

Below is DRAFT language that can be used in development of local agency ordinances for the Powell-Division Transit and Development Project LPA

WHEREAS, Resolution No. 09-4099, adopted December 2009, accepted the Draft 2035 Regional Transportation Plan, with the Following Elements, for Final Review and Analysis for Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan; and

WHEREAS, the Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as the second highest of the three near-term regional priority corridors; and

WHEREAS Resolution No. 10-4119, adopted February 2010, updated the Work Program for Corridor Refinement Planning through 2020 and Proceeded with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle; and

WHEREAS, Resolution 12-4345, adopted May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priorit, and Metro and TriMet initiated the Powell-Division Transit and Development Project in 2013 and began project development, evaluating different alternatives; and

WHEREAS, Resolution No. 13-4450, adopted August 2013, approved FY 2012-2013 Funding for Community Planning and Development Grants (CPDG) Funded with Construction Excise Tax, including City of Portland and City of Gresham CPDGs to assess land uses and create a development strategy for the Powell-Division HCT corridor that is consistent with, and integrated with, the HCT analysis; and

WHEREAS, Resolution No. 14-4496, adopted January 2014, created and appointed Members of a Steering Committee for the Powell-Division Transit and Development Project, and proposed steering committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area including community development, economic development and job creation in and near the plan area; and

WHEREAS, Resolution No. 15-4634, adopted September 2015, endorsed the Powell-Division Transit and Development Project Transit Action Plan; and

WHEREAS, Resolution No. 15-4640, adopted September 2015, approved Fiscal Year 2015-2016 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, including City of Portland and City of Gresham CPDGs to assess land uses and create a development strategy for the Powell-Division HCT corridor that is consistent with, and integrated with, the HCT analysis; and

WHEREAS, necessary multimodal transportation planning has been completed to identify needs and opportunities for high capacity transit at a system planning level in the Powell-Division HCT Corridor, and needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land

uses, and there is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

WHEREAS, there is now both demonstrated interest in local and regional support leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development; and

WHEREAS, the Powell-Division Transit and Development Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and station locations; and

NOW, THEREFORE, BE IT RESOLVED, that (BLANK) adopts the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative (Exhibit A)

Adopted by the Council,