



## Southwest Corridor Plan Steering Committee

Monday, May 14

9 to 11 a.m.

Sherwood City Hall, 22560 SW Pine Street, Sherwood, OR

### Committee Members Present

Carl Hosticka, Co-Chair

Barbara Roberts, Co-Chair

Craig Dirksen

Denny Doyle

Lou Ogden

Roy Rogers

Loretta Smith

Jason Tell

Metro Council

Metro Council

City of Tigard

City of Beaverton

City of Tualatin

Washington County

Multnomah County

Oregon Department of Transportation

### Committee Members Excused

Neil McFarlane

Gery Schirado

Sam Adams

Keith Mays

Suzan Turley

TriMet

City of Durham

City of Portland

City of Sherwood

King City

### Alternate Members Present

Dave Unsworth

Catherine Ciarlo

Dave Grant

Donna Jordan

Ron Shay

Margaret Middleton

TriMet

City of Portland

City of Sherwood

City of Lake Oswego

King City

City of Beaverton

### Metro Staff

Elissa Gertler, Malu Wilkinson, Karen Withrow, Emma Fredieu, Clifford Higgins,

Nikolai Ursin, Crista Gardner, Robin McArthur

### Guests

## I. Welcome and introductions

Co-chair Carl Hosticka, Metro Councilor, called the meeting to order at 9:10 a.m. He asked the committee members and the members of the audience to introduce themselves. After introductions, he reminded members of the audience of the designated time for public comment on the agenda at 10:55 a.m.

## **II. Project partner updates**

Co-chair Hosticka then invited steering committee members to update the committee on the progress made in their communities. Mayor Craig Dirksen, City of Tigard, noted that he would have to leave the steering committee meeting a few minutes early, and then presented Tigard's updates to the committee. He said that Tigard was focusing on public involvement and outreach efforts, with various interviews, citizen advisory committee meetings, and public open houses, and hoped to first work in areas of land use, and then identify transportation needs. Mayor Dirksen added that the City of Tigard invited citizens to work with project maps to express their land use and transportation preferences. He displayed Tigard's public involvement summary documents to the committee and offered to distribute the document to committee members via e-mail after the meeting.

Mayor Denny Doyle, City of Beaverton, described joint meetings between the Beaverton and Tigard City Councils and their respective planning commissions, which had occurred for the first time. He reported that the meetings were very productive.

Catherine Ciarlo, City of Portland, asked Joseph Zehnder, City of Portland, to present the updates from their community. Mr. Zehnder reported that the City of Portland was on schedule for the next phase of the Barbur Concept Plan and that they had had a successful public open house. He added that the project had taken steps to incorporate a local naturopathic college's needs into the planning process.

Donna Jordan, City of Lake Oswego, described Lake Oswego's efforts to expand employment areas on Kruse Way, an upcoming discussion on establishing an urban renewal district in Lake Grove, and continuing investigations into future transportation options.

Mayor Lou Ogden, City of Tualatin, informed the committee that Tualatin had dubbed 2012 the "Year of Transportation." He reported that the City of Tualatin is reviewing their transportation system plan and is working to incorporate transit and land use considerations. Mayor Ogden described efforts to elicit broad public participation, including public open houses, and transportation steering committee meetings. Mayor Ogden explained that the City of Tualatin would use educational outreach to show citizens and public officials how Linking Tualatin dovetails with the SW Corridor Plan. Mayor Ogden suggested the committee discuss the revised plan approach immediately after discussing the revised plan vision, goals and objectives.

David Unsworth, TriMet, apologized for Neil McFarlane's absence, and updated the committee on TriMet's consideration of regional land use and transit needs. He noted that TriMet was under financial constraints in the short-term, but that the agency would be making efforts to link transit and land use as they move forward.

Co-chair Hosticka approved Mayor Ogden's suggestion to re-order agenda items.

Councilor Dave Grant, City of Sherwood, informed the committee that the City of Sherwood was launching a study to explore improvements to the town center.

## **III. Consideration of the steering committee summary from February 13, 2012 (ACTION ITEM)**

Co-chair Hosticka directed the steering committee to the meeting summary from the previous meeting on February 13, 2012. He asked the committee if there were any objections to adopting the meeting summary. Hearing no objections, he adopted the meeting summary.

#### **IV. Revised vision, goals, and objectives (ACTION ITEM)**

Co-chair Hosticka turned to the visions, goals and objectives document of the SW Corridor Plan [included in the meeting record]. He explained to the committee that the project staff would like to see general agreement and clarity on the land use and transportation visions, goals and objectives from the committee. He defined the revised approach as partially a discussion about the vision and policy in the SW Corridor and partially a discussion about how to guide the work of staff on the project.

Elissa Gertler, Metro, walked the committee through the updates to the document since the previous steering committee. She asked the committee if they had any additional questions or changes they would like to make, and emphasized the importance of gaining the committee's approval.

Co-chair Barbara Roberts, Metro Councilor, believed that the document was very much improved from the previous version and thanked the committee for its hard work.

Mayor Dirksen commented that the committee could continue to wordsmith the document perpetually, but that the current version was an accurate representation of the committee's goals and aspirations. He expressed his approval of the document.

Ms. Jordan motioned for the steering committee to accept the document. Mr. Doyle seconded that motion. Co-chair Hosticka asked the committee to vote on accepting the document. There being no opposition, the steering committee accepted the document.

#### **VI. Revised approach and schedule**

Co-chair Roberts directed the committee to the revised SW Corridor Plan approach and schedule [included in the meeting record]. She noted that there had been a number of political, financial, and economical changes to the region that impacted the timeline of the SW Corridor Plan.

Malu Wilkinson, Metro, presented the changes to the plan approach and schedule. She emphasized the importance of attaining concurrence and understanding from the committee in order to move forward. The approach begins with places in the communities that the committee would like to develop, as defined by staff from the jurisdictions. The end result will be a matrix of investments and policy changes that will create the places in the community. Over the next couple of months, the committee will focus on defining the needs and the investments needed to complete the community visions. Ms. Wilkinson then invited questions and comments from the committee.

Co-chair Hosticka inquired about the fifth step on the Phase I work plan approach section of the document and asked that land use projects be included on the list of projects with committed funding. Co-chair Roberts added that the revised workplan should be used to recognize the new funding environment in the region and to recognize smaller-scale projects and preparations that can be completed in advance of larger project investments, such as sidewalk improvements or added bus stops.

Mayor Dirksen described two parallel processes in the work plan: a process the steering committee followed, and an implementation process within each community and jurisdiction. He noted that the communities may be in a different step of each parallel process, and some may begin implementation steps before the steering committee completes its planning process in the corridor. He also advocated for including land use projects in the plan schedule and approach and for recognizing the work that cities have done so far.

Roy Rogers, Washington County commissioner asked Co-chair Hosticka if he proposed broadening the list of projects under step 5 to encompass projects without committed funding. Co-chair Hosticka replied that he was not sure if he would broaden the criteria for step 5, but that land use projects with committed funding should be included.

Mr. Unsworth noted that the approach funneled projects to different investment buckets, which might include land use projects.

Mr. Rogers commented that Washington County would be committing funding within the next several months that may be left out of the revised approach and schedule. He expressed his concerns over recognizing when funding would be available in the future.

Ms. Gertler argued that the value of a corridor planning process is that it allows cities and communities to work together to leverage regional funding opportunities, rather than as separate jurisdictions. She cited the East Metro Connections Plan's signalization improvement efforts as an example of integrating individual cities' goals into one project.

Co-chair Roberts explained that the revised approach allows for investments to be funneled along the planning process on different timelines based on the needs and funding opportunities of the corridor. She noted that short-term investments, such as sidewalk improvements, could be funneled through the process at a higher speed than longer-term investments such as light rail or enhanced bus service.

Mayor Ogden thanked Co-chair Roberts for her comments. He requested that the committee clarify which projects can realistically be funded and which projects may need to be delayed. Ms. Wilkinson replied that the goal of the refined work plan was to right-size the plan approach to be sure the outcomes were feasible and affordable. She added that the new approach emphasized the importance of realistic investments. The approach continues to include long-term investments but allows for delaying analysis until they become more financially feasible.

Ms. Jordan warned against precluding future investments and emphasized the importance of continuing to develop the SW Corridor Plan without cutting off future opportunities should funding become available. Mr. Unsworth noted that the refined approach identified immediate

needs that may be implemented in the short- and med-term, as well as longer-term projects that may be postponed.

Jason Tell, ODOT, was encouraged by the discussion and appreciated the considerations of economic feasibility and realistic funding environments. He valued the opportunity to consider short-term investments and improvements in the region, and was excited about the support for the SW Corridor Plan that those short-term investments could build in the community. Mayor Doyle commented that he and his staff were comfortable with the refined approach and encouraged by the support for smaller, feasible wins in the corridor.

Ms. Ciarlo praised the refined approach, but promoted the continued development of a long-term vision for the SW Corridor Plan. She explained that many small wins can be expensive, and that she would like the committee to continue to establish a big-win plan for the corridor. Mayor Dirksen thanked Ms. Ciarlo for her comments and noted that he was encouraged to hear support for the SW Corridor Plan from the City of Portland.

Co-chair Roberts described the refined approach and focus on short-term investments as “staging” for a larger regional vision that will be implemented in the future. She added that small investments add to the staging and can create community support for future large-scale projects.

Ms. Jordan asked if Tigard’s Walmart development project would be included in the SW Corridor Plan. Mayor Dirksen responded that the Tigard transportation system plan includes the Walmart development project and also includes improvements needed for increased traffic to the area. Ms. Jordan asked that the Walmart development project be recognized as a project with committed funding in the new plan approach.

Co-chair Roberts believed that the discussion of the revised approach as helpful and reiterated the importance of both the long-term vision for the corridor, and the short-term staging needed for that vision. She also commended the inter-community meetings that have taken place in the corridor.

Mayor Rogers asked if the SW Corridor Plan included inter-corridor connectivity improvements for the communities off of 99W. He added that the communities within the SW Corridor were no longer as centered around Portland as they had been in the past, and expressed his support for connectivity within the corridor and to and from Portland. Ms. Wilkinson replied that the plan approach begins with communities and cities within the corridor and identifies their needs for travel around the corridor and to Portland. Mr. Unsworth described TriMet’s approach to inter-corridor connectivity as a main route to and from Portland, with feeder bus service throughout the plan area.

Co-chair Roberts thanked the committee for its input in the refined approach and noted that the next steering committee meeting was schedule for June 11, 2012.

## **V. City design and urban innovation**

Ms. Gertler explained Michael Freedman's, Freeman Tung & Sasaki Urban Design, presentation to Metro and the SW Corridor Plan regarding creative and effective solutions to revitalize downtown districts, regional retail centers, and suburban corridors. She invited committee members, and community and agency representative to discuss how his presentation had affected their plans.

Sean Batty, TriMet, summarized Mr. Freedman's views of the SW Corridor, including his reflections of the diversity of the corridor, his suggestion that the emphasis in the corridor should be taken off of retail strips, that housing could be developed along busy roads, and that the SW Corridor should look to vulnerable locations primed for change. Mr. Batty also outlined the brief history of urban planning included in Mr. Freeman's presentation.

Alice Rouyer, City of Tualatin presented the Linking Tualatin plan, in which the City of Tualatin is developing a transit-oriented development (TOD) approach to employment areas [included in the meeting record]. Ms. Rouyer stated that Tualatin has hired Mr. Freedman to consult on developing innovative, cutting edge approaches for employment and areas that support transit.

Julia Hajduk, City of Sherwood, presented the effects that Mr. Freedman's ideas had has on the Sherwood Town Center project. Mr. Freedman's presentation emphasized the importance of complementary land uses for old town centers and new developments elsewhere in the community. Ms. Hajduk explained that the City of Sherwood was incorporating the idea of complementary uses when improving their old town center and developing the 6 Corners area. Ms. Ciarlo asked what the City of Sherwood would be doing to avoid threatening their old town center development. Ms. Hadjuk replied that they would ensure that that zoning at 6 Corners would not compete or detract from the old town center area. Councilor Grant added that they would try to integrate the two locations and create greater connectivity between them.

Co-chair Roberts asked Councilor Grant if the City of Sherwood had considered building higher storied buildings in the old town center. She explained that the Sellwood neighborhood in Portland has successfully raised the height of their library with housing above. Councilor Grant responded that a consistent look and feel of the old town was important to residents and that there was resistance to building taller buildings.

Ron Shay, Mayor of King City, reiterated the importance of inter-corridor connectivity and encouraged the committee to work toward creating greater connections between cities and communities in the plan area.

Co-chair Roberts thanked the committee for their presentations and thanked the City of Sherwood for hosting the meeting. She announced that she would open the meeting to public comment.

## **VII. Public comment**

Co-chair Roberts opened the meeting up to public comment. Roger Averbeck, Southwest Neighborhood Coalition, stated that the neighborhood coalition would like to continue to be engaged in the transit and transportation analysis of the project moving forward.

Carol Bellows, a resident of an unincorporated area in Washington County, emphasized the financial pressure that higher gas prices put on residents in the plan area. She asked the committee to act to alleviate that pressure.

Gary Moron, Sherwood, argued against developing light rail in the corridor and referred to a potential voter referendum that would work to prevent any light rail projects.

Ray Lister, IBEW Local 48, expressed his appreciation for the committee and reminded them of the positive economic impact that using local workers can have on the community.

### **VIII. Adjourn**

Co-chair Roberts thanked the committee for their participation and adjourned the meeting at 11:10 a.m.

*Meeting summary respectfully submitted by:*

---

*Emma Fredieu*

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	5/14/12	May Meeting Agenda	051412swcpssc-01
2	Document	5/14/12	SW Corridor Visions	051412swcpssc-02
3	Document	5/14/12	SW Corridor Approach and Schedule	051412swcpssc-03
4	PowerPoint	5/14/12	<i>Linking Tualatin</i>	051412swcpssc-04
5	Summary	2/13/12	Meeting Summary, February 2012	051412swcpssc-05
6	Memo	5/14/12	List of Deliverables	051412swcpssc-06
7	Article	5/14/12	Federal Highway Administration investments article	051412swcpssc-07
8	Summary	5/14/12	SW Corridor Plan Existing Conditions Executive Summary	051412swcpssc-08