

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

(Deliver original to City Budget Office. Retain copy.)

1. Name of Initiator Radcliffe Dacanay		2. Telephone No. 503-823-9713	3. Bureau/Office/Dept. Bureau of Planning and Sustainability
4a. Council Date: January 2, 2014	4b. Calendar (Check One) Regular <input type="checkbox"/> Consent <input checked="" type="checkbox"/> 4/5ths <input type="checkbox"/>		5. Date Submitted to Commissioner's office and CBO Budget Analyst: December 11, 2013
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:

*Accept a Grant in the amount of \$377,401 from Metro for Inner-Powell Outer Division Transit and Development Project (Ordinance)

2) Purpose of the Proposed Legislation:

Accept CET grant from Metro to conduct multi-jurisdiction concept planning effort in the Powell-Division corridor.

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 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 type="checkbox"/> Southwest | <input checked="" type="checkbox"/> East |
| <input type="checkbox"/> Central City | | | |

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 project is funded through a Construction Excise Tax (CET) grant from Metro in the amount of \$377,401.

The grant-funded activities are anticipated to span fiscal years 2013-14 and 2014-15.
 Approximately \$169,000 to be expended in FY 2013-14 and \$208,000 in FY 2014-15.

The grant funds will be used to reimburse the Bureau of Planning and Sustainability (BPS) and Portland Bureau of Transportation (PBoT) staff and a consultant for the tasks listed in Exhibit A of the Intergovernmental Agreement (IGA).

PBoT will be reimbursed for tasks as approved to form in Exhibits A & B of the IGA, not to exceed \$157,785. A separate interagency agreement between BPS and PBoT will be prepared to ensure understanding of the funding agreement.

5) Expense: What are the costs to the City as a result of this legislation? What is the source of funding for the expense?

Up to \$377,401 will be expensed to the Construction Excise Tax grant received from Metro.
Grant ID: PN000043

6) Staffing Requirements:

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?

No

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

No

7) Change in Appropriations

Fund	Fund Center	Commit ment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount
217007	PNCP000001	511100	CDCPCM00000000GC	non-program	PN000043	PN00430001	52,850
217007	PNCP000001	514100	CDCPCM00000000GC	non-program	PN000043	PN00430001	21,150
217007	PNCP000001	521100	CDCPCM00000000GC	non-program	PN000043	PN00430001	40,000
217007	PNCP000001	652129	CDCPCM00000000GC	7TR2PN0001	PN000043	PN00430001	55,000
217007	PNCP000001	441100	CDCPCM00000000GC	non-program	PN000043	PN00430001	169,000
200000	TRDR000004	642129	TPOPPL00000000GT	7TR2PN0001	Not-Relevant		55,000
200000	TRDR000004	511400	TPOPPL00000000GT	non-program	Not-Relevant		55,000

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 Grant will fund concept planning in the Inner-Powell Outer-Division corridor. The project is primarily a collaboration between the Portland, Gresham and Metro.

Multnomah County, TriMet, and ODOT will also be partner agencies in the planning process. The project will identify a preferred transit mode and concept plan for the corridor. Overall, the project is intended to enhance transit service in the corridor and determine the best opportunities for development and place-making.

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?

The grant application received letters of support from various community stakeholders, including those representing education, public health, transit service, neighborhood associations and local transportation advisory committees.

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

Letters of support from the community for the grant request helped the City secure the award.

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

As part of the grant writing process, staff from bureaus of Planning and Sustainability and Transportation worked with other City agencies and community stakeholders to garner support for the project proposal.

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

John Gillam, Supervising Planner, 503-823-7707, john.gillam@portlandoregon.gov

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

The project is collaboration between Portland, Gresham, Metro, and TriMet along with Multnomah County and ODOT. Staff from the City of Portland and its partner jurisdictions and agencies are preparing a public involvement strategy for every phase of the project. The strategy combines various efforts into one broader community engagement process. Metro will lead the vetting process with neighborhood organizations along the corridor and refined throughout the planning process using the principle of adaptive management.



Planning and Sustainability Director, Susan Anderson



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

Council Transmittal Memo

DATE: December 11, 2013
TO: Mayor Charlie Hales and Members of City Council
FROM: Susan Anderson, ^{SA}Director

1. **Ordinance / Resolution Title:** *Accept a Grant in the amount of \$377,401 from Metro for Inner-Powell Outer Division Transit and Development Project (Ordinance)

2. **Contact:** Joe Zehnder, Chief Planner, 503-823-7815

3. **Council Date:** January 2, 2014

4. ☒ **Consent Agenda Item** ☐ **Regular Agenda Item**

☐ **Emergency Item** (explain below)

☐ **Non-Emergency Item**

5. **Purpose of Agenda Item:** Authorize acceptance of Metro Construction Excise Tax (CET) grant for the Inner-Powell Outer-Division Transit and Development Project; appropriation of \$377,401 in grant funds to coordinate with the City of Gresham and Metro to prepare a concept plan along the Powell-Division transit corridor that connects the Portland and Gresham downtowns; and approval of the Intergovernmental Agreement (IGA) between the City of Portland, City of Gresham, and Metro.

6. **History of Agenda Item/Background:** In 2010 the Metro region adopted a High Capacity Transit Plan. That plan identified Powell and Division streets within Portland and Gresham as potential corridors for enhanced transit. In 2011-2012 the East Metro Connections Plan process reinforced the need for enhanced transit to serve areas zoned for greater densities along this corridor.

On April 17, 2013, Portland and Gresham submitted two separate applications to Metro requesting funds through its Community Planning and Development program. The goal of the proposed project is to identify areas along Powell and Division in Portland and



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Gresham that might be key investment opportunities for land use development. Working with the community, staff will conduct outreach to develop a concept plan along this corridor and engage a consultant to conduct market analysis to support that plan.

In addition to the land use analysis, Metro has proposed to use its staff resources to review options for high capacity transit along the Powell/Division corridor. The timing of their efforts will be timed to coincide with Portland's and Gresham's land use analyses. The potential transit mode options and alignment will inform the land use in the concept plan.

On August 20, 2013, Metro notified Portland and Gresham and that \$681,000 had been allocated for this project. \$377,401 awarded to the City of Portland and the remainder to the City of Gresham.

This action accepts the \$377,401 granted to Portland and appropriates funds to the City's budget.

Grant funds will be expended to do the following within the Powell-Division Corridor:

- Develop land use alternatives and vision, including review of existing conditions;

- Conduct a robust public engagement process to develop a land use vision;

- Hire and manage a consultant to conduct market analyses at key locations to be determined within the Powell-Division corridor;

- Review impacts of transit along this corridor based on Metro and city traffic modeling;

- Coordinate with Metro's process to analyze high capacity transit mode and route options relative to the land use vision.

Deliverables of this grant project include:

- An Existing Conditions Report for land use, zoning, economic development, health, and equity;

- A land use vision for the corridor;

- Market analysis that determines the feasibility of redevelopment for areas along the corridor;

- A "palette" of design options for development along the corridor and particularly where transit-oriented development may best be located;

- A transportation assessment that includes traffic modeling with different transit options;



- Identification of “major” and “minor” transit station node locations;
- Robust public engagement.

The project is anticipated to begin late fall 2013 and conclude by summer 2015.

Per the grant and this IGA, Portland and Gresham will separately retain consultants to develop the market analysis report.

In summary, the Inner Powell - Outer Division Transit and Development Project will create a concept plan for the corridor between the Portland Central City and the City of Gresham. For Portland, the project will focus on Powell Boulevard from the eastside of the Willamette River to 82nd Avenue and Division Street from 82nd Avenue to the city's eastern boundary at 174th Ave. The project will engage the community to help identify a preferred transit mode, alignment, and potential transit station areas with the best opportunities for development and place-making.

7. **What individuals or groups are or would be supportive or opposed to this action?**
We anticipate that a mix of residents and business owners along the corridor will support the project. There will also be residents and business owners who may oppose the project.

A broad spectrum of stakeholders—including representatives of neighborhood associations, business districts, chambers of commerce, transit riders and other locally vested groups—will be invited to participate in the planning process. We anticipate garnering broad stakeholder support for the project through public engagement and dialogue from the beginning to end of the project.

8. **How does this relate to current City policies?**
Since 2008, multiple plans and strategies have been adopted that have set the stage for this project. They include the Regional Transportation Plan, the Regional High-Capacity Transit Plan, East Metro Connections Plan, Inner Powell Boulevard Streetscape Plan, Outer Powell Boulevard Concept Plan, Northeast 122nd Avenue Rezone, East Portland in Motion and the East Portland Action Plan. Additionally, this project coincides with work on the Division-Midway Neighborhood Street Plan, East Portland Access to Transit Project, the Division-Midway Prosperity Initiative, the Hade District Neighborhood Prosperity Initiative.

The project also carries out strategies in the Portland Plan, adopted in 2012, that relates to healthy connected complete communities.

