

PROJECT SUMMARY SHEETS

Through the Foster Corridor Investment Strategy process, FLIP Team members, stakeholders, and members of the public identified specific projects that can help spur the revitalization of the Foster corridor. Over 80 projects were put forth and evaluated for their feasibility, cost, level of support, impacts on the community, and other important factors. Projects ideas ranged from improving streetscapes and transit stations to renovating historic buildings to enhancing open space throughout the corridor.

Of the 80 potential projects, twelve emerged as practical to implement within 1-5 years and received broad support from stakeholders and project partners along Foster Road. These twelve projects are described in more detail on the following pages in “Project Sheets” which outline implementation strategies, project leads and partners, funding sources, costs and timelines, and related information. Many involve support and funding from public, private, and community organizations, and collectively the projects will usher in significant economic and community benefits. The remaining project ideas vary greatly in terms of cost, timelines, and responsible parties, and each is catalogued in this report as a potential action item to be considered in the future.



CROSSING SAFETY ENHANCEMENTS

PROJECT DESCRIPTION:

Specifically focus crossing safety enhancements such as high visibility crosswalk markings, pedestrian refuges, rectangular rapid flashing beacons, and advisory signage at intersections in the vicinity of the Heart of Foster node. Two key issues that contribute to pedestrian safety and comfort along the Foster Road corridor are distances between crossing locations and a lack of safe crossing facilities at unsignalized locations. The limited number of signalized crossings (18 signalized intersections total) increases effective block distances for those only willing or able to cross at signalized intersections. Consequently, this either increases walking distances or encourages unsafe crossing practices like jaywalking.

PROJECT NUMBER: H8

LOCATION:

SE Foster Road at SE 58th, 61st, 65th, and 69th Avenue, pending endorsement of the Foster Road Transportation and Streetscape Plan update.

PROJECT RATIONALE:

The application of a suite of pedestrian safety countermeasures such as pedestrian-activated Rectangular Rapid Flashing Beacons (RRFB) and supplemental warning signage—coupled with existing pedestrian refuge islands and high visibility crosswalk pavement markings—will increase motorist awareness of crossing pedestrians and cyclists and improve motorist yield compliance at crossing locations. Recent pedestrian fatalities and injuries necessitate immediate action. In addition, these improvements will better facilitate safe access to TriMet’s frequent service bus line 14.

IMPLEMENTATION:

With funding from PDC, PBOT can begin installation of RRFB signal heads, posts, signage, and pedestrian refuge islands. RRFBs typically used in Portland use solar technology to power signal operations. However, limited sun exposure requires partial use of the power grid. This could possibly require higher installation costs depending on site specific utility locations. The presence, condition, and location of pedestrian median islands can also affect design and cost of installation. PBOT should continue to identify funding opportunities in order to establish the optimal mix of countermeasures at each crossing location, if current funding cannot support the full investment.



An RRFB on SE Foster just east of SE 80th Avenue. Source: PBOT

PARTNERS / RESPONSIBLE PARTIES:

- PDC – work with PBOT to educate property owners and businesses on the benefits of corridor pedestrian safety improvements.
- Foster Coalition – continued advocacy and support for the project.

- PBOT – Material procurement and installation.
- BES – 1% for Green.

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>COST</i>	<i>FUNDING SOURCE</i>
RRFB signal head (4 per location), sign post (3 per location), and signage.	\$280,000	PDC transportation improvement funds (FY2012-15)
Engineering and marketing	Included in cost above	PDC transportation improvement funds (FY2012-15)
Facility installation (labor)	Included in cost above	PDC transportation improvement funds (FY2012-15)

PRELIMINARY TIMEFRAME FOR COMPLETION:

2014-2015.

RELATED PROJECTS or ACTION ITEMS:

- Consider redesigning Foster Road between SE 52nd and the couplet. (FC3)
- Focus investment at key nodes. (FC 14)
- Streetscape improvements unique to Heart of Foster. (H 11)



ENHANCING LAURELWOOD PARK

PROJECT DESCRIPTION:

Improving the aesthetic qualities, available amenities, and programming opportunities at Laurelwood Park would encourage more use by residents and visitors to Foster Road and spur potential business growth and (re)development around the heart of Foster.

Physical improvements for Laurelwood Park are currently being redesigned through Foster Green's efforts. Significant investment in site plan alternatives, a finalized master plan, specifications, cost estimations, and community engagement are being put forth by motivated community volunteers hoping to enhance the image and value of this neighborhood asset and leverage funding opportunities for improvements.



Laurelwood Park Preferred Concept Plan – Alternative A
(Courtesy: Foster Green EcoDistrict)

PROJECT NUMBER: H5

LOCATION: Laurelwood Park is located at the “100% corner” of SE Foster Road and Holgate Blvd. (.42 ac)

PROJECT RATIONALE:

Laurelwood Park can potentially become the signature park located on Foster Corridor. Its triangular shape and mature tree canopy serves as the gateway for the heart of Foster at the “100% corner” of SE Foster Road and Holgate Blvd. The Park is sited on a six-way intersection, with surrounding access to transit and proximity to Heart of Foster businesses. The Park’s location provides significant opportunity to catalyze surrounding growth.

IMPLEMENTATION:

The Park should be redesigned to better compliment adjacent commercial uses and improvements should include additional seating, landscape planting, small event space, and privately-managed programming. Park programming and activation will require the involvement of surrounding business entities and community members; it may particularly be related to the future use of the Wikman-Arleta Building.

Park improvements will require funding and ongoing maintenance from the City of Portland Parks & Recreation bureau, a “Friends” group, or private entities.

PARTNERS / RESPONSIBLE PARTIES:

- Foster Green EcoDistrict Steering Committee – Project Champion: responsible for public engagement workshops, project design and plans, cost estimation, and implementation strategy
- Parks & Recreation – Advising partner
- Foster Powell Neighborhood Association – Supportive partner
- Mt. Scott-Arleta Neighborhood Association – Supportive partner
- BES-CWSP
- Portland Development Services – Potential Funding Partner

- Bureau of Environmental Services – Community Watershed Stewardship Program

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>COSTS</i>	<i>FUNDING SOURCES</i>
Park design	\$40,000	Pro-bono (to be used as a funding leverage)
Park improvements	\$55,000 - \$100,000 for .42 acres	OPRD Park grants, Metro Nature in the Neighborhoods grants, PPR, PDC, Friends of Trees, Possible Tax Improvement District, Portland Parks Bond measure

*Note: Cost estimates reflect recent project efforts with comparable programming.

PRELIMINARY TIMEFRAME FOR COMPLETION:

- Develop preferred concept design for physical park improvements – Winter 2013
- Cost estimation and phasing strategy – Spring 2013
- Fundraising – 2013 to 2014
- Project Implementation – 2015

RELATED PROJECTS or ACTION ITEMS:

- Focus public investments at key nodes along Foster Corridor. (FC14)
- Focus park, landscape, streetscape, (re)development, and building façade improvements at the “100% corner” of Foster and Holgate. (H1)
- Capitalize on the Heart of Foster’s unique urban form by transforming “triangles” and building setbacks into semi-public open space, areas for green street treatments, or sites for public art. (H3)
- Utilize alleyways that connect from residential neighborhoods into the commercial core of the Heart of Foster District. (H4)
- Enhance multimode access to park by prioritizing and increasing the number of pedestrian access points across Foster and Holgate and shorten the crossing span.
- Enhance the Heart of Foster District with public streetscape and private landscape improvements to complement Laurelwood Park and adjacent development. (H11)
- Explore opportunities to incorporate neighborhood history and/or the cultural heritage of the neighborhoods’ residents into the designs for parks, plazas, and public art. (H13)
- Provide a greenway route from the Heart of Foster node to the Springwater Corridor to connect key green spaces. (H14)
- Redevelop the Mt. Scott Fuel and/or the Save-A-Lot site with new commercial or mixed use that will catalyze surrounding development within the Heart of Foster. (H15)

ADDITIONAL INFORMATION:

For more information on the community effort to redesign Laurelwood Park, please contact Ryan Givens through the Foster Green EcoDistrict Steering Committee.



PROJECT DESCRIPTION:

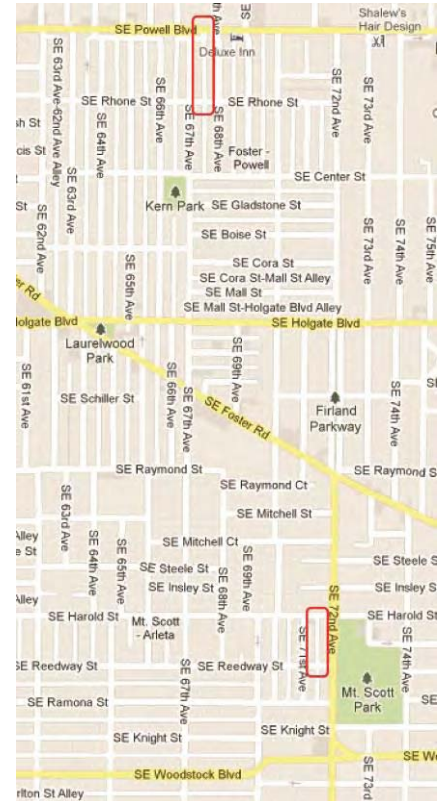
Tapping the potential of Foster Road’s alleyways would celebrate the area’s unique urban form and further the creation of a physical brand for the Corridor and its individual nodes. Alleyways have been reclaimed in a multitude of cities and are being remodeled with new paving, furniture, art, vegetation, and stormwater infrastructure. These alleyways are commonly activated with restaurant seating, food carts, and pop-up shops and are programmed with art installations, music, and art festivals.

Improving the condition and safety of alleyways while identifying and addressing needs of abutting property owners allows for pedestrians to utilize these derelict spaces as active, public spaces and pedestrian corridors into Foster’s commercial nodes. Various parties may be responsible for ongoing maintenance and improvement costs.

PROJECT NUMBER: H4

LOCATION:

Alley Allies have selected locations for their pilot study, two of which are in the Foster Corridor area. The first is SE 67th Ave - SE 66th Ave Alleyway (between Powell and Rhone in Foster-Powell); the second is SE 72nd Ave – SE 71st Ave Alleyway (between Harold and Reedway in Mt. Scott-Arleta).



PROJECT RATIONALE:

Improving the safety and visibility of these potentially pedestrian –oriented intimate spaces would transform alleyways from underutilized urban infrastructure to a more sustainable urban form that would further strengthen the commercial viability and economic resiliency of the corridor’s key nodes.

IMPLEMENTATION:

An alleys renovation guidebook will be produced in June 2013. Pilot projects could begin implementing with crowd-sourced funding in Summer 2013. Foster Green will assist additional alley stewards to vision, scope, and implement their projects using the renovation guide from Sumer 2013 until critical mass of alleys have been renovated, estimated 2016.

PARTNERS / RESPONSIBLE PARTIES:

- PSU 2013 Master of Urban and Regional Planning workshop students (Mill Street Community Planning) – Responsible for detailing the project scope and work plan, advertising and facilitating the public engagement meetings, performing an alleyway assessment and typology, identifying pilot alleyway projects, and creating a guidebook to activating alleyways for local business owners and residents.
- PBOT – as owner/maintainer of certain alley ROWs; facilitator

- Foster Green EcoDistrict Steering Committee – Project Champions and Clients
- Foster-Powell, Lents, and Mt. Scott-Arleta Neighborhood Associations – Supportive partners / donors
- BES – 1% For Green / Community Watershed Stewardship Program (CWSP)

POTENTIAL COST & FUNDING SOURCE

<i>USES</i>	<i>COST</i>	<i>FUNDING SOURCES</i>
Workshop costs including public engagement, printing fees, and travel	\$400 - \$600	Foster-Powell N.A., Mt.Scott-Arleta N.A., Lents N.A.
Materials, project management	TBD, based on variable work scopes	PDC, BES grants, private donors, in-kind labor

PRELIMINARY TIMEFRAME FOR COMPLETION:

Phase 1 described above will be completed June 2013. Foster Green will then be able to facilitate implementation as funding and willing property owners are identified. 2016 is a target date for pilot phase completion.

RELATED PROJECTS or ACTION ITEMS:

- City of Portland Comprehensive Plan Update may yield potential Transportation policy changes that should be examined.
- Improve north/south pedestrian/bicycle connections between Foster and Powell. (NC1)
- Reinvest in residential neighborhoods adjacent to Foster Corridor. (NC3)
- Increase the diversity of housing options in the area. (FC16)
- Provide a greenway route between the Heart of Foster and Springwater Corridor. (H14)
- Parklets and “street seats” on business streetfronts in the Heart of Foster. (H16)
- Improve the SE Harold / 72nd Avenue neighborhood node. (GL5)



PROJECT DESCRIPTION:

Encourage the redevelopment of the historic Phoenix Pharmacy Building, which will require a full scale rehabilitation of the building including structural and façade issues to make it suitable for new, mixed-use tenants. The Phoenix Building's continued deterioration contributes to the negative market perception of the corridor. Renovation will set a tone in the marketplace that Foster is changing and is ready for further investment. However, renovating the Pharmacy building might be cost-prohibitive for the private owner or developer to consider doing without assistance, and the building has been vacant for a long time; therefore public intervention is needed.

PROJECT NUMBER: H2

LOCATION:

6615 SE Foster Road, on the Northwest corner of Foster and 67th Avenue.

PROJECT RATIONALE:

Because there are so few historic buildings along Foster, it is important to preserve and rehabilitate those that remain. The re-activation of this signature building will contribute to the character, brand, and image of Foster Corridor. It would also help to enliven and activate the Heart of Foster, support the commercial activity present along 67th Avenue, and create good will in the community.

IMPLEMENTATION:

PDC should continue to work with property owners to find a partner willing to redevelop the building, actively seek a community-oriented tenant(s) to prelease the space, and to secure funding such as historic preservation tax credits and other sources that may be needed to make the project economically feasible. PDC has already funded a Development Opportunity Study (DOS) which determined that renovating the building is structurally feasible and identified preliminary construction costs. There is potential for outdoor seating or a parklet along 67th Avenue – if the building is occupied by a restaurant, café, or other such tenant that could activate and use the space.

PARTNERS / RESPONSIBLE PARTIES:

- PDC – continue to work with the property owners to identify funding, recruit development partners and tenants.
 - Long Time Property Owner Technical Assistance Program participant.
- FABA – continue to identify and recruit tenants and other marketing efforts
- Foster Green – continued advocacy and support for the project
- PBOT – Streetscape improvements.

POTENTIAL COST & FUNDING SOURCE:

USES	COST	FUNDING SOURCE
Building redevelopment	\$888,700	Historic preservation tax credit Private development debt and equity Tax increment financing <ul style="list-style-type: none"> • Development Opportunity Study (DOS) • Storefront improvement program • Low interest loans • Direct subsidies
Marketing and recruitment of tenants	\$0	Existing staff time for PDC and partners.
Housing construction (if applicable)	Included in cost above	LIHTC Tax abatements

PRELIMINARY TIMEFRAME FOR COMPLETION:

Within 1 to 3 years.

It is imperative that this project begin quickly because of the building’s advanced state of deterioration.

RELATED PROJECTS or ACTION ITEMS:

- Find large or catalytic sites for redevelopment (FC 4)
- Restore and improve historic buildings (FC 6)
- Activate Foster by encouraging active street level uses (FC 7)
- Plant additional street trees (FC 9)
- Redevelop buildings with signature architecture (FC 11)
- Focus investment at key nodes (FC 14)
- Facilitate tenancing of vacant buildings (FC15)
- Coordinate with organizations to help attract tenants and market the area (FC17)
- Encourage mixed-use development (H 9)
- Renovate older buildings (H 10)
- Streetscape improvements unique to Heart of Foster (H 11)
- Establish street trees distinguishing the Heart of Foster (H 12)
- Incorporate neighborhood history and cultural heritage (H 13)
- **Consider parklets or “street seats” to activate the corridor (H 16)**

Existing Building and Uses:



Existing floor plan. Source: Phoenix Pharmacy Feasibility Study



REDEVELOP FOSTER AND 72ND

PROJECT DESCRIPTION:

PDC owns two lots on the south side of Foster Road and 72nd Avenue. Development of these parcels could catalyze (re)development in adjacent areas. New development could include storefront retail, mixed-use commercial buildings with housing above, or housing. Ideally, commercial or mixed-use development on these lots will be built to the corner of the intersection in order to create a strong connection to the existing commercial node at Harold Street and 72nd Avenue to the south which is also the location of the regionally significant Mt. Scott Community Center, Pool, and Park. Development of these lots should include generous trees, landscaping, and signage referencing Firland Parkway and creating a north/south "green link" across Foster Road.

The site on the eastern side of 72nd has been pledged to Hacienda CDC for the creation of the Portland Mercado, which "will combine elements of indoor public markets and farmers' markets in the U.S., Canada, and Europe with the bustle and feel of many Latin American open-air markets."¹ It contains an existing building which could be repurposed and incorporated into the market. Because this structure is on the eastern portion of the lot (away from 72nd), it may be difficult to improve the pedestrian and urban environment by building up to the sidewalk on the eastern side of the intersection on this lot. On the other hand, reusing the existing building may be more cost effective for the Mercado, allowing it to become operable sooner, and other options to strengthen the corner of Foster and 72nd – including creating outdoor vendor space or formal open space – should be pursued. The Mercado has been awarded several grants to help with expenses including staff time, business development, and construction, and continues to aggressively fundraise for the project.

The odd configuration of the western lot presents some development challenges, and will call for a creative design solution. A feasibility or design study, land write down, or other financial assistance may be necessary to help meet some of the broader goals of enhancing the public realm on this site, such as strengthening the corner of the intersection by bringing the building up to the sidewalk and encouraging a commercial use on the corner.

PROJECT NUMBER: GL1

LOCATION:

Includes two lots on the south side of the Foster and 72nd intersection, one on the east side of 72nd and one on the west side of 72nd.

PROJECT RATIONALE:

Because these two lots are currently in public ownership, there is an opportunity to move quickly on a development project, putting at least some of this property back on the tax rolls (although a non-profit or affordable housing use might be tax exempt) and spur other nearby private development in the near term. The Mercado will provide opportunities for minority business owners, and has already begun a training and financial matching program with interested parties. It is expected to have a regional draw for its unique array of offerings, which will bring visitors into the area and further stimulate growth.

IMPLEMENTATION:

PDC should continue to work with Hacienda as developer of the Mercado site to ensure success of the project. Following the Mercado project, discuss opportunities to expand on the site or to develop the western parcel across the street. If there is no further expansion with Hacienda, find a development partner for the western lot in order to redevelop the site as a mixed-use project.

PARTNERS / RESPONSIBLE PARTIES:

- Hacienda CDC – continue to develop the Mercado project and explore options for affordable housing.
- PDC – continue to work with Hacienda regarding the Portland Mercado and potential development of the western parcel.
- PBOT – streetscape improvements; plant complementary species of trees as found in Firland Parkway on the south side of the intersection.
- PBOT – signage and acknowledgment of Firland Parkway
- FABA – integrate the Mercado into broader corridor marketing and branding strategies.
- Foster Green – continued advocacy and support for the project.

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>FUNDING SOURCE 1</i>	<i>FUNDING SOURCE 2</i>
Building and property redevelopment of Eastern Lot for Mercado	TBD	Private development debt and equity Tax increment financing <ul style="list-style-type: none"> • Development Opportunity Study (DOS) • Storefront improvement program • Low or no interest loans • Direct subsidies
Explore viable development options for the Western Lot	TBD PDC will grant up to \$12,000 (or 80% of cost)	Tax increment financing <ul style="list-style-type: none"> • Development Opportunity Study (DOS)
Development of property	TBD PDC offers up to 30% (typically paying 10% to 20%) gap financing for qualified projects	Private development debt and equity Tax increment financing <ul style="list-style-type: none"> • Low or no interest loans Direct subsidies
Marketing and recruitment of tenants	\$0	Existing staff time for PDC and partners.
Housing construction (if applicable)	TBD	LIHTC Tax abatements

PRELIMINARY TIMEFRAME FOR COMPLETION:

Phase 1 – Mercado within 1 to 3 years. According to the website the Mercado is actively and successfully fundraising, and has an anticipated opening date of 2014.

Phase 2 – West side parcel within 3 to 5 years

RELATED PROJECTS or ACTION ITEMS:

- Find large or catalytic sites for redevelopment (FC 4)
- Activate Foster by encouraging active street level uses (FC 7)
- Improve bikeway connections to and from Foster (FC 8)
- Plant additional street trees (FC 9)
- Focus investment at key nodes (FC 14)
- Facilitate tenancing of vacant buildings (FC15)
- Increase diversity of housing options (FC 16)
- Coordinate with organizations to help attract tenants and market the area (FC17)
- Use 72nd as significant green linkage and Neighborhood Greenway connection (GL 4)
- Enhance Firland Parkway (GL 6)
- Make transportation and crossing improvements to 72nd and Foster (GL 7)
- Hacienda's Portland Mercado project (referred to in GL 1)



TRANSIT STOP AMENITIES

PROJECT DESCRIPTION:

Existing passenger amenities are not well-suited for a frequent service corridor with boarding and alighting levels observed along Foster Road. The quality of stop amenities ranges from sign posts with basic stop signage to stops with shelters, benches and trash receptacles. Invest in additional bus stop amenities (e.g. seating, shelters, ADA landing pads) at multiple locations along the whole corridor that will better orient the corridor to transit and facilitate transit access.

PROJECT NUMBER: FC19

LOCATION:

Corridor-wide (to be determined in coordination with TriMet)

PROJECT RATIONALE:

A more consistent passenger experience should be established and bus stop locations should be accessible for transit users of all ages and abilities. These improvements would improve passenger safety and comfort and support increased ridership, which in turn equates to more customers for local businesses.



Source: PBOT

IMPLEMENTATION:

PBOT has already secured funding to procure and install transit stop amenities for locations line Foster Road. The type, quantity, and location of improvements will depend on coordination with TriMet and the preferred alternative selected in the Foster Road Streetscape and Transportation Plan Update process. All new transit amenities should align with design and functional goals for Foster Road placemaking. Future transit facility improvements could be funded through business district improvement contributions or fees.

PARTNERS / RESPONSIBLE PARTIES:

- TriMet – Planning and facility engineering lead, coordination on maintaining consistency with Foster Road Streetscape and Transportation Plan Update.
- Foster Green – Outreach and business support for transit improvements.
- PBOT – Procurement, planning support, and coordination on maintaining consistency with Foster Road Streetscape and Transportation Plan Update.
- BES – 1% for Green
- Neighborhood Associations (Foster-Powell NA, Creston-Kenilworth NA, Mt. Scott-Arleta NA, and Lents NA)

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>COST</i>	<i>FUNDING SOURCE</i>
Various transit stop amenities (e.g., seating, shelters, ADA landing pads)	\$125,000	PDC transportation improvement funds (FY2012-15)
Facility planning and engineering	Included in cost above	PDC transportation improvement funds (FY2012-15)
Facility installation (labor)	Included in cost above	PDC transportation improvement funds (FY2012-15)

PRELIMINARY TIMEFRAME FOR COMPLETION:

2014-2015. Funds are immediately available, but construction should be coordinated with Foster Road Streetscape and Transportation Plan implementation.

RELATED PROJECTS or ACTION ITEMS:

- Re-examine and amend zoning parameters. (FC1)
- Consider re-designing Foster Road between SE 52nd and the couplet. (FC3)
- Activate Foster Corridor by encouraging storefront improvements, outdoor seating at restaurants, streetscape improvements and other street level activity. (FC7)
- Focus investment at key nodes. (FC14)
- Enhance the western gateway to the Foster Corridor by instituting streetscape improvements at the Foster/Powell intersection. (G1)
- Enhanced landscape, green street and streetscape treatments, and multi-modal safety improvements. (G5)
- Streetscape improvements unique to Heart of Foster. (H11)
- Improve the SE Harold / 72nd neighborhood node. (GL5)
- Invest in various green infrastructure crossings. (corridor-wide)

ADDITIONAL INFORMATION:

Eventual transit facility selection and location should be based primarily on ridership, safety, and equity-based criteria. Sample criteria may include high boarding, alighting, transfer activity locations indexed with existing amenity levels as well as perceived/real safety issues and locations documented as exhibiting high levels of bus ramp deployment events.



LEACH BOTANICAL GARDEN UPPER GARDEN DEVELOPMENT

PROJECT DESCRIPTION:

The development of the six acre Upper Garden at Leach Botanical Gardens will enhance cultural, educational, and botanical offerings of the Garden. These amenities will provide an increased attraction that will improve the economic viability of the Garden as well as the surrounding areas of SE Foster Corridor and enrich educational opportunities in the area.

A schematic design (pictured below) of Leach’s six acre Upper Garden calls for improved access and circulation (including pathways that meet American’s with Disabilities Act (ADA) requirements), additional display of the botanical collections, an administrative office and welcome center, new service infrastructure, greenhouses, and a compost / urban agriculture demonstration garden. The design also includes ultimate construction of a Woodland Pavilion which would provide a flexible indoor space for events, classroom teaching, and community meetings, an amenity that is almost completely lacking in the Lents URA at present. The development of these amenities will help to ensure Leach Botanical Garden’s fiscal viability with increased capacity to hold more educational classes, workshops, and events.



Leach Botanical Garden – Upper Garden Schematic Design

Depending upon funding, the Upper Garden Development may or may not be entirely completed in Phase 1 of the project development. Implementing all of the improvements in time however, will greatly benefit the economic viability of the Garden and the surrounding development potential of the SE Foster corridor – in particular, the intersection of Foster and SE 122nd Street. Implementing all of the improvements in time however, will catalyze economic potential of the Garden and jumpstart the surrounding development potential of the SE Foster corridor – in particular, the intersection of Foster and SE 122nd Street.

PROJECT NUMBER: FE 20

LOCATION: 6550 SE 122nd Avenue, Portland, OR

PROJECT RATIONALE:

Leach Botanical Gardens is a valued historical treasure that serves as a significant destination point, educational resource and open space amenity for Southeast Portland. The Garden’s unique botanical collection provides numerous educational opportunities, serves as a backdrop for outdoor weddings, and has the potential to attract visitors from the Portland Metro region and beyond.

IMPLEMENTATION:

- Step 1: Determine funding availability for Phase I of the Upper Garden schematic design – the funds are intended for use in the 2013-15 time period.
- Step 2: Prioritize improvements of the Upper Garden schematic design to implement (based on available funding) in Phase 1
- Step 3: Issue a Request for Proposal for Phase 1 development

PARTNERS / RESPONSIBLE PARTIES:

- Project Lead: Leach Garden Friends - operator
- Portland Parks & Recreation – owner / partner
- Portland Development Commission - partner

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>COSTS</i>	<i>FUNDING SOURCES</i>
Phase 1 project specifics TBD	TBD	Grants & Donations <ul style="list-style-type: none"> • Metro Nature in Neighborhoods • Visionary Foundations • Private Donor Capital Campaign

PRELIMINARY TIMEFRAME FOR COMPLETION:

Portland Parks & Recreation may issue a Request for Proposals within 2013 / 2014. The Garden intends to open new facilities in the Upper Garden to the public by 2015 depending on the efficacy of their fundraising efforts, although these are not likely to include a full build out of the design elements.

RELATED PROJECTS or ACTION ITEMS:

- Help market the area, attract visitors and tenants, and support entrepreneurial business development along Foster Corridor. (FC 17)
- Create a new trail system along Johnson Creek from the Flavel MAX station to Leach Botanical Garden. (FE 5)
- Create a complete system of connected natural areas ranging between 1,000 – 2,000 acres over the next 50 years. (FE 19)



URBAN GRANGE

PROJECT DESCRIPTION:

For the past 13 years Zenger Farm has been teaching youth and adults about healthy food, sustainable agriculture and environmental stewardship. Zenger Farm is a unique, neighborhood-based farm that addresses the root causes of hunger by empowering families with the tools for self-sufficiency and healthy living. The Farm is serving more and more families every year through their youth field trips and summer camps, international farmers market, farmer training, and their Healthy Eating on a Budget program.

The success of Zenger Farm's programming has resulted in the need to build a new on-site facility that can increase their capacity for educational offerings and long-term fiscal viability. Their desire to build an urban grange, which historically served as a gathering place for visitors to share food and engage in community, will serve as the Farm's hub for healthy food and community connection.

The Urban Grange will include:

- A classroom for 60 people, allowing the Farm to double the number of students served, from 5,000 to 10,000 a year. The classroom will also act as an event venue, providing an additional revenue stream from rentals.
- A commercial kitchen for processing value-added products, preparing meals for large events, and providing workshops for up to 20 people.
- The kitchen will serve as a business incubator, providing individuals and businesses with a certified facility to process their own products. Additionally, the kitchen will allow the Farm to develop their own product line, the revenue from which will support their programmatic work.
- Office space for seventeen people. To continue to deliver high-quality education and meet the increasing need for programs, the Farm must double their staff. Additional office space will provide improved working conditions for staff and volunteers, resulting in better program delivery, staff retention, and overall organizational health.



Rendering of the new Urban Grange.

PROJECT NUMBER: FE21

LOCATION: Zenger Farm is located at 11741 SE Foster Road.

PROJECT RATIONALE:

The Urban Grange at Zenger Farm will expand the Farm's educational offerings and strengthen their long-term financial viability by increasing their capacity to serve as a public event space and small business incubator. The Urban Grange kitchen will also enable Zenger Farm to develop their own product line to sell locally. These additional revenue generators will help the Farm to become more economically independent .

IMPLEMENTATION:

Zenger Farm continues to work with designers to finalize detailed drawings. Ground breaking is scheduled for spring 2014. \$450,000 of the \$1.9 million budget has been committed from Zenger Farm's Board of Directors, Bridgetown Natural Foods, New Seasons Market, and Bob's Red Mill.

PARTNERS / RESPONSIBLE PARTIES:

- Project Lead: Friends of Zenger Farm - developers and operators
- City of Portland Bureau of Environmental Services – partner / property owners
- PDC
- ROSE CDC
- David Douglas School District
- Powellhurst Gilbert Neighborhood Association and Lents Neighborhood Association
- EPAP
- Foster Green EcoDistrict Steering Committee

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>COSTS</i>	<i>FUNDING SOURCES</i>
Construction / completion of the Urban Grange hall.	The \$1.9 million budget includes \$1.5 million for design and construction costs and \$400,000 for operating expenses.	<ul style="list-style-type: none"> • Zenger Farm has already raised \$450,000 • Other potential funding sources include local foundations, the City of Portland, PDC's Community Livability Grant Program, and individual donors.

PRELIMINARY TIMEFRAME FOR COMPLETION:

Ongoing. Design and construction drawings to be finalized Spring/Summer 2013. Potential groundbreaking Spring 2014.

RELATED PROJECTS or ACTION ITEMS:

- Help market the area, attract visitors and tenants, and support entrepreneurial business development along Foster Corridor. (FC17)
- Create a complete system of connected natural areas ranging between 1,000 – 2,000 acres over the next 50 years. (FE19)
- Implement bicycle and pedestrian connectivity improvement projects in Outer SE Portland. (FE22)



72nd “GREEN LINK” & FIRLAND PARKWAY

PROJECT DESCRIPTION:

Consider the use of SE 72nd as a significant Neighborhood Greenway connection between Mt. Scott Community Center to the south and Mt. Tabor Park to the north. Focus improvements on traffic calming and multi-modal connectivity – with a particular focus on facilitating north to south bicycle and pedestrian movement. A segment of SE 72nd, Firland Parkway, the landscaped median running on SE 72nd from Holgate to Foster, can be improved with pathways, seating, and additional landscaping to encourage more neighborhood uses and programming appropriate to the linear nature of the parkway.

The 72nd Avenue “Green Link” project would also be part of the implementation of the SE/NE 70s project described in the Portland Bicycle Plan for 2030. This 8.1-mile project would run from the Springwater Corridor north through the Foster Corridor study area and further north to NE Killingsworth Street. While the SE/NE 70s project has not yet been designed and is as-yet unfunded, it is anticipated to employ a range of bicycle facility types with separated in-roadway treatments in the Foster Corridor portion.

Firland Parkway is a unique feature of the Foster Corridor that provides a green gateway and green link for community wayfinding along SE 72nd Ave. Current use of the parkway is limited and receives limited maintenance from its owner PBOT. Firland Parkway should continue to serve primarily transportation functions and in order to enhance crossings and operations at the intersection of Foster/72nd for all modes, some modification at the intersection may be needed, potentially removing/relocating trees and narrowing the landscape area. Physical improvements and increased programming of Firland Parkway is an important component of increasing and improving neighborhood amenities in order to foster the type of development and neighborhood actualization that is desired in the Foster Corridor. Establishing an “Adopt a Parkway” or “Firland Friends” group would contribute to the long term management and maintenance.

Creating a green linkage along SE 72nd Avenue encourages a safe and livable streetscape connection to Foster corridor. Mobility north and south across Foster encourages the members of the neighborhood to walk or bike and become connected to the public spaces and business opportunities along the corridor. Properly placed and spaced urban street trees can enhance streetscapes for increased bike and pedestrian safety, increased traffic calming, improved business activity, and increased stormwater mitigation. Benefits of “greening” 72nd and Firland Parkway include:

- **Safer Walking and Biking Environments** - Trees create more pleasant walking environments, bringing about increased walking, talking, pride, care of place, and association with place – and therefore “ownership” and surveillance of homes, blocks, neighborhoods plazas, businesses, and other civic spaces. Urban street trees create vertical walls that framing streets and define the roadway’s edge, thereby helping motorists guide their movement and assess their speed.
- **Improved Business** - Businesses on tree-scaped streets show 20% higher income streams, which is often the essential competitive edge needed for Main Street type store success versus competition from larger enterprises.
- **Reduced Stormwater Quantity** - Trees absorb the first 30% of most precipitation through their leaf canopy system, allowing evaporation back into the atmosphere. Storm water runoff and flooding potential to urban properties is therefore reduced.



PROJECT NUMBERS: GL 4 (SE 72nd Avenue) and GL 6 (Firland Parkway)

LOCATION: SE Holgate Blvd. to Foster Road along SE 72nd Ave. (1,280 linear feet. Approx. 60 feet wide / 76,800 SF / 1.8 acres). North of Firland Parkway along SE 72nd Ave to Powell Blvd (2,600 linear feet) and south of Firland Parkway along SE 72nd Ave to Mt. Scott Park (1,230 linear feet).

PROJECT RATIONALE:

With additional funding and design, SE 72nd Avenue and Firland Parkway can provide an improved transportation connection and neighborhood amenity. Additionally, extensive research across the nation and locally has shown in urban and suburban areas that properties adjacent to public open space (within 600-1200 feet) have higher sale and resale values.

IMPLEMENTATION:

Current maintenance for Firland Parkway is funded by PBOT. Improvements to the linear open space may require additional participation and funding from local private entities and /or community groups. Programming or active use of the open space will be dependent upon community engagement. Long-term maintenance of any onsite improvements will need to be considered.

Study of traffic patterns and available right-of-way will be necessary as streetscape and/or traffic calming options are explored. Implementation of a bikeway will require additional scoping and technical analysis to determine the best connections to key destinations, which may include using other north/south streets in the vicinity of 72nd Ave. Any improvements will require input from the neighborhood as well as local business and property owners.

PARTNERS / RESPONSIBLE PARTIES:

- City of Portland Bureau of Transportation – Property Owner, As the owner of 72nd Avenue right-of-way, including Firland Parkway, PBOT would play a key role in the design and implementation of any streetscape improvements along 72nd.
- City of Portland Parks and Recreation – Advising Partner
- Portland Parks & Recreation Urban Forestry – Street tree advice
- Foster-Powell Neighborhood Association – Potential supportive partner / donor
- Mt. Scott-Arleta Neighborhood Association – Potential supportive partner / donor
- Adjacent neighbors and property owners – Potential Partner
- Friends of Trees – Potential Partner, Could play a role in any tree planting associated with streetscape improvements.
- Foster Green EcoDistrict Steering Committee – Potential Partner
- Bureau of Environmental Services – Community Watershed Stewardship Program (% Green) and Street tree program
- East Portland Action Plan – Supportive partner, advocacy, public engagement
- Portland Fruit Tree Project – Fruit trees

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>COSTS</i>	<i>FUNDING SOURCES</i>
Design	\$60,000	OPRD Master Planning Grants
Firland Parkway improvements	\$250,000- \$350,000 for 1.8 acres	Metro Nature in the Neighborhood Grants, OPRD Grants, Local Tax Improvement District, PBOT, BES
Add Bicycle Facility	\$500,000	PBOT
Street trees along east and west sides of road between Firland Parkway and Powell Blvd	\$60,000- \$80,000	PBOT, PPR, PDC, BES
Street trees along east and west sides of road between Firland Parkway and Mt. Scott Park	\$30,000 - \$40,000	PBOT, PPR, PDC, BES

*Note: Cost estimates reflect recent project efforts with comparable programming.

PRELIMINARY TIMEFRAME FOR COMPLETION:

- Physical improvements to Firland Parkway could likely be completed within a 1-5 year timeframe if championed by a community group / volunteer efforts. Park programming, if organized by the local community, could occur at any time.
- Initial design / community outreach and engagement – 2013 to 2014
- Secure project funding – 2014 to 2015
- Phased implementation along SE 72nd Ave. as funding allows – 2016 to 2018

RELATED PROJECTS or ACTION ITEMS:

- Develop the publicly-owned parcel(s) on the south side of Foster and 72nd to catalyze (re)development in adjacent areas. (GL1)
- Increase street tree plantings along 72nd from Holgate north to Powell and from Foster south to Woodstock to create a more bike and pedestrian friendly environment. (GL3)
- Make transportation and crossing improvements to the intersection of SE 72nd and Foster. (GL7)
- Enhance N/S bicycle connections between Foster and Powell. (NC2)
- Develop the publicly-owned parcel(s) on the south side of Foster and 72nd to catalyze (re)development in adjacent areas. (GL1)
- Increase street tree plantings along 72nd from Holgate north to Powell and from Foster south to Woodstock to create a more bike and pedestrian friendly environment. (GL3)
- Enhance Firland Parkway with pathways, seating, and additional landscape treatments. (GL6)
- Make transportation and crossing improvements to the intersection of SE 72nd and Foster. (GL7)
- Public Comment: Selectively harvest and auction the timber from 1/3 of the doug firs every 10 years. Proceeds from sale will extend maintenance operations. Firland Parkway is transitioned to a community orchard over 30 years by replanting with fruit and nut trees.
Note: Programming of Firland Parkway with this type of urban agriculture approach would require public coordination and PBOT approval.



REDEVELOPMENT OF MT SCOTT FUEL SITE

PROJECT DESCRIPTION:

Redevelop the Mt. Scott Fuel and /or the Save-A-Lot site with new commercial or mixed-use that will catalyze surrounding development within the Heart of Foster / Green Link area. In conjunction with this redevelopment, consider the implementation of a signature park or plaza with water feature or splash pad adjacent to Foster Road, to benefit the local neighborhoods and attract visitors from elsewhere in East Portland.

The Save-A-Lot is currently vacant. Mt. Scott Fuel occupies a large underutilized parcel in the very Heart of Foster. Although Mt. Scott Fuel is a successful business that is well regarded by the community, the underlying value of the land in this urban location could be leveraged to a higher degree if it were redeveloped into a more intensive use. The Mt. Scott Fuel owners have indicated that they may not be interested in continuing to operate the business and are considering redevelopment of the property. The timing of the owner's interest poses an immediate opportunity, although the development potential of the site is still uncertain at this time. Any new development of this magnitude may need additional pedestrian safety enhancements at or near the entrance to the development in addition to the enhanced crossing at 69th Avenue.

The implementation of a park or plaza, would be a welcome addition for the community, but would need to utilize private or nonprofit sponsorship for development, operations, and/or maintenance. For example, a privately-owned, publicly accessible facility on N Mississippi offers amenities to shoppers. Given the current funding situation and range of citywide park system needs, Portland Parks & Recreation would not be able to support a new publically-funded signature park or plaza adjacent to Foster Road at this time.

PROJECT NUMBER: H15

LOCATION:

6904 SE Foster Road. On Foster Road between 69th Ave and 70th Avenue.

PROJECT RATIONALE:

The Mt. Scott Fuel site and/or the Save-A-Lot site, either separately or combined, are the only sites along the corridor that are of a large enough scale to achieve a destination development that could include multiple uses: public, commercial, and housing. The community has voiced a desire for more grocery options in the neighborhood, and this is one of the only sites large enough to accommodate such a use. Redevelopment of this site would have a tremendously transformative effect on the corridor.

IMPLEMENTATION:

PDC should continue to work with the property owners to evaluate redevelopment issues and opportunities, and to reach out to the brokerage community to identify potential tenants and developers. Depending on the level of interest from developers, a development agreement or public private partnership could begin spelling out details of the project.

PARTNERS / RESPONSIBLE PARTIES:

- PDC – continue to work with property owners to explore redevelopment options. Identify partners and tenants
- PBOT – Additional pedestrian safety crossing enhancements
- FABA – marketing and branding strategies, tenant recruitment
- Foster Green – continued advocacy and support for redevelopment, and for a publicly accessible park or plaza at this location

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>COST</i>	<i>FUNDING SOURCE</i>
Explore viable development options	TBD PDC will grant up to \$12,000 (or 80% of cost)	Tax increment financing <ul style="list-style-type: none"> • Development Opportunity Study (DOS)
Development of property	TBD PDC offers up to 30% (typically paying 10% to 20%) gap financing for qualified projects	Private development debt and equity Tax increment financing <ul style="list-style-type: none"> • Low or no interest loans Direct subsidies
Marketing and recruitment of tenants	\$0	Existing staff time for PDC and partners.
Housing construction (if applicable)	TBD	LIHTC Tax abatements

PRELIMINARY TIMEFRAME FOR COMPLETION:

Potentially could start within the first 1 to 3 years. May involve multiple phases spanning the 5 year action plan time frame or longer.

RELATED PROJECTS or ACTION ITEMS:

- Find large or catalytic sites for redevelopment (FC 4)
- Engage the owners of Mt. Scott Fuel (FC5)
- Activate Foster by encouraging active street level uses (FC 7)
- Plant additional street trees (FC 9)
- Strategically locate new neighborhood parks and plazas (FC 13)
- Facilitate tenanting of vacant buildings (FC15)
- Increase diversity of housing options (FC 16)
- Coordinate with organizations to help attract tenants and market the area (FC17)
- Focus crossing safety enhancements within Heart of Foster (H8)
- Encourage mixed-use development (H 9)
- Streetscape improvements unique to Heart of Foster (H 11)
- Establish street trees distinguishing the Heart of Foster (H 12)

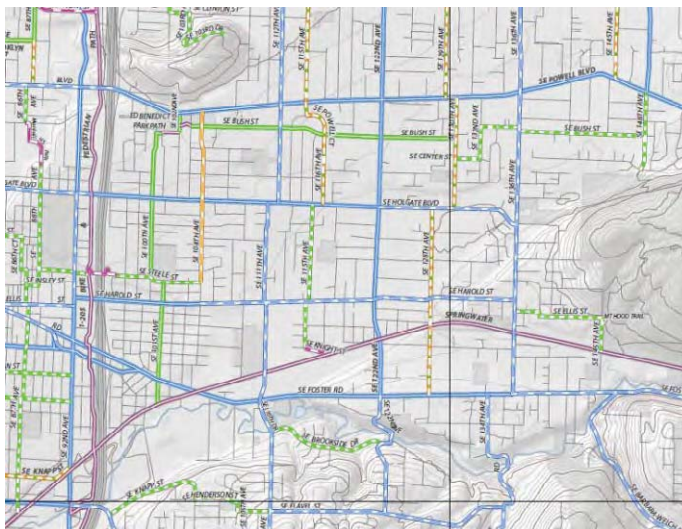


BIKEWAY AND MULTI-MODAL CONNECTIVITY EAST OF I-205

PROJECT DESCRIPTION:

As per the Portland Bicycle Plan for 2030, numerous bikeway routes in SE Portland east of I-205 should be explored in order to improve north/south connectivity in the area. Routes comprise both on-street/sidewalk connections and a comprehensive trail system between key area amenities.

While these projects require a significant level of investment, they will help to form a ‘mobility backbone’ of Portland’s bicycle transportation system and will provide primary connections throughout the City. The separated in-road bikeway design anticipates large numbers of bicyclists riding along roads where vehicle traffic volumes or speeds are high. The bikeway will likely be designed as a separated bike lane, wide bike lane, buffered bike lane, passing bike lane, colored bike lane and/or cycle track.



Bikeway recommendations in the 2030 Portland Bicycle Master Plan

The area east of I-205 is home to several unique natural areas, botanical gardens, and recreation opportunities. In addition to bikeway improvements, an off-street multi-modal (pedestrian and bicycle) trail connection project will provide links to, and between, Springwater Corridor, Leach Botanical Garden, Zenger Farms, Beggar’s Tick, East Lents Floodplain, and Brookside.

PROJECT NUMBER: FE22

LOCATION:

The recommended bicycle facility improvements related to the Foster Corridor project are roughly bound by SE Powell, I-205, SE flavel, and SE 122nd Avenue.

PROJECT RATIONALE:

Investing in north/south bicycle connections east of I-205 will greatly benefit this underserved area of Portland. Working to establish a finer-grained bicycle network throughout east Portland will provide more equitable and accessible transportation options, create safer streets, contribute to the livability of surrounding neighborhoods, and provide access to valuable natural areas in the Foster Corridor. Enhancing off-street connections between a variety of unique recreational opportunities east of I-205 will increase the experience of a cohesive park and recreation experience.

Meeting the intentions and recommendations of the Portland Bicycle Plan will further the bicycling goals of the City and County’s 2009 Climate Action Plan, the vision for which states that by 2050, “Most people rely on walking, bicycle and transit rather than driving.” The recommendations put forth by the Portland Bicycle Plan for 2030 are intended to complement planning efforts by Metro, TriMet, Multnomah County, the Portland Development Commission, and other bureaus within the City of Portland, in an effort to foster a well-connected regional bicycle network.

IMPLEMENTATION:

These bikeway projects require planning and design, with keen attention paid to citizen engagement for the residents and businesses in the areas adjacent to the corridor. Depending on the final / preferred designs, there may also need to be some coordination with the planning for any additional flood relief efforts that may affect a portion of future bikeway projects. An off-street planning effort will identify pedestrian and bicycle trail connections between Beggar’s Tick, Leach Botanical Gardens, Zenger Farms, Springwater Corridor, the East Lents Floodplain, and Brookside.

PARTNERS / RESPONSIBLE PARTIES:

- PBOT – responsible for on-street implementation
- PP&R – responsible for off-street trail connections
- East Portland Action Plan – project sponsor; assistance with public outreach
- Adjacent Neighborhood Associations – supportive project partners
- Area organizations such as Zenger Farms and Friends of Leach Botanical Gardens

POTENTIAL COST & FUNDING SOURCE:

<i>USES</i>	<i>COSTS</i>	<i>FUNDING SOURCES</i>
3.7 mile separated in-roadway bicycle facility on SE 112 th (8233)	Estimated costs per the Portland Bicycle Plan for 2030 - \$3,654,000	PBOT Oregon TGM Program (for planning/initial design) ODOT Fix-It/Enhance Funds
Multiple bikeway facility types on SE 101 st between Powell Blvd. and Springwater Corridor (8107)	Estimated costs per the Portland Bicycle Plan for 2030 - \$85,000	Same
Facilities on SE Raymond from SE 72 nd to SE 104 th (8221)	Estimated costs per the Portland Bicycle Plan for 2030 - \$690,000	Same
Multiple facility types on NE/SE 111 th from SE 96 th to Sullivan’s Gulch Trail (8243)	Estimated costs per the Portland Bicycle Plan for 2030 - \$750,000	Same
Multiple facility types on SE/NE 117 th from Springwater Corridor to Sullivan’s Gulch Trail (8244)	Estimated costs per the Portland Bicycle Plan for 2030 - \$1,289,000	Same
Connective off-street trail network between park and recreation facilities	TBD	PP&R, Metro TRO grants

PRELIMINARY TIMEFRAME FOR COMPLETION:

Completion timeframes would vary across different projects; significant planning and implementation work should be sought within five years, to ensure the continued development of the bikeway network in Portland and to provide important connections to SE neighborhoods.

RELATED PROJECTS or ACTION ITEMS:

- Enhance N/S bicycle and pedestrian connections between Foster and Powell. (NC 2)
- Improve bikeways to/from Foster Road along designated or recommended bikeways



CONSERVATION PROGRAM

PROJECT DESCRIPTION:

Water and energy conservation program focused on retrofitting existing buildings to reduce energy and water consumption and ensuring new buildings are energy and water efficient.

Energy Conservation - PDC should leverage existing energy conservation and solar PV programs and incentives to help deliver energy retrofits, solar PV installations, and high performance new buildings throughout the Foster Corridor. Foster Green EcoDistrict goals target net-zero energy by 2060. Energy-related targets in Portland's *Climate Action Plan (CAP)* include a 25% reduction in existing building energy demand by 2035, net-zero GHG emissions for all new buildings by 2035, and 10% of total energy met through on-site renewables and clean district energy by 2035. Achieving these three *CAP* goals in the Foster Corridor would require a 37% reduction in energy by 2035.

Water Conservation - The Foster Green EcoDistrict has set a "no net increase" in water demand goal over the next 25 years. Achieving such a goal will require development of a water conservation program to reduce water demand from existing buildings and new buildings. FLIP (Foster Lents Integration Partnership) should work with the Portland Water Bureau (PWB) to leverage existing water conservation programs to help deliver water retrofits and high performance new buildings throughout the Foster Corridor.

PROJECT NUMBERS: NC 5 Water Conservation Programs & NC 6 Energy Conservation Programs

LOCATION: Foster Corridor-wide program.

PROJECT RATIONALE:

Energy Conservation – The City of Portland's *Climate Action Plan* identifies specific targets for the City to achieve to reduce GHG emissions, and the Foster Green EcoDistrict further focuses these targets specifically to the Foster Corridor.

Water Conservation –An analysis of current and future water demands within the Foster Corridor concluded that, to meet the Foster Green "no net increase" water goal, a 9% reduction in water demand reduction from baseline 2035 demand estimates would be required.

IMPLEMENTATION:

Achieving a 37% reduction in energy demand and a 9% reduction in water demand by 2035 will require an energy and water conservation strategy for the Foster Corridor focused on existing building retrofits and high performance new buildings. PDC should work with BPS and CEWO to leverage the existing CEWO Lents program to deliver energy conservation and solar PV installations for existing buildings. PDC should work with BPS and ETO to help developers of implement energy conservation and solar PV installations for new buildings. Rising Sun Energy (risingsunenergy.org) offers an example model for projects in Portland. Through both of these efforts, water conservation strategies should also be implemented.

Energy and Water Reduction from Existing Buildings – By 2035, existing buildings will consume over 90% of energy and water demand. Aggressive, yet proven, building retrofit strategies could be utilized to reduce existing building energy demands by 20-40% and water demands by 20%. Foster Corridor should pursue two existing building energy reduction pathways – one for residential and one for commercial. Clean Energy Works Oregon, with a water conservation component, should be utilized for the residential

buildings and Sustainability at Work, with a potential Bucks for Buildings funding strategy, should be used to deliver energy and water conservation to existing commercial buildings.

Energy and Water Reduction from New Buildings – 9% of energy and water demand by 2035 will come from new buildings. Should new buildings achieve LEED certification, reduction benefits would range from 15-55% for energy and 20-50% for water. Assuming all new buildings achieve LEED Gold, a Foster Corridor energy reduction of 5% and water reduction of 4.5% could be realized. LEED Gold should be achieved for all new buildings in the Foster Corridor area. The current building marketing in Portland assumes no cost premium for LEED Silver and the more innovative developers are finding no cost premium for LEED Gold. As such, the additional cost of all new buildings in the Foster Corridor achieving LEED Gold certification would be \$0.

Solar PV – Future roof top area will be around 122-acres, given a typical coverage of 40% and an adoption rate of 25%, 1,334,025 SF of roof top would be available for solar PV. This would generate approximately 23,344,400 kW annually, reducing annual energy demand by about 9%. Foster Corridor should utilize a private solar provider such as Solar City to develop a commercial and residential solar program to simplify delivery of solar PV throughout the corridor.

Demand Management – To further minimize energy and water demands within the district, education supported through emerging technologies should be used within the district to educate and encourage energy and water reduction actions.

PARTNERS / RESPONSIBLE PARTIES:

- Commercial Buildings
 - Program Delivery – BPS Sustainability at Work (outreach / green audits)
 - Funding – Multnomah County Commercial PACE combined with BPS and PWB for small energy and water conservation incentives.
 - Foster Green – Program outreach and advocacy
- Residential Buildings
 - Program Delivery – Clean Energy Works Oregon (CEWO) with a water conservation program add.
 - Funding – Multnomah County PACE combined with BPS and PWB for small energy and water conservation incentives.
 - Foster Green – Program outreach and advocacy

POTENTIAL COST & FUNDING SOURCE:

<i>PROJECTS</i>	<i>FUNDING SOURCE 1</i>	<i>FUNDING SOURCE 2</i>
Existing Building Energy and Water Conservation Retrofits (Residential)	CEWO/PWB	Multnomah County (PACE)
Existing Building Energy and Water Conservation Retrofits (Commercial)	Sustainability at Work/PWB	Multnomah County (PACE)
New Building Energy and Water Conservation Retrofits (Residential)		
New Building Energy and Water Conservation Retrofits (Commercial)		

PRELIMINARY TIMEFRAME FOR COMPLETION:

Program Development – June 2013 through January 2013
 Program Demonstration Pilot – January through May 2014
 Program Launch – June 2014