City *of* Tigard

Tigard Business Meeting – Agenda

TIGARD CITY COUNCIL & LOCAL CONTRACT REVIEW BOARD

MEETING DATE AND TIME: June 25, 2013 - 6:30 p.m. Study Session; 7:30 p.m. Business Meeting

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE:
Anyone wishing to speak on an agenda item should sign on the appropriate sign-up sheet(s). If no sheet is available, ask to be recognized by the Mayor at the beginning of that agenda item. Citizen Communication items are asked to be two minutes or less. Longer matters can be set for a future Agenda by contacting either the Mayor or the City Manager.

Times noted are *estimated;* it is recommended that persons interested in testifying be present by 7:15 p.m. to sign in on the testimony sign-in sheet. *Business agenda items can be heard in any order after 7:30 p.m.*

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVE VIDEO STREAMING ONLINE:

http://live.tigard-or.gov

CABLE VIEWERS: The regular City Council meeting is shown live on Channel 28 at 7:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday	6:00 p.m.	Sunday	11:00 a.m.
Friday	10:00 p.m.	Monday	6:00 a.m.

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6:30 PM

- STUDY SESSION
- EXECUTIVE SESSION: The Tigard City Council will go into Executive Session to discuss real property negotiations under ORS 192.660(2) (e). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

7:30 PM

1. BUSINESS MEETING

   A. Call to Order

   B. Roll Call

   C. Pledge of Allegiance

   D. Council Communications & Liaison Reports

   E. Call to Council and Staff for Non-Agenda Items

2. CITIZEN COMMUNICATION (Two Minutes or Less, Please)

   A. Follow-up to Previous Citizen Communication

   B. Citizen Communication – Sign Up Sheet

3. CONSENT AGENDA: (Tigard City Council and Local Contract Review Board) These items are considered routine and may be enacted in one motion without separate discussion. Anyone may request that an item be removed by motion for discussion and separate action. Motion to: **7:35 pm estimated time**

   1. APPROVE CITY COUNCIL MEETING MINUTES FOR:

      A. May 21, 2013

2. ACCEPTANCE OF THE QUAIL HOLLOW TRACT S OPEN SPACE DONATION

3. AUTHORIZE THE MAYOR TO EXECUTE AN AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT WITH METRO REGARDING THE MANAGEMENT OF THE FIELDS AND BROWN PROPERTIES

4. APPROVE THE EMERGENCY MANAGEMENT COOPERATIVE AGREEMENT OF WASHINGTON COUNTY - Resolution

5. APPROVE APPOINTMENTS OF TIGARD LIBRARY BOARD MEMBERS AND ALTERNATES - Resolution

- *Consent Agenda - Items Removed for Separate Discussion: Any items requested to be removed from the Consent Agenda for separate discussion will be considered immediately after the Council/City Center Development Agency has voted on those items which do not need discussion.*

4. RECEIVE UPDATE BY TUALATIN RIVERKEEPERS ON THE ENVIRONMENTAL EDUCATION PROGRAM AT DIRKSEN NATURE PARK **7:40 pm estimated time**

5. RECEIVE PROFESSIONAL ACHIEVEMENT IN PLANNING AWARD FOR URBAN FORESTRY CODE REVISIONS PROJECT **7:55 pm estimated time**

6. AMEND THE TIGARD MUNICIPAL CODE TO AUTHORIZE SOCIAL GAMING **8:00 pm estimated time**

7. DISCUSSION ON DRAFT RECOMMENDATIONS TO SOUTHWEST CORRIDOR PLAN STEERING COMMITTEE **8:20 pm estimated time**

8. DISCUSSION ON RIVER TERRACE COMMERCIAL COMPONENT **8:50 pm estimated time**

9. LOCAL CONTRACT REVIEW BOARD **9:20 pm estimated time**

   AWARD RIVER TERRACE COMMUNITY PLAN CONTRACT

10. COUNCIL LIAISON REPORTS **9:30 pm estimated time**

11. NON AGENDA ITEMS

12. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

13. ADJOURNMENT **9:35 pm estimated time**

AIS-1373

3. 1.

Business Meeting

Meeting Date: 06/25/2013

Length (in minutes): Consent Item

Agenda Title: Approve City Council Meeting Minutes

Submitted By: Carol Krager, City Management

Item Type: Motion Requested **Meeting Type:** Consent Agenda

Public Hearing: **Publication Date:**

Information

ISSUE

Approve City Council meeting minutes.

STAFF RECOMMENDATION / ACTION REQUEST

Approve minutes as submitted.

KEY FACTS AND INFORMATION SUMMARY

Attached council minutes are submitted for City Council approval.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

May 21, 2013 Minutes

City *of* Tigard
Tigard City Council Workshop Meeting Minutes
May 21, 2013

1. WORKSHOP MEETING – May 21, 2013

   A. Mayor Cook called the meeting to order at 6:31 pm.

   B. Deputy City Recorder Krager called the roll:

Name	Present	Absent
Councilor Woodard	✓	
Mayor Cook	✓	
Councilor Buehner		✓ (arrived at 7:07 pm)
Council President Henderson	✓	
Councilor Snider	✓	

   C. Pledge of Allegiance

   D. Council Communications & Liaison Reports – None

   E. Call to Council and Staff for Non-Agenda Items – None

2. JOINT MEETING WITH THE LIBRARY BOARD

Library Board Chair David Burke was introduced by Library Director Barnes. Chair Burke and Library Board Members Stephanie Carter, Scott Hancock and Dan Snyder presented an annual "state of the union" address to council about library statistics for the past year. Board members gave their 2012 report in a David Letterman Top 10 List format.

No. 10 **12.46** - The library's 589 volunteers worked 25,902 hours, which equals 12.46 FTE (full time equivalent) employees. Teen volunteers served 3,665 hours.

- No. 9 **22** – This is the number of homebound patrons receiving services from the library's Friendly Visitor Program.

- No 8. **25** is the number of programs presented by the Friends of the Tigard Public Library.

- No. 7 **316** represents the number of interactions library staff had helping patrons discover eBooks and ereaders, an increasingly popular area of the library.

- No. 6 **498** The library partnered with AARP to provide free tax help to 498 people.

- No. 5 The Library conducted **51** outreach visits to schools, reaching 4,682 students, parents and caregivers.

- No. 4 **11,735** children, parents and caregivers were provided with Story Times, where staff shared books, songs, rhymes and early literacy tips.

- No. 3 **26,715** The library communicates directly each month to 26,715 patrons through their eNewsletter, 605 patrons via Facebook and 213 patrons on Twitter.

- No. 2 The library provided over **70,000** hours of internet access via public computers and 20,000 hours of Wi-Fi access to job searchers, students and small business owners.

- No. 1. **1,482,027** is the number of items circulated by the library, of which 799,046 were adult materials, 93,717 were young adult materials, and 589,264 were children's materials.

Council President Henderson commented that this is all done in spite of the library being closed one day a week.

Chair Burke commented that the numbers were illuminating and give council a scope of the library services. This is a success measurement due to people that work and volunteer there and makes the board proud to serve.

Councilor Woodard asked about the Friendly Visitor Program and Library Director Barnes said the library's volunteer coordinator matches up volunteers with homebound members of the community. After interviewing the patron, the volunteer is able to check out books, books on CD, or other library materials and delivers them to the person. Background checks are done on volunteers delivering library materials to the homebound. Board Member Carter said the program is also a way to check on homebound patrons and make sure they are all right.

Councilor Snider asked the board members if there is anything they would like to share with council. Chair Burke said they would love to have the library open seven days a week but they understand the fiscal realities. Mayor Cook thanked the board for their presentation.

3. STRATEGIC PLAN DISCUSSION

City Manager Wine introduced this agenda item and said the need for a strategic plan was identified by the Mayor's Blue Ribbon Task Force and discussed at the January council workshop meeting. She said a strategic plan can help the city achieve focus and direction for a longer time horizon than council historically considers with annual goal setting. She said it can also help an organization make choices on what to do and when to say no.

City Manager Wine said the first step is creating a leadership foundation. John Campbell and Martha DeLong of Campbell Delong Resources have been engaged to assist with this. She said there are multiple players in developing a strategic plan. One foundation is the council (elected officials) and the leadership of the city (executive staff) who will work together to make sure the city's vision, mission, goals, objectives and work plans are consistent and aligned. Other elements are the community and the city's workforce. Once there is a leadership foundation, the workforce will be involved and the voice and direction of the community folded in.

Consultant Campbell presented a slideshow designed to give a brief overview of basic concepts and set the stage for upcoming individual meetings with council members. He said they have met with the City Manager Wine, Assistant City Manager Newton and executive staff. He said a successful strategic plan will help council, staff and the entire city translate vision into action, specify direction of change and define "arrival" so we know how to get there. They can assist the city by helping to organize thoughts and focus. He stated that, "Failure is translating vision into…more vision…making lists of what will be done anyway, and increasing the quantity of meetings and paperwork, instead of quality and change."

Consultant Campbell said outcomes are critically important because they are measureable. He said these must be very specific statements that describe what it will look like when the city gets there and how it can be measured.

Councilor Snider referred to a sample goal and measurable outcome slide with the outcome "Alignment of service cost increases to CPI." He commented that this was being described as measureable yet it seemed qualitative to him. He asked if there would be more quantified measures under that description. Consultant Campbell said the examples used in the PowerPoint slides were edited and he envisioned that this example would become more specific.

Councilor Snider referred to prior studies, reports and surveys and asked if the consultant team felt these comprised good building blocks from which to move forward. Consultant Campbell said Tigard has "tremendous building blocks," and what is produced will reflect the prior work.

Council President Henderson asked if they are looking at doing a 25-year plan or one for the immediate future. He said council has been giving good direction in the annual goals.

Consultant Campbell said he understands that there needs to be a discussion about what timeframe to look at and a common theme is a five-year window. He said council has been developing specific annual goals but there was also a Tigard beyond Tomorrow document that is for a much longer timeframe.

Councilor Buehner said she served on the 1996 visioning task force and because it was a 20-year vision, she thought it timely to set up a new task force. She questioned whether it is wise to do long-term planning before getting citizens involved again. She agreed there were areas where the city needs to take a long-term look now, such as water and infrastructure, but is hesitant to commit to long-term policies that do not relate to those areas.

City Manager Wine said the strategic plan will bring together what we have and define outcomes. The leadership foundation will form the basis for how we interact with the community. Community desires come into play once we set up the starting point to confirm and align direction.

Councilor Buehner said five years is a good time frame for a strategic plan. She said council needs to better define what product is wanted.

Councilor Snider said he disagreed that five or ten years is the correct timeframe for what council is trying to achieve. He said, "We need to be looking 20-25 years out. Some of the things we want to accomplish cannot be done in ten years. We need that diligent planning." He said the 25-year plan informs the city about the next five years.

Councilor Woodard said he agrees with both sides of this perspective. He said it would be good to have community involvement to verify whether our values are still relevant. We need to do backward planning: here is the goal, what do we do to get there.

Mayor Cook referred to council's goal setting question - What you want the city to be in the next 25 years? He said if something is prioritized it has to be a long term goal.

Consultant Campbell suggested that using the foundation as a basis for a conversation with the community would be more constructive. He added that the vision work done in 2009 was good. Councilor Buehner responded that was more of a branding effort. City Manager Wine replied that is why it is marked as a draft and is considered a starting point.

Council President Henderson referred to a program in Port Moody that he thought was good; a five-year program with a 25-year plan. He said they focused in the near five years on engaging the community to solve a problem and then as a team, endorsed the desired changes. He said, "They transformed a dying community into a nice community. Solving problems requires stopping, looking at resources and then figuring out what needs to be done."

Consultant Campbell said part of what they propose to do is provide council with more tools to make it easier to stop, ask the right questions and rethink how to solve a problem.

Councilor Buehner said most cities have a problem getting their communities involved. She asked how to get citizens other than a small, vocal minority to take time to participate. She said it was difficult for the public to understand that Tigard's Transportation System Plan is a 30-year plan and help them understand the context. Consultant Campbell replied that their firm can help write questions that get to a result the community wants, not just specific tasks. He said survyes are another method. He advised listening to people who attend city meetings and reinforce the value of participation. He said the primary way to get representation is through elections and council members are the voice of the people.

Councilor Woodard commented that there is a lot of good information from the Blue Ribbon Task Force recommendations, 2010 attitudes survey, comprehensive plan, and public meetings, etc. He suggested using an electronic survey at a public meeting to make sure we are right on track. Consultant Campbell said their concern is that Tigard has this information (what the public wants) and his preference is to get it translated into a set of measurable outcomes before going out to them again. He said, "I feel you have asked the public already."

Consultant DeLong said they will meet with each councilor and explore where the consensus and issues are. The results of these interviews will go to City Manager Wine and Assistant City Manager Newton so they know what things need to be decided before moving ahead because these things are important to the city council.

City Manager Wine said the purpose of this presentation was to update council on what staff is aiming for with the strategic plan and understand that the first step is the leadership foundation. Some of the community engagement part will be a next step, but the immediate next step is for Consultants DeLong and Campbell to meet with each councilor. Council President Henderson said he would be on council for three more years and asked if the consultants would be involved during that entire time. City Manager Wine said part of the reason she is talking about the first step is that there is not a budget allocation for a long-term plan. The city needs to identify resources to complete an entire strategic plan.

Councilor Snider asked if there was consensus on what we are aiming for. Councilor Buehner said she did not think so. City Manager Wine said that is a topic for a future meeting. Councilor Snider said what he will say in an interview about a five-year timeline is very different from what it would be for a 25-year timeframe. City Manager Wine suggested answering for both scenarios.

4. RECEIVE UPDATE ON SOUTHWEST CORRIDOR PLAN

Senior Transportation Planner Gray introduced Metro Principal Regional Planner Wilkinson, noting that they attended the SW Corridor Project Economic Forum earlier in the day along with Mayor Cook and Councilor Henderson. She said the first phase of the Southwest Corridor Plan will come to completion in July 2013 and she wanted to update council on its status, focusing on implications to Tigard. She said a preview of the technical analysis findings currently being developed will also be discussed tonight to give council time to think about the Steering Committee considerations coming up in July. She said she wanted to find out if council has sufficient information to feel comfortable as the decision nears and Mayor Cook has the information he needs to represent the city in this decision. She presented a slide show, a copy of which has been added to the packet for this meeting.

Senior Transportation Planner Gray said the Steering Committee will make the Phase I Decision in July, identifying high capacity transit (HCT) options to be carried forward for the full environmental analysis (DEIS). The refinement period in the fall 2013 will clarify the scope of the DEIS, and the Phase 2 DEIS will last from 2014 through 2016. The July decision will identify:

- What HCT modes need further study? LRT, BRT, or both?
- What is the extent of HCT study service?
  - Tigard? Tualatin? Sherwood?
- What kinds of land treatment options should be considered for BRT?

She said even after the decision is made in July there will service enhancement discussions such as addressing performance measurement issues on Highway 99W.

The SW Corridor Plan frames how to look at other elements including improvements to local transportation systems in the near term and how they can connect to future HCT, land use vision, roads, pedestrian and bike access, parks and natural areas. Scope refinement and DEIS will include deciding:

- Alignment options
  - Connection to Portland Community College
  - SW Hall or 72nd Avenue
  - Naito or Barbur
- Station locations
- Options for right of way
- Transit system connections

She described the four High Capacity Transit (HCT) Options.

- Light Rail
- BRT to Tualatin
- BRT to Sherwood
- BRT Hub & Spoke

Councilor Snider asked if BRT would connect the communities of Tigard, Tualatin and Sherwood. Mayor Cook said it depends on whether you connect with HCT or local bus service. Senior Transportation Planner Gray said she is assuming mostly dedicated BRT right of way to improve travel time. She said that same assumption is not in the hub and spoke option but it is a single seat ride, meaning you can get on in Portland and go all the way to Sherwood. Senior Transportation Planner Gray said transferring is part of every option and is an important part of the plan. She said to be successful, an HCT route must have a network of local service options.

Senior Transportation Planner Gray said the two HCT Station priorities in Tigard are the Triangle and downtown. She said there may even be two stops in the Triangle, as it is as large as two of Portland's Pearl Districts.

She noted if there was an extension to Tualatin, it may go along Hall Boulevard and a potential station at Durham and Hall may be a good stop.

Councilor Buehner said it is a great idea but it ignores where the growth in Tigard is occurring. She said it is happening to the west and south. Bull Mountain and areas around it are going to be ignored for transit. Senior Transportation Planner Gray noted that River Terrace was not included in the first HCT plans but was added later and would most likely benefit from proximity to local service connections.

Senior Transportation Planner Gray said all alignments leave 99W before reaching Tigard. She said the concern about increased congestion on 99W is something they heard loud and clear. This would have the benefit of providing access to an area where a lot of growth is planned. She noted that several Tigard Transportation System Plan (TSP) projects would be synergistic with HCT including the Highway 217 overcrossing at Hunziker, the Hunziker-Scoffins realignment, improving Upper Boones Ferry at Durham/72nd and widening Hall Boulevard or 72nd Avenue.

Councilor Buehner asked about the connection from Dartmouth to downtown, an early flyover ramp planned by ODOT. She said, "If we are going to bring a station from the Triangle to downtown, wouldn't it make sense to look at having a flyover from Dartmouth to the downtown, reducing the length of the flyover?" Senior Transportation Planner Gray said it is not in the TSP, but it may not be too late to add. She will research when it was included and when it was removed.

Councilor Buehner requested more information on two things she has heard. One is that the City of Portland is turning their focus from Barbur to Powell Boulevard. The other is that Portland intends to run BRT right down Barbur Boulevard which defeats the purpose of BRT. She said she was concerned about these impacts on this process.

Metro Principal Planner Wilkinson said she was in attendance at the Portland City Council meeting when they adopted the Barbur land use plan and their council gave very strong support for the SWCP. She noted that Mayor Hales has been attending the SWCP meetings.

Metro Principal Planner Wilkinson responded that currently, the SWCP is the top priority for the region. She said she has not heard about a focus on running busses on Barbur because running too many busses does not support their land use vision. Senior Transportation Planner Gray that is the kind of direction they will look for in July.

Senior Transportation Planner Gray showed a slide of HCT Choices/Trade-offs

Senior Transportation Planner Gray said the information was preliminary, but telling. Light Rail has the highest demand but BRT ridership is high too, especially with dedicated right of way. Under peak demand, light rail is at 62 percent but BRT is over capacity and will not meet the demand.

Metro Principal Regional Planner Wilkinson said a Max train has two cars with one driver and carries about 260 passengers. BRT carries around 87 people with one driver. You would need more drivers and busses to carry more passengers.

Metro Principal Planner Wilkinson said they considered 7.5 minute intervals in between light rail trains and BRT. The ridership demand is met with light rail but to meet the demand BRT has to go down to 3.5 or 4.5 minute intervals, which equals 24 busses going in one direction per hour. If the BRT is in mixed traffic, this would impact car traffic.

Senior Transportation Planner Gray said operating costs include drivers, fuel and service. Capital costs are highest for rail. An early estimate for the light rail line to Tigard is $1.7 billion, or $200 million per mile, which is about what the Portland/Milwaukie light rail line cost.

Widening 99W is estimated to cost $159 million per mile. She said both numbers show that this corridor is very constrained and there is not an easy way to carve out a path for any mode of transit.

Councilor Buehner asked for an analysis on capital costs. She said it appears that while light rail would be more expensive to build but is less expensive annually to run.

Councilor Snider said the difference in percentage of BRT cost to light rail capital cost matters a great deal. He said the decision will be highly sensitive to that number.

Mayor Cook asked at what point the BRT is measured, at 85 percent, which is all dedicated lanes, or at 55 percent which is 50 percent dedicated lanes. Senior Transportation Planner Gray said she is unsure when this number will be known. She said BRT is interesting and challenging. Council President Henderson asked if there has to be 50 percent dedicated right of way to be eligible for federal funding. Metro Principal Planner Wilkinson said was true for the New Starts program.

Senior Transportation Planner Gray presented a timeline leading up to the July 22 Steering Committee adoption of a preferred strategy. There is an opportunity to come back to council to update on additional information before this deadline. Councilor Buehner asked that this slide be placed in the council packets.

Councilor Buehner asked about consensus among committee members. Obviously each partner has different local interests. Senior Transportation Planner Gray said since the city is located centrally in the project we have met with all partners and stressed there is a strong desire for a consensus.

Senior Transportation Planner Gray offered to meet individually with council so there is a comfort level with this information.

Councilor Snider questioned what the charter of the Steering Committee asked them to accomplish. Metro Principal Planner Wilkinson said it specifically asked the Steering Committee to narrow the high capacity transit alternatives.

Council President Henderson commented that he liked the format of the economic meeting. Councilor Buehner asked for Senior Transportation Planner Gray to remind everyone about the Metro Community Planning Forum. Ms. Gray said it is scheduled for May 23, 2013 at 6:00 pm at the Tualatin Library.

5. RECEIVE UPDATE ON RIVER TERRACE COMMUNITY PLAN

Senior Planner Wyss briefed council on feedback from River Terrace public involvement meetings. Summaries from each meeting and online survey results are included in the packet for this meeting. He said staff also wanted to continue the discussion from a council study session regarding flexible implementation of the West Bull Mountain Concept Plan.

He said the project team has been working on tasks related to natural resources and land use/zoning. These topics were presented at community, Stakeholder Working Group (SWG) and Technical Advisory Committee (TAC) meetings. The focus was to present three natural resource maps, regulated by the city's Community Development Code, and gather

feedback on zoning options intended to implement the recommended land use vision from the West Bull Mt. Concept Plan (WBMCP).

He said the Natural Resources Task involves applying the city's program to the River Terrace area. This includes the Sensitive Lands Chapter and three maps - Significant Habitat, Significant Tree Groves and Wetlands and Stream Corridors. These maps have already been adopted by Tigard so they just require an update to include the River Terrace area. Inventories of these natural resources in River Terrace followed state guidelines. The Significant Habitat map is part of the Tualatin Basin Partnership which was adopted around 2005 as a regional Washington County-wide effort to comply with Metro's Title 13. The Significant Tree Groves map was included in the recently adopted update to the tree code and underwent a Goal 5 process to identify tree groves. He said both maps have voluntary regulations associated with them that provide flexible incentives for resource preservation during development.

Senior Planner Wyss said the Wetlands and Stream Corridors map shows general locations of the Clean Water Services vegetative corridor buffer and a local wetland inventory, completed during the WBMCP process. The inventory Washington County submitted to the state was accepted and city staff will update Tigard's Wetlands and Stream Corridors map to include these areas. Boundaries are general, and staff heard from the committees that a disclaimer should be added to the map stating this and clarifying that exact delineations will occur during the development process.

Senior Planner Wyss said the primary focus of the meetings was to gather feedback on the translation of recommended WBMCP land uses (as adopted by council into the comprehensive plan in December 2012) into Tigard zoning districts. The project team applied zoning based on the WBMCP and took two different analyses to the TAC and SWG committees. Small group discussions were held on strengths and weaknesses of each option and based on feedback from the committees, staff made improvements to the map.

TAC feedback showed consensus for the second analysis map which had a good mix of zoning, with density to support the commercial area. They suggested wrapping higher density around the PGE substation and below the commercial area. They recommended removing the R-4.5 zoning west of Roy Rogers Road and making it R-7. The TAC supported transitioning between existing developments into higher density areas.

Generalized comments from the SWG were favorable towards the second option with the mix of R-7 zoning. They wanted zoning to follow property lines as much as possible, and expressed interest in zoning flexibility. Comments were received on keeping lower density in significant tree grove areas so property owners could take advantage of the flexibility offered by the significant tree grove program. The SWG agreed with a transition buffer between existing development and higher densities. Senior Planner Wyss said a draft summary of individual interviews with 17 of the 18 SWG members was recently received from JLA, the firm facilitating the meetings. The primary theme is that the SWG is interested in keeping the process moving forward and completing the RTCP as quickly as possible.

Senior Planner Wyss referred to three maps included in the council packet for this meeting. Analysis 1 is the map chosen by the TAC and SWG. Based on their feedback, staff prepared the Analysis 2 option which eliminates R-4.5 west of Roy Rogers Road, extended the R-25 to surround the PGE substation and extended R 4.5 zoning farther south around existing homes in Area 63 to better integrate with natural resources. The Analysis 3 map changed R-25 zoning near the neighborhood commercial area to R-40 for better support of that commercial area and to allow for more R-4.5 in the southern part of Area 63.

At the community meeting, attendees were assembled into small discussion groups to consider the zoning maps and report back to the larger group. They were also asked to complete individual surveys. The largest concern at the community meeting was the impact of traffic on existing neighborhoods. Zoning of R-25 was preferred to R-40 based on impacts to existing neighborhoods. They favored the transition of similar development and moving higher densities away from existing residents. They accepted higher density to support the neighborhood commercial area, such as wrapping R-25 around the PGE substation. There was no consensus among the three groups on which of the three options was best. The individual surveys showed a preference for Option 3.

Mayor Cook asked if the recommendation to expand R-4.5 zoning in Area 63 was because of existing homes, steeper land, trees, or all of the above. Senior Planner Wyss said it is for all of the reasons mentioned and that the topography includes several creeks.

Councilor Buehner referred to Bull Mountain Country Estates property owners' concerns about nearby high density. She pointed out a triangle of land immediately to the north of the intersection where Area 64 begins and Bull Mountain Country Estates is. She said the triangle is zoned heavy commercial under Beaverton zoning and she wanted staff to be aware of that because it may have relevance and influence what should develop along Scholls Ferry Road. Senior Planner Wyss said staff is meeting with Beaverton staff and their consultant tomorrow to discuss their commercial lands analysis. Councilor Buehner asked if staff had received a cost to update the commercial analysis and Senior Planner Wyss replied that they would know more after they meet with Beaverton staff.

Senior Planner Wyss said where the community meeting participant lived or owned property dictated their feedback. Residents in the south preferred placing more density in the north and vice versa. It was requested that the city put the survey online for those that could not attend the community meeting. Early online responses came from people who did not want any development to occur but later feedback indicated traffic impacts were the biggest concern.

Senior Planner Wyss summarized that staff heard from 118 people through the three meetings and the online survey. There seemed to be agreement on the WBMCP land use designations but no consensus on which zoning option was the most desirable. He said council will need to weigh individual needs against the RTCP needs.

Councilor Woodard said he recently walked in Area 63 and noted several natural features. He has concerns about balancing density and also the lack of road and sidewalk infrastructure near Beef Bend Road. Senior Planner Wyss said the rural element was included in the WBMCP, which includes the area towards Beef Bend Road that was not brought into the urban growth boundary. He said that portion of land is flatter and is at a medium density of 13 units per acre. He said the infrastructure will evolve with the density and it is correct to assume that it will balance out. Councilor Woodard said 150th Avenue has no sidewalks and is dangerous. He hoped that as density occurs there is enough money to make the roads and sidewalks safer. Senior Planner Wyss said that is part of the transportation and financing component and gets back to decisions council will be considering. He said the city needs to work with Washington County to prioritize and schedule existing street upgrades to accommodate vehicular traffic and make it a safe environment for pedestrians.

Councilor Snider asked about the difference between R-25 and R-40 zoning. Senior Planner Wyss said R-25 zoning would include row houses or condos and R-40 has condos or apartment buildings. City Manager Wine said staff could provide council with materials used in the community meetings that illustrate these zoning designations.

Councilor Woodard commented that at the time the concept plan was developed, the Sunrise, Paull and Cach properties did not exist as parks. He said he wanted to make sure a parks plan for River Terrace has the right spatial distance for park use and that the city is providing a fair share of park land acquisitions spread throughout Tigard. Senior Planner Wyss said updating the Parks Master Plan to include River Terrace is upcoming and will be the first task the infrastructure consultants will tackle.

Councilor Buhner said it is important to let the committees know that these specific parcels are not exactly where the parks are planned to be. She said it caused issues when the city was specific about a downtown plaza area and this should be avoided. Councilor Woodard agreed and suggested the committees could be given park distance criteria and then pick and choose possible location based on that. Senior Planner Wyss said a policy decision needs to be made on how Tigard will deliver parks because they will be part of the success of the River Terrace community. Councilor Woodard suggested Park and Recreation Board (PRAB) input and participation and Senior Planner Wyss agreed that PRAB will be engaged in the process.

Senior Planner Wyss referred to the discussion council held at their last Study Session concerning flexibility in locating the commercial area. He said the current location was based on limiting arterial access to Roy Rogers and Scholls Ferry Roads. There was a commercial lands analysis done that showed 25,000 square feet would be supportable in a smaller, neighborhood commercial development. The community's desire was to have more of a neighborhood-, as opposed to vehicle-related, focus. He said based on feedback from the TAC, SWG and community meetings there was no consensus to reevaluate but there were comments questioning the viability of a small commercial area that is not visible from Roy Rogers Road. The recommendation was to leave it where it is. He asked if council wanted staff to expend resources

and time in going back through the process or consider the assumptions of the WBMCP and keep moving forward.

Mayor Cook said council talked about flexibility and being willing to find out the cost of a joint study with Beaverton because they will be putting in commercial zoning too and we need to see how it will work together. He said there would be more information tomorrow after staff meets with Beaverton.

Councilor Buehner said she met with City Engineer Stone since last week's meeting. She said he was involved with the Villebois project in Wilsonville, a plan similar to the neighborhood commercial area proposed for River Terrace. He indicated that Villebois has just begun to move ahead after ten years. She suggested Senior Planner Wyss discuss this project with City Engineer Stone. Community Development Director Asher said he visited Villebois and agreed that commercial development is finally occurring. He commented that it takes years for enough density to build up to support a neighborhood commercial area and he did not feel it would have mattered whether or not it was built on an arterial road. He said their concept was to have a public plaza with a European feel and build neighborhood commercial development beside it. He said the area is a study is what is possible when a city strives to generate a certain style of development. He said there is much to learn from the Villebois project about what Tigard could or could not do.

Community Development Director Asher said he wanted to distinguish between attempting to identify what the actual commercial uses will be and their compatibility with whatever is going in across Scholls Ferry Road, and the basic question of location for this commercial area. He said there is community desire for neighborhood commercial, which is a smaller scale commercial area adjacent to open space that has probably less parking and more bike lane and pedestrian access. A traditional retail mode is more vehicle centered and dependent on visibility. He commented that he has been both commercial modes work and one is more difficult to pull off, but the one that may be more difficult to do is clearly the one that was endorsed through the concept planning. He said those coming forward now to question the viability of this location are raising legitimate points. He said this was a decision that council would need to make.

Council Snider asked if there was a scenario where the city could scrap the commercial area entirely if it doesn't appear to be viable or there is no agreement on location. Community Development Director Asher replied that there was none he was aware of.

City Manager Wine said what staff is seeking what kind of information would be helpful to assist council in making a determination. She asked what the influences might direct Tigard away from having commercial property in this location.

Councilor Buehner said it is critical to know what Beaverton is going to do across the street, other than build a high school. She said the WBMCP was done in a vacuum because it was done before the Beaverton side of the street was brought into the urban growth boundary.

Councilor Woodard referred to the joint meeting with Beaverton and urged comparing notes with them and working to complement rather than compete for economic development. He asked whether the placement of the commercial area is a benefit to the Roshak neighborhood or if it creates traffic and circulation issues. Councilor Snider commented that the goal is not to make it a destination, but more of a utility for people living in that area.

Community Development Director Asher said the layout of the commercial node shows a connection between civic/public and commercial space and places that in the interior. He said it also appeared to him that there was not a lot of thought given to the parceling or the functionality of a retail center. He asked the council if they have enough questions on this to ask staff to do more investigation, noting it would require time and resources and the schedule is already pressured. He said if council directs staff to reconsider this site, they may hear from stakeholders who believe that there was a public process and there is legitimacy to this plan. He asked council how much of a precedent they wanted to set.

Mayor Cook requested that staff provide a picture of what this type of commercial development would look like. Councilor Snider added that it should be an idealized example of what we think would be successful in that area. Mayor Cook said it was easier for him to visualize commercial property along a busy street such as Roy Rogers Road; he needed to see a rendering that shows how a neighborhood focused commercial would work. He added that if it will take ten years to develop this space a property owner may look at this differently.

Councilor Buehner said the parameters have changed and more urban reserves will be coming into the urban growth boundary. She said the city needs to plan long-term for a larger population base. She said she was not advocating for any particular store, but a retailer such as Fred Meyer might see River Terrace development as a huge opportunity.

Councilor Snider said this has been vetted thoroughly with many stakeholders. He said, "From my perspective as a city council, we better have overwhelming reason to be second guessing a large group of stakeholders that at least on this issue, seem to have significant consensus. To me that burden should be heavy on us when we are playing Monday morning quarterback on this."

Councilor Buehner said the county did not do a complete job and the neighborhood has changed dramatically in the intervening years. She said, "It behooves us and the property owners in this area to at least evaluate what those changed circumstances have done to the process." In response to a question from Community Development Director Asher about what the changed circumstances are, she said, "I want to know what Beaverton has planned. If they have dense development plans in the area surrounding the high school then River Terrace does not need any large-level commercial development." She said if they do not, then residents will have to travel a long distance to get to a hardware or garden store, for example. Community Development Director Asher said that the people have already said they don't want a large retail center.

Councilor Woodard said Progress Ridge is not that far from River Terrace. He said he had no issue with the commercial location. He said his only concern was circulation and if increased traffic through the neighborhoods would be a burden, he wanted to mitigate that.

Community Development Director Asher said he is hearing some consensus from Councilors Woodard and Snider and Mayor Cook. Councilor Buehner said she was the "odd man out," and she felt the city really needed to reexamine the commercial area.

Community Development Director Asher said staff can pull out and magnify the commercial node to provide greater visual clarification for council, check back with the market and create an analysis to give a better sense of what this area could become. He said council may decide that this misses a market opportunity or could not be built in a timely manner. He referred to Councilor Snider's earlier comment on following what the community has asked for, and suggested starting with what was planned, studying it, and if council wants to depart from that, the decision would be based on factual information.

Council President Henderson said this area "is a lot bigger you think and the greenway ties it all together." He said this could become a 20-minute community and Tigard needs to look at building 20-minute communities where people can live, work and play in the same place. He said this area will work. Community Development Director Asher asked Council President Henderson if he was in favor of bringing in more information on it and he replied that he was.

Councilor Snider asked about zoning density trade-offs. Senior Planner Wyss said one of the principles during the concept planning was to match up with existing neighborhoods. Mayor Cook said the difference is that when they develop in an R-4.5 area, those people will know there will be R-7 next to them, but existing homes did not.

In response to a question from Councilor Woodard, Senior Planner Wyss confirmed that in the WBMCP there is a small commercial area in the urban reserves area adjacent to Beef Bend Road.

Senior Planner Wyss said staff will bring back feasibility information and visual representation of the commercial area. Community Development Director Asher said he would characterize it as a side study because staff will continue forward with the project based on the WBMCP plan. He said there will come a point in time in the project where moving land uses around will be a problem but we are not there yet. He said he was not hearing from council that we should depart from the concept plan but that there should be more study on the commercial area and possible adjustment.

6. COUNCIL LIAISON REPORTS – None

7. NON AGENDA ITEMS – None.

8. EXECUTIVE SESSION: None held.

9. ADJOURNMENT: At 9:29 pm Councilor Buehner moved for adjournment. Councilor Woodard seconded the motion and all voted in favor.

	Yes	No
Councilor Woodard	✓	
Mayor Cook	✓	
Councilor Buehner	✓	
Council President Henderson	✓	
Councilor Snider	✓	

_____
Carol A. Krager, Deputy City Recorder

Attest:

_____
Mayor, City of Tigard

Date:_____

AIS-1329

3. 2.

Business Meeting

Meeting Date:	06/25/2013		
Length (in minutes):	Consent Item		
Agenda Title:	Accept a Donation of Open Space, Known as Quail Hollow-West Tract S, from the Quail Hollow West Owners Association - Resolution		
Prepared For:	Steve Martin	**Submitted By:**	Steve Martin, Public Works
Item Type:	Resolution	**Meeting Type:**	Consent Agenda

Public Hearing
Newspaper Legal Ad Required?: No

Public Hearing Publication
Date in Newspaper:

Information

ISSUE

Shall the council adopt a resolution:

- Accepting a donation of open space, known as Quail Hollow-West Tract S, from the Quail Hollow West Owners Association?
- Authorizing the city manager to execute all documents associated with the donation?

STAFF RECOMMENDATION / ACTION REQUEST

Adopt the resolution.

KEY FACTS AND INFORMATION SUMMARY

- The Quail Hollow West Owners Association has expressed a willingness to donate property, known as Tract S, to the city. The association is concerned about maintenance and liability issues associated with the ownership of the 4.7-acre open space parcel.
- The city currently maintains a trail on the property which lies between Gaarde Street and Greenfield Drive. The trail is a pedestrian connection between the two streets.
- Accepting the property donation is consistent with the 2009 Park System Master Plan objective to acquire open space within the city.
- The council was briefed on the potential donation during a January 22, 2013, executive session. At that time, the council expressed an interest in acquiring the property if the parcel was excluded from the association's Covenants, Conditions and Restrictions (CC&Rs).
- The owners association polled its members and collected enough votes amend its CC&Rs; the amendment conveyed ownership of Tract S to the city and excluded Tract S from the association's CC&Rs.
- The city conducted a Level I Environmental Assessment on the property; no environmental issues were identified.
- The city's real estate attorney has guided the acquisition process and has prepared and/or reviewed the documents associated with the donation.

OTHER ALTERNATIVES

The council could choose not to accept the property donation.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Acquisition of this property and trail is consistent with the 2009 Park System Master Plan and the 2011 Greenways Trail System Master Plan.

DATES OF PREVIOUS CONSIDERATION

The council was briefed on the potential donation during a January 22, 2013, executive session.

Fiscal Impact

Cost:	Minimal
Budgeted (yes or no):	N/A
Where Budgeted (department/program):	N/A

Additional Fiscal Notes:

The owners association is willing to convey the property to the city at no cost.

The city has some nominal costs for the environmental assessment, legal services, etc. The city is already maintaining the trail on the property within its existing budget.

Maintenance for this property will be funded through the maintenance budget of the Parks Division and will require a minimal reallocation of resources away from existing parks.

Attachments

Resolution

Quail Hollow-West Tract S Quitclaim Deed

Quail Hollow-West Tract S Aerial Map

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 13-

A RESOLUTION ACCEPTING A DONATION OF OPEN SPACE, KNOWN AS QUAIL HOLLOW-WEST TRACT S, FROM THE QUAIL HOLLOW WEST OWNERS ASSOCIATION AND AUTHORIZING THE CITY MANAGER TO EXECUTE ALL DOCUMENTS ASSOCIATED WITH THE DONATION

WHEREAS, the Quail Hollow West Owners Association has expressed a willingness to donate property, known as Tract S ("Property"), to the City of Tigard; and

WHEREAS, the city currently maintains a trail on the Property which lies between Gaarde Street and Greenfield Drive, and the trail is a pedestrian connection between the two streets; and

WHEREAS, the owners association polled its members and collected enough votes to amend its Covenants, Conditions and Restrictions (CC&Rs); and

WHEREAS, the amendment conveyed ownership of the Property to the city and excluded the Property from the association's CC&Rs; and

WHEREAS, the acquisition of the Property is consistent with the city's 2009 Park System Master Plan objective to acquire open space.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The City of Tigard accepts the donation of open space, known as Quail Hollow-West Tract S, from the Quail Hollow West Owners Association.

SECTION 2: The City Council authorizes the city manager to execute all documents associated with the Property donation, including but not limited to, a Quitclaim Deed.

SECTION 3: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2013.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

AFTER RECORDING RETURN TO:

City of Tigard
Attn: City Manager, City Hall
13125 SW Hall Blvd.
Tigard, OR 97223

UNTIL A CHANGE IS REQUESTED
SEND TAX STATEMENTS TO:

City of Tigard
Attn: City Manager, City Hall
13125 SW Hall Blvd.
Tigard, OR 97223

This space is reserved for recorder's use.

QUITCLAIM DEED

Quail Hollow West Owners Association, an Oregon nonprofit organization, whose mailing address is 2105 SE 9th Ave., Portland, OR 97214 ("Grantor"), releases and quitclaims to, City of Tigard, an Oregon municipal corporation, whose address is 13125 SW Hall Blvd., Tigard, OR 97223 ("Grantee") all right, title, and interest in and to the following described real property:

Tract S, Quail Hollow-West, Tigard, Washington County, Oregon

The true consideration for this conveyance is $0.00; however, the actual consideration consists of other property or value given and received, which is the whole thereof.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY

OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED this _____ day of_____, 2013.

QUAIL HOLLOW WEST OWNERS ASSOCIATION, an Oregon nonprofit organization, Grantor

By: _____
Name:_____
Its: _____

STATE OF OREGON)
) ss.
County of _____)

This instrument was acknowledged before me on _____ _____, 2013, by _____ as _____of Quail Hollow West Owners Association.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires:_____

ACCEPTED:

GRANTEE

CITY OF TIGARD, an Oregon municipal corporation

By:_____
Name:_____
Its:_____

STATE OF OREGON)
) ss.
County of _____)

This instrument was acknowledged before me on _____ _____, 2013, by _____ as _____ of the City of Tigard.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires:_____

Quail Hollow

Approx. Scale 1:4,000 - 1 in = 333 ft

Map printed at 03:51 PM on 05-Jun-13

DATA IS DERIVED FROM MULTIPLE SOURCES. THE CITY OF TIGARD MAKES NO WARRANTY, REPRESENTATION OR GUARANTEE AS TO THE CONTENT, ACCURACY, TIMELINESS OR COMPLETENESS OF ANY OF THE DATA PROVIDED HEREIN. THE CITY OF TIGARD SHALL ASSUME NO LIABILITY FOR ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE INFORMATION PROVIDED REGARDLESS OF HOW CAUSED.

TIGARD MAPS

City of Tigard
13125 SW Hall Blvd
Tigard, OR 97223
503 639-4171
www.tigard-or.gov

TIGARD

AIS-1363

3. 3.

Business Meeting

Meeting Date:	06/25/2013		
Length (in minutes):	Consent Item		
Agenda Title:	Authorize the Mayor to Execute an Amendment to an Intergovernmental Agreement with Metro Regarding the Management of the Fields and Brown Properties		
Prepared For:	Steve Martin	**Submitted By:**	Steve Martin, Public Works
Item Type:	Motion Requested	**Meeting Type:**	Consent Agenda

Public Hearing
Newspaper Legal Ad Required?: No
Public Hearing Publication
Date in Newspaper:

Information

ISSUE

Shall the council authorize the mayor to execute the first amendment to an intergovernmental agreement (IGA) with Metro regarding the management of the Fields and Brown properties?

STAFF RECOMMENDATION / ACTION REQUEST

Authorize the mayor to execute the IGA.

KEY FACTS AND INFORMATION SUMMARY

The city and Metro entered into an IGA for the management of the Brown property (referred to as the McDonald property by Metro) in 2000. In accordance with that IGA, the City of Tigard has managed and maintained the Brown Property as an open space since that time.

The Brown property IGA has expired and a new management agreement needs to be executed.

On February 26, 2013, the council authorized an IGA with Metro regarding the management of the Fields property. That IGA allows Tigard to be the lead agency in the management and maintenance of the Fields property.

The Brown property is adjacent to the Fields property, and both properties are currently maintained and managed similarly.

If approved, this amendment will incorporate the Brown property in the IGA for the Fields property and allow both properties to be managed under one agreement.

OTHER ALTERNATIVES

The council could choose not to authorize the amendment and direct staff to:

- Attempt to re-negotiate the terms of the amendment.
- Develop a separate IGA for the management of the Brown property.
- Pursue some other course of action regarding the management of the Brown property.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Management of this property as an open space is consistent with the city's 2009 Park System Master Plan.

DATES OF PREVIOUS CONSIDERATION

The council discussed the Fields property IGA on February 19, 2013, and formally authorized the IGA on February 26, 2013.

The council last considered an IGA for the management of the Brown property in 2000.

Attachments

First Amendment to the Fields Property Management IGA

FIRST AMENDMENT TO
INTERGOVERNMENTAL AGREEMENT

Management of Fanno Creek Open Space Property
Fields Trust / Brown Natural Area / McDonald Property
Tigard, Oregon

This First Amendment to Intergovernmental Agreement (this "Amendment") is by and between City of Tigard (the "City"), and Metro, an Oregon municipal corporation. This Amendment is made and entered into as of the last date of signature indicated below (the "Effective Date").

RECITALS

A. The City and Metro are parties to a certain Intergovernmental Agreement dated September 12, 2000 (the "Brown Property IGA").

B. Pursuant to the Brown Property IGA, the City currently manages, operates and maintains property owned by Metro, known to Metro as the McDonald Property but commonly referred to as the Brown Property (the "Brown Property"). The Brown Property is in the Fanno Creek Target Area and is depicted on Exhibit A.

C. The Brown Property IGA had an original term of 10 years, and has since expired pursuant to its own terms.

D. On March 8, 2013, the parties executed another Intergovernmental Agreement (the "Fields Property IGA") for property adjacent to the Brown Property, commonly known as the "Fields Property" and referred to in the Fields Property IGA as the "Property."

E. The parties would like to amend the Fields Property IGA to include management of the Brown Property.

F. Capitalized terms used in this Amendment shall have the meanings given to them in the Fields Property IGA, except as expressly modified by this Amendment.

AGREEMENT

In consideration of the foregoing, the parties hereby agree as follows:

1. Property Addition. The term "Property," as defined in the Fields Property IGA, shall hereby be deemed to include both the Brown Property and the Fields Property, and shall be managed as one site (with no distinction between the two acquisitions), except as set forth in paragraph 2 of this Amendment, below.

2. Management. Metro has completed stabilization (as described in Section 1 of the Fields Property IGA) on the Brown Property; accordingly, the terms and conditions of the Fields Property IGA that describe the period after completion of stabilization shall apply to the Brown Property immediately upon execution of this Amendment. The Fields Property is in stabilization as of the date of this Amendment, and Metro anticipates additional stabilization activity on the Fields Property. Both the Fields Property and the Brown Property shall be subject to the Interim Protection Guidelines described in Section 2 of the Fields Property IGA upon execution of this Amendment. The Property (which includes both the Fields Property and the Brown Property) shall be considered as a whole when the "Site Conservation and Management Plan," described in Section 3 of the Fields Property IGA, is developed.

3. Miscellaneous. This Amendment may be executed in counterparts and delivery by facsimile or e-mail shall be sufficient to form a binding agreement. The Fields Property IGA is modified only in the specific respects set forth in this Amendment. Except as expressly modified herein, the Fields Property IGA remains unmodified and in full force and effect. The Brown Property IGA, which has expired, is of no further force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment effective as of the Effective Date.

CITY OF TIGARD:

By:_____

Print Name: _____

Title:_____

Date:_____

METRO:

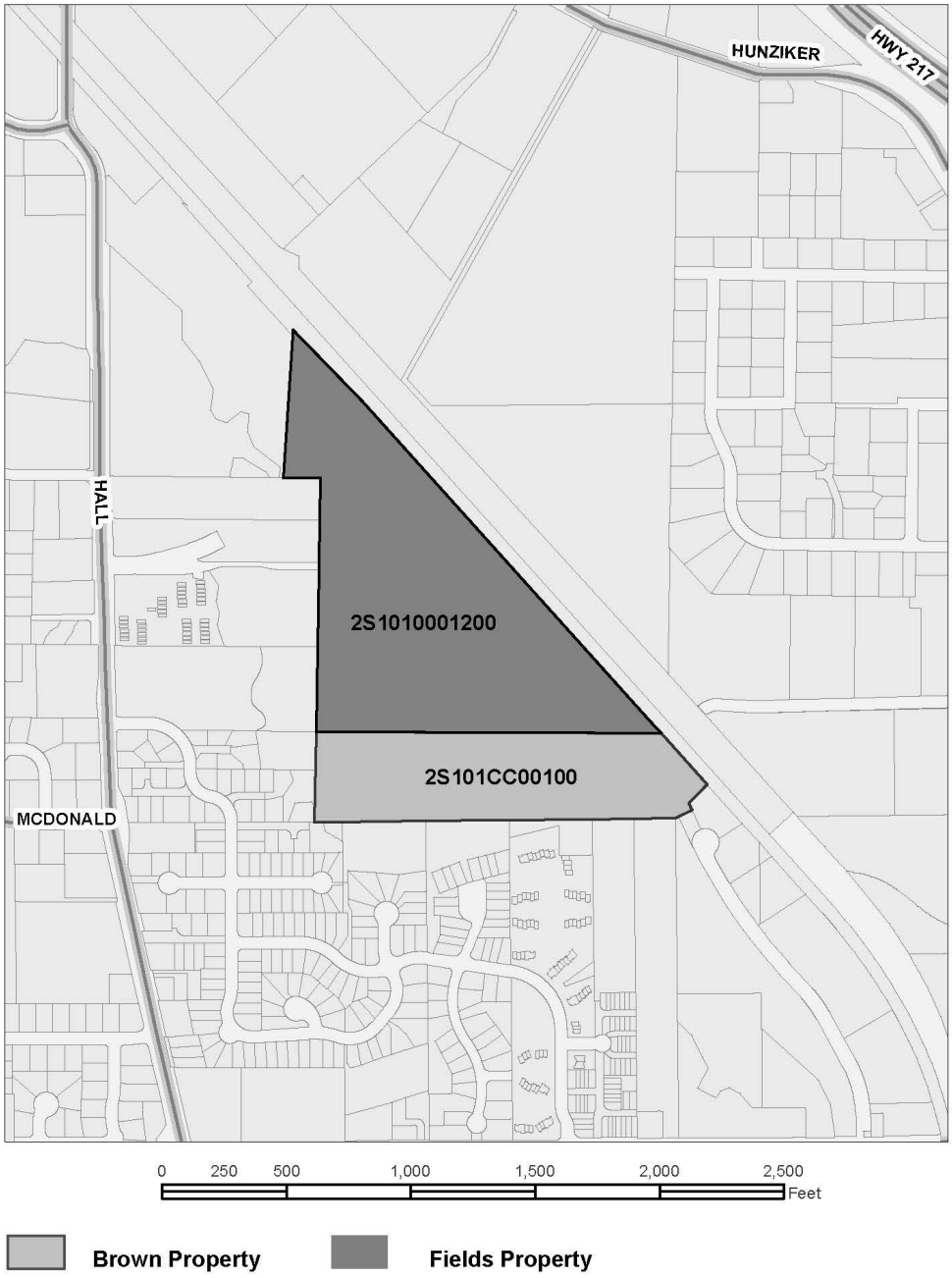
By:_____

Print Name: _____

Title:_____

Date:_____

Exhibit A
Brown Property



AIS-1364

3. 4.

Business Meeting

Meeting Date:	06/25/2013		
Length (in minutes):	Consent Item		
Agenda Title:	Approve the Emergency Management Cooperative Agreement of Washington County - Resolution		
Prepared For:	Dennis Koellermeier	**Submitted By:**	Greer Gaston, Public Works
Item Type:	Resolution	**Meeting Type:**	Consent Agenda

Public Hearing
Newspaper Legal Ad Required?: No

Public Hearing Publication
Date in Newspaper:

Information

ISSUE

Shall the council adopt a resolution approving the Emergency Management Cooperative Agreement of Washington County?

STAFF RECOMMENDATION / ACTION REQUEST

Adopt the resolution.

KEY FACTS AND INFORMATION SUMMARY

The council was briefed on the Emergency Management Cooperative Agreement of Washington County at its June 18, 2013, workshop meeting.

In 2005, Tigard joined the Office of Consolidated Emergency Management (OCEM). OCEM—currently comprised of Washington County, the Washington County Sheriff's Office, Tualatin Valley Fire and Rescue (TVF&R) and the cities of Hillsboro, Beaverton and Tigard—satisfies Oregon Revised Statute 401.305(3), which requires inter-agency coordination of emergency management policy and planning activities.

OCEM oversight and operational support have been provided by TVF&R since OCEM's inception. While emergency management and preparation is a primary responsibility of the county (via the sheriff), the parties agreed to delegate this function to TVF&R. The attached agreement:

- Shifts responsibility for oversight and operational support to Washington County.
- Clarifies some operational details.
- Provides for broader participation of other Washington County public agencies.

The agreement is viewed by the OCEM Executive Board as a very positive step for improved emergency management in Washington County.

Under the proposed agreement, the county will pick up a majority of the new organization's costs and the other partners will apportion the remaining costs. If the other costs are shared equally by the partners, Tigard's annual funding contribution will drop from around $50,000 to approximately $31,000.

OTHER ALTERNATIVES

This agreement has been negotiated and approved by the Executive Board of OCEM, on which Tigard has one position. This agreement is subject to approval of all existing OCEM members listed above. Assuming the current participating agencies approve this agreement, OCEM will be rechartered as the Emergency Management Cooperative (EMC) with the county taking the lead role. Should Tigard choose not to execute the document, the city would not be a member of the new EMC. Choosing not to participate in the EMC would undermine the city's responsibility for coordinating its emergency management program with its partners and reduce the city's ability to influence and shape countywide emergency management strategies, plans and policies.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Not applicable

DATES OF PREVIOUS CONSIDERATION

The council was briefed on this agreement at its June 18, 2013, workshop meeting.

Fiscal Impact

Cost:	$50,000 or less *
Budgeted (yes or no):	Yes *
Where Budgeted (department/program):	Public Works Administration

Additional Fiscal Notes:

Under the proposed agreement, the county will pick up a majority of the new organization's costs and the other partners will apportion the remaining costs. If the other costs are shared equally by the partners, Tigard's annual funding contribution could drop from around $50,000 to approximately $31,000.

* Since actual membership costs have not been finalized, staff maintained the status quo and allocated approximately $50,000 for EMC membership in the fiscal year 2013-2014 proposed budget.

Attachments

Resolution

Exhibit A - Emergency Management Cooperative Agreement

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 13-

A RESOLUTION APPROVING THE EMERGENCY MANAGEMENT COOPERATIVE AGREEMENT OF WASHINGTON COUNTY

WHEREAS, in 2005, Tigard joined the Office of Consolidated Emergency Management (OCEM); and

WHEREAS, Tigard's membership in OCEM satisfied Oregon Revised Statute 401.305(3) which requires inter-agency coordination of emergency management policy and planning activities; and

WHEREAS, while emergency management and preparation is a primary responsibility of the county, the members of OCEM agreed to delegate this function to Tualatin Valley Fire and Rescue (TVF&R); TVF&R has provided oversight and operational support since OCEM's inception; and

WHEREAS, with regard to emergency management and preparation, the attached agreement:

- Shifts responsibility for oversight and operational support to Washington County.
- Clarifies some operational details.
- Provides for broader participation of other Washington County public agencies; and

WHEREAS, the attached agreement is viewed by the OCEM Executive Board as a very positive step for improved emergency management in Washington County.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The Tigard City Council approves the Emergency Management Cooperative Agreement for Washington County (Exhibit A).

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2013.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

Exhibit A

INTERGOVERNMENTAL AGREEMENT

EMERGENCY MANAGEMENT COOPERATIVE OF WASHINGTON COUNTY

This Agreement is entered into, pursuant to ORS 190.010, by and among Washington County (the County) and other public sector jurisdictions within Washington County (herein collectively "participating jurisdictions") and supersedes previous agreements for the coordination of emergency management programs in Washington County

WITNESSETH

WHEREAS ORS 401.305 (3) requires the local governing bodies of counties and cities that have both city and county emergency management programs to jointly establish policies which provide direction and identify and define the purpose and roles of the individual emergency management programs, specify the responsibilities of the emergency program managers and staff and establish lines of communication, succession and authority of elected officials for an effective and efficient response to emergency conditions; and

WHEREAS the participating jurisdictions desire to collaborate beyond statutory requirements and cooperatively identify, design, implement, and test the structure, systems, facilities, plans, and procedures of a comprehensive, countywide emergency management system; and

WHEREAS the goal of such collaboration is to enhance the level of disaster and emergency preparedness within and across the boundaries of the participating jurisdictions and to develop and maintain an effective multi-agency coordination system; and

WHEREAS improved preparedness will be achieved through coordination among the participating jurisdictions and among the various emergency service functions provided within those jurisdictions; and

WHEREAS many of the participating jurisdictions entered into an Intergovernmental Agreement in November 1995, which has been subsequently amended and revised, to improve the level of disaster and emergency coordination and preparedness within the boundaries of the participating jurisdictions

TERMS AND CONDITIONS

I. EMERGENCY MANAGEMENT COOPERATIVE

The participating jurisdictions hereby create an emergency management cooperative responsible for the development, enhancement, maintenance, and

coordination of emergency management structures, systems, facilities, plans, procedures, training, and exercising within (and between) the jurisdictions of the participating entities and agree that the organization shall be known as the EMERGENCY MANAGEMENT COOPERATIVE (EMC).

II. PURPOSE OF AGREEMENT

The purpose of the EMC is to enhance the level of disaster and emergency preparedness and coordination within and across the boundaries of the participating jurisdictions by focusing on improvements to emergency management structures, systems, facilities, plans, procedures, training, and exercising.

III. MEMBERSHIP

A. Eligibility: Washington County and all Washington County public sector jurisdictions with an emergency management program.

B. Membership Types:

1. Voting Member: Participating jurisdictions that make a financial contribution per section VII of this Agreement.
2. Non-Voting Member: Participating jurisdictions that do not make a financial contribution per section VII of this Agreement.

IV. ORGANIZATION

A. Director: The work of the cooperative will be managed and coordinated by an EMC Director. The Director will serve at the pleasure of the County, with input from the Executive Committee, and be housed by the County unless otherwise approved by the Executive Committee. The Director's primary duties will be to: 1) develop and maintain comprehensive, integrated, and effective emergency management and multi-agency coordination systems in concert with the participating jurisdictions; 2) oversee implementation of the annual EMC work plan and budget; 3) coordinate emergency management activities within and between the participating jurisdictions; and 4) coordinate emergency management activities with other local, regional, and state agencies and organizations.

B. Staff: The participating jurisdictions will identify staff to work with the EMC. Staff assigned to work with the EMC will be housed at their respective jurisdictions. The County will provide work space for staff of participating jurisdictions to temporarily or periodically collocate in order to enhance coordination and coproduction efforts.

C. Work Teams:

1. Emergency Management Team (EMT):
   a. The EMT consists of the EMC Director and designated emergency management staff from participating jurisdictions. The team is

tasked to 1) collaboratively identify, design, implement, and test the structure, systems, facilities, plans, and procedures of a comprehensive, integrated, countywide emergency management system; 2) participate in the development of the annual work plan and budget; and 3) assist in the planning and conduct of training and exercises.

b. The team will receive administrative support from the County.

2. Multi-Agency Coordination System (MACS) Planning Team:
   a. The MACS Planning Team consists of law enforcement, fire, public works, public health, other emergency responder, and emergency management representatives of the participating jurisdictions. The team will only meet with the consent and support of the participating jurisdictions' first responder departments. The team will be responsible for developing the countywide plan for multi-agency incident coordination.
   b. The team will receive administrative support from the County.

V. GOVERNANCE

A. Executive Committee:

1. The EMC will be governed by an Executive Committee consisting of the chief executive officer of each participating jurisdiction. Each of these primary representatives may designate an alternative representative who may attend Executive Committee meetings and act in the absence of the participating jurisdiction's primary representative.
2. The representative of each voting member jurisdiction has the right to vote on all matters before the Committee. Representatives of non-voting jurisdictions may participate in all Committee discussions and deliberations but cannot vote. An affirmative act of the Executive Committee requires that a majority of the voting member representatives are present and the decision is unanimous.
3. The Executive Committee will be chaired by a voting member representative selected by the Committee. Chair of the Executive Committee may be rotated among the voting member representatives on an annual basis.
4. The Executive Committee will be responsible for:
   a. Approving the annual EMC work plan and budget;
   b. Approving policies related to EMC functions;
   c. Coordinating EMC actions and activities with jurisdictional elected officials and other key decision makers; and
   d. Reviewing the efficacy of the EMC and this Agreement on an annual basis.

B. Disputes: Any disputes as to the interpretation of this Agreement between two or more of the participating jurisdictions will be resolved by a unanimous decision of the Executive Committee.

C. Administrative Support: Administrative support for Executive Committee meetings will be provided by the County.

VI. OPERATING GUIDELINES

A. National Standards: The participating jurisdictions agree to adopt and implement the National Incident Management System (NIMS) and Incident Command System (ICS) as the incident management organization required by ORS 401.305(5)(b).

B. Local Standards: Participating jurisdictions agree to work toward attaining and maintaining minimum emergency management performance standards, which include, but are not limited to:

1. Developing and maintaining a functional Emergency Operations Center (EOC), including written position descriptions, trained emergency management staff, displays, communication equipment, etc.
2. Developing and maintaining a multi-hazard functional Emergency Operations Plan (EOP) that is consistent with Federal Emergency Management Agency (FEMA) and state guidance.
3. Developing and maintaining a Natural Hazards Mitigation Plan (NHMP) that is consistent with FEMA and state guidance.
4. Developing and maintaining a Continuity of Operations (COOP) Plan that is consistent with FEMA and state guidance.
5. Conducting at least an annual exercise of the EOC and emergency management plans at a functional or full scale level.
6. Providing educational materials and programs on disaster preparedness for individuals, families, and businesses.

C. EMC Work Plan: The Emergency Management Team will develop, for Executive Committee consideration and approval, an annual work plan detailing the purposeful actions to be pursued on behalf of the collaborative. The work plan will identify specific tasks to enhance the systems, facilities, plans, procedures, training, and exercising of the countywide emergency management and multi-agency coordination systems and include an implementation plan with timelines, descriptions of required resources and operational implications, and lead agency contact information.

D. EMC Budget:

1. The Emergency Management Team will develop, for Executive Committee consideration and approval, an annual budget detailing the costs associated with implementing the annual work plan and supporting EMC operation and administration.
2. The Executive Committee may amend the approved budget mid-year, as needed, subject to the funding methodology outlined in section VII of this Agreement.

VII. EMC FUNDING

A. Method: Washington County will fund 51% of annually approved EMC expenditures. Other participating jurisdictions will collectively fund the remaining 49%. The funding allocation between the County and other participating jurisdictions may be adjusted during the annual budget development process. The method for allocating the non-county share amongst the other participating jurisdictions will be determined each year as part of the budget process and may be based on proportionality or any other method approved by the Executive Committee.

B. Voting/Non-Voting Members: The Executive Committee may establish a minimal membership fee for a participating jurisdiction to receive voting privileges on the Executive Committee. Non-paying jurisdictions, or those under the established threshold, will be considered non-voting members.

C. Payments: The County will invoice all financially contributing members based on the allocations approved by the Executive Committee. The invoices will be distributed during the month of July for the new fiscal year (July 1 – June 30 fiscal year). Payments are due within 45 days of receipt of invoice unless other arrangements have been made with the County.

VIII. DURATION, WITHDRAWAL, AND TERMINATION

A. Effective Date: This Agreement will go into effect on July 1, 2013, following its authorization by the governing bodies of the jurisdictions participating in the intergovernmental agreement for consolidated emergency management as of January 1, 2013 (City of Beaverton, City of Hillsboro, City of Tigard, Tualatin Valley Fire and Rescue, and Washington County).

B. Termination: This Agreement will remain in effect until June 30, 2018, unless the participating jurisdictions unanimously agree in writing to an earlier termination, extension, or modification of its terms.

C. Withdrawal: A participating jurisdiction may withdraw at the end of a fiscal year by providing written notice of its intent to withdraw to all other participating jurisdictions no less than 90 days before the end of that fiscal year. A participating jurisdiction may also withdraw effective as of any other date provided the withdrawing jurisdiction receives unanimous approval of the Executive Committee. The remaining funding obligation of a jurisdiction withdrawing under this circumstance will be determined by the Executive Committee at the time the withdrawal is approved.

D. Non-Appropriation: Notwithstanding any other provisions provided herein, a participating jurisdiction's continuation in the EMC is subject to the jurisdiction's annual budget appropriation of funds in support of the EMC.

IX. AMENDMENTS

Proposed amendments to this Agreement shall be approved by unanimous consent of the Executive Committee and must be subsequently approved by each of the participating jurisdiction's governing bodies.

X. ADDITIONAL JURISDICTIONS

Any jurisdiction not a party to this Agreement may become a party by first obtaining the unanimous approval of the Executive Committee and then securing approval of the terms in this Agreement and any accompanying amendments from its governing body.

XI. RESPONSIBILITY FOR ACTS

Each of the participating jurisdictions shall be solely responsible for its own acts and the acts of its employees and officers under this Agreement. No participating jurisdiction shall be responsible or liable for consequential damages to any other participating jurisdiction arising out of the performance of the terms and conditions of this Agreement.

XII. INSURANCE

Each of the participating jurisdictions shall contribute to the purchase and maintenance of such insurance as will protect the EMC from claims of third parties arising from its performance under this Agreement. The amount of insurance shall be not less than the organization's liability under the Oregon Tort Claims Act.

XIII. SEVERABILITY

The terms of this Agreement are severable and a determination by an appropriate body having jurisdiction over the subject matter of this Agreement that results in the invalidity of any part shall not affect the remainder of the Agreement.

XIV. INTERPRETATION

The terms and conditions of this Agreement shall be liberally construed in accordance with the general purposes of the Agreement.

SUBSCRIBED TO AND ENTERED INTO by the appropriate officer(s) who are duly authorized to execute this Agreement on behalf of the governing body of the below-named unit of local government.

DATED this _____day of _____, 2013.

_____

[Agency Name]

APPROVED AS TO FORM

_____

AIS-1370

3. 5.

Business Meeting

Meeting Date:	06/25/2013		
Length (in minutes):	Consent Item		
Agenda Title:	Approve Appointments of Tigard Library Board Members and Alternates		
Prepared For:	Margaret Barnes	**Submitted By:**	Alison Grimes, Library
Item Type:	Resolution	**Meeting Type:**	Consent Agenda
Public Hearing:	No	**Publication Date:**	

Information

ISSUE

Approval of the Mayor's Appointment Advisory Committee's appointment recommendations of board members and alternates to the Tigard Library Board.

INTERVIEWS WILL BE HELD ON JUNE 19 AND INFORMATION ON APPOINTEES WILL BE ATTACHED TO THIS AGENDA ITEM SUMMARY ON JUNE 20, 2013

STAFF RECOMMENDATION / ACTION REQUEST

Recommend approval by City Council of the Mayor's Appointment Advisory Committee's choices for Tigard Library board members and alternates.

KEY FACTS AND INFORMATION SUMMARY

See attached biographies.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

City Council previously approved the appointment of new Board members and alternates for the Tigard Library Board on June 28, 2011.

Attachments

Resolution

Biographical Information

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 13-

A RESOLUTION APPOINTING SCOTT HANCOCK, KATIE HARRIS AND JAN THENELL AS LIBRARY BOARD MEMBERS FOR FOUR-YEAR TERMS EFFECTIVE JULY 1, 2013 THROUGH JUNE 30, 2017, AND APPOINTING NICCI WALKER AND LORENA STEWART AS LIBRARY BOARD ALTERNATES FOR A TWO-YEAR TERM EFFECTIVE JULY 1, 2013 THROUGH JUNE 30, 2015.

WHEREAS, the terms of Library Board Members, David Burke, Cecilia Nguyen and Scott Hancock, expired June 30, 2013; and

WHEREAS, Mr. Hancock has expressed interest in continuing as a member of the Library Board; and

WHEREAS, Mr. Hancock, Ms. Harris, Ms. Thenell, Ms. Walker and Ms. Stewart were interviewed by the Mayor's Appointments Advisory Committee on Wednesday, June 19, 2013.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Scott Hancock, Katie Harris and Jan Thenell are hereby appointed to the Tigard Library Board for four-year terms effective July 1, 2013 through June 30, 2017; and

SECTION 2: Nicci Walker and Lorena Stewart are hereby appointed to the Tigard Library Board for two-year terms effective July 1, 2013 through June 30, 2015; and

SECTION 3: This resolution is effective immediately upon passage.

PASSED: This_____ day of_____, 2013.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

MEMBERS

Scott Hancock

- B.S., Masters, Business Administration
- Senior Electrical Inspector for Washington County, OR
- UCCM (SCW/FMF) United States Naval Reserve
- Served one term as Member of Tigard Library Board

Katie Harris

- B.A., Anthropology and Environmental Studies
- MPH (Health Management and Policy)
- Associate Director of Program Management, Oregon Association of Hospitals and Health Systems
- Served one term as Alternate of Tigard Library Board

Jan Thenell

- M.A., Journalism and Communications
- B.A., History, English
- Retired Communications Director, Multnomah County Library System
- Served two terms as Member of Tigard Library Board

ALTERNATES

Nicci Walker

- B.A. Religion and Psychology
- Assistant Relationship Manager, Northwest Bank
- Volunteer, Oregon Humane Society, Vancouver Humane Society

Lorena Stewart

- Dental Hygienist
- Tigard resident for 30+ years

AIS-1343

4.

Business Meeting

Meeting Date:	06/25/2013		
Length (in minutes):	15 Minutes		
Agenda Title:	Update by Tualatin Riverkeepers on the Environmental Education Program at Dirksen Nature Park		
Prepared For:	Brian Wegener, Tualatin Riverkeepers		
Submitted By:	Cathy Wheatley, Administrative Services		
Item Type:	Update, Discussion, Direct Staff	**Meeting Type:**	Council Business Meeting - Main
Public Hearing:	No	**Publication Date:**	

Information

ISSUE

Update to the City Council from Brian Wegener and Isabel LaCourse of the Tualatin Riverkeepers on the environmental education program at Dirksen Nature Park.

STAFF RECOMMENDATION / ACTION REQUEST

Informational only.

KEY FACTS AND INFORMATION SUMMARY

Funded in part by a grant from the City of Tigard, Tualatin Riverkeepers provides environmental education services at Dirksen Nature Park. The Nature Awareness and Service Education school program that serves 800-1000 students per year. The school program includes three parts:

1. Classroom session prepares students for field trip.

2. Field trip with activities tailored to the needs of the class and to meet state science benchmarks. Activities increase students' nature observation skills.

3. Classes choose a service project to complete. Past projects have included tree planting, recycling awareness campaigns, constructed wood duck boxes, and invasive plant removal.

Tualatin Riverkeepers also runs 6 weeks of nature day camps each summer. Four of these sessions are run out of Dirksen Nature Park. Weekly themes this summer are:

1. Shelter – comparing animal homes to human structures;
2. Maps & Habitats;
3. Creek Ecology;
4. Wildlife Tracking.

Each weekly session includes one day of canoeing or kayaking out of Cook Park.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

PowerPoint Presentation

Tualatin Riverkeepers

Nature Awareness & Service Education Program

Nature Awareness & Service Learning

- Program started in 2005 serving 500 students at Metro's Gotter Prairie Natural Area.
- Has served between 800 and 1000 students every year since.
- Field trips moved to Summer Creek (now Dirksen Nature Park) in 2011.

3 Part Program

Classroom

Field Trip

Service Project

19.3
TUALATIN RIVER

Supporters include….

- City of Tigard
- Metro
- Tualatin Basin Partners for Clean Water

- Juan Young Foundation
- TRK Members & Volunteers
- Gray Family Fund of the Oregon Community Foundation

Clients include . . .

- Tigard-Tualatin Schools
- Beaverton Schools
- Adelante Mujeres
- Community Partners for Affordable Housing

Nature Day
Camps

Refuge Adventure
Ages 4-6

River Adventures
Ages 7-13

Canoeing

Based at Dirksen Nature Park

Kayaking

Fishing at Cook Park

24th Annual – Family Friendly

Tualatin River Discovery Day

June 29, 2013

99W to Tualatin Community Park

www.tualatinriverkeepers.org

WILDERNESS
SYSTEMS

AIS-1354

5.

Business Meeting

Meeting Date: 06/25/2013

Length (in minutes): 5 Minutes

Agenda Title: Urban Forestry Code Revisions Project Awarded for Professional Achievement in Planning

Submitted By: Marissa Daniels, Community Development

Receive and File

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Business Meeting - Main

Public Hearing: No **Publication Date:**

Information

ISSUE

Tigard's Urban Forestry Code Revisions Project (UFCRP) has been awarded a Professional Achievement in Planning award from the Oregon Chapter of the American Planning Association (APA). The Professional Achievement award recognizes projects or programs that make a significant contribution to the field of urban planning.

STAFF RECOMMENDATION / ACTION REQUEST

Receive presentation from staff.

KEY FACTS AND INFORMATION SUMMARY

The UFCRP was a multi-year, multi-discipline effort resulting in a comprehensive rewrite of the development and municipal regulations relating to the City of Tigard's urban forest. According to the Oregon APA, "The City of Tigard Urban Forestry Code Revisions Project demonstrates the city's commitment to preserving, enhancing, and maintaining their urban forest. Further, the project offers noteworthy citizen engagement and urban forestry contributions and practices for other municipalities to consider when undertaking similar approaches."

The project's major outcomes include a Goal 5 Tree Grove Preservation component and a new and innovative approach to urban forestry requirements for development. The UFCRP also included a robust and creative public outreach and involvement program to assure a high level of community involvement and support of the new regulations and programs.

Successful project collaboration was evidenced by the broad-based letters of support accompanying the City's nomination from the Home Builders Association of Metropolitan Portland, Tualatin River Keepers, and members of the Citizen Advisory Committee, including consulting arborists.

The award was presented at the Oregon APA annual conference held in Portland on May 30, 2013.

OTHER ALTERNATIVES

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

DATES OF PREVIOUS COUNCIL CONSIDERATION

The final portion of the Urban Forestry Code Revisions Project was adopted by Council in January 2013.

AIS-1282

6.

Business Meeting

Meeting Date:	06/25/2013		
Length (in minutes):	20 Minutes		
Agenda Title:	Public Hearing - Consider an Ordinance Amending the Tigard Municipal Code to Authorize Social Gaming		
Prepared For:	Kent Wyatt	**Submitted By:**	Kent Wyatt, City Management
Item Type:	Ordinance Public Hearing - Legislative	**Meeting Type:**	Council Business Meeting - Main
Public Hearing:	Yes	**Publication Date:**	

Information

ISSUE

Should the Council approve an ordinance amending the Tigard Municipal Code to authorize social gaming with certain restrictions?

STAFF RECOMMENDATION / ACTION REQUEST

Invite public comment on the proposed ordinance which allows social gaming in Tigard. Consider adoption of the proposed ordinance.

KEY FACTS AND INFORMATION SUMMARY

At the April 23, 2013 City Council meeting, the Council expressed support for a less restrictive social gaming ordinance. The ordinance was revised:

- to increase the allowable floor space for social gaming from 25% to 50%;
- to increase the allowable number of days a week from one to seven; and
- to eliminate a requirement that a business must be open six months before hosting social games.

These revisions allow more flexibility for Tigard businesses wishing to offer social games and will allow the Police department to adequately enforce the ordinance with existing resources. The ordinance is also within legal parameters set forth by the 2010 Oregon Attorney General's opinion on social gaming.

One item requiring Council guidance since the April discussion was the Council's request to address whether the kitchen and storage areas are part of the excluded areas in the 50% of allowable floor space for social gaming. To simplify enforcement for Police, staff proposes that "floor area" would be defined as gross floor area excluding areas such as **kitchen, storage**, restrooms, hallways, mechanical spaces, elevators, stairwells and loading docks.

Also since the Council's last discussion on social gaming, a state legislator introduced legislation to further restrict social gaming in Oregon to limit social gaming activities to only nonprofit organizations. A legislative committee held a public hearing on the bill in May but at this time it appears the bill will not be enacted.

Staff has received minimal comment on social gaming from the Tigard community. Tigard businesses and residents were notified of tonight's Public Hearing through in-person meetings with the Tigard Commercial Crimes Unit, email communication with those who previously expressed an interest on social gaming, and through social media (Facebook and Twitter) and the Tigard website.

OTHER ALTERNATIVES

Consider an ordinance disallowing social gaming in Tigard.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

April 23, 2013 - Council Study Session
March 19, 2013 - Council Workshop
September 18, 2012 - Council Workshop

Attachments

Proposed Social Gaming Ordinance

Ordinance without Highlighting

Revisions highlighted in yellow

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 13-____

AN ORDINANCE AMENDING TIGARD MUNICIPAL CODE TO ADOPT SUBCHAPTER AUTHORIZING SOCIAL GAMING, SUBJECT TO SPECIFIED CONDITIONS.

WHEREAS, currently the Tigard Municipal Code does not contain provisions relating to the regulation of "social gaming"; and

WHEREAS, ORS 167.121 allows cities to authorize the playing or conducting of a social game in a private business, private club, or place of public accommodation; and

WHEREAS, the Tigard Police Department requests clarification from the City Council on whether they wish to authorize social games in Tigard; and

WHEREAS, the City Council finds that it is in the public interest to amend the Tigard Municipal Code to include a new chapter to set forth terms, rules, regulations, and responsibilities of involved parties, authorizing social games.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

SECTION 1. The Tigard Municipal Code is hereby amended to include and incorporate a new Chapter 5.22 Social Games, attached hereto as Exhibit A.

SECTION 2. This ordinance shall be effective from and after thirty (30) days following its passage and approval by the Mayor.

PASSED: By _____ vote of all Council members present after being read by number and title only, this _____ day of _____, 2013.

_____
Catherine Wheatley, City Recorder

APPROVED: Approved by Tigard City Council this _____ day of _____, 2013.

_____
John L. Cook, Mayor

Approved as to form:

_____
City Attorney

_____
Date

Revisions highlighted in yellow

EXHIBIT "A"

Chapter 5.22 - SOCIAL GAMES

Sections:

5.22.010 Definitions
5.22.020 Social Games – Authorization and Conditions
5.22.030 Responsibilities of Owner and Person in Charge
5.22.040 Inspection of Social Games Premises
5.22.050 Notice of Social Games Required
5.22.060 License; License Fee; Civil Penalties
5.22.070 Appeal Process for License Denial
5.22.080 Appeal Process for Assessment of Fine

5.22.010 Definitions

As used in this chapter,

A. ***CHIEF OF POLICE*** or ***CHIEF*** means the chief of the Tigard police department or designee.

B. ***SOCIAL GAME*** means a game, other than a lottery, between players in a private business, private club or place of public accommodation (such business, club or place of public accommodation collectively referred to herein as, "Business") where no house player, house bank or house odds exist and there is no house income from the operation of the social game.

5.22.020 Social Games – Authorization and Conditions

Social games as defined in Section 5.22.010 of this chapter are allowed only when each of the following conditions is met:

A. The owner of the business where social games are being played holds a current, valid license to play social games issued by the City;
B. No house player, house bank, or house odds exist;
C. There is no house income from the operation of a social game;
D. A Business may not charge an entrance or access fee of any kind, including but not limited to a cover charge or door fee, on days when social games are being played in the Business.
E. The social game cannot be observed from a public right of way;
F. Persons under 21 years of age are not permitted in the room or enclosure where the social game takes place;
G. The room or enclosure where the social game takes place is open to free and immediate access by any police officer. Doors leading into the social game room must remain unlocked during all hours of operation;
H. No owner or "principal managing employee", as described in more detail below, shall participate in any social game on the premises;

I. A charge for consumer goods sold on the premises to an individual playing a social game must not be higher or lower than the price charged to a non-participant in the social game;
J. No owner or principal managing employee may accept any payment, fee, service or gratuity from a social game participant as consideration for participation in the social game on the premises;
K. No owner or principal managing employee may charge a rental or lease fee for the use of the social game;
L. At no point in time may a social game be conducted without an owner or principal managing employee present;
M. No membership fee or cover fee may be charged for participation in the social game; and
N. All social gaming activities and the business where social gaming is permitted must comply with applicable federal, state and local laws and regulations.

5.22.030 Responsibilities of Owner and Person in Charge

An owner or person in charge of a business where social gaming is permitted shall:

A. Clearly designate the areas set aside for social gaming.
B. Designate an agent or employee to act as person in charge of a social gaming premise whenever social games are being played. An owner shall be strictly liable for any violation of this chapter which occurs when no person in charge is present at the social gaming premises.
C. Be strictly liable for any violation of the provisions of this chapter by a person in charge, agent, employee or designate.
D. Limit hours of operation of social gaming activities on the premises to those hours during which the primary business is open.
E. Limit social gaming activities to no more than 50% (Fifty percent) of the floor area of the premises. Social gaming may occur 7 days per week. For purposes of this provision, "floor area" means gross floor area excluding areas such as kitchen, storage, restrooms, hallways, mechanical spaces, elevators, stairwells and loading docks.

5.22.040 Inspection of Social Games Premises

All persons who authorize social games on premises owned or managed pursuant to this Chapter shall permit entry to premises to any member of the Police Department, upon presentation of official identification, for the limited purpose of inspecting the premises and any activities, records, or devices involved in such games to ensure compliance with Tigard Municipal Code.

5.22.050 Notice of Social Games Required

Where social games are conducted, each owner or person in charge of the premises shall continuously and conspicuously post notice that is clearly readable and in letters at least one inch high that such games must be conducted in accordance with the conditions set forth in Section 5.22.020 which shall be listed in their entirety. The form and content of the notice required pursuant to this section shall be as approved by the chief to assure uniformity of notices in establishments allowing social gaming.

5.22.060 License; License Fee; Civil Penalties

Revisions highlighted in yellow

Application for an annual social gaming license shall be made to the Police Chief. The Chief may assess a license fee of One Hundred ($100) dollars per year. The social gaming license fee is due in full every January 1st. If a business applies for a social gaming license at any time on or after July 1st, the fee for such license shall be equal to one-half the license fee.

The Chief may assess a fine for operating without a license of Five Hundred ($500) dollars for the first violation for each year, and a subsequent violation will result in a fine of One Thousand ($1,000) dollars.

Violations for all other offenses of this subchapter are One Hundred ($100) for the first offense each calendar year; Two Hundred Fifty ($250) for the second offense; Five Hundred ($500) for the third offense and One Thousand ($1,000) for all additional violations during the same calendar year.

5.22.070 Appeal Process for License Denial

In the event the Chief of Police denies an applicant a social gaming license, the Chief of Police shall first notify the applicant in writing of his intent to deny the license within three (3) working days of receipt of the application. The notification shall include the reason(s) for the denial and a date and time within the next five (5) working days to hear the applicant's appeal, if any. The applicant shall have the right to be heard and to present witnesses and evidence purporting to refute the reasons given by the Chief of Police for a denial. The hearing shall be administrative in nature and held before the Chief of Police. Rules of evidence shall not apply. Upon completion of the hearing, the Chief of Police shall make finding and shall mail the final decision to the applicant within three (3) working days of the hearing date.

5.22.080 Appeal Process for Assessment of Fine

In the event the Chief of Police assesses a business owner with a fine, the Chief of Police shall notify the business owner in writing of the fine assessment. The notification shall include the reason(s) for the fine assessment and a date and time within the next five (5) working days to hear the business owner's appeal, if any. The business owner shall have the right to be heard and to present witnesses and evidence purporting to refute the reasons given by the Chief of Police for a denial. The hearing shall be administrative in nature and held before the Chief of Police. Rules of evidence shall not apply. Upon completion of the hearing, the Chief of Police shall make finding and shall mail the final decision to the business owner within three (3) working days of the hearing date.

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 13-____

AN ORDINANCE AMENDING TIGARD MUNICIPAL CODE TO ADOPT SUBCHAPTER AUTHORIZING SOCIAL GAMING, SUBJECT TO SPECIFIED CONDITIONS.

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WHEREAS, ORS 167.121 allows cities to authorize the playing or conducting of a social game in a private business, private club, or place of public accommodation; and

WHEREAS, the Tigard Police Department requests clarification from the City Council on whether they wish to authorize social games in Tigard; and

WHEREAS, the City Council finds that it is in the public interest to amend the Tigard Municipal Code to include a new chapter to set forth terms, rules, regulations, and responsibilities of involved parties, authorizing social games.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

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SECTION 2. This ordinance shall be effective from and after thirty (30) days following its passage and approval by the Mayor.

PASSED: By _____ vote of all Council members present after being read by number and title only, this _____ day of _____, 2013.

_____
Catherine Wheatley, City Recorder

APPROVED: Approved by Tigard City Council this _____ day of _____, 2013.

_____
John L. Cook, Mayor

Approved as to form:

_____
City Attorney

_____
Date

EXHIBIT "A"

Chapter 5.22 - SOCIAL GAMES

Sections:

5.22.010 Definitions
5.22.020 Social Games – Authorization and Conditions
5.22.030 Responsibilities of Owner and Person in Charge
5.22.040 Inspection of Social Games Premises
5.22.050 Notice of Social Games Required
5.22.060 License; License Fee; Civil Penalties
5.22.070 Appeal Process for License Denial
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5.22.010 Definitions

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5.22.020 Social Games – Authorization and Conditions

Social games as defined in Section 5.22.010 of this chapter are allowed only when each of the following conditions is met:

A. The owner of the business where social games are being played holds a current, valid license to play social games issued by the City;
B. No house player, house bank, or house odds exist;
C. There is no house income from the operation of a social game;
D. A Business may not charge an entrance or access fee of any kind, including but not limited to a cover charge or door fee, on days when social games are being played in the Business.
E. The social game cannot be observed from a public right of way;
F. Persons under 21 years of age are not permitted in the room or enclosure where the social game takes place;
G. The room or enclosure where the social game takes place is open to free and immediate access by any police officer. Doors leading into the social game room must remain unlocked during all hours of operation;
H. No owner or "principal managing employee", as described in more detail below, shall participate in any social game on the premises;

I. A charge for consumer goods sold on the premises to an individual playing a social game must not be higher or lower than the price charged to a non-participant in the social game;
J. No owner or principal managing employee may accept any payment, fee, service or gratuity from a social game participant as consideration for participation in the social game on the premises;
K. No owner or principal managing employee may charge a rental or lease fee for the use of the social game;
L. At no point in time may a social game be conducted without an owner or principal managing employee present;
M. No membership fee or cover fee may be charged for participation in the social game; and
N. All social gaming activities and the business where social gaming is permitted must comply with applicable federal, state and local laws and regulations.

5.22.030 Responsibilities of Owner and Person in Charge

An owner or person in charge of a business where social gaming is permitted shall:

A. Clearly designate the areas set aside for social gaming.
B. Designate an agent or employee to act as person in charge of a social gaming premise whenever social games are being played. An owner shall be strictly liable for any violation of this chapter which occurs when no person in charge is present at the social gaming premises.
C. Be strictly liable for any violation of the provisions of this chapter by a person in charge, agent, employee or designate.
D. Limit hours of operation of social gaming activities on the premises to those hours during which the primary business is open.
E. Limit social gaming activities to no more than 50% (Fifty percent) of the floor area of the premises. Social gaming may occur 7 days per week. For purposes of this provision, "floor area" means gross floor area excluding areas such as kitchen, storage, restrooms, hallways, mechanical spaces, elevators, stairwells and loading docks.

5.22.040 Inspection of Social Games Premises

All persons who authorize social games on premises owned or managed pursuant to this Chapter shall permit entry to premises to any member of the Police Department, upon presentation of official identification, for the limited purpose of inspecting the premises and any activities, records, or devices involved in such games to ensure compliance with Tigard Municipal Code.

5.22.050 Notice of Social Games Required

Where social games are conducted, each owner or person in charge of the premises shall continuously and conspicuously post notice that is clearly readable and in letters at least one inch high that such games must be conducted in accordance with the conditions set forth in Section 5.22.020 which shall be listed in their entirety. The form and content of the notice required pursuant to this section shall be as approved by the chief to assure uniformity of notices in establishments allowing social gaming.

5.22.060 License; License Fee; Civil Penalties

Application for an annual social gaming license shall be made to the Police Chief. The Chief may assess a license fee of One Hundred ($100) dollars per year. The social gaming license fee is due in full every January 1st. If a business applies for a social gaming license at any time on or after July 1st, the fee for such license shall be equal to one-half the license fee.

The Chief may assess a fine for operating without a license of Five Hundred ($500) dollars for the first violation for each year, and a subsequent violation will result in a fine of One Thousand ($1,000) dollars.

Violations for all other offenses of this subchapter are One Hundred ($100) for the first offense each calendar year; Two Hundred Fifty ($250) for the second offense; Five Hundred ($500) for the third offense and One Thousand ($1,000) for all additional violations during the same calendar year.

5.22.070 Appeal Process for License Denial

In the event the Chief of Police denies an applicant a social gaming license, the Chief of Police shall first notify the applicant in writing of his intent to deny the license within three (3) working days of receipt of the application. The notification shall include the reason(s) for the denial and a date and time within the next five (5) working days to hear the applicant's appeal, if any. The applicant shall have the right to be heard and to present witnesses and evidence purporting to refute the reasons given by the Chief of Police for a denial. The hearing shall be administrative in nature and held before the Chief of Police. Rules of evidence shall not apply. Upon completion of the hearing, the Chief of Police shall make finding and shall mail the final decision to the applicant within three (3) working days of the hearing date.

5.22.080 Appeal Process for Assessment of Fine

In the event the Chief of Police assesses a business owner with a fine, the Chief of Police shall notify the business owner in writing of the fine assessment. The notification shall include the reason(s) for the fine assessment and a date and time within the next five (5) working days to hear the business owner's appeal, if any. The business owner shall have the right to be heard and to present witnesses and evidence purporting to refute the reasons given by the Chief of Police for a denial. The hearing shall be administrative in nature and held before the Chief of Police. Rules of evidence shall not apply. Upon completion of the hearing, the Chief of Police shall make finding and shall mail the final decision to the business owner within three (3) working days of the hearing date.

AIS-1260 **7.**

Business Meeting

Meeting Date: 06/25/2013

Length (in minutes): 25 Minutes

Agenda Title: Discussion on Draft Recommendation to Southwest Corridor Plan Steering Committee

Submitted By: Judith Gray, Community Development

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Business Meeting - Main

Public Hearing: No **Publication Date:**

Information

ISSUE

Council will receive an update and provide input to Mayor Cook on the Southwest Corridor Phase 1 decision, including which high capacity transit options are recommended for further evaluation.

STAFF RECOMMENDATION / ACTION REQUEST

NA

KEY FACTS AND INFORMATION SUMMARY

At the May 21 City Council Work Session, staff presented preliminary findings on the Southwest Corridor high capacity transit (HCT) evaluation results. The key findings indicate significant future transit demand within the corridor. Estimated ridership for year 2035 indicate approximately 22,500 daily riders for Light Rail and 20,100 daily riders on Bus Rapid Transit.

At the June 10 Steering Committee meeting, Metro staff presented the draft recommendation from the Project Team Leaders (PTL) committee, which includes Tigard staff representation. A "June 3 Discussion Draft" was provided to Council for review upon receipt, along with a summary memorandum from staff. Minor changes were made to the Discussion Draft prior to the Steering Committee (provided as Attachment A). However, the major points of the recommendation remain unchanged. The summary memo is provided as Attachment B, for your reference. Also provided for your information are letters from the Tigard Transportation Advisory Committee (TTAC), Central City Advisory Committee (CCAC), and Planning Commission (Attachment C); as well as a summary of a questionnaire that was posted on the City of Tigard website (Attachment D)

The Steering Committee will meet again on July 8 to provide direction on the draft recommendation. Staff will return to Council with an update at the July 16 Work Session, if needed. The final meeting of the Steering Committee is scheduled for July 22, 9:30-11:30 a.m., in the Tigard Library.

OTHER ALTERNATIVES

NA

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Council has made participation in the Southwest Corridor Plan a priority goal. In 2012, Council's acceptance of the High Capacity Transit Land Use Plan was a significant step toward this goal. In addition, traffic congestion in the corridor has long been a priority for council.

DATES OF PREVIOUS COUNCIL CONSIDERATION

SW Corridor Plan
November 15, 2011
November 20, 2012
February 19, 2013
March 19, 2013
May 21, 2013

Agenda items associated with High Capacity Transit Land Use Plan
January 18, 2011
April 26, 2011
July 19, 2011
November 18, 2011
May 15, 2012
August 14, 2012

Attachments

Attachment A - Draft Recommendation

Attachment B - 2013 Recommendation Summary

Attachment C - Board and Commission Letters

Attachment D - Summary of Tigard Web Survey

Attachment A

Draft PTL recommendation

Making investments in the Southwest Corridor

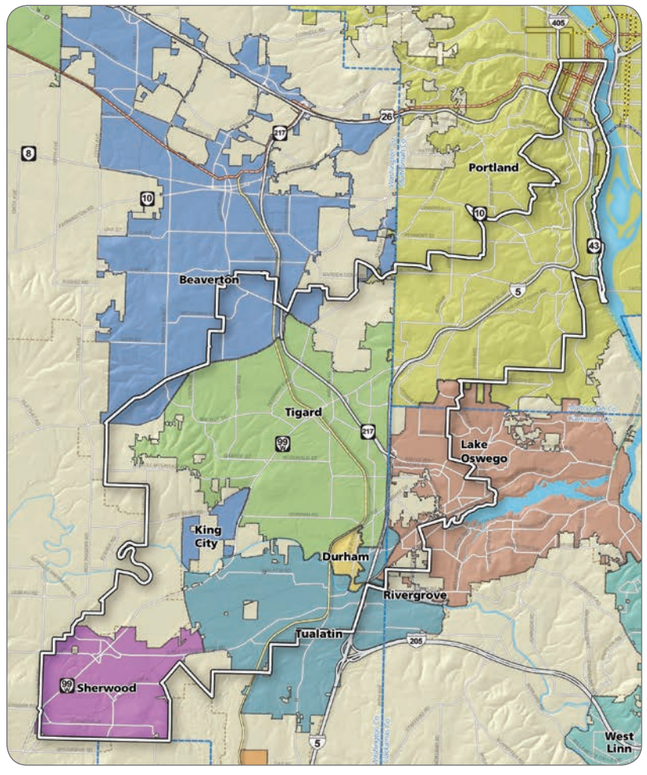
The Southwest Corridor Plan and Shared Investment Strategy is an outcomes-oriented effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The plan was developed to support achieving four balanced goals:

Accountability and partnership Partners manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

Prosperity People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

Health People live in an environment that supports the health of the community and ecosystems.

Access and mobility People have a safe, efficient and reliable network that enhances economic vitality and quality of life.



Steering committee members

Metro Councilor Craig Dirksen, co-chair
Metro Councilor Bob Stacey, co-chair
Tigard Mayor John Cook
Beaverton Mayor Denny Doyle
Portland Mayor Charlie Hales
Lake Oswego Councilor Skip O'Neill
TriMet general manager Neil McFarlane
Sherwood Mayor Bill Middleton
Tualatin Mayor Lou Ogden
Washington County Commissioner Roy Rogers
Durham Mayor Gery Schirado
Multnomah County Commissioner Loretta Smith
ODOT Region 1 manager Jason Tell
King City Commissioner Suzan Turley

Overview

This document presents a draft recommendation and action plan for the Southwest Corridor Plan Steering Committee to consider. This packet includes:

- a draft recommendation, to be revised and confirmed in July
- priority projects to be considered for the final investment package
- considerations for improvements to the regulatory environment to best leverage public investments.

The steering committee will be asked to issue its draft recommendation on July 8, 2013. Outstanding issues will be addressed and the final recommendation will be affirmed on July 22, 2013.

Vision and context

The work has been guided by a steering committee that includes representatives from Southwest Corridor cities, counties and agencies.

Six major planning efforts are coordinated with this effort:

- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard HCT Land Use Plan
- Linking Tualatin
- Southwest Transportation Plan
- Transit Alternatives Analysis.

The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a Shared Investment Strategy – to implement the shared Southwest Corridor vision. The policies and projects are all aimed at supporting development that is consistent with the communities' aspirations for key places in the corridor.

Overview 1
Vision and context 1
Shared investment strategy 2
The Southwest Corridor Land Use Vision 3
Integrating public investments to support great places 5
Action 6
Investments in the public realm 6
Development strategy 10
Action chart 12

Summary of the Southwest Corridor Plan Shared Investment Strategy recommendation

1. Investments in the public realm

A set of potential investments that will inform local capital improvement plans and transportation system plan development, TriMet's Transit Investment Priorities, and the next update of the Regional Transportation Plan.

Transit investments

- Enhanced local transit service to support the development of key places in the Southwest Corridor and connection to many places outside the corridor (*page 6*)
- A narrowed set of high capacity transit alternatives for further study to inform a future steering committee decision about what, if any, transit investments to consider under the National Environmental Policy Act (NEPA) (*pages 6 and 7*)

Roadway and active transportation investments

- A set of roadway and active transportation investments that are highly supportive of the narrowed set of high capacity transit alternatives (*page 8)*
- A set of roadway and active transportation investments that are highly supportive of the land use vision for key places in the Southwest Corridor, including existing centers and corridors as well as growing employment and industrial areas (*page 8*)

Parks and natural resource investments

- A set of projects including parks, trails and natural resource enhancements to support the quality of life in key places, address "green" needs in the corridor, and leverage transportation investments (*page 9*)

2. Regulatory environment and development catalyst investments

These include proposed policy changes and development incentives for consideration by project partners.

Shared Investment Strategy

Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Moving from current conditions to community visions

Regulations and policies
- Zoning changes
- Development requirements
- Policy coordination

Investments in the public realm
- High capacity transit
- Roadway expansions or improvements
- Bike and pedestrian facilities improvements
- Green (parks, natural areas and natural resources) improvements

Development incentives that catalyze private investment
- Public development grants such as through the transit-oriented development program

The Southwest Corridor Land Use Vision – a community vision for places throughout the corridor

Each city in the Southwest Corridor began this collaborative effort by looking at their downtowns, main streets, corridors and employment areas to define a vision for these places that reflects their unique characteristics and local aspirations. The area contains a wealth of opportunities for jobs and stable neighborhoods and is expected to grow significantly in the future. The corridor contains important regional retail and employment destinations as well as many major trails and the nation's only urban national wildlife refuge.

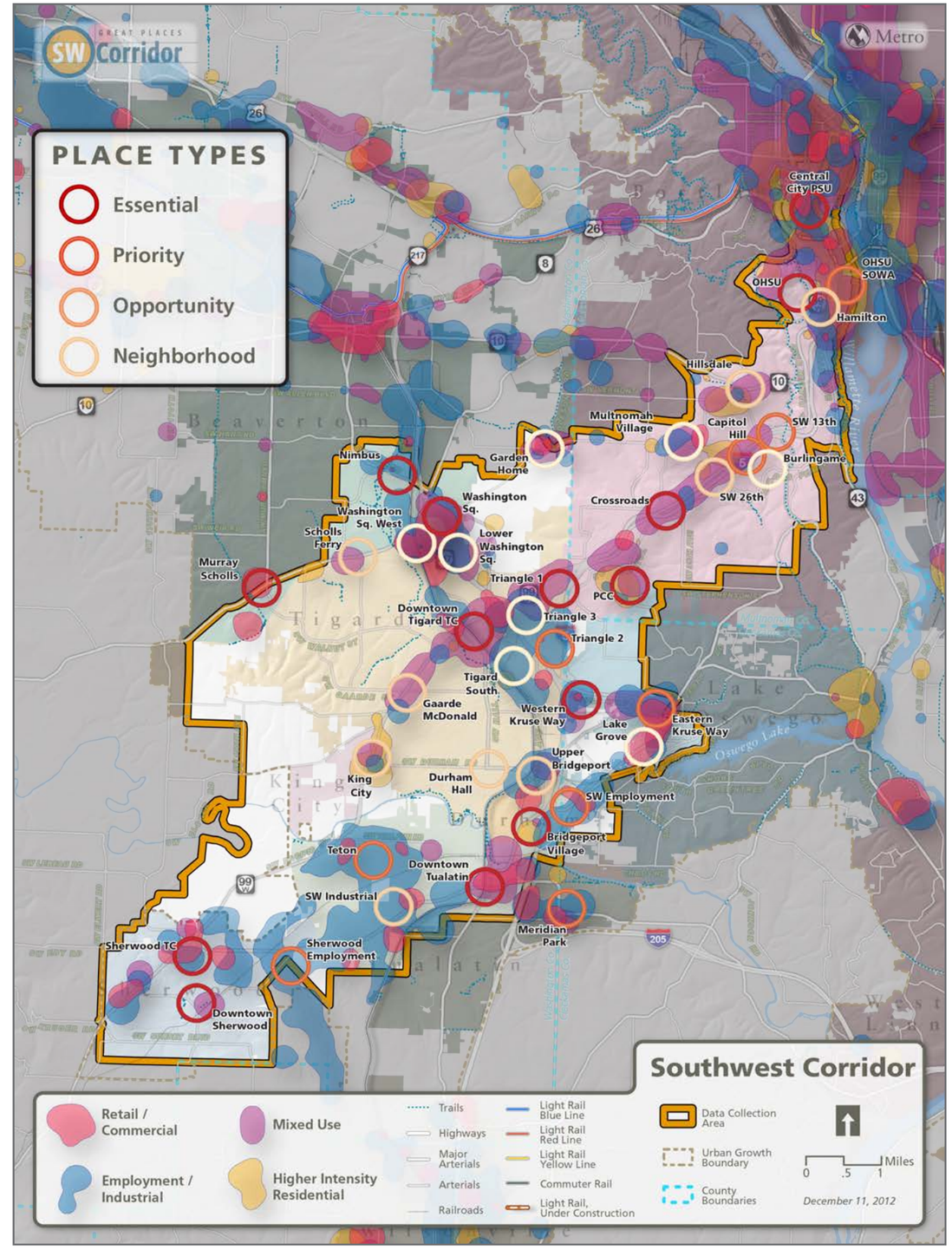
	Households	Jobs
2010	79,038	140,000
2035	111,928	259,182

The Southwest Corridor Land Use Vision compiles local land use plans and puts them into a common language, creating a foundation for the many projects (ranging from transportation to parks) to be categorized and prioritized based on how well they support the shared corridor land use vision.

The corridor vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in certain places that create more services for existing residents as well as more housing, employment and transportation choices in the future. The areas of change are described in four categories:

- **Retail/commercial** The corridor is a destination for retail with three prominent shopping destinations in Washington Square, Bridgeport Village, and Six Corners. These retail destinations will continue to generate substantial demand and will need accommodation through enhanced transit, active transportation and roadway investments.
- **Employment/industrial** The Southwest Corridor includes a regional employment district with significant current employment and anticipated growth as new jobs move into the Tigard Triangle and the industrial areas of Tualatin and Sherwood.
- **Mixed use** Intended to include a mix of housing, employment and services in a walkable environment. Good access to transit with high quality pedestrian and bike facilities are critical elements for these mixed use areas to help leverage infill and redevelopment.
- **Higher intensity residential** Infill and redevelopment is going to be the primary generator for new development in the corridor. The majority of residential development that does occur will be found in the mixed-use areas.

To develop the land use vision, each city identified key places and categorized them based on the importance of a high capacity transit investment to connect them. These key places were used to draw the draft high capacity transit alternatives, thus ensuring that the transportation solution supports the community's vision for growth. The prioritized key places also help focus investments for other types of transportation as well as parks and natural resources.



Public involvement for Phase I

September 2011 to February 2012: What should be the focus of the plan?

The first public engagement stage of the Southwest Corridor Plan was held September 2011 to February 2012 and aimed to determine the scope, evaluation framework and goals of the overall plan.

In that process, project partners focused on announcing the integrated planning effort, informing the public about the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area. The information and ideas offered informed decision-makers as they determined the scope and goals of the plan.

During the public comment period of Sept. 28 through Oct. 28, 2011, respondents posted their thoughts on boards at an open house and community events and submitted 98 public comments via the online questionnaire, mail and email.

February 2012 to August 2012: How should the wide range of potential projects be narrowed?

The second public engagement stage of was held February 2012 to August 2012 and aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects.

From June 22 through July 31, 2012, project partners hosted an online, virtual open house. Participants in the online open house viewed video feeds that explained the purpose and process of the overall plan. Participants were then directed to a related questionnaire that asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor. The questionnaire received 543 responses.

An existing conditions summary, an executive summary and technical reports were produced during this time. Outlining the unique physical, economic and demographic elements of the corridor, the reports identified existing challenges and potential opportunities in economic development, housing choices, natural areas, trails and health for the corridor.

August to December 2012: How should investments be prioritized?

The third public engagement stage was held August to December 2012 and aimed to set the framework for shared investment strategies based on potential projects that were identified in the previous stage.

From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Benefits and tradeoffs were framed by the Southwest Corridor Plan goals of health, access and mobility, and prosperity in the Southwest Corridor.

During the public comment period, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received. Two Spanish-language questionnaires and no Vietnamese-language questionnaires were received.

January to July 2013: Are these the right things to move forward?

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback that will inform decision-making. Events included an open house hosted by SW Neighborhoods, Inc. on April 25, participation in the Tigard Town Hall on April 30, an economic summit on May 21 and a community planning forum on May 23 to gather feedback on potential projects and the draft high capacity transit alternatives. This opportunity for input was replicated through an online questionnaire that will be open between May 23 and June 26. The public will be given an opportunity to review the Southwest Corridor Plan draft recommendation and give feedback in an additional online questionnaire from June 11 to 26. The draft recommendation will be the focus of the final community planning forum on June 26. Public input will be delivered to decision-makers in advance of the July 8 meeting.

Integrating public investments to support great places

The Southwest Corridor Plan aims to use limited public resources wisely by targeting them in identified key places to support the local land use vision. It also sets the stage to look at how investments in transportation projects, parks and habitat improvements can be made together. This allows for efficiencies in planning and the ability to achieve multiple goals in targeted areas. The Southwest Corridor Plan goals direct us to **collaborate**, **target resources** and search for opportunities to **leverage dollars**.

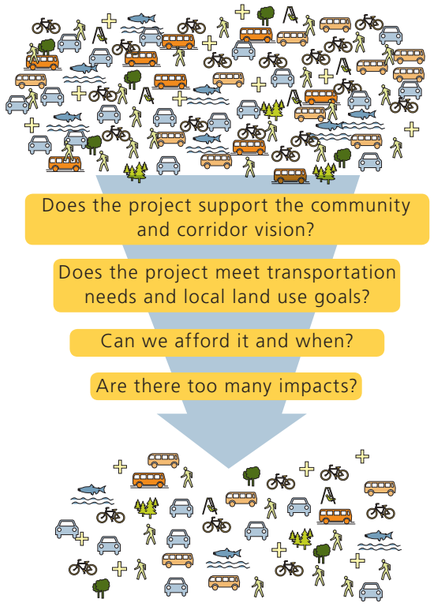
Collaborate

The project partners agree to work together to implement common prioritized projects that support the land use vision. The private sector can bring investment in buildings, retail businesses, and jobs that help make great places. Nonprofit partners and other public agencies play an essential role in ensuring that the Southwest Corridor continues to equitably and sustainably provide opportunities for a diverse range of people and maintains the green identity so important to current and future residents. In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest Corridor vision a reality.

Target resources

Focusing on the Corridor Land Use Vision has enabled project partners to limit the number of projects included in the shared investment strategy. A smaller prioritized list makes it easier to work together to fund and implement a set of common priorities.

By working together and listening to the public, the project partners narrowed a wide ranging list of roadway and active transportation projects from almost $4 billion to about $500 million. The list includes projects that would be highly supportive of a future high capacity transit investment, and a strategic list of projects that support the land use vision in the corridor.



The Southwest Corridor Plan includes the region's first coordinated list of parks, trails and natural resource projects for implementation in tandem with transportation projects to support the community vision. The project partners created a list of nearly 450 projects gathered from local parks master plans, habitat improvement lists, and other sources. This was narrowed to the smaller list of parks, trails and natural resource projects included in the Shared Investment Strategy. The list serves as a strategic resource to help project partners identify projects that leverage the benefits of – and funding for – transportation projects in the shared investment strategy.

Leverage

Great places are defined by a variety of elements that congregate in one location to meet a range of community needs. Investing in a road improvement might not create a great place – but combining it with a trail, a culvert replacement and bus stop improvements makes it more likely to help catalyze the market and attract private investment to build the community vision.

The narrowed lists of projects that are oriented towards specific places can serve as a tool for agencies to work with when making future investment decisions. Even more important is continued communication between agencies, both internal (e.g., city transportation, parks and environmental services departments) and external (e.g., city transportation and county transportation or TriMet).

Add examples

Add photo or diagram from pro forma work

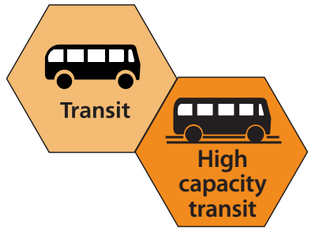
Action

The Southwest Corridor Plan and Shared Investment Strategy is an outcomes-oriented effort targeted towards implementing the projects that support the Corridor land use vision over the next 15 years. This includes exploring policy changes and development incentives as well as a strategic project list for transit, roadway, active transportation and parks and natural resources. The Southwest Corridor Evaluation results, project partner priorities, and public input provided the foundation for the Shared Investment Strategy.

It is understood that many Southwest Corridor communities have transportation needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy is not intended to be a comprehensive listing of all priority projects in the area. Rather, it is a list of projects and policies that best meet the land use goals and objectives approved by the Southwest Corridor Steering Committee in this early phase of the project. As project partners consider development and transportation needs in a variety of locations and corridors in their communities, the Shared Investment Strategy defines specific actions, responsibility, timeframe and potential resources that are critical to supporting the Southwest Corridor Land Use Vision.

Investments in the public realm

Transit



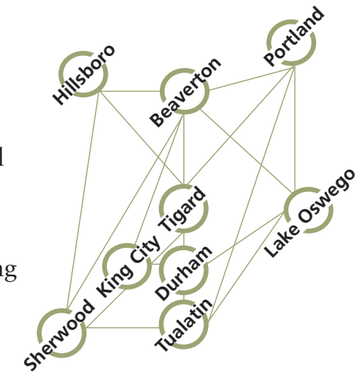
In July, the Steering Committee is being asked to give direction on three main questions to further narrow the options for a potential high capacity transit investment to serve the corridor land use vision. These questions include: modes (bus rapid transit and/or light rail) for further study, percentage of bus rapid transit dedicated transitway, and the destination of a potential high capacity transit investment. Additionally, the steering committee will identify the key questions to be answered during a refinement phase as the project partners define a project for analysis under the National Environmental Policy Act (NEPA).

The following is the staff recommendation for further study for a Southwest Corridor transit investment.

Local service/Southwest Corridor service enhancement

Local transit connections will be essential to achieving the land use vision in the Southwest Corridor, as well as to the success of a potential high capacity transit investment. In 2013-2014, TriMet will work with Southwest Corridor jurisdictions and stakeholders to develop the Southwest Service Enhancement Plan.

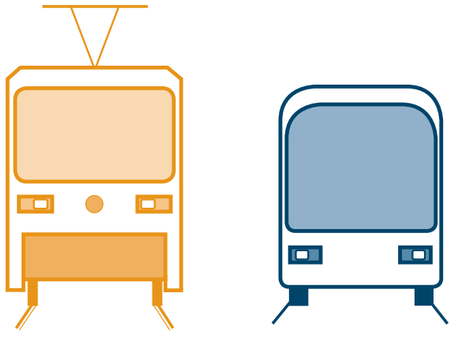
This recommendation directs TriMet to implement Southwest Service Enhancement Plan to provide the following:



1. transit service that connects key Southwest Corridor locations quickly and reliably to one another and to a potential high capacity transit line
   - These include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood.
   - This includes improved local transit circulation from the Southwest Corridor throughout Washington County, including connections to northern Washington County.
2. improved local transit connections to Westside Express Service
3. capital improvements necessary to achieve higher transit system functioning, such as "queue jumps" and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system
4. identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).

Mode

Both light rail and bus rapid transit are recommended as modes for further study based on (1) the high ridership potential of both modes and (2) the need for additional design in order to produce more accurate capital cost estimates that clarify tradeoffs among cost, operating efficiency and support for the Southwest Corridor Land Use Vision.



Bus rapid transit: Exclusive transitway or mixed traffic?

Bus rapid transit is a highly flexible and versatile transit mode. This also means that it can be difficult to clearly define and that every bus rapid transit project is constantly under pressure to cut costs by reducing how "congestion-proof" it is.

Running buses in mixed traffic is less expensive – it is also slower and has more delay with less certainty about arrival times and travel times. Bus rapid transit in mixed traffic can still be a significant improvement compared to local buses without transit priority treatments, but it cannot attract as many riders and therefore cannot support the development of a corridor as much as bus rapid transit in exclusive lanes.

Because bus rapid transit is so flexible, every intersection or congestion point raises the same question during design: Should this section be "congestion-proof," or is that too problematic and should we put it in mixed traffic – or some middle ground with transit priority but not exclusive transit?

The BRT Standard by the Institute for Transportation & Development Policy is one way of rating the value of an individual bus rapid transit project. Using such a rating system creates an inherent pressure to make a high-performing project, and creates a healthy tension against the tendency to lower cost, but lower benefit solutions. The standard is very high – there are only 12 gold standard projects in the world, none of which are in the United States. There is only one silver standard project in the United States: Cleveland's HealthLine.

For more information on the BRT Standard by the Institute for Transportation & Development Policy, visit www.itdp.org/microsites/the-brt-standard-2013/.

Percentage of bus rapid transit in dedicated transitway

As bus rapid transit is studied as a potential high capacity transit mode, it is recommended that between 50 and 100 percent of the route runs in exclusive right of way. Federal Transit Administration "New Starts" funding is only available for bus rapid transit projects with 50 percent or more of the project in dedicated transitway, and experience around the U.S. and internationally suggests that bus rapid transit with a higher level of exclusive transitway would best support the Southwest Corridor Land Use Vision. The Institute for Transportation & Development Policy has developed a bus rapid transit certification system that rates project performance. As bus rapid transit advances for further study, it is recommended that project partners aim for a project that meets Institute for Transportation & Development Policy certification standards.

Destination

The recommended destination for further study for a high capacity transit investment is Tualatin, via Tigard. This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin.

Funding

Capital funding for construction of major transit projects comes from a variety of sources, including competitive grants and federal, state and regional funds. Transit operations (both bus and high capacity transit) are funded by passenger fares and a regional payroll tax. Any high capacity transit project would likely seek competitive federal funding through the Federal Transit Administration (FTA) which has contributed more than half the total funding for MAX projects to date. High capacity transit will require a corridor-wide funding strategy that secures and leverages new resources, possibly including a competitive grant from the Federal Transit Administration to fund a high capacity transit investment. An FTA grant would most likely require a 50 percent match which can include local, regional, state and other non-FTA federal funds.

Steering committee decisions: high capacity transit

With this recommendation, the steering committee will have narrowed the potential high capacity transit alternatives/concepts from 10 to two.

Future decisions will include determining the alignment, lane treatments, specific funding strategies, mode, station locations and connections for the rest of the transit system.

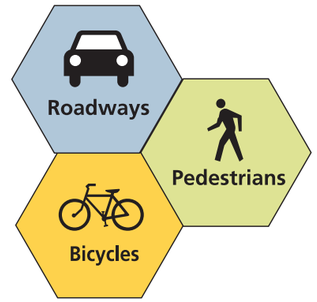
October 2012	July 2013	mid-2014	early 2017

Narrow from 10 alternatives concepts to five	• Direction on Southwest (Transit) Service Enhancement Plan
	• Policy direction on "level" of BRT for further study
	• Which modes to carry forward for further study
	• Destination
		Refinement
		• Alignments
		  • Naito or Barbur?
		  • Surface or tunnel (if light rail)?
		  • Direct connection to PCC?
		  • Hall or 72nd?
		• Add a lane or convert a lane?
		• Potential station locations
		• Funding strategies
			Draft Environmental Impact Statement
			• Mode
			• Station locations
			• Transit system connections

The October 2012 decision removed streetcar to Sherwood, high capacity transit connection between Tigard and Sherwood on Highway 99W, and the idea of adding or converting an Interstate 5 lane for high occupancy vehicle or high occupancy transit lane from further consideration and tabled consideration of WES improvements for another time and process.

This recommendation would remove the option of the "hub and spoke without transfer" and bus rapid transit between Tualatin and Sherwood from consideration and would provide that a bus rapid transit alignment would require at least 50 percent dedicated right of way.

Roadway and active transportation



Over the past 18 months the project partners worked to narrow a large list of roadway and active transportation projects to a smaller list of projects that are most supportive of the HCT recommendation and the Southwest Corridor Land Use Vision. Project partners narrowed from close to $4 billion worth of projects to around $500 million. This agreed-upon narrowed list of projects sets the stage for the project partners to cooperatively identify and leverage funding from a variety of sources. This will be critical, in light of the severe constraints on available transportation funding. Even the narrowed list of roadway and active transportation projects is more than five times greater than the projected $60 million in state and regional funds anticipated to be available in the Corridor over the next 15 years.

Projects on the narrowed list fall into one of two categories:

1. Projects to be studied further in the Southwest Corridor Plan refinement phase

This includes roadway and active transportation projects that could be highly supportive for the success of a high capacity transit investment. While this group of projects has been identified as highly supportive of a potential high capacity transit investment, not all of them can necessarily be included in an eventual high capacity transit funding package (for example, about $35-40 million was included as part of the Portland-Milwaukie Light Rail Project). This will be a future decision based on priority judgments by project partners during refinement and efforts to best match Federal Transit Administration funding requirements. Those projects that are not included will be available for further project development by project sponsors.

2. Narrowed list of projects that have been identified as highly supportive of the Southwest Corridor Land Use Vision

These projects include roadway and active transportation projects that are available for further project development by project sponsors. Each project has been identified as highly supportive of a particular land use type in the corridor: commercial, freight/employment, mixed use, or higher intensity residential. Projects were selected based on geographic factors, project characteristics, stakeholder input and/or evaluation results.

As stated earlier, these lists are not intended to identify all projects that are important to communities in the Southwest Corridor. Instead, they represent a set of projects that are highly supportive of corridor land use and high capacity transit goals based on the narrowing approach intended to target and leverage limited public dollars. The lists will inform local capital improvement plans and transportation system plan development, TriMet's Transit Investment Priorities, and the next update of the Regional Transportation Plan. Projects on local and regional transportation investment plans that are not included in the Shared Investment Strategy will remain on those local and regional plans unless the jurisdiction chooses to remove them.

Attachment A includes the project lists and narrowing criteria.

Roadway projects supportive of land use goals and high capacity transit, by specific development type

Lake Oswego – Land use

5004	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)

Portland – High capacity transit

1004	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)
4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements
5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements
5007	Barbur Signals (add signalized intersections)
5009	Capitol Hwy Improvements (replace roadway and add sidewalks)
5057	SW 53rd and Pomona (improves safety of ped/bike users)

Portland – Land use

1019	Barbur Road Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)
1028	Barbur/Terwilliger Intersection Ped./Bike Improvements
5006	Barbur Lane Diet: Terwilliger to Capitol
5008	Barbur/ Capitol Hwy./ Huber/ Taylors Ferry Intersection Safety Improvements
5013	Naito/South Portland Improvements (left turn pockets with bike/ped; remove tunnel, ramps and viaduct)
5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)

Tigard – High capacity transit

1077	Ash Avenue railroad crossing (new roadway)
1078	Atlanta Street Extension (new roadway)
1098	Hall Boulevard Widening, Bonita Road to Durham
1100	Hall/Hunziker/Scoffins Intersection Realignment
1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection
5024	68th Avenue (widen to 3 lanes)
5035	Hall Boulevard Widening, Highway 99W to Fanno Creek
5036	Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge

Tigard – Land use

1129	Highway 99W access management in Tigard
5037	Hall Boulevard Widening, Oleson to 99W

Tualatin – High capacity transit

1134	Boones Ferry Road (reconstuct/widen from Martinazzi to Lower Boones Ferry)

Tualatin – Land use

1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike (Tualatin and Sherwood)
5047	Cipole Rd. (widen to 3 lanes with ped./bike)
5048	Herman (multi-modal improvements, Teton to Tualatin Rd.)
5049	Herman (multi-modal improvements, Cipole to 124th)

Sherwood – Land use

1062	Arrow Street (Herman Road) - Build 3 lanes with sidewalks and bike lanes
1068	Town Center Signal & Intersection Improvements (Downtown Sherwood)
1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike (Sherwood and Tualatin)
5020	Oregon-Tonquin Intersection & Street Improvements

Key
- Retail/commercial
- Mixed use
- Employment/industrial
- Higher intensity residential

Parks and natural resource projects

Parks, trails, natural areas and street trees provide the "green" element of communities that is consistently prioritized by corridor residents as part of what draws them to live, work and play in the Southwest Corridor. Project partners originally identified nearly 450 projects in the corridor, this recommendation includes a narrowed list of "green" projects - parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements like wildlife corridors and improved culverts for fish passage. The projects on the list were identified as supporting the Southwest Corridor Land Use Vision, the potential high capacity transit investment, and important water resource and regional trail connections. Project partners are currently reviewing this refined list and will identify any recommended changes by the July 8 steering committee meeting.

As the high capacity transit alternative is refined, the next step in sorting and prioritizing "green" projects in the Southwest Corridor may be for partners to examine the likely funding sources and develop a collective strategy for grant writing and the strategic use of other available or new funds. A refined project list could be developed based on this shared funding strategy.

Importantly, the project list does not include the numerous impacts and mitigation projects that would be required as a result of a new transit corridor, road and street construction and redevelopment. As land use and transportation projects are implemented, Southwest Corridor partners will work to identify relationships to or impacts on nearby or adjacent "green" projects. This strategy recommends prioritizing those projects that offer multiple benefits and a higher return on investment for the public's resources, regardless of the source of those funds.

Attachment B includes the narrowed list of projects and the parks and natural areas narrowing methodology.

Documents that support this action and provide key information for further phases

Charter *Dec. 12, 2011*
(http://rim.oregonmetro.gov/webdrawer/rec/232209/view)

Vision, goals and objectives *May 14, 2012*
(http://rim.oregonmetro.gov/webdrawer/rec/248086/view)

Existing conditions summary report ***April 18, 2012***
(http://rim.oregonmetro.gov/webdrawer/rec/248092/view)

Opportunity and housing report *January 2012*
(http://rim.oregonmetro.gov/webdrawer/rec/248099/view)

Health assessment *January 2012*
(http://rim.oregonmetro.gov/webdrawer/rec/248096/view)

Project lists and development process

Project bundles *Feb. 5, 2013*
(http://library.oregonmetro.gov/files//sw_corridor_atlas_transportation_021213_small.pdf)

Evaluation report

Evaluation documents for future project phases

Southwest corridor economic development conditions, stakeholder perspectives and investment alternatives *jan. 24, 2013*
(http://rim.oregonmetro.gov/webdrawer/rec/252707/view)

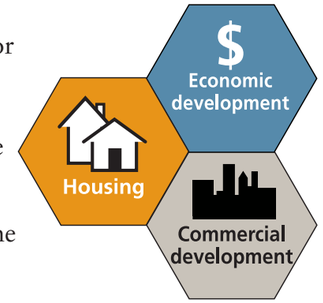
Development case studies

Public involvement report

Alternatives Analysis (for submittal to FTA)

Development strategy (regulatory environment and catalyst investments)

The public sector plays a key role in the implementation of the community land use vision. There are two major tools the public sector controls that can help set the stage for development consistent with community goals. Those tools are the regulatory framework and the administration of financial incentives which together can help catalyze development to create market value and stimulate private investment.



The regulatory framework is the area in which the public sector has the most control over development outcomes. This includes development (zoning) codes and policies that relate to land development. A goal should be to make development consistent with the community vision the easiest thing to do. This can be accomplished by creating a regulatory framework that is predictable and efficient, creating certainty in the private market. It also provides the community with certainty that future development in their community will be in the desired locations with a form consistent with the vision. To successfully implement a land use vision that goes beyond the existing development form requires both public support and market potential. The public sector has the ability to control the policies and code requirements that have a direct effect on the bottom line and create a regulatory environment that supports investment in their community.

The public sector can also help catalyze development through the strategic application of financial incentives that support new development forms that may be ahead of the market. In particular, development forms that are mixed-use or multi-story are more costly and may require rents that are above current market demand. These higher costs can be offset through creative financing strategies and tools, helping to create value in the market and eventually enable private investments to be made without public support. By aligning the regulatory framework, strategic incentives to catalyze development and prioritizing capital investments in the public realm the public sector has a tremendous opportunity to create successful places that reflect the land use vision.

New Starts competitive advantage

By setting the right regulatory and financial environment the public sector can catalyze the market and ideally make our region more competitive for federal capital construction dollars that are associated with the Federal Transit Administration's New Starts program. These guidelines provide a series of actions that local governments can take to leverage a transit investment, including plans, policies, and financial incentives along the proposed corridor that support the adjacent land use and ideally bring more transit riders to the system. These actions should support the following outcomes:

- additional, transit-supportive development in the future
- preservation or increase in the affordable housing supply
- increased population and employment concentrations.

At this phase of the Southwest Corridor Plan the focus is on identifying potential policy changes or incentives that help the region compete nationally for limited dollars. Many of these strategies are already in place in some cities in the corridor, and our region is recognized nationally for progressive land use policies. This may raise the bar for our region in terms of what we need to implement as the project partners move through a NEPA process.

Regulatory framework

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the corridor, much of which is focused on creating transit ready communities that can leverage an investment in high capacity transit. High capacity transit has the potential to have a catalytic effect on adjacent land uses especially if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies are an opportunity to support the land use vision now and to help achieve the community's desired goals over time. There are a number of regulatory tools and strategies that can help foster transit ready communities; however their application differs greatly depending on the context in which they are applied. A number of these tools may specifically be identified in FTA guidance for the New Starts program. The policies that are recommended for further action by local partners include:

Zoning code changes

- Examining density maximums and building height
- Non-compliant use provision
- Stepbacks

Parking requirements and parking management

- Trip generation reductions
- Responsive parking ratios
- Shared parking
- Unbundling parking

Design

- Layered landscapes and active open space
- Ground floor active use provisions
- Street design, streetscapes and green streets

Financial incentives

There are a number of financial tools available to the public sector that can be used to help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible now and what is desired by the community. In many cases the vision that the community has is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to implementing the community vision. Regulatory tools and policies that support the vision help send this message, but direct financial incentives in key catalytic projects provide a "proof of concept". Strategic investments in such projects can ultimately lead to increased value in the market and eventually allow for private investment without public support over time.

Current market conditions are not supportive of many development forms that are envisioned for the Southwest Corridor. In particular this is true in areas that aspire to a higher level of amenity than what exists today. The tools below are recommended for consideration by public sector partners in areas of change throughout the Southwest Corridor to help leverage investment and new development.

- Vertical Housing Program
- Brownfield Remediation Funds
- System Development Charges Strategies
- Urban Renewal
- Grant programs (e.g., Metro's Transit-Oriented Development Program)
- Affordable housing incentives

Corridor-wide policy

The Southwest Corridor refinement process should include a scope element to work in partnership with the Southwest Corridor cities, Washington County and ODOT to develop a coordinated set of multi-modal performance measures that reflect state, regional and local goals. The multi-modal performance measures may vary across the corridor based on community objectives, and should provide the objectivity necessary for fair and consistent application. The measures would be intended to support both land use review and transportation evaluation. The scope of the alternative performance measures development would likely include Intestate 5 and Highway 99W within the Southwest Corridor, and Tualatin-Sherwood Road in the Tualatin and Sherwood Town Center areas, although the boundaries of application could vary from these limits. The intended work product would develop a set of multi-modal performance measures and associated evaluation process. This product could subsequently be considered for adoption by jurisdictions throughout the region, including Metro and the Oregon Transportation Commission.

DISCUSSION DRAFT, June 5, 2013

Strategic Investment Strategy action chart

July action	Responsibility for implementation					
	Who implements		When	Funding for work	Notes	Target date for next steps (if applicable)
	Lead	Partners				
Decision to refine HCT alternatives for further study: 1. Level of BRT 2. Modes for further study 3. Destination	**Metro**/TriMet	Cities, counties, ODOT	8/2013 – 6/2014	MTIP – Metro	Early 2014 SC agreement: 1. Refined HCT project 2. Collaborative funding plan for DEIS 3. Preliminary funding strategy for HCT project	**Mid 2014**: Begin Draft Environmental Impact Statement (DEIS) on HCT alternative as refined by project partners **Early 2017**: Target end date for DEIS and Locally Preferred Alternative decision
Southwest Service Enhancement Plan	**TriMet**/Metro	Cities	8/2013 – 12/2014	TriMet w/ some Metro staff support	Vision for future transit service throughout the area, including connections to HCT. Long-term enhancements will be guided by TriMet's financial capacity and by local jurisdiction access improvements	**2015**: Implement service enhancements and revisit over time based on local improvements
Southwest Corridor Alternative Performance Measures	ODOT	Cities, Washington County, Metro	8/2013 – 6/2014	ODOT	Coordinate work during refinement of HCT alternative	
Policies and incentives to address regulatory framework and catalyst investments	Cities	Metro	Timing depends on jurisdiction and direct connection to HCT	Cities	Milestones for specific cities will be tied to progress on HCT project with an aim to address FTA guidelines and help the region compete for federal transit funds	**Spring 2014**: Define specific policy considerations for project partners to pursue in coordination with DEIS and development of a Locally Preferred Alternative
Roadway/AT projects highly supportive of HCT	Metro/TriMet	ODOT, cities, counties	8/2013 – 6/2014	Metro	During refinement some projects will be determined to fit with HCT project as refined	**Mid 2014**: Partners will define which projects are packaged with the HCT alternative for NEPA
Roadway/AT projects highly supportive of corridor land use vision	Cities, counties, ODOT		As funding becomes available	Project sponsor	Project sponsors will take responsibility to implement their projects with some collaborative efforts to seek funding, particularly for projects identified as early opportunities; project sponsors actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan	
Parks and natural resource projects	Cities, counties, Metro	Parks, environmental agencies and non-profits	8/2013 – 6/2014 for projects related to HCT	Project sponsor and Metro will look at projects that could be part of HCT alternative	Project partners will take responsibility to implement their projects and work collaboratively to seek grant opportunities and other funding	**Mid 2014**: Identify projects that may be part of HCT alternative for NEPA

The project table summarizes the roadway and active transportation projects recommended by staff. Projects were recommended based on either:

- Critical for safe access to high capacity transit
- Highly supportive of the land use vision in essential or priority places

The specific criteria that were considered for each category were:

Safe access to high capacity transit

Critical

- Does it create or improve ped access on a connection HCT will use?
- Does it help people safely access a station by walking or bicycling within 1/4 mile or a trail within 1 mile?

High

- Does it help people safely access a station by walking or bicycling within 1/4 - 1/2 mile or a trail within 2 miles?

Medium

- Does it help people safely access a station by walking or bicycling within 1/2 - 1 mile or a trail within 3 miles?
- Does it improve local transit service accessing the HCT?
- Does it improve road connections to an end-of-line park and ride?

Low

- None of the above, or covered by another project

Land use goals in essential/priority places

- Is the project in an essential/priority place?
- Is the project supportive of the local land use vision for the place?
- Does the project support land use by providing safe crossings or pedestrian/bicycle connections (active transportation)?

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13

critical
high
medium
low/none

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Portland ODOT	1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	$$$$	5 / all other	
Tigard	1077	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	$		
Tigard	1078	Atlanta Street Extension (new roadway)	Extend Atlanta Street west to Dartmouth Street	$		
Tigard WashCo.	1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	$	4 / all other	
Tigard WashCo.	1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	$		
Tigard WashCo.	1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	Build new connection of Hunziker Road to 72nd Avenue at Hampton St., requires over-crossing over Hwy 217, removes or revises existing 72nd Avenue/Hunziker intersection/ connection.	$$$$		Not E/P place
Tualatin WashCo.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)	Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge.	$$$	1	
Portland	2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting	¢		
Portland ODOT	2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing.	¢		
Portland	2018	Huber Street Sidewalk Project 37th Ave. - 43rd Ave./I-5 On-Ramp	Construct new concrete sidewalks , curbs, and curb ramps on south side of SW Huber Street from 37th Ave. to 43rd Ave.	¢		
Portland ODOT	2027	Pedestrian Overpass near Markham School	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	$		
Portland	2041	SW 19th Ave sidewalks: Barbur - Spring Garden	Construct new sidewalks where none exist (DA)	¢		
Tigard	2045	72nd Avenue sidewalks: 99W to Bonita	Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	$	3 / all other	
Tigard	2046	72nd Avenue sidewalks: Upper Boones Ferry to Durham	Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	$	1	
Tigard	2054	Commercial Street sidewalks: Main to Lincoln	Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢		
Tigard	2057	Hall Boulevard sidewalks: Hunziker to city limits	Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits.	$	4 / all other	
Tigard	2058	Hunziker Street Sidewalks: 72nd to Hall	Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	$		
Tigard ODOT	2066	Tigard Town Center (Downtown) Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	$		
Tigard ODOT	2076	Tigard Transit Center 99W sidewalk infill.	Build sidewalks that are at least 10 ft. wide along SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, so there is landscaped buffer between pedestrians and the motor vehicles.	¢		
Tigard ODOT	2077	Tigard Transit Center crossing improvements.	Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	$		
Tigard	2078	Tigard Transit Center Park & Ride pedestrian path.	Provide a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St.	¢		

Footnotes:

1 - HCT to Tualatin only; 2 - HCT to Sherwood only; 3 - 72nd HCT alignment only; 4 - Hall HCT alignment only; 5 - Naito HCT alignment only; 6 - Barbur/53rd station only

Estimated Cost Magnitudes: ¢ - up to $500,000; $ - up to $5 Million; $$ - up to $10 Million; $$$ - up to $20 Million; $$$$ - More than $20 Million

DISCUSSION DRAFT, June 5, 2013

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13

critical
high
medium
low/none

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Tigard	2079	Tigard Transit Center pedestrian path	Formalize the informal path running from Center Street Connection from SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢		
Tigard	2080	Tigard Transit Center sidewalk infill.	Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢		
Tigard	2090	Hall Blvd sidewalks: Locust to Hunziker	Locust St to Durham Rd- pedestrian infill (Note: to be consistent with SW project list this should be Locust to Hunziker)	$	4 all other	
Portland	2999	Pedestrian connection from Barbur to Terwilliger at Gibbs	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	$		
Portland	3017	Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd.	Multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)	¢		
Portland	3028	Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave.	Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢		
Portland	3033	Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd.	Bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd	¢		
Portland	3038	Lower SW 1st bikeway -from SW Barbur Blvd to SW Arthur St.	Multiple bicycle facility types: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave	¢		
Portland ODOT	3044	Middle Barbur bikeway -from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Ramp.	Separated bicycle route in-roadway. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	$		
Portland	3069	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bikeway	Provide bike lanes on existing street	$		
Portland	3093	Terwilliger bikeway gaps	Separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway	¢		
Portland	3101	Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd.	Bicycle boulevard	¢		
Tigard Tualatin	3117	72nd Avenue bikeway: 99W to city limits	Install bike facilities on both sides of the street from Highway 99W to South City Limits	$	3 all other	
Tigard Lake Oswego	3121	Bonita Road bike lanes: 72nd to I-5	Install bike lanes in eastbound direction from 72nd Avenue to I-5 Bridge	¢	1	
Tigard ODOT	3128	Pacific Hwy-99W Bike Lanes in Tigard	Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	¢		
Tigard	3129	Tigard Transit Center Bicycle Hub	Provide bicycle hub at Tigard Transit Center	¢		
Portland ODOT	4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	$$		
Portland ODOT	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	$$$$		
Portland	5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	$$$		
Tigard	5024	68th Avenue (widen to 3 lanes)	Widen to 3 lanes or for transitway including sidewalks and bike lanes between Dartmouth/I-5 Ramps and south end	$$$		
Tigard WashCo. ODOT	5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	Widen to 3 lanes plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	$	4 all other	
Tigard WashCo.	5036	Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge	Widen to 3 lanes; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	$$$	4 all other	
Portland	5057	SW 53rd and Pomona (improves safety of ped/bike users)	Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of ped/bike users between Barbur and Pomona.	¢	6 all other	
Portland ODOT	5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	$$$$		
Lake Oswego	6001	Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.	Sidewalks and bike lanes; supplement to Tigard project #3121 which continues to 72nd.	¢	1	
Portland	6003	Multmonah viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Multnomah St. viaduct	$		
Portland	6013	Barbur/PCC ped/bike Connection	Neighborhood greenway connection between Barbur and PCC via SW 53rd.	¢	6 all other	
Portland	6021	Hood Avenue Pedestrian Improvements (Lane to Macadam)	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	$		
Portland ODOT	6022	I-405 Bike/Ped Crossing Improvements	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway.	$		
Portland	6026	Pomona St: Bicycle and Ped improvements (35th to Barbur)	provide bike lanes and sidewalks	$		
Portland	6034	Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	SW Taylors Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit.	$		

Footnotes:

1 - HCT to Tualatin only; 2 - HCT to Sherwood only; 3 - 72nd HCT alignment only; 4 - Hall HCT alignment only; 5 - Naito HCT alignment only; 6 - Barbur/53rd station only

Estimated Cost Magnitudes: ¢ - up to $500,000; $ - up to $5 Million; $$ - up to $10 Million; $$$ - up to $20 Million; $$$$ - More than $20 Million

DISCUSSION DRAFT, June 5, 2013

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13

critical
high
medium
low/none

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Durham	6049	Boones Ferry Sidewalks	Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry	¢	1	
Portland	9005	Red Electric Trail: Fanno Creek Trail to Willamette Park	Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$$$		
Portland	9007	Slavin Road to Red Electric Trail: Barbur to Corbett	Build Multi use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$		
Tigard	9014	Fanno Creek Trail - Tualatin River to Tigard St.	Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$		
Tigard Tualatin	9023	Tualatin River Pathway	Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$$	1	
Portland Tigard	9053	Ped/Bike Connection between Tigard Triangle and PCC-Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	$		
Tualatin	9057	Nyberg Creek Greenway	Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	$	1	
Tualatin ODOT	9066	North/South I-5 Parallel Path in Tualatin	Ped/bike pathway	$$	1	
Portland ODOT	1019	Barbur Lane Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)	Reduce number of northbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds and improve safety, improve ped/bike crossing safety and add protected bike lanes	¢		
Sherwood	1062	Arrow Street (Herman Road) - Build 3 lanes with sidewalks and bike lanes	Construct new road to collector standards. Build new 3 lane roadway with stream crossing and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Galbreath Drive.	$$		
Sherwood	1068	Town Center Signal & Intersection Improvements (Downtown Sherwood)	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; on Sherwood Blvd. remove traffic signal at Langer and disallow left turns from Langer to Sherwood, and add traffic signal at Century Dr.	$	2	all other
Tigard ODOT	1129	Highway 99W access management in Tigard	Implement access management strategies and median projects, including additional pedestrian crossing locations, in Hwy 99W Plan.	$$		
Tualatin Sherwood WashCo.	1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike	Widen from 3 to 5 lanes with bike lanes and sidewalks from Langer Parkway to Teton Ave.	$$$$	all other	2
King City ODOT	2001	King City Town Center Pedestrian Improvements	Improve sidewalks, lighting, bus shelters and benches, and pedestrian crossings for Highway 99W.	$		
Tigard King City ODOT	2070	99W pedestrian improvements to serve King City transit stops	Provide pedestrian access and crossing opportunities at transit stops on 99W in the vicinity of Royalty Parkway and Durham Rd in King City.	¢		
Lake Oswego	5004	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)	Widen to include bike lanes, sidewalks, and turn lanes. This project is Phase 2, Oakridge/Reese to Kruse Way. Phase 1 ($23 Million) is in Low Build.	$$		
Portland ODOT	5006	Barbur Lane Diet: Terwilliger to Capitol	Reduce number of northbound travel lanes on Barbur from Terwilliger to Capitol Highway (north) from two to one to reduce speed and improve safety. Adds bike lanes over Newberry and Vermont bridges.	¢		
Portland ODOT	5013	Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	$$$$	5	all other
Sherwood	5020	Oregon-Tonquin Intersection & Street Improvements	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	$		
Tigard WashCo. ODOT	5037	Hall Boulevard Widening, Oleson to 99W	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements	$		
Tualatin WashCo.	5047	Cipole Rd. (widen to 3 lanes with ped./bike)	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.	$$$	2	all other
Tualatin	5048	Herman (multi-modal improvements, Teton to Tualatin Rd.)	Improve to urban standard from Teton to Tualatin.	$		
Tualatin	5049	Herman (multi-modal improvements, Cipole to 124th)	Reconstruction from Cipole to 124th with sidewalks and bike lanes	$		
Lake Oswego	6002	Carman Dr. sidewalks and bike lanes	Add bike lanes and pedestrian pathway	$		
Portland ODOT	6004	Newbury viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Newbury St. viaduct	$		
Portland ODOT	6005	Vermont viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Vermont St. viaduct	$$		
Sherwood ODOT	6042	99W - Sherwood TC Bicycle/Ped. Bridges	Ped/bike under/overcrossings of 99W at Sunset, Meinecke, Edy. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	$$$	2	all other
Sherwood	9029	Westside Trail segments	Trail opportunities within easements of BPA and PGE for connectivity. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	$	2	all other
Tualatin	9061	Westside Trail - Tualatin River Bridge	New bike/ped bridge over the Tualatin River. Could be a joint effort with the Willamette River Water consortium. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	$$		

Footnotes:

1 - HCT to Tualatin only; 2 - HCT to Sherwood only; 3 - 72nd HCT alignment only; 4 - Hall HCT alignment only; 5 - Naito HCT alignment only; 6 - Barbur/53rd station only

Estimated Cost Magnitudes: ¢ - up to $500,000; $ - up to $5 Million; $$ - up to $10 Million; $$$ - up to $20 Million; $$$$ - More than $20 Million

DISCUSSION DRAFT, June 5, 2013

Southwest Corridor Plan

Sorting and Prioritizing "Green Infrastructure" Projects

May 29, 2013, Janet Bebb and Heather Nelson Kent

As we moved from compiling lists of projects, through screening to evaluation and putting together implementation plans, a methodology was developed to prioritize the "green infrastructure" projects. In the Southwest Corridor Plan "green infrastructure" projects include parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements like wildlife corridors and improved culverts for fish passage. Over the past year, a project list was developed with the following steps:

- The projects identified in park system plans and CIP plans were listed and mapped in each jurisdiction. This inventory includes approximately 450 projects and is comprehensive.
- Land use plans were reviewed in each jurisdiction and green projects that will contribute to the success of these plans were added to the list.
- The green technical team comprised of staff from each jurisdiction, reviewed the list and identified projects that were more than 15 years away. These were designated as future projects and not carried forward.

"Modeling" the benefits of green projects is not practical and providing quantitative evaluation of either individual or groups of projects based on scoring criteria would require far more time and resources than the value of those results. In an effort to improve the chances for effective integration of these projects with other investments in the corridor, the Project Leadership Team (PTL) approved a methodology for refinement of the list that draws on three key assumptions:

- Land use objectives and transportation investments may benefit from complementary green infrastructure projects.
- Natural resource projects have a logic based on natural systems that is distinct from livability or economic development. There may also be a regulatory framework or regulatory requirements to meet related to these resources.
- The cities and jurisdictions that comprise the corridor have the best knowledge of their top priority projects.

The "green" project list has been refined to include parks, trails and natural resource-related projects that are:

1. *Within a ¼ mile of transit alignments alternatives;*
2. *Adjacent to and/or within the key places identified in the land use vision (LUV) for the corridor, (for example Tigard downtown);*
3. *Identified as top priorities by local jurisdictions;*
4. *Water resources projects from 1 and 2, as well as projects that are upstream and downstream from those project locations;*
5. *All regional trail projects from 1 and 2 as well as projects that provide local trail connections to those areas within ½ mile of transit alternatives and/or key places.*

This revised list will continue to be reviewed by local government and other agency staff to confirm that project information is correct and that the screening criteria have been applied correctly.

Funding for parks, trails and natural resource enhancements will require collaboration and initiative
Most of the green infrastructure projects will require creative funding solutions. Strategies include grant writing (state, regional, federal and foundation) and project prioritization within existing funding sources (Park SDC's, SWM funds, etc.). In some communities, voters have been asked to invest in more parks, trails and natural areas. Tigard, THPRD and Metro have all successfully secured voter-approval in the past to support capital investments in these kinds of projects.

As the transit alignments are further refined, the next step in sorting and prioritizing "green" projects in the Southwest Corridor is for partners to examine the likely funding sources and agree to a collective strategy for grant writing and the strategic use of other available or new funds. A refined project list could be developed based on this shared funding strategy.

Finally, it is important to note that the "green" project list compiled for the Southwest Corridor does not include the numerous impacts and mitigation projects that would be required as a result of a new transit corridor, road and street construction and redevelopment. As more information is gathered on exactly which land use, transportation and transit projects will be pursued, partners can seek to understand what nearby or adjacent "green" projects are relevant to the type of impacts that may be present. A priority should be placed on finding those projects that offer multiple benefits and foster a higher return on investment for the public's resources, regardless of the source of those funds.

1. Funding Amount: Scale of funding for associated projects
HIGH - 5 million and up
MEDIUM - 1/2 million to 5 million
LOW - Under 1/2 million

2. Funding Timing: SHORT TERM: 0-5 years, MID TERM: 5-15 years or LONG TERM: Beyond 15 years

3. Identified Needs:
SERVICE NEED: 10-minute walk of a park, trail, or natural area
DEVELOPMENT COMPLEMENT: Parks, trails, and natural resource investments can support higher density housing and provide links to transit and neighborhood services.
LAND ACQUISITION: Assemble and Acquire large parcels - Parks greater than 5 acres are desirable.
CONNECTIVITY: access to nature both along the trails and by connecting parks and natural areas
WATER QUALITY AND QUANTITY
STREAMS AND RIPARIAN HEALTH
WILDLIFE HABITAT
WILDLIFE CROSSING
LOW IMPACT DEVELOPMENT: LID(A)s
URBAN FOREST Canopy – Trees

4. Project Size
S- SMALL is under an acre.
M - MEDIUM is 1 acre to 5 acres.
L - LARGE is more than 5 acres

Note 1: **Projects highlighted in blue are representative of a policy for use in the SW Corridor.**

Note 2: **Project highlighted with yes responses for Screening Question - Supports Local Land Use Goals received support from Project Partners as complementing land use plans. Generally, these are all low impact, resource preserving projects.**

Note 3: **Projects are generally deemed as having no impacts because they are low impact, resource preserving projects.**

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
		CITY OF PORTLAND					
PDX-1	**Willamette Greenway trail gaps**	The goal is to protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river along the greenway from Wilsonville to the Multnomah Channel.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX - 2	**Acquire 56 Acres: Fanno Creek Watershed**	Fanno Creek is one of the acquisition targets for Natural Areas in the *Park System Development Charge Acquisition & Development Plan* for the SW Corridor.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 3	**Acquire 56 Acres: Westside Wildlife Corridor**	A westside wildlife corridor is one of the acquisition targets for Natural Areas in the *Park System Development Charge Acquisition & Development Plan* for the SW Corridor.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 4	**Acquire 84 Acres: Tryon Creek Watershed**	Land in the Tryon Creek watershed is one of the acquisition targets for Natural Areas in the *Park System Development Charge Acquisition & Development Plan* for the SW Corridor.	Limit Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 5	**Red Electric Trail**	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing a bike/ped crossing at Barbur Blvd to the old SW Slavin Rd. R.O.W.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX- 6	**Red Electric Trail**	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing a bike friendly connection from Park Hill Dr. to the Willamette Greenway.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX -7	**Red Electric Trail**	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing SW Shattuck to SW Cameron section of RE Trail (project is funded for SW 30th to SW Vermont).	Yes	SHORT TERM: 0-5 years; 2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX - 8	**Red Electric Trail**	Implementation of the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) • Acquire & Develop: Washington County Line to SW Shattuck section of RE Trail	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-9	**Hillsdale to Lake Oswego Trail**	Develop a sustainable trail (soft surface) between Tryon Creek State Natural Area and Marshall Park, and contribute to funded BES culvert replacement project at Boones Ferry Road, Arnold and Tryon Creeks. Make -up short fall to provide for pedestrian passage.	Yes; Partially funded	SHORT TERM: 0-5 years; 2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-10	**South Waterfront Greenway Phase I**	Create a new high-density urban community while supporting the habitats along the Willamette River. Phase 1 is partially funded for Riverward improvements - additional funding needed to finish project.	Yes; Partially funded	SHORT TERM: 0-5 years; 2012-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
PDX-11	**City Greenways**	Develop city connections, greenways and corridors. A system of habitat connections, neighborhood greenways and civic corridors will weave nature into the city and sustain healthy, resilient neighborhoods, watersheds and Portlanders.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX-12	**Dickinson Park**	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-13	**Hillsdale Park**	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-14	**Spring Garden Park**	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-15	**Heritage Tree Park**	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-16	**SW Dickinson & 62nd**	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-17	**SW Talbot Property**	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-18	**Sylvania Park**	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-19	**Acquire & Develop 4 acres: So. Waterfront**	Imlement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX-20	**Acquire & Develop 4 acres: Hillsdale**	Imlement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-21	**Acquire & Develop 2 acres: John's Landing:**	Imlement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-22	**Acquire & Develop 10 acres: Southwest– largest gap in service**	Imlement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-23	**Watershed Health**	Implement Watershed Health Strategy to Reduce impervious surfaces and/or retrofit impervious surfaces to reduce impacts.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	Policy	
PDX-24	**Watershed Health**	Implement Watershed Health Strategy to manage all stormwater runoff from new development and redevelopment in accordance with the requirements of the Stormwater Management	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-25	**Watershed Health**	Watershed Health Strategy - Assess, repair and/or replace existing stormwater outfalls along Barbur Boulevard as needed. In particular, outfall repairs and/or replacements should be designed so as not to cause erosion and degradation of receiving streams.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-26	**Watershed Health**	Watershed Health Strategy - Restore stream functions and stability in planning areas when possible.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-27	**Watershed Health**	Watershed Health Strategy - Restore habitat connectivity through revegetation, land acquisition, stream daylighting, and other methods when possible.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-28	**Watershed Health**	Watershed Health Strategy - Increase canopy and other vegetative cover and improve the quality and composition of vegetation including street trees.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-29	**Watershed Health**	Watershed Health Strategy - Protect sites and features with high watershed value. This could include acquisition, easements, or other methods	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-30	**Tri-Met Park and Ride Stormwater Retrofit**	Design is underway for this project that will treat stormwater runoff on 243,000 square feet of Tri Met property at the Barbur Boulevard Transit Center. Swales will filter stormwater runoff from parking lots, bus shelters and bus lanes.	Yes	SHORT TERM: 0-5 years; 2012-2013 and 2013-2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-31	**S. Ash Creek Stream Enhancement**	Design is underway for this stream and sewer protection project in the Ash Creek natural area in the Tryon Creek watershed. The project will stabilize the channel, protect the sewer pipe where it crosses the stream, and improve water quality.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
PDX-32	**Raindrop Walk Green Street**	Environmental Services Worked with the community to develop a management plan for the Fanno Creek and Tryon Creek watersheds. The plan recommended project sites to improve water quality, address public interests, enhance fish and wildlife habitat, improve infrastructure, and restore watershed functions. The Multnomah Village Raindrop Walk green street is a showcase for green street improvements.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	1
PDX-33	**Reach 1 Hwy 43 to Iron Mountain**	Fanno/Tryon Water Quality Facilities, Infrastructure protection and stream enhancement	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
PDX-34	**Reach 6 Boones Ferry to Marshall Park**	Fanno/Tryon Water Quality Facilities, Infrastructure protection and stream enhancement	Yes	SHORT TERM: 0-5 years; 2012-	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
PDX-35	**Boones Ferry Culvert Retrofit**	Salmon can reach the existing culvert under Boones Ferry Road but cannot get over the obstruction there. BES has put the culvert replacement project into its Capital Improvement Plan for design.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-36	**Fanno SW 45th Avenue Culvert Replacement CIP #86**	Replace culvert as part of larger project to upsize area pipe segments, and install stormwater controls to relieve street flooding and basement sewer backups.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-37	**Tryon I-5 at SW 26th WQ Facility CIP #8679**	Part of a group of projects to implement the recommendations of the Fanno/Tryon Watershed Plan and the objectives of the TMDL. Projects include acquisition of land to protect watershed functions; construction of stormwater facilities to treat runoff from imperious surfaces including right-of-ways and major commercial concentrations, retrofit/replacement of culverts to increase capacity and provide fish passage; rehabilitation/replacement of degraded stormwater outfalls, stabilization of eroding steam banks, and daylighting of stream segments currently encased in pipe.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-38	**Jackson MS Storm Daylighting & SW Retro CIP #8680**	Stream daylighting and stormwater management	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-39	**Tryon Spring Garden Stream Daylighting CIP #8681**	Stream daylighting and stormwater management	Yes	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
PDX-40	**Stormwater Outfall Maintenance CIP #8677**	Stormwater outfall maintenance and repair	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-41	**Fanno/Tryon Water Quality Facilities CIP #8687**	Stormwater management	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5	SHORT TERM: 0-5 years	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-42	**Multnomah Arts Center West Parking Lot**	Design began in spring 2010 for stormwater management facilities to detain and treat runoff from 50,000 square feet of impervious area at the Multnomah Arts Center in the Tryon Creek watershed.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-43	**Beaverton Hillsdale Highway Drainage Improvement**	Stormwater management	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-44	**Portland Community College's forested area adjacent to Ash Creek Natural Area**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-45	**Western end of the Arnold/Tryon Creek corridor**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-46	**The narrow treed area between Ash Creek Natural Area and Woods Memorial Natural Area**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-47	**Corridors between Woods Memorial Natural Area to Gabriel and April Hill Parks**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-48	**Corridor from Riverview Cemetery through any of three potential routes to (a) George Himes Park, (b) Terwilliger natural areas, (c) Marquam Nature Park, Council Crest and eventually Forest Park**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-49	**Park Site behind Fred Meyer**	Preliminary concept idea for implementing neighborhood park for proposed increased density at focus areas on Barbur Boulevard	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-50	**Park Site behind Safeway**	Preliminary concept idea for implementing neighborhood park for proposed increased density at focus areas on Barbur Boulevard	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-51	**SW 53rd Neighborhood Greenway**	Provide safe pedestrian/bike facilities for connectivity	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-52	**Sidewalks, Street Trees, and Green Streets in SW Corridor**	Improving active transportation links, new sidewalks, greenways for better access and connectivity	No	Ongoing	LOW - Under 1/2 million	Ongoing	
PDX-53	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #7 on Ball Creek. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-54	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #15. Unknown passage status. Barrier subtype is 'round.' Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Culvert is not on straight-line chart. Lower 25' backflows, possible velocity barrier.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-55	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #24 on Arnold Creek. Passage status is blocked. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert, located at SW Lancaster Rd. It is 1.3M concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-56	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #26 on South Fork Ash Creek. Barrier subtype is unknown. Passable passage status. Professional judgment was used to evaluate this culvert, located as SW 55th.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-57	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #27 on South Fork Ash Creek. Barrier subtype is unknown. Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-58	**Remove Fish Barrier**	Remove unnamed structure ODFW ID #29 on South Fork Ash Creek. Barrier type is an exposed sewer pipe. Partially blocked passage status. Professional judgment was used to evaluate this structure.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-59	**Remove Fish Barrier**	Remove unnamed structure ODFW ID #31 on South Fork Ash Creek. Passable passage status. Professional judgment was used to evaluate the structure. Comment says, "house on top of creek SW Lauradel."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-60	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #33 on South Fork Ash Creek. Partially blocked passage status. Professional judgment was used to evaluate this culvert at SW 62nd, at a housing development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-61	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #34 on South Fork Ash Creek. Passable passage status. Professional judgment was used to evaluate the culvert, near a walking path.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-62	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #46 on Tryon Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate the culvert at SW Maple Crest Dr. It is 1.7m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-63	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #48 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 18th Pl. It is 1.7m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-64	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #49 on Woods Creek. Blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Taylors Ferry Rd. It is 0.8m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-65	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #50 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-66	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #51 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-67	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #54 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 55th. It is 0.8m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-68	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #58 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Lancaster. It is 0.7m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-69	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #59 on Falling Creek. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-70	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #60 on Falling Creek. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-71	**Remove Fish Barrier**	Remove unnamed structure ODFW ID #62 on Ash Creek. Partially blocked passage status. Barrier type is an exposed sewer pipe. Professional judgment was used to evaluate this structure. Comment says, "step ht=0.45m exposed sewer pipe crossing."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-72	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #63 on Woods Creek. Blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 45th. It is 0.9m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-73	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #64. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-74	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #65 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Orchid Dr. It is 1.2m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-75	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #66 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Dolph. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-76	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #67 on Wood Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert SW Garden Home Rd. It is 1.0m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-77	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #68 on Vermont Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert. Comments include, "end of survey; cr. Never surface 0.65m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-78	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #69. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "not on straight-line chart. 0.4 miles north of Sellwood Br. 4' falls above culvert. City culvert below appears to be velocity barrier."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-79	**Custer Park Pollution Reduction Facility**	Custer Park pollution reduction facility upgrade; expansion of capacity and function of existing swale and pond located along Custer Creek in Custer Park to improve stormwater services and recreation use. BES: Project 5.2/2014 CIP - $230,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-80	**Stephens Creek Nature Park Detentions and Wetland facilities**	Stephens Nature Park in-line detention and wetland enhancement; construct detention facility in Stephens Creek upstream of the Burlingame culvert and enhance existing wetland, consistent with 2005 A Functional Plan for Stephens Creek Nature Park and planned 2013 trail improvements. BES: Project 31.1a/b /2014 CIP - $750,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-81	**Raz Wetlands**	Raz property wetland detention facility; detention and stream channel construction in undeveloped property at the headwaters of Stephens Creek. BES has a signed contract in place to purchase this property. BES: Project 24.6/2014 CIP - $1,030,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-82	**Greater Portland Bible Church neighborhood facility**	Greater Portland Bible Church neighborhood facility; an opportunity exists to construct a vegetated stormwater treatment facility on a tax lot adjacent to the Greater Portland Bible Church. BES: Project 6.1/6.3/ CIP 2014	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		
PDX-83	**Stephens Creek Tributaries Outfall Repair**	Repair and enhancement of 17 public and private stormwater outfalls on the River View, River View South, and Ruby Creek tributaries of Stephens Creek. BES: Project /CIP 2014 - $960,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-84	**Right-of-way Retrofit Shell**	Provides a flexible means to construct stormwater retrofits to the existing system on streets identified as high-priority for detention and/or and pollution reduction. I-5. BES: Project / CIP 2014 - $1,000,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-85	**SW Terwilliger Shared Detention Facility**	ODOT Shared Detention and Pollution Reduction Facilities - SW Terwilliger shared detention facility. BES: Project 23.1a/ CIP 2015 - $220,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-86	**Fulton Park Neighborhood Wetland Facility**	ODOT Shared Detention and Pollution Reduction Facilities - Fulton Park neighborhood wetland facility adjacent to the community garden. BES: Project 21.2b/ CIP 2015 - $470,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-87	**A-Boy Plumbing neighborhood detention facility**	ODOT Shared Detention and Pollution Reduction Facilities - A-Boy Plumbing neighborhood detention facility adjacent to I-5 in existing low point. BES: Project 21.1a/ CIP 2015 - $1,280,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-88	**Stormwater filter vault at ODOT right-of-way**	ODOT Shared Detention and Pollution Reduction Facilities - Stormwater filter vault at ODOT right-of-way, which can treat both I-5 runoff, city streets, and private property. BES: Project 23.2/ CIP 2015 - $500,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-89	**Local stormwater treatment facilities on I-5 overpasses**	ODOT Shared Detention and Pollution Reduction Facilities - Local stormwater treatment facilities on I-5 overpasses. BES: Project 23.3/ CIP 2015 - $110,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-90	**Rain gardens for bioremediation of I-5 outfalls**	ODOT Shared Detention and Pollution Reduction Facilities - Rain gardens for bioremediation of I-5 outfalls adjacent to Stephens Creek. BES: Project 25.5/ CIP 2015 - $140,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-91	**River View Tributary Improvements**	Stephens Creek Tributaries Habitat Restoration - River View Tributary—improve near-stream habitat; this project will improve habitat conditions in the stream by restoring in-stream habitats and wetlands, and improving habitat connectivity through bank layback, and installation of large wood. It will improve the diversity of native plants in the riparian area. BES: Project 9.3a/ CIP 2015 - $260,000					
PDX-92	**River View neighborhood scale wetland facility**	Stephens Creek Tributaries Habitat Restoration - River View neighborhood scale wetland facility; this project will enhance wetlands associated with River View and Taylors Ferry tributaries to improve habitat, peak flows, and water quality. BES: Project 9.5/ CIP 2015 - $67,000					1
PDX-93	**Crestline Creek Stream Improvements**	Stephens Creek Tributaries Habitat Restoration - Crestline Creek—improve near-stream habitat; this project will include removal of invasive plants and revegetation with native plants, improvement of near-stream habitat, and educate and encourage property owners to remove invasive plants and re-populate with riparian vegetation along the Crestline Creek riparian corridor, including the area along the surface channel near the headwaters. BES: Project 12.4/CIP 2015 - $40,000					1
PDX-94	**Ruby Creek Stream Improvements**	Stephens Creek Tributaries Habitat Restoration - Ruby Creek—improve near-stream habitat; this project will focus on education and outreach to encourage property owners to remove invasive plants and re- populate revegetation with native plants and riparian vegetation along the Ruby Creek riparian corridor to where it flows into the mainstem Stephens Creek. BES: Project 19.3/ CIP 2015 - $22,000					
PDX-95	**Private Property Partnership Shell**	Stephens Creek Tributaries Habitat Restoration - This shell will fund projects that mitigate stormwater runoff from existing impervious surface on private property or create stormwater assets not owned and operated by BES. The Private Property Partnership Shell is intended as a flexible means to incentivize stormwater projects on private properties that help cost-effectively meet BES's stormwater system improvements needs. This could include funding larger facilities than would otherwise be required by the SWMM or construction of habitat and restoration projects in natural systems that are impaired by runoff from the BES stormwater system. BES: Project BWRF.2/ Select projects for CIP 2015 - $2,007,000 + 850,000 for commercial property retrofits with ecoroof and pervious pavement.					
PDX-96	**Fulton Park stream daylighting**	Headwaters Stream Enhancement and Daylighting - Fulton Park stream daylighting; there is an opportunity to daylight the piped stormwater runoff in Fulton Park to the adjacent historic channel (Miles Creek), which would ultimately lead to improved habitat and biological communities. The runoff would be attenuated and treated before returning to the pipe and being conveyed under I-5. BES: Project 32.1/CIP 2017 - $860,000					
PDX-97	**In-stream habitat improvements at Cloverleaf Apartment**	Headwaters Stream Enhancement and Daylighting - Improve in-stream habitat at Cloverleaf Apartments; this project consists of restoration work at the Clover Leaf reach of the Stephens Creek mainstem. This project should consider the presence of hydric soils and work to improve connectivity of the stream to springs and remnant floodplain elevations. Riparian and in-stream restoration will include bank layback where downcutting has occurred, installation of large wood complexes to create small in-stream pools, addition of coarse sediment materials to improve in-stream habitat. Riparian enhancement will include replanting with riparian and emergent vegetation. Reconstruct discharge outfalls from building and parking stormwater runoff to enhance floodplain function. BES: Project 31.4/CIP 2017 - $471,000					

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-98	**Capitol Hills Condos stream daylighting**	Headwaters Stream Enhancement and Daylighting - Capitol Hills Condos stream daylighting; work with private property owners to remove piped section of Stephens Creek through the Condo complex. Replace with restored stream channel and adjacent riparian area. BES: Project 24.8/ CIP 2017 - $1,470,000					
PDX-99	**Shadow Hills Apartments stream enhancement**	Headwaters Stream Enhancement and Daylighting - Shadow Hills Apartments stream enhancement; restoration work at the Shadow Hills reach of Stephens Creek should consider the presence of hydric soils and work to improve connectivity of the stream to springs and remnant floodplain elevations (present or created). Riparian and in-stream restoration of the Shadow Hills reach of Stephens Creek will include bank layback where downcutting has occurred, installation of large wood complexes to create small in-stream pools, addition of coarse sediment materials to improve in-stream habitat. Riparian enhancement will include replanting with riparian and emergent vegetation. Reconstruct discharge outfalls from building and parking stormwater runoff to enhance floodplain function. BES: Project 24.9/ CIP 2017 - $470,000					
PDX-100	**Taylors Ferry improve in-stream habitat**	Headwaters Stream Enhancement and Daylighting - Taylors Ferry improve in-stream habitat; add in-stream cover for aquatic organisms and to stabilize banks. This project is intended to meet the alternative themes to emphasize biological communities and habitat restoration. BES: Project 28.3d/ CIP 2017 - $1,080,000					
PDX-101	**Replace Macadam Culvert**	Remove existing culverts under Highway 43 and replace with a larger culvert/span and restore natural substrate to Stephens Creek. Remove invasive species (English ivy and Himalayan blackberry) and plant native riparian vegetation in the currently degraded buffer zones between Macadam and Stephens Creek. Increase in-stream habitat to support benthic invertebrates and native fish. BES: Project 29.1/ CIP 2017 - $440,000					
PDX-102	**Lay back banks Burlingame reach**	Lay back banks Burlingame reach. BES:25.1a/ No CIP identified $334,000					
PDX-103	**Improve in-stream habitat Burlingame reach**	Improve in-stream habitat Burlingame reach.BES:25.1c/ No CIP identified - $1,862,000					
PDX-104	**Wetland enhancement Burlingame reach**	Wetland enhancement Burlingame reach. BES: Project 25.2/No CIP identified- $67,000					1
PDX-105	**Stephens Canyon I-5 Runoff to Willamette or Combined System**	Stephens Canyon I-5 Runoff to Willamette or Combined System. BES: Project 26.1, 26.1f/ No CIP identified at this time - $4,069,000					1
PDX-106	**Mausoleum Tributary property acquisition**	Mausoleum Tributary property acquisition. BES: Project 27.4b/No CIP identified at this time - $2,268,000					
PDX-107	**Mausoleum North property acquisition**	Mausoleum North property acquisition. BES: Project 27.6/ No CIP identified at this time - $851,000					
PDX-108	**Wetland enhancement Burlingame reach**	Wetland enhancement Burlingame reach, separate location- this is not a repeat of PDX-104. BES: Project 27.3/ No CIP identified at this time - $67,000					
PDX-109	**Mausoleum property revegetation**	Mausoleum property revegetation. BES: Project 27.4a/No CIP identified at this time - $161,000					
PDX-110	**Taylors Ferry stream daylighting**	Taylors Ferry stream daylighting. BES: Project 28.3b/No CIP identified at this time - $1,386,000					
PDX-111	**Taylors Ferry culvert replacement**	Taylors Ferry culvert replacement. BES: Project 28.3a /No CIP identified at this time - $326,000					1
PDX-112	**Natural fish ladder above Hwy 43 culvert**	Natural fish ladder above Hwy 43 culvert. BES: Project 28.3c /No CIP identified at this time - $1,318,000					
PDX-113	**Macadam improve near-stream habitat**	Macadam improve near-stream habitat. BES: Project 29.5/No CIP identified at this time - $188,000					
PDX-114	**Boones Ferry neighborhood detention pond**	2.1b Boones Ferry neighborhood detention pond. BES: Project 2.1b/No CIP identified at this time - $405,000					
PDX-115	**River View Cemetery improve in-stream habitat**	River View Cemetery improve in-stream habitat. BES: Project 9.3b/No CIP identified at this time - $8,972,000					
PDX-116	**Restore in-stream connectivity for fish passage**	Restore in-stream connectivity for fish passage - Taylors Ferry tributary. BES: Project 9.4/No CIP identified at this time - No cost estimate at this time.					
PDX-117	**Large wood installations, invasives control and revegetation in Stephens Canyon**	Large wood installations, invasives control and revegetation in Stephens Canyon. BES: Project 26.2/No CIP identified at this time - $890,000					
PDX-118	**SW Evans neighborhood facilities**	SW Evans neighborhood facilities. BES: Project 17.3/No CIP identified at this time - $626,000					
PDX-119	**SW Terwilliger improve near-stream habitat in ODOT right-of-way**	23.4a SW Terwilliger improve near-stream habitat in ODOT right-of-way. BES: Project 23.4a/No CIP identified at this time - $55,000					
PDX-120	**SW Terwilliger improve in-stream habitat**	SW Terwilliger improve in-stream habitat. BES: Project 23.4b/No CIP identified at this time - $419,000					
PDX-121	**Improve near-stream habitat Clover Leaf Apt.**	Improve near-stream habitat Clover Leaf Apt. BES: Project 31.3/No CIP identified at this time - $2,000					1
PDX-122	**Spring Creek riparian restoration**	Spring Creek riparian restoration. BES: Project 24.10/No CIP identified at this time - $3,000					1
PDX-123	**Raz Transportation acquisition, stream daylighting, LUST Cleanup**	Raz Transportation acquisition, stream daylighting, LUST Cleanup. BES: Project 31.2a, b, c/No CIP identified at this time - $1,341,000					
PDX-124	**Culvert removal and daylighting in Burlingame reach**	Culvert removal and daylighting in Burlingame reach. BES: Project 25.1b /No CIP identified at this time - $145,000					
PDX-125	**Expand and enhance Texas Wetland**	Expand and enhance Texas Wetland. BES: Project 3.1 /Op CIP 2014 - $21,000					1

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-125	**Fulton Park revegetation**	Fulton Park revegetation. BES: Project 32.3 /Op CIP 2014 - $36,000					1
PDX-126	**Restore historic channel at Miles Creek**	Restore historic channel at Miles Creek. BES: Project 26.7 /on hold in WIF - $437,000					1
PDX-127	**Real time controls stormwater retrofit at Burlingame Fred Meyer and nearby apartments**	Real time controls stormwater retrofit at Burlingame Fred Meyer and nearby apartments. BES: Project 32.3 /No CIP identified at this time - $76,000					
PDX-127	**Mausoleum Retrofits**	Mausoleum Retrofits. BES: Project 27.1, 27.2/No CIP identified at this time - $55,000					
PDX-128	**Curb extension retrofits on PBOT high-priority streets**	BWRF.1 Curb extension retrofits on PBOT high-priority streets BES: Project BWRF.1 /No CIP identified at this time -$4,565,000 Select projects identified for CIP 2014					1
PDX-129	**Curb extension retrofits on all right-of-way**	BWRF.2 Curb extension retrofits on all right-of-way. BES: Project BWRF.2 /No CIP identified at this time $23,386,000					
PDX-130	**Basin wide tree planting**	Basin wide tree planting. BES: Project BWRF.4/ No CIP identified at this time - $1,660,000					
PDX-131	**Apt Retrofit (Spring Creek, Shadow Hills and Capitol Hill)**	Apt Retrofit (Spring Creek, Shadow Hills and Capitol Hill). BES project 24.5. $1,602,000 NO CIP identified at this time.					
PDX-132	**Capitol Hill School and St Claire Church Retrofits**	Capitol Hill School and St Claire Church Retrofits. BES project 22.1. $2,653,000 NO CIP identified at this time.					
PDX-133	**Stormwater retrofit at Hillsdale Community Church**	Stormwater retrofit at Hillsdale Community Church. BES project 3.4. $668,000 NO CIP identified at this time.					
		CITY OF TIGARD					
TI-1	**Fanno Creek Corridor Trail (T7)**	Woodward Park to Grant (partially funded), Grant to Main (partially funded), Planning and Acquisition, MORE important	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-2	**Fanno Creek Corridor Trail (T11)**	Trail link from Tigard Public Library to Milton Court/Bonita Road	No	SHORT TO MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-3	**Fanno Creek Corridor Trail (T6)**	Trail link from Fanno Creek/Tigard Street to Tigard Transit Center	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-4	**Fanno Creek stormwater**	Stormwater and protection of trail	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-5	**Fanno Creek Park: Urban Plaza**	Acquisition and development of urban plaza for downtown Tigard, The Downtown Plaza was designed to meet the need for a community gathering space for events and everyday use, and the goal of initiating redevelopment under a new Urban Renewal District approved in May of 2006.	Yes; Partially funded	SHORT TO MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-6	**Fanno Creek Downtown**	Establishes the "Green Heart" identified in the Tigard Downtown Improvement Plan by locating the primary open space and plaza between Downtown and the community's unique natural resource - Fanno Creek.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-7	**Tualatin River Corridor**	Limit pollution and restore native vegetation in riparian zone	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-8	**Tualatin River Trail**	108th Avenue Grading and Existing Trail Improvements, 108th Avenue to Pacific Highway Extension	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-9	**Tualatin River Water Trail**	CWS, Bruce Roll	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-10	**Ash Creek Corridor**	Limit pollution and restore native vegetation in riparian zone	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-11	**Washington Square Connection/Washington Square Loop**	Trail Loop complete in THPRD. Fanno Creek to Highway 217 Sidewalk and Bikeway improvements, less important	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TI-12	**Summer Creek property Natural Area**	Approximately 38 acres under conservation easement	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-13	**Summer Creek Education Center**	Summer Creek Education Center	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-14	**Summer Creek Trail and Corridor**	Summer Crest Drive and Tigard Street sidewalk and bikeway improvements, Fowler Nature Education Trail	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TI-15	**Red Rock Creek, Tigard Triangle**	Limit pollution and restore native vegetation in riparian zone	No	MID TO LONG TERM: 5-15 years or beyond	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-16	**Jack Creek Bridge**	Develop pedestrian and bicyle bridge	Yes	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-17	**Jack Park**	Design	Yes	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-18	**East Butte Heritage Park**	Design/Develop	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-19	**Fanno Creek Park: Fanno Creek House**	Improvements to indoor space	Yes	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-20	**Sunrise and Cach Community Park**	Design for additional facilities and programming of park	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-21	**Krueger Creek and Summer Creek Trail Connections**	Summer Creek Trail to Mary Woodard School	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-22	**Ascension Trail**	Ascension Trail Improvements	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-23	**Tigard Street trail connection**	Fanno Creek/north Dakota Street to Tiedeman Street	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-24	**Fanno Creek (crossing realignment)**	Tiedeman Avenue Crossing Re-alignment	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-25	**Fanno Creek - 85th Avenue to Durham**	85th Avenue Trail to Durham City/Ki-A-Kuts, Complete an important gap in the trail from Bonita Road to Durham Road. Trail will be built in the street right-of-way of SW 74th Avenue. Tonquin Trail at Ki-A-Kuts bridge over the Tualatin River.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-26	**Pathfinder-Genesis Trail (T8)**	Fanno Creek to Pathfinder Court Trail	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-27	**Westside Trail (T10)**	Planned Portland to Tualatin expansion	No	MID TO LONG TERM: 5-15 years or beyond	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-28	**Krueger Creek Trail**	Walnut Street to Jack Park	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TI-29	**Fanno Creek Trail - Durham Rd to Tualatin River Trail Connection**	Durham Road to Tualatin River Trail	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-30	**Fowler Property**	Begin design and planning phase of Fowler property park project. Acquisition is complete.	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-31	**Tree Grove protection**	Focus on preserving large groves of native trees.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	1
TI-32	**River Terrace Annexation**	Property acquisition for new parks in River terrace UGB expansion area	No	Ongoing	HIGH - 5 million and up	Ongoing	1
TI-33	**Looping north of the Tualatin River**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-34	**Fanno Creek forks to the northeast at Fanno Creek Park**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-35	**Fanno Creek**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-36	**South of SW Riverwood Lane, between SW Greenland Brire & SW Wood Crest Avenue**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-37	**Kruse Way Trail**	There is an existing bike/ped bridge crossing I-5 at the Hwy 217 interchange. The bridge is part of Lake Oswego's Kruse Way Trail. The trail needs to be extended to the west only a short distance to connect to the Fanno Creek Trail.	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TI-38	**Fanno Creek Trail - Bomota Road to Durham Road Connection**	Complete an important gap in the trail from Bonita Road to Durham Road. Trail will be built in the street right-of-way of SW 74th Avenue.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-39	**Red Rock Creek Bike/Ped Creek Crossing**	Provide bike/ped connectivity with bridge crossing of Red Rock Creek	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-40	**Tigard Triangle Park**	Create neighborhood park in underserviced area of Tigard triangle	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-41	**Acquire TDRs on Red Rock Creek**	Purchase TDRS on Red Rock Creek for preservation of riparian corridor	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-42	**Tigard Main Street Green Street**	Provide new green street facilities on Main Street	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-43	**Connection between Tigard Triangle and PCC-Sylvania**	Provide pedestrian/bicylcle connection between the Tigard Triangle area and PCC-Sylvania	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-44	**Complete Green Spines in Downtown**	Provide "green" boulevards for downtown Tigard as planned in Fannon Creek Master Plan	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-45	**Open Space/Park development in Washington Square**	Provide additional open space or neighborhood park in Washington Square	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-46	**Pedestrian Crossing /Sky Bridge over I-5 at Ash Creek**	Provide sky bridge pedestrian/bicyle crossing over Interstate 5 at Ash Creek	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-47	**Washington Square Greenbelt**	The Washington Square Regional Center Plan - September 1999 established a plan for an interconnected open space system and a green belt around the center that would potentially add property value and attract quality developments that ultimately will create a great place to live and work for the region.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-48	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #11. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-49	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #12. Unknown passage status. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "1 mile from I-5. Double culvert (24" x 2) Steps fall 2' over 5' long cascade. Initial steps are 16" and 12". Subterranean above. Below runs alongside of large pond. Listed as irrigation ditch in straight-line chart."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-50	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #13. Unknown passage status. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "1 mile from I-5. Double culvert (24" x 2) Steps fall 2' over 5' long cascade. Initial steps are 16" and 12". Subterranean above. Below runs alongside of large pond. Listed as irrigation ditch in straight-line chart."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-51	**Remove Fish Barrier**	Remove Stark Reservoir ODFW ID #14 over unnamed stream. Barrier subtype is 'permanent dam.' Owner is Herbert & Roth Stark.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-52	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #17 on Ash Creek. Barrier subtype is 'round.' Unknown passage status. Comments include, "historic St. presence above culvert on Ash Creek."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-53	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #18. Passable passage status. Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Not in straight-line chart.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-54	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #20 on Ash Creek. Partially blocked passage status. Professional judgment used to evaluate culvert. Comments include, "step ht+0.4m; old irr dam."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-55	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #21 on Ash Creek. Barrier subtype is 'round.' Owner is ODOT. Passable passage status. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Labeled as "Hedges Cr" on road.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-56	**Remove Fish Barrier**	Remove unnamed culvert on ODFW ID #22 on Ash Creek. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-57	**Remove Fish Barrier**	Remove unnamed dam on ODFW ID #28 on South Fork Ash Creek. Partially blocked passage status. Professional judgment used to evaluate dam. Comments include, "step ht=0.8m; backyard dam."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-58	**Remove Fish Barrier**	Remove unnamed culvert on ODFW ID #30 on South Fork Ash Creek. Blocked passage status. Professional judgment used to evaluate culvert on SW Ventura Dr.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-59	**Remove Fish Barrier**	Remove unnamed culvert on ODFW ID #32 on South Fork Ash Creek. Passable passage status. Professional judgment used to evaluate culvert. Comments include, "T=12.0C path; county boundary."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-60	**Remove Fish Barrier**	Remove unnamed culvert on ODFW ID #35 on South Fork Ash Creek. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. Comments include, "1.0m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-61	**Remove Fish Barrier**	Remove unnamed culvert on ODFW ID #36 on South Fork Ash Creek. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. Comments include, "1.0m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
		CITY OF TUALATIN					
TU-1	**Tonquin Trail**	also Tigard, King City, Durham and Washington County	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TU-2	**Westside Trail**	New bike/ped bridge over the Tualatin River. Could be a joint effort with the Willamette River Water consortium.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TU-3	**Tualatin National Wildlife Refuge Trail Connection**	Complete linkage to create connection to Tualatin National Wildlife Refuge	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-4	**Tualatin River Greenway**	West and east of I5, extending past 99W to the Westside Trail, desire for more acquisition and larger setbacks	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	1
TU-5	**Tualatin River Water Trail**	DevelopmentTualatin River Water Trail within Tualatin	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TU-6	**Hedges Creek Wetland Area**	Trail easement needed along private properties east of Myslony St. to Pazcuzzi Pond. East of Pazcuzzi pond there are approx. 30 acres in Tualatin ownership and rest in Wetlands Conservancy ownership. Trail route to follow CWS Cipole Trunk Sewer easement. Easements needed east of 90th Avenue to where built section of trail exists.	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TU-7	**Fanno Creek Trail**	Improve riparian corridor and complete spur connections	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-8	**Tonquin Trail Connection to WES**	Connect Tonquin Trail, Tualatin River Greenway and Hedges Creek Wetlands to WES Station	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-9	**Koller Wetlands and Ponds**	Purchase trail easement from landowners to west of railroad tracks so that future trail users will have views of Koller Wetlands and ponds. Purchase perched wetland (Kolk pond) on top of bedrock. Tonquin Trail likely built after this area annexed by Tualatin.	Yes	SHORT TERM: 0-5 years; 2012	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TU-10	**Nyberg Creek Greenway**	Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
TU-11	**Moran Property**	Tonquin Trail trailhead, river access and bike/pedestrian bridge over Tualatin River on Metro owned land. Ongoing DEQ monitored clean-up of oil-contaminated soil. Tonquin Trail will connect to built section of Tualatin River Greenway to east of Moran. Metro and TRNWR have IGA for natural resource restoration work that the Refuge conducts on Metro land.	Yes	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-12	**99W Parallel Path**	Off Street route parallel to 99W	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1

DISCUSSION DRAFT, June 5, 2013

DISCUSSION DRAFT, June 5, 2013

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TU-13	**Kolk Property - Kohler Wetland**	Perched wetland on top of bedrock desirable for acquisition and protection	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-14	**Ice Age Discovery Trail**	Overlap NPS Ice Age Discovery Trail with Tualatin portion of the Tonquin Trail. Incorporate NPS Ice Age Marketing Plan, Ice Age Visitor Plan, Historical Society and Chamber support.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TU-15	**Nyberg Undercrossing at I-5**	Provide pedestrian/bicylcle connection under the intersection of Nyberg and Interstate 5	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
TU-16	**Parallel Facility to I-5**	Provide a safe parallel pedestrian/bicycle facility parallel to Interstate 5	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	1
TU-17	**Wildlife Corridor south of the Tualatin River**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-18	**Brown's Ferry Park Barn: Master Plan**	A Master Plan for the renovation of the barn at Brown's Ferry Park will identify improvements to be made to the historic structure so that it is safe for public use, to gain new utility from it as a three season picnic shelter and to preserve a historic feature of Tualatin's agrarian past.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-19	**Brown's Ferry Park Com Ctr: Feasibility Study**	The BFCC Feasibility Study will determine what improvements should be made to modernize the facility, maximize functionality, and prolong its useful life. The Feasibility Study will study ways to update technological systems, improve access, enhance health and safety conditions, reduce energy use, enlarge recreation program spaces, and improve inter-facility connectivity.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-20	**Tualatin River Greenway: Land Acquisition**	Land is a basic ingredient of a park and recreation system, and as such the Parks and Recreation Master Plan emphasizes land acquisition as a major goal and, in particular land for riverfront parks. Additional riverfront park land will strengthen the Greenway as a recreational corridor by providing land for facilities (bikeways, docks, viewing areas) and improving public access to the river and serving as a focus for river related activities. Financial readiness for acquisition is of critical importance because once the land has been developed, it may never again be available for public ownership.	Yes	SHORT TERM: 0-5 years; 2012-2013, 2013-2014, 2014-2015, 2015-2016,2016-2017	HIGH - 5 million and up	SHORT TERM: 0-5 years	
TU-21	**Van Raden Com Ctr: Feasibility Study**	Feasibility Study for Van Raden Community Center to define	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-22	**Lafky Park: Playground/Swing set Replacement**	Lafky Park is located at 9655 SW Siletz Drive, serving the residential neighborhoods in the south central areas of town. The existing playground structure is a wooden timber framed structure built in 1984. At the age of 27 years this structure is at the end of its life cycle, the swing set was removed from service (August 2011) as a result of a failure of the timber supports, the remaining structure is in similar decline. A complete removal and replacement with updated playground system is due.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-23	**Placeholder for additional project - Intentionally blank**						
TU-24	**Park targeted for acquisition /Tualatin River and 99W**	Neighborhood park acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-25	**Connection of Tualatin River Greenway to Moran Property**	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-26	**Tualatin River Greenway Connection linking Greenway from west side to 99W**	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-27	**Riverfront property acquisition for pedestrian bridge at Boones Ferry Road**	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-28	**Wetland Park acquisition and Development**	Open space acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-29	**Surf to Turf Trail - Tualatin**	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
Add: TU-30	**North/South I-5 Parallel Path**		No	MID TERM: 5-15 years			
TU-31	**Nyberg Creek Trail Acquisition and Undercrossing**	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-32	**Myslony Wetlands**	Open space protection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-33	**Parkway Treatment on Tualatin Sherwood Road**	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-34	**New Park Adjacent to Tualatin Elementary School**	Neighborhood park acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-35	**Trail System to connect to Myslony Greenway**	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-36	**Leveton-Herman Road Improvements**	Bike/ped facilities improvements between Teton and Tualatin Road.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TU-37	**Martinazzi Street Improvements - Green Street**	Watershed protection and improving ped/bike connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-38	**Construct Tonquin Trail along Cipole Rd.**	Project will be in unincorporated Washington County since it is recommended for west side of Cipole. Construct Tonquin Trail in ROW on west side of Cipole Road when that road gets improved.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CLEAN WATER SERVICES							
CWS-1	**Stormwater treatment and Floodplain reconnection of the Tualatin River watershed**	Acquire developed flood plain properties and restore to riparian corrridor for flood storage	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-2	**Fanno Creek Restoration**	Main Street to Durham Road	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-3	**Ash Creek Wetland**	Large existing wetland (approximately 30 ac) north of Hwy 217; used for grazing; opportunity for enhancement and floodplain storage, no current development plans; no funding identified for acquisition.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-4	**Restore riparian health**	Property acquisition and restoring the flood plain. Change geomorphology conditions of streams as a long term strategy to address hydrology and hydraulics	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-5	**Restore riparian health**	All open streams provide for riparian canopy to improve health and function	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-6	**Preserve existing forest**	For ecosystem services including stormwater management	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-7	**Hwy 99W Median Retrofit**	Provide stormwater treatment using open space available in the Hwy 99W in Tigard/King City, Project partnered with ODOT and city of Tigard, Pre-design funded for FY2011-12, Design planned for FY2012-13 – future funding dependent on report	Yes	SHORT TERM: 0-5 years; 2011-2012, 2012, 2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-8	**Fanno Creek Stormwater Basin Master Plan**	Sub-basin watershed master plan to identify conveyance improvement, culvert replacement, facility/outfall retrofits, and water quality treatment challenges and opportunities for enhancement projects, Project funded for FY2013-14 no funding identified for potential solutions	Yes	SHORT TERM: 0-5 years; 2011-2012, 2012-2013	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
CWS-9	**Stormwater Outfall and Facility Retrofits**	Located throughout the SW Corridor; retrofit opportunities exist to address stormwater treatment and will be identified when alignment is selected.	Yes; Limited District Funding	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
CWS-10	**Hedges Creek and Wetland Enhancement**	Should be coordinated with the City of Tualatin. When Tonquin Trail is constructed over CWS' Cipole Sanitary Trunk Sewer easement between Pazcuzzi Pond east to built sections of trail near Tualatin Police Station, opportunities will exist for habitat improvement, invasive species removal and native plantings. Also, opportunity to improve wildlife passage at culvert where trail will cross Teton Ave. Most of the wetlands are owned by Wetland Conservancy and City of Tualatin.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-11	**Fanno Creek Improvement - Downtown**	Near City Hall – streambank stabilization and enhancement project, Most of the wetlands is owned by Wetland Conservancy; no funding identified	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-12	**Fanno Creek Enhancement**	Near Bonita Rd between Main and Hall Rd – Phase 2 enhancement on 75 acre complex, Unfunded, 2015+ timeframe expectation	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-13	**Culvert Replacement**	Located throughout the SW Corridor; opportunities exist to address fish passage and capacity and will be identified when the alignment is selected.	Yes; Limited District Funding Available	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CWS-14	**Cedar Creek Corridor**	Local and regional trails being constructed (Tonquin Trail); potential impact on existing natural resources; opportunity for enhancing degraded corridor, including improving wildlife passage when new trail crossing built beneath highway 99. Wildlife passage improvements also recommended where Cedar Creek crosses beneath Eddy Road and Roy Rodgers Road when trail is built over road in these locations. Metro funded trail master plan; enhancement is not funded.	Yes; Limited District Funding Available	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CWS -15	**Deek Creek and Edgewater Subdivisions**	Located in King City; presently being developed; opportunity for constructing a regional stormwater treatment facility exists	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
~~CWS -16~~	~~**Metzger Phase 2 -** **PROJECT COMPLETE**~~	~~Sanitary trunk upgrade that is located in the Ash Creek Corridor. Construction in summer of 2012.~~	~~Yes~~	~~SHORT TERM: 0-5 years; 2012-2013~~	~~MEDIUM - 1/2 million to 5 million~~	~~SHORT TERM: 0-5 years~~	
CWS-17	**Derry Dell at Walnut**	This Project, in partnership with the City of Tigard, removes five exposed sewer crossings, adds 1,200 feet of sanitary sewer, and removes several manholes in the Woodard city park. Benefits include fish passage and streambank stabilization on 400-feet of Derry Dell Creek. Proposed schedule: Construction in summer of 2014.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-18	**Fanno Interceptor Upgrade**	Sanitary trunk upgrade that is located in the Fanno Creek Corridor, phased construction in FY2014-2018.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-19	**Upper Tualatin Interceptor Upgrade**	Sanitary trunk upgrade pending sanitary sewer model verification; located near Hwy 99W corridor	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-20	**Onion Flat Trunk Sewer Upgrade**	Sanitary trunk upgrade to support future industrial growth in Sherwood and Tualatin UGB; located south of Hwy 99W corridor. Opportunity to coordinate with acquisition and protection targeted by City of Sherwood in Project SH-12.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-21	**Fields Property**	Potential project near Tigard should be targeted for acquisition. There is an on going active development permit on site. Acquisition would need to occur quickly. CWS has no plans to acquire. Near Bonita Rd – Habitat restoration opportunity with an existing nice of stand of vegetation/trees.	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
		WASHINGTON COUNTY					
WA-1	**Wildlife corridor between Ash Creek and Red Tail Golf Course**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
~~ADD:WA-2~~	~~**"Onion Flats"**~~	~~targeted for acquisition and protection~~	~~No~~	~~MID TERM: 5-15 years~~			
WA-3	**Interim Tonquin Trail**	Interim Tonquin Trail to serve connectivity needs whiel overall trail is acquired and developed.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-4	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #5 on Cedar Creek. Owner is Washington County. Passable passage status. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "0.5 miles east of Elwert Rd."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-5	**Remove Fish Barrier**	Remove Tualatin Refuge Dam ODFW ID #6. Owner is USFWS. Barrier subtype is a permanent dam.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-6	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #16 on Sumner Creek. Passable passage status. Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-7	**Remove Fish Barrier**	Remove unnamed barrier ODFW ID #19. Passage status unknown. Barrier type not indicated on map.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-8	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #23 on Ash Creek. Barrier subtype 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-9	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #25 on Ash Creek. Passable passage status. Barrier subtype 'full box.' Professional judgment used to evaluate culvert on SW Locust. It is 1.5m box culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-10	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #37 on Ash Creek. Barrier subtype 'round.' Passable passage status. Professional judgment used to evaluate culvert on SW 80th. It is 1.9m concrete, with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-11	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #38 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 1.5m metal, with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-12	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #39 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is at a private driveway and is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-13	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #40 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 82nd. It is 1.5m metal with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-14	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #41 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 82nd. It is 1.5m metal with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-15	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #42 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-16	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #43 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-17	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #44 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-18	**Remove Fish Barrier**	Remove unnamed dam ODFW ID #45 on Ash Creek. Comments include, "concrete structure 'slide' to damn pond."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-19	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #47 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW Cedarcrest. It is 1.5m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-20	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #52 on Ash Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-21	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #53 on Ash Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-22	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #55 on Ash Creek. Passable passage status. Barrier subtype is 'unknown.' Professional judgment used to evaluate culvert. It is at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-23	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #56 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 74th. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-24	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #57 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 74th. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
WA-25	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #61 on Ash Creek. Passable passage status. Barrier subtype is 'unknown.' Professional judgment used to evaluate culvert at an old driveway - not used anymore.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CITY OF SHERWOOD							
SH-1	**Cedar Creek Trail**	Provide pedestrian/bike connection	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
SH-2	**Tonquin Trail**	Oregon Street/Tonquin Road intersection to Roy Rodgers Road.	Yes	SHORT TERM: 0-5 years; 2013-2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
SH-3	**99W culvert underpass**	Provide pedestrian/bike connection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-4	**Adams Park north**	Acquire and develop neighborhood park	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-5	**Complete the Trail System**	Complete the Trail System and Connect the Community	No	Ongoing	HIGH - 5 million and up	Ongoing	
SH-7	**Design and Construct a Skatepark**	Acquire and develop skate park	No	LONG TERM: Beyond 15 years	LOW - Under 1/2 million	LONG TERM: Beyond 15 years	
SH-8	**Bike Ped Bridge Crossing of Railroad tracks**	Provide safe pedestrian/bike crossing of train tracks	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
SH-9	**Town Center Plan - Open Space**	Acquire and develop open space	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-10	**Tannery Site**	Acquire and develop	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-11	**Roundabout Development**	Set aside remnant land from transportation project for construction of a roundabout and a park or open space.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
Sh: 12	**Chicken Creek Watershed**	Acquisition opportunities for watershed protection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-13	**Stella Olsen Park**	Improve Amphitheater in Stella Olsen Park, wetland improvements - Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	1
SH-14	**BPA and PGE Line Easements**	Trail opportunities within easements of BPA and PGE for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-15	**Floodplain Improvements north of Sunset Boulevard**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices. Excavate to connect isolated floodplains and to create additional floodplain areas terraces adjacent to streams. Plant the terraces with a diverse mix of site appropriate herbs, trees and shrubs. Grade the terraces to prevent fish entrapment when flood water levels decrease.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
SH-16	**Chicken Creek (Elwort and Edy Intersection)**	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices. Excavate to connect isolated floodplains and to create additional floodplain areas terraces adjacent to streams. Plant the terraces with a diverse mix of site appropriate herbs, trees and shrubs. Grade the terraces to prevent fish entrapment when flood water levels decrease.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
SH-17	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #1 on Cedar Creek. Passable passage status. Owner is Washington County. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Culvert is 0.4 miles west of Parrot Mt. Rd.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TUALATIN HILLS PARKS AND RECREATION DISTRICT							
TH-1	**SW Community Park**	This project will be the development of a brand new Community Park in THPRD's southwest quadrant. Project amenities have yet to be determined, but may include athletic fields, picnic areas, play equipment, pathways, or community gardens. More details will become available as project start-up approaches.	Yes	SHORT TERM: 0-5 years; 2012-2016	HIGH - 5 million and up: 7.5 million	SHORT TERM: 0-5 years	
TH-2	**Vista Brook Park**	Master planning for Vista Brook Park began in fall 2010. Renovations will include pathways, play equipment, picnic areas, basketball court upgrades, parking improvements, landscape plantings and natural area restoration.	Yes	SHORT TERM: 0-5 years; 2013	LOW - Under 1/2 million: 500000.00	SHORT TERM: 0-5 years	
TH-3	**Fanno Creek Park**	The Natural Resources Department will conduct extensive weed treatment and intensive tree/shrub plantings to provide shade and habitat diversity at the 20-acre Fanno Creek Park. A study site for creek and water flow improvements will also be incorporated	Yes	SHORT TERM: 0-5 years; 2013-2014	LOW- Under 1/2 million: 158000.00	SHORT TERM: 0-5 years	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TH-4	**Lowami Hart Woods**	The Natural Resources Department will be completing a large-scale removal of non-native weeds then replanting with native plants and/or shrubs. During this process, the Natural Resources Department will be re-routing and/or closing illegal trails. The 27.75-acre park is predominantly forested with a sloping terrain. A section of South Johnson Creek flows through the park from south to north. Tributary streams and wetlands also exist on-site. The 2001 master plan calls for trails through the natural area, with a main trail segment planned to be part of the future South Johnson Creek Community Trail. Other master plan amenities include a small parking lot with adjacent picnic areas and informational kiosk, an informal central gathering area for environmental education of small groups, and new pedestrian bridges.	Yes	SHORT TERM: 0-5 years; 2010-2015	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TH-5	**Vista Brook Park**	The Natural Resources Department will be enhancing the natural area by removing non-native plants. They will then replant with native trees and shrubs after the park development occurs. In order to further preserve habitats, this project will likely enhance pond edges and potentially add basking logs for wildlife.	Yes	SHORT TERM: 0-5 years; 2011-2012	LOW - Under 1/2 million: 20,600.00	SHORT TERM: 0-5 years	
~~TH-6~~	~~**Jordan Woods Natural Area**~~	~~The Park District has approved a master plan for Jordan-Husen Park. The master plan is made up of two distinct parks. The Jackie Husen Park is a neighborhood park with typical amenities such as play equipment, pathways and open space areas. The Jackie Husen project is not a part of the bond program. Jordan Woods Natural Area will be funded with bond money and is a linear community trail development project. Additional paved and soft surface trails, an overlook, two bridges and boardwalk will be installed to provide for complete site access.~~	~~Yes~~	~~SHORT TERM: 0-5 years; 2009-2013~~	~~MEDIUM - 1/2 million to 5 million: 1,600,000.00~~	~~SHORT TERM: 0-5 years~~	
TH-6	**Westside Trail - Segment no. 1 (Barrows Rd to Scholls Ferry Road)**	(Barrows Rd to Scholls Ferry Road) of the Westside Trail is a 0.39-mile-long trail that will begin at the Tigard city limits at Barrows Road, connecting the east/west Summercreek Community Trail then continuing north toward Scholls Ferry Road. Along with the initial benefit of connecting multiple regional and community trails, this trail will also allow easy access for local patrons to the Murray-Scholls Town Center area.	Yes	SHORT TERM: 0-5 years; 2009-2013	MEDIUM - 1/2 million to 5 million: 4,150,000	SHORT TERM: 0-5 years	
TH-7	**Westside Trail - Segment no. 4 (Galena Way to Rigert Road)**	(Galena Way to Rigert Road) of the Westside Trail will connect Galena Way to Rigert Road. After completion, this segment will connect 3.32 miles of the Westside Trail.	Yes	SHORT TERM: 0-5 years; 2009-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
TH-8	**Westside Trail - Segment no. 7 (Mt. Williams-Burntwood Way to Davis Road)**	(Mt. Williams-Burntwood Way to Davis Road) of the Westside Trail will connect Burntwood Way to Davis Road over the Mount Williams parcel. This is a partnership project with the city of Beaverton and is a very challenging segment due to steep topography and existing natural resources (trees). Westside Trail -	Yes	SHORT TERM: 0-5 years; 2009-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
CITY OF LAKE OSWEGO							
LO-1	**Kruse Way Path**	Acquire and develop trail connection	Yes	SHORT TERM: 0-5 years; 2012-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
LO-2	**Surf to Turf Trail**	Develop Surf to Turf Trail that is planned to connect Fanno Creek Trail and the Tonquin Trail by following the Pacific and Western Railroad alignment.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
LO-3	**Create children's nature play areas**	Develop areas for children's play/nature play	No	SHORT TERM: 0-5 years; 2012-2017	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
LO-4	**Opportunities to be close to nature**	Create opportunities to be close to nature	No	SHORT TERM: 0-5 years; 2012-2017	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
LO-5	**Opportunities for connectivity**	Promote opportunities for connectivity	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
LO-6	**Acquire park/natural resource lands**	Acquire park/natural resource lands (over 30 acres)	No	Ongoing	HIGH - 5 million and up	Ongoing	
LO-7	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #7 on Ball Creek. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-8	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #8 on Ball Creek. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-9	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #9 on Ball Creek. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-10	**Remove Fish Barrier**	Remove unnamed culvert ODFW ID #10. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
OREGON DEPARTMENT OF FISH AND WILDLIFE							
ODFW -1	**Protect native turtle populations**	Implement OCS strategies to protect the Western Painted and Western Pond turtle that remain in planning area. Focus on breeding populations by creating Turtle Conservation Areas to provide strongholds for source populations to sustain populations into the future as development continues. Take actions that support TCA's (connectivity, acquisition, adjacent upland acquisition, safe road crossings, protections, etc.).	No	Ongoing	HIGH - 5 million and up	Ongoing	
ODFW -2	**Guidelines for trails outside of habitat areas**	Delineate areas where trails may not be appropriate in order to protect wildlife populations into the future while still providing trails/transportation connectivity and green space experiences.	No	Ongoing	LOW - Under 1/2 million	Ongoing	

DISCUSSION DRAFT, June 5, 2013

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
ODFW -3	**Identify valuable uplands**	Identify uplands prior to development in expanding UGB that would be appropriate for a trail in order to avoid unnecessary impact to sensitive resources/wildlife. Preserving greenspace in uplands that trails can run through will get away from relying too heavily on riparian areas for trail connectivity and nature trails.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -4	**Create cap for linear feet of trail**	Create cap for linear feet of trail (any trail- city, parks, or Metro) per acre, per square mile, or percent of total Creek length.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -5	**Support Heritage Tree Program**	Create greater participation/incentive for heritage tree program at Metro level and/or City level.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
ODFW -6	**Guidelines for commuter trails**	Create guidelines that help identify where federally funded commuter trails (16-20 foot wide asphalt trails) are and are not appropriate for ecosystem health and function.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -7	**Incentivize maintaining riparian buffer**	Encroachment of buffers across city entities is a large and unenforced issue. Incentivize maintaining riparian buffer on private property.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -8	**Protect properties along the Tualatin River**	Prioritize acquisition/protection of properties along the Tualatin to Willamette via Rock Creek/Coffee Lake Creek Wildlife Corridor.	No	Ongoing	HIGH - 5 million and up	Ongoing	
ODFW -9	**Create Oak Conservation Areas**	Identify and create Oak Conservation Areas (OCS strategy habitat). Prioritize parcels 10 acres+ for protection acquisition. Incentivize oak (singe tree or group) preservation on private property.	No	Ongoing	HIGH - 5 million and up	Ongoing	
TUALATIN RIVER NATIONAL WILDLIFE REFUGE							
TRNWR - 1	**Additional turn-out lanes on 99W**	Acceleration/deceleration lanes on HWY 99 at Refuge entry are needed, very dangerous coming to visitor's center, especially from the south.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR - 2	**Restoration of Rock Creek**	Restore Rock Creek to its meandering channel and improve hydrology.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
~~TRNWR - 3~~	~~**Acquisition of Pick-and-Pull site**~~	~~Acquire the "Pick and Pull" – car junkyard next door – not within either the Refuge or Metro acquisition boundaries~~	~~No~~	~~MID TERM: 5-15 years~~			
TRNWR - 4	**Improve Bus Access to TNWR**	#12 Bus Service to Refuge is needed to maintain and expand service. There are current bus stop issues at this location. A safe crossing or dedicated stopping lane is needed with a bus shelter.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR - 5	**Develop Tonquin Trail to TNWR**	Develop biking and walking access to TNWR along 99W from Tualatin.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TRNWR - 6	**Improve wildlife passage across 99W**	Improve wildlife passage from properties across 99W including Onion Flats to TNWR.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TUALATIN RIVERKEEPERS							
TRV - 1	**Implement Washington Square Regional Center Plan**	Ensure livability and environmental goals of Washington Square Regional Center Plan	No		HIGH - 5 million and up	Policy	
TRV - 2	**Separation of bikes and cars**	Separation of bikes and cars is needed and consider shallow drainages that separate vehicle types	No		HIGH - 5 million and up	Policy	
TRV - 3	**Natural Resource acquisition in Corridor**	Have the City of Tigard consider buying natural resources and then selling the developable portions	No		HIGH - 5 million and up	Policy	
TRV - 4	**SW 80th Additional bike path and sidewalks**	SW 80th extending from Oelson Road on to the north needs to be connected to HWY 99 by bike path as well as sidewalk system	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 5	**Restoration of South Fork Ash Creek**	Full drainage length of South Fork Ash Creek extending underneath I-5 and Barbur Boulevard down to Mt. Sylvania needs to be considered and protected	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 6	**Restoration of Red Rock Creek**	Full drainage length of Red Rock Creek which enters Fanno Creek opposite the Tigard Library needs to be considered and protected	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 7	**99W Center swale conversion**	Wide center median on 99W needs to be used for stormwater quality and quantity. 99W center swale conversion for stormwater quality and quantity.	No		MEDIUM - 1/2 million to 5 million	Policy	
~~TRV - 8~~	~~**Junk Yard acquisition and restoration**~~	~~on 99W adjacent to the Tualatin River National Wildlife Refuge is a junkyard that floods frequently and pollutes Rock Creek and the Tualatin River.~~	~~No~~			~~Policy~~	
TRV - 9	**Improve Fanno Creek bridge crossings**	Bridge crossings need to be expanded to allow for creek meander, provide safe wildlife passages and adequate room for pedestrian and bike trails.	No		HIGH - 5 million and up	Policy	
TRV - 10	**Removal of watershed barriers**	Removal of small dams in the SW Corridor would improve water quality and fish habitat and be supportive of the goals of the Tualatin Basin Healthy Streams plan. Examples of these dams are at Summerlake Park and Murray Hill Shopping Center on Murray Blvd.	No		HIGH - 5 million and up	Policy	
TRV - 11	**Improve Stormwater Quality**	There are a lot of huge parking lots in the SW Corridor including Washington Square, the Tigard Triangle and big box retailers in Sherwood. We should use this planning opportunity to eliminate runoff from these parking lots (and the large roofs they serve) with pervious pavement, parking lot trees, bioswales, ecoroofs.	No		HIGH - 5 million and up	Policy	
TRV - 12	**Pedestrian Crossing /Sky Bridge over 99W**	Bus access to the Tualatin River National Wildlife Refuge is good outbound but not inbound. A sky bridge or tunnel across 99W would provide Tri-Met riders a safe way to get back to Portland from the refuge. The crossing of 99W at Durham Road is unsafe. Several pedestrians have been killed here. We need a pedestrian bridge or a tunnel. Tonquin Trail crossings of 99W and Tualatin-Sherwood Road should be made with safety in mind (skybridges).	No		HIGH - 5 million and up	Policy	

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TUALATIN RIVER WATERSHED COUNCIL							
TUWC- 1	**Remove stream barriers to endemic species**	Remove barriers such as dams and culverts and/or mitigate their impacts to endemic species. Prioritize Tualatin River, Scoggins Creek Basin, Dairy-McKay Basins, Gales Creek Basin, upper Rock Creek Basin, Chiscken and Cedar Creek sub-basins, Jaquith and McFee sub-basins. Beginning with those areas positioned downstream.	No		HIGH - 5 million and up	Policy	
TUWC- 2	**Remove stream barriers to Cutthroat Trout**	Remove barriers such as dams and culverts and/or mitigate their impacts to cut throat trout species. Prioritize Bronson, Willow, Cedar Mill, Wapato, Ayers, Hill Christensen, Burris, Fanno, and Davis sub-basins, beginning with those areas positioned downstream in relation to the 14 sub-watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 3	**Improve hydrologic conditions**	Geographic priorities: Tualatin River main stem and all sub-basins. Improve hydrologic conditions: Ensure adequate water flow to meet endemic fish needs	No		HIGH - 5 million and up	Policy	
TUWC- 4	**Improve hydrologic conditions**	Geographic priorities: Tualatin River main stem and all sub-basins. Improve hydrologic conditions: Manage peak flows and storm water in urbanized areas.	No		HIGH - 5 million and up	Policy	
TUWC- 5	**Improve riparian conditions**	Improve geomorphic conditions: increase bank stability, increase sinuosity (remove channel straightening), decrease channel entrenchment/increase flood plain connectivity. Prioritize in low to mid gradient areas.	No		HIGH - 5 million and up	Policy	
TUWC- 6	**Restore riparian conditions**	Manage invasive species to gain increase in native plant community diversity, expand stream cover, and increase woody debris. Prioritize project sites that affect longer stretches and on both sides of the stream, and achieve larger riparian zones in proportion to stream size.	No		HIGH - 5 million and up	Policy	
TUWC- 7	**Improve Water Quality**	Implement strategies to improve water quality in the Tualatin River. The DEQ lists the Tualatin River as 'water quality limited' due to its higher temperature (low flows and lack of riparian shade), dissolved oxygen (oxygen consuming substances that end up in the sediment), and presence of bacteria.	No		HIGH - 5 million and up	Policy	
TUWC- 8	**Restore wetlands and floodplains**	Preserve, restore, and enhance wetlands and floodplains, including emergent wetlands in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 9	**Preserve intact upland areas**	Preserve intact upland areas such as oak woodlands, prairie and oak savannas in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 10	**Remove invasive species**	Priority removal of invasive species in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 11	**Prioritize connectivity of uplands**	Prioritize connectivity of uplands to support wildlife corridors in all areas of the Tualatin River watershed.	No		HIGH - 5 million and up	Policy	

1. Funding Amount: Scale of funding for associated projects
HIGH - 5 million and up
MEDIUM - 1/2 million to 5 million
LOW - Under 1/2 million

2. Funding Timing: SHORT TERM: 0-5 years, MID TERM: 5-15 years or LONG TERM: Beyond 15 years

3. Identified Needs:
SERVICE NEED: 10-minute walk of a park, trail, or natural area
DEVELOPMENT COMPLEMENT: Parks, trails, and natural resource investments can support higher density housing and provide links to transit and neighborhood services.
LAND ACQUISITION: Assemble and Acquire large parcels - Parks greater than 5 acres are desirable.
CONNECTIVITY: access to nature both along the trails and by connecting parks and natural areas
WATER QUALITY AND QUANTITY
STREAMS AND RIPARIAN HEALTH
WILDLIFE HABITAT
WILDLIFE CROSSING
LOW IMPACT DEVELOPMENT: LID(A)s
URBAN FOREST Canopy – Trees

4. Project Size
S- SMALL is under an acre.
M - MEDIUM is 1 acre to 5 acres.
L - LARGE is more than 5 acres

Note 1: **Projects highlighted in blue are representative of a policy for use in the SW Corridor.**

Note 2: **Project highlighted with yes responses for Screening Question - Supports Local Land Use Goals received support from Project Partners as complementing land use plans. Generally, these are all low impact, resource preserving projects.**

Note 3: **Projects are generally deemed as having no impacts because they are low impact, resource preserving projects.**

DISCUSSION DRAFT, June 5, 2013

Attachment B

City *of* Tigard
Memorandum

To: Mayor Cook and City Council

From: Judith Gray

Re: Draft Recommendation for Southwest Corridor Plan

Date: June 6, 2013

At the June 10 Steering Committee meeting, Metro project managers will present a draft recommendation for Phase 1 of the Southwest Corridor Plan. This recommendation was developed in coordination with staff from partner agencies known as the Project Team Leaders (PTL) committee. I am Tigard's PTL representative and support the PTL draft recommendation.

I have attached the latest draft PTL Recommendation for your information. I expect there to be changes in formatting, context, etc. but any changes in the recommendations would only be at the direction of the Steering Committee. Key elements of the draft recommendation include:

Transit (starts on Page 6)

1. Local transit service improvements are a priority. TriMet should begin working with local communities on a Southwest Service Enhancement Plan, which will identify near term transit improvements.
2. High Capacity Transit (HCT) mode: the preliminary analysis did not reveal a clear "winner" in the evaluation of Light Rail Transit (LRT) and Bus Rapid Transit (BRT). It is recommended that both modes be evaluated further.
3. HCT Destination: Both LRT and BRT should be evaluated for the corridor connecting Portland to Tualatin, via Tigard.
4. The following alignment options are not recommended for evaluation in Phase 2:
    - BRT with a final destination in Tigard is not recommended as a separate option, but will be considered as a segment of the BRT to Tualatin option.
    - BRT to Sherwood is not recommended for further evaluation. This decision is based on projected demand and costs, among other findings. This has concurrence with City of Sherwood representatives.
    - The "Hub and Spoke" option is not recommended for further evaluation due to operational inefficiencies of providing multiple "single seat" rides. Local service connections identified in the Service Enhancement Plan will be considered instead.

Roadway and Active Transportation (starts on Page 8)
The draft recommendation narrowed the comprehensive list of roadway and active transportation projects (essentially, the combined transportation plans for all project partners) and identified those projects that best meet the purpose of the Southwest Corridor Plan. Inclusion in the Southwest Corridor Plan does not guarantee funding nor does it commit any partners to specific obligations. However, in light of severe constraints and sharply competitive environment for transportation funding, inclusion in the plan demonstrates a degree of regional vetting and should provide some strategic and political support for future funding efforts.

A few key projects within Tigard are:

- Ash Avenue Railroad Crossing;
- Hunziker/Scoffins Realignment at Hall
- Hwy 217 Overcrossing at Hunziker

Upcoming Meetings

June 10, 9:30-11:30 a.m.	Steering Committee Meeting Tigard Library Community Room
June 25, 7:30 p.m.	**Tigard City Council** Business Meeting Project update; opportunity for public testimony
June 26, 6:00-8:00 p.m.	Community Planning Forum Tigard Library Community Room
July 8, 9:30-11:30 a.m.	Steering Committee Meeting Metro Council Chambers
July 16, 6:30 p.m.	**Tigard City Council** Workshop Project update, if needed
July 22, 9:30-11:30 a.m.	Steering Committee Meeting Tigard Library Community Room

c: Marty Wine, City Manager
Kenny Asher, Community Development Director

Attachments: Draft PTL Recommendation

City *of* Tigard

June 17, 2013

Attachment C

Mayor John Cook and Tigard City Council
13125 SW Hall Boulevard
Tigard, OR 97223

Re: Support for future High Capacity Transit service in Tigard

Dear Mayor Cook and Members of Council,

We, the members of the Tigard Planning Commission, are writing to express our support for the City of Tigard's on-going pursuit of high capacity transit (HCT) service in Tigard and continued participation in the Southwest Corridor Plan.

The expected growth in Tigard and surrounding communities will make current traffic congestion even worse. Increased housing pressure could threaten some of the established neighborhoods in Tigard. HCT should be part of Tigard's strategy to encourage new housing and other development opportunities in the Tigard Triangle and Downtown Tigard. By focusing growth and investment in these areas, many of Tigard's established neighborhoods can be preserved. This outcome reflects the land use concepts developed as part of the Tigard HCT Land Use Plan.

On July 8, the Steering Committee will consider a draft recommendation to move into Phase 2 of the Southwest Corridor Plan. The latest draft recommendation directs further analysis of two HCT modes: light rail and bus rapid transit. Both options would be considered with connections from Downtown Portland to Tualatin, with stations in the Tigard Triangle and Downtown Tigard.

We agree that both modes need more detailed analysis of costs, ridership, and other key factors. We support this proposal and recommend that Mayor Cook vote in support of the recommendation.

Sincerely,

Tom Anderson
Planning Commission President

Jason Rogers
Planning Commission Vice President

Commissioner Richard Shaver

Commissioner Don Schmidt

Commissioner Calista Fitzgerald

Commissioner Matthew Muldoon

Commissioner Margaret Doherty

Commissioner Brian Feeney

Commissioner Timothy Gaschke

City of Tigard

June 6, 2013

Mayor John Cook and Tigard City Council
13125 SW Hall Boulevard
Tigard, OR 97223

Re: Support for future High Capacity Transit service in Tigard

Dear Mayor Cook and Members of Council,

On behalf of the Tigard Transportation Advisory Committee (TTAC), I am pleased to express our support for the City of Tigard's continued efforts to pursue future high capacity transit (HCT) service for the citizens of Tigard.

Throughout much of 2011 and 2012, TTAC served as the Citizens Advisory Committee for the Tigard HCT Land Use Plan. The Plan identified the Tigard Triangle and Downtown Tigard as areas well-suited for increased residential and commercial land uses, along with amenities and services that help create a complete urban neighborhood. In order to achieve that land use vision, Tigard must have an efficient transportation system with travel options that are safe and convenient. High capacity transit should be a part of that vision.

We are pleased that Tigard is actively and effectively engaged in the Southwest Corridor Plan, which respects Tigard's priorities in the following important ways:

- Each of the proposed HCT alignment alternatives exit Barbur Blvd before crossing I-5, respecting Tigard concerns about traffic capacity on Pacific Highway; and,
- Each of the proposed HCT alignments provides a direct connection to the Tigard Triangle and Downtown Tigard, respecting the land use vision in the HCT Land Use Plan.

On this basis, TTAC finds the Southwest Corridor Plan has been an effective collaboration that respects Tigard's interests. We urge your continued involvement and look forward to participating in future phases of the planning effort.

Sincerely,

Steve Bass, Chair
Tigard Transportation Advisory Committee

June 12, 2013

Mayor John Cook and Tigard City Council
13125 SW Hall Boulevard
Tigard, OR 97223

Re: Support for future High Capacity Transit service in Tigard

Dear Mayor Cook and Members of Council,

On behalf of the City Center Advisory Commission (CCAC), I am pleased to express our support for the City of Tigard's continued efforts to pursue future high capacity transit (HCT) service for the citizens of Tigard.

The Tigard Downtown Improvement Plan and the City Center Urban Renewal Plan envision the development of a vibrant mixed-use urban village in the downtown core. An HCT alignment which serves the Downtown would further that goal, making the area more attractive for transit-oriented residential and mixed-use development.

The Tigard HCT Land Use Plan also identified the Tigard Triangle and Downtown Tigard as ideal sites for higher density residential and commercial land uses, providing the amenities and services that foster the growth of a dynamic urban neighborhood. To achieve these land use visions, Tigard must have an efficient, safe and convenient transportation system. High capacity transit is identified as a part of that vision.

The CCAC believes it is important to consider the comparative impact of both Light Rail Transit and Bus Rapid Transit on development in the downtown area. We therefore recommend that the steering committee continue studying both options. Our commission supports Tigard's active and effective engagement in the Southwest Corridor Plan, which respects our city's priorities in the following important ways:

- Each of the proposed HCT alignment alternatives exit Barbur Blvd before crossing I-5, respecting Tigard concerns about traffic capacity on Pacific Highway;
- Both proposed HCT alignments provide a direct connection to the Tigard Triangle and Downtown Tigard, respecting the vision of the HCT Land Use Plan.

On this basis, the CCAC finds the Southwest Corridor Plan has been an influential collaboration that respects Tigard's interests and is cognizant of the goals of downtown urban renewal. We urge your continued involvement and look forward to participating in future phases of the planning effort.

Sincerely,

Elise Shearer

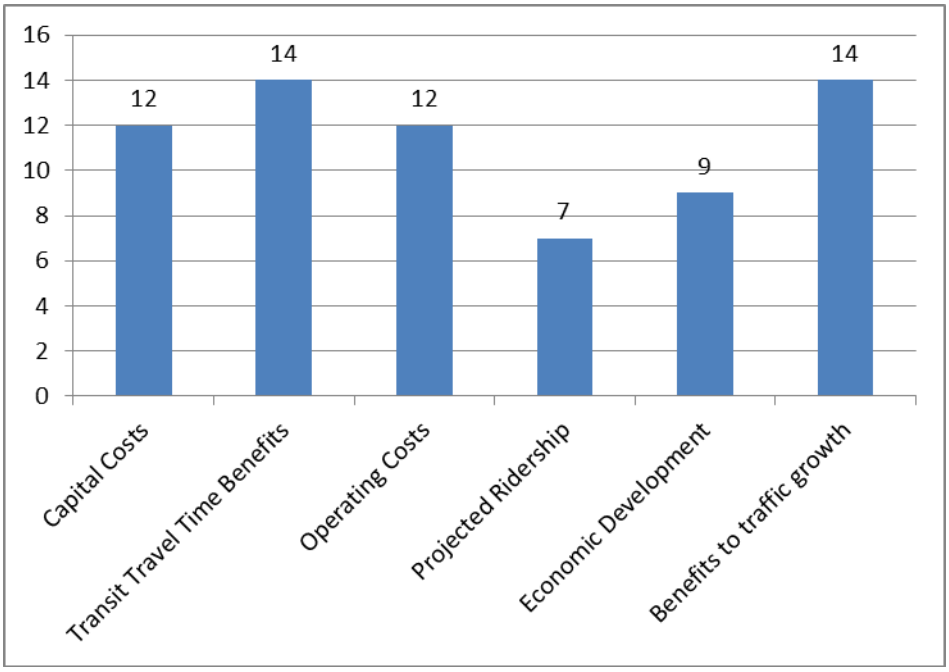
Elise Shearer, Chair
City Center Advisory Commission

Attachment D

Southwest Corridor & High Capacity Transit
City of Tigard Web Questionnaire

The City of Tigard held a Town Hall meeting on April 30 intended to provide a forum for community dialogue. Though multiple topics were raised, the majority of the meeting was focused on the potential for high capacity transit service in Tigard. As a follow-up to the Town Hall, a few questions were posted to the City of Tigard web site. These questions follow along the vein of the discussion from the Town Hall. The questions were posted between May 7 and June 5. In total, 27 responses were received. Their responses are briefly summarized below.

1. In your view, is traffic congestion still the most important issue facing Tigard?
   - Yes 67%
   - No 33%
2. Do you support either light rail or bus rapid transit serving Tigard if it will help keep traffic volumes on Pacific Highway from increasing significantly?
   - Yes 73%
   - No 27%
3. What two or three factors do you think are the most important to consider in making a decision about high capacity transit?



While this relatively small number of responses does not provide a statistically significant sample, the web survey provided an opportunity for citizen input, especially among people unable to attend or uncomfortable speaking at public meetings. These findings are generally consistent with responses to the 2011 Community Attitudes Survey, which identified traffic congestion as the primary concern among Tigard residents and showed that 60% of respondents support light rail in Tigard.

For more information, contact Judith Gray at judith@tigard-or.gov.

AIS-1355

8.

Business Meeting

Meeting Date:	06/25/2013		
Length (in minutes):	30 Minutes		
Agenda Title:	River Terrace Discussion - Commercial Component		
Submitted By:	Darren Wyss, Community Development		
Item Type:	Update, Discussion, Direct Staff	**Meeting Type:**	Council Business Meeting - Main

Public Hearing
Newspaper Legal Ad Required?: No
Public Hearing Publication
Date in Newspaper:

Information

ISSUE

What did revisiting the River Terrace commercial component reveal about changed market conditions?

STAFF RECOMMENDATION / ACTION REQUEST

Council is requested to receive briefing from staff, ask questions and provide input and direction.

KEY FACTS AND INFORMATION SUMMARY

Staff is currently working on translating the concept plan land uses to Tigard zoning as part of the River Terrace Community Plan process. During this discussion, some stakeholders suggested the city would be wise to alter the location of some land use elements, particularly the neighborhood commercial component. The council was given presentations on this subject on May 14th and 21st and provided staff with feedback and direction to update the commercial market analysis completed as part of the concept plan and provide visualizations of what a development could look like at this location in today's market.

Staff has contracted with two consultant firms to provide the information requested by council and they are expediting the projects. The final work products will be complete and distributed in council's Thursday packet on June 20, 2013. The city of Beaverton has also completed the initial market analysis for the South Cooper Mountain Annexation Area and it is attached. The findings show the market can support approximately 100,000 square feet of retail on 6.5 acres of net developable acres. There has been no discussion or decision to this point with stakeholders on whether all the retail would be contained in one location or spread among different neighborhoods.

Staff will present the findings from the consultant work and engage council in a discussion focused on:

1. Do we now have enough information to confirm the concept plan is what the city wants to implement regarding the neighborhood commercial location?
2. What will serve the city best?
3. Do we have enough information to wrap-up the zoning task and move on to infrastructure master planning and financing?

OTHER ALTERNATIVES

N/A

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Complete River Terrace Community Plan

DATES OF PREVIOUS CONSIDERATION

April 23, 2013 - Council Workshop
May 14, 2013 - Council Study Session
May 21, 2013 - Council Workshop

Fiscal Impact

Cost:	$134,000
Budgeted (yes or no):	Yes
Where Budgeted (department/program):	CD

Additional Fiscal Notes:

Washington County transferred CET funds to the city for completing the community plan. The city has applied for additional CET funds for specific infrastructure master planning and financing strategy tasks.

Attachments

SCM Market Analysis

River Terrace Market Analysis

ECONorthwest
ECONOMICS • FINANCE • PLANNING

DATE: May 29, 2013 **ECO Project #: 21286**
TO: Angelo Planning Group
FROM: ECONorthwest
SUBJECT: SOUTH COOPER MOUNTAIN CONCEPT PLAN - MARKET STUDY

Introduction

The purpose of this memorandum is to provide a forecast of the mix and amount of future residential and commercial development that meets planning goals for the South Cooper Mountain (SCM) Concept Planning area and is viable considering market realities in the area. This memorandum includes an evaluation of relevant market conditions, demographics and development patterns, and a summary of input from developers, and identifies one possible development program that meets the criteria above, based on the information gathered to date.

The SCM Concept Plan will establish a vision that serves as a long-term guide for future growth and development of the SCM area. The Concept Planning process provides an opportunity to identify long-term needs of the area and proactively address future challenges. This process will recognize the unique needs of the three distinct subareas: North Cooper Mountain (NCM), the Urban Reserve Area (URA), and the South Cooper Mountain Annexation Area (SCMAA), while developing a holistic understanding of how the three areas could integrate and grow sustainably. The concept plan area totals 2,290 acres.

Community plans identifying appropriate comprehensive plan and zoning designations that implement the overall vision in the concept plan will be developed for the areas that are currently within the urban growth boundary (UGB). The South Cooper Mountain Annexation Area Community Plan will designate specific areas for a range of housing types and densities, commercial and civic uses, and parks; preserve natural resources; provide for green infrastructure; and plan for new utilities, streets, trails and paths. The North Cooper Mountain Community Plan will reflect the needs of current residents in this already developed area, and result in an appropriate plan for the area's future. Planning for the Urban Reserve Area will guide how best to protect natural areas and Cooper Mountain Nature Park, identify where future urban development may occur, and where connecting streets, water lines, and other utilities should be located. A Finance Plan will identify realistic strategies for paying for infrastructure to serve the area.

Methods

In this section we describe the steps and methods used in this memorandum. See attachment A for our baseline evaluation of socio-demographic trends.

- **Understanding of overall housing needs**. Our analysis began with a literature review of relevant documents, and conversations with local and regional policy makers and

stakeholders. This background analysis provided an understanding of overall housing needs for South Cooper Mountain, and the City of Beaverton as a whole.

- **Evaluate socio-demographic and market trends**. We identified a competitive market area (CMA), defined as the existing neighborhoods adjacent to the SCM Concept Plan area. We described the households and housing in the CMA and compared them to households in Beaverton. We estimated the households projected to come to the CMA, by income and tenure, and used those projections to estimate the demanded housing by price (both ownership and rental) in the SCM Concept Plan area.
- **Compare baseline forecast to Metro target**. Based on the socio-demographic and market trends, we created a "baseline scenario" showing what development pattern would be most likely to occur in the SCMAA if recent trends in the CMA continued. This allowed us to calculate the difference between the amount and mix of residential demand identified in the baseline scenario, and the desired amount (and implied mix) of residential demand that is necessary to meet policy goals of Metro and the City of Beaverton.
- **Convene a Real Estate Market Focus Group**. The Real Estate Market Focus Group was convened on May 8, 2013 to address the identified "gap" between the baseline scenario and the density necessary to achieve the Metro target for housing units in the SCMAA. The Focus Group included representatives of development companies with experience in Washington County, property owners in the SCM Concept Plan area, and affordable housing experts.
- **Examine recent comparable developments**. We contacted individual developers on the Real Estate Market Focus Group to better understand recent higher-density developments in the suburban Portland market. These case studies of recent comparable developments confirmed the market feasibility of development types to be included in the development program.
- **Conduct a retail market study**. We reviewed historical market data on retailers in the surrounding area. Additionally, we examined spending patterns for existing residents in the surrounding area. This analysis helps to identify how much retail space should be included in the development program.
- **Create the development program**. The culmination of our efforts was a development program, which identifies specific types of development, the average density of each development type, and the percent of units, number of units, and acreage dedicated to each development type.

Understanding of overall housing need

A housing needs study for the City of Beaverton, conducted as part of the Civic Plan, identified a deficit of land for housing in the City. The largest gap between projected demand and capacity within the former (pre-SCMAA annexation) city limits was for single-family housing units (a deficit of roughly 3,000 units). The Civic Plan Housing Strategy also identifies a gap of

roughly 1,200 multifamily units and 800 townhomes.[1] Efforts to reinvest in the Central City were identified to address the City's need for additional multifamily and townhome housing stock. However, a limited supply of land elsewhere in the city (other than the SCM Concept Plan area), makes the single-family housing type especially important for the SCM Concept Plan area.[2]

As a condition of bringing the SCMAA into the UGB, Metro established a target number of housing units that the area should be planned and zoned to accommodate (4,651). This target was based on early assumptions about buildable lands, and Metro representatives have indicated that this number may be revised based on more detailed buildable lands information and natural resource protection strategies developed as part of the Concept Planning process. The target number assumed an overall net residential density of approximately 15 units per net acre on the land thought to be buildable.

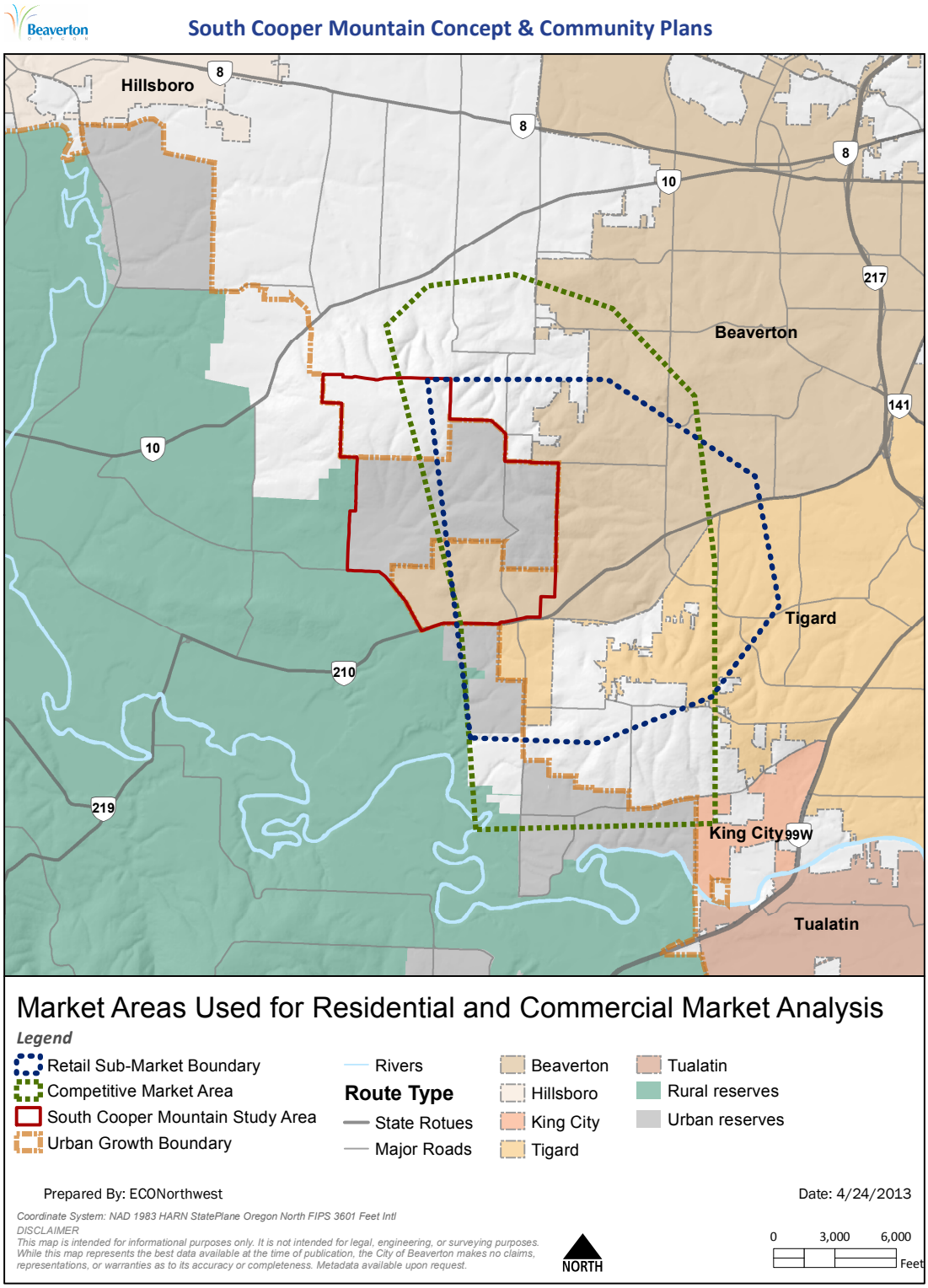
Overview of socio-demographic and market trends

Socio-demographic trends are important in developing a baseline development program, because the baseline is developed under the assumption that the demand for housing in the SCM Concept Plan area over the next 20+ years will likely be from households that resemble the existing households in adjacent neighborhoods. This assumption is based on the similar locational attributes and community amenities shared by the Concept Plan area and adjacent existing neighborhoods.

The map on the following page shows the boundary of the Competitive Market Area (CMA) that was used to identify the adjacent neighborhoods that would be the best indicator of future demand in the SCM Concept Plan area for the baseline development program. Additionally, the map shows the boundary of the Retail Sub-Market Area that was used for the retail portion of the market study, discussed later in this document.

[1] Beaverton's Civic Plan, Housing & Neighborhoods Strategy, adopted by Beaverton City Council April 12, 2011.

[2] South Cooper Mountain Prospectus, June 1, 2011.


Beaverton
South Cooper Mountain Concept & Community Plans
Hillsboro
8
8
8
10
217
Beaverton
141
10
Tigard
210
219
King City
99W
Tualatin
Market Areas Used for Residential and Commercial Market Analysis
Legend
Retail Sub-Market Boundary
Competitive Market Area
South Cooper Mountain Study Area
Urban Growth Boundary
Rivers
Route Type
State Rotues
Major Roads
Beaverton
Hillsboro
King City
Tigard
Tualatin
Rural reserves
Urban reserves
Prepared By: ECONorthwest
Date: 4/24/2013
Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
DISCLAIMER
This map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. While this map represents the best data available at the time of publication, the City of Beaverton makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.
NORTH
0
3,000
6,000
Feet

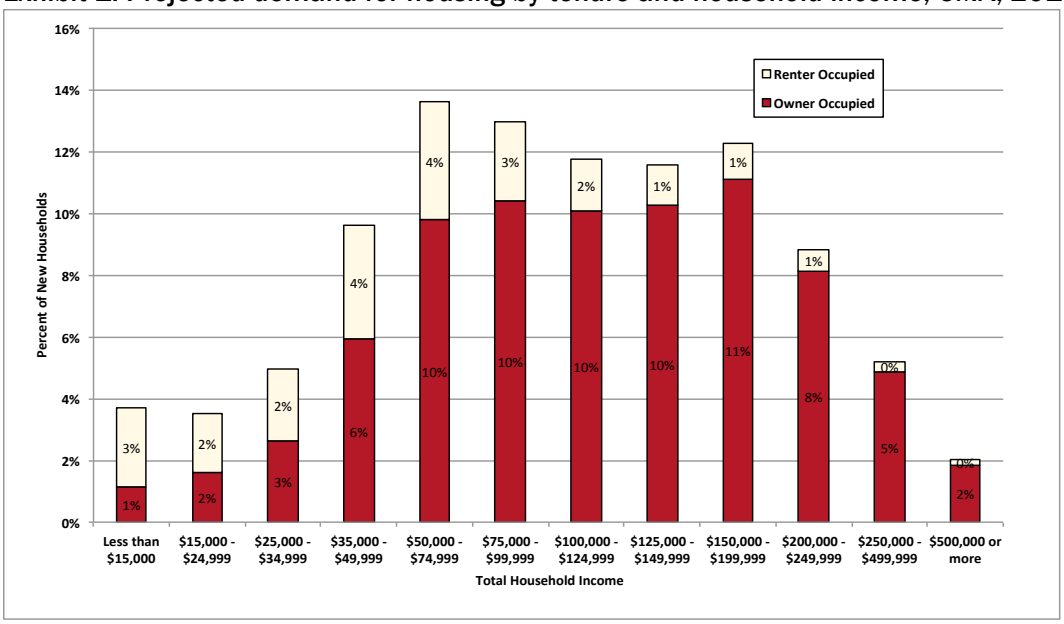
Findings

Attachment A: Socio-demographic Trends for South Cooper Mountain Concept Plan Area, provides a detailed look at socio-demographic and market trends for the SCM Concept Plan area. In this section, we highlight the most important findings for our analysis.

- Households in the CMA are more highly educated and have higher income than households in the City of Beaverton as a whole. The CMA has a relatively high portion of children. It has a large portion of individuals over the age of 45, in the latter half of their working lives.
- A large portion of the households in the CMA own their home, much higher than in Beaverton as a whole.
- About two-thirds of the houses in the CMA are single-family detached housing. About 10% of the homes are townhouses, and the remainder are multifamily units.
- The existing development pattern in the CMA attracts upper middle class households looking for an affluent suburban lifestyle. Likely homebuyers in the SCM Concept Plan area will be households similar to those in the CMA.
- To accommodate a housing mix that has relatively high levels of attached housing (i.e., greater than 50%) South Cooper Mountain will need to have sufficient urban amenities - parks, walk-able streets, neighborhood shopping, and potentially transit.
- The SCM Concept Plan area is well suited to meet part of the city's need for detached single-family homes, given its position on the western edge of an affluent part of Beaverton.

Exhibit 1 illustrates the breakdown of future demand for housing in the CMA (including the Concept Plan area) by tenure and household income. The demand forecast used Nielsen Claritas data, based on recent demographic trends in the CMA, and extending those trends forward for the next five years.

Exhibit 1. Projected demand for housing by tenure and household income, CMA, 2013-2018.



Comparison of baseline forecast to Metro target

Exhibit 2 shows how the projected demographic composition of new households shown in Exhibit 1 translates into demand for six different housing types defined in the South Cooper Mountain Prospectus. This is a baseline scenario that reflects the likely development pattern based on historical trends. The baseline scenario is a starting place for our analysis, and not the final conclusion. When considering the baseline forecast, one should keep in mind the following caveats. The baseline scenario does not:

- Reflect a specific community vision for the SCM Concept Plan area.
- Account for specific public policies and zoning that could be adopted and applied to SCM.
- Recognize the differences between the three subareas: NCM, URA, and SCMAA.
- Assume that the area (located on the urban edge) will be able to provide amenities offered in the urban core.

The baseline scenario assumes that the value of a house increases with the size of the house and lot. Households with lower incomes will be able to afford the denser neighborhood types and households with higher incomes will be able to afford the less dense neighborhood types.

The continuation of current demographic conditions assumed in the baseline scenario analysis would mean that expected growth in demand would be primarily from households seeking to own their home. The SCM Concept Plan area, adjacent to an existing low-density and affluent area, would continue to attract similar households, who would likely prefer larger lot homes.

Exhibit 2. Expected proportional demand for housing units by neighborhood type, South Cooper Mountain Concept Plan area, baseline scenario[3]

	Neighborhood Types					
	High-Density Urban Neighborhood	Urban Neighborhood	Compact Residential	Standard Residential	Low Density Residential	Executive Housing
Owner Occupied	0.3%	6.8%	21.2%	16.9%	24.5%	8.4%
Rented	3.0%	3.0%	6.6%	5.8%	2.4%	1.2%
Total	3.3%	9.7%	27.8%	22.7%	26.9%	9.6%

Exhibit 2 shows expected proportional demand for the entire SCM Concept Plan area, including NCM, the URA, and the SCMAA. The distribution of expected demand by housing type should take differences between these three areas into consideration. NCM is largely developed and platted, and the URA cannot be developed in the near future. Additionally, these subareas have topographic features that will limit their ability to provide land for dense housing. The slopes and streams in those areas make them well suited for lower-density housing that incorporates those natural features into an attractive amenity. The SCMAA has topographical constraints as well, but to a lesser degree. Assigning the majority of higher-density housing types to the SCMAA allows a more efficient use of land across the entire SCM Concept Plan area.

Although the SCMAA may be expected to provide a somewhat different mix of housing/neighborhood types than other parts of the Concept Plan area, for the purposes of creating a "baseline" market forecast for the SCMAA, we started by applying the projected mix of units shown in Exhibit 2 to the 4,651 units targeted by Metro for the SCMAA. Exhibit 3 shows how the assumed distribution of demand by neighborhood type (Exhibit 2) would translate into numbers of housing units and the total acres of net developable land needed in the SCMAA to accommodate the baseline program for 4,651 units.

Exhibit 3. Baseline housing mix assumptions, net developable acres of land needed to accommodate Metro target for total units, South Cooper Mountain Annexation Area

Unit Type	% of Total	Units	Units / Acre	Acres
High-Density Urban Neighborhood	3.3%	153	44.7	3.4
Urban Neighborhood	9.7%	451	22.4	20.1
Compact Residential	27.8%	1,293	14.6	88.6
Standard Residential	22.7%	1,056	11.2	94.3
Low-Density Residential	26.9%	1,251	4.3	290.9
Executive Housing	9.6%	446	2.8	159.3
Total	100.0%	4,651	7.1	656.6

Source: ECONorthwest and Angelo Planning Group
Unit type descriptions and densities are from South Cooper Mountain Prospectus, June 1, 2011.

[3] Neighborhood types are described in the South Cooper Mountain Prospectus. The relevant pages that describe and illustrate these types are included as Attachment B.

Reviewing the projections in Exhibit 3 show an obvious disconnect between the density of the development pattern forecast in the baseline scenario, and the density necessary to achieve the amount of residential development desired by Metro and the City of Beaverton. Preliminary evaluation of this "gap" found:

- The mix of housing/neighborhood types identified by the baseline market program would translate to an average net density of approximately seven dwelling units per acre.
- The SCMAA contains 544 gross acres. The draft Buildable Lands Inventory for South Cooper Mountain found that only 364 acres of land in the SCMAA would be buildable, after accounting for land with steep slopes, wetlands, stream corridors, and other constraints. Of the 364 gross buildable acres, it is estimated that 27% would be set aside for future infrastructure needs, leaving 255 net developable acres. After accounting for future schools, parks and commercial areas, it is estimated that only 230 net developable acres will be available for residential development in the SCMAA.[4]
- Applying the housing mix identified in the baseline market program (Exhibit 3) to the number of housing units targeted by Metro for the South Cooper Mountain Annexation Area would require roughly 657 net buildable acres for residential development.
- To accommodate the number of units targeted by Metro on 230 net developable acres would require an average net density of approximately 20 dwelling units per acre – roughly triple the density identified in the baseline market program, and significantly higher than the roughly 15 dwelling units per acre envisioned by Metro when they established the target.

Real Estate Market Focus Group Input

ECONorthwest, Angelo Planning Group, and the City of Beaverton convened a Real Estate Market Focus Group, to solicit input on the baseline scenario, and discuss potential changes to the development program shown in Exhibit 3 that could achieve Metro's density goals, while remaining attractive for private development. Participants in the Real Estate Market Focus Group included:

- Fred Gast, Polygon Northwest Company;
- Mimi Doukas, Venture Properties Incorporated;
- Justin Wood, Home Builders Association of Metropolitan Portland;
- Matthew Grady, Gramor Development;
- Matt Wellner, Metropolitan Land Group;
- Ramsey Weit, Community Housing Fund

[4] The draft Buildable Lands Inventory dated May 24, 2013 is preliminary and subject to change.

- Ed Bartholemy, property owner
- City of Beaverton staff;
- Metro staff;
- Angelo Planning Group staff; and
- ECONorthwest staff.

At this meeting, we discussed the following questions:

- Are there any specific reasons why existing development patterns in the surrounding neighborhoods might not be the best indicator of demand for future development in South Cooper Mountain?
- Are there trends that make the CMA methodology only part of the story? For example, what about senior housing or seniors moving to a smaller home that still want to stay in Beaverton?
- What do recent development patterns within the CMA tell us about short-term development prospects in South Cooper Mountain? (i.e., within the CMA, does housing built in the last 5-10 years reflect the overall housing mix, or does it suggest changing preferences?)
- What are the best comparable areas to base short-term (0-5 years) and longer-term (5-20 years) demand? Where should we be looking other than the CMA?
- What are specific reasons to justify an emphasis on attached dwelling units rather than detached units in South Cooper Mountain?
- What actions and investments (e.g., parks, transit service, retail space) could be taken to achieve a more dense development pattern in South Cooper Mountain?
- Looking at the baseline development mix, do you think such a mix will be achievable in South Cooper Mountain? How might the mix be revised to find the right balance of market and target density?

The Focus Group discussed what the area would need to provide to attract the level of density to achieve the city's and Metro's policy goals, and generally came to agreement on the following points:

- The SCMAA is a desirable location for residential development, and offering a mix of housing products will allow households with a variety of income levels to locate in the area.
- Single-family houses located on 3,000 to 5,000 SF lots would be very attractive to the market. There is strong demand in the area for that housing type.
- There is a market for townhome and cottage housing around 15 dwelling units per net acre, but there are upper limits on how much of this type is appropriate in the SCM Concept Plan area, and the SCMAA.

- The highest achievable market-rate density is about 32 dwelling units per acre. The lack of public transportation and other urban amenities limit marketable densities to 32 units per acre and lower. At this density, parking can be built on the ground level, tucked under the structure. Units for sale in comparable suburban developments are priced between $170,000 and $200,000. This higher-density product should be a smaller component of the total housing mix.
- Although there is demand for "executive housing" and very large lots, this housing type does not need to be provided within the SCMAA, but could be provided in the URA and NCM.
- Workforce housing is consistent with project goals and regional policy. Workforce housing projects are typically about 50 units/acre. Incentives will be needed for this type of housing to be built.
- To accommodate a housing mix that has relatively high levels of attached housing, SCMAA will need to have sufficient urban amenities: parks, walkable streets, neighborhood shopping, and potentially transit.
- From Metro's viewpoint, there is some flexibility in the target of 4,651 units set for the SCMAA. Natural resource protection, and updated environmental mapping, will be considered. Focusing on the target density of roughly 15 units per net acre is more prudent than focusing on the targeted total number of dwelling units.

Evaluation of recent comparable developments

The Focus Group participants suggested an analysis of recent new developments, to understand the market for different densities, including the cost of construction and the market value. We reviewed three developments: Arbor Oaks in North Bethany, 45° Central on the north side of Beaverton, and Timberland, north of Highway 26 on 118th.

The **Arbor Oaks** development in North Bethany is all single-family detached housing. The homes range in size from about 1,700 SF to 2,500 SF, and are priced between $312,000 and $453,000. The development lies adjacent to a new elementary school. The plans for the area include pockets of retail, but they have not yet been built. At this time, the area does not provide a mix of densities and has limited product built. At this stage, the development offers homogenous product and offers little insight into demand for high densities in a suburban market.

45° Central includes detached and attached ownership housing. The single-family houses are detached, 3-story structures priced up to the mid-$300,000s. Although ownership is fee simple, the houses do not include private yard space. The yard, gardens, play areas, pool, and other green space are commonly owned and maintained by the Home Ownership Association. The multifamily units are in 4-story buildings with 20 units per building, and are priced up to $185,000. In an interview with the developer, he reported that the company does not plan to build 4-story structures in the future. Although the structures are wood-frame, the height

requires more infrastructure, such as elevators, making it costlier than 3-story structures. The multifamily product is about 24 units per acre, and the developer believes that that density can be achieved with 3-story structures.

The development is much more centrally located than the SCMAA. It is very close to large employers (Nike and Tektronix), it has good access to both light rail and bus transit, and the extensive retail services on SW Cedar Hills Boulevard. At this time, 45° Central is only partially built, but is selling well.

Timberland will have about 553 homes and a small commercial center.[5] It includes 2-bedroom flats and 2-bedroom townhomes priced from about $146,000 to $227,000. Located on NW 118th Avenue, between Cornell and Barnes roads, it is about a mile from the Sunset Transit Center, and less than a 10-minute drive to downtown Portland. It does not currently include retail in the development, but the developer has plans to have 90,000 SF of retail anchored by a 40,000 SF grocery store by the end 2014.

These developments offer insight into potential development in the SCMAA. A key feature is proximity to services. They do not include retail in the development, but are located close to retail goods and services, and have plans to build retail in the future. Located on the north side of Beaverton, they have good access into Portland and transit. Their marketing focuses on that proximity to employment centers and transit. The available units have a wide range of prices, appropriate for a mixed-density product with close proximity to services attractive to households with a broad range of income.

Progress Ridge is the Metro-designated "Town Center" to the east of SCMAA. The Progress Ridge TownSquare commercial development offers extensive retail, including a New Seasons Market, Cinetopia, restaurants, and other retail. The commercial development totals 214,000 SF; the New Seasons Market accounts for 42,000 SF of that total. Multiple developers have built the residential development around the TownSquare. The residential component includes townhouses as well as apartments and condominiums. Average net densities for both the townhome and multi-family components were 22-23 units per acre. The rental component includes one, two, and three-bedroom apartments, ranging in rent from $825 to $1,420. The condominiums in the area have broadly ranged prices, from less than $50,000 (for short sales) to over $350,000.

Retail Market Study

Demand for future retail depends on the demand for goods and services from the new and existing households and the supply of existing retail facilities in the nearby vicinity. To conduct

[5] ECONorthwest was unable to reach representatives of the development, and used internet sources to describe the project.

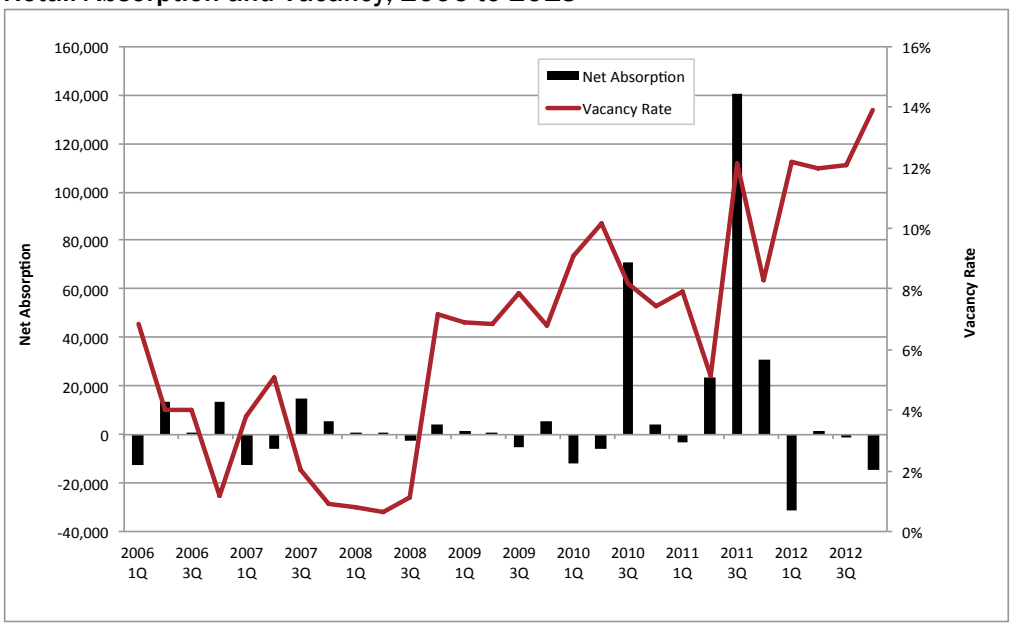
this analysis, we defined a Retail Sub-Market Area (RSA), shown previously in the map on page 4 of this document.

Retail Sub-Market Area Trends

The RSA has seen substantial growth in retail space since 2006. It grew from about 500,000 SF to about 800,000 in the seven-year period. The majority of the new space came onto the market in 2011, with the Progress Ridge TownSquare development.

Exhibit 4 shows the vacancy rate (right axis) and the net absorption (left axis) for the retail sub-market. The data show that vacancies in the area were quite low until 2008, when the economy experienced a strong downturn. The sub-market saw another shift in 2011. Net absorption and vacancies increase. This is because rentable building area increased as the new space at Progress Ridge TownSquare (214,000 SF) became available. Although the new development has attracted new retailers to the area, the new space has not been completely absorbed. Also, existing retailers may move to the new space and abandon older retail space, creating vacancies in that older space. The data for 2012 show that net absorption has been negative—indicating a decrease in demand from 2011.

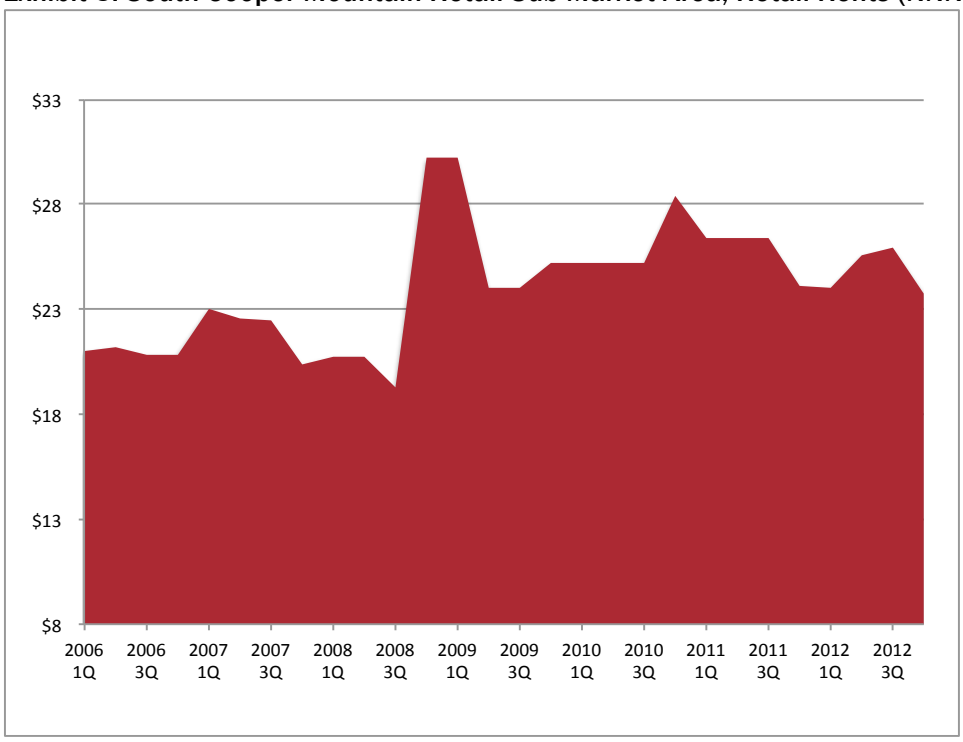
Exhibit 4. South Cooper Mountain Retail Sub-Market Area, Retail Absorption and Vacancy, 2006 to 2013



Source: ECONorthwest and CoStar.

Exhibit 5 shows triple rent (NNN) rents for the RSA, as reported by commercial real estate brokers. The data show that rents jumped at the end of 2008, declined over the course of 2009, and have held relatively steady since then, at around $25 per SF.

Exhibit 5. South Cooper Mountain Retail Sub-Market Area, Retail Rents (NNN), 2006 to 2013



Source: ECONorthwest and CoStar.

Accessibility to a retail location is important, as it establishes drive times to the site. A center with good access will be able to draw from a larger area. The SCMAA is limited because it is at the edge of the urban growth boundary. There are few households to the west that can be potential retail customers. Households in the existing developed area to the east have substantial existing retail opportunities. Existing retail is experiencing 14% vacancy rates, higher than a 10% vacancy rate generally considered as a point of equilibrium for the retail market. The addition of Progress Ridge has brought new retail to the area, expanding supply of square footage and individual retailers.

The competitive position of a retail location affects its ability to draw customers. A potential customer will drive further for a more attractive retail opportunity, which is why larger shopping centers typically draw from a wider trade area. Costumers will not pass by more or equally attractive retail opportunities to reach a less convenient option. The existing concentrations of retail at Progress Ridge and elsewhere in Beaverton make it unlikely that consumers would travel west, past these existing centers, to shop at the SCMAA.

Retail in the SCMAA will need to be primarily supported by the population in the Concept Planning area. Some households from the neighboring River Terrace area in Tigard will choose to purchase retail goods and services in SCMAA, if the commercial development in SCMAA is located with convenient access on major arterials with good visibility. Similarly, some SCMAA residents will shop in River Terrace if it is convenient and/or a particular store or amenity draws them there.

Estimate of demand for retail space

To estimate demand for retail in the SCMAA, we relied on estimated expenditures of existing households in the RSA. Exhibit 6 shows the estimated expenditures by retail category for the households in the RSA. The table shows retail categories that could locate in neighborhood-level retail space. It excludes expenditures on automobiles, gasoline, and non-store items (such as internet sales). The existing households in the RSA spend about $32,000 per year on these retail goods and services.

The portion of household expenditures on neighborhood retail varies widely, based on availability of retail, how accessible it is, and the appeal of the retail to nearby households. The table shows a range of estimates of the portion of total retail purchases made at local stores (the Neighborhood Retail Purchases Ratio). Based on our experience with other areas, we show the lower estimate at 10% and the upper at 20% of the selected retail categories.

We converted total local retail sales to an estimate of retail square feet, based on mean sales per SF, as reported by the Urban Land Institute. The final step of the estimate was to multiply the individual household demand by the projected number of households in the entire South Cooper Mountain Concept Plan area. A preliminary estimate of the total number of households that may eventually locate in the Concept Plan area could be between 4,000 and 6,000 households. [6]

[6] This estimate is preliminary and subject to change.

Exhibit 6. South Cooper Mountain Concept Plan area, projected demand for retail space based on expenditures by households in Retail Sub-Market Area

Retail Category	Expenses per Household	
Food Stores	$6,075	
Health and Personal Care Stores	$2,273	
Drinking and Eating Establishments	$5,423	
Clothing and Clothing Accessories Stores	$2,578	
Sportng Goods, Hobby, Musical Inst Stores	$752	
Book, Periodical and Music Stores	$259	
Building Materials, Garden Supplies, Furniture	$7,306	
General Merchandise Stores	$6,295	
Miscellaneous Store Retailers	$1,305	
Total Retail Sales	**$32,266**	
Neighborhood Retail Purchases Ratio	10%	20%
Total Neighborhood Retail Sales	$3,227	$6,453
Retail sales per SF of Retail Space	$273	$273
Demand for Retail SF		
per Household	12	24
4,000 Households	47,000	95,000
6,000 Households	71,000	142,000

Source: Nielsen Claritas, Urban Land Institute, and ECONorthwest. Retail sales per SF based on mean sales per SF in the Convenience category as defined by the Urban Land Institute in "Dollars and Cents of Shopping Centers 2008". The Convenience category includes smaller retail areas, not anchored by a supermarket, and may contain convenience markets, food stores, food services, drug stores, flower shops, beauty shops, and cleaners.

We estimate that residential development, at 4,000 households, could support between 47,000 and 95,000 SF of new retail space. At 6,000 households, it could support between 71,000 and 142,000 SF of new retail space. This estimate assumes the majority of purchases (80%-90%) by the new households will be outside the SCMAA. For planning purposes, we recommend the South Cooper Mountain Concept Plan area assume demand for roughly 100,000 SF of retail space. We recommend limiting the amount of planned retail space to ensure the continued success of existing retailers in the area, and prevent the over-building of retail space in the SCMAA. Planning for 100,000 SF of retail space would provide enough space for a new, smaller grocery store (typically 40,000-50,000 SF) with other smaller retailers nearby, or alternatively, a broad mix of street-oriented retail. Assuming an FAR of 0.35 for new retail development, this would require about 285,000 SF of land, or approximately 6.5 net developable acres.

Coordination with River Terrace

The amount and location of commercial development in the SCMAA should take into consideration the planned development at River Terrace. Development at River Terrace is planned to include 2,300 housing units, and 25,000 SF of neighborhood commercial space. The River Terrace area is south of Scholl's Ferry Road, and it is likely that its residents will travel along Roy Rogers to access employment centers to the north. Commercial development in both River Terrace and the SCMAA should be coordinated to ensure both areas are successful.

The planned 25,000 SF of neighborhood commercial space in River Terrace was based on a market study, and sized appropriately to meet the needs of River Terrace residents. This neighborhood commercial center was not assumed to attract demand from outside of the River Terrace development. The ultimate location of the River Terrace neighborhood commercial center is still under consideration, as the market study and concept plan for the area were completed prior to the annexation of the SCMAA, and therefore does not account for development in the SCMAA that could affect the viability of the River Terrace commercial center.

Key findings of retail market study

The retail market study yields the following key findings:

- Adjacent neighborhoods to the West of the SCM Concept Plan area have very strong established retail centers that not only satisfy the needs of local residents, but also attract residents from elsewhere in the region for shopping. It will be very difficult for any new commercial development in the SCMAA to compete with these retail centers, which are of high quality, larger in size, and are closer to the center of the region than the land in the Concept Plan area.
- Given the challenge of competing with existing commercial centers, the commercial development in the SCMAA will need to survive based primarily on demand from residents of the SCM Concept Plan area, which could be roughly 4,000 to 6,000 households when the area is fully developed.
- The amount and location of commercial development in the SCMAA should take into consideration planned development at River Terrace. Development at River Terrace is planned to include 2,300 housing units, and 25,000 SF of neighborhood commercial space (the amount and location of retail is under discussion at this time). Commercial development in both River Terrace and the SCMAA should be coordinated to ensure both areas are successful.
- For planning purposes, we recommend the South Cooper Mountain Concept Plan area assume demand for approximately 100,000 SF of retail space. Assuming an FAR of 0.5 for new retail development, this would require about 200,000 SF of land, or approximately 4.5 net developable acres.

Development program forecast

All of the previous steps of the analysis culminate in a possible development program. The development program defines various types of land uses, and identifies the number of units and amount of land dedicated to each use. The development program described in this section is preliminary. It is intended to identify one way to meet planning and policy goals for the SCMAA that is viable considering the market analysis and developer input summarized above; there are other variations that could also meet planning and policy goals and provide a realistic program. The proposed development program may be revised through the scenario analysis part of the SCM Concept Planning process.

The basic land uses included in the program are residential and retail. Because the vast majority of the SCM Concept Plan area will be developed as residential, we break down the residential land use into a number of more specific neighborhood types.

Residential Neighborhood Types

These residential neighborhood types were based off of the South Cooper Mountain Prospectus, but were modified to account for the additional analysis conducted in this market study.

- **Workforce housing**: 50 units / net acre. The SCMAA would likely include a small amount of high-density workforce housing, intended to satisfy demand for employees of nearby retail centers.
- **Apartments / Condos**: 32 units / net acre. The market study found modest demand for multifamily housing development in this area.
- **Townhomes / Cottages**: 16 units / net acre. The market study found modest demand for compact residential (both attached and detached) in this area. This would include a mix of different neighborhood types, ranging from 15 to 18 units per acre, with an average density of 16 units per acre.
- **Standard Residential**: 11 units / net acre. The market study found demand was strongest for this product type, including single-family detached homes on 3,000 to 5,000 SF lots.
- **Low-Density Residential**: 7 units / net acre. The market study found demand for lower-density housing types, but this housing type would be limited in the SCMAA, given the vision for the area, and Metro's density requirements.
- **Executive Housing**: 2.8 units / net acre. The market study found demand for this very low density housing product, but additional input from the Real Estate Market Focus Group determined that this product would not need to be provided in the SCMAA area, to be consistent with the community vision, and Metro's density requirements.

SCMAA Development Program

Exhibit 7 shows a possible development program for the SCMAA. This development program shows a mix of housing types that is estimated to be supported by market conditions within the roughly 230 acres of net buildable land for residential development. With this mix of neighborhood types, the SCMAA could accommodate 3,100 total units at full build out. While this is significantly below the Metro target of 4,651 units, it would still achieve an average density of 13.4 units per acre, which is an aggressive level of density for a suburban location like the SCMAA, and is close to Metro's target density of about 15 dwelling units per acre.

Exhibit 7. South Cooper Mountain Annexation Area, Projected Development Program

Neighborhood Type	% of Total	Units	Units / Acre	Acres
Workforce Housing	3.0%	93	50.0	1.9
Apartments / Condos	15.0%	465	32.0	14.5
Townhomes / Cottages	35.0%	1,085	16.0	67.8
Standard Residential	37.0%	1,147	11.2	102.4
Low-Density Residential	10.0%	310	7.0	44.3
Executive Housing	0.0%	-	2.8	0.0
Total	100.0%	3,100	13.4	230.9

The most prevalent neighborhood type (in both number of units and total acres) would be standard residential, with close to 1,150 units, and just over 100 net acres of land. Townhomes and cottages would comprise an almost equal share of total units, with 1,085. The remainder of the units would include a significant number of apartments / condos (465 units), a small amount of low-density residential (310 units), and a very small amount of high-density workforce housing (93 units). The SCMAA would not include any executive housing, or any neighborhood types with average density of less than 7 units per net acre.

Note that the densities described for each of these product types is based on comparable developments throughout the region, which typically have less constrained land, in terms of steep slopes, wetlands, stream corridors, and other constraints. It is possible that as the SCM Concept Planning effort continues, we could find the challenging configuration of buildable land in the SCMAA results in achievable densities less than what is shown in Exhibit 9.

Comments on the URA and NCM development programs

The detailed development program above is only for the SCMAA. For the URA and NCM we describe the development program qualitatively. NCM is almost entirely developed or platted for development. Of the 478 total acres in NCM, only 91 acres are estimated to be developable, including 61 acres identified as entirely unconstrained. Approximately 19 of the developable acres are already platted with roughly 1-acre lots and may be subject to Contracts, Covenants and Restrictions (CC&Rs) that would prevent further subdivision. The remainder are surrounded by neighborhoods that are characterized by single-family, large-lot homes. It is likely that future infill development in NCM would seek to preserve the existing character of the neighborhood, resulting in lower density, single-family, detached housing types, such as the Low-Density Residential and/or Executive Housing neighborhood types described in this study.

The URA is largely undeveloped, but has significant constraints. Of the 1,206 total acres in the URA, only 496 acres are estimated to be developable, including 339 acres of entirely unconstrained land. Given the steeper slopes, and the desire to preserve the natural amenities of this area, it is estimated that much of the developable area will be better suited for lower-density housing types. The URA is a relatively large area, and will likely accommodate a broad range of neighborhood types, but the overall mix is likely to result in a lower density than what is forecast for the SCMAA.

SUPPLEMENTAL PACKET
FOR Jun. 25 2013
(DATE OF MEETING)

LELAND CONSULTING GROUP

Memorandum

Date	June 2013
To	Mr. Darren Wyss, City of Tigard
From	Chris Zahas, Leland Consulting Group April Chastain, Leland Consulting Group
Subject	River Terrace Commercial Market Analysis Update
Project	5415 Tigard River Terrace

This memo is an update to the findings provided in the 2 June 2008 technical report prepared by Leland Consulting Group as part of the West Bull Mountain Concept Plan that evaluated the viability of commercial uses and recommended a development program for inclusion in the Concept Plan. This update is appropriate given the changes to the economy since the Plan was originally produced, and revises the 2008 technical memorandum as follows:

- Present recent demographic and real estate market data;
- Assess the impacts of the South Cooper Mountain planning area; and
- Update the recommended development program, both in terms of total size and mix of uses.

Figure 1 shows the location of the commercial area of the conceptual plan for Area 64, which is the topic of discussion for this memo.

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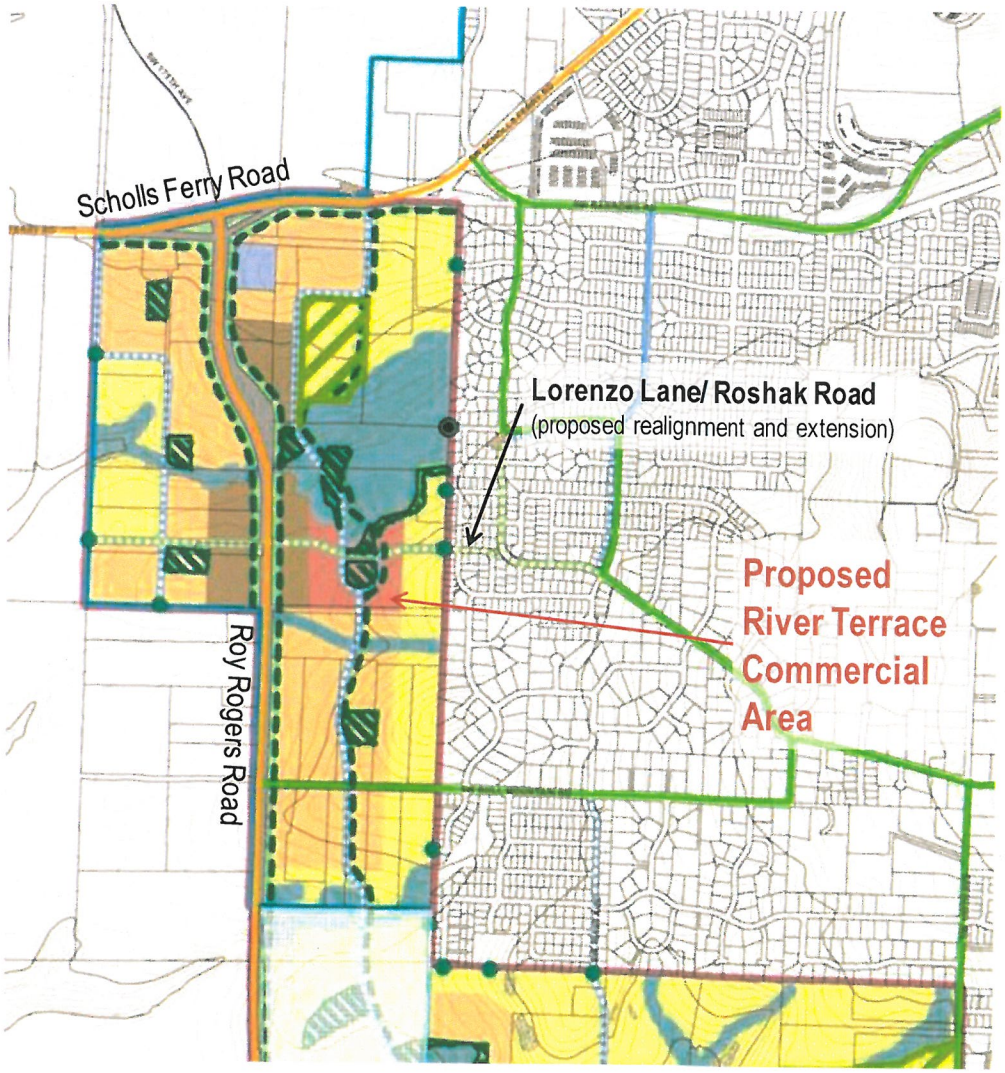
Figure 1. West Bull Mountain Concept Plan—Commercial Location



Source: West Bull Mountain Concept Plan Report, Washington County, 2010.

DEMOGRAPHICS AND COMMERCIAL DEMAND

LOCAL DEMOGRAPHICS

While much of the demand for the proposed commercial center will come from new development in the study area that has not yet been built, a demographic summary of the surrounding area is useful in characterizing the market area, assuming that new development will share similar demographics to surrounding neighborhoods. The current population within a 10-minute drive time from the northern border of Area 64, the intersection of Roy Rogers Road and Scholls Ferry Road, holds a population that is more affluent than the metro region, the City of Tigard, or the City of Beaverton, with an estimated median household income above $62,000 in 2012. Household sizes in this area are also

larger than the region as a whole or either of the two cities. Higher incomes and larger household sizes indicate, in general, higher retail buying power per household.

Table 1. Demographic Conditions, 2012 estimate.

	10 min Drive Roy Rogers & Scholls Ferry	Tigard	Beaverton	Portland MSA
2012 Total Population	158,886	48,791	91,524	2,270,258
2012 Average Household Size	2.58	2.49	2.39	2.52
Median Household Income	$62,752	$61,301	$55,061	$54,279

Source: ESRI Business Analyst, Leland Consulting Group

RETAIL MARKET CONDITIONS

The 2008 technical memo reported that two commercial centers were planned or underway, the Village on Scholls Ferry and Progress Ridge Town Square, both of which have since been completed. These two centers are closest in proximity to the proposed commercial area in Area 64 and would provide the most competition for the new site. Figure 2 shows the location of existing retail in purple. Both centers are mostly occupied, although some space is available for lease at both centers, indicating that the market has not yet fully absorbed the new space.

According to the First Quarter 2013 Retail Report by brokers Norris Beggs & Simpson, retail trends in the metro region are positive with vacancy rates for retail space currently at 6.5 percent. At 5.78 percent, the Southwest submarket had a lower overall vacancy rate than the region, but also saw negative absorption of 34,000 square feet of space, meaning more space became vacant than was filled (either through the leasing of vacant space or new construction).[1]

Figure 2 shows the location of nearby shopping centers:

- Murray Scholls Town Center is a 203,000 square foot retail center completed in 2000 and located on the north side of Scholls Ferry Road west of Murray Boulevard. It is anchored by a Walgreen's drug store and includes a wide range of retailers and restaurants as well as a Beaverton library branch, a Kaiser medical clinic, and a 24-Hour Fitness. It has approximately 12,000 square feet of office space and 1,700 square feet of retail space available.
- Murrayhill Marketplace consists of 150,000 total square feet with approximately 27,000 square feet of in-line tenant space available, resulting in an occupancy rate of 82 percent. It is anchored by a 41,000 square foot Safeway.[2]
- Progress Ridge Town Square, completed in 2011, is part of a 350,000 square foot entertainment and neighborhood shopping center complex, which extends to the south side of Barrows Road to include the 65,000 square foot Big Al's Entertainment Center.[3]. It is located at the old Beaverton quarry site on Barrows Road, less than one mile from the northern edge of the study area. The Town Square is a mixed-use center including a total of 214,000 square foot of retail and office uses, including three two-story multi-use buildings as well as single-story retail. It is anchored by a 41,000 square foot New

[1] Retail Report Portland Metro Area, First Quarter 2013, Norris Beggs & Simpson
[2] http://www.regencycenters.com/goals/demopdf/goals/brpdf/retail-space/or/beaverton/murrayhill-marketplace#.UbdnmtiwXOA
[3] http://reig.listinglab.com/ProgressRidgeTownSquare/

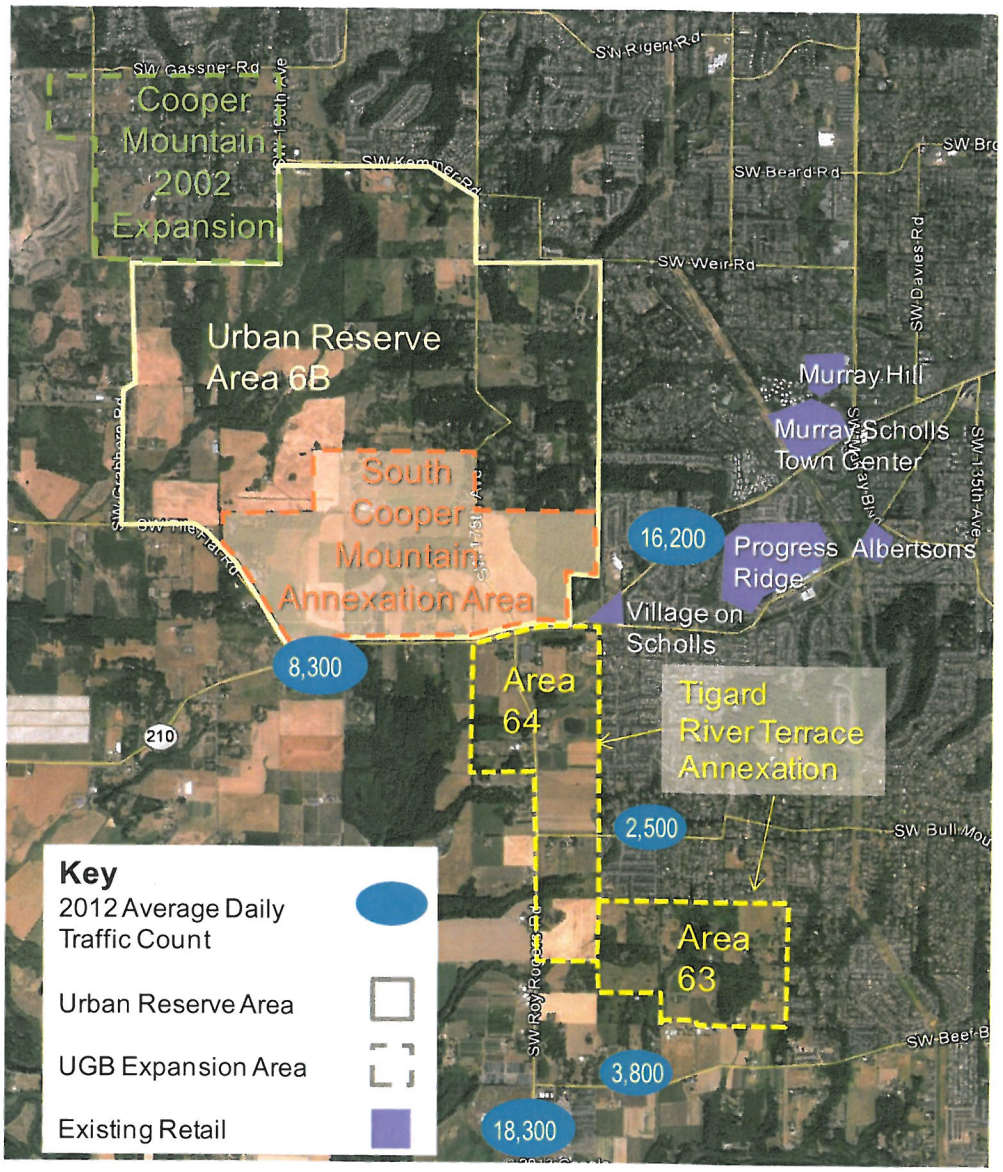
Seasons grocery store and features a 51,000 square foot Cinetopia movie theater with 12 screens and 1,400 seats. It includes additional specialty retail and office space occupied by Posh Baby, Ace Hardware, Piccolo Mondo Toys, several restaurants, Umpqua Bank, Northwest Urgent Care, and Banfield Pet Hospital, among others. It currently has nearly 30,000 square feet available for rent, according to information currently advertised on Gramor's website, for a total occupancy of 86 percent.[4]

- The Village on Scholls Ferry is the closest in proximity to a commercial center that would be built in Area 63. It is a small shopping center roughly 31,000 square feet of retail and space in three separate buildings, with no large anchor tenant. Tenants include a restaurant, nail salon, State Farm Insurance agent, Biscuits Cafe, Sunset Cycles, and Therapeutic associates. It appears to have 6,000 square feet available through Commercial Realty Advisors, for a total occupancy of 81 percent.[5]

In summary, within a short drive of the study area, there are several shopping centers that provide a very diverse range of retail and services. There are still significant vacancies in several of these centers, providing room for absorption before any new retail construction is warranted.

[4] http://gramor.com/development/progress-ridge-townsquare/
[5] http://www.cra-nw.com/image/flyers/Village%20on%20Scholls%20Ferry.pdf

Figure 2. Area Map



Source: GoogleEarth, Leland Consulting Group

IMPACT OF SOUTH COOPER MOUNTAIN

South Cooper Mountain was part of an urban reserve area known as Area 6B, that was brought into the UGB in 2011 and then annexed by the City of Beaverton in 2012. Although the remainder of Area 6B will not be developable until it has been brought into the UGB at some point in the future, Beaverton is responsible for planning both areas simultaneously, which is currently underway. The total area is meant to accommodate a housing projection shortfall for the City of Beaverton, not to provide large areas for employment or commercial services, although some neighborhood serving retail is part of the plan now being

developed. A market study and existing conditions report from May 2013 noted the following findings:[6]

- A preliminary estimate for the South Cooper Mountain concept plan area shows that the area could have between 4,000 and 6,000 households. The market study concluded that the area could support between 47,000 and 142,000 square feet of new retail space, which would primarily be driven by demand from new residents, not from others outside of the area. Indeed, a guiding principle of the planning effort is that any retail would complement existing retail along Scholls Ferry Road, not compete with it. The report recommends planning for a 100,000 square foot commercial center, based upon estimated household expenditures of the projected new households in South Cooper Mountain, for convenience-based shopping such as food, drug stores, flower shops, and personal services. At an FAR of 0.35, this would require approximately 6.5 acres.
- The study recommends that the plans take into account the planning underway for River Terrace. "Commercial development in both River Terrace and the SCMAA should be coordinated to ensure both areas are successful."

REVISED DEVELOPMENT PROGRAM

The recommended development program for the commercial center at River Terrace takes into account several factors:

- *The potential market demand of future residents at River Terrace and the reasonable share of their retail spending that could be captured at the center:* As described in the 2008 memo, it is assumed that the commercial center will serve a portion of the convenience shopping needs of residents, but that most retail spending will occur outside the neighborhood. The River Terrace center will not be able to compete with the array of offerings and national tenants present at Progress Ridge or Murray Hills and Murray Scholls, and will have to rely on its convenience for its main draw. This market analysis update assumes the same six percent capture of local resident retail spending as was used in the 2008 report.
- *The potential market demand of existing residents in surrounding neighborhoods that might patronize a commercial center at River Terrace:* The only existing neighborhoods that might patronize a center at River Terrace are located to the east of River Terrace, which places them closer to existing centers on Scholls Ferry Road and Barrows Road. While these neighborhoods would contribute some market potential to River Terrace, especially if road connections are made, the contribution will be small and is not factored into this analysis.
- *The potential market demand from future residents at South Cooper Mountain and the reasonable share of their retail spending that could be captured at the center:* As noted above, South Cooper Mountain will have its own, and larger, commercial center as part of its development to serve the convenience shopping needs of residents. Therefore, particularly as traffic congestion at Roy Rogers Road and Schools Ferry Road increases over time, this analysis assumes no additional market demand at River Terrace arising from new residents at South Cooper Mountain.
- *The potential impact and character of future commercial centers in South Cooper Mountain and elsewhere and the likelihood that they would serve as competition to River Terrace:* As described above, South Cooper Mountain will have its own

[6] *South Cooper Mountain Concept Plan - Market Study Memorandum, ECONorthwest, 29 May 2013.*

commercial center, which is proposed to be larger than River Terrace's, and would presumably provide a wider range of services. In this light, it could serve as competition and draw some market demand away from a center at River Terrace. On the other hand, traffic congestion will limit people's desire to drive north to South Cooper Mountain (let alone walk) for convenience trips, helping to keep locally-generated demand within River Terrace. While difficult to quantify, this market analysis assumes that these impacts offset each other and that a River Terrace commercial center will primarily sustain itself on River Terrace residents. Further, the larger size of a center at South Cooper Mountain means that it will likely be grocery-anchored, which makes it more of a competitor to other grocery-anchored centers in the area, not smaller convenience centers like the proposed one at River Terrace.

- *The strength of the proposed location for retail viability:* Since the proposed center is not located directly on Roy Rogers Road, it is unlikely to draw large amounts of drive-by traffic from that thoroughfare. This further strengthens the assumption in this analysis that most of the retail center's demand will be drawn from local residents in River Terrace.

The development program is also based on a set of assumptions about the physical location and complementary amenities that must be in place in order to enhance the opportunity for economic success. Those assumptions are as follows:

- *Civic component.* The viability of a commercial center at River Terrace will be greatly enhanced by the presence of a civic component, which could include a library, community center, police station, or some other combination of facilities. The value of the civic component is that, depending on the use, it will provide a reason for residents to visit the center on a more frequent basis and it will provide an authentic heart to the community more than a purely retail center can provide.
- *Public open space.* An important element of the civic component is a public plaza or open space that can be the location for concerts, farmers markets, and other types of community events. This open space would ideally incorporate or be connected to Roshak Pond.
- *Street Connectivity and Traffic Flow.* The concept plan addresses the need for better connectivity through the area. One of those east-west connections would be the Lorenzo Lane and Roshak Road realignment and extension. As shown in Figure 1, this road alignment would create access to the proposed commercial site from residents to the east. It would be a primary route to access Roy Rogers Road, the main route to employment centers in Hillsboro and beyond. This street connectivity and the drive-by traffic and visibility that it would produce will be crucial to the success of the retail land uses, especially since the site is not directly located on Roy Rogers Road.

As shown in Table 2, the commercial center at River Terrace could support up to 19,000 square feet of retail space based on an average retail space per capita, the assumed capture rate for the center, and the projected population at River Terrace.[7] This indicates a higher supportable retail size due to a slightly different methodology for calculating retail space per capita.

[7] Average retail spending per capita is based on a 2007 CoStar analysis of Portland-region retail inventory and population estimates and is not likely to have changed significantly in recent years.

Table 2. Supportable Retail Space

Square Feet of Retail per Capita	Projected Population	Total Square Foot of Supportable Retail	Capture Rate for a Commercial Center in the Study Area	Center's Supportable Retail Square Footage
27.95	11,600	324,000	6%	19,000

Source: CoStar, Leland Consulting Group.

In addition to the retail space, a commercial center at River Terrace should have some small offices and service uses that would not be captured in the retail market analysis. A critical mass of activity is required for a center to be successful and anything less than 25,000 square feet runs the risk of being too small to generate enough activity to be viable. Therefore, at least 6,000 square feet of offices and other service uses should be included in the center. In addition to this space would be any buildings used for civic uses such as a library or community center. When accounting for a public plaza, parking, roads and sidewalks, and space for civic uses, the original assumption of five acres is still considered appropriate.

Table 3 below shows the types of uses that might be likely to locate in a neighborhood center at River Terrace. Additional uses include yoga studios, doctor or dentist offices, and a myriad of other convenience type retail and services. The final product will depend on the developer and the market opportunities that arise when it is built.

Table 3. Sample Development Program—Village Commercial Center

Land Use	Average Size (SF)	Land Use	Average Size (SF)
Retail		**Services/Office**	
Mail/Packaging Store	1,400	Daycare	3,000
Coffee Shop	1,500	Real Estate Office	1,300
Dry Cleaner	1,400	Law Office	1,500
Hair Salon	1,200	Accountant Office	1,200
Specialty Grocer	10,000		

Source: Leland Consulting Group.

CONCLUSION

This update to the market analysis for a commercial center at River Terrace indicates that a mixed retail/commercial center of approximately 25,000 square feet will be supportable in the future provided that the planned civic uses and transportation connections are built. Given the site's location at the edge of the urban area, the market demand for the retail will be almost entirely generated by residents within River Terrace itself. As such, the timing of the retail development will be after a substantial amount of surrounding residential development has already taken place, making the commercial components among the last land uses to be built at River Terrace.

AIS-1366 **9.**

Business Meeting

Meeting Date:	06/25/2013		
Length (in minutes):	10 Minutes		
Agenda Title:	Contract Award - River Terrace Community Plan		
Prepared For:	Joseph Barrett		
Submitted By:	Joseph Barrett, Financial and Information Services		
Item Type:	Motion Requested	**Meeting Type:**	Local Contract Review Board

Public Hearing
Newspaper Legal Ad Required?: No
Public Hearing Publication
Date in Newspaper:

Information

ISSUE

Shall the Local Contract Review Board award a contract for the development of a River Terrace Community Plan to Otak?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends the Local Contract Review Board award the contract for the development of the River Terrace Community Plan to Otak and authorize the City Manager to take the necessary steps to fully execute the contract.

KEY FACTS AND INFORMATION SUMMARY

The city recently annexed 500 acres west of its boundary known as River Terrace. The area consists of 450 acres brought into the urban growth boundary in 2002 (Areas 63 and 64) and 50 acres brought in in 2011 (Roy Rogers West). The addition to the UGB initiated the process for these once rural lands to be developed. Prior to urbanization, regional regulations require the preparation of comprehensive plan provisions and land use regulations.

Tigard will build upon the planning work done by Washington County in the West Bull Mt. Concept Plan (WBMCP) completed in 2010. The concept plan outlined a vision for the area based on the principles of:

- Great neighborhoods
- Resource preservation and protection
- Connected, walkable and accessible transportation system
- Community focal points, including mixed use areas
- Parks, open spaces and community facilities
- Integration with existing Bull Mt. neighborhoods

That vision was captured in land use, transportation, natural resources, and parks and trails framework maps and an analysis of the infrastructure needed to serve the area. Close coordination with Beaverton, Washington County and Clean Water Services has the potential for taking advantage of economies of scale and cost savings in providing needed infrastructure.

River Terrace will primarily develop with residential uses and is expected to provide approximately 2,800 dwelling units. A small mixed-use neighborhood commercial area will provide convenience for residents and local users, and the Tigard-Tualatin School District owns a property that will eventually be the location of a new elementary school. The

city's planning work will focus on reviewing and refining the work completed by Washington County and adopting the required zoning, land use regulations, infrastructure master plan updates and financing strategies to support the successful development of the River Terrace area. The city will need the assistance of a consulting firm/team to compete this work.

The consultant team will provide infrastructure master planning services and an infrastructure financing strategy for the River Terrace Community Plan project. They will combine the findings with existing master plan information to also create a public facility plan that meets Statewide Planning Goal 11 requirements. The consultant team is composed of well qualified experts to complete the contract components. The city expects a high degree of ability and understanding to coordinate the various transportation, engineering and infrastructure finance experts, and communicate project goals and outcomes to stakeholders, the community and policy makers.

The city has developed a scope of work for the River Terrace Community Plan project. Tasks associated with land use, natural resources and public involvement will be managed by city staff and outside of this contract. Although the consultant team will not be responsible for these tasks, they will need to coordinate with city staff to ensure the use of consistent data and assumptions. The consultant team will not need to facilitate public meetings, but will present technical information to a stakeholder working group, technical advisory committee and a series of community meetings. The remaining tasks associated with infrastructure planning represent the city's best estimation of how to complete the community planning in approximately 12 months from the commencement of consultant services through River Terrace Community Plan adoption.

There will be seven components to the project, conducted generally concurrently and linked together with the public involvement program: 1) Tigard Park System Master Plan Update; 2) Tigard Water System Master Plan Update; 3) Tigard Transportation System Plan Update; 4) Tigard Sanitary Sewer Master Plan Update; 5) River Terrace Stormwater Master Plan; 6) River Terrace Infrastructure Financing Strategy; and 7) Tigard Public Facility Plan Update. Some of these tasks can be accomplished through adopted addendums to existing master plans and as currently envisioned, capital funding for public improvements needed to support the River Terrace area will be generated via development activity in the area.

Staff issued a Qualification-based Request for Proposal (QBS) on March 20, 2013 for consulting services for the River Terrace Community Plan. The QBS contained the following scoring criteria in effort to select the most qualified consultant:

- Firm and Project Team Qualifications and Experience - 40 points
- Project Approach to Master Plan Updates - 40 points
- Project Approach to Infrastructure Financing Strategy - 20 points.

Responses to the QBS were due on April 17th and the city received one response which was from Otak. A selection team of city staff scored the proposal and found that Otak was very qualified to perform the work and, as such, entered into negotiations with Otak for the project. A project total of $463,500 with contingencies is the current negotiated cost of the project but anticipates the scope and cost will be fine tuned over the coming weeks. Staff recommends the Local Contract Review Board award the contract for the River Terrace Community Plan to Otak in the amount of $463,500.

OTHER ALTERNATIVES

The Local Contract Review Board could direct staff to reissue the QBS document as only one proposal was received but the result may be the same.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

DATES OF PREVIOUS COUNCIL CONSIDERATION

Staff presented an update on the consultant selection process to the Council at their April 23, 2013 Study Session.