

METRO Local Aspirations Initiative



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Gresham City Council

Note: This has been updated with input from City Council on 1.13.09

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Background and Purpose

- Metro is embarking on a qualitative approach, not a quantitative approach, to drive future UGB decisions.
- They are seeking input from local jurisdictions on their 20 year and 50 year community aspirations.



Background and Purpose

- Based on input from Gresham and other local communities, Metro will create estimates of capacity for the urban area in the next 20 years and also in the next 40-50 years.
- These estimates will inform both the Urban Growth Report (due 12/09), and the Urban and Rural Reserves process underway.



Local Aspirations

- How would we like the City to grow in the next 20 years? In 50 years?
- Where does the City want to grow, and where does it not want to grow?
- What form would the City like the projected growth to take?

Districts and Centers





Downtown

Currently:

Downtown will be the focal point of the community's business and social activities by providing for a variety of land uses and the highest development densities.

Proposed:

Downtown will be the recognized center of Gresham, and will include most significant civic and governmental functions, including public parks and the Center for the Arts. It will include large numbers of professional sector jobs, medium and high-density residential development and a thriving and unique entertainment, nightlife and shopping district.

(more details to come as part of Downtown Plan Hearing March 3 , 2009)



Downtown

Current Status:

2,577 Jobs

1,020 Residences

1,281 Residential capacity

Proposed:

6,000 Jobs

3,300 Residences

Amenities:

Bakery, boutique retail, coffee shop, performing arts center, relocated City Hall, bike shop, brew pub, bar, venues for live music and other nightlife, child care, deli, multiple fine dining restaurants, book & music store, wine shop, small historic theater, clothing store, grocery store, dry cleaner.

Civic Neighborhood

Currently:

***Civic Neighborhood** will be a mixed-use, transit-oriented urban environment with a strong civic presence, accommodating some of the highest intensities of residential and commercial uses in Gresham.*

Proposed:

*With two MAX stations, **Civic Neighborhood** will be a tall, dense mixed-use, transit-oriented urban environment. It includes Gresham's largest concentration of retail stores, and will be the location of the tallest buildings in Gresham, both commercial office and residential. A new name for the district should be developed soon.*



Civic Neighborhood

Current Status:

1,072 Jobs

437 Residences

487 Residential capacity

Proposed:

2,000 Jobs

2,000 Residences

Amenities:

Destination retail center, restaurant, multi-plex theater, bike shop, coffee shop, child care, casual dining, book & music store, bar, clothing store, grocery store, dry cleaner. Tall buildings with great views.





Rockwood

Currently:

Rockwood will permit and encourage land use types and intensities of use which accommodate forecast growth, support creation of a pedestrian-friendly, transit-oriented live/work district.

Proposed:

Rockwood's future will be transformed by new high-quality, long-lasting development. Residents will find all of their needs met within a 20 minute walk of home. Newer high-density residential development will blend with older established homes and form one of the most exciting, dynamic and diverse neighborhoods in Oregon. New employers will locate in Rockwood and will provide jobs for local residents. There will also be adequate and well-designed public spaces.



Rockwood

Current Status:

1,985 Jobs

4,359 Residences

6,973 Residential capacity

Proposed:

3,500 Jobs

7,000 Residences

Amenities:

Bakery, coffee shops, theaters, bike shop, child care, deli, casual & fine dining restaurants, book & music store, bar, clothing store, ethnic market, grocery store, dry cleaner, employers, public plaza and park.



Updates Not Needed

Pleasant Valley

Springwater

Industrial Districts

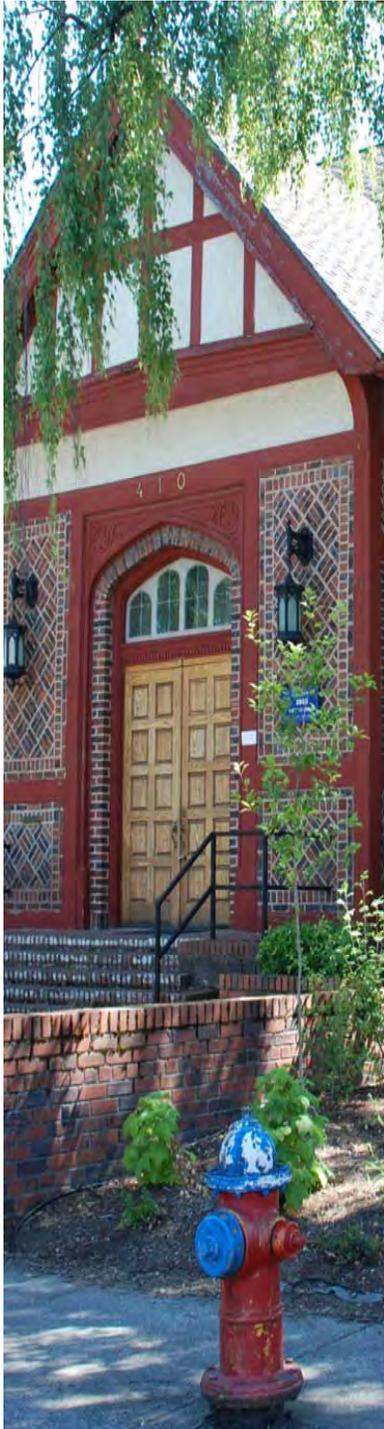
Residential



Updates Coming in 2009

Transit Corridors

As part of **Corridor Districts Review**,
a 2009 Council Work Plan item.



Other City-wide Policies



Other Potential Policies

Public Safety:

Our citizens have a right to be safe in our community. Gresham will review its codes, design standards and procedures to ensure that the built environment reflects the latest in safety measures, including Crime Prevention Through Environmental Design (CPTED) principles.



Other Potential Policies

Community Health:

Gresham will be designed or redeveloped to be a walkable complete community, where residents will find all of their needs met within a 20 minute walk of home: transit, jobs, shopping, schools, parks and services. Walking, biking and other physical activity for Gresham's youth will be encouraged and facilitated.



Other Potential Policies

Sustainability:

Gresham will become a national model of sustainable planning, design, and development practices. Green practices will help form the image of the City, helping to attract sustainable industries, innovators, professional companies, new residents and a talented work force.

Other Potential Policies

Circulation:

Gresham will reduce its dependence upon automobiles by promoting and developing a comprehensive network of sidewalks, multi-modal pathways, trails, bike routes and transit that will connect natural areas, neighborhoods, parks, schools, retail and employment centers. Gresham will also benefit from the extension of MAX light rail further east, and of new transit systems, such as streetcar, north and south from downtown.





Other Potential Policies

Complete Neighborhoods:

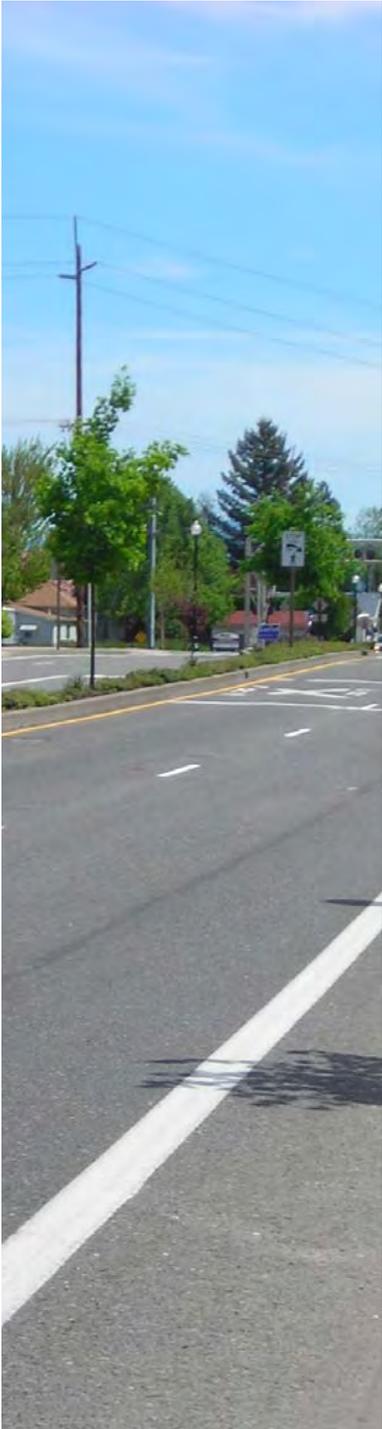
Residents, businesses and community organizations in neighborhoods will be engaged to establish long term plans for neighborhoods. These plans will strive to establish distinct identities and create complete neighborhoods where major activities are accessible within a 20 minute walk of each home.



Other Potential Policies

Urban Identity:

Gresham will have a recognizable and visible landmark at the intersection of Eastman and Division, with new development which helps link Civic Neighborhood with Downtown. Other landmark gateways will be developed at the Gresham-Fairview Trail crossing of Powell Blvd. , and Highway 26 as it enters Gresham at Powell Blvd.



Other Potential Policies

North-South Connector:

Gresham will benefit greatly from the construction of a thoughtfully designed, east county thoroughfare for freight and travelers alike, connecting Interstate 84 to Highway 26. Improved accessibility will help attract business and industry, leading to increased economic development. The North-South Connector is critical to the economic vitality and success of Gresham and all of East County. Increased public transit components such as streetcar should be incorporated in the planning and design.



Other Potential Policies

Destination Gresham:

Gresham will capitalize on its pride in community, livability and diversity by becoming a regional and national destination in many areas. These should include the arts, hospitality industry, cultural events, destination retail and employment. Gresham will also continue to be a desirable destination as a place to live, work and raise families.



Other Potential Policies

Percent for the Arts:

With a focus on promoting the Arts as a tool for both economic development and community enhancement, Gresham will explore a Percent for Arts program. If implemented, this will help ensure that public art becomes a key identifier for the community and encourages private support of the arts as well.

Other Potential Policies

Partnerships:

In difficult economic times, Gresham will leverage its funds and influence by teaming with other community organizations to accomplish more. These organizations will include schools, churches, Mt. Hood Community College and other institutions of higher education, major employers and other service providers.



Other Potential Policies

Parks Facilities and Programs:

Parks are a primary need of residents of the City. Yet, Gresham and other communities in East County have difficulties providing parks and recreation facilities and programs for their residents in an era of decreasing resources. The City will investigate the best manner in which to fund parks services, including whether or not a regional East County Parks District could provide an improved level of service with greater efficiencies for citizens.



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Questions and Comments ?

