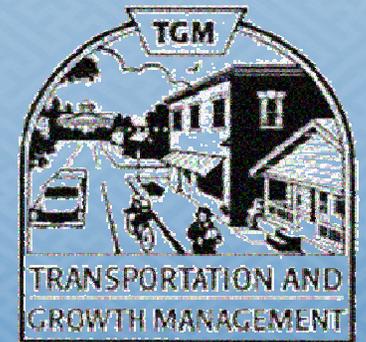
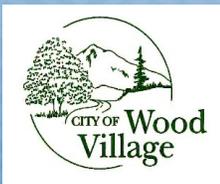


# Town Center Master Plan and Transportation System Plan Update

**Transportation Growth Management Grant 1D-14  
City of Wood Village**

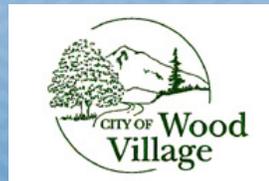


# What has been Done to Date?

- Grant from State; Select Consulting Team
- Stakeholder Interviews
- Citizen Advisory and Technical Advisory Committees
- Technical Memoranda; Policy Framework; Transportation
- Economic Analysis
- Adopt Goals
- Conduct Focus Groups with Targeted Communities
- Community Meeting
- Prepare Alternatives Evaluation and Transportation System Evaluation

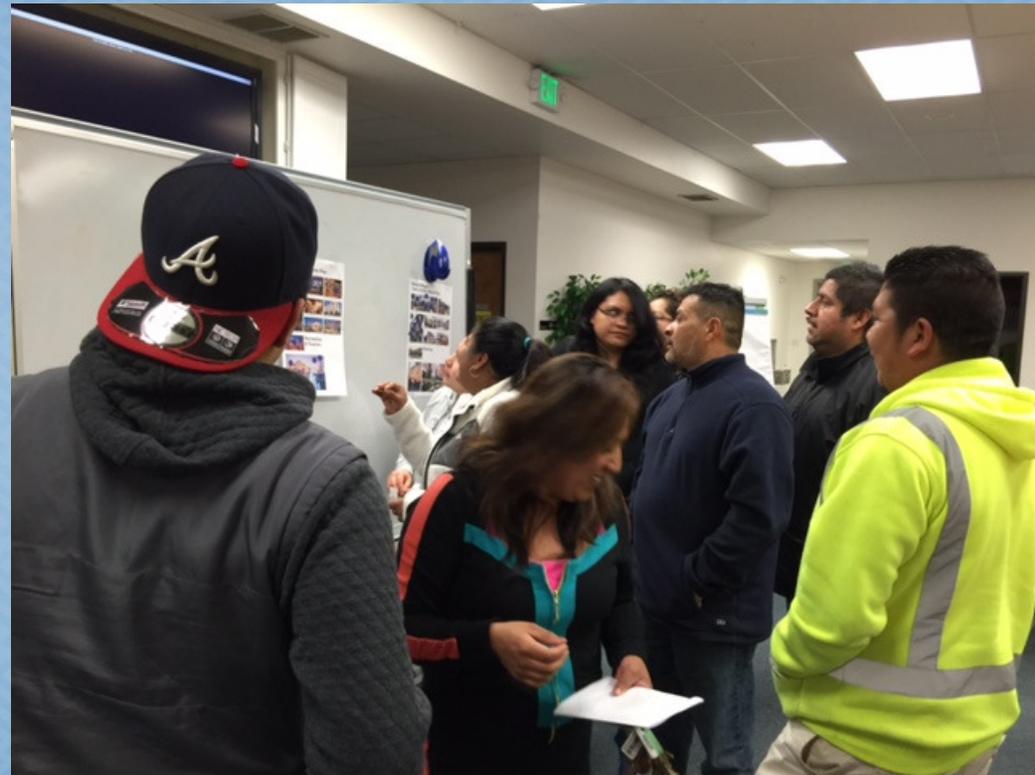
## Goals

- Strengthen the economic/tax base of the community.
- Provide safe and convenient transportation access to, and within, the center for all modes.
- Enhance the natural environment.
- Make Wood Village Town Center a vibrant, local destination that serves as a regionally recognized commercial center.
- Build on Wood Village's identity as a diverse, family-oriented, and friendly community.



# Engaging Diverse Communities

- Most diverse community in Oregon
- Hispanic, Russian, Ukrainian, Vietnamese and Laotian Focus Groups
- 100 people attended January-February
- Provided input on the Town Center Plan to date



# Focus group findings

- Support families and safety
- Town Center needs improvement
- Greyhound Park concern/opportunity
- Need places for youth and families
- Need safe walking, bikeways and roads
- Single family homes desired
- Support for variety of housing types
- Civic plaza, open space, family fun center
- Town Center set the standard for future



# This is who lives here

American Dreamers (49%)	Metro Fusion (28%)	Bright Young Professionals (15%)
 <ul style="list-style-type: none"><li>• More likely to own</li><li>• Lives further out from the city</li><li>• Multi-generational households</li><li>• Small families</li></ul>	 <ul style="list-style-type: none"><li>• Young, diverse and highly mobile</li><li>• Mostly renters</li><li>• Often single-parent households</li><li>• Often do not speak English fluently</li><li>• Live in mid-size apartment buildings</li></ul>	 <ul style="list-style-type: none"><li>• Young and well-educated</li><li>• Tend to work white-collar jobs</li><li>• More likely to rent</li></ul>

# Opportunities & Barriers to Development

## Opportunities

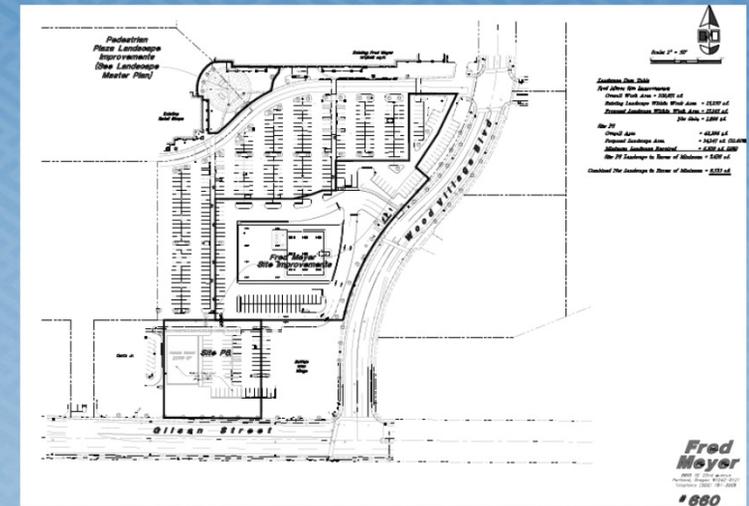
- Good access to arterials, freeways and bus lines
- Can accommodate a mix of uses and densities
- Has existing retail services
- Near employment centers and incoming employment
- Regional demand for multifamily housing is strong

## Challenges

- East Metro is growing more slowly than the rest of the region
- East Metro has weak demand for commercial
- Town Center is not very pedestrian-friendly
- Site could use more transit service

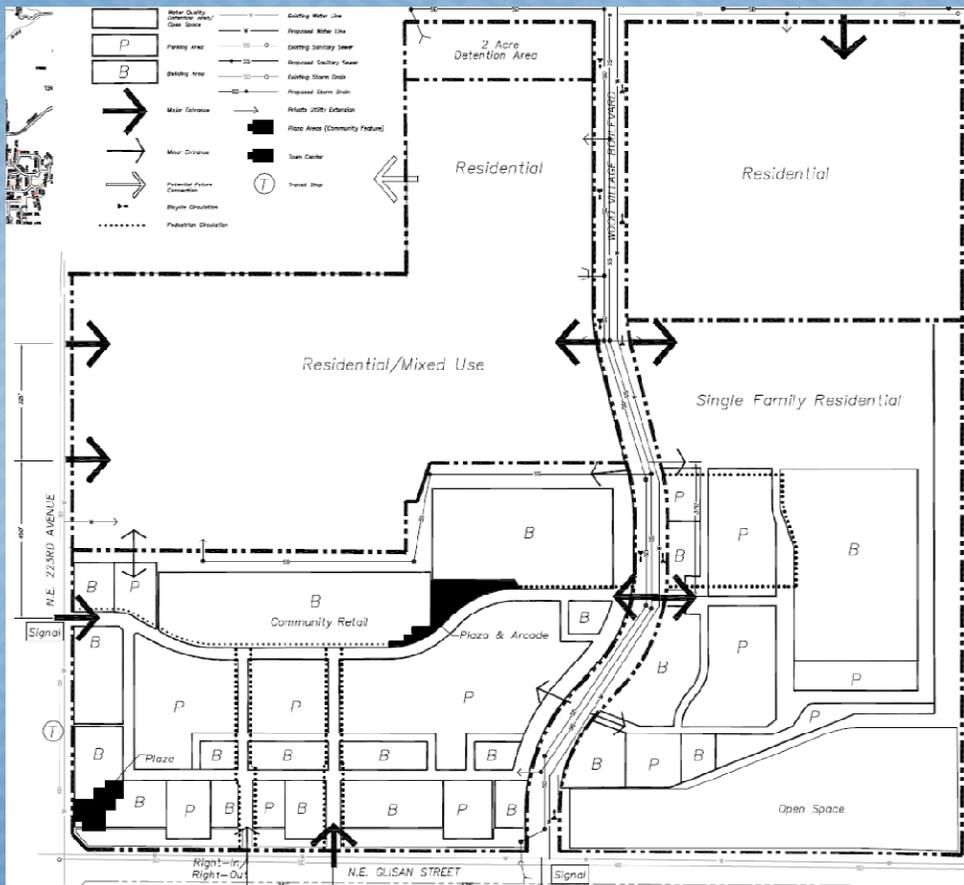
# What's Happening Now?

- Fred Meyer Fueling Station
- Grand Ronde Acquire MGP
  - Demolition Actively in Progress
- AutoZone



- Housing Proposal

# Master Plan Amendment Approved



# Purchase Proposals on El Pollo Site

- Restaurant Chain meeting with staff concerning potential acquisition of site and tenant improvements



# Questions?

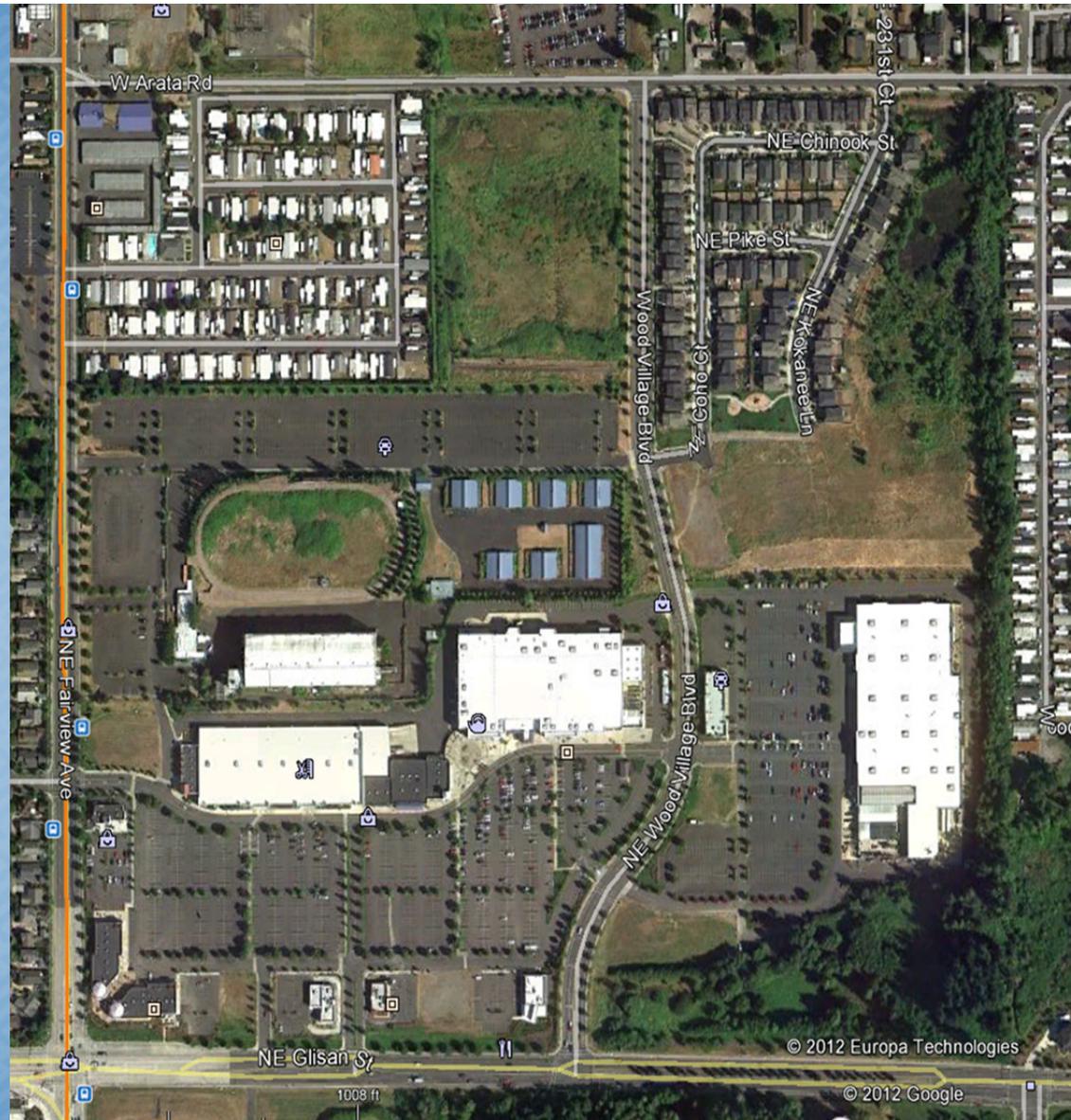
We will proceed with Alternatives Evaluation and Transportation/TSP Issues following Questions

# WOOD VILLAGE TOWN CENTER ALTERNATIVES

- Common elements
- Alternatives
- Evaluation
- Implementation
- Discussion

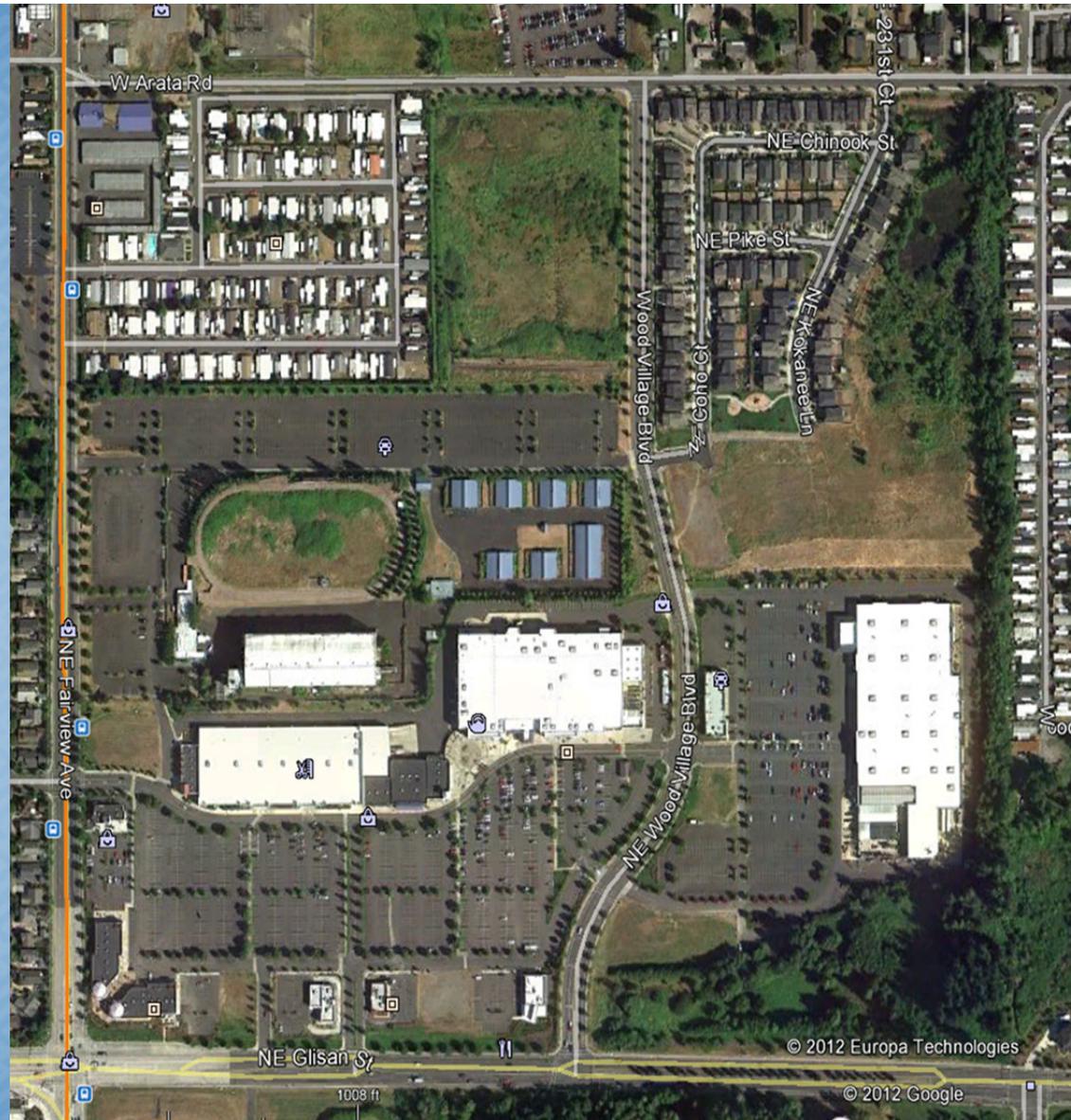
# Assumptions

- Most existing buildings remain
- Redevelopment of greyhound park
- Enhancement of wetlands
- Residential areas do not change
- Surface-parked density



# Common Elements

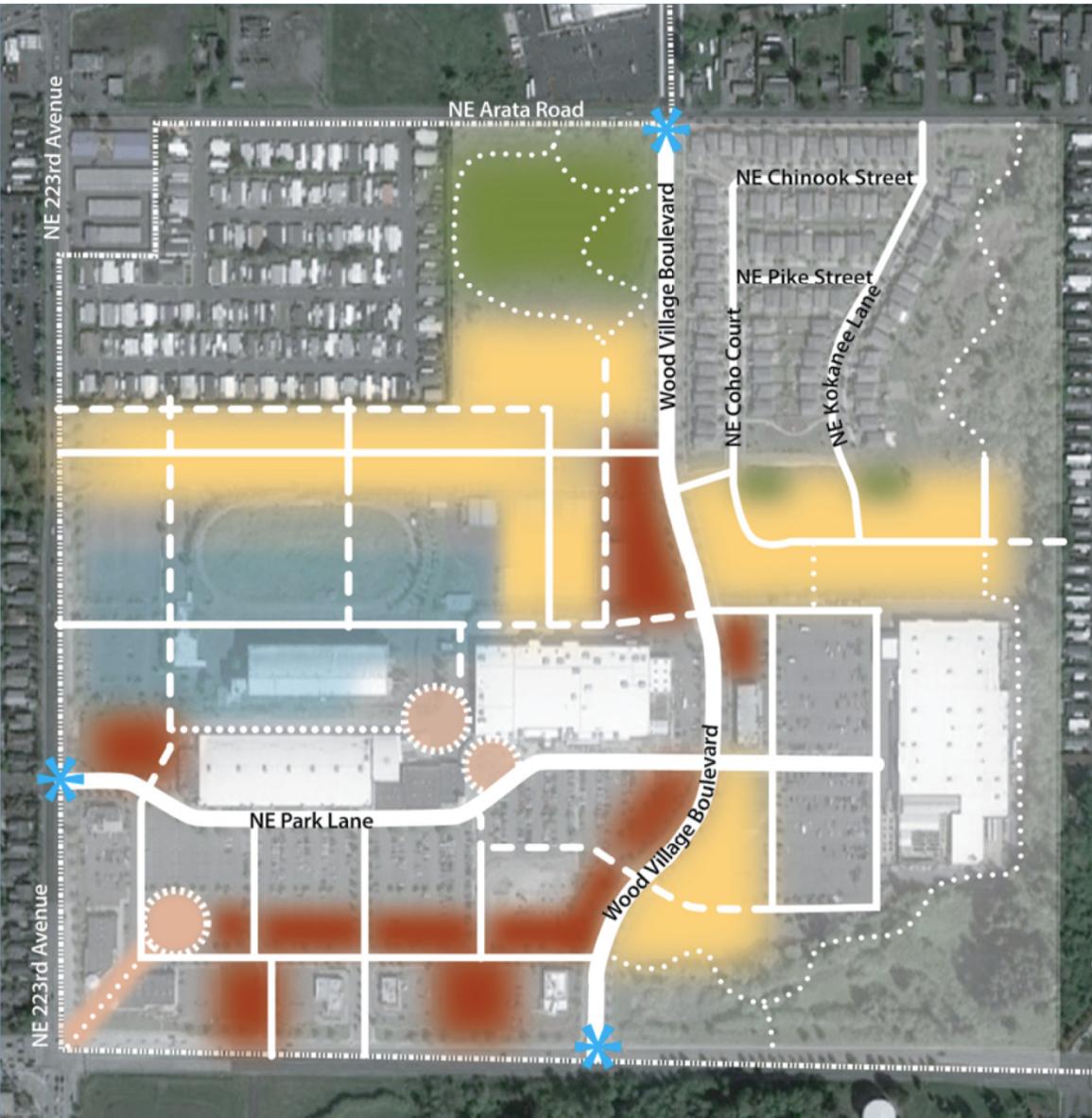
- Open space on wetlands
- Trail connections
- Outdoor vending space(s)
- Main Street through existing Town Center
- Pocket parks
- Mixed-use housing west of Lowe's
- Wood Village Blvd. as a "Main Street"
- Connections at edges



# Alternative 1a: Entertainment Emphasis

## Legend

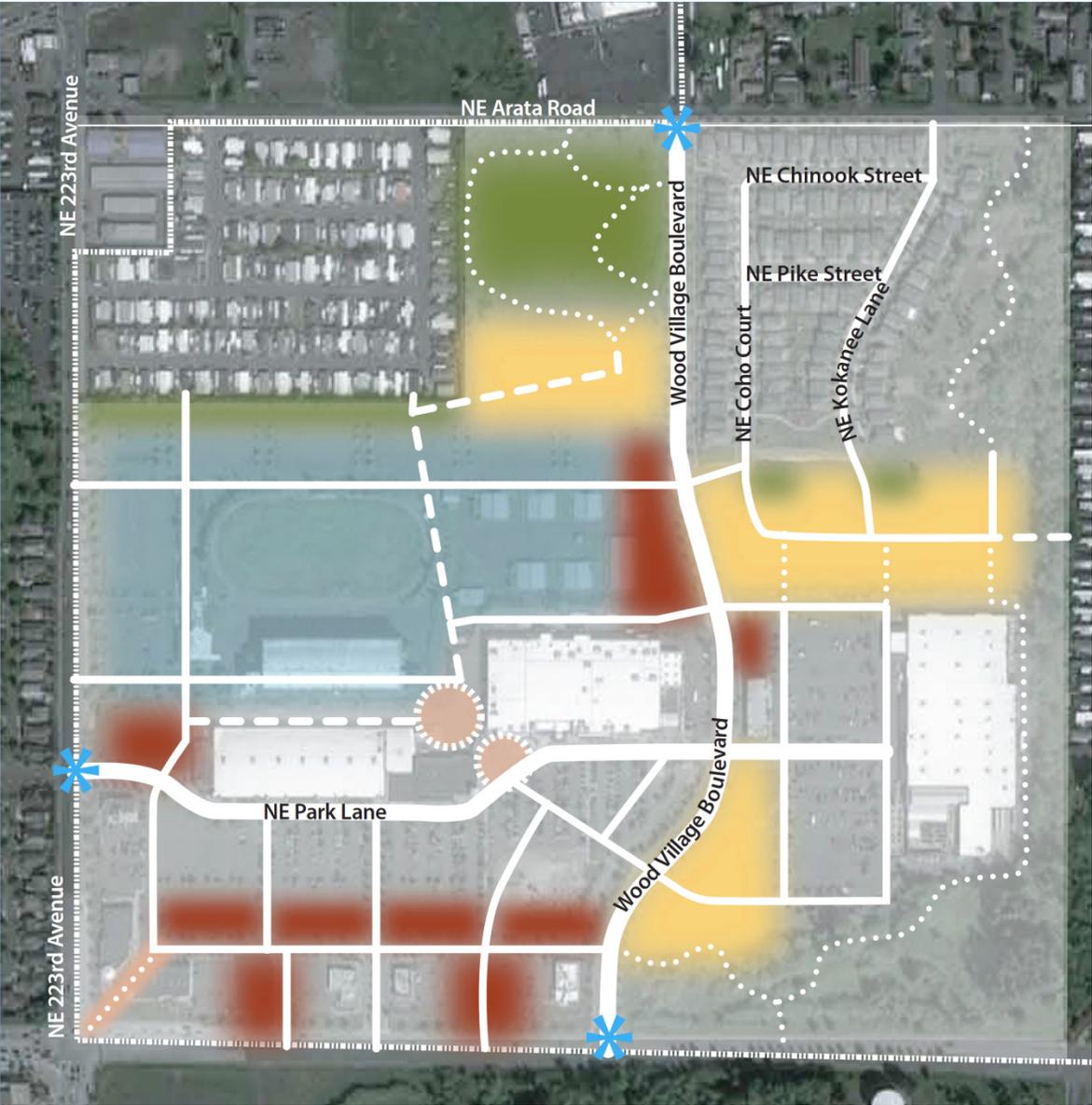
	Main Street
	Local Street
	Universal Street
	Service Street
	Trail / Multi-use Path
	Potential Future Connection
	New Entertainment Uses
	New Commercial Uses
	New Residential Uses
	New Vertical Mixed-Uses
	New Neighborhood / Nature Park
	New / Enhanced Plaza
	Gateway



# Alternative 1b: Entertainment Emphasis

## Legend

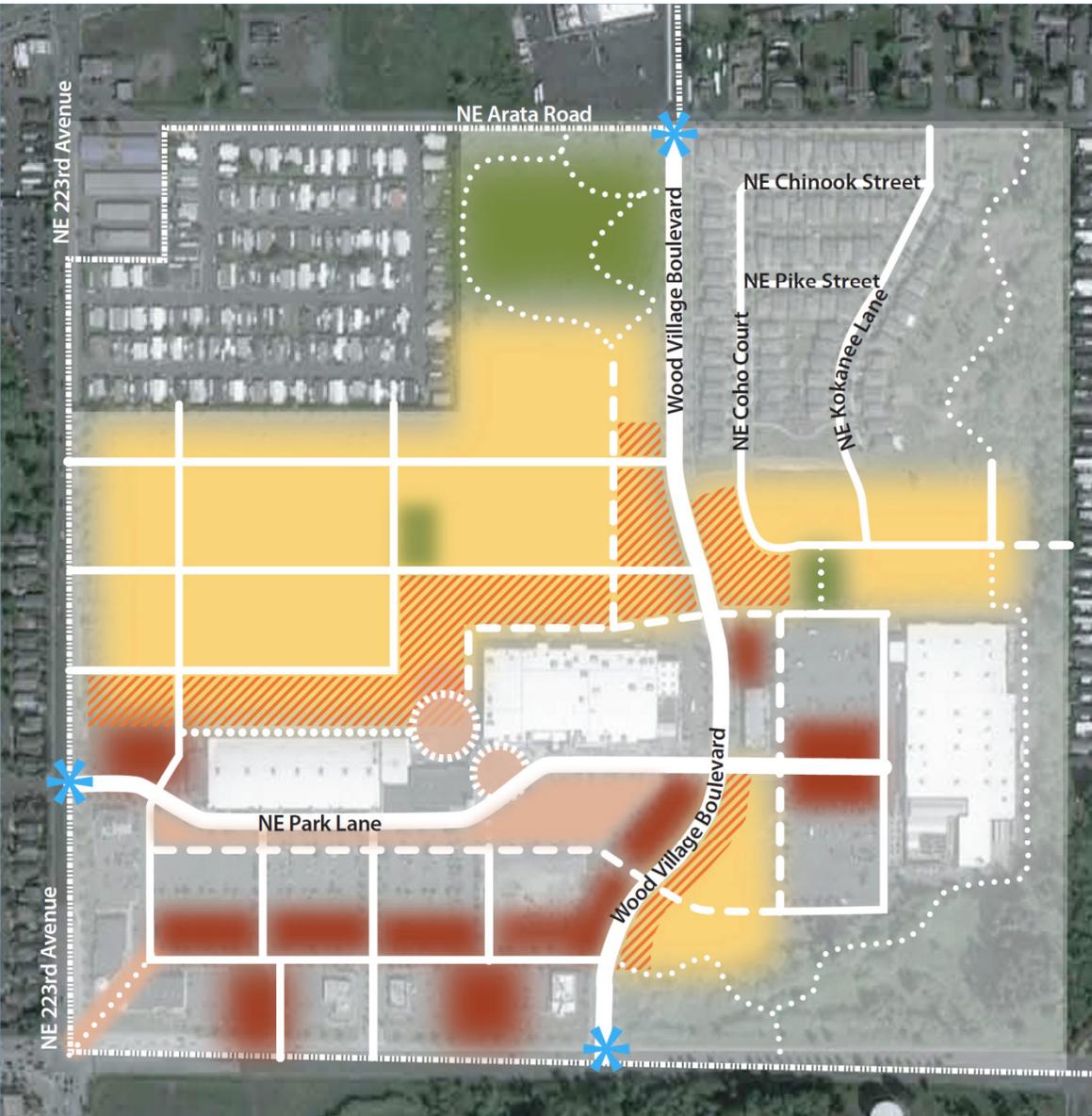
	Main Street
	Local Street
	Universal Street
	Service Street
	Trail / Multi-use Path
	Potential Future Connection
	New Entertainment Uses
	New Commercial Uses
	New Residential Uses
	New Vertical Mixed-Uses
	New Neighborhood / Nature Park
	New / Enhanced Plaza
	Gateway



# Alternative 2a: Mixed-Use Emphasis

## Legend

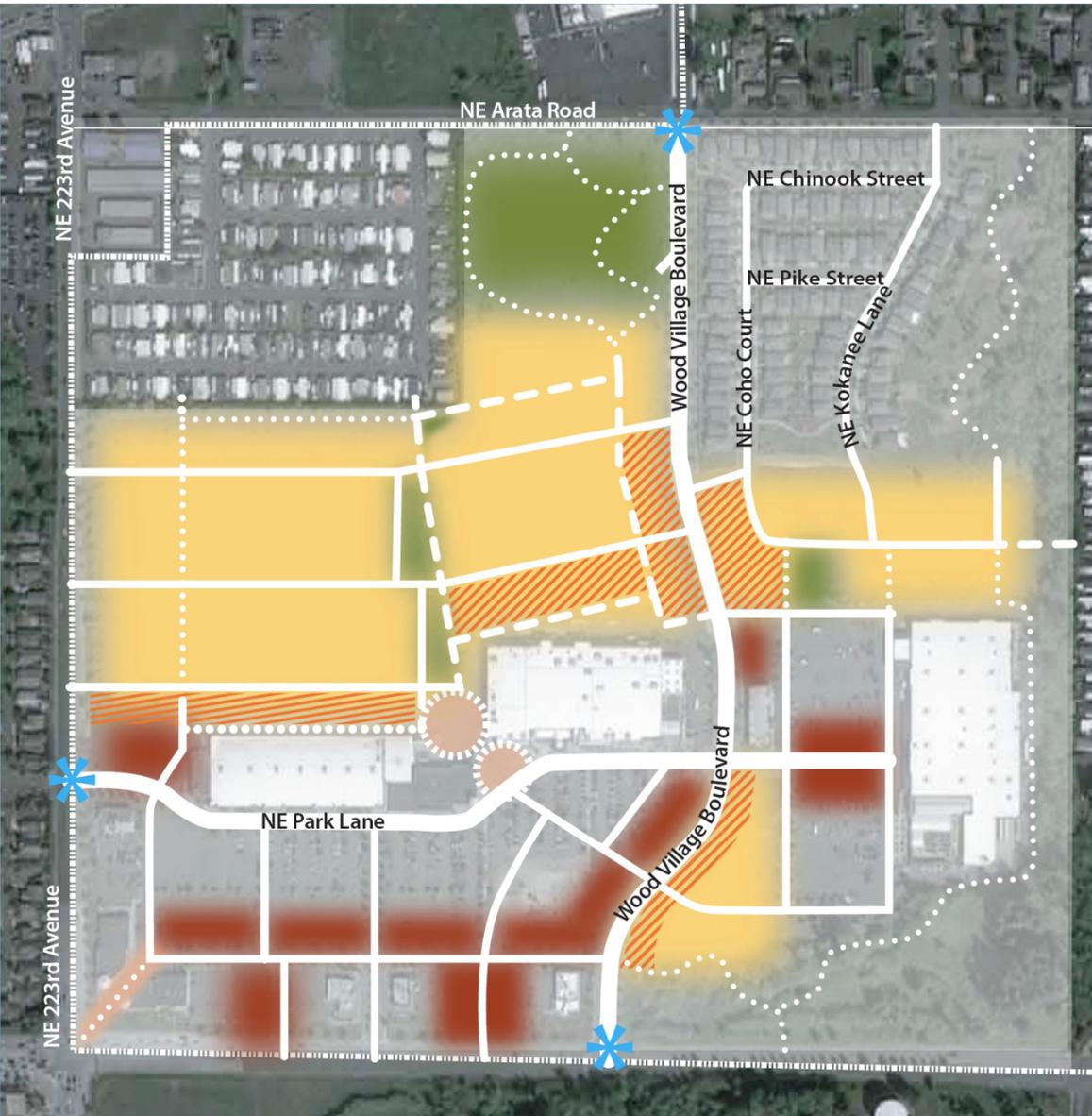
	Main Street
	Local Street
	Universal Street
	Service Street
	Trail / Multi-use Path
	Potential Future Connection
	New Entertainment Uses
	New Commercial Uses
	New Residential Uses
	New Vertical Mixed-Uses
	New Neighborhood / Nature Park
	New / Enhanced Plaza
	Gateway



# Alternative 2b: Mixed-Use Emphasis

## Legend

	Main Street
	Local Street
	Universal Street
	Service Street
	Trail / Multi-use Path
	Potential Future Connection
	New Entertainment Uses
	New Commercial Uses
	New Residential Uses
	New Vertical Mixed-Uses
	New Neighborhood / Nature Park
	New / Enhanced Plaza
	Gateway



# Alternatives Evaluation

- Based on Memo #3: Town Center Master Plan Goals, Objectives, and Evaluation Criteria
- Qualitative and quantitative evaluation against criteria



Poor



Fair



Meets



Good



Excellent

1. Economic Development
2. Accessibility, Safety, and Mobility
3. Community Vitality
4. Equity
5. Natural Environment

# Alternatives Evaluation

## 1a: Entertainment Emphasis

- Economic development opportunities
- Provides public spaces
- Less space for housing
- Limited connectivity



## 1b: Entertainment Emphasis

- Maximizes economic development potential
- Little housing variety
- Limited connectivity
- Less open space



# Alternatives Evaluation

## 2a: Mixed-Use Emphasis

- Variety of economic development opportunities
- Provides public spaces
- Variety of housing types
- Extensive connectivity

## 2b: Mixed-Use Emphasis

- Variety of economic development opportunities
- Maximizes housing units
- Provides public spaces
- Extensive connectivity



# Implementation

## **Developer-provided:**

- Internal circulation, streets, alleys
- Small pocket parks
- Required offsite infrastructure

## **Publicly-provided or supported:**

- Regional/community parks
- Upgraded streetscapes beyond standards
- Civic components

# Implementation: Funding

Potential tools:

- Transportation funds: MTIP, STIP
- Parks: Oregon Parks & Rec. grants, Metro Nature in Neighborhoods grants
- Economic development: Immediate Opportunity Fund, Urban Renewal, New Market Tax Credits, CDBG, Economic Improvement District, Business Improvement District, Local Improvement District
- Housing: Vertical Housing Program, Low Income Housing Tax Credits

# Implementation: Policies

Potential policy changes needed:

- Building heights for a hotel
- On-street parking for Main Street
- Zoning

# Questions or Comments?

- We will proceed to the Transportation Street Element and Performance Measures following Questions

# STREET ELEMENT ALTERNATIVES AND PERFORMANCE MEASURES

- Needs and Solutions
- Street Element Projects
- Evaluation and Short Term Recommendations
- Performance Measures and Targets
- Discussion

# Background

- Bike, ped and transit elements updated in 2012 TSP
- Street element adds projects from EMCP and Town Center Master Plan

Transportation System Plan Update

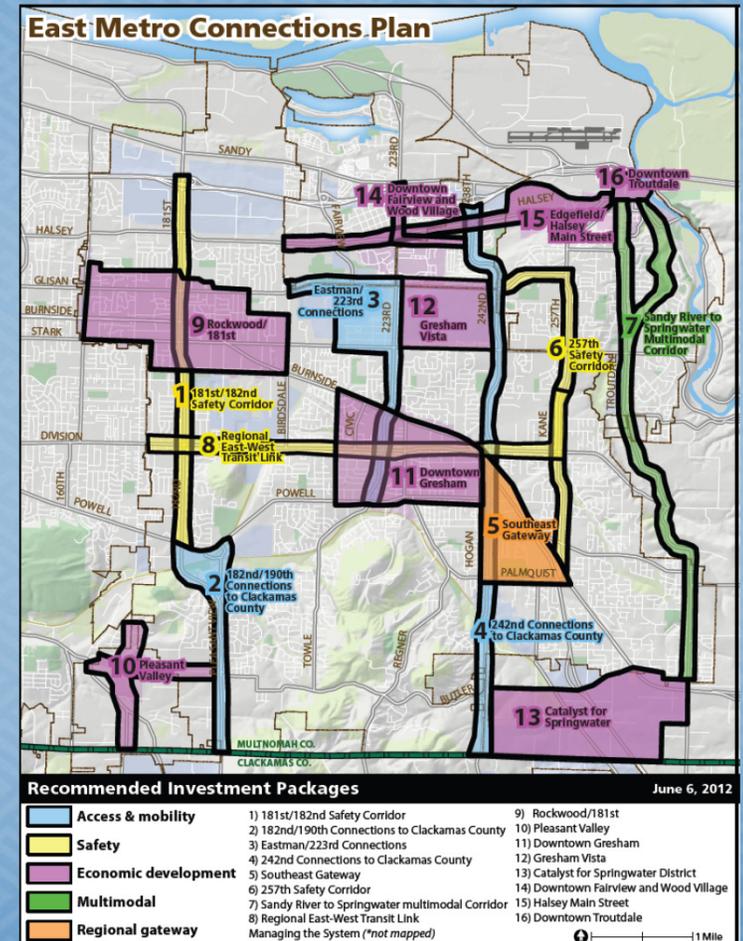
## **Wood Village Transportation System Plan Update**

Wood Village, Oregon

February 2012

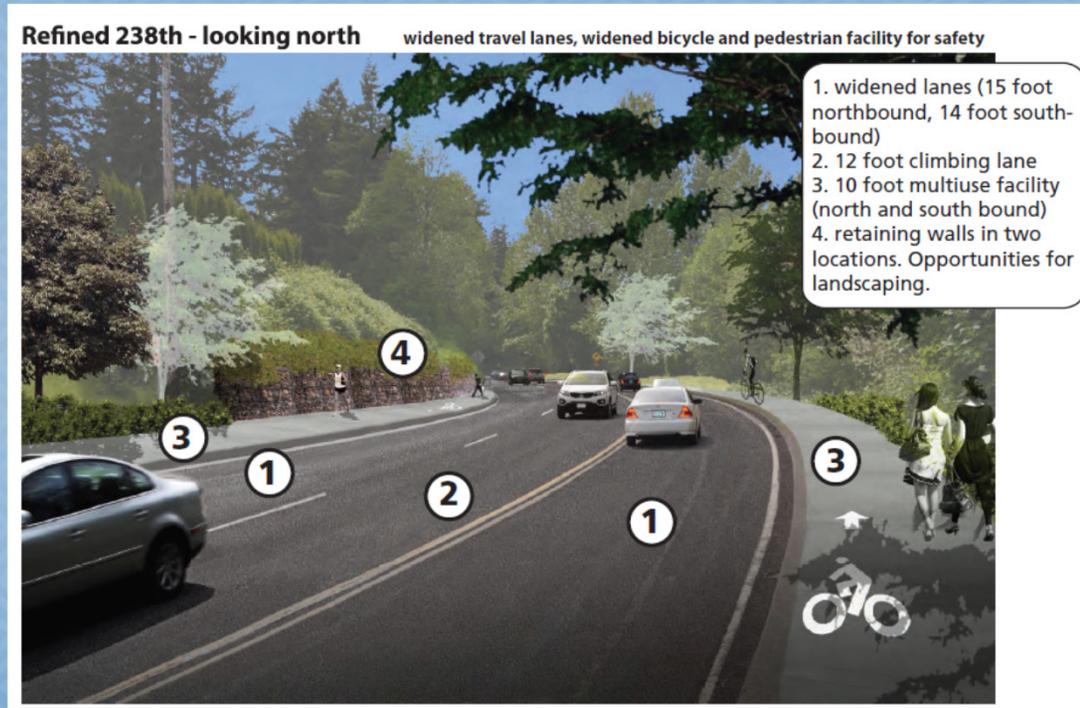
# East Metro Connections Plan

- Identified needs (Memo #2)
- Screened and evaluated 120 projects
- Prioritized low cost, low impact solutions
- TPR hierarchy
  - TSMO
  - transit, bike, ped
  - traffic calming
  - land use
  - connectivity
  - motor vehicle capacity



# Solutions – 238ths/242<sup>nd</sup> Hogan

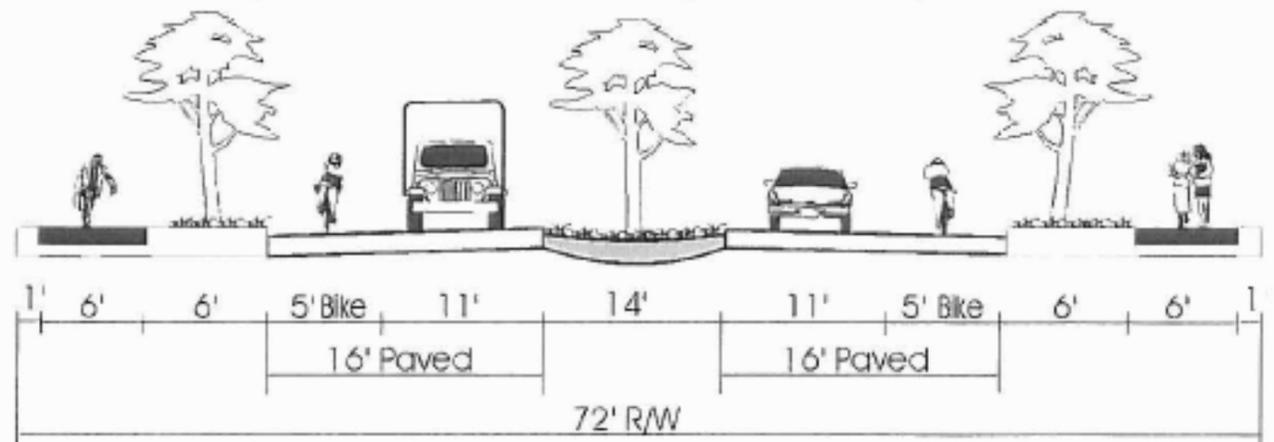
- Adaptive signal timing (TSMO)
- Refine cross section to widen lanes, turn lane and add bike/ped
- Glisan Avenue intersection
- Ramp queuing at I-84 interchange



# Solutions – Sandy Boulevard

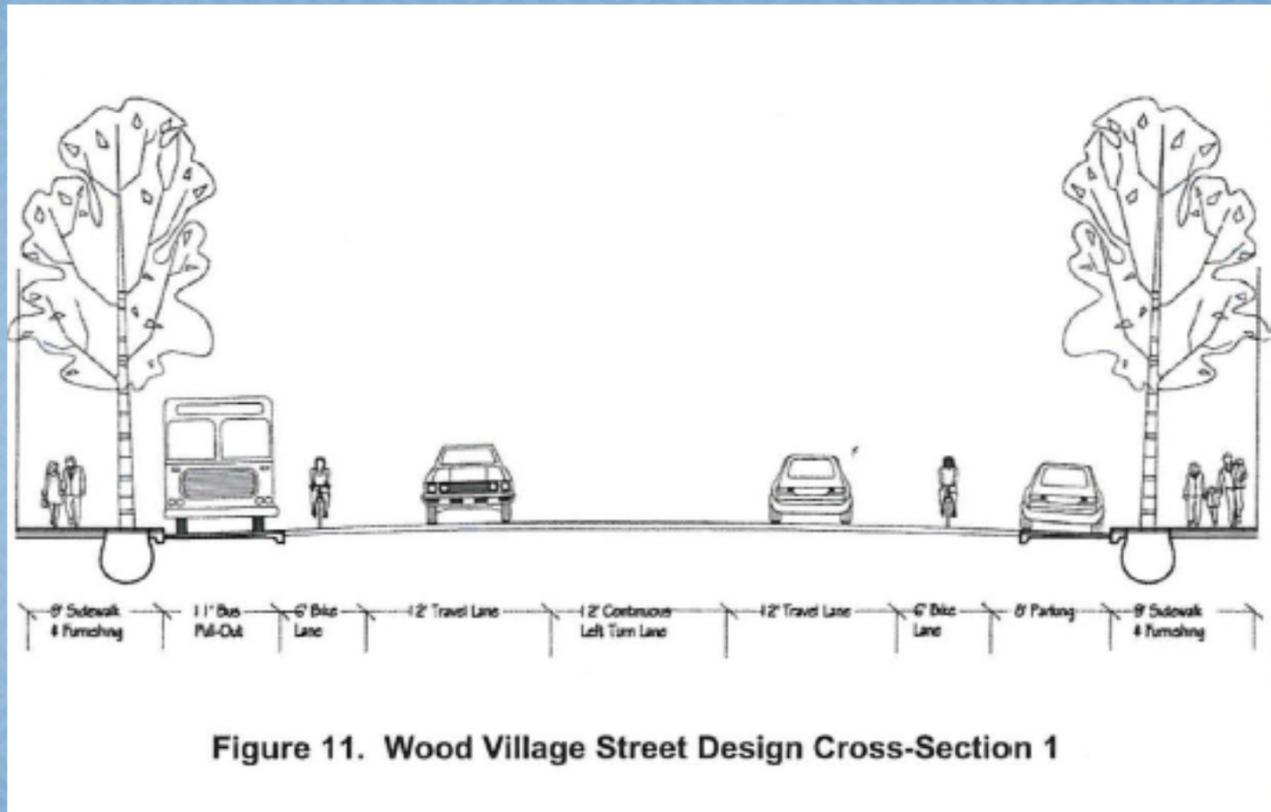
- Minor arterial improvements
- 11 travel foot lanes
- Bike lanes
- Median
- Landscape strip
- Sidewalks

Figure 5: Sandy Boulevard Cross-Section (Minor Arterial)



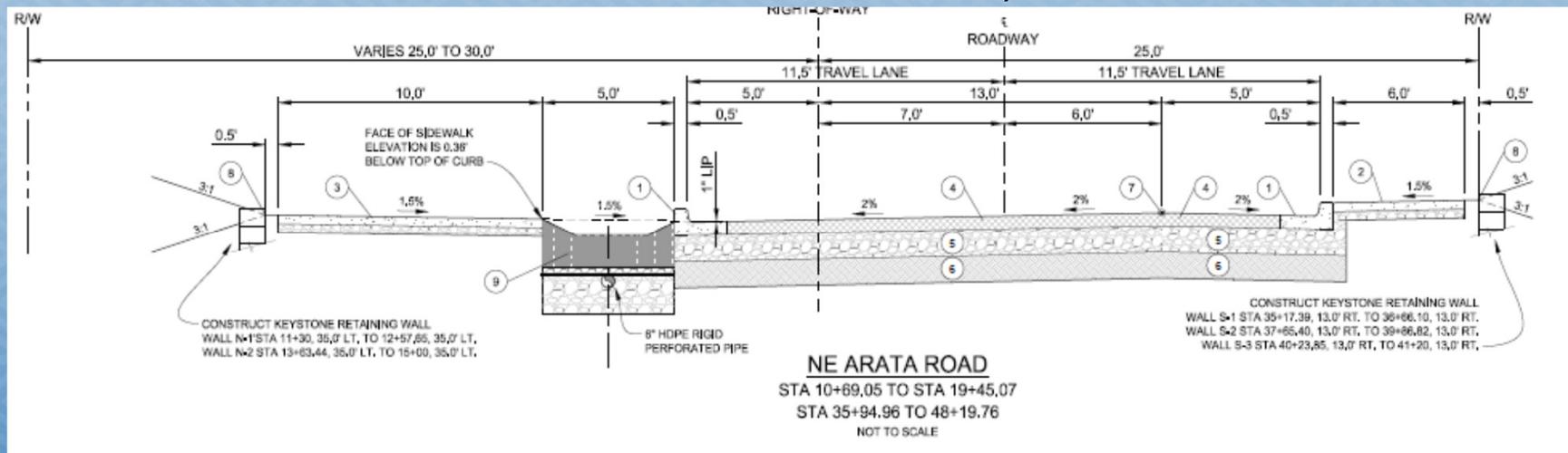
# Solutions – Halsey Street Corridor

- Minor arterial
- One lane in each direction
- Add center turn lane/median
- Sidewalks
- Bike lanes



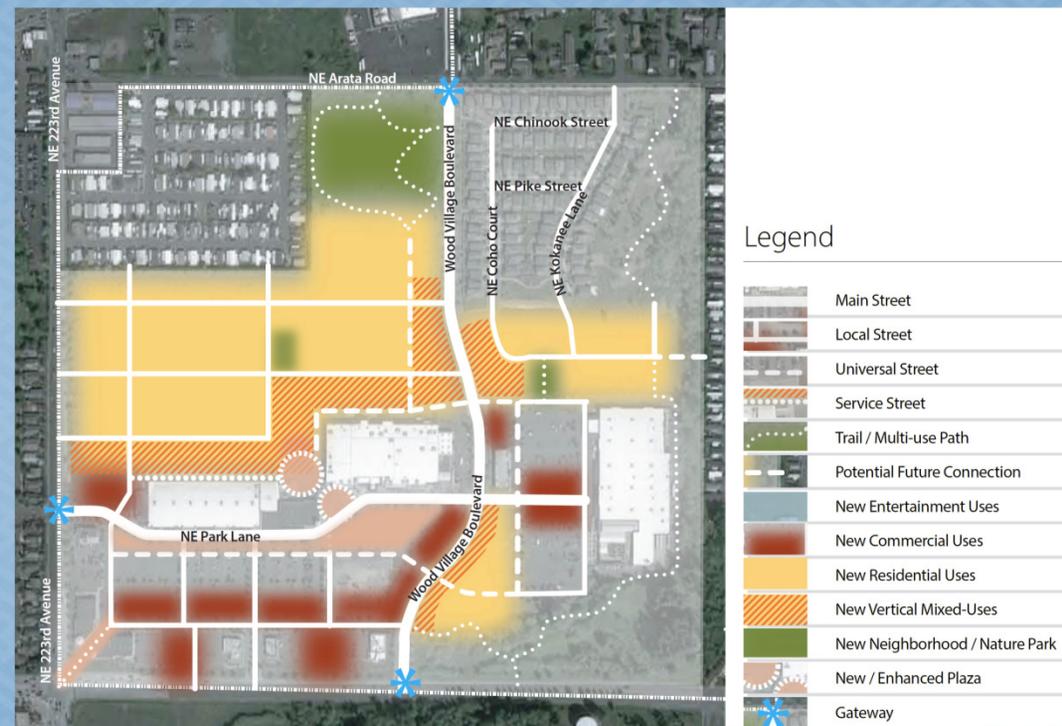
# Solutions – Arata Road

- Streetscape improvements between 238<sup>th</sup> Drive and 223d Ave
- Sidewalk on north
- Shared use bike/ped path on south
- Light existing path (Wood Village Boulevard and Halsey St.)



# Solutions – Town Center

- Extend NE Park Lane as main street from NE 223<sup>rd</sup> to Lowes
- Trail connection from Arata along Southern edge
- E-W trail connection through residential area
- Trail connection through wetland areas at east and south with park
- New pedestrian connection between Fred Meyer plaza and greyhound site



# Short-Term Projects

- Arata Road
- Halsey Street
- 238<sup>th</sup>/242<sup>nd</sup> TSMO
- Sandy Boulevard Pavement Improvements

## Town Center Master Plan

- Extend NE Park

- Trail connection from Arata along Southern edge
- E-W trail connection through residential area
- Trail connection through wetland areas at east and south
- New pedestrian connection between Fred Meyer plaza and greyhound site

# Performance Measures

Performance Measure	2040 Target
Safety	Reduce severe crashes for all modes by 50%
Congestion	Reduce VHD by 10% per person and truck
Freight reliability	Reduce VHD by 10% per truck
Climate Change	Reduce GHG emissions per capita below 2010 levels
Active Transportation	Triple bicycle, pedestrian and transit mode shares
Basic Infrastructure	Increase miles of sidewalk, bikeways and trails by 50%

# Performance Measures

Performance Measure	2040 Target
Clean Air	Zero exposure to at-risk air pollution
Travel	Reduce VMT per person by 10%
Affordability	Reduce cost of housing and transportation by 25%
Access to daily needs	Increase by 50% the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations