



City of Tigard Special Joint Council Meeting Minutes February 12, 2013

TIGARD CITY COUNCIL AND BEAVERTON CITY COUNCIL

MEETING DATE AND TIME: February 12, 2013

MEETING LOCATION: City of Tigard – Town Hall – 13125 SW Hall, Tigard, OR 97223

1. SPECIAL JOINT MEETING WITH TIGARD AND BEAVERTON CITY COUNCILS

A. Mayor Cook called the Special Joint Meeting of the Tigard and Beaverton City Councils to order at 7:03 p.m.

B. Deputy City Recorder Krager called the roll:

	Present	Absent
City of Tigard		
Mayor Cook	✓	
Councilor Buehner	✓	
Council President Henderson	✓	
Councilor Snider	✓	
Councilor Woodard	✓	
City of Beaverton		
Mayor Doyle	✓	
Council President Arnold	✓	
Councilor Bode	✓	
Councilor King	✓	
Councilor Fagin	✓	
Councilor San Soucie	✓	

Tigard staff present: City Manager Wine, Assistant City Manager Newton, Community Development Director Asher, City Attorney Ramis, City Engineer Stone, Principal Planner McGuire, Senior Planner Wyss, Deputy City Recorder Krager

Tigard Planning Commissioner Shavey

Beaverton staff present: Chief Administrative Officer Ealy, City Attorney Kirby, Assistant City Attorney Scheiderich, Community and Economic Development Director Mazziotti, Public Works Director Arellano, Principal Planner Sparks, Senior Planner Sutton and Principal Engineer Winship.

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Clean Water Services Engineer Pak and Washington County Principal Engineer Younkins were also present.

C. Pledge of Allegiance

D. Council Communications & Liaison Reports

E. Call to Council and Staff for Non-agenda Items City Manager Wine said she had two non agenda items to be discussed at the end of the meeting.

2. PLANNING COORDINATION BETWEEN TIGARD AND BEAVERTON

Mayor Cook said the cities of Tigard and Beaverton are commencing a planning effort to get land use and infrastructure plans in place to allow urban growth expansion areas to transition from rural to urban use. The planning areas are adjacent, River Terrace in Tigard and South Cooper Mountain in Beaverton, and there are several issues of mutual interest. Opportunities exist for coordination and reduced duplication of efforts, which will lower the cost for each jurisdiction. At the end of the discussion, councils from both cities will consider placing a joint resolution on their future agendas directing staff to coordinate between the two cities.

Tigard Senior Planner Wyss introduced Beaverton Senior Planner Sutton and said the presentation tonight will be an overview of each city's process and planning efforts. He said Tigard Community Development Director Asher and Beaverton Principal Planner Sparks will lead a discussion on coordination.

Senior Planner Wyss said the River Terrace Community Plan will refine the West Bull Mt. Concept Plan completed by Washington County in 2010. The River Terrace Community Plan area covers 500 acres. Major tasks include refining the comprehensive plan land uses into zoning and regulations for development to occur. Updates are required for city infrastructure master plans including water, sewer, storm water, transportation and parks. The River Terrace Community Plan area anticipates 2,800 housing units and a small neighborhood commercial area. He distributed a handout showing development examples and noted that the average will be just over ten units per acre.

Senior Planner Wyss said the concept plan laid out a series of three community parks, eight neighborhood parks and a connecting trail system. There will be a well-connected street system to relieve traffic pressure and good pedestrian/bicycle infrastructure. The Tigard-Tualatin School District owns property on the southern edge of the area and a new school is planned once development creates a demand.

He said much of this planning will take place over the next year. Some natural resource tasks have begun, including a tree grove inventory to coincide with the recent adoption of the urban forestry code revision project. A wetland inventory created for the West Bull Mt.

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Concept Plan was accepted by the state and Tigard will complete the analysis required for the Goal 5 program. Assigning zoning to the comprehensive plan land uses is just beginning and will feed into many other tasks. This will be the topic of the first round of committee and community meetings to be scheduled in the next few months. Tigard will use the services of a consultant team to help with the infrastructure plans.

Beaverton Senior Planner Sutton said the South Cooper Mountain Concept and Community Plan Area (SCM) includes the 510-acre Cooper Mountain area added to the urban growth boundary in 2002, 544 acres added in 2011, and the balance of the Urban Reserve Area 6B (1,232 acres). The Cooper Mountain area remains in Washington County and planning work has not been done. In 2011 544 acres were added with the balance of Urban Reserve Area 6B (1,232 acres), which has not been added to the UGB. She said the planning work was not done for URA 6B, which remains in Washington County. Metro asked Beaverton, as part of the ordinance adding 544 acres to the UGB, to complete the concept planning for all of area 6-B. Another Metro condition of the UGB expansion was that Beaverton must provide capacity for 5,500 dwelling units, a density of over 15 units per acre. She said their goal is to spread density, placing more near the infrastructure and transportation along Scholls Ferry Road and 175th Avenue. Beaverton School District is planning to build a new high school.

Senior Planner Sutton said she knew of no other situation where concept and community planning work to this degree is going on in two adjacent jurisdictions at the same time. Major issues include sanitary sewer on both sides of Scholls Ferry, stormwater management and natural resource protection. She said the City of Beaverton issued an RFP and received a proposal from a team of consultants that has worked on all 14 of the concept plans in the region. The project begins in March and the target for the concept plan and comprehensive plan amendments (and zoning amendments for areas within the city) should be ready for adoption by the Beaverton City Council in late summer 2014.

Councilor Buehner said, “Washington County is currently improving Scholls Ferry up to 175th Avenue and your description indicates the high school will be west of 175th. Has the city considered improvements west of 175th to address these issues?” Principal Planner Sparks said it is an MSTIP project with limits that go a little beyond 175th Avenue but whether this will be adequate for added high school traffic is in question. He said the school district would be required to provide mitigation.

Councilor Buehner said the 6-B Area is split between the Beaverton and Hillsboro School Districts. She noted that there is proposed legislation to adjust school district lines and asked if the city was taking a position on this. Mayor Doyle said the City of Beaverton is not taking a position at this time.

Councilor San Soucie asked for information about cooperative planning for trails. Senior Planner Sutton said she has spoken with the Tualatin Hills Park and Recreation District (THPRD) and they are enthusiastic about working together on providing trail connections. There are opportunities to connect to major regional investments such as the

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Cooper Mountain Nature Park, West Side Regional Trail and the Tualatin River National Wildlife Refuge. She noted that there is a condition in the urban reserves IGA establishing Area 6-B that Beaverton provide enhanced resource protection and public access to the regional park. In response to a question from Councilor San Soucie about whether Tigard's River Terrace area has a similar requirement, Senior Planner Wyss replied there was not, but the West Bull Mt. Concept Plan identifies a trail starting on 150th Avenue that follows the 300 foot elevation contour to Scholls Ferry Road. He said this is an opportunity to coordinate with Beaverton and THPRD to make sure the trails line up. Metro is interested in the possibility of connecting 150th Avenue with the Westside Corridor Trail, which is only one quarter-mile away. Principal Planner Sparks noted that the Westside Corridor Trail is within the BPA power line easement.

Community Development Director Asher suggested moving the discussion to one between the councils and mayors. He stated that the level of coordination between the cities is not difficult and staff can be counted on for this. He said the challenge is the coordination that will make both planning areas turn out better and happen faster, and this will occur at the elected official level. The mayors and councils will need to be involved when figuring out the cost allocations for systems crossing boundaries, such as sewer, water and roads. He said staff wants to hear what the elected officials are looking for out of these planning processes so that in 12-18 months' time there is financing in place to prepare for development.

Principal Planner Sparks agreed that financing issues are key and there are a lot of partners that can be relied on to help with that. Part of the planning process is having financing first and foremost. Each community is at a different stage in their planning. He said they don't want to slow anyone down or speed anyone up, but where we can cooperate and have economies of scale, they want to take advantage of them.

Mayor Doyle said, "We can't afford not to work together." He said the cities have worked well together before and he wants to lead the way in showing how the cities are careful with spending every dollar as judiciously as possible. He said coordination makes sense and it is owed to the taxpayers to do it this way. He acknowledged that each city's staff will be very busy in the next year and a half and, "Everything we can do to support you, we will do. We're all in this together."

Councilor Snider said this is an example of something that would be a colossal failure if there was no coordination. He said this should occur at the highest level, including the councils and every opportunity should be taken to do this well.

Councilor Woodard referred to the SW Transit Corridor and asked the planners if they have scoped outside of these areas to consider congestion-reducing transit. Community Development Director Asher said he heard concerns at the SW Corridor Steering Committee meeting about the transit planning process stopping at the "front door" of this area. He said transit planning should be a part of what is done here. He said a frequent mistake in this kind of "edge" area is assuming too many trips are in single-occupancy automobiles. He said he was pleased that a lot of the planning already occurring for River

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Terrace shows a commitment to connectivity so other travel modes (bicycle or pedestrian) are effective for certain trips and transit has a role. He said there is a regional commitment to build places that support other modes of travel, besides cars.

Principal Planner Sparks commented that the collective challenge in this area will be transportation, particularly employment transportation. Employment is largely going to be in Hillsboro, north Beaverton or downtown Portland, putting a lot of traffic, both east and west, on Scholls Ferry Road and Murray Boulevard. He said there are many questions about what mitigation can be achieved and we have to realize what is realistic and achievable. He said, "I don't think we can make Scholls Ferry Road and River Road into a west side corridor substitute. But I think we also have to recognize that people are going to go certain ways to get to the employment areas. How we address this will be a challenge and a coordination issue with Washington County."

Councilor Bode suggested it is timely to consider the long-term visions of TriMet and Metro to see what instruments they can put into play to support developing a public transit line to these areas. She said a red flag for transportation is that Tualatin Valley Fire & Rescue went to a smaller truck for a 911 call that was medical so they get through the traffic and reach victims more quickly. She asked, "If we are already at capacity, what is the selling point going to be? Own a home - but you'll never leave it because you can't get out on the road?" She said people need to be shown that by developing this area it will have all the elements, including effective transportation.

Principal Planner Sparks said TriMet released information on westside enhancement, which is not a commitment but a study on routing ideas and questions. He said he talked to TriMet about routes for this area and Senior Planner Sutton invited TriMet to participate in the planning process. He said that TriMet's finances are dire and services are being cut.

Councilor San Soucie commented that the transportation network map doesn't show the south Hillsboro planning work which will impact Scholls Ferry and Tile Flat Road. He said Tile Flat Road connects to Clark Hill Road which is the logical southern extension of Cornelius Pass Road, the principal arterial through south Hillsboro. He said we need to be aware of their efforts and while the level of coordination would be lower, this is worth tracking. Senior Planner Sutton said she has spoken with Hillsboro planning staff and while the areas are not adjacent, the transportation ties are close and Hillsboro is interested in coordination.

Councilor San Soucie expressed confidence in staff being able to work out sanitary sewer and storm water issues. He hoped that attention is also paid to parks and trails. He said people don't care which jurisdiction a park or trail is in, they are attracted to pleasant and convenient amenities and will use them without thinking of boundaries.

Councilor Fagin said what is important to him is the idea of doing things once. Especially in the Cooper Mountain and South Cooper Mountain areas, sewer and water pipes need to be installed that are sized to accommodate future needs. He mentioned another thing to

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keep in mind is that Hillsboro's new water source may cross Beaverton through this area. Principal Planner Sparks said along this line, Washington County is taking a lead role in making sure all agencies are at the table during the widening of Scholls Ferry Road to ensure the pipes underneath the road are adequately sized.

Council President Arnold asked where water for South Cooper Mountain will come from. Principal Planner Sparks said Beaverton's water engineers are considering a new tank in Area 65-B to serve the South Cooper Mountain area. Senior Planner Wyss said the City of Tigard will provide water to the River Terrace area.

Councilor Snider expressed concerns about pressure put on Highway 217 from Scholls Ferry traffic. He asked if these impacts need greater consideration and coordination in the planning phases. Community Development Director Asher said this will be a problem, but questioned whether this means that the development creating the exacerbation can fix it. He said it may be completely unrealistic to think that this planning effort is going to solve that. He said, "We do need to be smart and creative about how much we take on, how much we allocate to this project and what kind of signals we send as to what we intend to do about that."

Mayor Cook asked about specific road issues and connectivity to Scholls Ferry. He asked if intersecting roads from River Terrace and South Cooper Mountain will connect across Scholls Ferry. He noted that the county's plans only show existing roads and they will have their work completed before Tigard or Beaverton build anything. In response, Senior Planner Wyss said a key coordination point is to have models, assumptions and outputs consistent and then figure out how to pay for offsite impacts.

Councilor Buehner asked if the long term plan is to widen Scholls Ferry Road to seven lanes into Highway 217, and where that project is in the county's priority system. Washington County Principal Engineer Younkins replied that it is not on any MSTIP list. If it were to happen the county would do a series of intersection improvements. He said they have a new signalization system now. Cornell Road is one example. He acknowledged that with the new system drivers on side streets do have to wait a bit longer. Signalization is based on cars approaching from the east-west direction. He said they are looking at signal timing and safety improvements on Roy Rogers Road at Scholls Ferry, Beef Bend and Bull Mountain, and also the intersection of Scholls Ferry and Tile Flat Roads. Councilor Buehner said she hoped the county would coordinate with Tigard on Roy Rogers Road because the city will be doing the concept planning for the urban reserves area.

Washington County Principal Engineer Younkins said federal, state and Metro greenhouse gas initiatives are coming so the county is holding off on revising their transportation plan until most likely 2014 so they can consider these impacts.

Mayor Doyle said we need to avoid the mistakes that have been made in this region because people did not think a little farther out than their project area and failed to correctly estimate growth. He said the cities should work closely with the county because they will

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need to help pay for some of this. He commented on the idea of a seven lane road and said he was against it saying, “They destroy communities.”

Principal Planner Sparks said the councils have an opportunity to coordinate lobbying efforts for project support and grant funding, promoting the cooperation between the cities on issues of mutual interest.

Councilor San Soucie said a lesson learned from the North Bethany process was that the concept plans were attractive but didn’t line up with practical realities on the ground. He asked to what extent can we work better with land owners and developers so we don’t run into hurdles to development. Community Development Director Asher said one thing would be to make this a real planning process that results in ordinances within these timeframes so that we attract private sector investment from homebuilders, developers and contractors. They will know what is coming and will invest. He said in the River Terrace area some of those interests have already made investment decisions and will continue to be involved. He said, “They will raise those very issues for us and we will be sensitive to them.”

Councilor Woodard urged everyone to remain cognizant of zoning ideas that benefit public/private partnerships. He suggested thinking of destination points that are exciting and interesting such as Big Al’s Bowling and New Seasons. He said there are some great opportunities and we should not be afraid of “dreaming big.”

Councilor San Soucie said there are countless places already in cities where five-lane arterial intersections are normal, pedestrian-oriented, urban places. He said, referring to Scholls Ferry Road, “We don’t have to think of this as a super highway separating two cities. We can think of this as a street between two neighborhoods. That’s what I’m hoping for.”

Councilor Buehner noted that Tigard has recently purchased a large amount of park property on west Bull Mountain which is very close to this area. She also mentioned that Tigard wants to use the density transfer as a vehicle to move density to the downtown and the Tigard Triangle from other areas. She asked if Beaverton has this option. Planner Sparks said it was certainly on the table. He said Metro Code dictated fifteen units to the acre but 15.7 units per acre is what is listed in the ordinance.

Community Development Director Asher said there is a joint resolution and as this is a work session, staff is requesting that each council take it back to their jurisdiction for adoption. He said this is a formal action that punctuates the coordination that has occurred already and will continue in the future.

Mayor Doyle said Beaverton’s city council will take action to formally adopt the resolution at their next meeting. Mayor Cook said Tigard will do the same. Councilor Buehner requested that another joint meeting be scheduled within six or twelve months to make sure everyone is on target for coordination and cooperation.

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At 8:13 p.m. Mayor Cook called for a short break. He announced that Tigard would continue on with their agenda and Beaverton council and staff were welcome to stay.

The meeting was called back into session at 8:27 p.m.

3. REVIEW AND DIRECT STAFF REGARDING TIGARD'S FEDERAL LEGISLATION AGENDA

Assistant City Manager Newton highlighted a few things from Tigard's proposed federal legislative agenda.

- Grant Opportunities include funding for the Fanno Creek Regional Trail and the 72nd Avenue/Highway 217 interchange, which are on the 150 percent list for Washington County. The city's lobbyists advised that there is potential funding for the Hall Boulevard from Burnham to Durham Road program. A few police equipment requests were submitted and she said the city often tries to get federal funding for these. Chief Orr is prioritizing them.

Other projects include the after-school program for Metzger, which Tigard is working on with the Tigard-Tualatin School District. Also, the Farmer's Market is enlarging and moving to a new location and Tigard has been encouraged to apply for grant funds to promote the market.

- Projects Supported by the City of Tigard include projects that Tigard is not asking for funding but may benefit from, if funding becomes available for these projects:
 - Pacific Highway (99W)/Barbur Boulevard High Capacity Transit Alternatives Analysis
 - Lake Oswego-Tigard Water Partnership
 - Columbia River Crossing Project
- Policy Items are those Tigard has support for moving forward but not necessarily funding.

Assistant City Manager Newton said once the legislative agenda is adopted by council, a brochure will be produced and this is what Mayor Cook and City Manager Wine will take to Washington, DC when they visit our legislators.

Councilor Snider asked how "Opposing Sequestration Cuts" ended up on the list. He commented that many of the aforementioned items were ones he recognized as those discussed by council in the past year. He said he did not recall any discussion, for or against, sequestration. Assistant City Manager Newton said there is usually some wording about protecting Community Development Block Grants or specific programs and the city has gone on the record supporting no cuts to those programs. She said because they are part of

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the sequestration package this year they were not listed separately. Councilor Snider said he understood that the city supports programs that will be affected by sequestration but felt the wording takes too strong a stand on managing the federal budget. Councilor Buehner said the city is very dependent on federal transportation funding and sequestration will gut this funding. Assistant City Manager Newton said this section will be reworked.

Councilor Woodard asked about the P&W Rail Abandonment item. He said he was hopeful to see movement on this because the Rotary Club must decide by 2014 the location of their equipment donation installation and the first choice would be along the Tigard Street Trail. Assistant City Manager Newton said CFM Lobbyist Rubin scheduled a meeting for City Manager Wine and Mayor Cook with the Surface Transportation Board when they are in Washington DC.

In response to a question from Council President Henderson, City Manager Wine said she and Mayor Cook will meet with the city’s lobbying group and federal agencies or members of our congressional delegations. City Manager Wine said they meet frequently with CFM during the preparation of this legislative agenda and the lobbyists are always looking for potential grant opportunities for Tigard. She said Lobbyist Rubin is aware of council’s upcoming Washington DC trip plans and if there are opportunities for connections he will set them with council.

Mayor Cook addressed the wording relating to the sequestration priority, saying he agreed with Councilor Snider on amending the wording. Options: “We oppose the impacts of the cuts and programs that are important to us” or “We oppose arbitrary reductions.”

Councilor Buehner moved and Council President Henderson seconded her motion to approve the proposed federal agenda with amended wording regarding sequestration. Motion passed unanimously.

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

4. COUNCIL LIAISON REPORTS -

Councilor Woodard attended his first TTAC meeting and learned about a potential JARC (Jobs Access and Reverse Commute) grant to get enhanced bus services in the 72nd Avenue and Bonita area.

Councilor Woodard reported on the PRAB meeting and said things are moving well on Jack Park, Sunrise Park, Fanno Creek House, East Butte Heritage Park and the Dirksen Nature

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Park He said former dog park committee chair Chris Garstek asked that the dog parks be an official subcommittee of the PRAB. He noted that they couldn't have their dog Halloween costume contest last year because they didn't have the money for necessary insurance. He said a majority of the voters who voted for the parks bond were dog owners and they would like a voice. A dog park is seen as an amenity for nearby housing.

He said other cities have dog parks that create revenue that helps pay for maintenance and capital projects. Money is often raised from a dog photography program which proves to be a popular city recreation program. She said Ms. Garstek had some interesting ideas and council will be updated soon.

Councilor Woodard said a citizen mentioned that the YMCA does recreation program market feasibility studies, at a cost. Councilor Woodard said he let PRAB know there is money available for studies like this, but it is up to them to forward what they plan to do through staff who will then bring it to council. He said he felt he had council support to ask them to get started on studying support for a recreation program.

Council President Henderson said the CBDG program is finished and he will spend February 14 endorsing this year's grant winners. He cannot reveal who received them yet but \$3 million dollars is available to be distributed.

Council President Henderson reported on the Willamette River Water Coalition meeting. He said this is a permit held with others on the Willamette River. We only take half of the budget every year but this year we are asking for all of the money because there is a greater monitoring need because the Army Corps of Engineers will be examining all the water not being used. He said, "We want to be at the table." New members include Wilsonville and Hillsboro.

Councilor Buehner reported last night the application for the permit for the new water treatment plant was approved by the West Linn council.

Councilor Buehner reported on the Regional Water Providers Consortium meeting, which included a presentation on how an 8.5 or 9 earthquake would affect infrastructure. While discussion is commonly held on preparation for 72-hours of emergency response and inconvenience, that preparation is inadequate. It would be closer to three months. She noted that the planned Lake Oswego/Tigard water treatment plant will be one of the few water plants that can withstand an earthquake of that size.

Councilor Snider said the Social Services subcommittee of the Budget Committee will be meeting the evening of February 27 and requested that any councilors wishing to give input or perspectives contact him.

Mayor Cook reported on the Washington County Coordinating Committee meeting and said Tigard projects remaining on their 150 percent list for Washington County funds are the Tigard Street Trail and 72nd Avenue/Highway 217.

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Mayor Cook said he attended a SW Corridor Steering Committee meeting. He said a council briefing is scheduled so he would not go into too much detail at this time. He said over the next three months the committee will be asking for support from the councilors and input from citizens for the projects on the list. Information will be gathered from cities, chambers of commerce, stakeholder groups, homeowner associations and citizens. He would like to hold a citywide open house in April to receive citizen input prior to a decision in May on which of the projects on the list are most important.

5. NON AGENDA ITEMS

Washington County Surplus Properties

City Manager Wine distributed a map showing two Tigard parcels in foreclosure due to not paying taxes. She said surplus properties are offered by the county to agencies first. They represent opportunities to make linkages to the city's park system.

The Essex parcel was reserved for a path to adjacent city-owned open space. Staff believes this would be a good trail network connection in the future.

The Rockingham parcel is in the Amesbury Heights subdivision and is adjacent to a city-owned water quality facility and could be used for a pocket park.

City Manager Wine said usually the city can pick up these kinds of properties for the amount of the back taxes. For the Essex parcel that amount is about \$5,000 and the Rockingham parcel is about \$15,000. The county needed to hear of any interest by Friday. She authorized staff today to let Washington County know that the city is interested in purchasing these parcels. Council President Henderson noted that they are too small for home lots. Councilor Buehner said she has long-time had an interest in having the Essex property be a small pocket park and the Rockingham property connects to a stairway that connects to a city-owned easement.

Council Groundrules

City Manager Wine said council met on January 10 and 29, 2013 and one topic discussed was council groundrules. The final groundrule documents have been prepared and are ready for signature. She asked that council see Deputy City Recorder Krager at the end of the meeting to sign their groundrule documents.

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