There are four major continuous East-West streets in this project area. Although Division, Powell, Holgate, and Foster do not intersect, they have a relationship with one another. Land use, traffic flow, visual and physical characteristics, and a variety of other factors have different roles on each street and cause people to use the streets differently.

Division Street features the most commercially-zoned property of these corridors and is a regional draw. It has four travel lanes, a center turn lane, bike lanes, sidewalks, and on-street parking.

Powell Blvd is a mostly residential street, with intermittent commercial and other uses. It has two lanes, a center turn lane on the east end, bike lanes, and no sidewalks. Unique characteristics include the three nearby parks, views of natural features, clusters of Douglas Fir trees and other green buffers on the edge of the road.

Holgate Blvd is a less busy, local serving street, that is principally residential with infrequent clusters of commercial use. It has two lanes, a dedicated cycle track, sidewalks, on-street parking, and terminates at Powell Butte.

Foster Road has a mix of uses, including light industrial, residential, open space, and commercial. It has four lanes, a dedicated center turn lane, bike lanes, and sidewalks. East of SE 122nd, the street becomes a 2 lane road, with mostly residential and open space uses.
**SEGMENT A (I-205 to SE 112th):** There are larger parcels of mostly industrial and commercial land uses, open space that abuts the street, and single-family residential uses. The buildings have deep setbacks and there are few driveways. There are continuous bike lanes on both sides of the street. Pedestrian travel is challenging due to poor drainage and a lack of sidewalks. However, there is a pathway through Ed Benedict Park, which eases travel for pedestrians.

- **104th Street Drive-in sign** is a remnant of drive-in movie theaters. It adds visual interest to the street, is a link to the past, and can be used to form a sense of place with other nearby important assets.
- **Powellhurst Baptist Church** offers services such as George CPA, Four Seasons Beauty Supply, Rapid Cash, and Still Smokin Tobacco for Less.
- **SE Powell** is important to the community as a major commercial node from SE 136th to the city border at SE 174th includes businesses such as Cain Petroleum, Blockbuster Video, 7-11, Figaro’s Pizza, and Eco Car Wash.
- **SE 14th** is designated as a City Bikeway, but lacks bike lanes.

**SEGMENT B (SE 112th to SE 162nd):** There is a mix of single-family and multi-family residential, with commercial uses at major intersections. Additionally, there are a number of small home businesses. There are small parcels, with buildings close to the street. The street has continuous bike lanes on both sides and short segments of sidewalks, mostly at major commercial intersections.

- **Ed Benedict Park** is a unique asset to the community. It does not have a strong street presence. It is set back, with parking and some Douglas Fir trees between it and the street. The sidewalk could be integrated with its surroundings or more public space amenities within the parking lot could be created.
- **SE 136th** is designated as a City Bikeway, but lacks bike lanes.
- **Cameron Care Center** is a senior day care facility.

**SEGMENT C (SE 162nd to SE 174th):** This section is wide and has a center turn lane. There is single-family residential, many larger multi-family residential complexes on the south side, and commercial nodes at major intersections. The commercial and retail in this area is auto oriented, with adjacent parking lots. There are continuous bike lanes on both sides of the street and sidewalks around the larger developments.
**CONCEPT DIAGRAM**

**Character Statement:** In the future, East Powell Blvd will become a more pedestrian-friendly, human scaled, neighborhood centered place. While serving both local and regional needs, it operates efficiently to move pedestrians, bicycles, transit, and automobiles. The character of future growth will be shaped by unique features such as bends in the road, vegetation that frames views of natural features, mature stands of Douglas Firs, vegetative buffers, and clusters of small locally owned businesses, parks, churches, and other amenities.

**SEGMENT A:** Pedestrian and transit rider enhancements, stormwater facilities, and vegetative buffers between industrial uses and the street edge create a safe and inviting place for pedestrians.

**SEGMENT B:** Flexible regulations allow small home based businesses to thrive, increasing opportunities for new employment. Services that enhance existing clusters on Powell strengthen the cohesiveness of the neighborhood.

**SEGMENT C:** Infill development and stronger physical and visual linkages between adjacent businesses create a more vibrant and pedestrian friendly atmosphere.

**EXISTING FEATURES TO STRENGTHEN, HIGHLIGHT, AND ENHANCE:**

- Small, vibrant, locally owned businesses offer necessary services to the community.
- One of the many unique attributes on Powell Blvd that strengthens its identity.
- Ed Benedict Skate Park is a prominent center of activity. Potential infill sites offer more opportunities for open space.
- Spiritual centers offer emotional support and opportunities for community connectedness.
- Enhanced crossings allow pedestrians and bicyclists to cross the street safely.
- Attractive buffers ease the transition between high volume traffic and other, more private uses.
- Mature trees are character giving elements. Meandering sidewalks within a widened right-of-way could be used to preserve trees.
- Swales assist with water runoff and improve the pedestrian experience.

[Legend]
- Existing neighborhood assets to be enhanced
- Small, locally owned, commercial businesses and other neighborhood amenities form larger clusters of neighborhood hubs with enhanced crossings and occasional on-street parking
- Potential future community asset that supports larger neighborhood hub clusters
- Neighborhood and regional connections occur more on major thoroughfares, while pedestrians and bikes use alternate paths