APPENDIX 39

(Adopted by Ordinance 1443, effective June 4, 1998)
(Amended by Ordinance 1736, effective February 6, 2014)

CENTRAL ROCKWOOD PLAN

Purpose and Process

In 1995 the Gresham City Council directed the City's long-range planning staff to begin work on a land use plan to guide growth and development in the Central Rockwood area to the year 2020. The primary purpose of this directive was to implement the Gresham 2020 Vision, completed in 1992, for Central Rockwood. The Vision outlined a long-term, conceptual blueprint for growth in the city to the year 2020. This scheme assigned to the Central Rockwood area the role of "Community Center", surrounded by a mixed-use, "live & work" community centered on the intersection of E. Burnside and 181st Avenue. As such, Rockwood was envisioned as an important sub-center, second only to central and downtown Gresham in terms of significance for housing, employment and commercial services.

While the Gresham 2020 Vision provided a general sense of Rockwood's future, a detailed land use plan was needed to flesh out the concept and provide details as to the types and character of development to be accommodated and encouraged in the area. This was the purpose of the Central Rockwood Plan.

As work was beginning on the Central Rockwood Plan, Metro was completing its Region 2040 planning program. Under Region 2040, various parts of the Portland metropolitan region were designated as specific design types, to accommodate certain types of development. Downtown Portland is to continue in its role as the hub of the region, and was given the predominant designation of "Central City." Next in regional importance are nine "Regional Centers," of which central Gresham is one. Third in the hierarchy are "Town Centers." Central Rockwood was designated in the adopted Metro 2040 Growth Concept as one of twenty-four Town Centers in the Portland region. For purposes of the Metro 2040 Growth Concept, Town Centers are described as follows:

> Smaller than regional centers, and serving tens of thousands of people, town centers are the third type of center with compact development and transit service. They would provide local shopping and employment opportunities to a surrounding market area of about 2.5 miles. Examples include the downtowns of Lake Oswego, Tigard and Oregon City. The 1990 density of an average of 23 people per acre would nearly double – to about the current densities of development along Hawthorne Blvd. and in downtown Hillsboro.

Metro's view of Central Rockwood's future as a Town Center was very much consistent with the Gresham 2020 Vision concept of a community center, and a live/work neighborhood for Rockwood. The intent in both cases was for Central Rockwood to shape growth in such a way that it would become a more urban district over the next twenty years, with housing, shopping and employment in close proximity. This mixing of land uses and activities would be very convenient for residents, employees, and business customers, leading to a desire to make the area more pleasant for people on foot; in essence, to make Central Rockwood more

“pedestrian-friendly.” The excellent transit service provided by MAX, and the region’s huge investment in light rail were seen as additional reasons to seek transit-supportive land uses and designs in Rockwood’s future.

In early 1996 a citizens advisory group, known as the Rockwood Plan Task Force, was appointed to assist city staff in preparation of the plan. The Task Force met some 30 times through 1996 and 1997 and into early 1998. All of the Task Force’s meetings were open to the public, and interested citizens were frequently in attendance. During that same period, as work on the plan proceeded, it was presented in draft form to the public at a number of community events to receive additional citizen comment. Two open house events were held at Portland Lutheran School in November 1996 and again in the fall of 1997. Each open house was preceded by the mailing of flyers to over 5,000 property owners and residents of Central Rockwood. Periodic updates were also provided to the Gresham City Council and Planning Commission as the planning proceeded. Each of these outreach efforts yielded valuable insights which helped to shape the Central Rockwood Plan as it was being drafted.

Project Goals

One of the Task Force’s first actions was to adopt a set of project goals. These goal statements guided work on the Central Rockwood Plan from start to finish. They are listed below:

1. Create a 25-year land use plan for the future development of Rockwood, which addresses the following elements:
    - Land use
    - Development standards
    - Urban design
    - Public facilities improvements
    - Transportation
    - Re-development and revitalization
2. Propose a detailed, concrete program for re-development of the triangle formed by NE 181st Avenue, E. Burnside, and SE Stark.
3. Involve and seek the support of residents, business and property owners, and interested citizens of Gresham and the Rockwood area in the process of creating and adopting the Central Rockwood Plan.
4. Ensure compatibility of the Central Rockwood Plan with the Gresham 2020 Vision, the Metro Region 2040 Plan, the Oregon Transportation Planning Rule, and related City planning projects.
5. Implement the plan through adoption by the City Council and incorporation in the Gresham Community Development Plan.

The Central Rockwood Context

The Rockwood area has a number of unique features which will make it attractive to new development over the next 25 years. Among these are a variety of shopping and employment centers, a good supply of housing, and excellent access to the rest of the region by transit and by automobile. Central Rockwood is well positioned to receive its share of the half-million new residents who will be moving into the Portland area between now and the year 2020. This growth provides an excellent opportunity to build on Central Rockwood’s strengths and create a

high-quality environment which will upgrade this important part of Gresham. However, Central Rockwood is not a “blank slate”. Planning efforts here are constrained by a number of factors, most notably the existing conditions.

What exists currently in Rockwood is the result of an incremental process which began some 100 years ago. By 1917, there were three stores, a school, a church, the grange hall, and sixteen houses clustered around the intersection of Baseline Road (SE Stark) and Rockwood Road (NE 181st). This pattern of housing interspersed with a wide variety of commercial uses has persisted in Rockwood up to the present. The explosion of growth which occurred after World War II, and the easy access to Portland via automobile, intensified the scale of development. The result is a scattered, low-profile mix of auto-oriented businesses and garden apartments fronting major arterial streets, with single-family residential neighborhoods occupying interior spaces behind the arterials. Nearly all of the few older buildings and landmarks which had provided a visual link to Rockwood’s origins as a rural crossroads community were removed. Although there is little vacant land in Central Rockwood, much of the developed property is inefficiently used.

For these and other reasons, the Central Rockwood area has suffered from a lack of focus and identity. Its role in mid-Multnomah County and, more recently, in Gresham has been poorly defined. This began to change in 1986 with the appearance of MAX light rail transit service, and again in 1992, with completion of the Gresham 2020 Vision. The MAX line had the effect of linking Central Rockwood much more closely to the rest of the region, and in particular to the regional employment center in central Portland. The 2020 Vision acknowledged Rockwood’s importance as a part of Gresham, and gave it a specific role to play.

While existing conditions can be changed, and future growth can be guided to improve the livability of Rockwood, desired changes will occur incrementally and will spring from the existing context. A fundamental purpose of the Central Rockwood Plan is to serve as the means by which the anticipated growth is channeled toward making the Rockwood area a strong, lively, and prosperous part of Gresham.

Central Rockwood Location and Characteristics

The Central Rockwood Plan encompasses about 820 acres, shown in Figure 1. Its focus is on the vicinity of the intersection of NE 181st Avenue and E. Burnside, and along the MAX light rail corridor from the west city limits to NE 202nd Avenue.

In terms of acreage, the dominant land use type in Central Rockwood is single-family residential. These neighborhoods, comprised of roughly 1,700 single-family houses, take up a total of about 380 acres, or nearly half of the total Central Rockwood Plan area. The next most prevalent land use type is multi-family residential, with about 304 acres, making up 37% of the total area. Commercial development is also prominent in Central Rockwood, taking up about 209 acres (26%). Remaining acreage (about 60 acres) is occupied by a variety of institutional and miscellaneous uses, including light industrial (7 acres) and vacant land. The plan area contains a total of approximately 5,080 dwelling units, of which about 3,350 are multi-family units (duplexes and larger).

Current zoning reflects the disjointed character of the Central Rockwood land use pattern. The Transit Development (TD) District, which is applied to much of the “Triangle” formed by E.

Burnside, SE 181st Ave., and SE Stark, is the only true mixed-use district. Other current zoning designations (e.g. MDR-24, GC, EC, and HDR-60) are mostly single-use zones, permitting either residential or commercial development. In order to create a mixed-use, live/work community, with convenient access to transit, shopping, and employment, the zoning pattern should include a more coherent arrangement of districts where both housing and commercial development are encouraged. This is particularly important in and around the Triangle, which has the greatest potential for redevelopment as a true Town Center. It is also important in close proximity to the light rail stations located at 162nd Avenue, 172nd Avenue, 181st Avenue, 188th Avenue, and Ruby Junction (197th Ave.). By permitting and encouraging higher densities and a mix of residential and commercial uses in these locations, developments which are directly supportive of light rail transit, as well as meeting local needs, will emerge.

Central Rockwood Plan Districts

As discussed above, both the Gresham 2020 Vision and the Metro 2040 Growth Concept call for land in and around the Triangle to become a transit-oriented, mixed-use "Town Center." The Town Center is proposed to function as the heart of Rockwood, providing a strong sense of identity to the district. Elsewhere in the plan area, most new development will be directed toward sites near the MAX stations at 162nd Ave., 172nd Ave., and Ruby Junction. Existing single-family residential neighborhoods provide an important source of affordable, owner-occupied housing. This housing resource should be preserved and strengthened as the area grows. Outside the Town Center Triangle, property abutting the major arterial streets of Central Rockwood provides opportunities for new multi-family housing. Although much new commercial development could be accommodated within and around the Town Center Triangle, additional commercial service will be needed in nodes at key intersections, such as NE 181st/Glisan and along 162nd Avenue at Glisan and Stark.

At the same time as the plan proposes new development district designations, it also seeks to upgrade the Central Rockwood area into a high-quality pedestrian district. This can be done by building more and wider sidewalks, and installing amenities such as street trees, benches, and traditional street lighting along public streets. Another key ingredient of pedestrian districts is convenient access by foot to shopping, jobs, and housing. To provide for this, the plan is proposing to allow the mixing of housing and commercial businesses within most of the Central Rockwood area. Mixed-use developments, where housing is located in upper floors, with retail businesses or offices on the ground floor, will be encouraged. The plan also proposes additional neighborhood parks and new streets in key locations. These new street connections will make travel easier in Central Rockwood, both for cars and for pedestrians.

These considerations have led to creation of seven new land use districts for Central Rockwood. Existing zoning would be removed and replaced by these new districts. They are described below.

> **Rockwood Town Center (RTC)**: This district encompasses the "Triangle" which will be the focal point of Central Rockwood. Primary uses to be permitted in the Town Center are retail commercial, services, and office uses. Mixed-use developments, multi-family housing, condominiums, rowhouses, and various institutional uses (e.g., library, public meeting halls, churches, government facilities) could also be permitted. The Triangle itself is proposed to be the subject of a detailed redevelopment plan, which will include a variety of public facilities to support the

uses permitted in the Town center. An initial concept for a redevelopment program (outlined below) calls for a central plaza, new streets, and other improvements. New development will be oriented to these improvements, as well as to the 181st and 188th light rail stations. The scale of development would consist generally of buildings at least two stories high, placed close to public sidewalks, with parking lots behind or to the sides of buildings. Some of the highest densities of development in the Rockwood area would occur within the Rockwood Town Center. Minimum residential densities are proposed to be 20 units per acre for new multi-family developments, and 18 units per acre for new rowhouses. Within the Triangle no maximum density is set. Elsewhere in the Town Center, the maximum residential density is 40 units per acre. Minimum floor area ratio (FAR) for commercial uses is .5:1.

Station Center (SC): This designation is applied to property which is adjacent to, or within easy walking distance of light rail stations, outside of the Town Center. Areas designated Station Center are intended to accommodate uses which are directly supportive of MAX transit. Along with the Town Center district, Stations Centers will be home to some of the more intensive forms of development in the Central Rockwood area. Expected development types include retail and service businesses, offices, mixed-use projects, higher-density housing, and rowhouses. In order to prevent creation of a strip commercial pattern along Burnside, new commercial development is restricted to clusters of sites within 500 feet of existing MAX stations. The residential density range is proposed at 24 – 60 units per acre for new multi-family developments, with a minimum of 18 units per acre for rowhouses. The minimum floor area ratio (FAR) for non-residential uses is proposed to be .6:1.

Ruby Junction Overlay: This overlay designation applies to certain Station Center properties near the Ruby Junction MAX station at 197th and Burnside. In this area, the same commercial, mixed-use and residential uses permitted in other Station Center districts are encouraged but, in addition, auto-dependent uses (e.g. body shops, tune-up shops, etc.) and limited light industrial uses are also permitted. The numerous, existing auto-dependent businesses operating in this area make its successful conversion to a more transit-supportive pedestrian district unlikely in the short term. In recognition of this factor, it was decided to continue to permit auto-dependent businesses and limited light industrial uses in the Ruby Junction Overlay area. Minimum and maximum residential densities and FARs for new commercial uses would be the same as in the Station Centers district.

Transit Low-Density Residential (TLDR): This designation affects most existing single-family neighborhoods within about one-half mile of the 162nd, 172nd, and Ruby Junction light rail stations. Most land within the TLDR district is already developed with low-density housing. These neighborhoods are stable and provide a good quality stock of affordable, single-family housing. As opportunities arise, new detached houses could be built on small lots (4,350 sq. ft. or smaller). Rowhouses, duplexes and accessory dwellings are also permitted, but commercial and mixed-uses are not. Small increases in residential density could occur very gradually, as under-utilized parcels are developed with new housing. The minimum density for new residential development is 10 units per acre; with a maximum permitted density of 20 units per acre.

Corridor Multi-Family (CMF): This designation is applied to properties along arterial streets in Rockwood, between the commercial and mixed-use nodes. The CMF districts provide opportunities for moderate-density residential development. In order to direct higher-density residential uses to the Town Center and the Station Centers, the maximum density permitted in the CMF district is 24 dwelling units per acre. The minimum density for new residential developments would be 12 units per acre. Most existing multi-family projects in the Central Rockwood area have been built within this density range. Free-standing commercial and mixed-use developments would not be permitted. To ensure an enhanced pedestrian environment, new multi-family buildings are required to be placed close to public sidewalks, with parking lots beside or behind buildings. Design standards for new construction will help to ensure that new developments become attractive additions to existing neighborhoods.

Corridor Mixed-Use (CMU): This designation is applied to clusters of parcels along several arterial streets in the Central Rockwood area. The CMU district provides for small-scale commercial uses, moderate-density residential uses and mixed-use developments. The modest commercial uses found in this district will serve primarily the day-to-day needs of residents in adjacent multi-family projects and single-family residential neighborhoods. Goods and services available here may be more convenient for nearby residents than commercial services available in the Town Center and other commercial nodes. In order to ensure that larger commercial uses locate in the Town Center and the General and Community Commercial Districts, the maximum building footprint of a new commercial use in the MCU district is limited to 10,000 sq. ft. Residential densities in the CMU district range from 12 – 24 dwelling units per acre. As in all of the Central Rockwood pedestrian districts, new buildings are to be placed close to public sidewalks, with parking lots beside or behind buildings, for an enhanced pedestrian environment. Design standards for new construction will help to ensure that new buildings become attractive additions to existing neighborhoods.

Community Commercial (CC): This designation applies to the mostly developed properties clustered around the intersection of 181st Avenue and Glisan St. This is a commercial node which already functions as a community commercial center, anchored by Albertson's and Payless stores. This scale of commercial uses is expected to continue, as this center serves primarily the retail commercial needs of nearby neighborhoods. Over time, the existing uses could be augmented by additional commercial buildings placed near abutting streets. Housing is also permitted, in conjunction with commercial uses. For new commercial construction, the minimum FAR is .4 : 1.

Moderate Commercial (MC): This district designation applies to existing nodes of commercial activity along 162nd Avenue at its intersections with Glisan and Stark. These commercial nodes will continue to function at a smaller scale than Community Commercial district, serving smaller trade areas. As in the CC district, mixed residential/commercial uses and offices are also permitted and encouraged in MC areas. To ensure that MC centers maintain their secondary status with respect to other commercial nodes in Rockwood, the size of new commercial buildings is limited to a maximum building footprint of 40,000 sq. ft. New housing in MC centers may take place in conjunction with commercial development meeting a

minimum density standard of 12 dwelling units per acre. The minimum FAR for new commercial construction is .4:1.

Figure 1 shows the locations of each of the new land use districts in the Central Rockwood Plan area.

Growth Capacity Estimates – Households and Employment

The Central Rockwood Plan area is expected to grow, in terms of both households and employment. As part of the Region 2040 Plan, adopted by Metro in 1996, it has been forecast that between 1995 and 2020 the number of households in the Central Rockwood Plan area will increase from approximately 4,800 households to about 6,200 households. During that same period, total employment is expected to increase from about 4,200 jobs to roughly 6,300, an increase of 2,100 jobs.

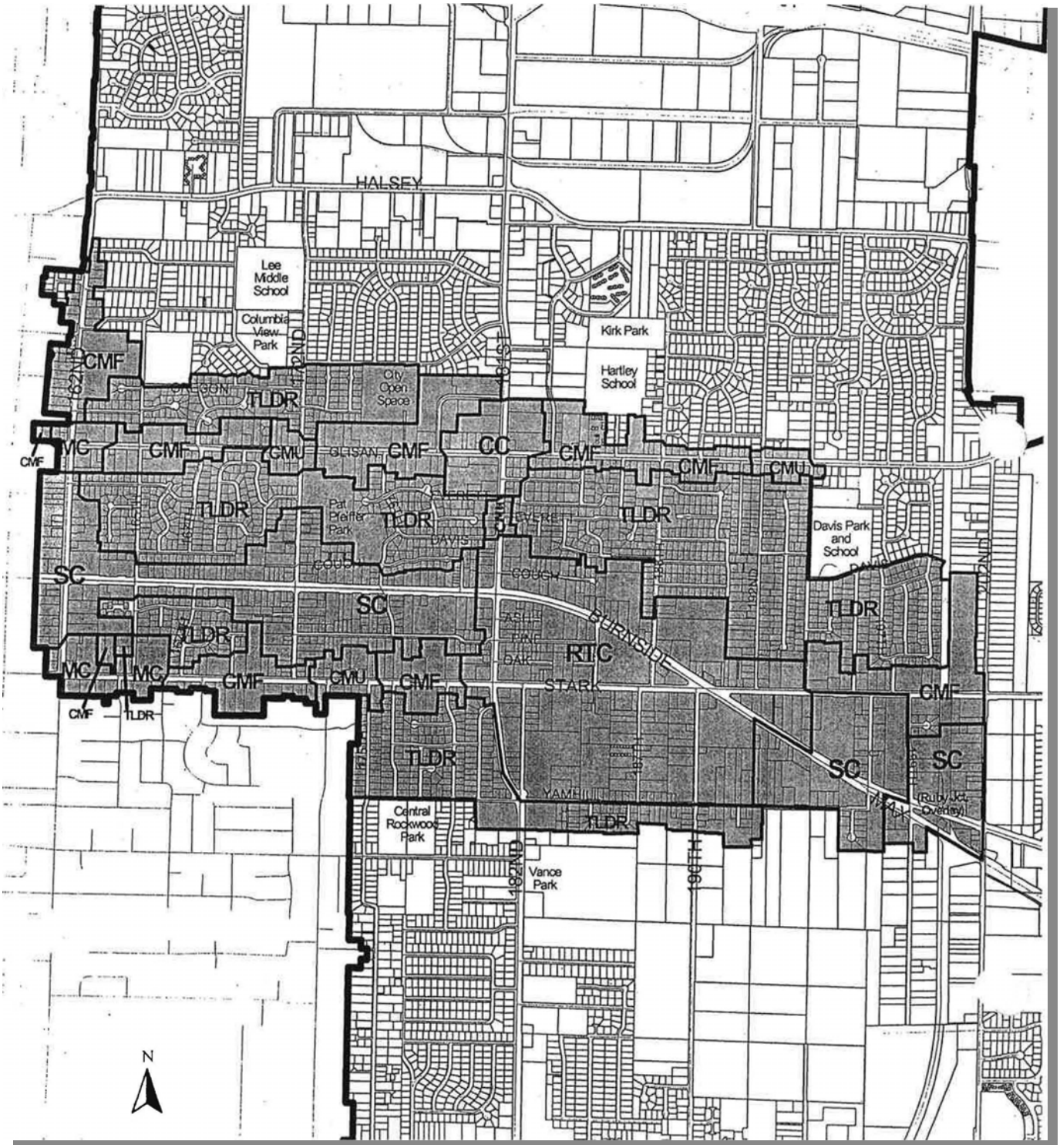
As noted above, Central Rockwood is largely built-out. There is not a great deal of vacant land available to accommodate new growth, although much of the existing, developed land area has been under-developed. There is, however, potential for considerable redevelopment on these properties. Specifically, of the 820 total acres in the Central Rockwood Plan area, only about 46 acres can be considered vacant.[1] However, about 126 acres are considered to be redevelopable over the next 22 years. Redevelopable properties are typically those where the value of the land exceeds the value of buildings and other improvements on the land.

Given the minimum residential densities and floor area ratios proposed for the new Central Rockwood Plan districts described above, it is estimated that capacity exists for some 2,000 new dwelling units to be built – well beyond the forecast growth in households of 1,400. In addition, given the proposed arrangement and minimum floor area ratios of districts permitting commercial development (see Figure 1), it is estimated that vacant and redevelopable acreage could accommodate approximately 2,200 new commercial jobs.[1]

As part of the Urban Growth Management Functional Plan, adopted by Metro in 1996, a number of targets were established for residential and employment densities in various parts of the Portland metropolitan region. For Town Centers, such as the Rockwood Town Center district, the target figure for persons per acre (residents and employees) in the year 2017 is 40. Given the growth capacities estimated above, the anticipated persons per acre at that time in the Rockwood Town Center would be nearly 50.

[1] Growth Capacity Estimates – Central Rockwood Plan, City of Gresham, February 1998.

Figure 1
Central Rockwood Plan
Land Use Districts



Redevelopment Program for the Town Center "Triangle"

Attached to this appendix is a Proposed Redevelopment Program for the Rockwood Town Center "Triangle". This program for redevelopment was called for by Goal No. 2 of the goals for the Central Rockwood Plan, adopted by the Rockwood Plan Task Force.

As discussed above, the Triangle plays a key role in the future of Central Rockwood. It is to serve as the focal point of Central Rockwood, in terms of function, activity, and visibility. Its primary role would be to serve as a multi-purpose destination both for Rockwood area residents and for visitors from elsewhere in East Multnomah County and the region. To fulfill this role successfully, much of the Triangle will need to be redeveloped. The Proposed Redevelopment Program for the Rockwood Town Center "Triangle" outlines the need for this redevelopment effort, and suggests a number of features and strategies for carrying out a major redevelopment program. It also recommends formulation of a comprehensive redevelopment plan for the Triangle, and lists several options for proceeding with such a plan. A full-blown redevelopment plan could take many forms, and a decision will have to be made as to the appropriate course to take in pursuing redevelopment. As the proposed redevelopment program concludes,

> A key question in this process will be the extent to which the City of Gresham chooses to be active in initiating and supporting the steps which will need to be taken to implement the plan. An option which would call for minimal involvement by the City might consist of simply adopting zoning designations and development standards consistent with the program outlined in this report. At the other end of the scale, the City might choose to formulate and carry out an aggressive redevelopment plan similar to that proposed by the Stastny concept. This option could involve the City in acquiring and clearing land, packaging and marketing development properties, obtaining new street rights-of-way, and constructing a wide range of capital improvements, such as utility lines, a park or plaza, a parking garage/structure, wide sidewalks, and a variety of street furniture. This approach would require a strong funding commitment over a long period. An urban renewal plan, with tax-increment financing, is often used as a tool to support such an extensive redevelopment program. Short of urban renewal, there are many other possible levels of City involvement, consisting of various combinations of public/private partnerships, capital improvements programming, targeted developer incentives, cash grants from state and federal agencies, residential tax abatement, etc.
>
> It is the recommendation of the Rockwood Plan Task Force that the City Council initiate follow-up steps to prepare a detailed redevelopment plan for the Town Center triangle. The Task Force further recommends that the elements listed above in the Task Force "Charrette" Results section of this report be included in the design and implementation of any follow-up plan for redevelopment of the triangle.

Central Rockwood Future Streets Plan

The draft Central Rockwood Plan seeks to upgrade all of the Central Rockwood area into a high-quality pedestrian district. This will be done gradually by encouraging pedestrian-friendly developments, by building more and wider sidewalks, and by installing amenities such as street trees, benches, and traditional street lighting along public streets. Another important ingredient of pedestrian districts is convenient access by foot to shopping, jobs, and housing. To provide

for this, the plan proposes to allow the mixing of housing and commercial businesses within much of Central Rockwood.

A key element in the creation of this pedestrian district will be improving the circulation of cars, pedestrians, and bike riders. A Future Streets Plan (shown in Volume 4 Transportation System Plan) is proposed to provide for this improved circulation. The future streets plan designates a total of nearly two miles of new streets in critical locations. These new street connections will make travel easier in Central Rockwood, for cars as well as for pedestrians and bicyclists. Nineteen separate future street segments have been identified. Some of the proposed future street segments would connect nearby, parallel streets which now dead-end near one another. Other segments will run through large blocks of land, breaking them up and providing better access to MAX stations and to the new commercial and employment uses which will appear over time in Central Rockwood.

The Future Streets Plan Map (shown in Volume IV Transportation System Plan) shows general locations for needed public streets. It is not intended to indicate precise street alignments. In certain locations, it may be more feasible or cost-effective to shift the actual future street alignment slightly. In most cases, the future street segment indicated would consist of a local street, having a paved width of 26' – 32', with sidewalks at least 5' wide, in a right-of-way of 46' – 50' in width. Somewhat wider streets may be needed in some situations.

Actual construction of these proposed future streets will take many years. In some cases, the City will need to acquire land for the street right-of-way. In other cases, individual development projects may be required to dedicate right-of-way in locations indicated on the future street plan to provide needed access. Some future street segments will involve purchase and demolition of existing buildings. The primary value of the future streets plan is in serving as a blueprint for the long-term provision of new streets which will support the goals of the Central Rockwood Plan in creating a lively, prosperous town center district.

Future Parks Opportunities

Figure 3 shows areas in Central Rockwood which appear to be deficient in public parks and open space facilities.

Accessible parks and open spaces, located within convenient walking distance of all housing units, are an important element in the creaton of a successful, mixed-use pedestrian district, as envisioned for Central Rockwood. Large, community-scale parks are not necessary to serve the day to day needs of residents in a pedestrian district. Safe and convenient access to some type of public open space is more important than the size of a park or school yard. Even "pocket parks," of less than an acre in size, can do a great deal to enhance the character and livability of a neighborhood if they are just down the street and can be used safety by children and the elderly.

To get a sense of how accessible existing park and public school sites are in Rockwood, as well as where there might be areas in need of additional parks facilities, the locations of existing public parks and public schools were mapped, along with those parcels which have convenient access to them by foot (Figure 3). For purposes of this analysis, convenient access means that the walking distance is no more than about 1,000 feet, and that an arterial street does not have to be crossed in order to get to the park or school. As this map shows, by this criterion many

parcels which seem to be relatively close to existing parks and schools do not in fact have safe, convenient access. In addition, there are several large areas where it is impossible to reach a public park or school on foot without taking a circuitous route of more than one-quarter mile and crossing a major arterial street. This suggests that in order to create the mixed-use, pedestrian-friendly environment which is envisioned for Central Rockwood, it will be necessary to provide additional public parks facilities in key locations.

The Gresham Parks, Recreation, and Open Space Master Plan (1995) already proposes development of an "urban plaza" within the Town Center triangle. It also designates the Rockwood area in general as "under-served" by neighborhood parks. The need for additional neighborhood parks could be met by providing "pocket parks," less than an acre in size, in locations which the attached map shows are lacking in good access to parks now. Ideally, any new park locations would be less than 1,000 feet walking distance from any site, and would not require crossing an arterial street. Opportunity areas, showing where additional parks facilities might be needed to serve neighborhoods, are indicated on the map.

Needed pocket parks or urban plazas could eventually be located within any of the opportunity areas shown. Following adoption of the Central Rockwood Plan, more work will need to be done to determine which of the identified opportunity areas are in greatest need of additional parks and open spaces. In addition to public acquisition, it may be possible to provide incentives to developers to set aside portions of a development site to help meet a neighborhood's need for local open space. The process of identifying sites, budgeting funds for acquisition, and improving the new parks is likely to be a long-term activity.

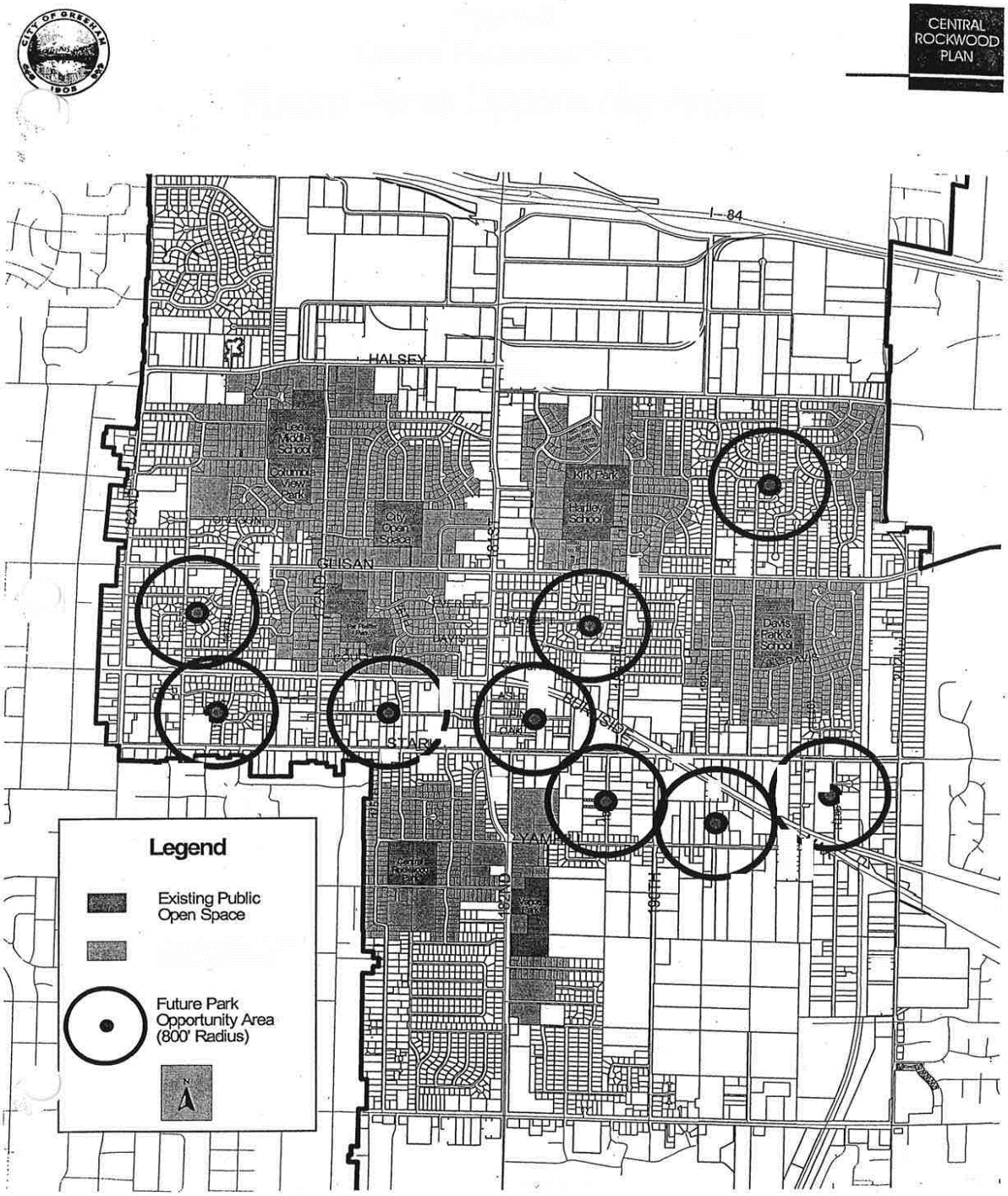
Action Plan Follow-Up

Adoption of the Central Rockwood Plan will put into place critical land use control measures to support the gradual development of a higher-density, mixed-use, transit-supportive and pedestrian-friendly district. However, the process of creating the plan has pointed out that the Rockwood area confronts many issues which are not strictly land use related. Among these are issues of public safety, social service needs of families, children and the elderly, and economic development. In addition, this plan identifies a number of public facilities needs, such as new streets and parks, which will require significant follow-up work. For each of these facilities, actual projects will need to be identified, prioritized, and scheduled, and funding will have to be secured. Finally, preparation of a comprehensive plan for redevelopment of the Town Center Triangle will require a significant, long-term commitment from the City and from a number of other agencies, citizens, and property owners.

For these reasons, the Rockwood Plan Task Force recommends that adoption of the Central Rockwood Plan be followed up by adoption of a Rockwood Action Plan. The Action Plan should be prepared by a team of professional staff, citizens, business people, and agency representatives. It should specify in concrete terms what follow-up actions need to be carried out, who should be responsible for taking the necessary action, when the action should take place, and what resources are available to support the action. The Action Plan will ensure that the initial steps taken in the Central Rockwood Plan to provide for future land use and development will be followed by concrete steps to continue moving Central Rockwood toward becoming a healthy and successful part of Gresham's future.

Figure 3

Central Rockwood Plan
Future Parks Opportunity Areas



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