

EXHIBIT A



Powell-Division Transit & Development Project

PORTLAND LOCAL ACTION PLAN

Proposed Draft
June 2016

Powell Division Transit & Development Project Portland Local Action Plan

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The Portland Local Action Plan is a companion plan that supports the broader goals and outcomes of the Powell-Division Transit and Development Project. This plan focuses on the land-use concepts and community development actions for the Powell-Division transit corridor within the City of Portland.

This plan is derived from the Powell-Division Transit and Development Project planning process that began in January 2014. It is guided by Steering Committee adopted outcomes and goals (June 2014) and extensive community engagement (January 2014 to October 2015).

PROJECT OUTCOMES

The Powell-Division Transit and Development Project will result in an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division. The process will:

1. **Create a vision and development strategy** for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.
2. **Identify a preferred near-term high capacity transit solution** for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode, alignment and station locations with supporting transportation improvements.

PROJECT GOALS

Transportation: People have safe and convenient transportation options—including efficient and frequent high capacity transit service that enhances current local transit service—that get them where they want to go and improves the existing system.

Well-being: Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

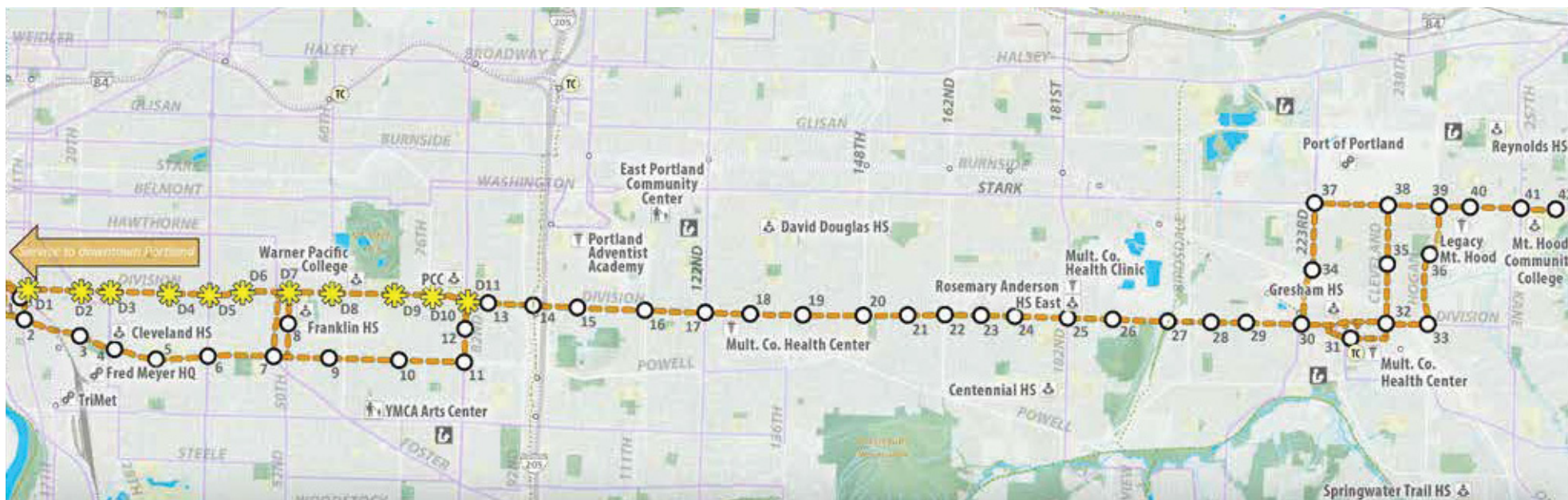
Equity: Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.

Efficiency: A high-capacity transit project is efficiently implemented and operated.

DECISIONS TO DATE

In Fall 2015, the steering committee recommended a general transit route and proposed stations that follow Powell Boulevard in Southeast Portland and outer Division Street from 82nd Ave to Gresham.

Specific to Portland, the steering committee's and community's favored route crosses over from Powell Blvd to Division St at 82nd Ave. They also recommended an alternative option, at 50th-52nd Aves, for further study as part of the design phase. Also still to-be-determined is where the transit line ends in downtown Portland.



Stations proposed Fall of 2015 ○

About 74% of current riders use existing stops at these locations. The remaining 26% would walk 1/6 to 1/4 mile farther to access a BRT station.

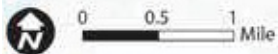
Number	Location	Number	Location	Number	Location
1	Division (11th & Clinton)	15	Division & 101st	29	Division & Wallula/212th
2	Powell & Milwaukie	16	Division & 112th	30	Division & Eastman/223rd
3	Powell & 21st	17	Division & 122nd	31	Gresham Transit Center
4	Powell & 26th/28th	18	Division & 130th	32	Division & Cleveland
5	Powell & 33rd	19	Division & 139th	33	Division & Hogan
6	Powell & Cesar Chavez	20	Division & 148th	34	223rd & Fairview
7	Powell & 50th	21	Division & 156th	35	Cleveland & 22nd
8	52nd & Woodward	22	Division & 162nd	36	Hogan & 23rd
9	Powell & 59th	23	Division & 167th	37	Hogan & 23rd
10	Powell & 71st	24	Division & 174th	38	Stark & Cleveland
11	Powell & 82nd	25	Division & 182nd	39	Stark & Hogan
12	82nd & Woodward	26	Division & 190th	40	Legacy Mt. Hood Medical Center
13	Division & 85th/87th	27	Division & GF Trail	41	Stark & Kane
14	Division & 92nd MAX Station	28	Division & Bella Vista	42	MHCC (Stark)

Inner Division stations proposed April of 2016 ☀

About 74% of current riders use existing stops at these locations. The remaining 26% would walk 1/6 to 1/4 mile farther to access a BRT station.

Number	Location
D1	Division & 12th
D2	Division & 20th
D3	Division & 26th
D4	Division & 34th
D5	Division & Cesar Chavez
D6	Division & 45th
D7	Division & 51st
D8	Division & 60th
D9	Division & 68th
D10	Division & 76th
D11	Division & 82nd

- Alignments to be determined ———
 - Existing Light Rail —○—
 - Existing Bus Service ———
 - Existing Regional Trail ———
- Key Destinations / Services**
- School —△—
 - Key Retail —\$—
 - Community Center —⌘—
 - Employment —⌘—
 - Hospital —T—
 - Library —B—



In December 2015 and January 2016, the recommended general transit route option was studied collaboratively by consultants and project staff from City of Portland, City of Gresham, TriMet, Metro, Oregon Department of Transportation, and Multnomah County. Travel time model results indicated that the proposed transit route travel time, from downtown Gresham to downtown Portland via the crossover at 82nd Ave, was slower than the existing transit service.

In Spring 2016, the steering committee proposed revisiting transit route options that could potentially have improved travel time between Portland and Gresham.

To improve travel times, a potential route option follows inner Division St—a straighter route between Portland and Gresham. Additionally, spacing between transit stops or stations may potentially be stretched apart—from 1/8- to 1/4-mile to about 1/4- to 1/3-mile between stops or stations. (See map opposite page.)

Concurrently, Metro in partnership with project partners, continue to engage the community about which potential options could best serve the community.

By Fall 2016 or Winter 2017, project partners and community members will have collectively honed-in on a locally preferred alternative to carry forward in the process.

Specific to Portland, this “Local Action Plan” complements the broader transit project. This plan provides land use concepts for opportunity areas and community development actions that address equity issues in the corridor.

The actions are derived from and reflect the community’s participation and continuous dialogue throughout the planning process: Continued community involvement in the design process; strategies for affordable housing preservation and development; workforce and economic development; improving tenant protections and multi-dwelling conditions; anti-displacement strategies; on-going research and monitoring; placemaking and urban design that reflects the community’s values; and ensuring that current and future residents affected by this project indeed get high-quality transit service.

THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT WILL:

- **Improve transit** by providing faster, more frequent and efficient service that where it is needed most—along existing high-demand lines with growth potential—for people who rely on it: the Powell-Division corridor is home to many transit dependent households.

The new line will have stations with shelters from the weather, and amenities that make being at the station more pleasant throughout the year. It will also feature bigger buses that are easier for all riders to get in and out of quickly; and traffic signal improvements and some dedicated transit lanes to help buses move through traffic.

- **Improve access** by providing connections to the places people need to go: Portland Community College and Mount Hood Community College, commercial and employment centers, and community facilities.

It will also offer better connections to north-south transit lines operating today, like the 71, 72 and 75; and to new lines as they are developed—making it easier to Portlanders to reach more jobs, and providing greater access to education and services.

- **Support equitable community development** by identifying and implementing equity-focused housing, workforce development and community development investments in the corridor to help create healthy, connected communities throughout Portland.

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Introduction

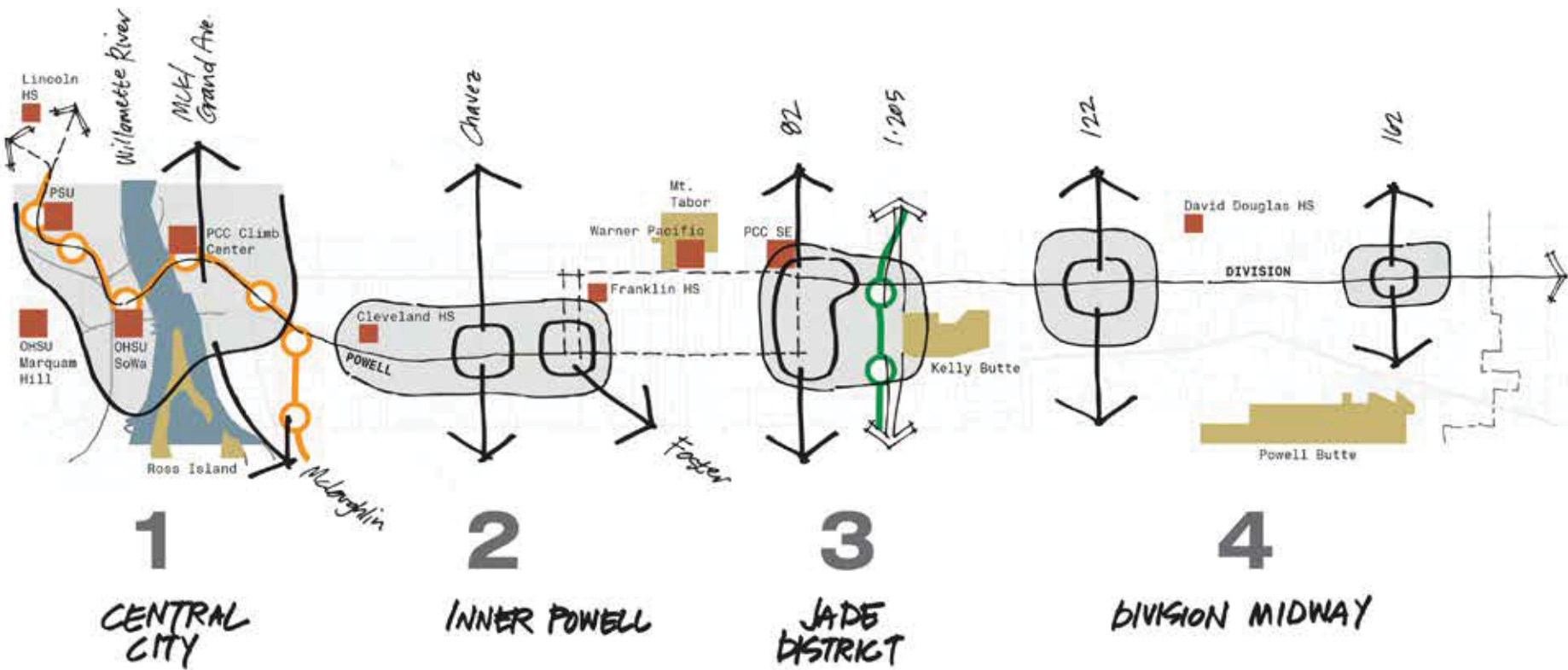
The Powell-Division Transit and Development Project is a collaborative regional effort to enhance the quality, convenience, safety and efficiency of transit service in the Powell-Division corridor, while simultaneously working to improve equity and promoting desired development at key station areas.

As Portland prepares for increased transit service in the Powell-Division corridor, a corridor with many transit-dependent households, in addition to promoting good and attractive physical design, it is essential to support equitable transit oriented development.

Equitable transit oriented development aims to ensure that all people along a transit corridor, especially residents with lower income, have the opportunity to reap the benefits of easy access to employment, health clinics, fresh food markets, human services, schools, and childcare centers. It is about promoting local business development;

increasing employment opportunities; making sure that people who live in the corridor today can stay in the corridor, and helping to empower communities to build on their strengths and grow in ways that reflect local identity.

Planning for the Powell-Division transit project is led by Metro and relies on active partnerships with TriMet, City of Portland, City of Gresham, ODOT and Multnomah County to succeed. As the project moves into engineering and design and construction, TriMet will lead the regional team through to on-going operation. The project is guided by a steering committee that includes agency and community representatives. The committee provides recommendations on the route, mode and station location decisions through the adoption of the Locally Preferred Alternative.



PROMOTING EQUITY AND STABILITY THROUGH COMMUNITY DEVELOPMENT AND STRATEGIC INVESTMENTS

The purpose of transit is to help people get to places they need to go—to work and to school, to see friends and family, or to other everyday places, like the grocery store or childcare; or to a park or community center; or to the doctor office or medical clinic.

The Powell-Division project aims to make current and future trips in this corridor easier and more convenient. From a land use planning perspective that generally means facilitating transit oriented development. Transit oriented development (TOD)—with housing, shops and services within walking distance of a transit stop—helps create a livable healthy city, with access to services, jobs and opportunity.

The project intends to improve connections for people to these major or emerging TOD areas along the corridor. In Portland, these include the Central City, Inner Powell, the Jade District, and Division Midway. This plan will focus on the latter three areas with regard to land use, urban design, and related equity and community development actions.

Often, discussions about transit-oriented development start with concrete things: buildings with windows on the street and pedestrian spaces; housing density, commercial services and access to transit stops. These are critical components of transit oriented development. However, perhaps the most critical component of a successful TOD is people, and more specifically, transit riders.

Many of the people who ride TriMet everyday ride because they need to. While Portland has many residents that choose to ride transit because it makes their life simpler, they want to contribute to improving environmental health, or they do not want to pay for parking downtown, many ride because they must—they are transit-dependent. Transit-dependent populations are more often from lower-income households, more often renters, and are also more often people of color.

The City Portland is committed to promoting equity and social justice.

In the recently adopted Citywide Racial Equity Goals and Strategies, and in plans like the Portland Plan and the Climate Action Plan, the City pledged to promote equity and social justice.

In the Powell-Division project this requires the coordinated work of many City agencies, including: Bureau of Planning and Sustainability (BPS), Portland Bureau of Transportation (PBOT), Portland Development Commission (PDC), and Portland Housing Bureau (PHB). These bureaus are working together to support

the development of a transit project and other investments that will improve the lives of people who live and work along the corridor today, and help them benefit from and grow with the transit project.

This action plan supports the City's work in this area.



Why does Portland need a local action plan?

Transit projects are large public investments, often including tens of millions of local dollars to match a substantial federal grant.

The Powell-Division project will be funded in large part by a federal grant. Federal transit grant money, and the local transportation money that needs to be

spent as the match to the grant, can only be spent on a defined set of items that are part of the transit project, like stations, transit vehicles, traffic signals, sidewalks or pedestrian crossings. These funds cannot be spent on much of the development that communities need to help make the transit work, like affordable housing at station areas.

Portland needs a path to guide investment in development to ensure that people who live and work in the corridor today can benefit from the transit project, that development activity, public or private, reflects the values and vision of the community. This plan provides that guide for the City of Portland.

Local Action Plan

Portland's local action plan guides the City's work to promote equitable development and station design as part of the larger Powell-Division Transit and Development Project. It sets out a five-year work plan for the following:

- Equity-focused community, workforce, and economic development actions to complement transit investment, promote affordable housing and support existing economic development activities, particularly in the Jade District and Division Midway Neighborhood Prosperity Initiative (NPI) areas.
- Placemaking and advocacy for transit service and station design that reflects community goals and outcomes for station and transit design.
- Coordination with funded and/or planned local transportation projects, and the identification of new projects that will increase access to transit, and improve connectivity.

By implementing this plan, the City can make progress towards broader **Portland Plan goals by 2035**:

- No more than 30-percent of households are cost burdened, which is defined as spending 50-percent or more of household income on housing.
- At a minimum, 15-percent of the total housing stock is affordable to low-income households.
- Ninety-five percent of job seekers who need it receive training for job readiness, skill enhancement and/or job search assistance.
- Seventy percent of commuters walk, bike, take transit or telecommute to work.

Achieving these objectives will help Portland improve equity and inclusion, while working to meet goals to support healthy connected neighborhoods and significantly reducing carbon emissions.

The plan includes land use **visions**—concept maps, sketches and visualizations—and **actions** that set a course for the City of Portland to promote equitable transit-oriented development in coordination with the transit project.





COMMUNITY OPEN
SPACE, PLAZA

MIXED USE RESIDENT

APPROACHING BUS TO GRESHAM

TRANSIT STOP
WAITING AREA

IAL BUILDING



Visions

The visions, which include concept maps, sketches, and visualizations, show the desired land use and transportation outcomes expressed by community members during the public engagement process. They also reflect other related plans that address concerns of people who live and work in the corridor. These land use visions are organized into three opportunity areas:

Inner Powell

Jade District

Division Midway

In each section, a concept map—a composite of workshop maps that capture workshop participants' ideas for land use and transportation improvements—aims to reflect the community's aspirations. The concept illustrates potential redevelopment areas, street and safety enhancements and improved pedestrian and bike connections. Sketches illustrate community-inspired future development. Similarly, visualizations also illustrate potential future development. But differently, they reveal probable buildout in relatively near future based recent market conditions and different investment scenarios.

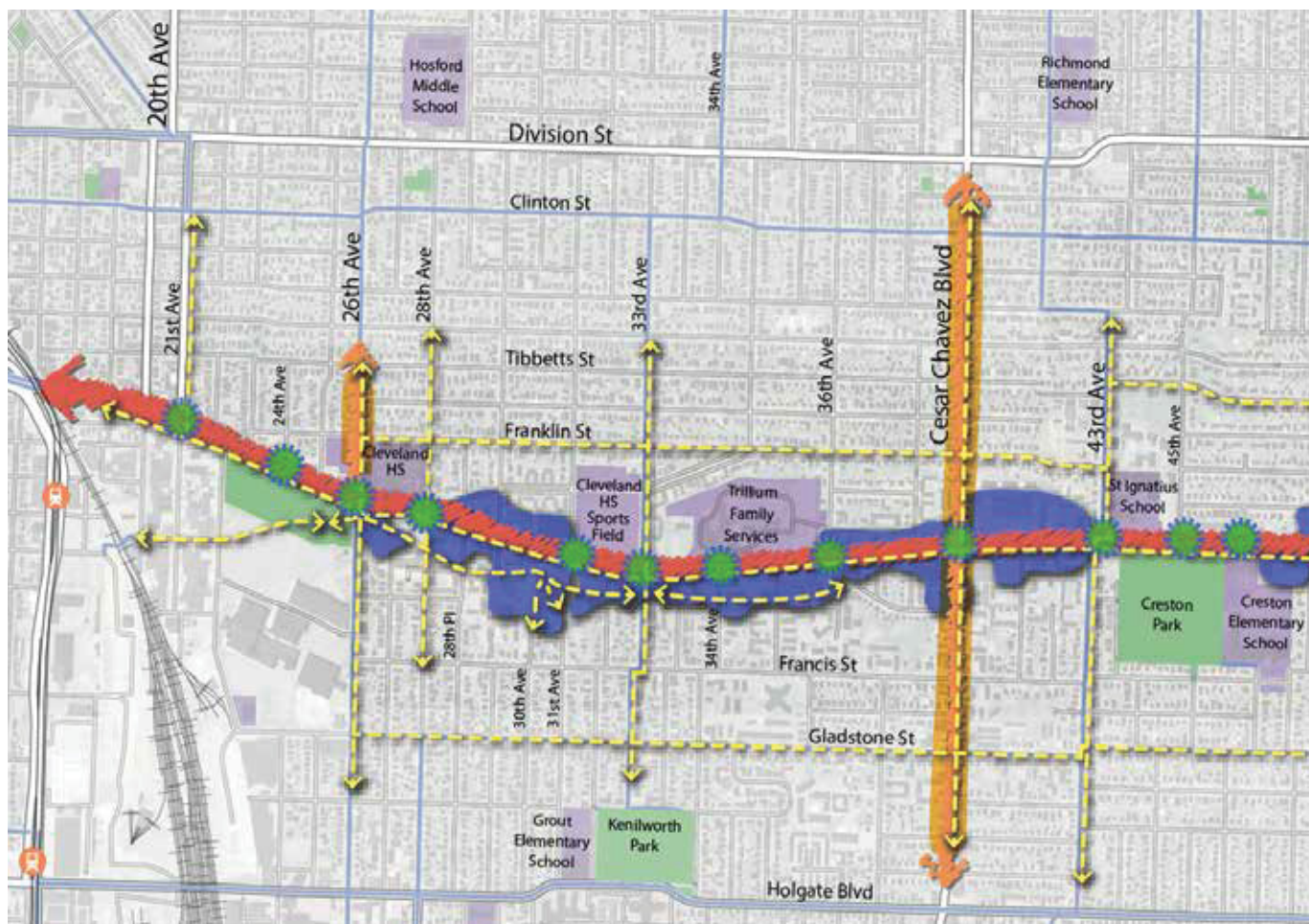
Inner Powell






Inner Powell consists of two sub-areas:

- Powell Blvd in the 20s and 30s Aves intereseecting with Cesar Chavez Blvd
- Foster-Powell and 50th-52nd Aves

Together, they make up a vibrant two-mile Civic Corridor segment. Main street hubs providing local services near Cleveland High School and Catholic Charities, and up at the intersection with Cesar Chavez Blvd. A vibrant Neighborhood Center at the crossroads intersection of Powell Blvd, Foster Rd and 50th and 52nd Aves, anchors many nearby neighborhoods with services and amenities, and marks the gateway to the Foster corridor. The street is a model of ecological design—with ample street trees and stormwater facilities. A quality streetscape welcomes riders of the Powell-Division transit line, and other bus lines that offer north-south service. Affordable housing is available in a range of buildings and building types along and near the corridor.

POWELL - 20S-30S AVES - CHAVEZ OPPORTUNITY AREA CONCEPT



- | | | | | | |
|---|--|--|--|---|--------------------|
|  | Intersection or crossing improvement |  | Recommended focus areas for redevelopment |  | Parks |
|  | Primary streetscape enhancements/
Pedestrian-oriented community |  | New or improved
pedestrian and/or bicycle connections |  | Schools |
|  | Pedestrian safety and crossing enhancements |  | Existing bicycle network |  | Light rail station |

POWELL BLVD AND 30TH AVE VISUALIZATION



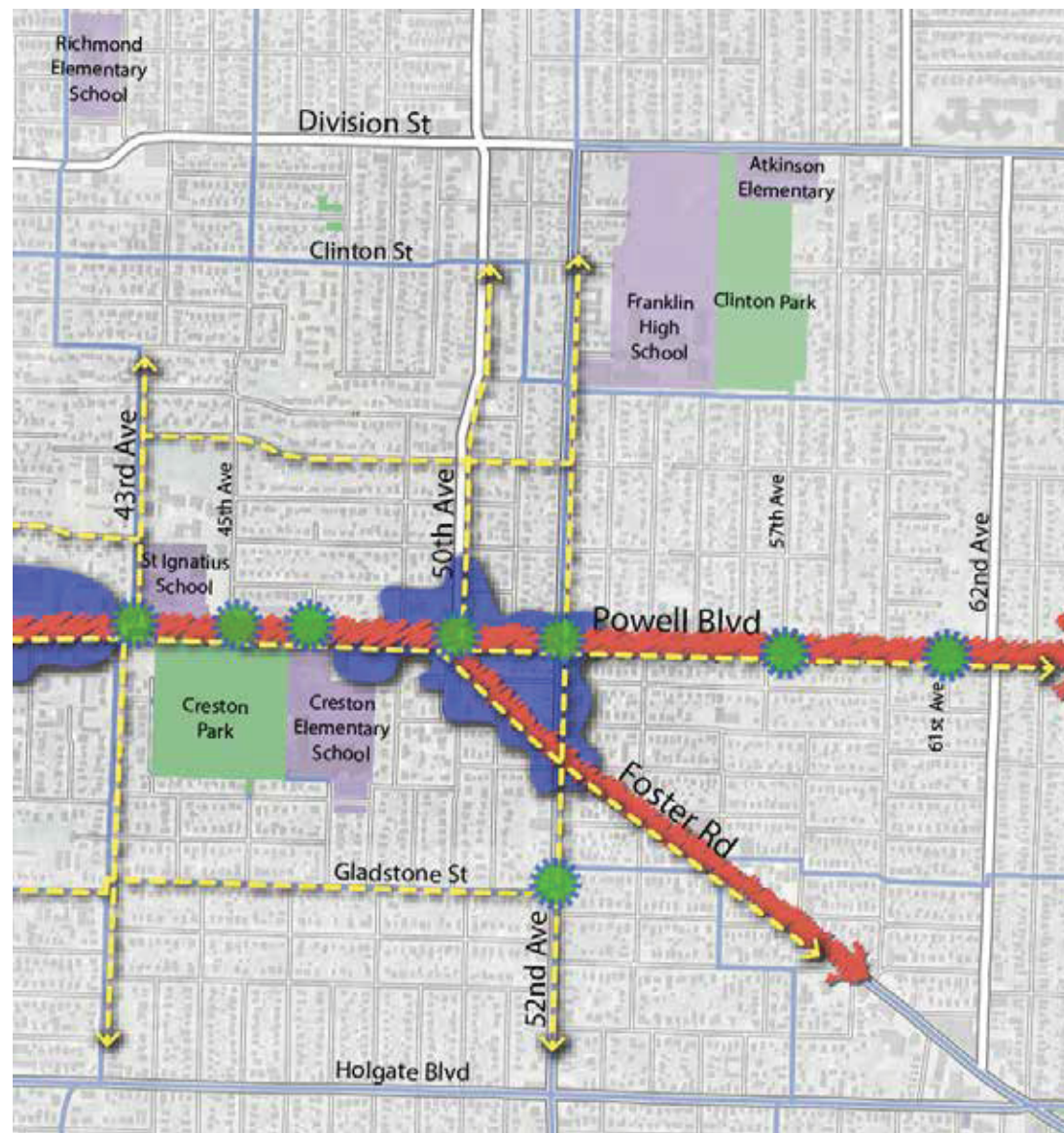
Sidewalk improvements, bike racks, street trees, storefront improvements



Four-story mixed-use development (ground floor retail with residential above), sidewalk improvements, bike racks and street trees

FOSTER-POWELL AND 50TH-52ND OPPORTUNITY AREA CONCEPT

-  Intersection or crossing improvement
-  Primary streetscape enhancements/
Pedestrian-oriented community street
-  Pedestrian safety and crossing enhancements
-  Recommended focus areas for redevelopment
-  New or improved
pedestrian and/or bicycle connections
-  Existing bicycle network
-  Parks
-  Schools



POWELL BLVD AT FOSTER RD AND 50th AVE INTERSECTION



FOSTER-POWELL AND 50TH AVE VISUALIZATION



Street trees, outdoor seating, sidewalk improvements



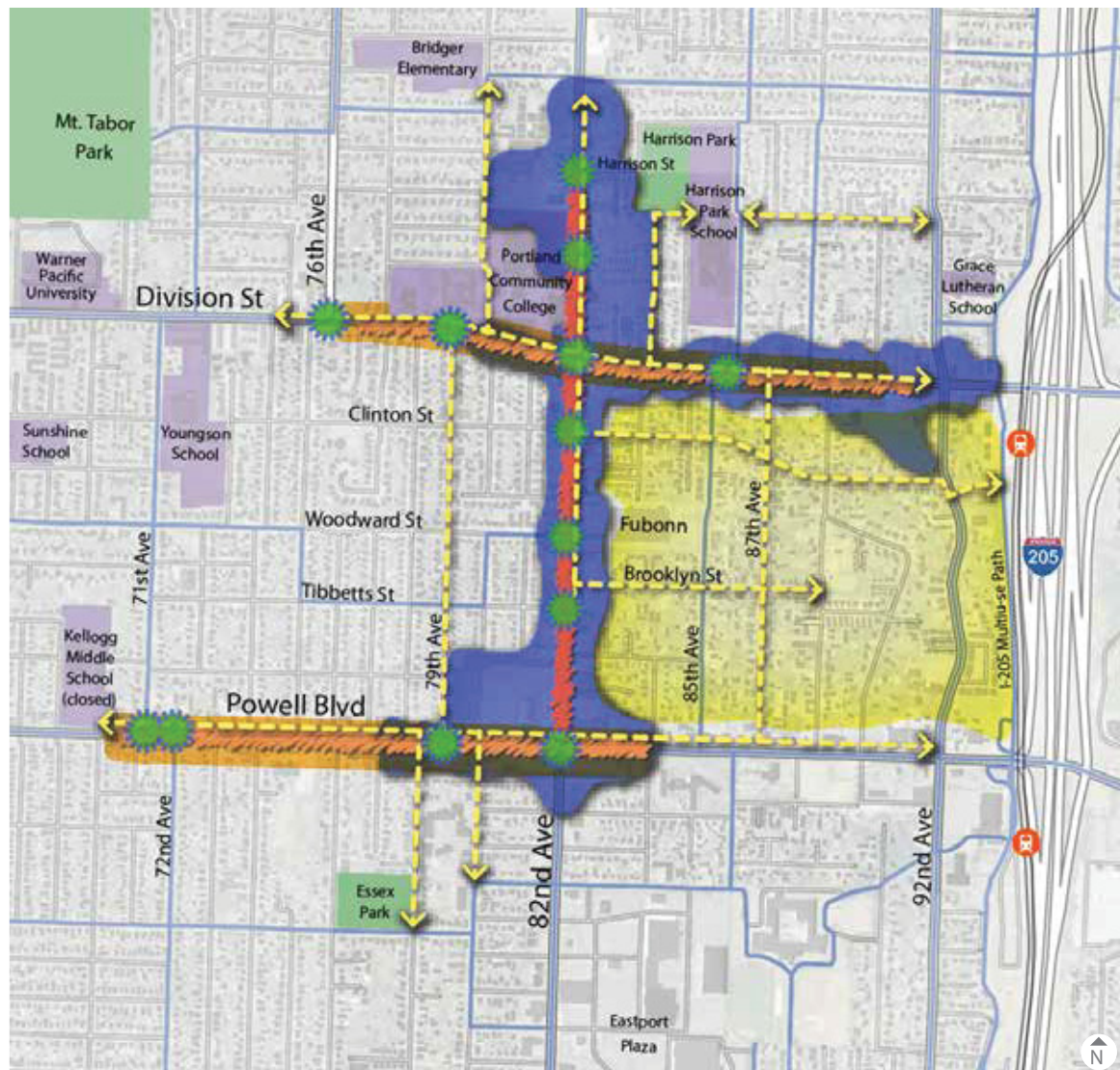
Four-story mixed-use development (ground floor retail with residential above), plaza in former turn lane, street trees, outdoor seating, sidewalk improvements, bike racks

Jade District

The Jade District is a bustling Neighborhood Center that is a hub for diverse residents and businesses. A welcoming pedestrian environment on 82nd Ave and throughout the neighborhoods to the east provides excellent access to homes and businesses, supporting a vibrant main street between Division St and Powell Blvd—the commercial heart of the Jade District. Places for community gatherings provide opportunities for people to relax and recreate inside and out. Continued growth and investment at Portland Community College provide options for learning and business development. The Jade District maintains its unique community character and racial and ethnic diversity; and provides affordable living options in a service-rich environment for people of all ages, backgrounds and

82ND AVE / JADE DISTRICT OPPORTUNITY AREA CONCEPT

-  Intersection or crossing improvement
-  Primary streetscape enhancements/
Pedestrian-oriented community street
-  Pedestrian safety and crossing enhancements
-  Recommended focus areas for redevelopment
-  Area of community concern/
lack of sidewalk connectivity, safety, and lighting
-  New or improved
pedestrian and/or bicycle connections
-  Existing bicycle network
-  Parks
-  Schools
-  Light rail station



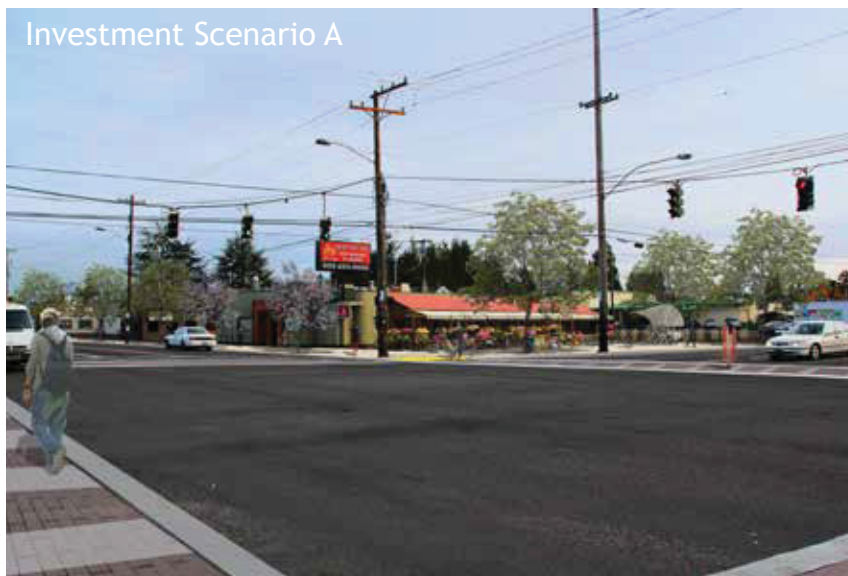
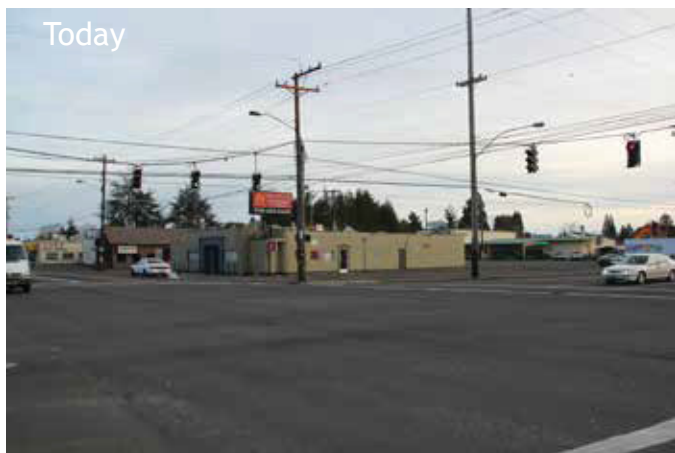
82ND AVE & WOODWARD STREET VISUALIZATION



Top Right: Two-story mixed-use development (ground floor retail with office above), street trees, sidewalk improvements

Bottom Right: Four-story mixed-use development (ground floor retail with office above), street trees, sidewalk improvements, crosswalk improvements, bike racks, street trees

82ND AVE & DIVISION STREET VISUALIZATION



Top Right: Street trees, outdoor seating, bike racks, sidewalk and crosswalk improvements









Bottom Right: Two-story mixed-use development (ground floor retail with office above), street trees, outdoor seating, bike racks, sidewalk and crosswalk improvements

Division Midway

Division Midway is an active Town Center, with safe walking environments and bike connections to and from residential neighborhoods. There are ample employment opportunities in and around the station areas and within an easy transit ride from Division Midway. Specialty food markets offering goods from around the world draw people from around the region and highlight the diversity and vibrancy of East Portland. Storefront improvements and landscaping create a pleasant walking, shopping and working environment, and temporary events like market and fairs enliven the area. Buildings and sites are developed in a way that recognizes that pedestrians need safe buffers from busy streets. Street crossings are well marked and signalized, allowing people to safely and confidently cross Division, 122nd, 148th and 162nd to get to their homes, work, school and services. In the neighborhoods, there are good connections to and from current and future parks and schools. Stations reflect the local community and add to the sense of place in East Portland.

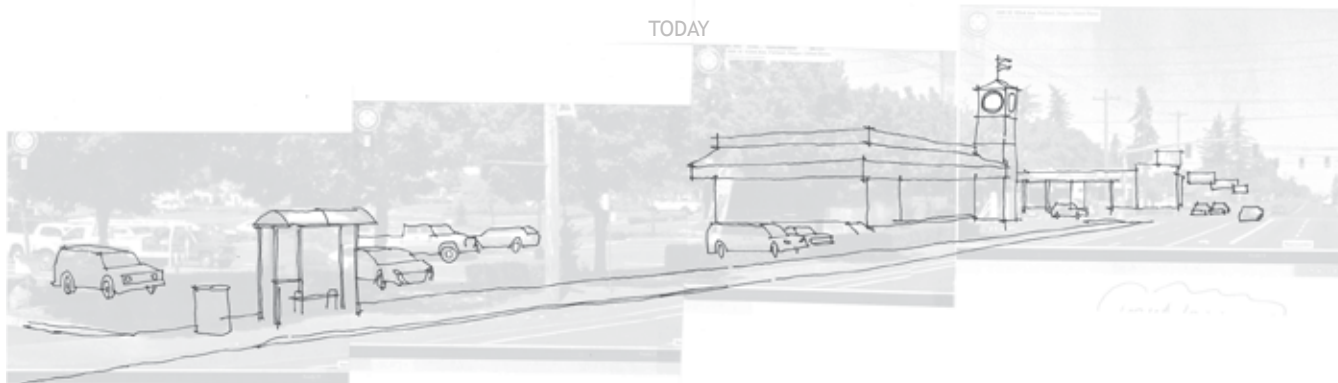
DIVISION MIDWAY OPPORTUNITY AREAS CONCEPT



-  Intersection or crossing improvement
-  Primary streetscape enhancements/
Pedestrian-oriented community street
-  Pedestrian safety and crossing enhancements
-  Recommended focus areas for redevelopment
-  New or improved
pedestrian and/or bicycle connections
-  Existing bicycle network
-  Parks
-  Schools

122ND AVE JUST SOUTH OF DIVISION ST

TODAY



FUTURE



DIVISION ST JUST EAST OF 122ND AVE



DIVISION ST AT 162ND

Today



Existing Building



Landscaping Only



Potential Food Cart Pod



New Street Network



New Development



162ND AVE JUST NORTH OF DIVISION ST

TODAY



FUTURE





Businesses in the Jade District

Actions

The following tables describe the actions proposed to implement each of the elements of the Action Plan:

1. Community Development Actions

- A. Coordinate Community Development Actions
- B. Affordable Housing Preservation and Development
- C. Workforce and Economic Development

2. Transit Project Design and Development Actions

- A. Placemaking and Urban Design
- B. Transit Service, Design, Construction, and Policy

The actions listed on the following pages include:

- a description of the proposed task,
- information about funding,
- the recommended timing for implementation, and
- the bureau or group of bureaus and agencies likely to lead implementation.

The Portland Local Action Plan includes new actions that are not yet fully funded—creating a funding gap the City and its project partners will need to eventually bridge. (See summary chart on following pages.)

This plan anticipates that ongoing efforts to fund these actions will be required to meet goals for affordable housing, economic development, and equity in the corridor.

In the past, the City has used urban renewal areas (URA) to fund community development activities related to new transit projects. Currently, there is little to no capacity for a new URA. And if a URA could be made viable in this corridor, funds would need to be prioritized for housing and economic development activities.

Recently acquired new tools, however, like inclusionary housing and construction excise tax (CET) can begin to help address community stabilization activities—fund affordable housing related projects—when they are implemented starting in 2017.

Community Development Actions—Housing and Economic Development Summary

5-year Costs and Funding Estimates

HOUSING

Costs						Funding				
1	No.	Item	New/ Ongoing	Notes	Rough Cost	% Total	Funding Source	Notes	Rough Amount	% Total Funds
2	300	Affordable Housing Units	On-going	Citywide goals apportioned to corridor	\$ 30,000,000	91%	Housing Bureau	PHB Federal funds allocation to corridor over 5 years	\$ 500,000	8%
3		Better Multi-Dwelling Standards	New	Project funded over for next 2 years	\$ 310,500	1%	PDC existing URAs	Clinton Triangle	\$ 5,500,000	87%
4		Stronger Tenant Protections	New	Estimated at \$500K per year x 5 years	\$ 2,500,000	8%	Metro CPDG/CET 2015-17	2-year funding	\$ 310,500	5%
								Not yet funded	\$ -	0%
Total Cost \$ 32,810,500						Total Funding \$ 6,310,500				
						Housing Actions Gap \$ (26,500,000)				

ECONOMIC DEVELOPMENT

Costs						Funding			
	Item	New/ Ongoing	Notes	Rough Cost	% Total	Funding Source	Notes	Rough Amount	% Total Funds
1	Business Retention -- Expanded Program Technical Assistance	New	Estimated at \$100K per year x 5 years	\$ 500,000	8%	Metro CPDG/CET 2015-17	Partial funding; need to secure additional funding	\$ 100,000	6%
2	Business Retention -- Existing Program Technical Assistance	Ongoing	Estimated at \$200K per year x 5 years Limited to NPI areas	\$ 1,000,000	17%	General Fund allocation for FY 15-16	Annual general fund budget request	\$ 200,000	12%

3	NPI Property Owner Development Resources (DOS program)	New	Estimated at \$96,000 one time funding	\$ 96,000	2%
4	NPI community-led Business Competitiveness and Property Development Program	Ongoing	Estimated at \$100K per district per year x 5 years	\$ 1,000,000	17%
5	Workforce Navigation and Development Services	New	Estimated at \$100K per year x 5 years	\$ 530,000	9%
6	Business Micro Loan Program	New	Estimated at \$100k per year x 5 years	\$ 500,000	8%
7	Anchor Institution Strategy	New	Estimated at \$150K per year x 5 years	\$ 750,000	13%
8	PDC NPI District grants and program operations	Ongoing	Estimated at \$215K per year x 5 years	\$ 1,075,000	18%
9	Community Outreach Coordinator	New	Estimated at \$100K per year x 5 years	\$ 500,000	8%

Total Cost \$ 5,951,000

Metro CPDG/CET 2015-17	One-time funding	\$ 96,000	6%
PDC NPI TIF	\$1M over 5 years	\$ 1,000,000	60%
	Not yet funded	\$ -	0%
	Not yet funded	\$ -	0%
	Not yet funded	\$ -	0%
General Fund allocation for FY 15-16	Annual general fund budget request	\$ 215,000	13%
Metro CPDG/CET 2015-17	Partial funding; need to secure additional funding	\$ 44,000	3%

Total Funding \$ 1,655,000

Econ. Devel. Actions Gap \$ (4,296,000)

COMBINED TOTALS

TOTAL COST \$ 38,761,500

TOTAL AVAILABLE FUNDING \$ 7,965,500

GAP \$ (30,796,000)

1. Community Development Actions

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD
A. Coordinate Community Development Actions						
1	Continue the Transit Project Advisory Group	The community involvement will continue through the Project Development phase of the transit project. This includes preparation of an application for a federal Small Starts grant. The project leads will develop and implement a community involvement plan—scope, structure, roles and responsibilities—for this phase.	Part of transit project work plan and budget	Yes	Metro and TriMet	2015 – 2018 Metro and TriMet
2	Form Community Development Actions Coordination (CDAC) Group	Convene City bureaus and other agencies (BPS, PBOT, PDC, PHB, Metro, TriMet) to coordinate community development activities related to the Powell-Division Project. Coordinate phased implementation of the Action Plan. Keep public and elected informed on progress/issues.	Staff time	Yes	Bureaus and agencies	2015 – ongoing BPS
3	Maintain and Enhance Neighborhood Prosperity Initiative (NPI) Work	Continue to support the NPI programs in the corridor. Provide additional funding for Jade District and Division Midway NPIs to support their work related to the BRT project.	\$250,000 (Current annual Jade and DMA funding)	Yes – partial	Currently funded annually through City of Portland General Fund	Ongoing PDC

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD	
4	Initiate a High Capacity Transit (HCT) Community Development Fund	Combine resources to pursue shared community development projects in the corridor. Identify public-benefit TOD projects that can be pursued through public-private partnerships. Focus on projects that include: affordable housing, affordable commercial space, community-serving resources, and economic opportunities and jobs for area residents.	Budgets vary among project partners	Yes – partial	City of Portland (PDC and PHB) NPI community-driven projects Metro (TOD program) TriMet	2016 - ongoing	CDAC
5	Track and Better Understand Community Impacts and Change	Portland State University will track and analyze housing and economic change in the corridor over a multi-year period. Use findings to design and measure impact of programs and actions to mitigate these impacts.	\$66,500	Yes	2015 – 2017 Metro CPDG and Bullitt Foundation grants	2015 – 2017	BPS and PSU
6	Establish a Development Concierge Service	Help local, small businesses and owners and in the NPIs to navigate the permitting and development review process.	(Est) \$100,000 per year	Not yet funded	City of Portland Fees	Five year program.	BDS

Why is affordable housing and economic development part of the transit project?

Transportation investments, such as stations; faster and more frequent service; new sidewalks and bike lanes bring great benefits to communities. They make it easier for people to get to work and school, see friends, and complete life's necessary errands.

These improvements can improve people's daily lives, particularly for people who are largely dependent on transit to get around. However, these conveniences also often increase the desirability of an area, which is one of many factors that can increase the value of private property. Increased property values can also lead to residential, commercial and community displacement.

The Powell-Division corridor, like much of the city, is already experiencing serious housing pressures. Rents are rising throughout the corridor. South of Powell Blvd in Inner Portland where there is good access to services, a one bedroom unit may cost upwards of \$1300 per month. This is too small a unit and too much money for a household of four that earns \$58,800 per year, which is 80 percent of the median family income.

Housing price pressures are not limited to Inner Portland. Rents in East Portland are rising, too, making it difficult for households to feel secure and stable. This plan hopes to improve community stability by increasing affordable housing options along the new Powell-Division high capacity transit line.

Affordable housing near transit increases access to opportunity.

Housing that is affordable for many working households is not often provided by the private market. Agencies need to make strategic investments to preserve existing and develop new affordable housing to make sure that people who depend on good transit to get to work, school, and to complete daily errands, can live near frequency and high-capacity transit service. While Portland has many people of all incomes who choose to use transit, many transit riders are part of low or lower income households. New development at transit stations is often more expensive than they can reasonably afford or afford at all.

Mixed use zoning and new private market development is important, too.

Another critical component of relieving housing pressure is increasing the overall supply of housing in Portland. Increased housing supply can, over time, help lessen housing price increases by providing more options and less competition for housing.

The good news is that the zoning along the corridor currently allows for mixed use development at every major station area, stations with transfer opportunities, and allows for transit-supportive residential densities along the entire route. When it is financially feasible, the private development market will produce new mixed use and residential buildings in the corridor.

How does the City of Portland currently support and provide affordable housing?

The Portland Housing Bureau (PHB) works to ensure that all Portlanders have safe and stable homes. PHB's work focuses on three core goals: ending homelessness, increasing the availability of rental housing, and promoting stable homeownership. The housing bureau is also committed to eliminating racial and cultural barriers to housing. Currently the city regulates over 13,000 housing units in over 350 projects. These projects were developed using a variety of funding sources and through a variety of different housing programs.

Low-interest Loans – The City directly supports the creation of affordable housing by providing loans that facilitate the development and preservation of new affordable housing. The City offers a variety of loan products that can be structured to suit the needs of individual housing projects.

Development Charge Exemptions and Tax Exemptions – The City also indirectly funds affordable housing by waiving System Development Charges and providing limited tax exemptions for projects that provide affordable housing, which meets set program requirements.

The City also develops affordable housing in partnership with other organizations. Examples include Gray's Landing in South Waterfront, which is a partnership with REACH Community Development; and Bud Clark Commons, which is a partnership with Home Forward, Multnomah County and Transitions Project, Inc. In addition to the program types

described above, the City is also able to buy and sell land to support affordable housing; however, the City has not used this ability often in the past. It could become a future tool to support affordable housing.

Affordable housing needs to be protected for the long-term.

By City code, all affordable rental housing supported by City of Portland funds must be affordable for 60 years and priced to be affordable to households that make less than 80-percent of the median family income, which for 2015 is \$58,800 for a family of four. In recent years, however, the City has focused its assistance for rental housing almost exclusively on households earning 60-percent or less of median family income, which is currently \$44,100 for a family of four.

Where does affordable housing funding come from?

Funding for the City's housing work comes from mostly from local and federal sources.

Local Funding

Urban Renewal – Locally, the City raises money for housing by directing a portion (currently an average of 30 percent) of urban renewal funds toward affordable housing. This funding is referred to as Tax Increment Financing (TIF), and it can only be used in Urban Renewal Areas (URA). This funding makes up the majority of Portland's affordable housing funding.

For example, a recently completed (2015) mixed-use affordable housing development—Glisan Commons—leveraged TIF funds in the Gateway URA in East Portland.

Only a small portion of the Powell-Division transit line, however, is located in Urban Renewal Areas. The City's ability to invest in housing in the corridor is limited today. New funding sources for housing will increase the City's ability to fund housing in the Powell-Division corridor and in other areas outside the city.

Tax Exemptions and System Development

Charge (SDC) Exemptions – By reducing fees, and by providing tax exemptions, the City indirectly supports the development of affordable housing. These programs work by reducing costs and by providing tax exemptions for projects that provide affordable housing, and that meet defined housing program requirements. This indirect funding is not limited to Urban Renewal Areas. SDC waivers are available citywide. Tax exemptions are limited to areas of the city that have good access to transit, and that meet other criteria.

General Fund and Other Sources – At times and under specific and limited circumstances, General Fund dollars and other sources support the development of affordable housing in Portland.

Federal Funding

The two main federal sources are HOME and the Community Development Block Grants (CDBG), although smaller amounts of funding come from other federal programs as well. Generally these sources can be used citywide and could potentially assist projects in the Powell-Division corridor.



Glisan Commons at NE Glisan St and 99th Ave—5 stories include 67 units of affordable housing and 16,000 square feet of ground floor commercial space.

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD	
B. Preserve Housing Affordability and Stability							
1	Affordable Housing Production	<p>Support the production of more and a variety of types of affordable housing. Use existing and new programs and resources.</p> <p>Use the N/NE Neighborhood Housing Strategy as a model, including:</p> <ul style="list-style-type: none"> • Create New Homeowners • Collaborate with CBOs • Create Rental Homes • Acquire Land/Land-banking • Pursue Inclusionary Housing 	<p>Based on housing goals</p> <p>Potentially \$20M over 5 years for 200 units</p>	Not yet funded	City of Portland (final budget source to be identified)	2015 – ongoing	PHB
2	Housing Preservation	<p>Use existing and new programs and resources to help preserve affordable housing.</p> <p>Use the N/NE Neighborhood Housing Strategy as a model including support for:</p> <ul style="list-style-type: none"> • Acquisition and rehabilitation of existing buildings/units • Single-Family Home Repair • Improving Conditions for Mobile Home Communities • Increase Access to MULTE Program • Rental Housing Inspection Program 	<p>Based on housing goals</p> <p>Potentially \$5 M over 5 years</p>	Not yet funded	City of Portland	2016 - ongoing	PHB

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD	
3	Better Multi-Dwelling Development	Develop new standards for multi-dwelling buildings in East Portland to create more walkable neighborhoods. Revised development standards could improve the City's ability to require pedestrian and street connections, in addition to improved building design.	\$310,500	Yes	2015-2017 Metro CPDG grant	Start 2016	BPS
4	Stronger Tenant Protections	Continue development and advocacy for just-cause eviction protections for tenants. Build on options developed through C40 (network of cities addressing climate change) organization's study of the corridor.	Staff time	Yes	City of Portland	2015 – ongoing	BPS and PHB

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD	
C. Workforce and Economic Development							
1	Business Retention - Technical Assistance	<p>Provide technical assistance (TA) to help retain existing corridor businesses during and after HCT construction.</p> <p>Help local small and minority businesses anticipate and address economic and market changes that could occur with HCT.</p> <p>Activities would supplement existing technical assistance supported by PDC.</p> <p>Typical activities include workshops on best practices, legal and lease issues and operations, and local contracting opportunities.</p>	\$500,000 (\$100K per year, for five years)	Yes – partial	\$67,200 (partial 1-year funding) 2015-2017 Metro CPDG grant Secure additional funding to \$100,000 per year	Start FY 2016 5-year program	PDC in partnership with non-profit partners to deliver services
2	Business Competitiveness and Property Development Program	<p>Provide assistance to increase the competitiveness of existing business and property owners in the Jade and Division-Midway NPIs</p> <p>Program activities include storefront improvements, merchandising, property improvement assistance.</p> <p>Program coordinated with business technical assistance program.</p>	(Approx) \$100,000 in each district per FY	Yes	NPI Tax Increment Financing (TIF) (only in the NPI)	FY 2016 – 2023	PDC and NPIs (Jade District and Division Midway)

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD	
3	Workforce Navigation & Development Services	<p>Hire a workforce navigator for East Portland corridor (Division St from 82nd Ave to eastern city limit).</p> <p>The navigator will direct people to services such as career fairs, resume and cover letter workshops, application assistance and workforce development workshops and provide workforce navigation services.</p> <p>Investigate the Donna Beegle "Opportunity Community" model focused on specific area or population.</p>	<p>\$500,000 (\$100K / year for 5 years)</p> <p>\$30,000 for comm. training</p>	Not yet funded	TBD (Potential funding sources could include City General Fund, Ezone, grants and/or WSI)	<p>Estimated start in FY 2017</p> <p>Pursue funding for ongoing 5-year program</p>	PDC in partnership with SE Works, Mt Hood Community College and WSI
4	Anchor Institution Strategy	<p>PDC will focus on connecting local businesses to procurement opportunities within anchor institutions.</p> <hr/> <p>WSI will focus on connecting residents to employment with anchor institutions, particularly health care.</p>	TBD	Not yet funded	<p>TBD (City General Fund, Ezone and/or grants)</p> <p>+ WSI</p>	FY 2017-2021	<p>PDC</p> <hr/> <p>WSI</p>
5	Community Outreach Services	<p>Hire a Community Outreach Coordinator to provide outreach services in East Portland.</p> <p>Coordinator will build relationships with community leaders and stakeholders ensure the community is informed about the BRT project and community meetings, and direct residents and business owners to appropriate workforce and technical assistance resources.</p>	<p>\$500,000 (\$100K per year, for five years)</p>	Yes – partial	<p>\$44,000 (partial 1-year funding)</p> <p>2015-2017 Metro CPDG grant</p>	<p>Secure additional funding to \$100,000 per year</p> <p>Start FY 2016</p> <p>5-year program</p>	PDC in partnership with non-profit partner to deliver services

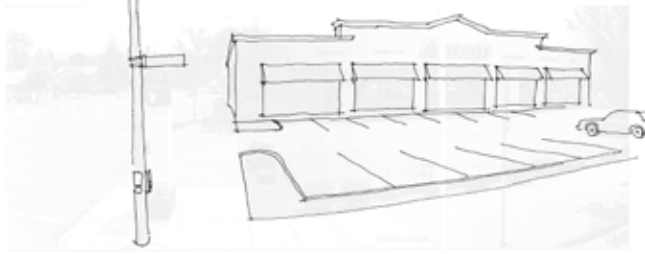
6	Small Business Revolving Loan Fund	Develop a small business micro revolving loan fund for East Portland business owners in the BRT corridor. Loan fund will assist business owners with capital improvements (up to 15K) before, during and after project construction.	\$500,000 (\$100K per year, for five years)	Not yet funded	City of Portland (final budget source to be identified)	2015 – ongoing	PDC in partnership with non-profit partner to deliver services
7	Disadvantaged Business Contracting	Maximize the opportunities for minority and women contractors to participate in the project construction. Incorporate TriMet’s DBE model in engineering and construction for small and emerging business owned by people of color and women. Explore community benefit agreements as part of creating quality local jobs.	Estimate 20% of construction costs	Not yet funded	Funding for construction of transit project	2018 – 2020	TriMet and Metro
8	Local Hiring	Maximize employment opportunities for minorities and women on construction. Ensure that programs preparing people for the trades have a pipeline connection to East Portland residents. Monitor US DOT Ladders of Opportunity Contracting Initiative Pilot Program and consider Powell-Division project for program should the program continue. Track and support new rule making regarding geographic hiring provisions for labor on DOT-assisted projects	Estimate 20% of construction costs	Not yet funded	Funding for construction of transit and housing projects	2018 – 2020	TriMet, Metro, and PHB

2. Transit Project Design and Development Actions

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD
A. Placemaking and Urban Design						
1	Jade District Connectivity	Develop workplan for analysis of how to increasing connectivity and safety in the multi-dwelling residential area between Division St, Powell Blvd, 82nd Ave and I-205.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017 PBOT with significant BPS participation
2	Park Connection to Potential Station Near 148th Ave	Advocate for a station at 148th Ave and Division St for a future connection to the Portland Parks and Recreation-owned property south of Division St.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017 BPS in coordination with P&R and PBOT
3	Uses for Powell Parking Lots and Frontage Roads	With transit project team and ODOT, determine how to use portions of the frontage roads and parking lots on the south side of Powell, while continuing parking and neighborhood access. Update the ODOT/City of Portland agreement as needed to implement projects.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017 PBOT w/BPS and in coordination with transit project team
4	Foster Road Public Realm Improvements	Evaluate changes to the slip lane at 50th Ave/Foster Rd/Powell Blvd. Identify options to improve pedestrian connections and create a public plaza to activate the historic main street and anchor forthcoming Foster Rd streetscape improvements.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017 PBOT w/BPS and in coordination with transit project team

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD	
5	Cleveland High School and Green Loop Connection	Explore how an HCT station can best serve Cleveland HS and connect to the new Powell Blvd crossing at 28th Ave. Explore how to create a pedestrian and bike network south of Powell between 21st Ave and Cesar Chavez Blvd and how to connect to the Central City Green Loop.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	BPS and PBOT joint project
6	Downtown Design Coordination	Design transit service to conform with the new Central City Plan and coordinate with PDC efforts in the Broadway and Union Station area.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	BPS and PBOT
7	Civic Spaces Planning	Work with students in the PSU Urban Studies and Planning program to evaluate opportunities for new civic spaces as part of station areas, and to provide input into station design.	Staff time	Yes	PSU and BPS staff time	2015 – 2017	BPS working with PSU faculty and students
8	Temporary Use Pilot Project	Work with the PSU Urban Studies and Planning program to explore opportunities for funding from the PSU Institute for Sustainable Solutions. Use for work with a property owner to experiment with temporary uses in East Portland on the transit line.	Staff time	Yes	PSU and BPS staff time	2015 – 2017	BPS working with PSU faculty and students
9	District Trash Management	Develop a handbook for property owners or business associations that clearly explains and helps interested persons establish district or area trash management programs.	Staff time	Yes	City of Portland General Fund FY 2016 – 2017	2016 – 2017	BPS Solid Waste and Recycling

TODAY

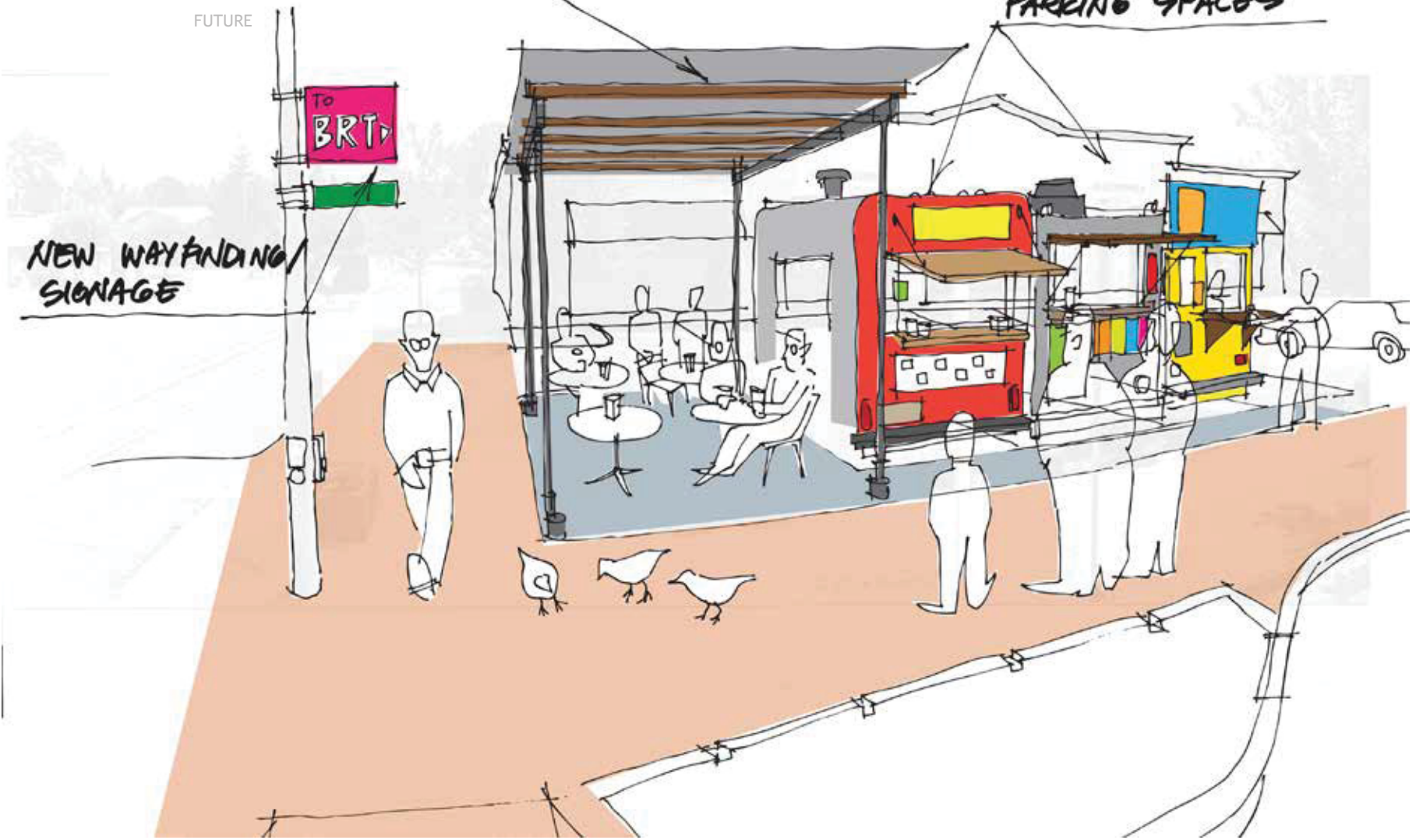


COVERED EATING AREA

FOOD CARTS ON A FEW PARKING SPACES

FUTURE

NEW WAYFINDING/SIGNAGE



ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD	
B. Transit Project Service, Design, Construction, and Policy							
1	Transit Service Quality	<p>Work with the regional team to provide</p> <ul style="list-style-type: none"> Equal or better transit service for residents and workers in the Powell-Division corridor. More north/south transit access to job opportunities in the Columbia Corridor and other employment centers. <p>Pursue more new lines and more frequent service existing north/south bus lines, as shown in the TriMet Eastside Service Enhancement Plan.</p>	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	PBOT
2	Station Environment	Incorporate district branding that reflect the local culture of the districts into wayfinding signage, lighting, gateway signage and pedestrian bridges.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	PBOT
3	Station Access	<p>Work with the regional team to provide, safe protected pedestrian and bicycle crossings to reach stations.</p> <p>Design the crossings to minimize impact on bus or traffic function, while improving safety.</p> <p>Include crossings identified by the community, in existing plans, and by PBOT as priority crossings.</p>	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	PBOT
4	Transfers and Connections	Work with the regional team to develop station designs, transfer points and transit service schedules that facilitate easy transfers between Powell-Division and north-south bus lines.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	PBOT

ACTION TITLE	DESCRIPTION	AMOUNT	FUNDED	FUNDING SOURCE	TIMING	POTENTIAL LEAD	
5	Transportation System Plan (TSP) Policy	Reclassify Powell Blvd between 54th and 82nd Avenue from a Transit Access Street to a Major Transit Priority Street, if transit alignment includes Powell Blvd in this area.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	PBOT
6	TSP System Improvements Project List	Identify amendments to the TSP System Improvements Project List to reflect the transit project definition.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	PBOT
7	State Highway Design and Operational Flexibility	Explore how to get flexibility in ODOT standards and criteria so the project can support project goals and outcomes.	Staff time	Yes	2015-2017 Metro CPDG grant	2015 – 2017	PBOT
8	Vision Zero	Incorporate “Vision Zero” principles and strategies into the BRT project to move towards zero traffic-related fatalities and serious injuries for all modes.	Staff time	Yes	City of Portland General Fund	2015 – 2017	PBOT
9	Active Transportation Network Connectivity and Access	<p>Advance the corridor investment strategy for active transportation.</p> <p>Use it to implement concepts for the corridor from the project’s bike element, pedestrian access analysis, local action plan vision concepts, and other adopted plans in the corridor, such as the Division Midway Neighborhood Street Plan.</p> <p>Coordinate the design of the BRT project with other already funded capital projects.</p> <p>Help seek funding for additional improvements.</p>	Staff time	Yes	City of Portland General Fund	2015 – 2017	PBOT



Building This Plan

This action plan reflects, and is the result of, extensive community outreach and technical research that was completed between 2013 and 2015 by the City, regional partners and consultants. Concentrated effort was directed at understanding and addressing the needs and concerns of communities who live and work near to and east of 82nd Avenue and into Gresham, along Portland's eastern boundary.

Community Engagement

Learning what communities care about, and how this transit project could potentially improve living and working in the corridor—particularly in East Portland—and integrating community ideas in the project drove outreach for the Powell-Division Transit and Development Project.

Metro, which took the community outreach lead for the project, emphasized the need to make it easy and comfortable for people to share their ideas. This approach was consistent with Portland's adopted community involvement policies, and was supported by engagement approaches taken during visionPDX, the Portland Plan and the Comprehensive Plan.

To make it easier for people to share their ideas, staff attended fairs and events, conducted quick surveys at heavily used bus stops, had an ongoing survey stand at a public library and put up multiple online surveys. The City of Portland used grant funds provided by Metro to sponsor workshops with the with the Division Midway Alliance and the Jade District. The latter workshop included live translation

into Cantonese and Vietnamese. The City of Portland also used grant funds to support community-hosted focus groups with multiple community organizations and community leaders, many with live translation; and to fund in-person surveys of businesses by youth organizers to learn more about what business owners' value about transit and hope to see in their areas in the future.

A more detailed document of community engagement activities completed in support of this plan and the larger Powell-Division Transit and Development Project can be found in Metro's Public Engagement Reports, which are available in the Powell-Division Transit and Development Project's project library on the Metro website:

www.oregonmetro.gov/powelldivision.

Technical Research

Throughout the community outreach and planning process, staff completed and worked with consultants to complete technical research to develop a deep understanding of conditions in the Powell-Division corridor. Technical research included the development of an existing conditions and opportunities and constraints reports. These reports documented and illustrated what the corridor is like today, and highlighted issues to explore in more detail as the project progressed.

Next, staff worked with Fregonese Associates to complete detailed assessments of significant intersections along all of Powell and all of Division from Milwaukie Blvd to the City's eastern boundary. These intersections were identified in the opportunities and constraints analysis completed by staff. Fregonese's data analysis included, but was not limited to, an assessment of demographic conditions, transit orientation, transit ridership and development readiness in and around each intersection. To organize their analysis and to tie the analysis directly to the larger project, Fregonese Associates identified analysis measures that correspond to each of the project's adopted goals: transportation, efficiency, equity and well-being. In addition to data analysis, staff completed site visits, reviewed existing development patterns and conditions and analyzed existing and proposed land use policies and plans.

This combined research was used to identify focus areas to study in further detail. Based on this research, staff separated the corridor into three main corridor segments: Inner Powell, Jade District and Division Midway and studied five smaller areas within those segments. The five study areas include: Powell Blvd and Cesar Chavez Blvd, Foster-Powell, 82nd Ave from Powell Blvd to Division St, Division St and 122nd Ave, and Division St and 162nd Ave. Outreach in early 2015 focused on understanding concerns, issues and needs in these areas, and community outreach recommendations are shown in the urban design maps and illustrations in this plan. Fregonese Associates also completed real estate development analyses of the three corridor segments to provide the City with a fact based understanding of the types of development the private market is likely to build along different parts of the corridor.

In addition to real estate and demographic analysis, staff worked with MZ Strategies, a firm with national experience with equitable transit oriented development, to better understand the strengths and limitations of the local housing programs, and to identify recommendations for new tools and approaches to providing affordable housing in Portland.

Plan Development

This plan was developed by the Bureau of Planning and Sustainability (BPS) with Fregonese Associates. BPS staff worked closely with the Portland Bureau of Transportation (PBOT), Portland Development Commission (PDC), and the Portland Housing Bureau (PHB) in coordination with members of the regional project team, and the project steering committee Transit and Development Project. This plan was supported in part through a Metro Community Planning and Development Grant. This plan is based on technical research and extensive input provided by community organizations and individuals who participated in the outreach process.

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Steering Committee

Project partners are working together to improve transit along the Powell-Division corridor. To make that a reality, a group of community members and elected leaders have been engaging the public in the challenges the corridor faces and the best way to address them.

The project steering committee, to date, has weighed public input and technical information to recommend a type of transit service—bus rapid transit—and a generally recommended route.

Project partners and steering committee members are committed to a realistic transit project proposal with strong community support.

Committee Members

Councilor Shirley Craddick, Metro - co-chair

Councilor Bob Stacey, Metro - co-chair

Trell Anderson, Catholic Charities

John Bildsoe, Gresham Coalition of Neighborhood Associations

Lori Boisen, Division-Midway Alliance

Michael Calcagno, Mt. Hood Community College

Devin Carr, Student and Transit Rider

Bill Crawford, Southeast Uplift Neighborhood Coalition

Representative Shemia Fagan, Oregon State Legislature

Heidi Guenin, Upstream Public Health

Jason Howard, Johnson Creek Watershed Council

Jessica Howard, President, Portland Community College Southeast

Kem Marks, East Portland Neighborhood Office and East Portland Action Plan

Neil McFarlane, TriMet

Commissioner Diane McKeel, Multnomah County

Melinda Merrill, Fred Meyer

Commissioner Steve Novick, City of Portland

Raahi Reddy, Asian Pacific American Network of Oregon and University of Oregon Labor Education and Research Center

Vivian Satterfield, OPAL Environmental Justice Oregon

Councilor Lori Stegmann, City of Gresham

Dwight Unti, Tokola Properties Inc.

Rian Windsheimer, Oregon Department of Transportation

REGIONAL PARTNERSHIP

Regional partners are working together to meet shared goals. This is a large and complex project with many project partners. In a regional project, each agency has a different set of roles and responsibilities, some of which change over time. The following describes each partner's role in the project.

Metro

As Portland's regional government, Metro convenes and leads the planning for regional transit project. They convene partners to work with communities and each other to develop a Locally Preferred Alternative, which includes the route and station locations for the new transit line.

TriMet

TriMet is the region's transit service provider, and will design, construct and operate the Powell-Division project. TriMet also manages relationships and agreements with federal transit authorities. This new line will be TriMet's first bus-rapid transit (BRT) project.

City of Portland

In this project, the City of Portland is responsible for ensuring that the route and stop locations serve current and future populations, particularly transit-dependent populations and high-demand destinations.

Portland's role is also to lead and support equitable transit-oriented development and investments. Portland has made commitments in the Portland Plan and the Comprehensive Plan to promote equity and social justice. This requires the coordinated work of many City agencies including: Bureau of Planning and Sustainability (BPS), Portland Bureau of Transportation (PBOT), Portland Development Commission (PDC), and Portland Housing Bureau (PHB). These bureaus not only work together, but they also work with agency partners, nonprofit organizations, communities and businesses to support equitable development of and in support of the transit project.

City of Gresham

The City of Gresham is responsible for ensuring that the route and stop locations serve current and projected future residents and businesses in their city. Like the City of Portland, they are responsible for preparing a land use and action plan in conjunction with the transit plan.

Oregon Department of Transportation (ODOT)

As the road authority for Powell Blvd (US Highway 26) and 82nd Ave (State Highway 213), ODOT is a key partner in the Powell-Division Transit and Development Project. High-capacity transit is an important tool to help reduce congestion on these regional highways and helps ODOT achieve its mission: to create a safe efficient transportation system that supports economic opportunity and livable communities for Oregonians.

Multnomah County

Multnomah County continues to have jurisdiction over the arterials and collectors in the East County cities of Troutdale, Fairview and Wood Village. This includes road jurisdiction over portions of roads as the alignment travels to Mount Hood Community College, like Stark Street, and roads in which service for connections may come to or from the corridor, such as north-south connections. This project is part of the East Metro Connections Plan, a key planning effort looking at the transportation system in East County and prioritization of key investments.

Powell-Division Transit & Development Project
PORTLAND LOCAL ACTION PLAN

Proposed Draft
June 2016



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



City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director