



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

04/03/2012

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Portland Plan Amendment
DLCD File Number 008-11

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, April 17, 2012

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Courtney Duke, City of Portland
Angela Lazarean, DLCD Urban Planner
Anne Debbaut, DLCD Regional Representative

Angela Lazarean, DLCD Urban Planner

<paa> YA



FORM 2

DLCD

Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

In person electronic mailed

DATE STAMP

DEPT OF

MAR 28 2012

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **City of Portland**

Local file number: **185202**

Date of Adoption: **3/14/2012**

Date Mailed: **3/22/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 9/9/2011

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **Transportation System Plan**

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Technical update of the 2006 Portland Transportation System Plan (TSP) to include Portland-Milwaukie Light Rail (PMLRT) Land Use Final Order (LUFO) related changes. Changes include realignment of SE Water Ave., new street alignments in South Waterfront; four street segments re classified to implement PMLRT; and three edits plus three additions to the TSP project list to implement PMLRT.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **n/a**

to: **n/a**

Zone Map Changed from: **n/a**

to: **n/a**

Location: **n/a**

Acres Involved: **n/a**

Specify Density: Previous: **n/a**

New: **n/a**

Applicable statewide planning goals:

| | | | | | | | | | | | | | | | | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD File No. 008-11 (18968) [16992]

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Local Contact: **Courtney Duke, AICP, Senior Planner** Phone: **(503) 823-7265** Extension:
Address: **1120 SW 4th Ave., Room 800** Fax Number: **503-823-7609**
City: **Portland** Zip: **97204-** E-mail Address:
courtney.duke@portlandoregon.gov

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.

ORDINANCE No. 185208

Amend the Transportation System Plan, part of the Portland Comprehensive Plan, to include updated street segment classifications, project list descriptions and project alignments on transportation system improvement maps to implement the Land Use Final Order for the Portland-Milwaukie Light Rail Project (Ordinance)

The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. The City of Portland adopted its Comprehensive Plan on October 16, 1980 (Ordinance 150580, effective date January 1, 1981). The Plan was acknowledged as being in conformance with Statewide Land Use Planning Goals by the Land Conservation and Development Commission (LCDC).
2. The Portland Milwaukee Light Rail is a project identified in the City's Transportation System Plan and in the Regional Transportation Plan. In order to implement the project, modifications to projects and streets were identified.
3. The Council approved the realignment of Water Ave in January, 2011 by Resolution 36841.
4. The Council approved the Clinton-to-the-River Multi-Use Path in January, 2011 by Resolution 36842.
5. The Council approved the North Macadam Transportation Development Strategy in April, 2009 by Resolution 36696.
6. The Council approved the South Waterfront District Street Plan in November, 2009 by Resolution 36753).
7. The Realignment of Water Ave, Clinton-to-the-River Multi-Use Path, North Macadam Transportation Development Strategy, and South Waterfront District Street Plan are all projects that will be implemented as part of the PMLRT. The Land Use Final Order (LUFO) adopted by Metro authorized the uses, routes, stations and infrastructure improvements as identified and required local TSPs to be amended to be consistent with the LUFO.
8. The projects listed above are projects that were added or modified in order to meet the requirements of the LUFO. This ordinance incorporates these changes into the City's Transportation System Plan.

9. The Federal Transit Administration approved the PMLRT's Final Environmental Impact Statement (FEIS) and approved the project to move forward into final design. Final design, as well as initial construction of the PMLRT and its components (Willamette River Bridge, stations, alignments, infrastructure improvements) have begun.
10. Because these amendments to the TSP are implementing the FTA's federal action and a regional action, the LUFO, a land use action is not necessarily required. Nevertheless, findings are provided against State, Regional and City Policies.
11. On September 9, 2011 notice of the proposed action was mailed to the Department of Land Conservation and Development in compliance with the post-acknowledgement review process as required by OAR 660-18-020.
12. On September 23, 2011 a notice of the proposal and the Planning and Sustainability Commission hearing scheduled for October 25, 2011 was sent to the City's Legislative Notification List consisting of citizens, neighborhood organizations and other interested persons who requested to be notified of legislative amendments to the comprehensive plan, such as the proposed TSP amendments.
13. On September 27, 2011 a public open house was held at Portland City Hall for interested citizens.
14. December 13, 2011 the Planning and Sustainability Commission held a public hearing on the proposed Amendments and recommended the Council approve them.

Findings on Statewide Planning Goals

15. State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the statewide planning goals. Only the state goals addressed below apply.
16. **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of these amendments has provided numerous opportunities for public involvement, including:
 - a. As part of the previous actions described in findings 2-5 above, PBOT staff periodically met with and engaged in telephone and email exchanges with property owners, developers, members of the business community and other interested parties in regards to project goals and provisions.
 - b. As part of the previous actions described in findings 2-5 above, PBOT staff maintained and updated as needed a project website(s) that included basic project information, announcements of public events, project documents and staff contact information.
 - c. On September 23, 2011 PBOT issued a draft document outlining proposed text and map changes. The document was made available to the public and posted on the PBOT web site.
 - d. On September 27, 2011 PBOT hosted a public open house on the amendments. Staff provided background information, text and map changes, summary materials and staff contact information. Staff explained the amendments, answered questions and accepted public comments and suggestions.

- c. On September 23, 2011 PBOT issued a draft document outlining proposed text and map changes. The document was made available to the public and posted on the PBOT web site.
- d. On September 27, 2011 PBOT hosted a public open house on the amendments. Staff provided background information, text and map changes, summary materials and staff contact information. Staff explained the amendments, answered questions and accepted public comments and suggestions.
- e. On December 13, 2011, the PSC held a public hearing on the Amendments at which interested members of the public had an opportunity to testify and submit comments.
17. **Goal 2, Land Use Planning**, requires the development of a process and policy framework that acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. The policy framework is the City's Comprehensive Plan, and the amendments support this goal by making the Comprehensive Plan consistent with the more recently adopted actions described in findings 2-5 above.
18. **Goal 9, Economic Development**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The amendments support this goal because the amendments support the implementation of transportation improvements in two of the city's and region's industrial and employment districts. These transportation projects improve or add public facilities supportive of economic activity in these districts.
19. **Goal 12, Transportation**, requires provision of a safe, convenient, and economic transportation system. The amendments support this goal because amendments that help implement the PMLRT and the provisions of the LUFO promote a balanced multi-modal transportation system that is consistent with the City's Transportation System Plan and the land use vision for the City. There are numerous implementing actions addressing enhancements to the pedestrian environment, vehicle circulation, transit use, parking, and bicycle circulation.
- a. The Oregon Transportation Planning Rule (TPR) was adopted in 1991 and amended in 1996, 2005 and 2012 to implement State Goal 12. The TPR requires jurisdictions to determine if the proposed Comprehensive Plan Map amendment will significantly affect an existing or planned transportation facility.
- b. This proposal will not have a significant effect on existing or planned transportation facilities because the proposed amendments will not result in increases in housing units or additional jobs that will increase motor vehicle trips in the area.

Findings on Metro Urban Growth Management Functional Plan

20. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity

of land within the Urban Growth Boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations.

21. **Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region.
22. **Title 4, Industrial and Other Employment Areas**, limits retail and office development in Employment and Industrial areas to those that are most likely to serve the needs of the area and not draw customers from a larger market area.
23. **Title 7, Affordable Housing**, ensures opportunities for affordable housing at all income levels, and calls for a choice of housing types.
24. The proposed amendments are consistent with all of the Metro Titles listed above because they do not significantly alter the development capacity of the city and there are no proposed changes to land uses, nor any changes to jobs, housing, parking or impacts to water quality, flood management or fish and wildlife.

Findings on Metro Regional Transportation Plan and the Regional Transportation Functional Plan

25. The Portland-Milwaukee Light Rail Project and the projects outlined in the general findings are identified in the Regional Transportation Plan in a number of different projects. Amending the TSP to include the changes outlined in Exhibits A-D will bring the TSP into compliance with the FTA EIS and the LUFO. The City's TSP addresses and meets the requirements outlined in Titles 1- 7 of the Regional Transportation Functional Plan.

Findings on Portland's Comprehensive Plan Goals

26. **Goal 1, Metropolitan Coordination**, calls for the Comprehensive Plan to be coordinated with federal and state law and to support regional goals, objectives and plans. The amendments support this goal because these amendments implement the LUFO, which established the alignment of a regional priority project, the PMLRT, and the amendments implement the decision by the FTA that approves construction of the PMLRT.
27. **Policy 1.4, Intergovernmental Coordination**, requires continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The amendments support this policy because a number of other government agencies were notified of this proposal and given the opportunity to comment. These agencies include ODOT, TriMet, Metro, DLCDC and other agencies on the City's Legislative Update List. No comments were received. In addition, these

amendments comply with the decision by the FTA to approve construction of a regional priority project, the PMLRT.

28. **Goal 2, Urban Development**, calls for maintaining Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The amendments support this goal because these amendments increase multimodal circulation in South Waterfront and Central Eastside Industrial District and improve access to and within these employment districts.
29. **Goal 3, Neighborhoods**, calls for the preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The amendments support this goal because they help implement the regional priority project, the Portland-Milwaukie Light Rail that will increase transit access and connectivity in several major neighborhoods in the city, including South Waterfront, Brooklyn, and Sellwood-Moreland.
30. **Goal 5, Economic Development**, calls for the promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments are consistent with this goal because the amendments help increase transit access and connectivity in two major employment centers in the city, including the South Waterfront and the Central Eastside Industrial District.
31. **5.4, Transportation System**, calls for the promotion of a multi-modal regional transportation system that stimulates and supports long term economic development and business investment. The amendments are consistent with this goal because the amendments increase transit, pedestrian and bicycle access within and between two major employment centers in the city.
32. **Goal 6, Transportation**, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendments support this goal because the Portland-Milwaukie Light Rail is a transit supportive project, providing increased multimodal transportation accessibility and reduced auto-dependence.
33. **6.1, Coordination**, calls for coordination with affected state and federal agencies, local governments, special districts and providers of transportation services when planning for and finding transportation facilities. The amendments support this policy because these amendments implement the decision by the FTA to approve construction of a regional priority project, the Portland- Milwaukie Light Rail in coordination with other agencies as discussed in finding 23 above.

34. **6.2, Public Involvement**, calls for carrying out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders, especially those traditionally underserved by transportation services, and that solicits and considers feedback when making decisions about transportation. These amendments support this policy for the reasons stated in the findings addressing Statewide Planning Goal 1 (findings 13 a - e above) and incorporated here.
35. **6.4, Classification Descriptions** calls for street classifications and designations that describe the types of motor vehicle, transit, bicycle, pedestrian, truck, and emergency vehicle movement that should be emphasized on each street. These amendments are consistent with this policy because the street classification changes support the implementation of PMLRT and allow the streets to reflect this modal emphasis for the streets in the street plan and for the realignment. Classification changes were reviewed against other classifications in order to not create conflict in modal classifications. Classifications increase pedestrian and bicycle access in two important central city neighborhoods. Exhibit A.1 describes the proposed classification changes in both text and map form.
36. **6.17, Coordinate Land Use and Transportation**, calls for implementing the Comprehensive Plan and the 2040 Growth Concept through long-range transportation and land use planning and the development and effective transportation projects and programs. These amendments meet this goal because the changes allow the implementation of a regionally significant project (PMLRT) that meets numerous land use and transportation goals including the coordinated development of light rail transit, pedestrian and bicycle facilities, and the potential for residential and commercial development around the light rail stations.
37. **6.18, Adequacy of Transportation Facilities**, calls for ensuring that amendments to the Comprehensive Plan (including goal exceptions and map amendments), zone changes, conditional uses, master plans, impact mitigation plans, and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. These amendments meet this goal because the changes allow the implementation of a significant project (PMLRT) from the city's existing Comprehensive Plan that meets numerous land use and transportation goals. The amendments are consistent with allowed land uses and clarify the identified function and capacity of the affected transportation facilities to support these land uses.
38. **Policy 6.20, Connectivity**, calls for supporting the development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers. **Policy 6.22, Pedestrian Transportation**, calls for the planning and completion of a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit. **Policy 6.23, Bicycle Transportation**, calls for making the

bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. **Policy 6.24, Public Transportation**, calls for developing a public transportation system that conveniently serves City residents and workers 24 hours a day, seven days a week, and that can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities. The amendments implement the PMLRT, which supports policies 6.20-6.24 by increasing transit, motor vehicle, bicycle and pedestrian connectivity in the affected neighborhoods. The PMLRT includes connections to the river, improves pedestrian connectivity and connections to transit, and increases bicycle connectivity with the Clinton-to-the-River project.

39. **6.37, Southeast Transportation District, Objective D**, calls for facilitating pedestrian access and safety in Southeast Portland by improving connections to the Willamette River; adding connections between neighborhoods and parks, institutions, and commercial areas; and enhancing pedestrian crossings with curb extensions and improved markings. **Objective J** calls for supporting planning for and development of light rail transit and streetcars in Southeast Portland, including consideration of feeder transit service and pedestrian and bicycle access. The amendments support these goals by implementing the PMLRT, a light rail development in southeast Portland. This project also includes improved pedestrian, bicycle and streetcar connections to many destinations including the river, OMSI, the Portland Opera, the South Waterfront district, and multiple other destinations and neighborhood areas.
40. **Goal 8, Environment**, calls for maintaining and improving the quality of Portland's air, water and land resources and protect neighborhoods and business centers from detrimental noise pollution. The amendments support this goal because they facilitate implementation of the PMLRT project, which supports multi-modal transportation options, reduces reliance on personal automobiles, and will help reduce air, noise and water pollution.
41. **8.4, Ride Sharing, Bicycling, Walking, and Transit**, calls for promoting the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area. The amendments support this goal because they will implement projects that support the PMLRT transit project and that support bicycle and pedestrian connectivity as described in finding 34 above.
42. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process, and the implementation, review, and amendment of the Comprehensive Plan. This project followed the process and requirements specified in Chapter 33.740, Legislative Procedure. The amendments support this goal for the reasons explained in the findings for Statewide Planning Goal 1, Citizen Involvement (sections 13a-13e of this document) and incorporated here.

43. **Goal 10, Plan Review and Administration**, calls for periodic review and implementation of the Comprehensive Plan and addresses amendments to the Plan, the Plan Map, and the Zoning Code and Zoning Map. The amendments support this goal by implementing the decision of the FTA to approve construction of the PMLRT. Implementation of the PMLRT does not move forward the planning horizon of the TSP or Comprehensive Plan, and the City followed the process for amending the TSP as required by the LUFO, state law and the zoning code.
44. **Goal 11-B, Public Rights-Of-Way**, calls for improvements to the quality of Portland's transportation system. The amendments support this goal by implementing new streets and connectivity in the central city.
45. **11.10, Street Design and Right-of-Way Improvements**, calls for design improvements to existing and new transportation facilities that implement transportation and land use goals and objectives. The amendments support implementation of the PMLRT, which will build new streets in conformance with existing design guidelines, and that allow for all modes of travel.
46. **11.11, Street Plans**, calls for the promotion of a logical, direct, and connected street system through the development of street plans. The amendments support this goal because facilitate implementation of the PMLRT, which supports increased connectivity within the adopted South Waterfront District Street Plan.
47. **Goal 12, Urban Design**, calls for enhancing Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The amendments support this goal because they help implement the PMLRT, a transit project that support the urban character of inner Portland neighborhoods.
48. **12.4, Provide for Pedestrians**, calls for recognizing that auto, transit and bicycle users are pedestrians at either end of every trip and that Portland's citizens and visitors experience the City as pedestrians; for providing a pleasant, rich and diverse experience for pedestrians; and for ensuring that those traveling on foot have comfortable, safe and attractive pathways that connect Portland's neighborhoods, parks, water features, transit facilities, commercial districts, employment centers and attractions. The amendments support this goal because the PMLRT project will provide additional pedestrian connections and enhance access to transit through the construction of the light rail line and stations and through the implementation of the actions described in findings 2-5 above.

NOW, THEREFORE, the Council directs:

- a. The map amendments to the Transportation System Plan in Exhibit A titled *Chapter 2 Transportation Element to the Comprehensive Plan; Goal 6: Policies and*

Objectives, dated February 21, are hereby adopted.

- b. The text amendments to the Transportation System Plan in Exhibit B titled *Chapter 3: Major System Improvements*, dated February 21, 2012, are hereby adopted.
- c. The map amendments to the Transportation System Plan System Improvements in Exhibit C, titled *Chapter 3: Major Transportation Improvements*, dated February 21, 2012, are hereby adopted.
- d. If any section, subsection, sentence, clause, phrase, diagram or drawing contained in this ordinance, or the plan, map or code it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the plan, map, or code and each section, subsection, sentence, clause, phrase, diagram and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Passed by the Council: **MAR 14 2012**

Mayor Adams

Prepared by: C. Duke

Date Prepared: February 21, 2012

LaVonne Griffin-Valade
Auditor of the City of Portland

By



Deputy

Agenda No. **185208**
ORDINANCE NO. **185208**
Title

Amend the Transportation System Plan, part of the Portland Comprehensive Plan, to include updated street segment classifications, project list descriptions, and project alignments on transportation system improvement maps in order to implement the Land Use Final Order (LUFO) for the Portland-Milwaukie Light Rail Project (PMLRT)(Ordinance)

| | |
|---|--|
| <p>INTRODUCED BY Commissioner/Auditor: MAYOR SAM ADAMS</p> <p><i>K. Williams on behalf of Mayor Adams</i></p> <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Adams</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Leonard</p> <p>BUREAU APPROVAL</p> <p>Bureau: Bureau of Transportation Division Manager: Paul Smith <i>P.S.</i></p> <p>Prepared by: Courtney Duke: JF <i>CD</i> Date Prepared: February 24, 2012</p> <p>Financial Impact & Public Involvement Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> <i>Per Clerk</i></p> <p>Council Meeting Date March 7, 2012</p> <p>City Attorney Approval <i>MPM</i></p> | <p>CLERK USE: DATE FILED <u>MAR 02 2012</u></p> <p>LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By: <i>[Signature]</i> Deputy</p> <p>ACTION TAKEN:</p> <p>MAR 07 2012 PASSED TO SECOND READING MAR 14 2012 9:30 A.M.</p> |
|---|--|

AGENDA

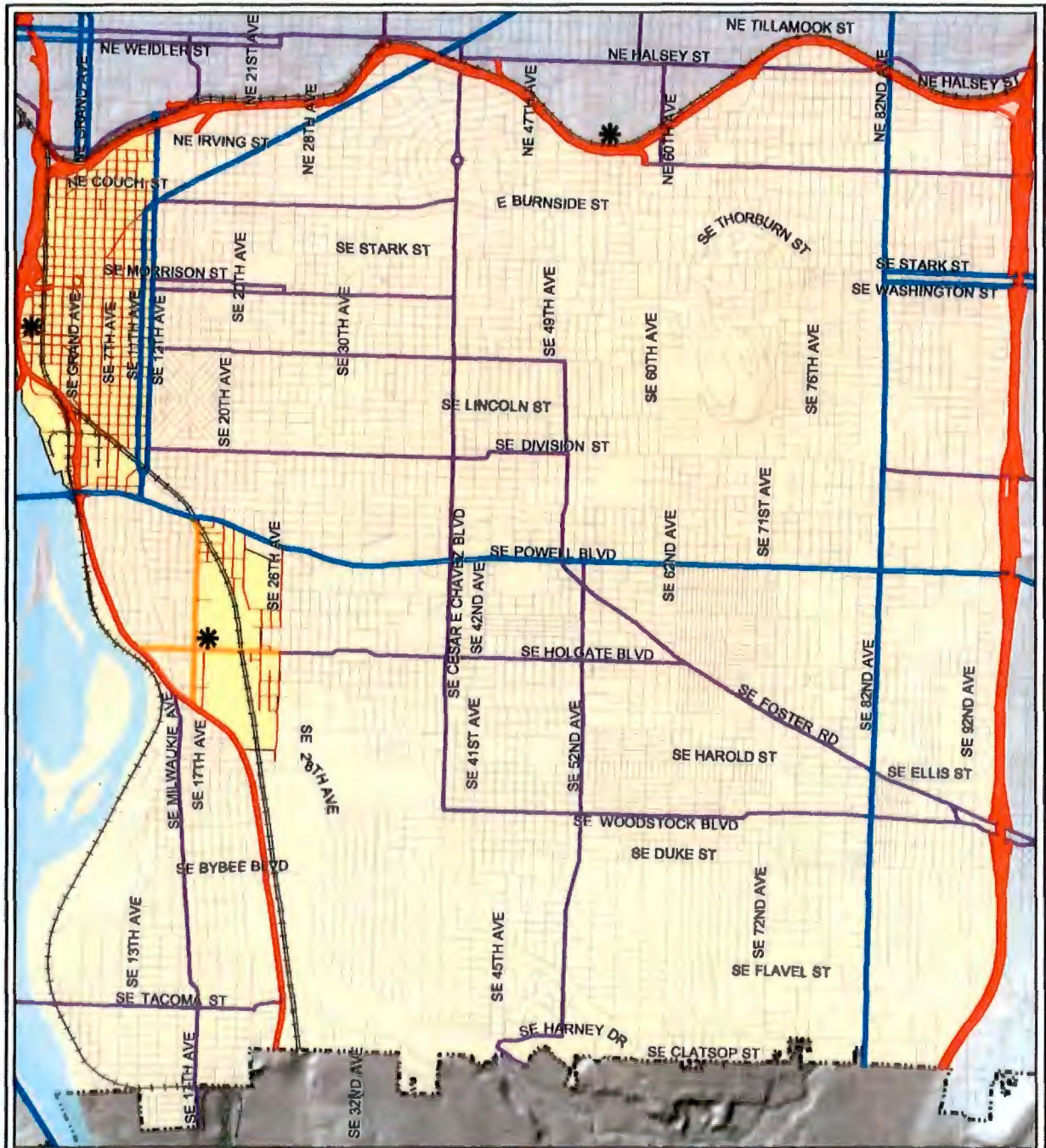
TIME CERTAIN
Start time: _____

Total amount of time needed: _____
(for presentation, testimony and discussion)

CONSENT

REGULAR
Total amount of time needed: 30 min
(for presentation, testimony and discussion)

| FOUR-FIFTHS AGENDA | COMMISSIONERS VOTED AS FOLLOWS: | |
|--------------------|---------------------------------|------|
| | YEAS | NAYS |
| 1. Fritz | ✓ | |
| 2. Fish | ✓ | |
| 3. Saltzman | _____ | |
| 4. Leonard | ✓ | |
| Adams | ✓ | |

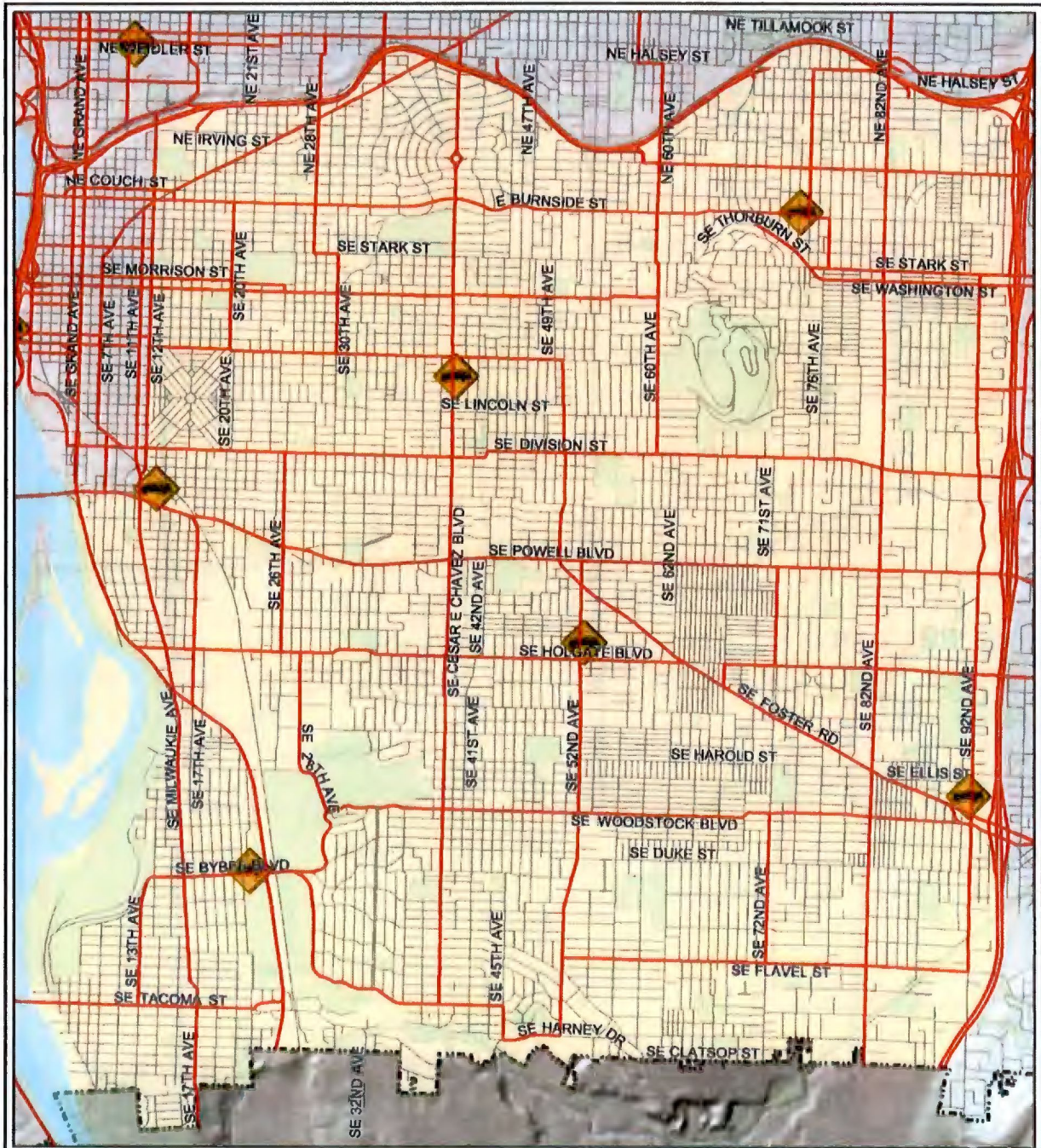


Map 6.38.5 - Southeast District - Freight Classifications




| | | |
|-----------------------|----------------------------|--------------------|
| Regional Truckway | Freight District Street | Freight District |
| Priority Truck Street | Local Service Truck Street | |
| Major Truck Street | Railroad Main Line | Freight Facilities |
| Truck Access Street | Railroad Branch Line | |

0 0.5 1 Mile

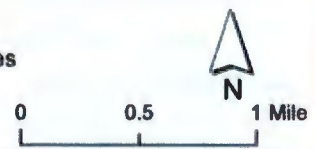
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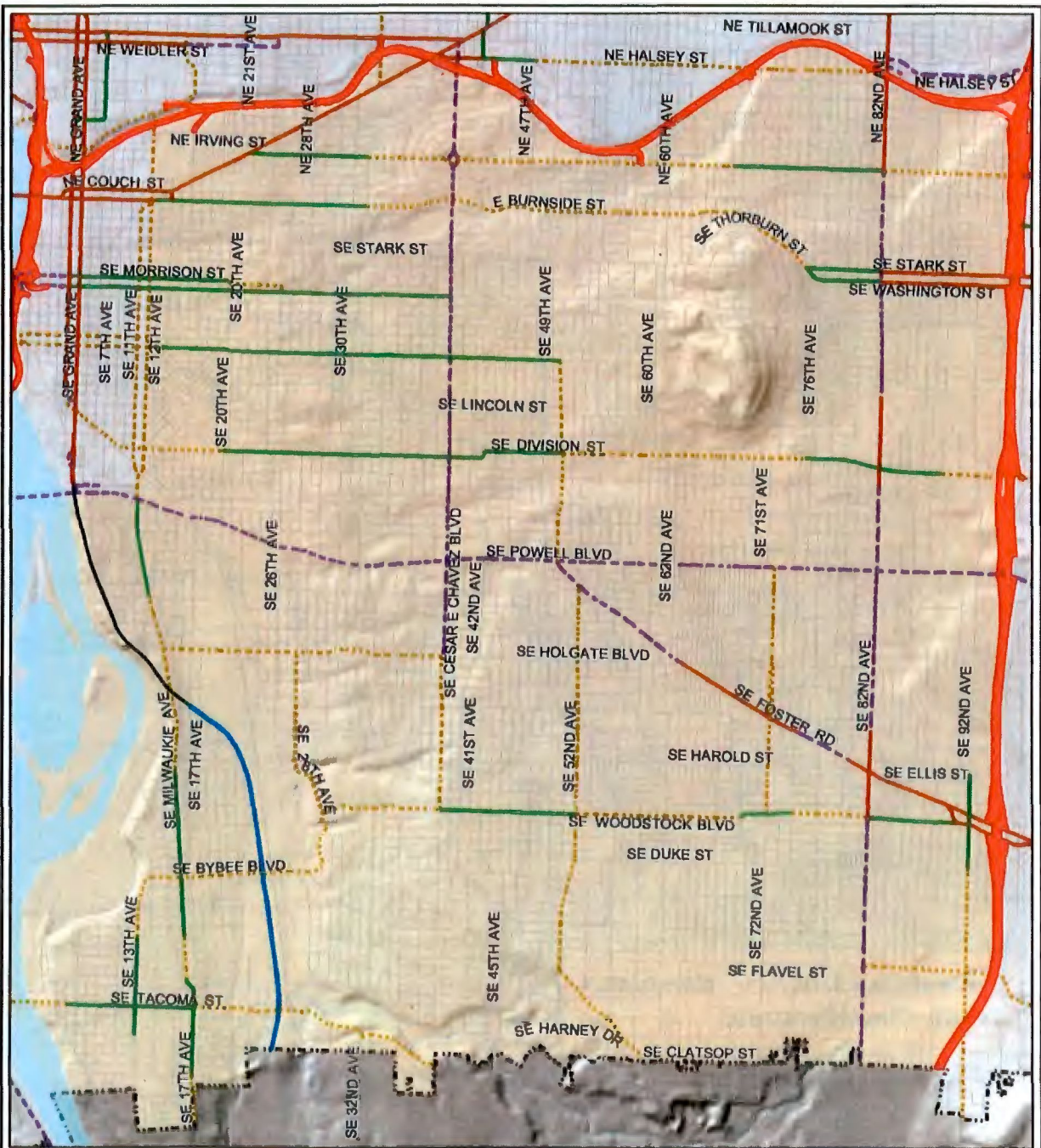


Map 6.38.6 - Southeast District - Emergency Response Classifications








-  Major Emergency Response Street
-  Minor Emergency Response Street
-  Fire Stations

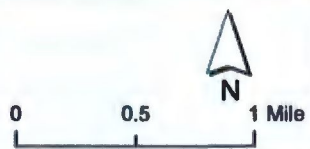
Parks and Open Spaces

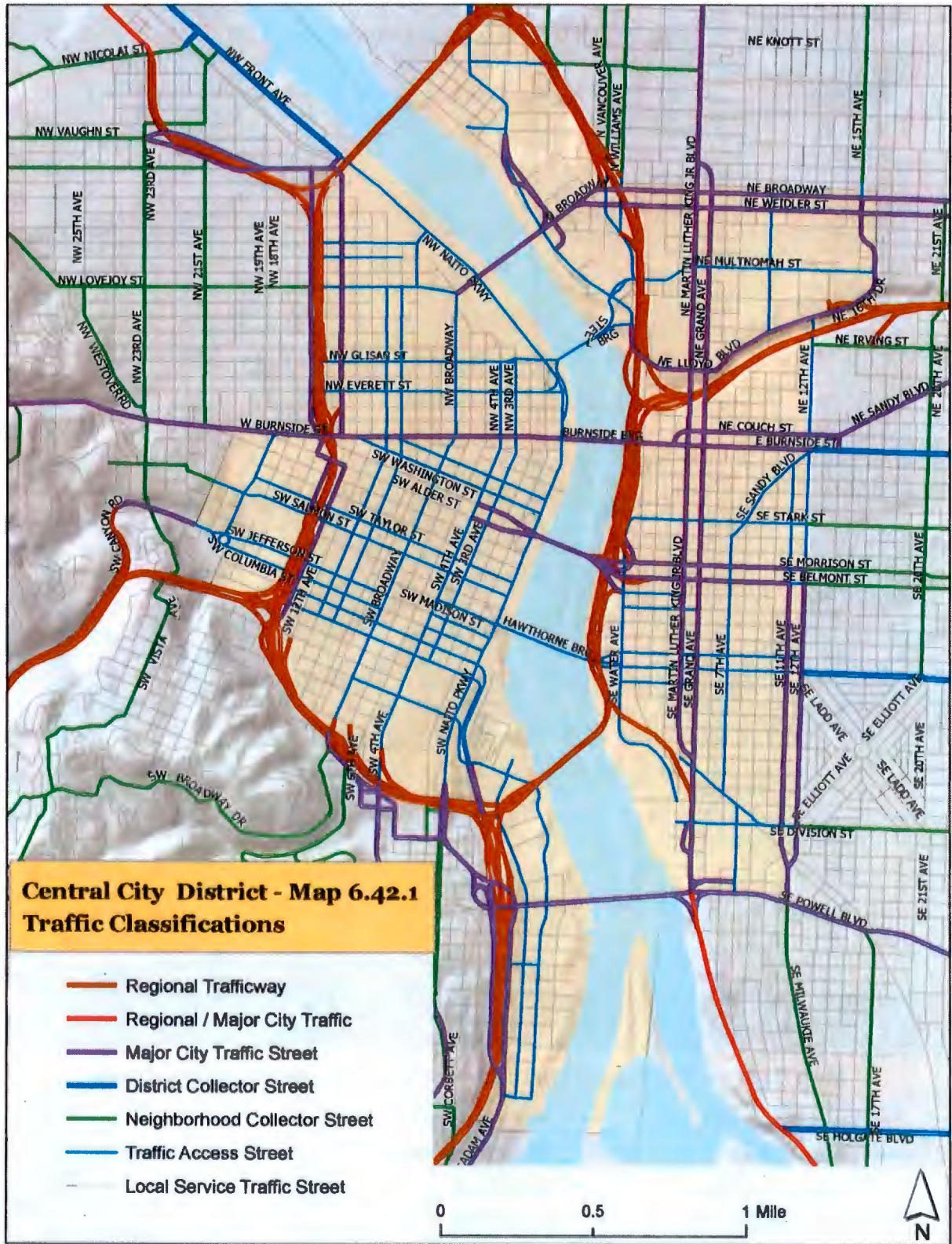


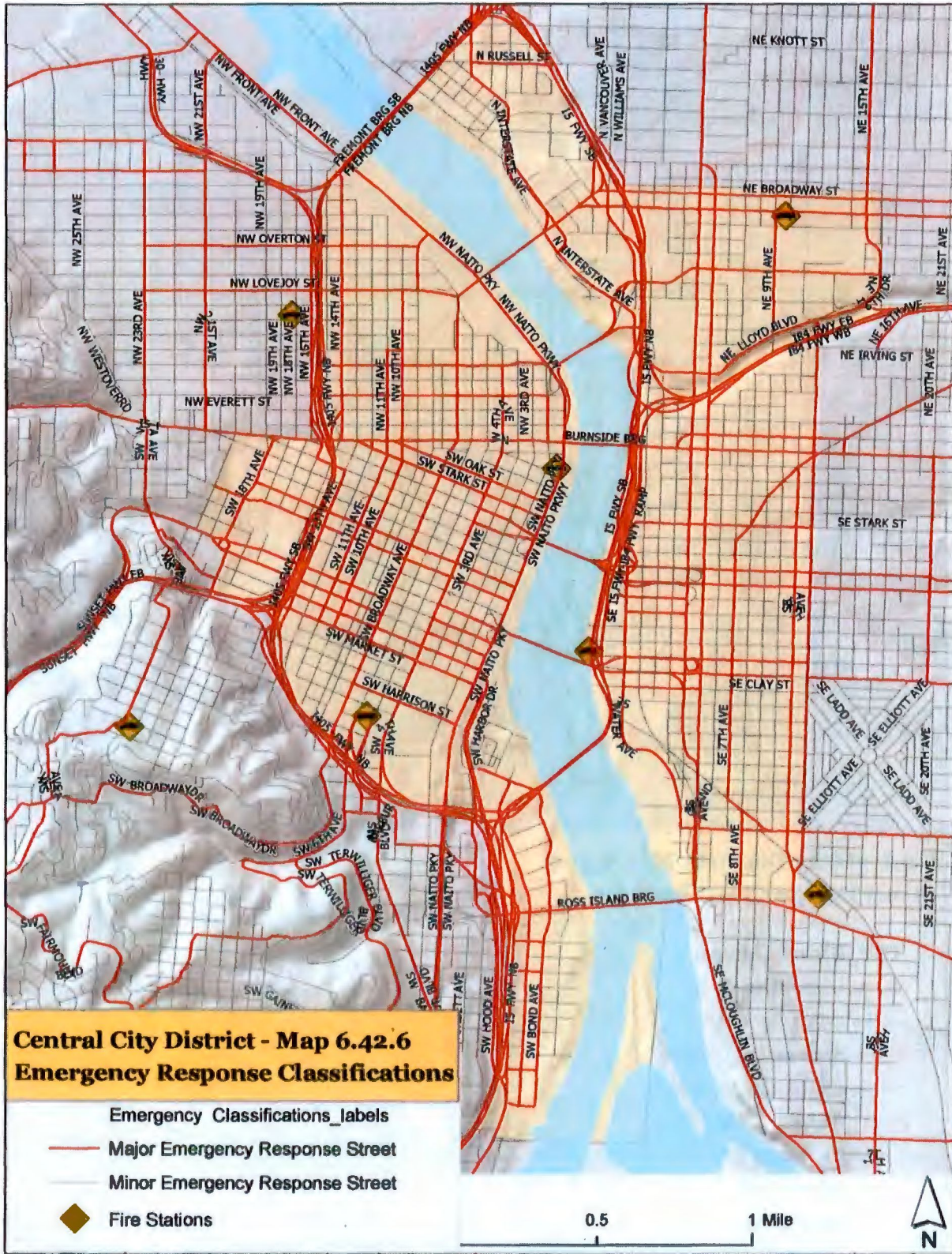


Map 6.38.7 - Southeast District - Street Design Classifications

- | | |
|---|--|
|  Urban Throughway |  Regional Corridor |
|  Urban Highway |  Community Corridor |
|  Regional Main Street |  Urban Road |
|  Community Main Street |  Local Street |







Chapter 3: Major System Improvements**Map Changes to Map 3.2 Citywide: Major Transportation Improvements**

1. 10004 Add Portland-Milwaukie Light Rail: Transit Improvements

10004**Portland-Milwaukie Light Rail: Transit Improvements**

Construct light rail from Milwaukie to Portland City Center transit mall via new transit / bike / pedestrian bridge across the Willamette River.

TriMet, Portland

\$1.2-1.3 billion (Years 11-20)

Map Changes to Map 3.3 Central City District: Major Transportation Improvements

1. 20100 Add Clinton to the River Multi-Use Path
2. 20031 Delete – To be replaced with 10004
3. 10004 Add Portland-Milwaukie Light Rail: Transit Improvements
4. 20101 Add Moody, SW: Realignment

20100**Clinton to the River Multi-Use Path**

Implement bicycle boulevard along SE Caruthers Street from the Eastbank Esplanade / Transit Way to SE 7th Ave; Implement two-way cycle track along SE 7th Ave from SE Caruthers to SE Division Place; and implement a multi-use path from SE Division Place and SE 9th to the proposed Clinton Station along the Portland-Milwaukie Light Rail line.

TriMet, Portland

\$TBD(Years 1-5)**20054****Water Ave, SE (Caruthers – Division Pl): Street Extension Phase II Realignment**

Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, and reconstruction of existing roadway. Realign temporary Water Avenue to permanent alignment to facilitate traffic, streetcar, bicycle, pedestrian and light rail improvements in the Central Eastside Industrial District.

Portland

~~\$288,750~~ \$13,322,199 (Years 11-20)**20031****Light Rail Extension 3, SW/SE**

Construct LRT from Rose Quarter to Milwaukie TC

TriMet

\$515,000,000(Years 6-10)**20009****Bond Ave, SW (River Parkway – Bancroft): Street Improvements**

Improve SW Bond to serve as the primary northbound —south mobility street in the new North Macadam neighborhood.

Portland

\$5,000,000(Years 1-5)**20101****Moody, SW: Realignment**

Realign SW Moody Ave as development occurs.

Portland

\$TBD(Years 11-20)




Map Changes to Map 3.8 Southeast District: Major Transportation Improvements



1. 20100 Add Clinton to the River Multi-Use Path
2. 20031 Delete – To be replaced with 10004
3. 10004 Add Portland-Milwaukie Light Rail: Transit Improvements



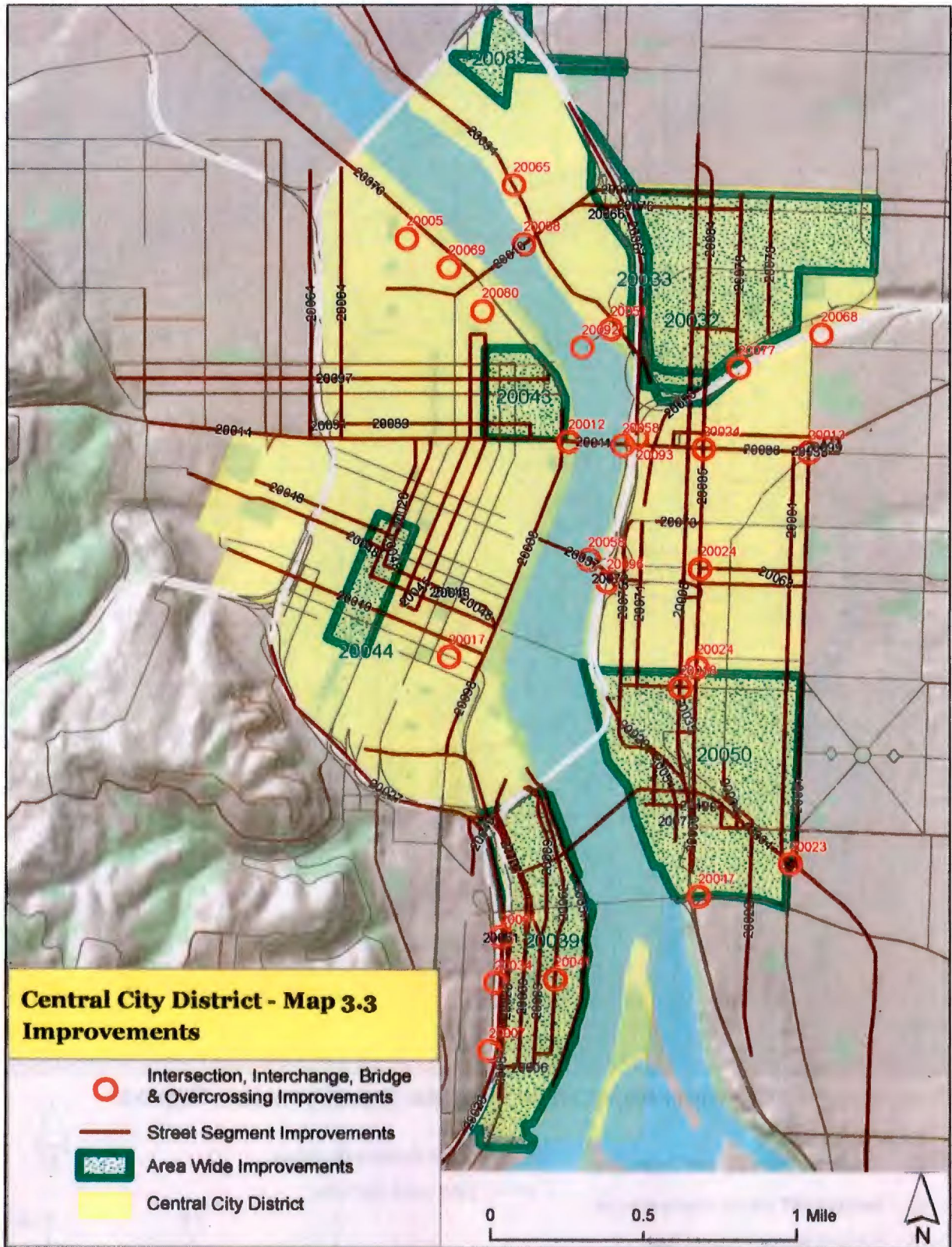
Citywide: Major Transportation Improvements - Map 3.2

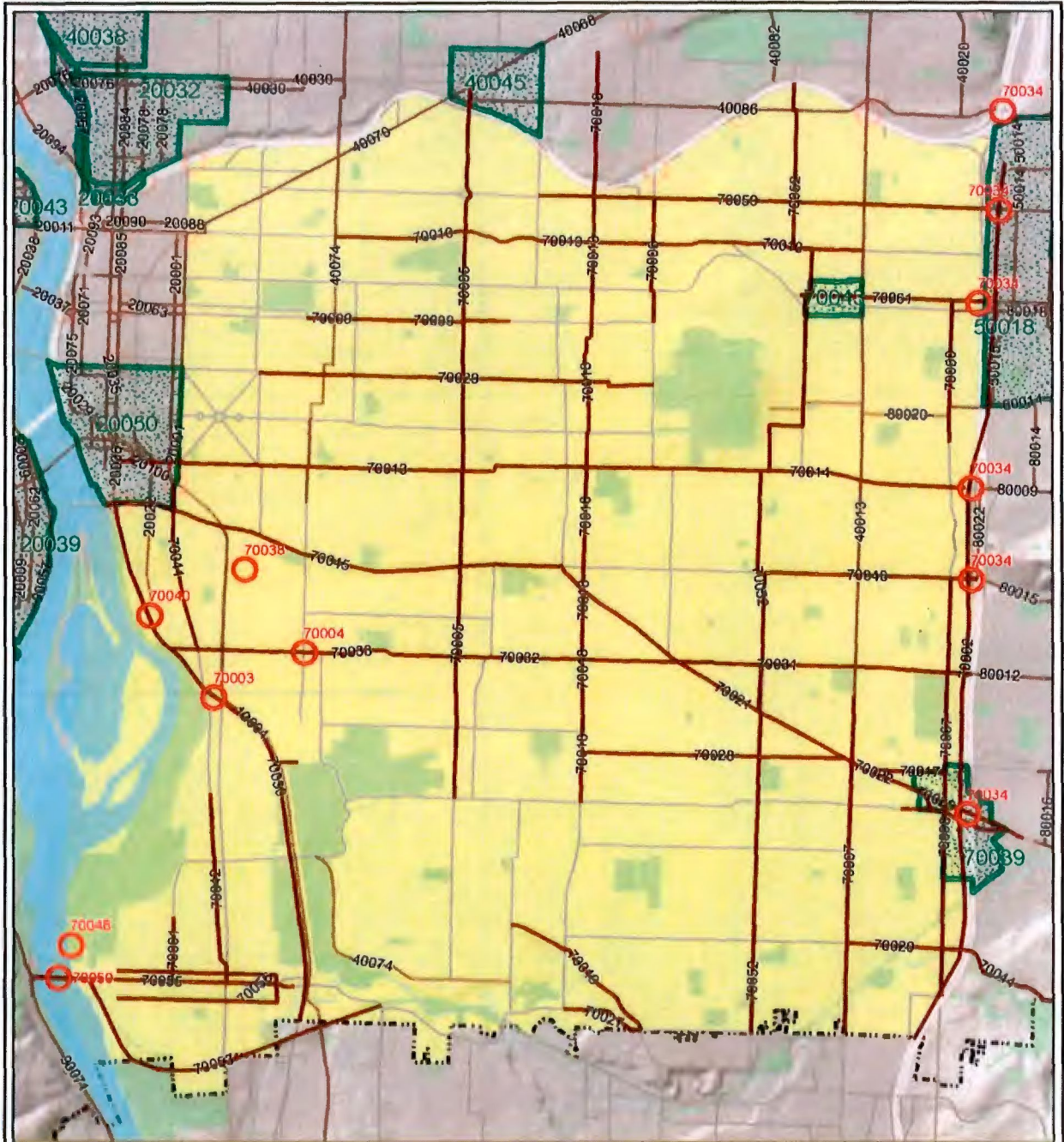
Improvements

-  Columbia River Channel Deepening
-  Banfield LRT Station Improvements
-  Portland-Milwaukie Light Rail







-  City of Portland Boundary
-  MAX Light Rail Line







Map 3.8 - Southeast District - Improvements

| | | | |
|---|---|---|---------------------------|
|  | Intersection, Interchange, Bridge & Overcrossing Improvements |  | Southeast District |
|  | Street Segment Improvements |  | Parks and Open Spaces |
|  | Area Wide Improvements |  | City of Portland Boundary |

0 0.5 1 Mile

Portland, Oregon
FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT
For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

| | | | |
|---|--|---|---|
| 1. Name of Initiator Courtney Duke | | 2. Telephone No. 503-823-7265 | 3. Bureau/Office/Dept. PBOT/OTD/TRP |
| 4a. To be filed (date): March 7, 2012 | 4b. Calendar (Check One) Regular Consent 4/5ths <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> Time Certain | | 5. Date Submitted to Commissioner's office and FPD Budget Analyst: February 24, 2012 |
| 6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed | | 6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed | |

1) Legislation Title: Amend the Transportation System Plan, part of the Portland Comprehensive Plan, to include updated street segment classifications, project list descriptions, and project alignments on transportation system improvement maps in order to implement the Land Use Final Order (LUFO) for the Portland-Milwaukie Light Rail Project (PMLRT) (Ordinance)

2) Purpose of the Proposed Legislation: In early 2011, PBOT received funding from TriMet to amend the TSP as necessary to implement the Portland-Milwaukie Light Rail Project (PMLRT), a project in the City's adopted TSP. The required amendment also complies with the approved Land Use Final Order (LUFO). In addition to the LUFO, the proposed amendments would update the TSP to reflect the following the previously adopted City Council decisions:

- New Water Avenue Realignment (January 2011, Resolution 36841)
- Clinton-to-the-River Multi-Use Path (January 2011, Resolution 36842)
- North Macadam Transportation Development Strategy (April 2009, Resolution 36696)
- South Waterfront District Street Plan (November 2009, Resolution 36753)

The amendment would change Chapter 2 of the Transportation System Plan as reflected in Exhibits A-C.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- | | | | |
|--|---|---|--------------------------------|
| <input checked="" type="checkbox"/> City-wide/Regional | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast | <input checked="" type="checkbox"/> Southeast | <input checked="" type="checkbox"/> Southwest | <input type="checkbox"/> East |
| <input checked="" type="checkbox"/> Central City | | | |
| <input type="checkbox"/> Internal City Government Services | | | |

FINANCIAL IMPACT

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

This legislation will not directly generate or reduce any City revenue. It is unknown whether

future development resulting from the construction of the Portland-Milwaukie Light Rail or the adjacent street projects and plans will result in revenue increases.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense? *(Please include costs in the current fiscal year as well as costs in future years. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the level of confidence.)*

TriMet provided funding for Bureau of Transportation staff time related to this amendment. The City will be responsible for minor costs related to updating staff copies of the Transportation System Plan as well as the Portland Bureau of Transportation website with the amended pages.

6) Staffing Requirements:

- **Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?** *(If new positions are created please include whether they will be part-time, full-time, limited term, or permanent positions. If the position is limited term please indicate the end of the term.)*

No.

- **Will positions be created or eliminated in future years as a result of this legislation?**

No.

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation.)*

The proposed ordinance does not amend the budget.

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

YES: Please proceed to Question #9.

NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

The proposed TSP amendments help implement the Portland-Milwaukie Light Rail project, including projects that improve multi-modal access to the light rail and nearby land uses. It is anticipated that the community will be positively impacted by this increased accessibility to and through the project area.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

Neighborhood groups, business associations, citizens and other interested parties were engaged for meetings, workshops and open houses related to the Portland-Milwaukie Light Rail project and the previously adopted plans. Additionally, PBOT provided opportunities for community feedback directly on the TSP amendments. On September 23, 2011 PBOT issued a draft document outlining the proposed TSP changes. On September 27, PBOT held a public open house on the amendments. On December 13, the Portland Planning and Sustainability Commission held a public hearing with opportunities for comments and testimony.

c) How did public involvement shape the outcome of this Council item?

The public was invited to comment on the proposed TSP amendments online and at an Open House held on September 27, 2011. One comment related to these amendments noted a need for consistent bicycle classification on an alignment. This change was incorporated into the amendment presented at PSC and City Council.

In addition, all of the previous projects this amendment is incorporating and which were approved by council, had a public involvement component, including public meetings and public hearings.

d) Who designed and implemented the public involvement related to this Council item?

Courtney Duke and Art Pearce, Bureau of Transportation


e) Primary contact for more information on this public involvement process (name, title, phone, email):

Courtney Duke, Senior Planner, Bureau of Transportation, 503-823-7265,
courtney.duke@portlandoregon.gov

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

No future involvement is anticipated as these amendments reflect previously approved plans and projects, and as the initial public involvement process did not reveal any objections.

KK 02-22-12



TOM MILLER, Bureau of Transportation

BUREAU DIRECTOR



Sam
Adams
Mayor

TRANSMITTAL MEMO

February 21, 2012

TO: City Council

FROM: Courtney Duke, AICP, Senior Transportation Planner (503-823-7265)
Bureau of Transportation/Office of the Director

RE: Portland Milwaukie Light Rail Amendments to the Transportation System Plan

On March 7, 2012 an item to amend the City's Transportation System Plan to assist in the implementation of the Portland Milwaukee Light Rail Project will be at City Council.

This transmittal memo includes:

- A letter from the Planning and Sustainability Commission
- Ordinance "backer" from City Attorney
- Financial Impact and Public Involvement Statement
- Staff Supplemental Report
- An Ordinance to Amend the Transportation System Plan, part of the Portland Comprehensive Plan, to include updated street segment classifications, project list descriptions, and project alignments on transportation system improvement maps in order to implement the Land Use Final Order (LUFO) for the Portland-Milwaukie Light Rail Project (PMLRT).
- Exhibit A: *Chapter 2 Transportation Element to the Comprehensive Plan; Goal 6: Policies and Objectives*
- Exhibit B: *Chapter 3: Major System Improvements*
- Exhibit C: *Chapter 3: Major Transportation Improvements*

Please let me know if you have any questions.

1120 S.W. 5th Avenue, Suite 800 • Portland, Oregon, 97204-1914 • 503-823-5185
FAX 503-823-7576 or 503-823-7371 • TTY 503-823-6868 • www.portlandoregon.gov

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Employer

To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW 5th Ave, Portland, OR 97204, or by telephone 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Portland Planning and Sustainability Commission

André Baugh, Chair

Michelle Rudd, Vice Chair

Karen Gray

Don Hanson

Mike Houck

Lai-Lani Ovalles

Howard Shapiro, Vice Chair

Gary Oxman

Jill Sherman

Chris Smith

Irma Valdez

January 31, 2012

Mayor Adams and Portland City Council
Portland City Hall
1121 SW 4th Avenue
Portland, OR 97204

RE: Recommendation for Approval of Minor Transportation System Plan Amendment for Portland Milwaukee Light Rail and Land Use Final Order

Dear Mayor Adams and Members of the Portland City Council:

On December 13th, 2011, the Portland Planning and Sustainability Commission (PSC) held a public hearing on a request to amend the Transportation System Plan, a component of the City's Comprehensive Plan. The project is about implementation of the Portland-Milwaukie Light Rail and the changes were required by a Land Use Final Order (LUFO) - a Federal order through Metro.

Portland Milwaukee LRT is listed in the 2002 and 2006 TSPs and is now in the implementation stage. As a part of this process, four previous City Council decisions were made by resolution (Water Avenue Realignment; Clinton to the River Multi-Use Path; North Macadam; and South Waterfront Street Plan), which informed the LUFO, and now LUFO informs the need to amend the TSP.

The amendment is to reflect the project that will be built, so that it is in alignment and meets the Federal requirement.

All four previous projects had public involvement and outreach; this particular project had an open house in September 2011. PSC held a hearing because there is not a process in our City code for LUFO amendments, so we wanted to give the public an opportunity to comment. There was no public testimony.

The City is under periodic review for the Comprehensive Plan, which includes TSP updates. There is an allowance for minor amendments to implement existing projects already in the TSP, and this project fits that criteria. Also the Federal government through the LUFO requires the City to make the changes. DLCD approved the process as well.

For a Transportation Plan Amendment, the PSC's role is to determine the amendment's compliance with relevant city plans and policies. The Commission finds that the amendment meets the plans and policies as presented in the staff findings.



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandonline.com/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

Recommendation:

- Amend the City's Transportation System Plan, the Comprehensive Plan, and the Public Facilities Plan as specified in the staff report and ordinance; and
- Adopt the ordinance as drafted.

Sincerely,



Andre' Baugh
Chair, Portland Planning and Sustainability Commission





Sam
Adams
Mayor

Tom
Miller
Director

March 26, 2012

Atten: Plan Amendment Specialist
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem OR 97301-2540

DEPT OF

MAR 28 2012

LAND CONSERVATION
AND DEVELOPMENT

RE: City of Portland TSP Amendment

To Whom It May Concern:

Attached you will find Form 2 – DLCD Notice of Adoption for a minor amendment to the City of Portland's Transportation System Plan.

Please let me know if you have any questions or concerns.

Thank you,



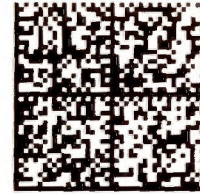
Courtney Duke, AICP
Senior Transportation Planner
Bureau of Transportation/office of the Director
503/823-7265
Courtney.duke@portlandoregon.gov

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**CITY OF
PORTLAND**
BUREAU OF
TRANSPORTATION

Courtney Duke

1120 SW 5th Avenue, Suite 800
Portland, Oregon 97204-1914

Atten: Plan Amendment Specialist
Department of Land Conservation &
Development
635 Capitol Street NE, Suite 150
Salem OR 97301-2540

DEPT OF

MAR 28 2012

**LAND CONSERVATION
AND DEVELOPMENT**