Commentary is for information only.
Proposed new language is double-underlined;
Proposed deleted language is ~~stricken~~.

CPA-26-00021
Draft Date: February 24, 2026

ORDINANCE NO. xx

AMENDMENTS TO VOLUME 1: FINDINGS, VOLUME 2: POLICIES, AND VOLUME 4: TRANSPORTATION SYSTEM PLAN, REGARDING UPDATES TO THE CITY'S TRANSPORTATION SYSTEM PLAN.

THE CITY OF GRESHAM DOES ORDAIN AS FOLLOWS:

Section 1. Volume 1: Findings, Section 2.300 Natural Resources is amended as follows:

Proposed Text Amendment	***Commentary***
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2.380 ENERGY RESOURCES	
1. Currently, most energy used in Gresham comes from outside the city. This includes electricity generated from solar, wind, hydropower and fossil fuels such as coal. It also includes fuel oil, natural gas and wood fuels. Gresham has potential for renewable energy within its boundaries. Renewable energy sources include solar, wind, biomass, geothermal and micro-hydro energy. Energy technology continues to advance, so additional opportunities could develop in the future. Energy generation within Gresham provides an opportunity to locally produce energy, which could reduce dependence on imported energy and reduce energy costs for citizens in the long term. The technologies currently available in Gresham are mostly renewable energy technologies that enhance sustainability ~~and help reduce greenhouse gas emissions that have been linked to climate change.1~~ (Amended by Ord. 1724 effective 2/14/13)	*This removes reference to an old source.*
***	
[1] ~~Intergovernmental Panel on Climate Change~~	
***	
~~2.381.6 Electric Vehicle Charging Stations~~ ~~Major automotive manufacturers have been developing plug-in electric vehicles (EVs) which will change the future of transportation with a shift toward cleaner, more energy efficient vehicles. The motor vehicles incorporate a battery energy storage device with the ability to connect to the electrical grid for the supply of some or all of its fuel energy~~	*This removes old information about electric vehicles. Support for electric vehicles has been moved to the Transportation System Plan.*

~~requirements. Manufacturers of plug-in hybrid vehicles use different strategies in combining the battery and internal combustion engine and may utilize the battery only for the first several miles with the engine providing generating power for the duration of the vehicle range (Chevy Volt for example). Others may use the battery power for sustaining motion and the internal combustion engine for acceleration or higher Gresham Community Development Plan Volume 1: Findings 2.000 Natural Environment (rev. 08/2023) 2.000-50 energy demands at highway speeds. Frequently, the vehicles employing the former strategy gain a designation such as plug-in electric vehicle-20 to indicate that the first 20 miles are battery only. Batteries Battery Technology. Recent advancements in battery technologies will allow EVs to compete with internal combustion engine vehicles in performance, convenience and cost. Most major electric car companies utilize Nickel-Metal-Hydride or Lithium batteries for their EVs. The materials for Lithium based batteries are generally considered abundant, non-hazardous and lower cost than Nickel based batteries. The current challenge with lithium-based technologies is increasing battery capacity while maintaining quality, cycle life and lowering production costs. As battery costs decrease over time, the auto companies will increase the size of the lithium based battery packs and thus the range of electric vehicles. Battery Charging Time. Battery electric vehicles depend upon charging equipment placed at homes, employment centers, and in public. The amount of time to fully charge an EV battery is a function of the battery size and the amount of electric power or kilowatts (kW) that an electrical circuit can deliver to the battery. Larger voltage and amperage circuits will deliver larger amounts of kW. The common 110-120 volts AC, 15 amp circuits will deliver at minimum 1.1 kW to a battery. A 220-240 volt AC, 40 amp circuit (like the household dryers and ovens circuits) will deliver at minimum 6 kW to a battery. The charging times for battery electric vehicles ranges from 55 minutes at 440 volts AC current to 31 hours 50 minutes for 110 volt AC current. The charging times for plug-in hybrid vehicles range from 17 minutes at 440 volts AC current to 14 hours 30 minutes for 110 volt AC current. This technology is changing at a rapid rate and times are being reduced significantly.11 Most vehicles will recharge at a fast charger in half-an-hour or less in the future. EV operators will seek fast chargers when they need a charge that could not be accomplished while doing other activities. The stations could generate additional local traffic. Fast chargers operate at high voltage (for example, 480~~	

~~volts) and/or high amperage and many potential locations do not have adequate capacity (or funds) for installation. Few EV manufacturers currently utilize fast charging; hardware standards are lacking. Electric vehicle charging station companies are already scrambling for the best locations to set up networks and provide services to electric car owners. Public dollars can help facilitate initial stages of the EV rollout through policy and planning documents, ordinances, and permit streamlining. Public agencies can also fund socially beneficial actions without duplicating private efforts.12 11 Ecotality Company, "Electric Vehicle Charing Infrastructure Deployment Guidelines for The Oregon I-5 metro Areas of Portland, Salem, Corvallis and Eugene", Jan. 2010. 12 David Mayfield, "Electric Vehicles, Oregon Style," Oregon Planners' Journal, November/December 2011. Gresham Community Development Plan Volume 1: Findings 2.000 Natural Environment (rev. 08/2023) 2.000-51 Examples of Electric Vehicle Charging Stations: Single Electric Vehicle Charging Station in Parking Lot Single Electric Vehicle Charging Station on Street Multiple Outlet Electric Vehicles Charing Station Potential issues to consider when regulating vehicle charging stations include the scale, location, time limitations and traffic patterns, effects on parking counts, signage, safety and general infrastructure~~ *** DRAFT	

<u>Section 2</u>. Volume 2: Policies, Section 10.013 Preface, Comprehensive Plan Format, and Introduction is amended as follows:

Proposed Text Amendment	***Commentary***
Preface This is the second full update of the original Gresham Comprehensive Plan. The City's first Comprehensive Plan was completed in 1979 and updated through the state Periodic Review process in 1987 – 89. As with the original development of the Comprehensive Plan this update has involved substantial involvement and commitment by citizens. Also, it has required extensive research review and public meetings and hearings by the City's appointed and elected officials.	

Since the Comprehensive Plan was last fully updated many changes have occurred. These include: • Economic development and population growth in Gresham, the Portland metropolitan region and the state, • Substantive changes in Oregon's statewide land use and environmental protection programs, • Expansion of Metro's land use planning authority, and • Actions by the federal government, including many new environmental laws and programs that have been created at the national level. The updated Comprehensive Plan is a result of citizen efforts led by the Gresham City Council and Planning Commission. Council Advisory Committees played key roles in areas of their expertise by reviewing findings, background information, goals, policies and action measures. In particular the City's Citizen Involvement Committee led the effort to ensure that citizen involvement and comment was broad-based, balanced and inclusive of community's viewpoints. Besides making the Plan current with existing conditions and circumstances, the Council and Planning Commission desired the Comprehensive Plan be more clear and "user-friendly" for all those who refer to it - citizens, city staff and officials, developers and other agencies and jurisdictions. The Gresham Comprehensive Plan text consists of goals, policies and action measures and summary findings. The plan text is supported by more detailed findings consisting of numerous appendices such as the City's Public Facility Plan (PFP), public facility master plans and the Park, Recreation, Trails and Open-Space Master Plan. The appendices provide a factual basis for adoption and implementation of the Plan's goals and policies. Future amendments to the goals, policies and action measures of the Comprehensive Plan will require review, research and adoption of commensurate findings. Update of the transportation element of the Plan was completed in 2002, which adopted Gresham's first Transportation System Plan (TSP). ~~through a separate effort led by the City's Council Transportation Advisory Committee (CTAC). At that time the CTAC and City transportation planning staff completed the Gresham Transportation System Plan (TSP). Revised transportation policies, street classifications, modal share targets, a transportation capital improvement program, etc., was approved by the City Council and acknowledged by the state.~~ Since that time, there have been a series of updates. In 2013, a TSP update included major review and refinement of the 2002 document and the transportation components of the	*This section is updated with Transportation System Plan changes since 2002.*

Springwater, Pleasant Valley, and Kelley Creek Headwaters concept plans. In 2019, refinements to the Pleasant Valley TSP reviewed and updated the transportation plan for the plan area by analyzing future roadway network needs and selecting a preferred street network concept to support growth and access. In 2020, the City adopted the Active Transportation Plan, with a focus on improving walking and biking connections to healthy food stores, schools, transit, and other everyday destinations. The 2026 minor TSP update amended policies based on industry best practices and local trends related to safety, equity, climate, and emerging technologies.	

Section 3. Volume 2: Policies, Section 10.313 Industrial Land Use is amended as follows:

Proposed Text Amendment	***Commentary***
10.313 INDUSTRIAL LAND USE *** Action Measures ***	
~~9 Ensure that City's Transportation System (TSP) and Public Facility Plans (PFP) identify the public infrastructure needs of the City's existing and future industrial and business park sites. X CEDD, DES, PC, CC, Metro, Tri-Met~~ *** ~~19 Coordinate transportation planning and capital expenditure strategies with other agencies and jurisdictions to enhance Gresham's pivotal location advantage regarding transportation opportunities. These include proximity to Interstate 84, U.S. Highway 26, heavy and light rail facilities, the Troutdale and Portland International Airports and the Columbia River. X CEDD, DES, OCM, Metro, Port of Portland~~ ***	*This removes action measure 9 in the table as it is complete. The Transportation System Plan has a freight plan which identifies priority routes for freight and street classifications in freight areas. The Public Works Standards has street designs for industrial streets and stormwater, sewer and water master plans have been updated to account for industrial districts based on City zoning.* *This removes action measure 19 in the table as it has been moved to the Transportation System Plan, Freight System Policy 1, Action 7.*

Section 4. Volume 2: Policies, Section 10.314 Downtown Plan District is amended as follows:

Proposed Text Amendment	*Commentary*
10.314 DOWNTOWN PLAN DISTRICT *** URBAN DESIGN GOAL Make Downtown a special place that is visually interesting and that has buildings and streetscapes of high design quality. Urban Design Policies 1. Apply mandatory design standards to Downtown buildings and streetscapes. 2. Adopt special design standards for: a. The designated shopping streets of the Downtown core area that will make them more pedestrian friendly by addressing such design elements as having adequately sized display windows, a minimum height for the first story, and quality exterior building materials. b. Redevelopment of the MAX facility (tracks and stations). c. How nearby development should relate to the MAX line. ~~d. The design of the Beech Street "Park Bock" (Center for the Arts to MAX).~~ ***	*Beech Street has special design standards in the Public Works Standards and is classified in the Transportation System Plan as a street with a special cross section.*
*** TRANSPORTATION & CONNECTIONS GOAL Develop a transportation system that supports the vision of a vibrant Downtown and provides for the safe and efficient movement of pedestrians, automobiles, bicycles, transit and emergency vehicles. Transportation & Connections Policies 1. Provide a high-quality transportation system that will: a. Support a variety of modes, including walking, transit, and biking. b. Capitalize on the presence of light rail. c. Integrate bus lines and stops. d. Connect streets and provide more pedestrian linkages within Downtown and to adjacent areas.	

~~e. Provide high capacity north-south transit linkages to outlying areas such as Mt. Hood Community College, the three northerly cities, Springwater and Damascus.~~ ~~2. Identify a hierarchy of streets, including streets that are to be designed as major pedestrian/bicycle streets and transit routes. Adopt street design standards specific to each street type.~~ 2. ~~3.~~ Enhance the MAX light-rail line and integrate it into the urban fabric of Downtown by: ~~a. Providing a new station at Main/Division that will provide more direct access into the Downtown core.~~ ~~b. Extending high-capacity transit to areas outside of Downtown to provide additional links to other areas, with appropriate new stations/stops within Downtown.~~ ~~c.~~a. Upgrading the tracks from the current "track on gravel bed" to "at grade tracks" (like downtown Portland). ~~d.~~b Upgrading existing stations. *** 3. ~~4.~~ Provide greater connectivity between Downtown and the Civic Neighborhood by: *** 4. ~~5.~~ Provide a prominent connection between the Springwater Trail/Main City Park and the Downtown core to help link Main City Park both to Downtown and the MAX path. *** 5. ~~6.~~ Minimize the need for new surface parking by: *** ~~Transportation & Connections Action Measures~~ ~~1. Develop a transportation plan for Downtown that:~~ ~~a. Addresses all transportation modes (pedestrian, automobile, transit, etc.).~~ ~~b. Shows future street connections and pedestrian linkages.~~ ~~c. Shows future transit extensions and improvements of MAX, etc.~~ ~~d. Identifies and has street design standards for major pedestrian and transit streets.~~ ~~e. Includes strategies for creating a more pedestrian-friendly environment and crossing of the Division Street and Eastman Parkway intersection.~~ ~~2. Develop a Regional Center (Civic and Downtown) parking plan that has strategies for managing existing public and private~~	*Bullet e. is removed as they are covered by transit policies in the Transportation System Plan.* *Policy 2 is removed as a hierarchy of streets and design is covered by the Transportation System Plan and the Public Works Standards.* *Bullets a. and b. are removed as they are covered by transit policies in the Transportation System Plan. Bullets c. and d. are relettered.* *These action measures are removed as they are covered in the Transportation System Plan.*

~~parking resources more efficiently and which also addresses the long term need for structured parking.~~ ~~3. Offer incentives in the development code to encourage developers to locate parking in structures above and below ground.~~ *** ECONOMIC DEVELOPMENT GOAL *** Economic Development Action Measures *** 2. Update the CIP to include public projects to implement the Downtown Plan, such as: a. The Center for the Arts and other new parks b. New City Hall c. New Library ~~d. New Street Typologies and street extensions~~ ***	*This is covered in the Transportation System Plan and the Public Works Standards.*
10.318 GRESHAM CIVIC NEIGHBORHOOD *** CONNECTIONS GOAL Interconnected streets, sidewalks, transit routes, and trails form a transportation network to and within the neighborhood that is convenient, safe, and accessible by multiple modes of travel. Streets support multi-modal users, are scaled appropriately for their location, and include frontage designs which support active and engaging public spaces at the pedestrian level. *** Policies *** ~~3. Civic Neighborhood will allow visitors who arrive by private vehicle to park once, and access the entire neighborhood conveniently and safely as a pedestrian.~~ 3. ~~4.~~ The safety and convenience of the pedestrian will be primary considerations in site and building design. 4. ~~5.~~ Civic Neighborhood will include a hierarchy of street types that support a range of uses and intensities, from primary vehicle routes through the neighborhood to local, multimodal routes and connections unique within the neighborhood.	*Parking Management is covered in the Transportation System Plan.*

5. ~~6.~~ Streetscape designs will be flexible in order to provide maximum accessibility and safety for all users and to allow for alternative uses such as outdoor dining, public plazas, storefront displays, and residential stoops. 6. ~~7.~~ Civic Neighborhood will provide clearly identifiable wayfinding systems through the designs of streets, public spaces, and buildings and the use of public art and directional signage. *** Action Measures ~~1. Provide street designs unique to Civic Neighborhood that encourage and allow for safe and convenient movement by alternate means of travel other than single occupancy vehicles.~~ 1. ~~2.~~ Work in cooperation with TriMet and other partner agencies to build a minimum of one additional pedestrian crossing of the MAX tracks to better connect the north and south portions of the neighborhood. 2. ~~3.~~ Break up large blocks by requiring pedestrian and vehicle connections as part of new development. ***	*Street designs are covered in the Transportation System Plan and the Public Works Standards.*
10.319 CENTRAL ROCKWOOD AREA *** Central Rockwood Transportation Policy Provide for transportation systems and options in Central Rockwood which emphasize improved street connectivity, an enhanced pedestrian environment, and convenient access to transit service. Implementation Strategies 1. The City will seek to extend public streets as shown on Figure 2 of Appendix 39 – Volume 1, through adoption of a future streets plan. ~~2. Transit design standards of Sec. 3.1140(B) shall apply to new commercial, mixed-use attached dwelling residential, light industrial, and community service uses throughout the Central Rockwood Plan area.~~ ~~3. The City will work with Multnomah County to ensure that future street reconstruction projects affecting NE 181st Ave., Burnside, and SE Stark St. in the vicinity of the Town Center Triangle take into consideration design features for Regional Main Streets as recommended by Metro.~~ ~~4. Public works design standards shall be prepared for new and reconstructed collector and local streets in Central Rockwood. These standards shall incorporate such features as wide~~	*Gresham Development Code covers Transit Street design standards.* *This street project has long been completed.* *The Public Works Standards has design*

~~sidewalks, street trees, pedestrian-scale lighting, and other features designed to create a safe and pleasant pedestrian environment.~~ *****	*standards for all street types.*

Section 5. Volume 2: Policies, Section 10.320 Transportation System is amended as follows.

Proposed Text Amendment	*Commentary*
~~10.320 TRANSPORTATION SYSTEM~~	*This section is repealed and replaced with Section 10.320 Transportation system (Exhibit 1).*

Section 6. Volume 2: Policies, Section 10.411 Access to Schools is amended as follows:

Proposed Text Amendment	*Commentary*
~~10.411.1 ACCESS TO SCHOOLS~~ ~~Introduction~~ ~~In 2011, the City established a Council Work Plan project to see how well policies for the built environment address community health by supporting access to food options and opportunities for regular physical activity. This is part of a countywide effort entitled Communities Putting Prevention to Work (CPPW) and is a program funded through the Centers for Disease Control and Prevention (CDC). The program seeks to reduce chronic disease related to obesity. The CDC describes the CPPW program: By advancing approaches in policy, systems, and environmental change, Communities Putting Prevention to Work communities will work to reduce risk factors, prevent/delay chronic disease, promote wellness in children and adults, and provide positive, sustainable health change in communities. Through policies enacted and programs implemented, the Communities Putting Prevention to Work program expects to have a proven public health impact in the long term and a high return on investment in terms of improved community health status and health outcomes. In order to understand what policies address community health, best practices were identified for land use, food access, transportation, parks, schools, and equity. Current goals and policies were then compared with these best practices to provide insight into how the City can build upon the many good policies in place while filling in gaps and strengthening the policy link between the built environment and community health.~~ ~~Background~~	*This section is deleted. The Transportation System Plan includes policies and actions related to health and the built environment to encourage more active movement, especially through trips to everyday destinations. These can be found in Pedestrian System Policy 2, 3, 4, and in Bicycle System Policy 2 and 3.*

~~Schools are an integral component of a city, providing education to its youth, recreation opportunities during and after school, and serving as community centers outside of normal school hours. The recreational opportunities offered during and after school have an impact on the health of the student populations. School fields may be available to the broader community for recreational purposes through joint-use agreements. These agreements may provide access to fields for recreational purposes after school hours. This helps make the most of this resource.~~ ~~The ability to walk or bike to school affects students' health. If a student cannot safely walk or bicycle to school, the student is more likely to take a bus or be driven to school. This reduces the amount of physical exercise students may achieve in a day.~~ ~~Issues~~ ~~The following are identified school access issues:~~ ~~• Schools can be accessible by walking, biking, and transit. School populations can be provided a variety of modes to safely get to school. This includes walking, biking, and making transit connections. Barriers to access should be addressed.~~ ~~GOAL~~ ~~The City shall promote school population health by design of the built environment that facilitates active modes of getting to school.~~ ~~Policies~~ ~~1. Alternate modes to travel, such as by walking, biking, and taking transit should be viable options for traveling to school.~~ ~~2. Ensure convenient and continuous bicycle and pedestrian networks at and near schools.~~ ~~Action Measures~~ ~~1. Coordinate with school personnel and parent groups to identify and mitigate obstacles to walking and biking to school through its Safe Routes to School program.~~ ~~2. Create, promote and implement bicycle education and safety programs to present at schools.~~	*These goals, policies, and action measures are deleted as the Safe Routes to School program covers safety, access and education, and is included in the Transportation System Plan under three policies:* • *Transportation System, Action 4.10; and* • *Bicycle System Action 2.6; and* • *Pedestrian System Action 3.6.*

Section 7. Volume 2: Policies, Section 10.413 Community Design is amended as follows:

Proposed Text Amendment	*Commentary*
10.413 COMMUNITY DESIGN *** 10.413.4 DESIGN STANDARDS FOR DEVELOPMENT IN THE ROCKWOOD DESIGN DISTRICT *** GOAL Development and redevelopment in the Rockwood Design District will be attractive, safe, pedestrian friendly, high-quality and sustainable in order to foster a positive image for Rockwood. Innovation and creativity in design are encouraged. Policies *** ~~8. The City should create a high-quality transportation plan for the Rockwood Triangle Area between 181st and the intersection of Stark Street and Burnside Street that has the following characteristics:~~ ~~a. Internal Streets. The streets front properties with a land use designation that permits a mix of uses. The streets are expected to develop primarily with residential, and perhaps live/work or mixed-use land uses on the adjacent properties. These streets will:~~ ~~i. Be local streets in size and scale;~~ ~~ii. Have traffic volumes not to exceed approximately 1,000 trips per day; iii. Be pedestrian-friendly with walkable blocks;~~ ~~iv. Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;~~ ~~v. Provide attractive green landscape infrastructure;~~ ~~vi. Include street trees either within the right-of-way or in the private property setback area; and~~ ~~vii. Include on-street parking with decorative permeable pavement treatment.~~ ~~b. Stark Street between 181st and Burnside Streets. This section of Stark Street fronts properties with a land use designation that permits a mix of uses including residential, office, commercial and mixed-use. The current pattern is primarily commercial in nature and it is anticipated that this trend will continue. This street segment will:~~ ~~i. Be a larger scale boulevard street to accommodate more vehicular traffic;~~	*This action is complete with the Stark Street boulevard project and street standards in the Transportation System Plan and the Public Works Standards.*

~~ii. Be particularly comfortable and convenient for walkers and shoppers;~~ ~~iii. Be aesthetically pleasing to all users with decorative elements like special pavement treatments;~~ ~~iv. Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;~~ ~~v. Include street trees in City designated tree grates;~~ ~~vi. Permit high visibility of commercial entities to passing traffic volumes; and~~ ~~vii. Provide potential for street-side parking if the site frontage and the City permits.~~ ~~c. Burnside Street between 181st Avenue and Stark Street. The land use district permits a mix of uses including commercial and residential uses which currently exist. The street will:~~ ~~i. Be a divided two-way street system;~~ ~~ii. Accommodate the MAX tracks and stations;~~ ~~iii. Have a decorative, wide sidewalk corridor to encourage pedestrians to walk in comfort and also to provide an excellent appearance for people taking the MAX or travelling by vehicle or on foot;~~ ~~iv. Implement sustainability measures using techniques such as permeable pavement and stormwater facilities;~~ ~~v. Include street trees in City designated tree grates; and~~ ~~vi. Provide the potential for street side parking if the site frontage and the City permits.~~ ~~d. 181st Street between Burnside and Stark Streets. The adjacent land use district permits multiple use possibilities. The street is primarily commercial in nature and a continuation of this trend is likely. The street will:~~ ~~i. Carry significant vehicular traffic;~~ ~~ii. Facilitate pedestrian, bicycle, transit, and vehicular traffic;~~ ~~iii. Be a safe transportation route;~~ ~~iv. Accommodate walkers in as comfortable a fashion as possible; and~~ ~~v. Include street trees in the right-of-way.~~ 8. ~~9.~~ Open space within developments should be attractive, functional, safe and of high quality to provide opportunities for active social interaction. 9. ~~10.~~ Developments should provide diverse housing types.	

10. ~~11.~~ Standards applicable to Rockwood developments and redevelopments should provide measures of consistency and certainty to expedite the development review process. *** Action Measures *** ~~3. Amend the Transportation System Plan to reflect Rockwood Design District policies that:~~ ~~• Address all transportation modes (pedestrian, bicycle, vehicle, and transit, etc.);~~ ~~• Illustrate future street and pedestrian connections;~~ ~~• Accommodate future MAX expansions and improvements;~~ ~~• Create attractive street design standards for major pedestrian and transit streets; and~~ ~~• Provide a more people-friendly street environment.~~ ~~4. Update the Public Works Design Standards for new and reconstructed streets to incorporate features which will fulfill the Rockwood Design District vision such as wide sidewalks, large canopy street trees, pedestrian amenities, and other safety and sustainability features.~~ ***	*These actions have been completed. Rockwood future streets and design standards are incorporated into the Transportation System Plan and the Public Works Standards.*

Section 8. Volume 2: 10.416 Community Health and the Built Environment is amended as follows:

Proposed Text Amendment	***Commentary***
10.416 COMMUNITY HEALTH AND THE BUILT ENVIRONMENT *** Policies *** ~~4. Promote community health by establishing pedestrian and bicycle connections between neighborhoods, centers, corridors, and transportation facilities.~~ 4. ~~5.~~ Consider the needs of different populations including youth, elderly, and disabled populations when assessing the design and location of transit, housing, parks, and other city facilities. *** Action Measures	*This policy is removed. Community health and active transportation connectivity are incorporated into the Transportation System Plan.*

*** ~~2. Prioritize transportation connectivity for bicycling and pedestrian movement, especially around destinations like schools, parks, local retail areas and transit.~~ ***	*This action is covered by the Transportation System Plan.*

Section 9. Volume 2: 10.700 Pleasant Valley Plan District is amended as follows:

Proposed Text Amendment	*Commentary*
10.702 PLEASANT VALLEY TOWN CENTER *** PLEASANT VALLEY TOWN CENTER GOAL Pleasant Valley will have a mixed-use town center that will be the heart of the community. Pleasant Valley Town Center Policies *** ~~4. Support the town center with a multi-modal transportation system with good access for pedestrians, bicyclists, public transit users, and vehicles.~~ 4. ~~5.~~ Include a central green or plaza(s) as a community gathering space in the town center as well as strong connections to nearby parks and open spaces. ***	*This is covered in the Transportation System Plan under Transportation System Policy 1 and Policy 3.*

Section 10. Volume 2: 10.800 Springwater Plan District is amended as follows:

Proposed Text Amendment	*Commentary*
10.803 SUSTAINABILITY *** GOAL 1. The Springwater Community shall strive to be a model for successful, sustainable, industrial development, and foster continued sustainability through encouraging businesses, industries and homes that are designed for and built with good environmental stewardship. Policies *** ~~8. Develop a transportation system that promotes improved air quality and reduced energy consumption by providing alternatives to replace long vehicle trips with shorter trips or with transit or walking/biking trips.~~ 8. ~~9.~~ Encourage the planting and preservation of trees. 9. ~~10.~~ Utilize land as efficiently as possible.	*A Springwater Plan District is incorporated into the Transportation System Plan. Air quality and energy reduction is supported by Transportation System Policy 6.*

10. ~~11.~~ Encourage diverse economic activities within the context of industrial and industry-related activities and promote the integration of the Springwater economic development community into the greater Gresham and surrounding East Metro community. 11. ~~12.~~ Incorporate an integrated Pest Management Program for the entire Springwater Community. ***	
10.805 TRANSPORTATION *** GOAL The Springwater Community will encompass a well-planned transportation system that supports the Springwater Community Plan, while promoting transit, walking and bicycling. The road and trail network will provide good connectivity within Springwater, with existing neighborhoods, and with the regional trail network. Policies ~~1. Incorporate the North/South Transportation Study into the implementation of the Springwater Plan to identify better connections between Springwater and I-84 and I-205.~~ ~~2. Incorporate green streets designs as described in Metro's handbook entitled Green Streets: Innovative Solutions for Stormwater and Stream Crossings and as designed in the Pleasant Valley Plan District area.~~ 1. ~~3.~~ Provide trail and pedestrian connections between residential and employment centers in the district. 2. ~~4.~~ Design road crossings of the Springwater Corridor Trail to minimize the impact to the greatest practical extent. ~~5. Develop transportation corridors and associated right-of-way widths for Green Street swales that efficiently convey developed stormwater runoff to the stream system.~~ ~~6. Create streets for people as well as cars.~~ ~~7. Encourage alternative modes of transportation within the Springwater community.~~ ~~8. Provide good connectivity and access to practical destinations.~~ ~~9. Provide safe and convenient access to and from employment areas, including freight access.~~ ~~10. Incorporate adequate public safety access.~~	*The Transportation System Plan incorporates all needed street connections north and south, building off the Springwater Transportation System Plan and the East Metro Connections Plan for freight.* *Green street designs are covered in the Stormwater Management Manual and the Public Works Standards.* *Transportation System Plan policies cover multi-modal streets, connectivity, and safety.*

3. ~~11.~~ Provide for public transit options, such as bus, streetcar and/or light rail within the Springwater community and for east/west and north/south connections to the greater region.	
~~12. Consider traffic impacts on surrounding rural areas and existing City of Gresham neighborhoods.~~	*Traffic impacts are assessed through the Public Works Standards.*
4. ~~13.~~ Manage and preserve the function of rural roads for rural traffic access and circulation by directing new urban industrial and residential traffic away from the rural area.	
~~14. Provide pedestrian and bicycle connections within the Springwater community and to the greater region.~~	*The Transportation System Plan covers bicycle and freight planning for the Springwater Plan District.*
~~15. Plan roads to accommodate the movement of goods and services (truck traffic).~~	
~~16. Consider environmental barriers and constraints.~~	
~~17. Address existing transportation safety issues.~~	
~~18. Identify and promote the quality and level of telecommunication services needed to serve industrial and other uses in the Springwater Community.~~	
~~19. Identify improvements to Highway 26 that enhance access and mobility to and through the Springwater Community plan area to support industrial and employment development. Design elements are to be compatible and supportive of the Springwater Community Plan.~~	*The City and ODOT created an Interchange Area Management Plan to connect Springwater streets to Highway 26.*
~~20. Create a transportation system that enhances mobility, reliability, and convenient connections to regional destinations.~~	
~~Action Measures~~	*Action measures are removed because they are covered in the Transportation System Plan or the Public Works Standards.*
~~1. Coordinate Springwater development with future recommendations for improved North/South access between I-84 and the Sunrise Corridor in Damascus.~~	
~~2. Implement recommended changes to the City's Transportation System Plan, and plan for funding requirements associated with transportation improvements and maintenance.~~	
~~3. Coordinate Springwater development with the recommendations of the US 26 Access Study, and provide an implementation strategy that maximizes industrial development opportunities in Springwater.~~	
~~4. Adopt a future street plan and street connectivity standards that meet regional and local connectivity requirements.~~	
~~5. Work with TriMet to develop a plan for Springwater that provides connection to local regional centers, with service through the industrial areas and Village Center.~~	
~~6. Future CIP Joint Study with Multnomah County to evaluate Access Management Control along 282nd to lessen the impacts on this facility and retain its rural character.~~	

~~7. Identify all Arterial and Collector projects that are not currently in the RTP and submit a project list for inclusion in a RTP amendment.~~ ***	

Section 11. Volume 4: Transportation System Plan is amended as follows:

Proposed Text Amendment	*Commentary*
~~VOLUME 4: TRANSPORTATION SYSTEM PLAN~~	*This section is repealed and replaced with Volume 4: Transportation System Plan (Exhibit 2).*

Exhibit 1. Volume 2, Section 10.320 Transportation System

Exhibit 2. Volume 2: Transportation System Plan