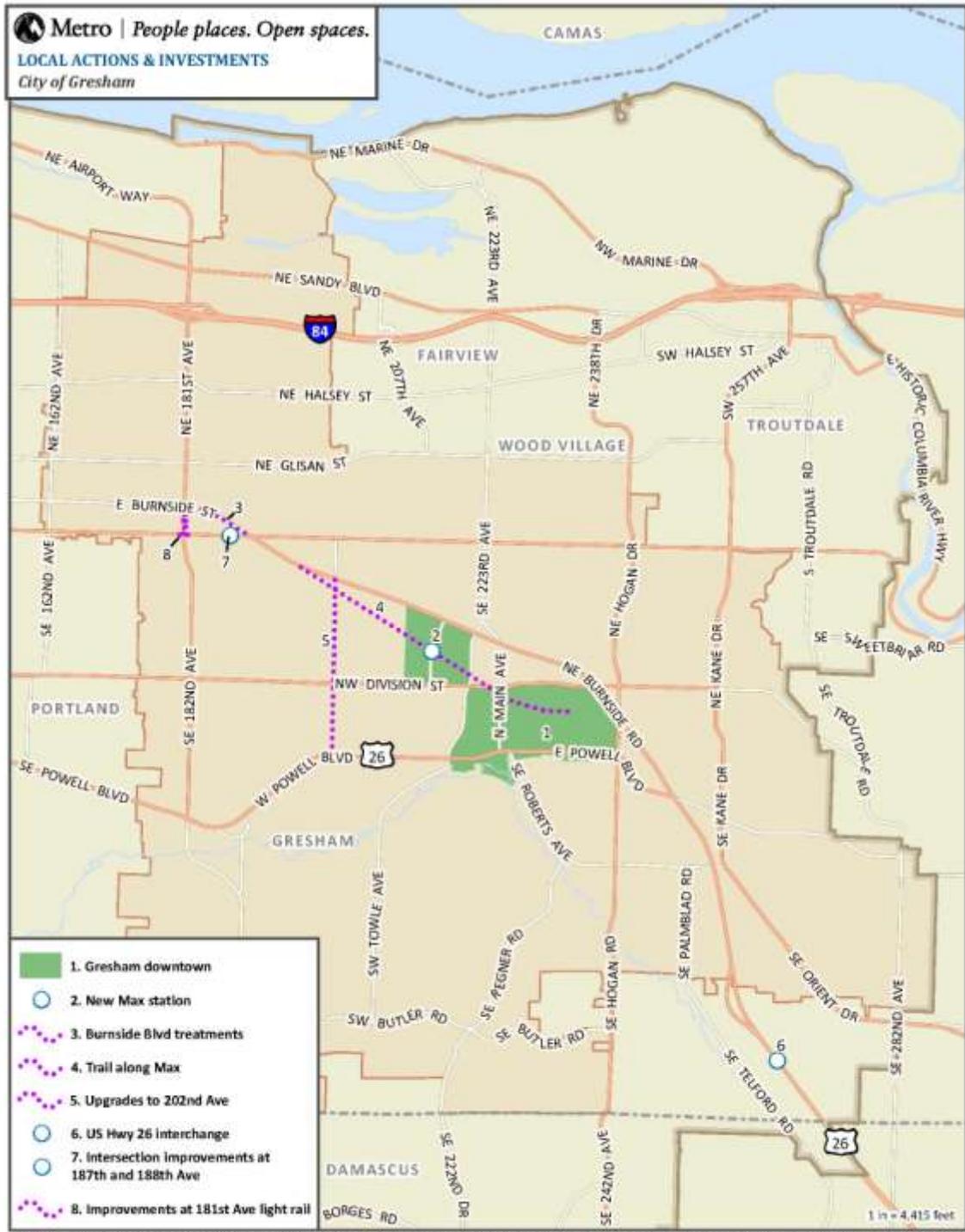
From a broader perspective, the City is currently engaged in the following activities:

- A comprehensive review of their entire fee structure in an attempt to determine proper cost-recovery charges for all areas of service provided. This review includes looking at the current System Development Charges methodology and its impact on targeted areas, such as Civic Neighborhood and Downtown Gresham.
- The City also has a program that allows for deferring payment of SDCs until occupancy or financing SDCs over a period of up to 10 years. The purpose is to defray up-front development costs to encourage purchase or lease of property prior to re-payment.
- The City of Gresham Capital Improvement Program also calls for several new projects that will encourage development at full zoned capacity, including an upgrade to a sewer line in the Regional Center.
- Upgrades and new utility connections are planned for the Springwater area to facilitate additional housing and attract new employers.

The Regional Transportation Plan includes new projects that will contribute to the utilization of existing zoned capacity and provide new amenities to support further redevelopment within the City. Examples include:

- Burnside boulevard treatments: SE 181st to Stark
- Construct bike/pedestrian trail along MAX alignment from Cleveland Ave to Ruby Junction
- Upgrades to 202nd from Burnside to Powell
- Highway interchange on U.S. 26 near 267th Avenue
- Realign intersection of SE 187th Avenue/SE 188th Avenue at Stark St. to improve safety and neighborhood access
- Improve sidewalks, lighting, crossings, bus shelters, benches at SE 181st LRT station, on Stark St. and other intersecting streets.

Figure 1: City of Gresham 2010 Actions/Investments



Wood Village

The City of Wood Village, a small community in the Metro region, has articulated a desire to have a more vibrant and active mixed-use center at the heart of its town. To achieve this goal, the City set out to adopt the necessary policies and make the investments needed to stimulate private development. In 2009-2010, the City undertook the following work:

- Wood Village currently shares their Town Center with the City of Fairview. This co-center concept requires coordination with the City of Fairview, which is ongoing. Wood Village adopted an Urban Renewal District within their portion of the Town Center on February 23, 2010. The adoption of urban renewal will allow the City to focus efforts on expanding housing choices and support critical infrastructure projects that are the key to a successful center.
- Adopted a Vertical Housing Tax Credit (VHTC) Program. Experience shows that the state's VHTC Program yields higher density residential development where permitted by land use regulations. The city of Wood Village was approved by the Oregon Department of Housing and Community Services to implement the VHTC program in specific portions of the Town Center November 24, 2009.
- Adopted new zoning to allow cottage-style housing on September 15, 2009. Adoption of cottage housing offers an option to both condo and single-family residential housing with smaller, more affordable units with dedicated common areas. Additional housing options for the city's residents will allow for more optimal utilization of zoned capacity in these areas.
- Participated in the Metro Brownfield Recycling Program, which allowed for the assessment and remediation of a City-owned, contaminated property that will now be utilized for future redevelopment.

Taken as individual actions, each of these efforts stand to influence market utilization of capacity to some small extent. However, taken together as they apply to the Wood Village Town Center, they have the ability to significantly affect the market utilization of the zoned capacity currently in place. Although Wood Village is only one square mile in size, these actions and investments stand to contribute to the region's capacity needs.

Figure 2: City of Wood Village 2010 Actions/Investments



Hillsboro-AmberGlen

The City of Hillsboro has recently spent considerable time and effort planning for the AmberGlen/Tanasbourne Town Center. Actions and investments in the area include:

- Recently adopted a comprehensive plan amendment for the AmberGlen area. In conjunction with the Tanasbourne Town Center, the City hopes to establish a new, mixed-use community that focuses on high-density housing, open public spaces, public transit and new employment. The plan calls for an additional 5,000 dwelling units to be built within the study area. With a wide-range of building types, the plan will serve a diverse market and provide a wide array of housing styles.
- Poised to start work on the adoption of zoning in the plan area. The City is seeking to have the new zoning in place by the end of 2010. The plan calls for new high capacity transit, which Hillsboro is actively pursuing through the System Expansion Policy process, identified in the recently adopted RTP.

- Partnering with Tri-Met to study potential right-of-way needs for a future light rail spur through AmberGlen and Tansasbourne.
- Undertaking an Urban Renewal Feasibility Study for AmberGlen/Tanasbourne, with the hope of identifying a funding source that will be needed for the large public investment planned in the area.
- Kaiser Permanente has broken ground on a new one million square foot hospital in Tanasbourne, which will bring hundreds of new jobs to the center.

The Regional Transportation Plan includes new projects that will contribute to the utilization of existing zoned capacity and provide new amenities to support further redevelopment within the City. Examples include:

- Capacity improvements to Highway 26 and 185th interchange in an attempt to improve access into the AmberGlen area and fix nearby congestion problems
- Pedestrian improvements in AmberGlen to fill in missing sidewalks
- Walker Road extension- Construct 3 lane with bike lanes and sidewalks
- Stucki Avenue extension- Construct 3 lane with off-street bike lanes and sidewalks, Realign intersection of Walker and Stucki
- 194th Avenue extension- Construct 2/3 lane with sidewalks and LRT in part or all of new segment
- Integrate existing streets into an urban street grid--extension of NW Stucki Avenue to near the Qatama LRT station, realignment of SW Walker Road to AmberGlen Parkway and the extension of NW Wilkins across the OHSU primate site to SW 185th Avenue

Hillsboro-Downtown

The City of Hillsboro is focusing on revitalizing its downtown through new planning efforts and targeted investments. Engaging their public in a long visioning process, the City has started to see new projects and zoning become a reality.

- Passed a new Urban Renewal Plan for downtown on April 20, 2010. This financing and redevelopment tool will provide the funding needed to achieve development goals for downtown Hillsboro.
- Adopted code changes downtown, which are meant to streamline development processes and clearly articulate the design features that the community is seeking.
- Opened a new Inter-Modal Transit facility, which provides parking for bicycle and transit riders and adds 800 new parking spaces. The additional parking will support redevelopment by eliminating, in some cases, the need for on-site parking.
- Parking Management Plan for downtown now underway, in conjunction with new parking requirements that plan to address the off-street parking issues in more urban settings.

The Regional Transportation Plan includes new projects that will contribute to the utilization of existing zoned capacity and provide new amenities to support further redevelopment within the City. Examples include:

- Streetscape and gateway improvements include street trees and landscaping, pedestrian and bicycle facilities, curb extensions, traffic calming, public art, way-finding on key streets downtown
- Change Main and Lincoln Streets to two-way traffic

Projects identified in the recently adopted Urban Renewal Plan will also support the success of Downtown Hillsboro. Projects include:

- A second civic square or public plaza with a focus on the connection between the 10th Avenue business community and the commercial district
- Multi-use pathway or boardwalk along 1st Avenue/Hillsboro Highway connecting the Jackson Bottom Wetlands Preserve to the downtown area and connecting Dairy Creek Park to 1st Avenue and other regional trail connections to the downtown area

predominantly seen as mixed-use with an emphasis on employment-related uses. This will compliment the commercial and residential development planned for downtown.

- The 99W corridor has been selected as the Region's next priority for the expansion of High Capacity Transit. The City is now engaging new planning efforts to determine a future mix of land uses best suited to take advantage of this strategic regional investment.
- Working in partnership with private development and the Metro TOD program, the City is assisting in the construction of a new, senior housing project known as the Knoll. This project represents the first TOD-style development found in Downtown Tigard.

The Regional Transportation Plan includes new projects that will contribute to the utilization of existing zoned capacity and provide new amenities to support further redevelopment within the City. Examples include:

- Upgrade Main Street to a complete streetscape with Green Design features
- Walnut to Ash Street extension
- Burnham Street green street construction
- Reconstruction of the 99W/Hall Boulevard/Main Street intersection
- Add one travel lane on Hwy 99W through the intersection, turn lanes on the Greenburg and Main approaches, add bike lanes, and widen sidewalks
- Continued design and construction of Fanno Creek Trail

Figure 4: Tigard-Downtown 2010 Actions/Investments



Oregon City

As the only Regional Center in the south part of the Metro Region, Oregon City is uniquely situated to provide housing, jobs, and essential services to a growing sector of the population. The City is focusing its efforts in Downtown where it strives to provide more housing choices and foster the development of local businesses to serve the community. City policies and investments made to attract development downtown, include:

- Adoption of a 10% reduction in Transportation System Development Charges for the Regional Center and Molalla Corridor.
- Adoption of an Urban Renewal District
- Brownfield assessment and remediation to prepare a site for new development. The site is currently known as The Coves, a planned 109-acre mixed-use community with 224 condos, 78 acres of open space and four restaurants that will be located next to Clackamette Cove north of Interstate 205 and east of Oregon 99E behind the Oregon City shopping center.

The Regional Transportation Plan includes new projects that will contribute to the utilization of existing zoned capacity and provide new amenities to support further redevelopment within the City. Examples include:

- McLoughlin Boulevard Enhancement Project- major street and pedestrian improvements from 10th Street to the I-205 overpass
 - Landscaped medians, street trees, native plant revegetation along the banks of the Willamette River, on-street parking, decorative lighting, public art
 - Bypass lane converted into a general purpose lane.
 - The new signalized street connection to 99E at 12th Street
 - New crosswalks to the river at 12th Street and 14th Street
 - The Willamette Terrace, river-viewing platform across from 13th Street with architectural anchors and a series of public art installations
- Plazas, trails and other amenities connecting the edge of the Clackamas river with the Willamette River into downtown Oregon City
- I-205 interchange improvements
- Oregon City Loop Trail

Figure 5: Oregon City 2010 Actions/Investments



Lake Oswego

Situated along Highway 43, south of the City of Portland, Lake Oswego has seen continued investment in downtown. With the adoption of urban renewal, investment in new streetscapes, transportation improvements, and a new plaza, the City has created a vibrant and attractive Town Center.

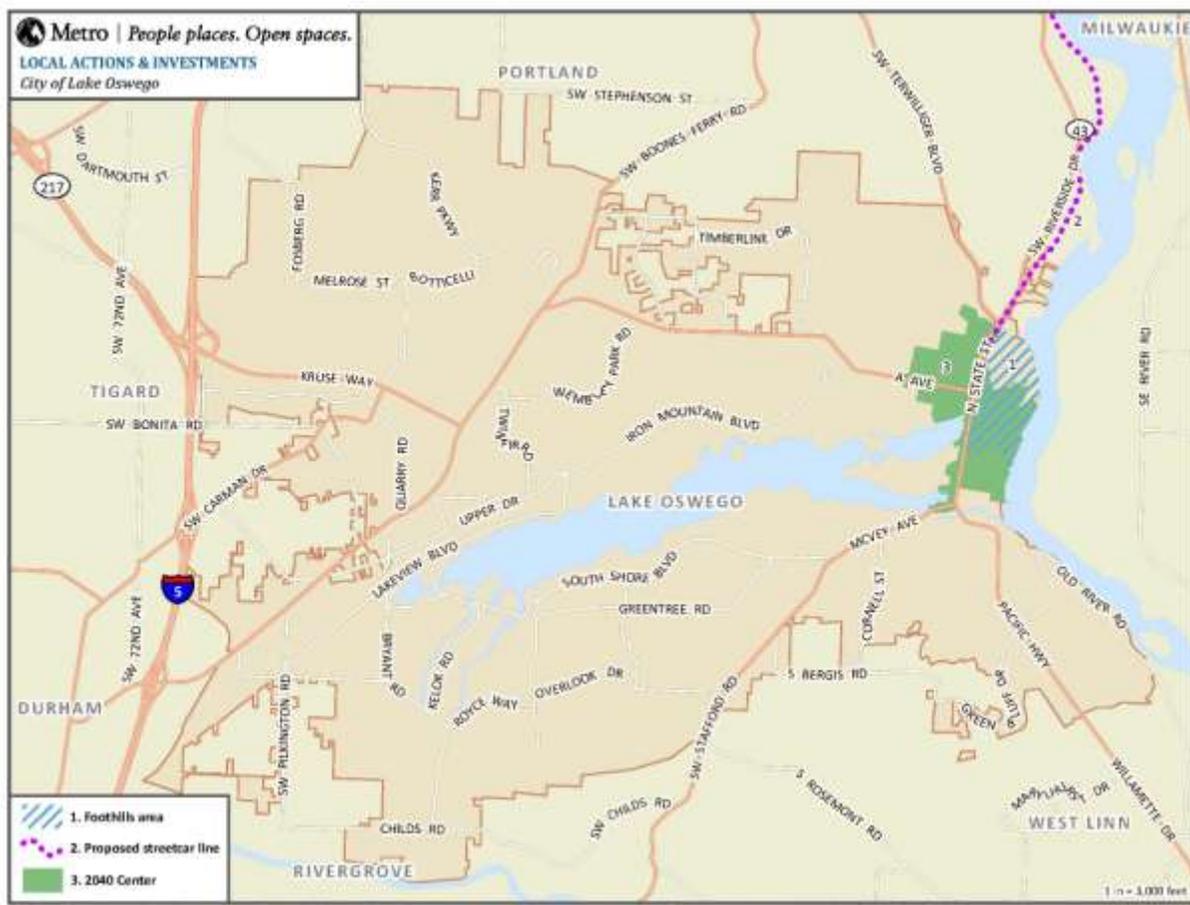
In conjunction with a streetcar extension south from downtown Portland along Highway 43, the City is planning for expansion of the town center to the adjacent Foothills Area. Encompassing roughly 19 acres, the Foothills area in Lake Oswego is an area generally considered to be prime redevelopment land, adjacent to a downtown with strong real estate demand. Previous visioning efforts focusing on the Foothills area stated a desire for mixed-use redevelopment, emphasized by new public space and improved connections from downtown to the river. To stimulate private investment in the Foothills area, the City embarked on the design and construction of the nine acre Foothills Park. The City plans to start the process to up-zone in the Foothills area late-2010 or early-2011.

In addition to the Foothills area, the City continues to invest resources and efforts in its downtown. With a thriving business community and future access to Lake Oswego via streetcar, the city is clearly poised to see new growth.

The Regional Transportation Plan includes new projects that will contribute to the utilization of existing zoned capacity and provide new amenities to support further redevelopment within the City. Examples include:

- Streetcar for the 5.7 mile corridor between Lake Oswego and downtown Portland scheduled to open in 2018.
- A Avenue street treatments
- Lake Oswego to Portland trail system

Figure 6: Lake Oswego 2010 Actions/Investments



Illustrative list of community-building projects in adopted local capital improvement plans

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Beaverton	Beaverton Creek Trail segment (.14 miles)	trail	Hall Blvd. / MAX line	Lombard Ave. / MAX line	\$90,000 (rough estimate by Metro)
Beaverton	Laurelwood Ave. sidewalk	pedestrian	Laurelwood Ave. / Beaverton Hillsdale Hwy	Laurelwood / Birchwood	\$343,000
Beaverton	Erickson Creek greenspace (1.5 acres)	park	Farmington Rd. / Menlo Dr.		\$500,000 (rough estimate by Metro)
Cornelius	Arboretum City Park improvements	park	Baseline / 12th		\$24,000
Cornelius	Baseline streetscape	pedestrian	Baseline / 10th	Baseline / 19th	\$736,000
Forest Grove	Town Center pedestrian improvements	pedestrian	Main St. / Pacific Ave.		\$50,000
Forest Grove	Furnishings for renovated library	civic	Pacific Ave. / Birch St.		\$200,000
Forest Grove	18th Ave. sidewalks	pedestrian	18th Ave. / Hawthorne	18th Ave. / Maple	\$190,000
Gresham	Main City Park improvements	park	Main / Powell		\$1,720,000

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Gresham	Main City Park improvements (2nd phase)	park	Main / Powell		\$7,494,215
Gresham	Center for the Arts	civic	NE 3rd / NE Hood		\$16,480,000
Gresham	Center for the Arts Plaza	park	NE 3rd / NE Hood		\$3,045,220
Gresham	Civic Neighborhood parks and trails	park	bounded by NW Wallula, NW Burnside, NW Eastman, NW Division		\$662,900
Gresham	Civic Neighborhood Station Plaza	park	MAX / NW Civic Dr.		\$2,136,800
Gresham	Downtown urban plazas and parks	park	NE Elliot / NE 3rd		\$5,424,804
Gresham	Rockwood urban plazas and parks	park	Rockwood URA boundaries		\$7,397,460
Gresham	Skate Park (@ Main City Park)	park	Main St. / Powell		\$351,832
Gresham	Skate Park (@ Main City Park) phase II	park	Main St. / Powell		\$750,000
Gresham	SW Community Park	park	W Powell / W Powell loop		\$13,309,547
Gresham	Pat Pfeiffer Park (Rockwood)	park	Burnside / 172nd		\$2,422,559
Gresham	Civic Neighborhood TOD improvements	pedestrian	bounded by NW Wallula, NW Burnside, NW Eastman, NW Division		\$213,239
Gresham	Stark Street Arterial Blvd improvements	boulevard	Stark / 190th	Stark / 197th	\$3,256,458

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Gresham	Hood St bike / ped improvements	ped and bike	NE Hood St. / NE Division	NE Hood St. / E Powell	\$1,284,000
Gresham	NE 5th bike / ped improvements	ped and bike	NE 5th / Hood	NE 5th / Cleveland	\$1,392,601
Gresham	NW Wallula Ave bike / ped improvements	ped and bike	NW Wallula / Stark	NW Wallula / MAX line	\$1,870,193
Gresham	NE Cleveland bike / ped improvements	ped and bike	NE Cleveland / Powell	NE Cleveland / Stark	\$1,564,262
Gresham	Downtown Plan improvements	pedestrian	bounded by Burnside, Eastman Pkwy, SE 5th, NE Liberty		\$8,288,005
Gresham	Rockwood Plan bike / ped street improvements	ped and bike	Rockwood URA boundaries		\$8,896,423
Gresham	Sandy Blvd. bike / ped improvements	ped and bike	entire length of Sandy through Gresham		\$2,929,500
Gresham	Division St. regional blvd. improvements	boulevard	NE Division / NE Cleveland	NE Division / NE Burnside	\$6,000,000
Gresham	Burnside regional blvd. improvements	boulevard	Burnside / 181st	Burnside / Eastman	\$8,000,000
Gresham	181st regional blvd. improvements	boulevard	181st / Glisan	181st / Yamhill	\$2,000,000
Gresham	NE 3rd festival St.	pedestrian	NE 3rd / NE Hood	NE 3rd / NE Kelly	\$600,058
Gresham	MAX path (Rockwood to Gresham)	trail	MAX / NW 11-Mile Ave.	MAX / NE Cleveland	\$1,252,178
Gresham	Springwater Trail access (SW Walters)	ped and bike	Springwater Trail / SW Walters		\$1,000,000

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Gresham	Springwater Trailhead at Main City Park	trail	Main St. / Powell		\$529,289
Gresham	162nd / Burnside pedestrian access to MAX	pedestrian	162nd / Burnside		\$304,380
Gresham	181st / Burnside pedestrian access to MAX	pedestrian	181st / Burnside		\$710,220
Gresham	188th / Burnside pedestrian access to MAX	pedestrian			\$1,318,980
Gresham	197th / Burnside pedestrian access to MAX	pedestrian	197th / Burnside		\$405,840
Gresham	City Hall pedestrian access to MAX	pedestrian / plaza	NW 12th / Eastman		\$332,039
Gresham	Hood St. pedestrian access to MAX	pedestrian	NE Hood / NE 4th	NE Hood / NE Powell	\$736,681
Gresham	Cleveland Station pedestrian access to MAX	pedestrian	NE Cleveland / NE 6th		\$553,398
Gresham	Central Station pedestrian access to MAX	pedestrian	MAX / NW Civic Dr.		\$500,000
Gresham	Main St. pedestrian access to MAX	pedestrian	Main St. / NW Division	Main St. / NE 5th	\$2,000,000
Gresham	Division St. ped and bike improvements	ped and bike	Division St. / 174th	Division St. / Wallula	\$160,000
Gresham	Glisan bike improvements	bike	Glisan / 162nd	Glisan / 202nd	\$140,000
Gresham	Glisan sidewalks (193rd to 202nd)	pedestrian	Glisan / 193rd	Glisan / 202nd	\$19,111

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Gresham	Main St. pedestrian improvements (Division to 5th)	pedestrian	Main / Division	Main St. / NE 5th	\$550,000
Gresham	Rockwood redevelopment plan implementation	pedestrian	bounded by 181st, Burnside, Stark		\$500,000
Gresham	Rockwood Town Center future streets (complete network)	pedestrian	various streets in vicinity of Burnside / 181st		\$1,000,000
Gresham	Cultural Marketplace	redevelopment capital costs	Burnside / 188th		\$2,000,000
Gresham	190th streetscape	ped and bike	190th / Stark	190th / Yamhill	\$2,000,000
Gresham	181st Ave. boulevard improvements	boulevard	181st / Glisan	181st / Yamhill	\$2,400,000
Gresham	201st Ave. pedestrian improvements	pedestrian	201st / Stark	201st / Burnside	\$960,000
Gresham	201st and Stark intersection upgrade	pedestrian	201st / Stark		\$960,000
Gresham	Satellite Plaza	park	188th / Stark		\$1,000,000
Gresham	Rockwood Town Center parks (at least 2 new parks)	park	roughly bounded by 179th, Davis, NW Eleven-Mile, Main St.		\$2,400,000
Gresham	Gresham Fairview Trail access	trail	199th / Burnside		\$1,200,000
Gresham	Stark St. boulevard	boulevard	Stark / 190th	Stark / 197th	\$1,150,000

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Gresham	Burnside Rd. boulevard phase I	boulevard	Burnside / 181st	Burnside / 197th	\$1,834,336
Gresham	188th / Burnside pedestrian improvements	pedestrian	188th / Burnside		\$1,000,000
Gresham	188th / Stark pedestrian realignment	pedestrian	188th / Stark		\$1,000,000
	197th / Burnside pedestrian improvements	pedestrian	197th / Burnside		\$1,800,000
Gresham	188th MAX station improvements	civic	188th / Burnside		\$4,950,000
Gresham	Rockwood Community Center	civic	182 / Burnside		\$6,480,000
Gresham	Rockwood Town Center MAX line landscaping	other	181st / Burnside	Burnside / Stark	\$2,400,000
Gresham	181st (Rockwood) MAX Station improvements	civic	181st / Burnside		\$4,800,000
Gresham	Burnside boulevard improvements phase II	boulevard	Burnside / Stark	Burnside / 197th	\$3,000,000
Hillsboro	10th Ave. Bike Lane	bike	10th Ave. / Walnut	10th Ave. / Main	\$160,513
Hillsboro	Oak St. Bike Lane	bike	Oak St. / TV Hwy	Oak St. / Dennis	\$267,876
Hillsboro	Cornell Rd. bike lanes	bike	Cornell Rd. / Elam Young	Cornell Rd. / Ray Circle	\$637,800
Hillsboro	Cornell Rd. bike lanes	bike	Cornell Rd. / Grant St.	Cornell Rd. / 25th	\$321,026

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Hillsboro	Baseline Rd. bike lanes	bike	Baseline Rd. / Lisa	Baseline / 231st	\$1,993,125
Hillsboro	28th Ave. bike lanes	bike	28th Ave. / Grant	28th Ave. / Main	\$1,078,955
Hillsboro	Butler/Amberwood bike lane	bike	Butler / Brookwood	Butler / John Olsen	\$1,076,819
Hillsboro	Walker Rd. bike lanes	bike	Walker / Amberglen Pkwy	Walker / 185th	\$287,010
Lake Oswego	Boones Ferry Rd. ped / bike improvements (Lake Grove Village Center)	ped and bike	Boones Ferry / Madrona	Madrona / Kruse Way	\$16,000,000
Lake Oswego	Lake Grove Village Center (Hallmark festival street)	pedestrian	Hallmark / Mercantile	Hallmark / Douglas	\$2,000,000
Lake Oswego	Chow Corner regional sidewalk	pedestrian	Boones Ferry / Jean Rd.		\$100,000
Lake Oswego	State Street sidewalk and street tree replacement	pedestrian	State St. / George Rogers Park	State St. / Terwilliger	\$530,000
Lake Oswego	Library to Adult Community Center pathway	trail	4th St. / E Ave.		\$60,000
Lake Oswego	Lake Grove Village Center ped / bike improvements	ped and bike	Boones Ferry / Kruse Way		\$8,000,000

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Lake Oswego	Lake Grove Village Center parking facilities	parking	Boones Ferry / Kruse Way		\$1,000,000
Milwaukie	Milwaukie Riverfront Park	park	bounded by Willamette River, Kellogg Creek, Johnson Creek, and McLoughlin Blvd.		\$5,901,963
Milwaukie	Lake Rd. multimodal improvements phase I	ped and bike	Lake Rd. / Oatfield	Lake Rd. / Freeman	\$4,800,960
Milwaukie	Jackson St. streetscape	ped and bike	Jackson St. / Main St.	Jackson St. / 21st	\$1,215,000
OR City	Oregon City swimming pool improvements	civic	Jackson St. / 12th		\$3,000,000
OR City	Washington Street improvements (bike lanes)	bike	Washington / 12th	Washington / 16th	\$1,400,000
OR City	Washington Street improvements (bike lanes)	bike	Washington / 7th	Washington / 12th	\$750,000
OR City	McLoughlin Blvd. enhancement	boulevard	McLoughlin / Clackamas River bridge	McLoughlin / railroad tunnel	\$3,700,000
OR City	Molalla Ave. boulevard improvements	boulevard	Molalla / Dewey St.	Molalla Ave. / Hwy 213	\$7,102,765
OR City	Hwy 99E sidewalks	pedestrian	Hwy 99E / Clackamas River bridge	Hwy 99E / Dunes Dr.	\$80,000
OR City	Hwy 99E sidewalks	pedestrian	Hwy 99E / Tumwater	Hwy 99E / Hedges	\$150,000

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
OR City	Center St. sidewalks	pedestrian	Center St. / 2nd	Center St. / Telford	\$400,000
OR City	Division St. sidewalks	pedestrian	Division St. / Selma	Division St. / 12th	\$27,000
OR City	Division St. sidewalks (westside)	pedestrian	Division St. / Gilman Park Dr.	Division St. / Anchor	\$90,000
OR City	Division St. sidewalks (eastside)	pedestrian	Division St. / 15th	Division St. / Anchor	\$45,000
OR City	Linn Ave. sidewalks	pedestrian	Linn Ave. / Jackson	Linn Ave. / Oak	\$90,000
OR City	S. 2nd St. sidewalks	pedestrian	S. 2nd / Tumwater	S. 2nd / Center	\$36,000
OR City	15th St. sidewalks	pedestrian	15th St. / Hwy 99E	15th St. / Taylor St.	\$750,000
OR City	Molalla Ave. bike lanes	bike	Molalla / 7th St.	Molalla Ave. / Hwy 213	\$32,480
OR City	Washington Street bike lanes	bike	Washington St. / Hwy 213	Washington St. / 5th	\$30,000
Portland	Dawson Park improvements (N. Interstate URA)	park	N. Williams / NE Morris		\$1,800,000
Portland	N. Interstate URA park improvements	park	Interstate URA		\$2,770,000
Portland	O'Bryant Square park development (downtown)	park	SW Park / Washington		\$4,000,000
Portland	River District Neighborhood Park development	park	NW 11th / NW Overton		\$4,875,000

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Portland	South Park Block 5 redevelopment	park	SW 9th / SW Yamhill		\$6,870,000
Portland	South Waterfront Greenway development	park	Curry St. @ Willamette River		\$9,000,000
Portland	South Waterfront neighborhood park development	park	SW Moody / SW Curry		\$4,000,000
Portland	Springwater Trailhead at 82nd	trail	Springwater Trail / 82nd Ave		\$1,650,000
Portland	Tanner Springs Park rainwater pavillion construction	park	NW 10th / NW Marshall		\$140,000
Portland	Willamette Greenway trail redevelopment	trail	east side of Willamette River (north Portland)		\$750,000
Portland	Interstate Firehouse Cultural Center upgrade	civic	N. Interstate / N. Emerson		\$74,000
Portland	Director Park street enhancements (Central City)	pedestrian	SW 9th / SW Yamhill		\$1,382,000
Portland	Gateway URA park development	park	Gateway URA		\$1,500,000
Portland	Lents URA park development	park	Lents URA		\$624,000
Portland	East Burnside / Couch improvements (bridge to 14th)	ped and bike	bounded by E. 3rd / NE 14th / E. Burnside / NE Couch		\$18,051,393
Portland	NE Cully Blvd ped / bike improvements	ped and bike	NE Cully / NE Prescott	NE Cully / NE Killingsworth	\$5,424,726
Portland	SE Division streetscape (SE 11th to 39th)	ped and bike	SE Division / SE 11th	SE Division / SE 39th	\$6,094,354

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Portland	Gateway Phase II streetscape	ped and bike	102nd Ave. in Gateway URA		\$475,000
Portland	Gibbs St. pedestrian bridge over I-5	ped and bike	Gibbs / SW Moody	Gibbs / SW Kelly	\$11,494,525
Portland	N. Denver St. streetscape, bike / ped improvements	ped and bike	N. Denver / N. Watts	N. Denver / N. Argyle	\$2,722,170
Portland	N. Killingsworth streetscape	ped and bike	N. Killingsworth / N. Commercial	N. Killingsworth / NE Martin Luther King	\$652,000
Portland	Russell St. streetscaping	ped and bike	N. Russell / N. Albina	N. Russell / N. Interstate	\$2,990,836
Portland	St. Johns Town Center pedestrian improvements	pedestrian	N. Ivanhoe / N. Richmond	N. Ivanhoe / New York	\$2,071,926
Portland	Barbur sidewalk infill	pedestrian	Barbur Blvd. (unspecified intersections)		\$2,000,000
Portland	N. Interstate livability improvements (transp)	pedestrian	Interstate URA		\$750,000
Portland	Lents Town Center streetscape	ped and bike	SE Foster / SE 92nd		\$2,251,790
Portland	Lents Town Center traffic safety improvements (for livability)	pedestrian	Lents URA		\$905,000
Tigard	Fanno Creek Plaza	park	SW Main / SW Burnham		\$4,877,000
Tigard	Main Street / green street retrofit	ped and bike	Main St. / 99W	Main St. / Greenburg	\$700,000
Tigard	Hall Blvd at Hwy 99W (gateway to downtown)	pedestrian	Hall Blvd. / 99W		\$435,000

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Tigard	Burnham Street reconstruction	pedestrian	Burnham / Main	Burnham / Ash	\$9,746,463
Tigard	Library facility enhancements	civic	SW Hall / SW Omara		\$100,000
Tigard	Fanno Creek Trail (Hall Blvd. / Fanno Creek)	trail	Hall Blvd. / Fanno Creek		\$120,000
Tigard	Fanno Creek Trail (Main St. to Grant St.)	trail	Main St. / Grant St.		\$185,000
Tigard	Fanno Creek Trail (Bonita and 74th to Cook Park)	trail	Bonita / 74th	Cook Park	\$730,000
Tigard	Fanno Creek Trail (Railroad Row Loop)	trail	SW Tigard St. / SW Main St.		\$594,000
Tigard	Tree canopy replacement	tree	citywide		\$600,000
Tigard	Community park acquisition and development	park	North Central Tigard (unspecified)		\$1,220,000
Tigard	Brown Property Trail (library to Bonita Park)	trail	SW Milton Ct. / SW Bonita		\$555,780
Tigard	Fanno Creek Park (25 acres next to plaza)	park	SW Main / SW Burnham		\$2,226,350
Tigard	Tigard Triangle local improvement district	pedestrian	SW Dartmouth / SW 69th		\$2,280,303
Tigard	Commercial street intersection (Lincoln to Main)	pedestrian	Commercial St. / Lincoln	Commercial St. / Main	\$800,000
Tualatin	Boones Ferry Rd. sidewalks	pedestrian	Boones Ferry / Tualatin Sherwood Rd.	Boones Ferry /Tualatin High School	\$500,000
Wilsonville	Town Center ped / bike connection	ped and bike	Town Center Loop E. / SW Wilsonville Rd.		\$70,642

City	Facility	Category	Location	2nd Intersection (if linear)	Cost
Wilsonville	Transit Center amenities	civic	SW Barber St. / SW Barber St. (???)		\$150,000
TOTAL					\$345,600,078