

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING)	RESOLUTION NO. 95-2239
CRITERIA FOR THE SOUTH/NORTH LIGHT)	
RAIL PROJECT)	Introduced by the Council
)	Transportation Planning and
)	Growth Management Committees

WHEREAS, Senate Bill 1156 on the South/North Light Rail Project was enacted in the 1995 Special Session of the Oregon Legislature; and

WHEREAS, Expedited review provisions similar to those in SB 573 for the Westside Corridor Project were included in the 1995 special legislation; and

WHEREAS, The Land Conservation and Development Commission (LCDC) has the same responsibility to adopt the standards for the state land use decision relating to the South/North Project legislation as it did for the Westside Corridor Project; and

WHEREAS, These decision standards, called "criteria," are intended to be based on adopted comprehensive plans, as well as applicable Statewide Land Use Goals; and

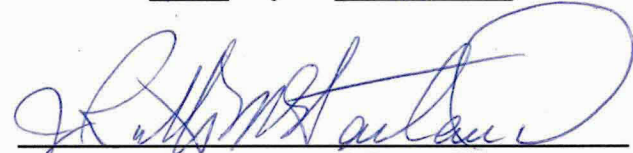
WHEREAS, A regional recommendation to LCDC is contemplated by the special statute; and

WHEREAS, All affected jurisdictions for the Project and Project Extension have participated in the development of these recommended criteria with the Metro South/North Steering Group, the South/North Project Managers Group, the Metro Technical Advisory Committee, and the Metro Council Transportation and Land Use Committees; now, therefore,

BE IT RESOLVED,

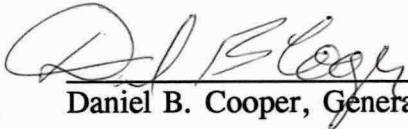
That the Proposed South/North Land Use Criteria attached as Exhibit "A" are recommended to the Land Conservation and Development Commission by Metro on behalf of the affected jurisdictions of Clackamas and Multnomah counties; the cities of Milwaukie, Gladstone, Oregon City and Portland; Tri-Met; the Oregon Department of Transportation and Metro.

ADOPTED by the Metro Council this 16 day of Nov. 1995.



J. Ruth McFarland, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

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PROPOSED SOUTH-NORTH LAND USE CRITERIA

1. Coordinate with and provide an opportunity for Clackamas and Multnomah Counties, the cities of Gladstone, Milwaukie, Oregon City and Portland, the Tri-County Metropolitan Transportation District of Oregon and the Oregon Department of Transportation to submit testimony on the light rail route, light rail stations, park-and-ride lots and vehicle maintenance facilities, and the highway improvements, including their locations.
2. Hold a public hearing to provide an opportunity for the public to submit testimony on the light rail route, light rail stations, park-and-ride lots and vehicle maintenance facilities, and the highway improvements, including their locations.
3. Identify adverse economic, social and traffic impacts on affected residential, commercial and industrial neighborhoods and mixed use centers. Identify measures to reduce those impacts which could be imposed as conditions of approval during the National Environmental Policy Act (NEPA) process or, if reasonable and necessary, by affected local governments during the local permitting process.
 - A. Provide for a light rail route and light rail stations, park-and-ride lots and vehicle maintenance facilities, including their locations, balancing (1) the need for light rail proximity and service to present or planned residential, employment and recreational areas that are capable of enhancing transit ridership; (2) the likely contribution of light rail proximity and service to the development of an efficient and compact urban form; and (3) the need to protect affected neighborhoods from the identified adverse impacts.
 - B. Provide for associated highway improvements, including their locations, balancing (1) the need to improve the highway system with (2) the need to protect affected neighborhoods from the identified adverse impacts.
4. Identify adverse noise impacts and identify measures to reduce noise impacts which could be imposed as conditions of approval during the NEPA process or, if reasonable and necessary, by affected local governments during the permitting process.
5. Identify affected landslide areas, areas of severe erosion potential, areas subject to earthquake damage and lands within the 100-year floodplain. Demonstrate that adverse impacts to persons or property can be reduced or mitigated through design or construction techniques which could be imposed during the NEPA process or, if reasonable and necessary, by local governments during the permitting process.
6. Identify adverse impacts on significant fish and wildlife, scenic and open space, riparian, wetland and park and recreational areas, including the Willamette River Greenway, that are protected in acknowledged local comprehensive plans. Where adverse impacts cannot practicably be avoided, encourage the conservation of natural resources by demonstrating that there are measures to reduce or mitigate impacts which could be imposed as conditions of approval during

the NEPA process or, if reasonable and necessary, by local governments during the permitting process.

7. Identify adverse impacts associated with stormwater runoff. Demonstrate that there are measures to provide adequate stormwater drainage retention or removal and protect water quality which could be imposed as conditions of approval during the NEPA process or, if reasonable and necessary, by local governments during the permitting process.

8. Identify adverse impacts on significant historic and cultural resources protected in acknowledged comprehensive plans. Where adverse impacts cannot practicably be avoided, identify local, state or federal review processes that are available to address and to reduce adverse impacts to the affected resources.

9. Consider a light rail route connecting the Clackamas Town Center area with the City of Milwaukie's Downtown. Consider an extension of the light rail route connecting the City of Oregon City and the City of Gladstone with the City of Milwaukie via the Interstate 205 corridor and/or the McLoughlin Boulevard corridor.

10. Consider a light rail route connecting Portland's Central City with the City of Milwaukie's Downtown via inner southeast Portland neighborhoods and, in the City of Milwaukie, the McLoughlin Boulevard corridor, and further connecting the Central City with north and inner northeast Portland neighborhoods via the Interstate 5/Interstate Avenue corridor.

**METRO**

Date: November 8, 1995

To: Metro Council
Mike Burton, Metro Executive Officer

From: *llh*
Larry Shaw, Senior Assistant Counsel

Regarding: South/North LCDC Criteria
Our file: 10.§17.P

Introduction

Proposed land use criteria based on the Statewide Land Use Goals and adopted comprehensive plans have been reviewed by the South/North Steering Group and the Metro Council Transportation Planning and Growth Management Committees. Under South/North legislation, special criteria adopted by LCDC must be applied to the route, station area, park-and-ride and maintenance facility locations. The proposed criteria represent a consensus of the affected jurisdictions based on policies from their comprehensive plans.

Gladstone Addition

In distribution of the November 6 draft, the City of Gladstone requested that its place in the Project Extension planning be reflected, along with Oregon City. That is appropriate, and it is not a change inconsistent with the other jurisdictions. The added wording is in Criterion 9:

"Consider an extension of the light rail route connecting the City of Oregon City and the City of Gladstone with the City of Milwaukie"

Approval Needed

The Proposed Criteria in Resolution No. 95-2239 are the region's recommendation to LCDC for the South/North Criteria. LCDC's hearing on these criteria is scheduled for December 7, and recommendations must be received by LCDC before November 27.

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