

RESOLUTION No. 36931 As Amended

Adopt the recommendations contained within the Outer Powell Conceptual Design Plan (Resolution)

WHEREAS, Southeast Powell Boulevard is an important corridor serving many modes of transportation and a major route linking southeast Portland with the Central City; and

WHEREAS, US Highway No. 26 is routed on Southeast Powell Boulevard and there is a jurisdictional agreement with the Oregon Department of Transportation (ODOT); and

WHEREAS, following strong community opposition, plans for the Mt. Hood Freeway were withdrawn in 1976 and replaced by an alternative approach to handling east-west regional through traffic in the east metropolitan area; and

WHEREAS, the Southeast Powell Boulevard Project Phase I and Phase II were built in the late 1970's intended to improve the efficiency and safety of Powell Blvd in a way that preserved neighborhood quality. The projects were built with funding originally intended for the Mt. Hood freeway in coordination with other key transportation projects in east Portland, including the I-205 Freeway and Banfield Light Rail; and

WHEREAS, the community requested more improvements be made along Outer Powell Blvd from the approximately SE 96th Avenue to SE 174th to increase pedestrian and bicycle safety, address the barrier Powell Blvd creates between neighborhoods, and enhance the aesthetic environment through a conceptual design plan; and

WHEREAS, Powell Boulevard is designated a District Highway in the Oregon Highway Plan; and

WHEREAS, Powell Boulevard is designated a Major City Traffic Street, Transit Access Street, City Bikeway, City Walkway, Major Truck Street, Major Emergency Response Route and a Regional Corridor in the Portland Transportation System Plan; and

WHEREAS, the Outer Powell Conceptual Design Plan identifies improvements that will allow SE Powell Boulevard to continue serving vehicle traffic movement while also improving the safety, accessibility and the aesthetic environment for pedestrians, cyclists and transit riders; and

WHEREAS, under Ordinance No. 183662 on April 7, 2010, City Council authorized an agreement with the Oregon Department of Transportation to accept a federal Transportation and Growth Management grant to develop a Outer Powell Conceptual Design Plan from approximately SE 96th Avenue to SE 174th Avenue; and

WHEREAS, the East Portland Action Plan Advocacy Group in recognition of the importance of future improvements to Outer Powell Blvd provided the Portland Bureau of Transportation the required local match for the Transportation Growth Management grant used to fund this project; and

WHEREAS, community members throughout the corridor contributed to the planning process

through a community workshop, three open houses, and monthly Citizen Working Group meetings between April 2010 and January 2012; and

WHEREAS, Portland Bureau of Transportation staff coordinated development of the conceptual design plan with ODOT, TriMet and other city Bureaus through a Technical Advisory Group; and

WHEREAS, the Powell Citizen Working Group and Technical Advisory Group recommends adoption of the Outer Powell Conceptual Design Plan; and

WHEREAS, the City of Portland Commission on Sustainability and Planning recommended adoption of the Outer Powell Conceptual Design Plan attached as Exhibit B; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Outer Powell Conceptual Design Plan as Non-Binding City Policy attached as Exhibit A; and

BE IT FURTHER RESOLVED, the Council supports Oregon Department of Transportation revisions of current property dedication requirements for transportation facilities to be consistent with the recommendations of the Outer Powell Conceptual Design Plan; and

BE IT FURTHER RESOLVED, the Council supports the Implementation Strategy of the Outer Powell Conceptual Design Plan as a guide for the planning and project development on Outer Powell; and

BE IT FURTHER RESOLVED, that any new corridor improvement alternatives developed by future plans will address the same project evaluation criteria as those used to evaluate alternatives for the Outer Powell Conceptual Design Plan; and

BE IT FURTHER RESOLVED, the plan recommendations shall remain in effect for 10-15 years barring changes due to clauses referenced above; and

BE IT FURTHER RESOLVED, the Council directs the Portland Bureau of Transportation to prepare recommendations to update the City's Transportation System Plan consistent with the Outer Powell Conceptual Design Plan, including revisions to project #80015 in the major transportation improvements list with an updated project description or as multiple projects as deemed appropriate; and

BE IT FURTHER RESOLVED, the Council authorizes the Portland Bureau of Planning and Sustainability and the Bureau of Transportation to further assess the impacts of future street improvements and consider City Code options to implement the setback recommendations of the Outer Powell Conceptual Design Plan based on land use compatibility, transportation needs and health aspects; and

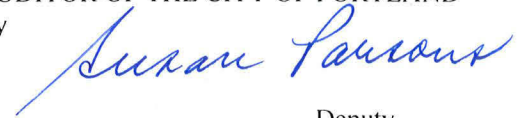
BE IT FURTHER RESOLVED, the Council recognizes the value to the community of the economic viability of Curtis Trailers and the value of maintaining an attractive and functional Ed Benedict Park. Therefore, the Council requests that Oregon Department of Transportation, Portland Bureau of Transportation, Portland Bureau of Parks and Recreation and Curtis Trailers continue to discuss and evaluate right-of-way concept options compatible with the Outer Powell Conceptual Design Plan; and

BE IT FURTHER RESOLVED, that the City Council gratefully acknowledges the excellent work and dedication of the members of the Outer Powell Citizen Working Group and other community members who helped shape the plan through participation in the planning process.

Adopted by the Council, JUN 07 2012

Mayor Sam Adams
Prepared by: Stuart Gwin: JF
Date Prepared: May 25, 2012

LaVonne Griffin-Valade
AUDITOR OF THE CITY OF PORTLAND
By



Deputy

Adopt the recommendations contained within the Outer Powell Conceptual Design Plan (Resolution)

<p style="text-align: center;">INTRODUCED BY Commissioner/Auditor: MAYOR SAM ADAMS <i>K. Dillmann or</i> 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 style="text-align: center;">BUREAU APPROVAL</p> <p>Bureau: Bureau of Transportation Division Manager: Paul Smith <i>PS.</i> Other:</p> <p>Prepared by: Stuart Gwin: JF <i>SG</i> Date Prepared: May 25, 2012</p> <p>Financial Impact & Public Involvement Statement</p> <p>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 type="checkbox"/></p> <p>Council Meeting Date June 7, 2012</p> <p>City Attorney Approval</p>	<p style="text-align: right;">CLERK USE: DATE FILED <u>JUN 01 2012</u></p> <p style="text-align: center;"><i>LaVonne Griffin-Valade</i> LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By: <i>[Signature]</i> Deputy</p> <p>ACTION TAKEN:</p>
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AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/> Start time: 3:30 PM</p> <p>Total amount of time needed: 1 hr (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input checked="" type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

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