



City of Beaverton
CITY COUNCIL MINUTES

BEAVERTON AND TIGARD CITY COUNCILS AND PLANNING COMMISSIONS
METRO COUNCILORS HARRINGTON AND HOSTICKA
SPECIAL JOINT MEETING – April 10, 2012
BEAVERTON CITY LIBRARY

CALL TO ORDER

The Special Joint Meeting of the Beaverton and Tigard City Councils and Planning Commissions was called to order by Mayors Denny Doyle and Craig Dirksen in Room AB of the Beaverton City Library, 12375 SW Fifth, Beaverton, Oregon, on Tuesday, April 10, 2012, at 6:37 p.m. Present were:

Beaverton: Mayor Denny Doyle; City Councilors Catherine Arnold, Betty Bode, Ian King, Mark San Soucie and Cathy Stanton; Planning Commissioners Jennifer Nye, Kim Overhage, Mimi Doukas and Mark Fagin. Staff: City Attorney Bill Kirby, Principal Planner Steven Sparks, Transportation Planner Margaret Middleton and City Recorder Cathy Jansen.

Tigard: Mayor Craig Dirksen; City Councilors Gretchen Buehner, Marland Henderson, Nick Wilson and Marc Woodard; Planning Commissioners Tom Anderson, Diane Armstrong, Margaret Doherty, Calista Fitzgerald, Matthew Muldoon, Donald Schmidt and Richard Shavey. Staff: City Manager Marty Wine, Assistant City Manager Liz Newton, Community Development Director Ron Bunch.

Metro: Councilors Kathryn Harrington and Carl Hosticka; Planning and Development Director Robin McArthur, Climate Smart Communities Scenarios Project Manager Kim Ellis, Southwest Corridor Plan Project Manager Malu Wilkinson.

WELCOME AND INTRODUCTIONS

Mayor Doyle welcomed everyone to the meeting.

Metro Planning & Development Director Robin McArthur said they were pleased to be at this meeting with the three jurisdictions. She said this region could not thrive unless each community thrived. To that end, Metro was trying to do more outreach to local jurisdictions, to find out what they need to achieve their vision. She reviewed programs/services Metro provides in partnership with the cities.

Metro Councilor Carl Hosticka welcomed everyone and said it was exciting to see the leaders of three jurisdictions working together, as they all represent the same people and have similar community visions. He said Metro's SW Corridor Plan and the Climate Smart Communities Project reinforce each other and lead to the goal of a vibrant community.

Tigard Mayor Dirksen thanked Mayor Doyle for bringing the Councils and Planning Commissions together. He said these were important issues that impact everyone and it was good that they were all part of this discussion.

STUDY SESSION:

12074 Climate Smart Communities Scenarios Project

Metro Councilor Kathryn Harrington welcomed everyone, noting we were blessed to live in this beautiful metro area, to have shared community values, and to be able to partner and collaborate on projects that are important to all the cities.

Councilor Harrington reviewed Metro's Climate Smart Communities Project was initiated by the Oregon Legislature and directed the region to develop land use and transportation scenarios that reduce greenhouse gas emissions from cars and small trucks. She said the Climate Smart Communities Project was a multi-phased, collaborative program and it was time to understand the information and begin discussions. She said they will sculpt land use and transportation scenarios and make choices to achieve the reduction targets. She stressed it would be best to make these choices in ways that support the communities. She said they wanted to know what type of scenarios or actions fit within the characteristics of Beaverton and Tigard.

Councilor Harrington reviewed the Phase 1 Summary and Findings Report from the staff report (in the record). She reviewed the targets set by the Legislature, noting the region has met the 2010 target; by 2020 emissions have to be reduced by 20 percent, and by 2050 by 70 percent. She said the region was currently at 1.5 MT CO₂e (metric tons of carbon dioxide equivalent) which was close to the 2035 target of 1.2 MT CO₂e. She explained how scenarios are used in community planning and said the scenarios that were designed and tested show we are almost at target. She said the findings show that the region can meet the goal through existing planning strategies; and by following different strategies it can exceed the goal. She said these findings leave her encouraged about the project, however, this needs to be done in ways that fit the community.

Councilor Harrington reviewed the Phase I Supplemental Information (Exhibit 4, pages 22 - 23), which showed the different levels developed by Metro staff in consultation with Metro's Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC). Subsequent pages review strategies, such as community design, and show where the level of community decision occurs. She requested feedback from the cities on current projects and what was comfortable for each city. She said projects currently underway in both cities could probably help the region meet the 2035 target. She said each city would have to formally adopt a scenario and then work from that plan.

Councilor Arnold noted the Background Materials memo, page 2, referred to working together to develop three scenario options for more in-depth analysis in 2013. She asked what those scenarios would look like and what the cities would do to achieve the goals.

Metro Project Manager Kim Ellis explained they would be working through MTAC and TPAC, and holding forums to do a deeper analysis that incorporates greenhouse objectives as well as economic, public health, environmental and equitable impacts. The goal will be to define three options which are different approaches for achieving the 1.2 target. They will determine the agencies that have control (local, regional) and where efforts will be focused.

Councilor Harrington referred to the Multi-modal Investments (Exhibit 4, page 25) which listed trail projects already constructed. She asked what would happen if they did more. In addition, under Community Design the cities may think Level 2 is reasonable because they have already reached Level 2 with the work done under current projects such as the Civic Plan or Urban Renewal. She asked for information and confirmation because they did not want to head down a path that was not real to the cities.

Councilor Gretchen Buehner said with the current economic downturn she was concerned about liability for continuing to reduce the carbon footprint and being able to maintain it as the economy grows and construction, employment and population increase. She asked how they plan to deal with increased growth.

Councilor Harrington responded that the economy will recover and work is now underway to grow business and accommodate the increased population and jobs. She said the work on the SW Corridor Plan lays the groundwork for getting high capacity transit lines installed to accommodate increased population and job growth in the future. She said the community's goals help meet the regional goals and ultimately will contribute to the reduction of greenhouse gases.

Councilor Bode referred to Exhibit 4, page 27, Community Design Considerations for Moving Forward, which included the urban growth boundary expansion and the use of transit to move people efficiently. She noted currently TriMet could not maintain service from Cedar Hills Boulevard to Hillsboro which impacts the population already. She said they have to keep the commitment to move the work force when developing high-residential neighborhoods that are on bus routes. She said that commitment was now crumbling due to hard economic times and this was precisely when this service was needed most.

Councilor Harrington agreed there were problems maintaining transit service lately, but TriMet was participating in these discussions. She referred to Exhibit 4, page 22, Community Design–Transit Service Level, and noted a Regional Transportation Plan has been adopted that reflects an increased service level. She said that meant there would be a build out of frequent service lines and high

capacity lines. She agreed currently there were operating and funding challenges, but felt everyone has to work together to solve that problem because TriMet cannot do it by itself.

Councilor Bode stressed that with the current emphasis on high density development, communities and transit agencies have to keep the commitment to the people for transit services. If they fail to do that, they will lose the people's trust. She noted recent cuts to transit service on Jenkins and Baseline to Hillsboro which were very problematic for the workforce.

Councilor Stanton referred to Councilor Buehner's comments on scenarios and asked what numbers the planners used to forecast the growth that would come when the economy turns. She asked if the new numbers were plugged into the forecasting to develop the scenarios for the MT CO₂e projections and how they could lower the MT CO₂e to reach the target.

Councilor Harrington explained that the transportation and planning projects that Metro and the cities have been working on to date have econometric forecasts and those same forecasts were used in this project. She agreed there currently was short-term pain from cutbacks in the transit service level; however, there are different ways to restore the transit service levels such as cutbacks in operating hours, reconfiguring lines for more efficiency, new lines for high capacity, restoring and increasing operating dollars. She said different techniques for different solutions have to be pursued.

Councilor Hosticka added the targets are per capita; the population growth may lead to a higher overall aggregate but it may lead to a smaller per capita. Also important was the 90/90 number—90 percent of the people who work in Tigard live elsewhere and 90 percent of the people who live in Tigard work elsewhere. He said that was the biggest opportunity in community design--to encourage people to live and work in the same place. He said the current real estate market shows people are paying a premium to move to places where they can walk to where they want to be or where they do business.

Mayor Dirksen asked if the target rates were based on work done elsewhere by other agencies, how high was the confidence level, and what was the basis of the value.

Ms. Ellis replied this information was based on a great deal of research at the state and national levels. Brian Gregor, the creator of the Greenstep Model, has been working at the direction of the Oregon Global Warming Commission to create this model to estimate transportation emissions and its effect on greenhouse gases. She said the U.S. Department of Transportation adopted this model and made it available to other transportation departments across the country and in other regions. She said they were one of the first to be using

these new tools and they would share their results with the researchers. The research will be expanded and updated as new information is submitted.

Mayor Dirksen supported continual review of the results to measure how close the estimates were. He said he questioned the section on electric vehicles as he felt they would have a higher impact than the eight percent reflected in the report. He said he believed electric vehicle usage would triple by 2050.

Councilor Bode noted that while they looked at households and projected rides, there was no statistical projection on the age of the current workforce. She said the analysis should include the population's age distribution and function in 2030; the type of housing they want and if they need transit.

Councilor Harrington said those numbers were part of the population forecast. She asked Councilors to provide feedback to their Mayors and staff on how much detail they want--what is a reasonable amount of information they want to review. Also, how much do they want to focus on things that the Council can act on versus what other people control, i.e., where they live, how they age and when they retire.

Councilor Bode said of the total residential units in the Beaverton School District, only 30 percent have students in Beaverton schools. She questioned what other households were doing and felt an age description of the population was needed.

Councilor Buehner said one policy issue not addressed was TriMet's long-term policy of adopting routes that existed from the previous Rose City bus transit services. In the intervening years there have been few routes added to serve Washington County and TriMet's policy is to continue the status quo. She said she worked on this issue 15 years to get TriMet to look at Washington County but they were only willing to consider it in theory. She said there was an underlying policy disconnect to getting TriMet to buy into these plans for Washington County and without that buy-in transit service cannot be provided to the hundreds of thousands of people coming to the community.

Tigard Councilor Nick Wilson noted the cities do not have jurisdiction over some of the required changes in these building blocks, such as the state gas tax. He felt the cities were having enough trouble doing what they were trying to do and they were bumping against other agencies' policies with such things as the Transportation Planning Rule and the lack of TriMet service. He said while some would like to exceed the 1.2 target, there would be costs in doing that as well as push back depending on what sacrifices they requested. He cautioned that some of the building blocks were more feasible than others; they were already working hard to meet their goals and to add another thing would be a distraction. He hoped they would not go in that direction.

Councilor Harrington agreed there was significant work being done, but much of that work has not been factored into the mix, such as urban renewal. She said that has to be encompassed so that credit can be given for that work; this could show the cities are close to or at Level 2 already.

Beaverton Planning Commission Jennifer Nye said many of the issues with TriMet deal with having the density to support that transit service. She said she would like to see more tools available to get developers to build at denser rates, such as SDC charges, structured parking. She said they want the communities they envisioned and they have to find the money to make this happen.

Councilor Harrington said Metro was trying to partner with cities to move things forward and they wanted to continue to be a good partner to the cities.

Beaverton Planning Commissioner Mimi Doukas, noted the City has made a commitment to the downtown, and to the planning and design for the corridors. However, in the Civic Plan process, citizens said that “white picket fences” were critically important and she did not want that to get lost within this effort.

Councilor Harrington agreed there needs to be different solutions for different parts of the city. Growth has to go where it makes sense and in a form that makes sense.

Beaverton Planning Commissioner Mark Fagin asked if Metro was looking at all the plans the cities were currently working on and how they match up between the cities.

Ms. McArthur said Metro was doing that work under Phase 2 which they were now beginning. She said they would look at all the plans.

Councilor Arnold said she did not feel she knew enough yet to determine what options would work in Beaverton since they are still at the high-level, conceptual phase. She said it was encouraging to see all that was being done and that they were leaning toward these goals. She said it would help her to hear more on this at ground level to understand what these three options would be.

Councilor Stanton noted that more people live and work in Washington County than migrate out of the County to work. The people in Washington County do a better job of living and working in place and she wanted that reflected in Washington County. She said for ten years she has reminded TriMet, in its annual survey, that Washington County was not getting its represented share of the payroll tax; also, there might be 29 miles per capita of transit, but how much of that was outside of the central city. She said that was just one example and she reminded Metro that those who live and work on the west side, think in terms of the west side and how we live and grow in place.

Mayor Doyle concluded by noting the more information that is available, the better all will understand what this means. He encouraged everyone to continue to work together to provide this information.

12075 Metro Southwest Corridor Plan

Metro Councilor Carl Hosticka explained this region has a long-term, high-capacity plan that identifies corridors in order of priority for analysis and possible construction of high-capacity transit. The SW Corridor and East Metro Corridor are at the top of the list. The purpose of the SW Corridor Plan (SWCP) is to engage jurisdictions within the corridor to determine the kind of communities they want in this area and then design a transportation facility to facilitate that. He reviewed the area encompassing the SW Corridor and highlighted jurisdictions' local plans that impact the Corridor (in the record). He said the purpose of the Steering Committee and the SWCP was to determine how these plans are interconnected and if they mesh. The Steering Committee has identified a conceptual purpose and vision, and staff analysis has begun, and meetings with focus groups and technical advisory groups were being held. He said the goal was to have an overall vision and a conceptual design for high-capacity transit in place by the end of the year. After that, there will be more implementation work, but any decision on the type of high capacity transit and where it would be located would happen in the future.

SWCP Project Manager Malu Wilkinson added that a key element of the SWCP was not just land use but all things that make communities: parks; greenspaces; roads, sidewalks, bike and path connections; and transportation choices. This is a comprehensive, integrated approach to look at how to best focus investments and effort in a corridor.

Councilor Hosticka said he recently attended the State of the County speeches for Washington and Multnomah Counties, and the greatest discussion on bicycle and pedestrian needs was in Washington County.

In response to a question from Tigard Councilor Marvin Henderson, Councilor Hosticka said they were working to identify and engage the hundreds of small business owners along the SW Corridor.

Councilor Hosticka confirmed for Councilor Stanton that the February 2, 2012, map was the recently updated and correct map of the SW Corridor (in the record). He said the map was refined to include all areas in the cities that will be impacted by the SWCP; it reflects the communities that they want to incorporate into the decision making process.

Councilor Stanton said she liked the February 2, 2012, map because it showed mythological 125th Avenue.

12076 2012 Urban Growth Boundary Expansions

Tigard Community Development Director Ron Bunch explained they were engaged in implementing Washington County Bull Mountain Concept Plan which includes River Terrace, Area 63, and an urban reserve area. He said they have worked with Beaverton City staff to coordinate planning for the area, particularly the infrastructure. He thanked Beaverton for its help in this huge planning effort.

Beaverton Principal Planner Steven Sparks, reviewed Area 6B south of Scholls Ferry Road known as South Cooper Mountain and a separate urban reserve area. He said the two cities worked together extensively on planning for these areas because there are many common issues that need to be resolved together so that the area can be ready to develop sooner. He said there was a common need for a sewer pump station and there would be considerable cost savings if the two cities worked together on this infrastructure. Area 6B was unique in that the City was required to plan for the entire area though it was only bringing in a small portion of the area; the remaining area will not come in for a long time. Also, Beaverton has agreed to do the planning for Cooper Mountain which has not gone through concept planning. These projects will be worked on simultaneously as there are many common issues to consider and plan.

Mr. Sparks said in the next two years both Planning Commissions and Councils will hear many items from these projects. He stressed they were working independently, but where there are issues of commonality, they work together.

Mayor Doyle thanked staff for their initiative in talking to this group and commended them for working together to save costs and make this affordable.

Councilor San Soucie asked if they considered sharing costs for improvements to Scholls Ferry Road. He also asked if they were harmonizing the conveyance and detention storage standards for these agencies, wherever appropriate.

Mr. Bunch said they recently met with Washington County and Beaverton School District staff to discuss Washington County's plans to improve Scholls Ferry Road. He said Clean Water Services (CWS) was interested in ensuring the right-sized pipes and conveyance system goes into the ground at the same time. He said CWS will look at the flows from these areas to determine the impact on the systems further down the line to see if any improvements will be needed. He said the more they get into this, the more they realize they have to work together to ensure proper facilities are installed and cost savings are realized. He said the business plans for these areas was the key to this process.

Mr. Sparks assured everyone that staff will explore every opportunity where they can maximize efficiency. He said there were opportunities in the area to succeed. He added the cities have prepared a pre-application for a joint TGM grant to study major intersections in this area for the expansion areas.

Mayor Dirksen commended everyone for this vital joint-planning effort. He suggested meeting with the school districts to handle planning and determine if a boundary adjustments are needed.

Councilor Buehner suggested the two planning commissions also work together on these issues to get the best planning and value possible.

Councilor Stanton echoed Mayor Dirksen's comments regarding the exciting nature of this project. She noted this was great information and this planning work would be exciting.

Councilor Nick Wilson said he felt the most congested area on Scholls Ferry Road was the section near the freeway on the east end, along with the impacts along Highways 99 and 217. He was surprised to hear Washington County had funded improvements to that section of Scholls Ferry and to his knowledge it did not go through the Washington County Coordinating Committee. He preferred to see funding go to the Highway 217/Nimbus area which needed improvements most. He asked that that be conveyed to Washington County.

Upon question from Councilor Stanton, Beaverton Transportation Planner Margaret Middleton explained that the Scholls Ferry Road Improvement, Teal - West, were already pre-MSTIP 3d; it was on the books to be constructed.

Mr. Bunch confirmed that was correct; Washington County has the funds for the project and will go ahead with construction in 2014.

Mayor Doyle said another benefit of working together on the planning was to look at the eco-impact, so they can be good stewards and take good care of the environment as they work on these projects. He encouraged staff, commissions and council to continue to work together as these projects move forward.

ADJOURNMENT

There being no further business to come before the Councils at this time, the meeting was adjourned at 8:18 p.m.


Catherine Jansen, City Recorder

Approval:
Approved this 14th day of August, 2012.


Denny Doyle, Mayor