



## Metro | Agenda

Meeting: East Metro Connections Plan Steering Committee meeting  
Date: Friday, April 22, 2011  
Time: 12:30 to 2:30 p.m.  
Place: Gresham Library, 385 NW Miller Ave, Gresham  
Purpose: Kick off Steering Committee participation in East Metro Connections Plan  
Outcomes: 

1. Establish a shared understanding of the plan timeline and elements
2. Determine a method for Steering Committee decision-making
3. Provide guidance on existing conditions and local aspirations
4. Confirm plan goals

- 
- |       |                                                                                                                                                                                                                                                                  |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12:30 | <b>Meeting called to order</b> <ul style="list-style-type: none"><li>▪ <i>Meeting purpose and outcomes</i></li></ul>                                                                                                                                             |
| 12:35 | <b>Welcome and opening remarks by Metro Council President Tom Hughes</b>                                                                                                                                                                                         |
| 12:45 | <b>Introductions</b> <ul style="list-style-type: none"><li>▪ <i>At the end of this effort I hope that...</i></li></ul>                                                                                                                                           |
| 1:00  | <b>Milestones</b> <ul style="list-style-type: none"><li>▪ <i>Project timeline</i></li><li>▪ <i>Example end product</i></li><li>▪ <i>All - Clarifying questions</i></li></ul>                                                                                     |
| 1:10  | <b>Decision-making</b> <ul style="list-style-type: none"><li>▪ <i>Role of Steering Committee</i></li><li>▪ <i>Local adoption process</i></li><li>▪ <i>Steering Committee decision-making</i></li><li>▪ <i>All - Discussion</i></li></ul>                         |
| 1:30  | <b>What's happening on the ground and what's anticipated in the future?</b> <ul style="list-style-type: none"><li>▪ <i>Existing conditions</i></li><li>▪ <i>Local economic and community development aspirations</i></li><li>▪ <i>All - Discussion</i></li></ul> |
| 2:00  | <b>Confirmation of East Metro Connection Plan goals</b> <ul style="list-style-type: none"><li>▪ <i>All - Discussion</i></li></ul>                                                                                                                                |
| 2:20  | <b>Next steps</b> <ul style="list-style-type: none"><li>▪ <i>Next Steering Committee meeting June 3 or 10</i></li><li>▪ <i>All - Clarifying questions</i></li></ul>                                                                                              |
| 2:25  | <b>Pubic comment</b>                                                                                                                                                                                                                                             |
| 2:30  | <b>Adjourn</b>                                                                                                                                                                                                                                                   |

**East Metro Connections Plan Steering Committee  
Membership**

Councilor Craddick  
Metro

Susie Lahsene  
Port of Portland

Mayor Weatherby  
City of Fairview

Hector Osuna  
El Programa Hispano

Mayor Bemis  
City of Gresham

Dwight Unti  
Tokola Properties

Mayor Kight  
City of Troutdale

Ron Cazares  
FedEx  
Plan area freight

Mayor Smith  
City of Wood Village

Jane Van Dyke  
Columbia Slough Watershed

Commissioner McKeel  
Multnomah County

Rian Windsheimer  
Oregon Department of Transportation

Steve Entenman  
East Metro Economic Alliance  
Harper Houf Peterson Righellis

Mark Garber  
East Metro Economic Alliance  
Community Newspapers

Carol Rulla  
Coalition of Gresham Neighborhoods

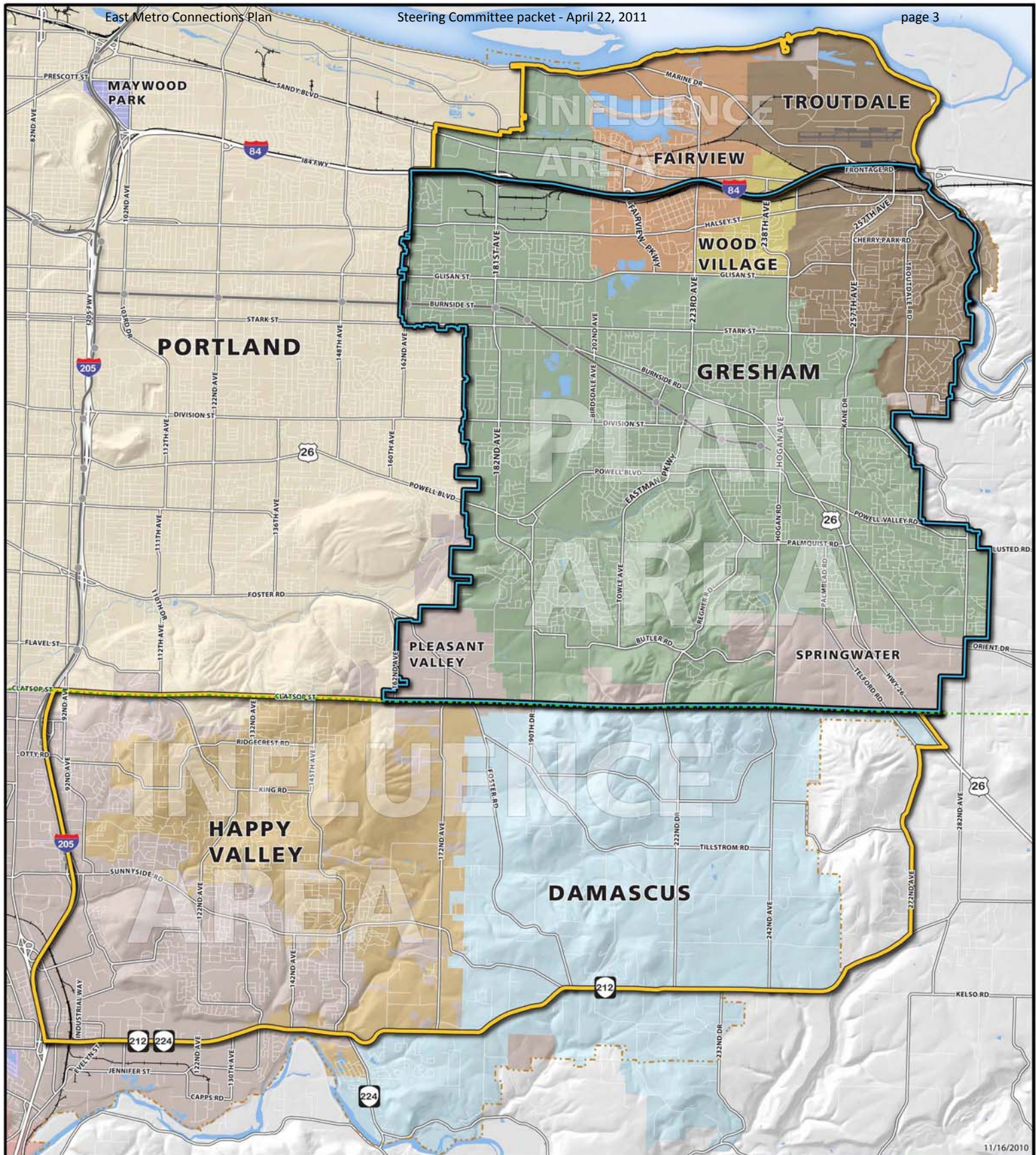
Greg Olson  
Multnomah County Bicycle and Pedestrian  
Citizen Advisory Committee

Councilor Helm  
City of Damascus

Commissioner Savas  
Clackamas County

Alan Lehto  
TriMet





11/16/2010

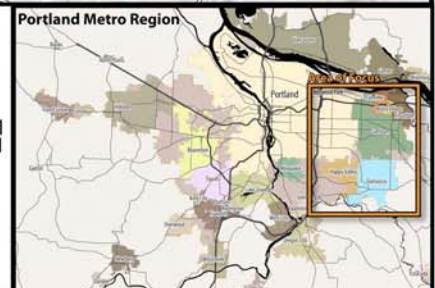
## East Metro Connections Plan Plan and Influence Areas

- Plan Area
- Influence Area
- County Line
- Urban Growth Boundary

- Light Rail
- +— Railroad

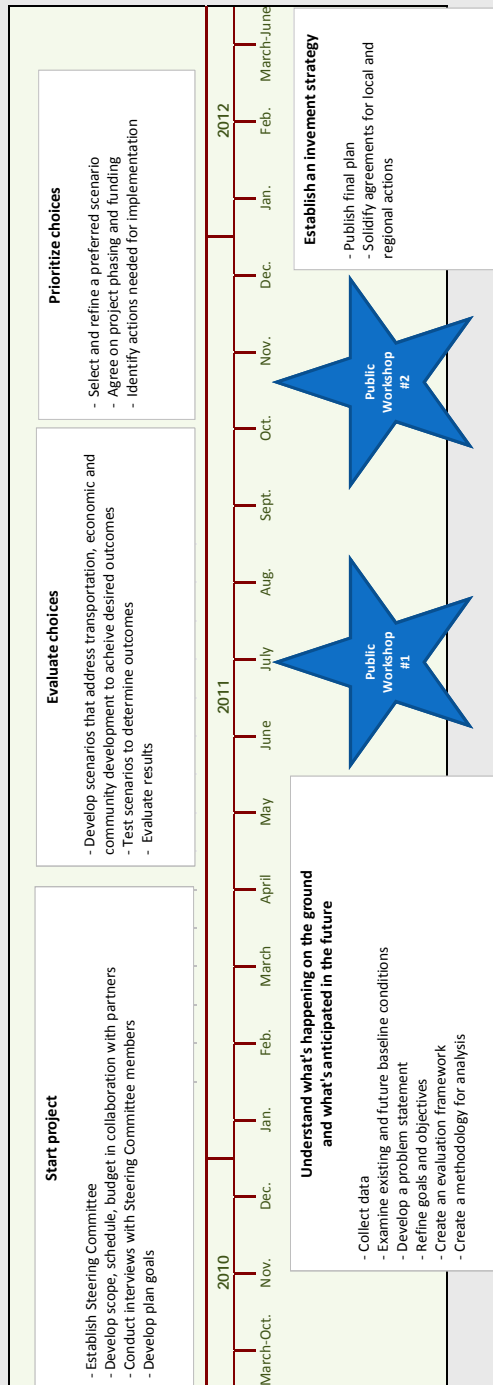
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Plan Area (Area for which improvements will be proposed): East Multnomah County, which includes the four city area of Gresham, Fairview, Wood Village, Troutdale and the unincorporated Pleasant Valley and Springwater areas between I-84 (north) and the County Line (south). Influence Area: Comprises two areas within two county/six city area (including Happy Valley and Damascus): 1) The portions of the 4 city area between the Columbia River (north) to I-84 (south) and 2) Between the County Line (north) and HWY 212 (south), and I-205 (west) to 272nd Avenue (east). The Influence Area will include a level of analysis sufficient to assess connectivity and land use relationships with the Plan Area.





# East Metro Connections Plan Timeline



DRAFT

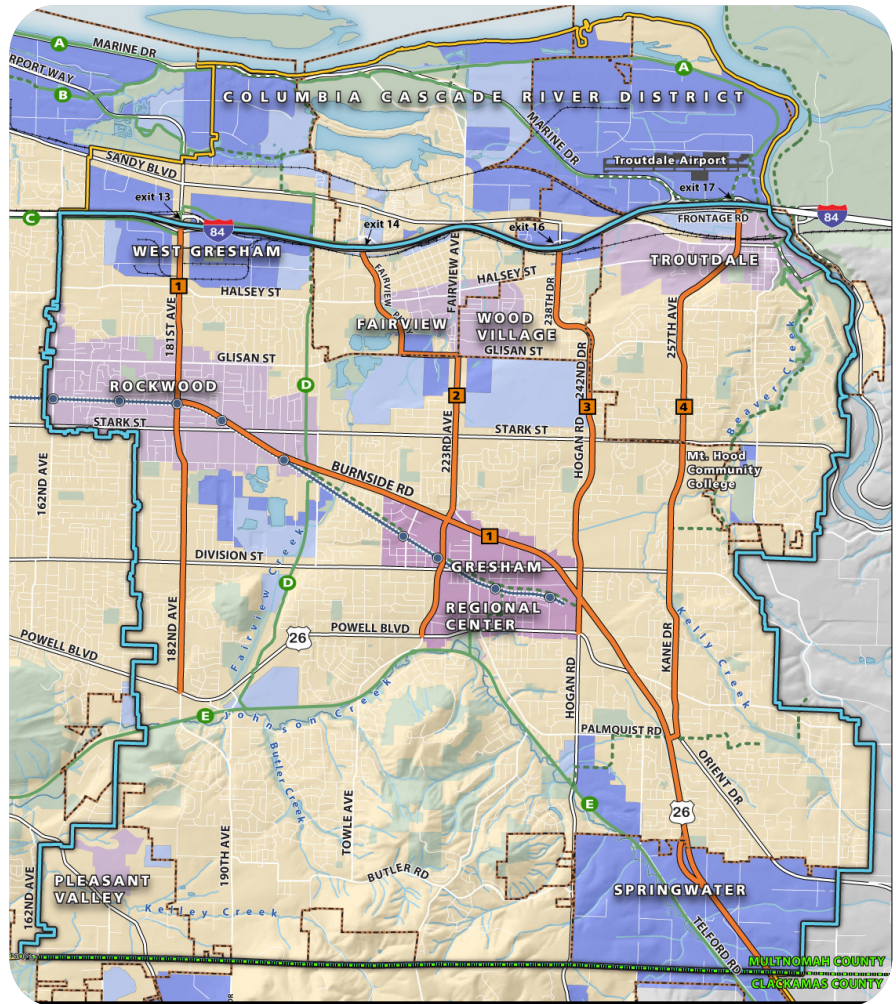
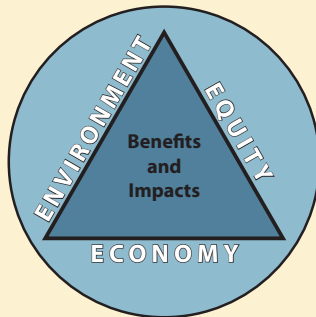
# Community Investments

## Making investments in East Metro

The East Metro Investment Strategy will use an outcomes-based framework to inform transportation planning and investment decisions based on three balanced objectives:

1. **Equity** – Responsibility of the plan to the people of the region.
2. **Environment** – Responsibility of the plan to the landscape of the region.
3. **Economy** – Responsibility of the plan to the economic prosperity of the region.

### OUTCOMES BASED FRAMEWORK



### **A A Town Center.....page xx**

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### **E A Town Center.....page xx**

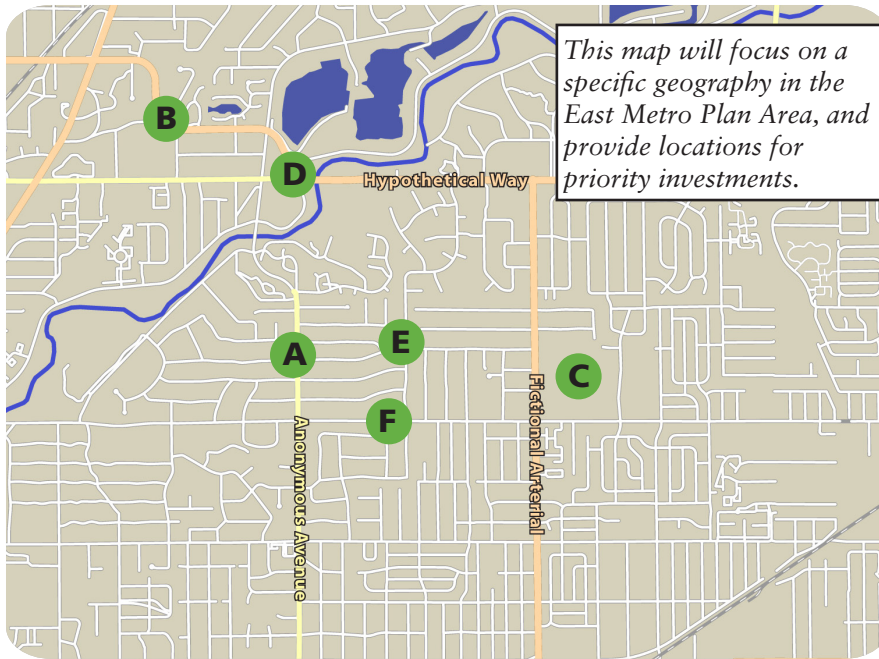
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# A Town Center

**Town Center:** This section will provide an overview of the land use, community, and economic development aspirations of this area, and describe key investments to achieve the desired outcomes.

DISCUSSION DRAFT



**Identify local goals specific to this area, such as:**

**Transportation**  
specific goals/outcomes

**Community Development and Housing**  
specific goals/outcomes

**Public Amenities, Parks, and Civic Institutions**  
specific goals/outcomes

**Economic Development**  
specific goals/outcomes

## Key Destinations

Describe key services/businesses/districts that are important to the community for access in this area.

## Access and Mobility

Describe the transportation needs for this area.

## Housing

Describe housing balance and housing mix.

## Jobs

Describe key employment areas and job strategies.

## Public Amenities

Describe key public investments.

## Investment Partnerships

Describe the stakeholders and partnerships to developing investments. Could be ODOT/Metro/county/local jurisdiction, etc. Will likely be different for different areas/investments

Describe the relationship of investments, focusing on how transportation improvements leverage other investments, as well as the 'transactional' relationship between local, regional, state, and federal funding sources. Describe the benefits of the coordinated investments.

Investment	Investment Outcomes	Project Delivery
A) Boulevard street improvement	transportation: neighborhood access, improved parking	short term; 2011-2013
B) Utility upgrade and new connection	economic development: encourages new development	short term; 2011-2013
C) Brownfield Recycling	economic development: remediation for future redevelopment	near term; 2014-2016
D) Street intersection upgrades	transportation: mobility; safety; access to regional center	near term; 2014-2016
E) Urban Renewal Area catalyst	economic development: expanded housing and infrastructure	short term; 2011-2013
F) Main Street streetscape and plaza	public amenity: community revitalization	short term; 2011-2013

# A Town Center

## Recent Investments

Describe a few examples of recent investments. Articulate how these investments lay the groundwork for future projects.

Be explicit how these 1) Led to clear benefits 2) have become assets to the community 3) Help illustrate the type of future investments to be made.



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## Case Study

Highlight the activities and services of the area, and the types of improvements that will provide access, mobility, or community investment improvements.

### Company XYZ

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### Neighborhood

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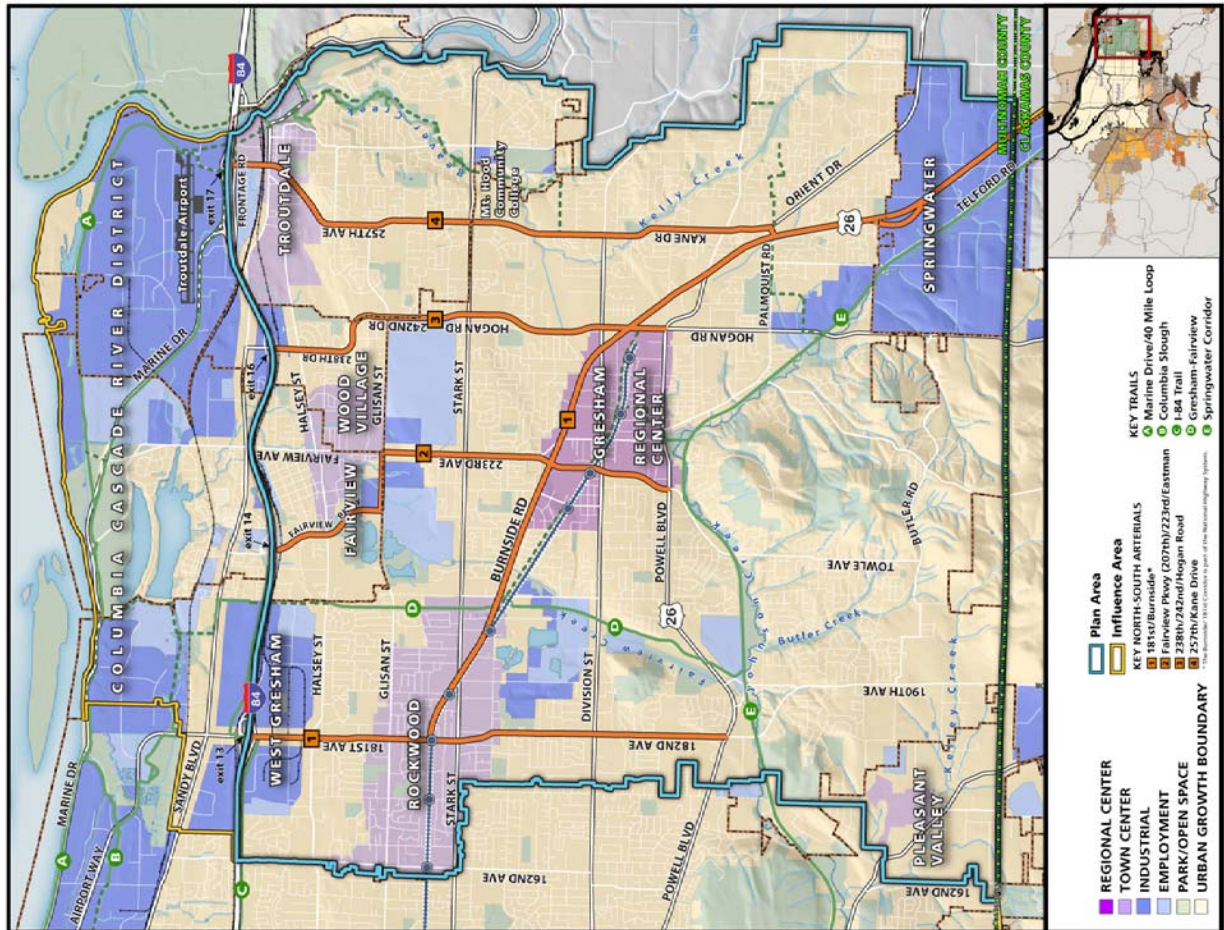
DISCUSSION DRAFT



## EAST METRO CONNECTIONS PLAN

## Local economic and community development aspirations in the Plan Area cities

Highlights from April 15, 2011



Land uses in the Plan Area

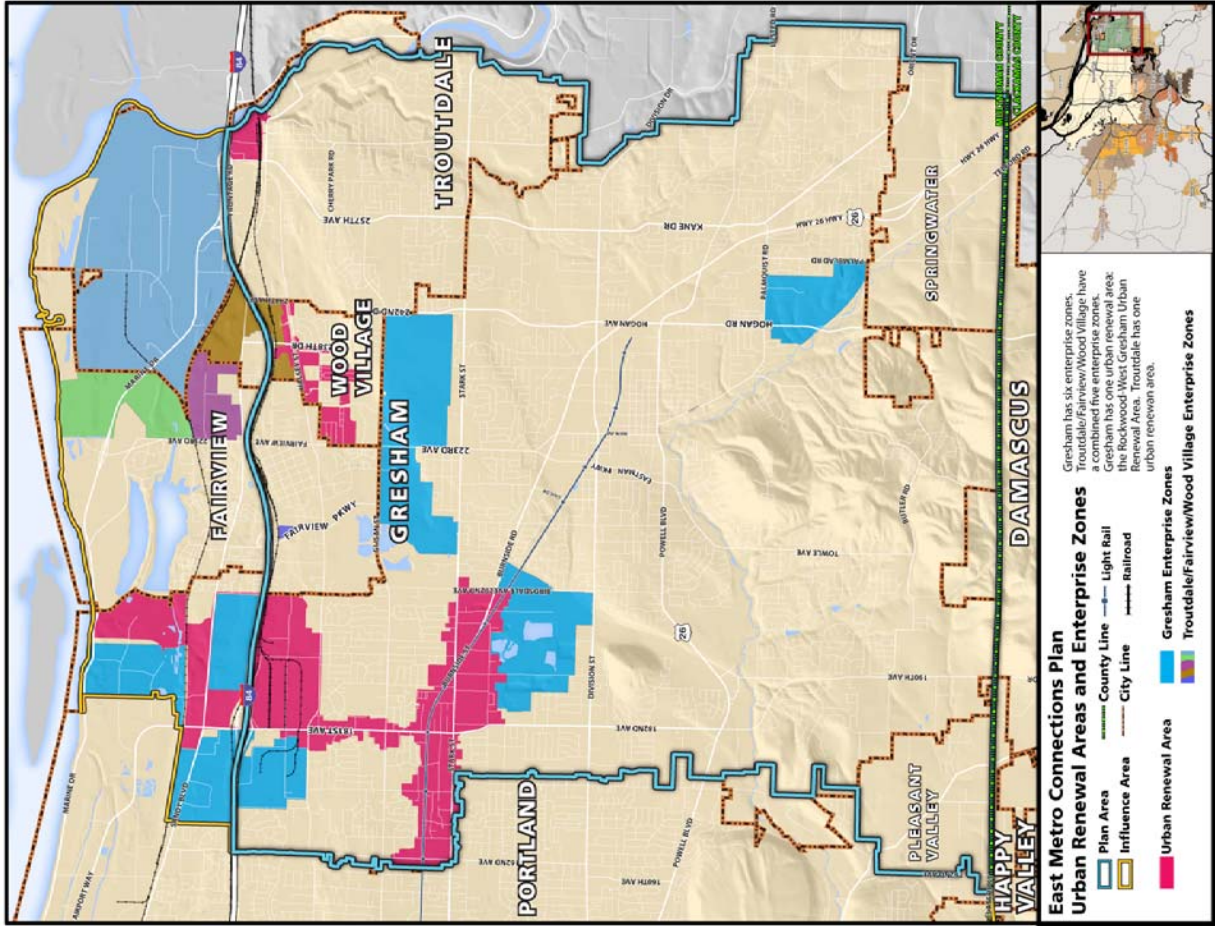
On April 15, city managers and economic development staff from the cities of Fairview, Troutdale, Wood Village and Gresham met to share information about their local economic and community development aspirations. The information they provided -- along with adopted local council goals, local economic development plans and strategies and staff interviews (spring 2010) -- will begin to form the foundations of an economic development strategy for the East Metro Connections Plan. This document provides highlights from that meeting.

**General guidance on an economic development strategy**

- We should prioritize funding transportation projects that serve existing properties before new development.
- A good strategy must consider equity so that all groups and areas enjoy the benefits of job growth and development.
- Twenty-minute neighborhoods where people can walk or take transit to meet their daily needs—including areas served and connected by streetcar—stimulate a healthy local economy.
- Businesses and workers benefit from affordable commute options—but transit design must support economic vitality.
- Cities do not want their economic development goals determined or restricted by neighboring jurisdictions or Metro.
- It is important to understand the link between economic development and traffic, including travel patterns. We must minimize impacts of through-movements on local commerce and neighborhoods. Solutions should account for the degree to which people travel to and from activity centers. East/west connections, as well as north/south, are important for economic development.
- For local projects to get prioritization at the regional level, it will be important for plan partners to agree to a phasing plan with buy in from jurisdictions.
- We will need to develop a set of filters or criteria to judge future investments based on existing economies.



*"We want to change our vision of who we are. In five years, we want the Westside to be asking us how we got our act together."*



Urban renewal areas and enterprise zones in the Plan Area

The cities shared with each other the main priorities and issues they are seeking to address. This summary features some of the highlights.

### Fairview

- Bring traded sector/manufacturing jobs to their Enterprise Zone. Access and freight capacity are the largest limitations to this happening.
- Focus efforts on the Sandy Blvd and Halsey St corridors. What investments can help these areas?
- USS Ranger and related investments needed to make that a reality.

### Troutdale

- Focus areas
  - Industrial Area north of I-84 (owned by the Port of Portland).
  - Urban Renewal District - 40 acres currently undergoing Brownfield assessment and may possibly need remediation investment.
  - Vacant property owned by Multnomah County - 70+ acres north of McMenamins Edgefield. Attempting to re-zone to General Commercial.

### Safety

- 257th is heavily used by Reynolds High School and Mt. Hood Community College students.
- Columbia River Highway is experiencing more freight traffic and is not built for that purpose. Poses a danger to cyclists and pedestrians.

### Wood Village

- There is deep support for joint development with Fairview on the Columbia Cascade River District, enterprise zones and Gresham diversity plan.
- City wants to remain free of any designated truck routes, additional parkways, arterials, or freeways that directly impact the community.
- City desires multi-family and mixed-use development in its downtown and on Halsey and Arata.

### Gresham

- Traded sector job goals
  - Manufacturing
  - Clean technologies
  - Professional, scientific and technical services
- As the economic development strategy is updated, the idea of traded sector jobs will remain the same, but the focus on specific industries may change (for instance, focus may shift to solar, wind or battery storage).

## BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND	)	RESOLUTION NO. 10-4216
APPOINTING MEMBERS OF THE EAST	)	
METRO CONNECTIONS PLAN STEERING	)	Introduced by Councilor Rod Park
COMMITTEE		

WHEREAS, the Metro Council has made a commitment to Making the Greatest Place through its work with local leaders and residents throughout the region to create prosperous and sustainable communities for present and future generations; and

WHEREAS, the adopted long-range blueprint for the future, the 2040 Growth Concept, reflects that commitment and guides the region's land use and transportation development in alignment with it; and

WHEREAS, the Metropolitan Policy Advisory Committee and Metro Council adopted the following Six Desired Outcomes to guide implementation efforts in the region:

- Vibrant communities - People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- Economic prosperity - Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- Safe and reliable transportation - People have safe and reliable transportation choices that enhance their quality of life.
- Leadership on climate change - The region is a leader in minimizing contributions to global warming.
- Clean air and water - Current and future generations enjoy clean air, clean water, and healthy ecosystems.
- Equity - The benefits and burdens of growth and change are distributed equitably; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, the Metro Council accepted the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, the work East Metro Corridor Refinement Plan was adopted by Metro Council Resolution No. 10-4119 ("For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan cycle") as the next regional priorities for Corridor Refinement Plans on February 25, 2010; and

WHEREAS, the 2035 Regional Transportation Plan and its components were adopted as the state and federally-recognized metropolitan transportation plan by Ordinance No. 10-1241B ("For the Purpose



of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; and To Amend the Urban Growth Management Functional Plan”); and

WHEREAS, the establishment of a Steering Committee will contribute valuable guidance toward completion and adoption of the East Metro Connections Plan, which will constitute a community investment strategy for the plan area; and

WHEREAS, Steering Committee membership should be representative of major policy, program, geographic and demographic interests in the project area including economic development and job creation in and near the plan area; and

WHEREAS, the Metro Councilor from District 1 will serve as the Steering Committee Chair; and

WHEREAS, it is expected that the Steering Committee will be needed for approximately 18 months; now therefore

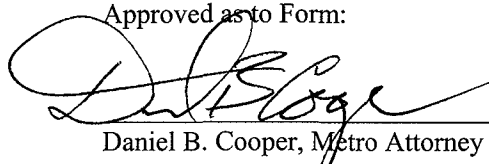
BE IT RESOLVED that the Metro Council, in order to fulfill adopted land use goals through development of a transportation system that enhances said land uses,:

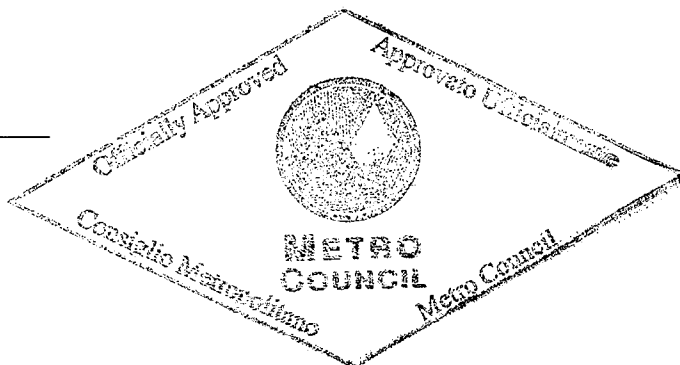
1. Hereby establishes the East Metro Connections Plan Steering Committee to fulfill the charge set forth in Exhibit A.
2. Hereby appoints the persons listed in Exhibit B, attached and incorporated into this resolution, to be members of the East Metro Connections Plan Steering Committee.
3. Directs the East Metro Connections Plan Steering Committee to meet at project milestones, with administrative and technical support from Metro staff, and to submit recommendations to the Council at project milestones.
4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless explicitly terminated, but not to exceed three years.

ADOPTED by the Metro Council this 2 day of December, 2010.

  
Carlotta Collette, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney



**EXHIBIT A TO RESOLUTION NO. 10-4216****East Metro Connections Plan Steering Committee Charge**

The East Metro Connections Plan will support local land use and community development aspirations, consistent with the Regional 2040 Growth Concept, through strategic coordination of transportation, land use and community development investments. The East Metro Connections Plan Steering Committee is charged with working toward the successful creation and implementation of the East Metro Connections Plan. They are specifically tasked with the following responsibilities.

- Participate in project chartering and follow decision-making protocols established therein.
- Provide information to and from constituents regarding the process and substance of the East Metro Connections Plan.
- Receive input from, and provide guidance to, the project's Technical Advisory Committee at project milestones, including:
  - goals and objectives
  - problem statement based and desired outcomes for the plan area
  - candidate scenarios for testing
  - methodology for assessing the effectiveness of test scenarios in meeting the plan goals and objectives
  - findings of the analysis
  - proposed project priorities, land use, community investment and other corollary actions and an implementation strategy.
- Recommend a community investment strategy (including phasing and funding) for the plan area to the communities in the plan area, the Joint Policy Advisory Committee on Transportation, the Metropolitan Policy Advisory Committee, and the Metro Council. The community investment strategy will include project priorities, associated land use and community development actions, phasing and funding plans.
- Facilitate local actions and commitments needed to implement the plan.

The Steering Committee will be convened by Metro and will meet approximately three to four times annually at project milestones.

**EXHIBIT B TO RESOLUTION NO. 10-4216****Members of the East Metro Connections Plan Steering Committee**

Councilor Park/Councilor Craddick  
Metro

Mayor Weatherby  
City of Fairview

Mayor Bemis  
City of Gresham

Mayor Kight  
City of Troutdale

Mayor Fuller  
City of Wood Village

Commissioner McKeel  
Multnomah County

To be finalized  
Oregon Department of Transportation

Steve Entenman  
East Metro Economic Alliance  
Harper Houf Peterson Righellis

Mark Garber  
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Community Newspapers

Carol Rulla  
Gresham Coalition of Neighborhoods

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Alan Lehto  
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Susie Lahsene  
Port of Portland

Hector Osuna  
El Programa Hispano

Dwight Unti  
Tokola Properties

Matt Hoffmann  
Fred Meyer  
Plan area freight

Jane Van Dyke or designee  
Columbia Slough Watershed



## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 10-4216, FOR THE PURPOSE OF FOR THE PURPOSE OF CREATING AND APPOINTING MEMBERS OF THE EAST METRO CONNECTIONS PLAN STEERING COMMITTEE

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Date: November 22, 2010

Prepared by: Bridget Wieghart

## BACKGROUND

The East Metro Connections Plan is the first mobility corridor refinement plan to come out of the 2035 Regional Transportation Plan that will incorporate the goals and approach of Metro's mobility corridor strategy designed to better integrate land use, community and economic development, environmental and transportation goals at the corridor refinement plan stage. The East Metro Connections Plan will address the region's priority to improve mobility and access while ensuring that transportation investments support land use aspirations, promote economic development and help support job retention and expansion. Project partners include the cities of Fairview, Gresham, Troutdale and Wood Village, Multnomah County, ODOT and Metro. Additional participating entities include the city of Damascus, Clackamas County, the Port of Portland and TriMet. This 18-month effort will be guided by a Steering Committee made up of representatives of the jurisdictions and key community stakeholders.

The individuals identified in Exhibit B represent groups with an ongoing role in the integration and coordination of services, resources and policies in this particular geographic area. They plan for, or have a stake in, significant issues that are inter-connected in the sense that actions by one party affect the others. The East Metro Connections Plan effort recognizes the mutual benefit from sharing information, views and aligning resources to produce an integrated implementation plan for transportation and land use investment.

These individuals and/or the groups they represent were identified through a collaborative process with project partners, including the jurisdictions listed above. Consideration was given to all segments of the community and membership is meant to ensure a broad representation and diversity of views. To ensure that the East Metro Connections Plan integrates land use, community and economic development, environmental and transportation goals, members represent the following interests:

- |                                |                          |
|--------------------------------|--------------------------|
| ▪ Plan area jurisdictions      | ▪ Neighborhoods          |
| ▪ Influence area jurisdictions | ▪ Freight                |
| ▪ Transit                      | ▪ Bicycle and pedestrian |
| ▪ Private business             | ▪ Social equity          |
| ▪ Economic development         | ▪ Environment            |
| ▪ Community development        |                          |

## ANALYSIS/INFORMATION

1. **Known Opposition** No known opposition exists.
2. **Legal Antecedents** The creation and appointment of members to the East Metro Connections Plan Steering Committee is consistent with Metro Code 2.19.030 (Membership of the Advisory Committees) and 2.19.040 (Advisory Committee Purpose and Authority Resolution), as well as

Resolution No. 10-4119 that established the East Metro Connections Plan as a priority mobility corridor refinement plan in the 2010-2013 Regional Transportation Plan cycle.

3. **Anticipated Effects** The East Metro Connection Plan Steering Committee will contribute valuable guidance toward completion and adoption of the East Metro Connections Plan. The Steering Committee will meet throughout the project's life at key milestones and may offer recommendations to Metro Council.
4. **Budget Impacts** Costs associated with convening and supporting the East Metro Connections Plan Steering Committee are accounted for in the project's scope of work and budget.

#### **RECOMMENDED ACTION**

Metro staff recommends the adoption of Resolution No. 10-4216.

## MEMORANDUM OF UNDERSTANDING

WHEREAS, economic development in the east metro area is an important and shared concern of the Cities of Fairview, Gresham, Troutdale, and Wood Village ("Cities"); and

WHEREAS, the Cities believe that improving the north-south transportation corridors connecting US 26 and I-84 is essential for fostering economic development in the area; and

WHEREAS, the Cities believe that improving the east-west transportation corridors connecting US 26 and the Sunrise Corridor to neighboring commerce centers in northern Clackamas County is likewise essential for economic development in the region; and

WHEREAS, the 2005 East Metro Area Advanced Transportation and Telecommunications Assessment Study identified the need for the equivalent of new arterial lanes in the corridor by 2025; and

WHEREAS, the Cities acknowledge the need to reach an agreement on how to solve the corridor issues is necessary; and

WHEREAS, this issue is of regional and statewide significance.


NOW, THEREFORE, the Cities agree that:

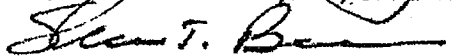
1. Metro and/or the Oregon Department of Transportation should embark on a Comprehensive Corridor Study as soon as possible; and
2. The Cities recommend that the study include an analysis of 181<sup>st</sup>, Fairview Parkway, 242<sup>nd</sup> and 257<sup>th</sup> from I-84 to an improved interchange at US 26 with the stipulation that the analysis of the 242<sup>nd</sup> route be limited to consideration of the road being constructed below grade from north of Halsey Street to a minimum of ¼ mile south of Glisan; and
3. The Cities recommend that north-south improvements from I-84 to US 26 be made the first priority for regional improvements; and
4. The Cities also recommend that the east-west corridor improvements from I-205 to US 26, the Sunrise Corridor, be made the second priority for regional improvements; and
5. Multnomah County should take part and help develop the parameters for this study with representatives of the Cities involved in the study process; and

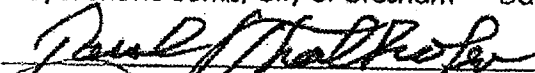


6. The Cities will work cooperatively with Metro, the Oregon Department of Transportation, and other regional partners to reach agreement on a preferred corridor alternative and jointly advocate for its implementation.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the date of last signature below.

  
\_\_\_\_\_  
Mayor Mike Weatherby, City of Fairview Date

  
\_\_\_\_\_  
Mayor Shane Bemis, City of Gresham Date

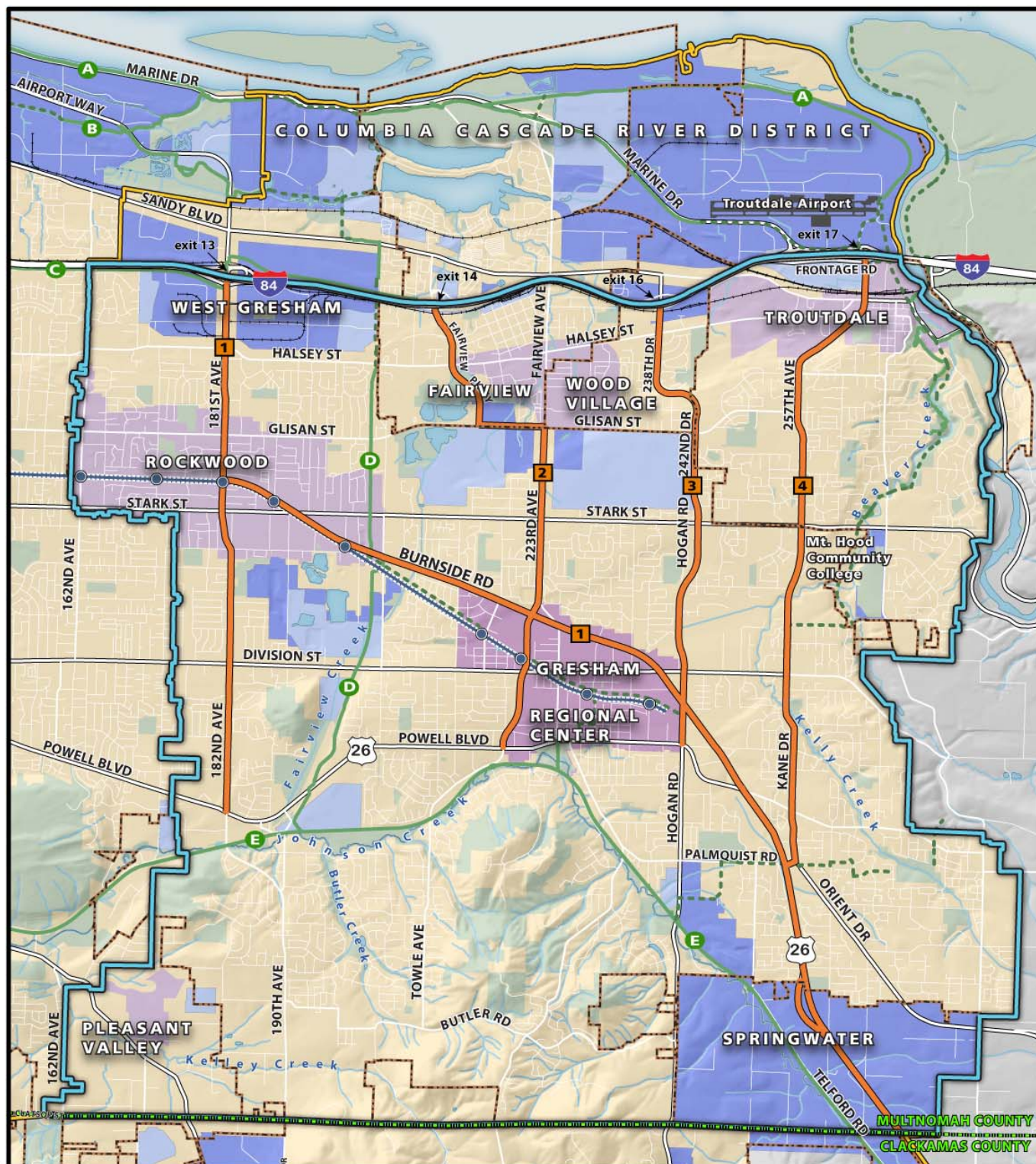
  
\_\_\_\_\_  
Mayor Paul Thurnhofer, City of Troutdale Date

  
\_\_\_\_\_  
Mayor David Fuller, City of Wood Village Date

\_\_\_\_\_  
Chair Ted Wheeler, Multnomah County Commission

Revised Version (4-16-2007)

Revised Version (4-26-2007)



### East Metro Connections Plan Plan Area

- REGIONAL CENTER
- TOWN CENTER
- INDUSTRIAL
- EMPLOYMENT
- PARK/OPEN SPACE
- URBAN GROWTH BOUNDARY

- Plan Area
- Influence Area

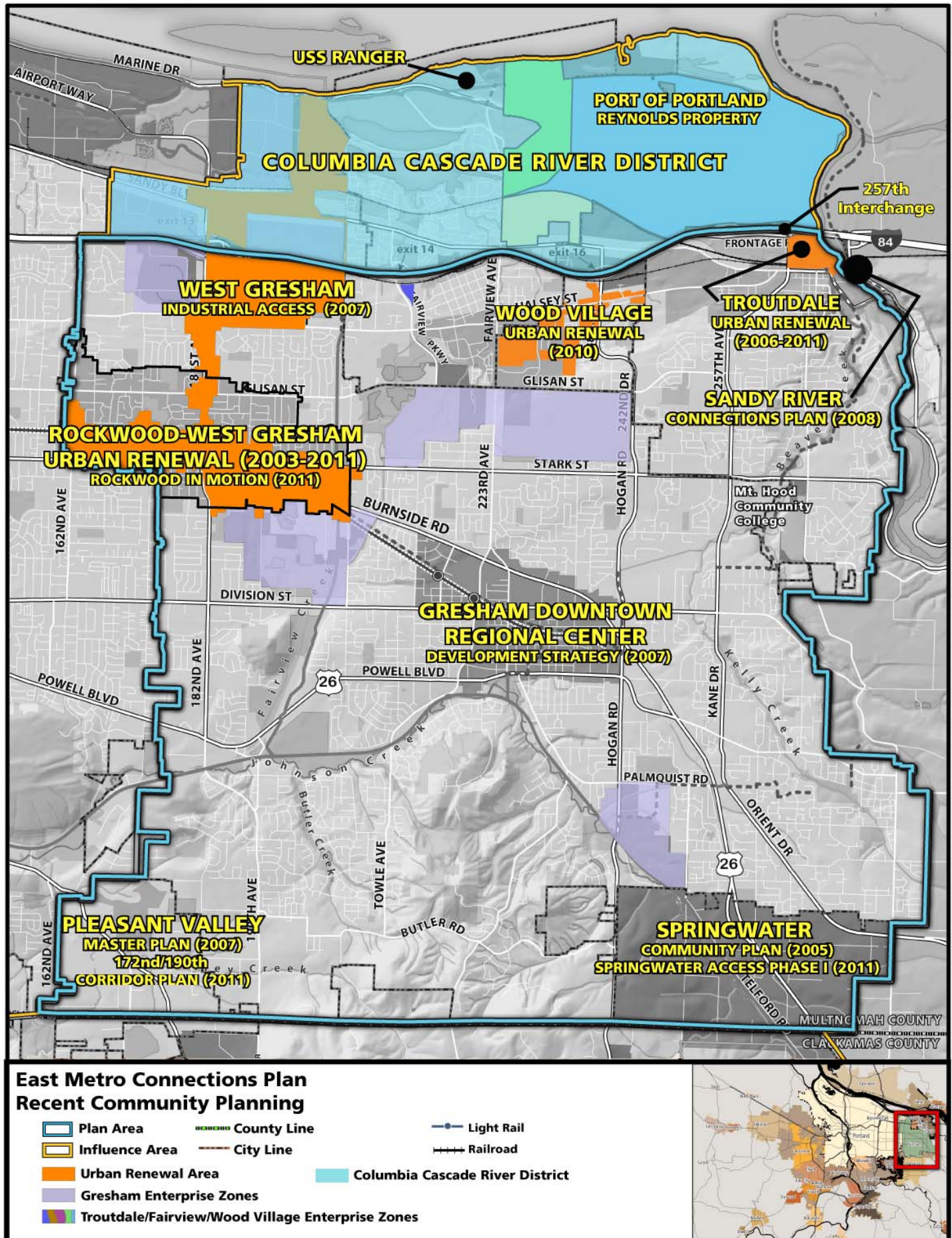
- KEY NORTH-SOUTH ARTERIALS**
- 1 181st/Burnside\*
  - 2 Fairview Pkwy (207th)/223rd/Eastman
  - 3 238th/242nd/Hogan Road
  - 4 257th/Kane Drive

\*The Burnside/181st Corridor is part of the National Highway System.

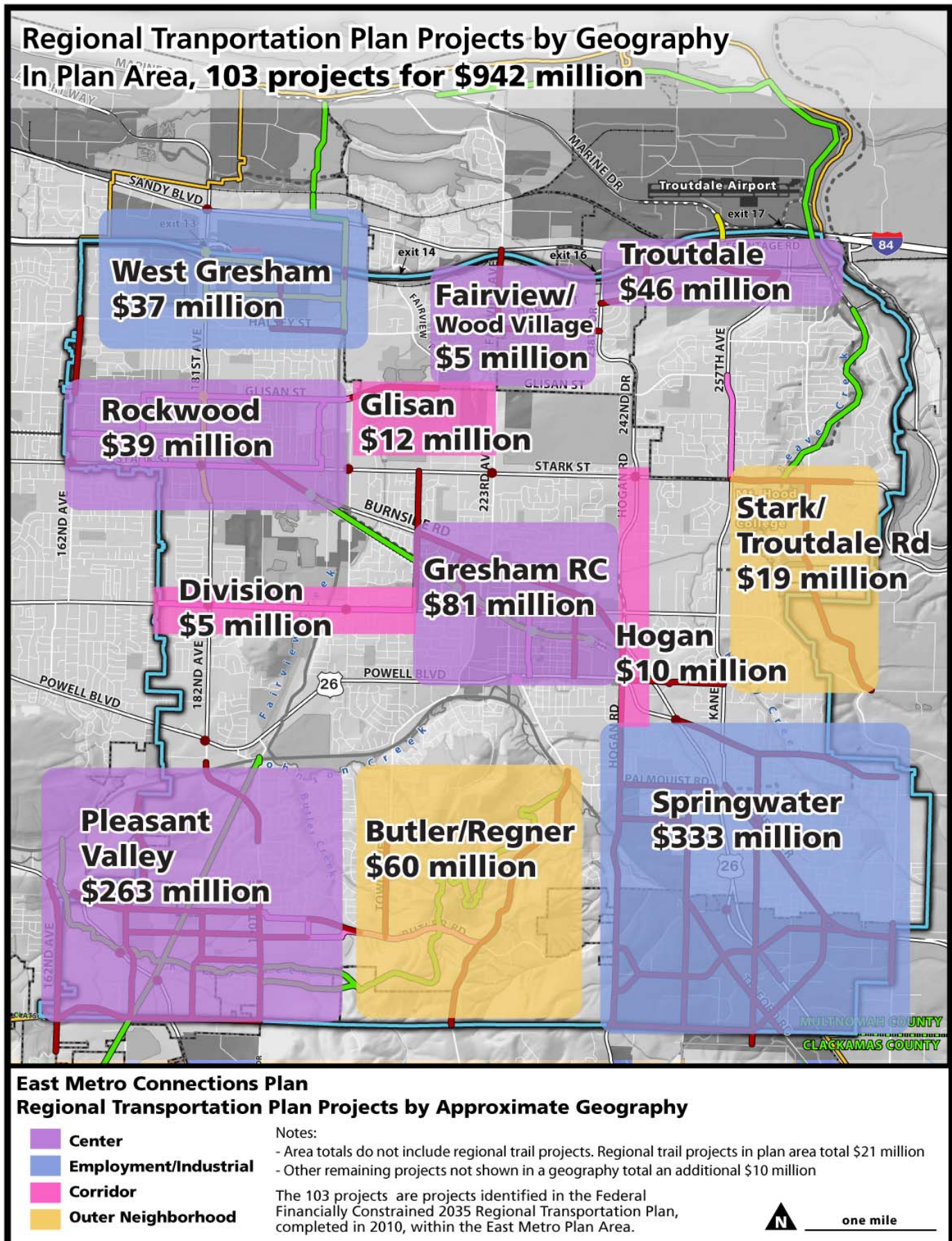
- KEY TRAILS**
- A Marine Drive/40 Mile Loop
  - B Columbia Slough
  - C I-84 Trail
  - D Gresham-Fairview
  - E Springwater Corridor



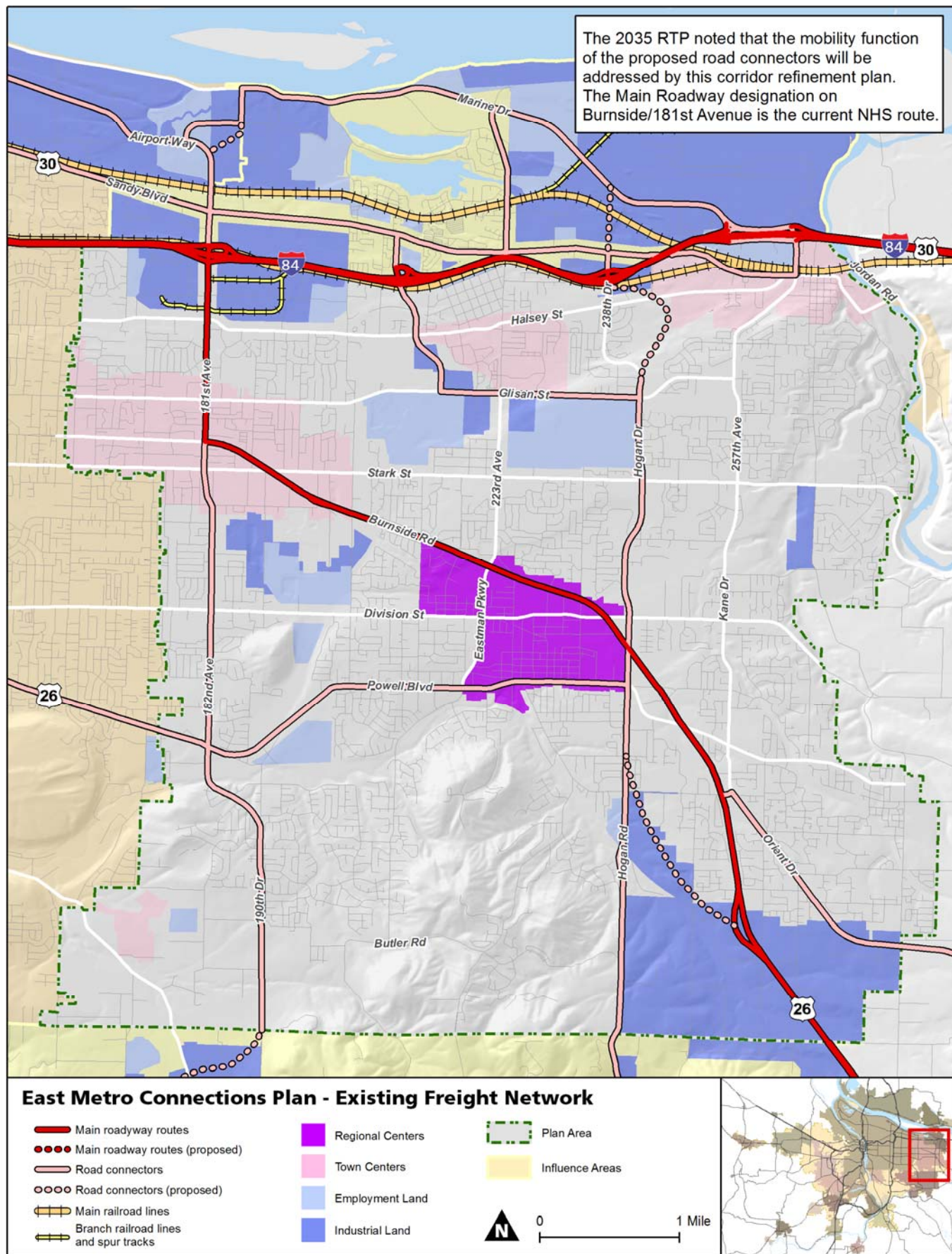




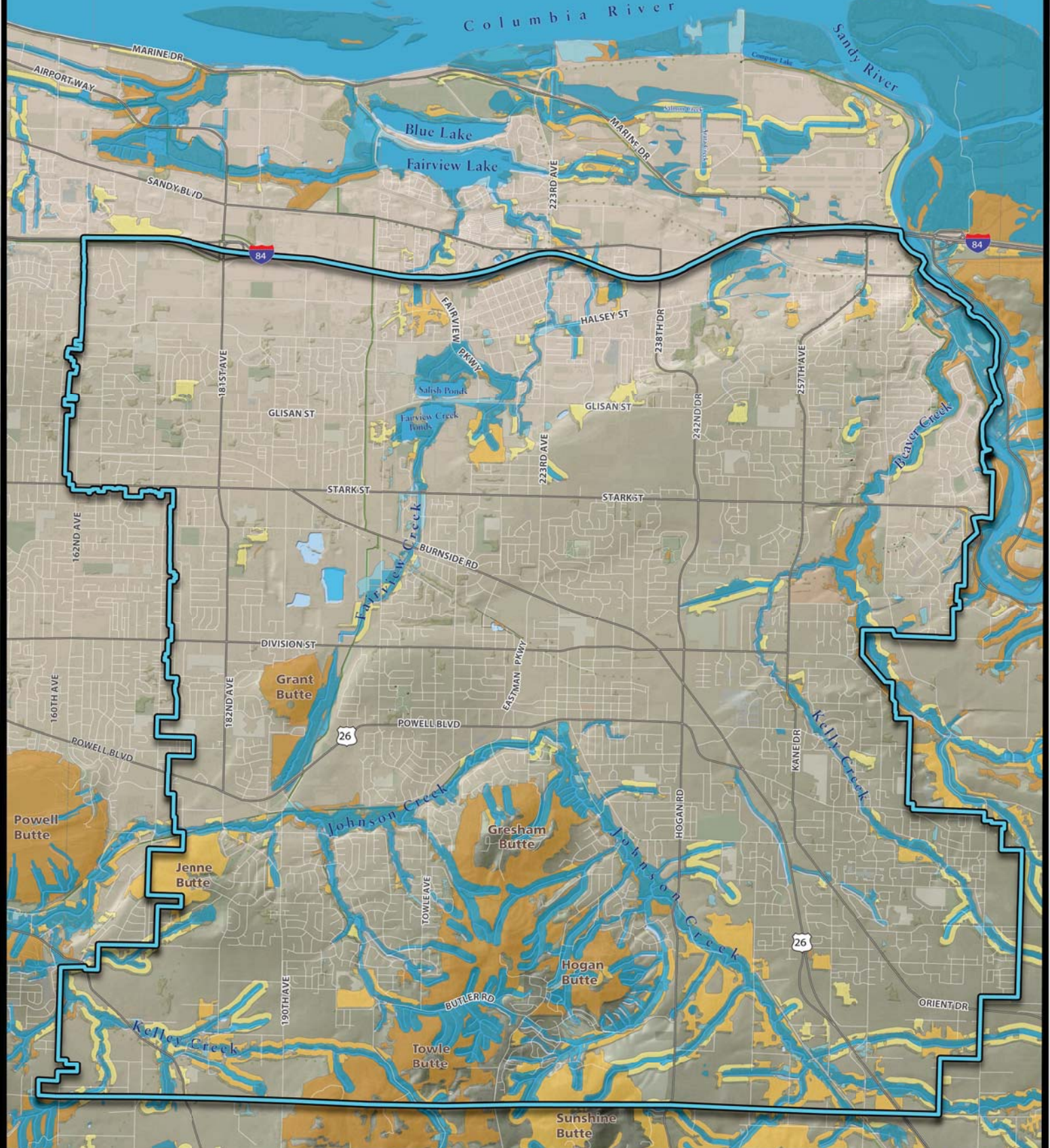












## East Metro Connections Plan - Significant Habitat



EMCP Study Area



Streams

### Riparian Wildlife Habitat



Class I



Class II



Class III

### Upland Wildlife Habitat



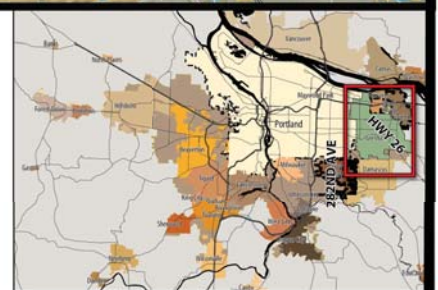
Class A



Class B



Class C





## ***Goals for East Metro Connections Plan***

*Steering Committee discussion draft | April 22, 2011*

*Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area.*

*Make the best use of the existing transportation system.*

*Develop multiple solutions that encompass all transportation modes.*

*Foster economic vitality.*

*Distribute both benefits and burdens of growth.*

*Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work and play.*

*Support the local land use vision of each community.*

*Enhance the natural environment.*

