

# Metro | Agenda

Meeting: Metro Council  
Date: Thursday, Oct. 31, 2013  
Time: 2 p.m.  
Place: Metro, Council Chamber

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## CALL TO ORDER AND ROLL CALL

### 1. INTRODUCTIONS

### 2. CITIZEN COMMUNICATION

### 3. CONSENT AGENDA

3.1 Consideration of the Council Minutes for Oct. 24, 2013

3.2 **Resolution No. 13-4470**, For the Purpose of Confirming the Appointment of Javier Fernandez to the Investment Advisory Board.

3.3 **Resolution No. 13-4472**, For the Purpose of Confirming the Appointments of Mary Peveto and Jason Joy to the Metro Central Station Community Enhancement Committee (MCSCEC).

### 4. RESOLUTIONS

4.1 **Resolution No. 13-4468**, For the Purpose of Adopting the Southwest Corridor Plan Shared Investment Strategy.

**Craig Dirksen, Metro Council**  
**Bob Stacey, Metro Council**

### 5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 13-1321**, For the Purpose of Annexing to the Metro District Boundary Approximately 2.54 Acres Located at 6500 NW Kaiser Road in the North Bethany Area of Washington County.

### 6. ORDINANCES – SECOND READING

6.1 **Ordinance No. 13-1317**, For the Purpose of Amending Metro Code Chapter 7.02 (Financing Powers).

**Alison R. Kean, Metro**

6.1.1 Public Hearing on Ordinance No. 13-1317.

6.2 **Ordinance No. 13-1319**, For the Purpose of Amending Metro Code Chapter 2.16 (Naming of Facilities).

**Alison R. Kean, Metro**

6.2.1 Public Hearing on Ordinance No. 13-1319.

*Continued on back...*

6.3 **Ordinance No. 13-1320**, For the Purpose of Amending Metro Code Title IV (Oregon Zoo Regulations) and Metro Code Chapter 2.14 (Facilities Related Parking-Policy and Regulations).

**Alison R. Kean, Metro**

6.3.1 Public Hearing on Ordinance No. 13-1320.

**7. CHIEF OPERATING OFFICER COMMUNICATION**

**8. COUNCILOR COMMUNICATION**

**ADJOURN**

**Television schedule for Oct. 31, 2013 Metro Council meeting**

<p><b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b>          Channel 30 – Community Access Network  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> Thursday, Oct. 31</p>	<p><b>Portland</b>          Channel 30 – Portland Community Media  <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a>  <i>Ph:</i> 503-288-1515  <i>Date:</i> Sunday, Nov. 3, 7:30 p.m.  <i>Date:</i> Monday, Nov. 4. 28, 9 a.m.</p>
<p><b>Gresham</b>          Channel 30 - MCTV  <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a>  <i>Ph:</i> 503-491-7636  <i>Date:</i> Monday, Oct. 28, 2 p.m.</p>	<p><b>Washington County</b>          Channel 30– TVC TV  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> Saturday, Nov. 2, 11 p.m.  <i>Date:</i> Sunday, Nov. 3, 11 p.m.  <i>Date:</i> Tuesday, Nov. 5, 6 a.m.  <i>Date:</i> Wednesday, Nov. 6, 4 p.m.</p>
<p><b>Oregon City, Gladstone</b>          Channel 28 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275          Call or visit web site for program times.</p>	<p><b>West Linn</b>          Channel 30 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275          Call or visit web site for program times.</p>

**PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.**

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site [www.oregonmetro.gov](http://www.oregonmetro.gov) and click on public comment opportunities.

**Metro’s nondiscrimination notice**

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Agenda Item No. 3.1

**Consideration of the Council Minutes for Oct. 24, 2013**

*Consent Agenda*

Metro Council Meeting  
Thursday, Oct. 31, 2013  
Metro, Council Chamber

Agenda Item No. 3.2

**Resolution No. 13-4470**, For the Purpose of Confirming the Appointment of Javier Fernandez to the Investment Advisory Board.

*Consent Agenda*

Metro Council Meeting  
Thursday, Oct. 31, 2013  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 13-4470
APPOINTMENT OF JAVIER FERNANDEZ TO	)	
THE INVESTMENT ADVISORY BOARD	)	Introduced by Chief Operating Officer Martha
	)	Bennett in concurrence with Council
	)	President Tom Hughes

WHEREAS, Metro Code, Section 7.03.030(c) provides for the creation of the Investment Advisory Board and requires the Chief Operating Officer acting in the capacity of the Investment Officer to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation; and

WHEREAS, the Metro Charter requires appointments to be made by the Council President subject to Council confirmation; and

WHEREAS, the Chief Operating Officer has recommended Javier Fernandez, Manager for the Cash and Treasury Department at the Bonneville Power Administration with the U.S. Department of Energy to the Council President and the Council President has appointed Mr. Fernandez for a new term beginning upon confirmation of the appointment and ending July 31, 2016; and

WHEREAS, the Metro Council desires to confirm the appointment; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the appointment of Javier Fernandez to the Metro Investment Advisory Board for the position and term set forth.

ADOPTED by the Metro Council this 31<sup>st</sup> day of October 2013.

\_\_\_\_\_  
Tom Hughes, Council President

Approved as to Form:

\_\_\_\_\_  
Alison R. Kean, Metro Attorney

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 13-4470, FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF JAVIER FERNANDEZ TO THE INVESTMENT ADVISORY BOARD

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Date: September 24, 2013

Prepared by: Calvin J. Smith  
503-797-1612

#### BACKGROUND

Metro Code, Section 7.03.030, includes the creation of the Investment Advisory Board. One provision of this Code requires the Chief Operating Officer acting in the capacity of the Investment Officer to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation. The Metro Charter requires appointments to be made by the Council President subject to Council Confirmation. Metro Council President Tom Hughes, upon the recommendation of the Investment Officer, has appointed Javier Fernandez to the board subject to Council confirmation. This appointment will be for a full term beginning upon appointment and ending July 31, 2016.

Mr. Javier Fernandez is the Manager for the Cash and Treasury Management department at the Bonneville Power Administration with the U.S. Department of Energy. Javier is responsible for investment portfolio management of the BPA fund, cash management and oversees the Federal debt portfolio with the U.S. Treasury. Javier was formerly with D.A. Davidson & Co. and previously with Seattle-Northwest Securities, where he performed underwriting and financial advisory services related to the issuance of municipal debt by Oregon local governments. Javier is currently the chairperson of the Multnomah County Tax Supervising and Conservation Commission (TSCC).

We are fortunate he is willing to devote his time and energy serving on the Metro Investment Advisory Board. His experience and knowledge will be a valuable resource.

#### ANALYSIS/INFORMATION

1. **Known Opposition** None.
2. **Legal Antecedents** Metro code sections 2.19.150 and 7.03.030.
3. **Anticipated Effects** Confirmation of the appointment of Javier Fernandez will provide directly related experience in investments to the Investment Advisory Board.
4. **Budget Impacts** There is no out-of-pocket expense created by the appointment of Mr. Fernandez to the volunteer position.

#### RECOMMENDED ACTION

Martha Bennett, Chief Operating Officer, in concurrence with Council President Tom Hughes, recommends the confirmation of Mr. Javier Fernandez for the term expiring July 31, 2016.

Agenda Item No. 3.3

**Resolution No. 13-4472**, For the Purpose of Confirming the Appointments of Mary Peveto and Jason Joy of the Metro Central Station Community Enhancement Committee (MCSCEC).

*Consent Agenda*

Metro Council Meeting  
Thursday, Oct. 31, 2013  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION. 13-4472
APPOINTMENTS OF MARY PEVETO AND	)	
JASON JOY TO THE METRO CENTRAL	)	Introduced by Chief Operating Officer Martha
STATION COMMUNITY ENHANCEMENT	)	Bennett in concurrence with Council
COMMITTEE (MCSCEC)	)	President Tom Hughes

WHEREAS, Metro Code Chapter 2.19.030, "Membership of the Advisory Committees," states that all members and alternate members of all Metro Advisory Committees shall be appointed by the Council President and shall be subject to confirmation by the Council; and

WHEREAS, Metro Code Chapter 2.19.120, "Metro Central Station Community Enhancement Committee (MCSCEC)," provides for the MCSCEC; and

WHEREAS, Metro Code Chapter 2.19.120(b)(1) sets forth representation criteria for Committee membership; and

WHEREAS, vacancies have occurred in representation of environmental groups and the Northwest Industrial Neighborhood Association on the MCSCEC; and

WHEREAS, Neighbors for Clean Air and the Northwest Industrial Neighborhood Association each submitted a nomination to the Metro Council President; and

WHEREAS, the Council President has appointed Mary Peveto and Jason Joy, subject to confirmation by the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the appointments of Mary Peveto and Jason Joy to Metro's Metro Central Station Community Enhancement Committee.

ADOPTED by the Metro Council this \_\_\_\_ day of October 2013.

\_\_\_\_\_  
Tom Hughes, Council President

Approved as to Form:

\_\_\_\_\_  
Alison R. Kean, Metro Attorney



## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 13-4472 FOR THE PURPOSE OF CONFIRMING THE APPOINTMENTS OF MARY PEVETO AND JASON JOY TO THE METRO CENTRAL STATION COMMUNITY ENHANCEMENT COMMITTEE (MCSCEC)**

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Date: October 31, 2013

Prepared by: Heather Nelson Kent, 503-797-1739

## **BACKGROUND**

The Metro Central Station Community Enhancement Committee is charged with helping develop plans to administer grant funds, solicit and review grant applications, and select for funding improvement projects that benefit the area directly affected by Metro Central garbage transfer station including portions of Northwest and North Portland.

Sam Chase, councilor of Metro District 5, chairs the seven-member committee. Members are nominated from their respective neighborhood association: Forest Park, Friends of Cathedral Park, Linnton, the Northwest Industrial Area (NINA) and the Northwest District. One member represents environmental groups with an interest in the grant target area. Members are to serve a two-year term. Two vacancies have occurred on the committee due to term limits.

A recruitment effort to fill the positions was launched at the end of August 2013 to seek replacements to represent the Northwest Industrial Neighborhood Association (NINA) and environmental organizations. A letter was sent from Sam Chase, Metro Councilor and Metro Central Station Community Enhancement Committee chair, to the executive directors and other leadership of environmental organizations with ties to Northwest and North Portland. A similar letter was sent to the leadership of NINA seeking nominations for representation on the committee. The letter spelled out the desirable characteristics of candidates, including that committee members are actively engaged in the community, knowledgeable about the needs of their neighborhood and its environmental features.

Neighbors for Clean Air board member Lisa Frack has nominated its founder and president, Mary Peveto to represent environmental organizations on the committee. Mary has a record of partnering with business and policy makers to improve air quality for the benefit of Portland's residents and the environment. See attachment 1.

Northwest Industrial Neighborhood Association President Harold Hutchinson has nominated Jason Joy as its representative. Jason has past experience serving on non-profit organizations and is an active member of NINA, currently serving on its board. See attachment 2.

Both of these individuals have expressed their interest in serving on the committee.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to the appointment of Mary Peveto and Jason Joy to the Metro Central Station Community Enhancement Committee.

**2. Legal Antecedents**

Chapter 2.19 of the Metro Code Relating to Advisory Committees; Section 2.19.120 provides for a Metro Central Station Community Enhancement Committee and sets forth guidelines for representation.

**3. Anticipated Effects**

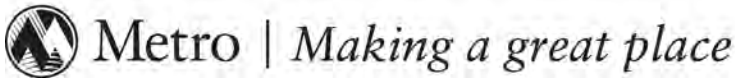
Adoption of this resolution would confirm the appointment of Mary Peveto and Jason Joy.

**4. Budget Impacts**

There are no known costs associated with implementation of this legislation.

**RECOMMENDED ACTION**

Tom Hughes, Council President, and Councilor Rex Burkholder, chair of the enhancement committee, recommend adoption of this resolution confirming the appointment of Mary Peveto and Jason Joy to the Metro Central Station Community Enhancement Committee.



## Metro Central Enhancement Committee Committee interest form

**Please return completed two-page application to:**

Metro Regional Center  
Attn: Heather Nelson Kent  
600 NE Grand Ave. Portland, OR 97232  
503-797-1939  
Email: [Heather.Kent@oregonmetro.gov](mailto:Heather.Kent@oregonmetro.gov)

**Application review  
begins September 30,**

### Information

Name: Mary Peveto

Organization or business (optional): Neighbors for Clean Air

Mailing address: PO Box 10544

City: Portland State: OR Zip: 97296

Preferred phone: 503-705-0481 Alternate Phone: \_\_\_\_\_

E-Mail: mary@whatsinourair.org

Metro strives for membership on its committee that reflects the diversity of the Portland metro region. The following information is voluntary:

Gender: F Ethnicity: Caucasian Languages spoken: English

**Briefly describe your interest in the Metro Central Enhancement Committee and why you would like to serve.**

My work as a citizen activist and environmental health advocate has exposed me to the deep fabric of volunteerism and civic engagement that makes the Portland metro region so uniquely strong in its urban core. No better is this illustrated than through the dedicated work of non-profits, neighborhood associations, and others who have the vision and imagination of what could be. Urban living, with its high density, mixed zoning, and competing interests economically, environmentally and socially often times creates strange bedfellows and unlikely alliances. I love this part of Portland, I am inspired by the people that give of themselves selflessly toward the ongoing work to make this region continue to be a beacon to the nation and world.

I would love nothing better than to be part of a dedicated team helping fund projects and organizations. I am inspired by the quality and impact previous Metro Grant recipients represent. And I am excited by the prospect of learning about the people behind the next great innovative improvement projects.

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**Members of the Metro Central Enhancement Committee offer a wide variety of complementary skills and experiences. Please describe your relevant knowledge and experience.**

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In my work on clean air advocacy I have worked across the region and specifically in the central city with citizens, neighborhood associations, partner non-profits, city, county and metro staff and elected officials. I believe this broad understanding of the nexus between private and public is integral to understanding the most effective way to bring out real change and improvement in people's lives.

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I also believe that my experience in running a small budget non-profit which has a track record of successful advocacy and has been the recipient of grant funding gives me good insight into the challenges grant applicants face.

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**Please explain how you keep informed and aware of the community's diverse needs and priorities. Summarize any relevant experience working with people of varied backgrounds**

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I spend a lot of time traveling across the region to work with individuals and neighborhoods affected by poor air quality. This has led to partnerships with a student group at Roosevelt High School, to Linnton Neighborhood activists, University Park neighbors, on to the University of Portland campus, to Montavilla neighbors of a crematorium, Brentwood-Darlington neighbors of Precision Cast Parts. I spend a lot of this time in living rooms talking to real people about their concerns and frustrations and trying to guide them to work toward solutions. Beyond that, I have served on many public committees: a member of Mult. County's Advisory Committee on Sustainability and Innovation (ACSI), and current chair of ACSI's Air Toxics Task Force, member of DEQ's Portland Air Toxics Solutions Advisory Committee, member of City Club's Air Toxics Advocacy Committee, former board member of the Northwest District Association. In addition I currently serve on two boards: The Mother PAC and Portland Voice.

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**Do you anticipate any conflicts of interest that might require you to excuse yourself from the review of any potential project? For example, do you or an immediate family member staff or sit on the board of an organization that might seek a grant from this program? Are you a consultant that might be interested in submitting a proposal for the type of work that this program funds? Please explain.**

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I am currently the President of Neighbors for Clean Air. We are still a small non-profit that relies on grant funding. We have successfully applied for Metro grants in the past to support our work in the Northwest and North Portland neighborhoods. I can imagine that we could be an applicant for a Metro Grant in the future during my tenure on this committee if I am chosen to serve.

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September 23, 2013

Councilor Sam Chase  
METRO Council District 5  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232

Dear Councilor Chase,

I am pleased to submit Mary Peveto's name for consideration to serve on the Central Enhancement Committee that you chair. As you may know, Mary founded and now directs the Portland-based organization Neighbors for Clean Air (NCA).

NCA focuses its clean air work on several issues relevant to the quality of life in central Portland, including toxic industrial air emissions in the city (ESCO, Precision, Daimler), diesel emissions, and potential hazards posed by the industrial fuel tank farm along Highway 30.

Mary has a proven record of partnering with business and policy makers, engaging citizens, and attracting media attention to the city's air pollution problem – all with one goal: to improve our air quality to benefit Portland's residents and environment. No-one else in Portland has that singular focus.

Mary's completed application is attached for your review. Thank you so much for considering a strong, proven, dedicated clean air advocate like Mary as a member of the Central Enhancement Committee.

Sincerely,

Lisa Frack, Board Member  
Neighbors for Clean Air

Please contact me with any questions (503-866-3378 or [lfrack@gmail.com](mailto:lfrack@gmail.com)).



**Metro Central Enhancement Committee  
Committee interest form**

Please return completed two-page application to:

Metro Regional Center  
Attn: Heather Nelson Kent  
600 NE Grand Ave. Portland, OR 97232  
503-797-1939  
Email: [Heather.Kent@oregonmetro.gov](mailto:Heather.Kent@oregonmetro.gov)

**Application review begins  
September 30, 2013**

**Information**

Name: Jason Joy

Organization or business (optional): Northwest Industrial Neighborhood (NINA) Board

Mailing address: 4350 NW Front Avenue

City: Portland State: OR Zip: 97210

Preferred phone: 503-720-6743 Alternate Phone: 503-972-5708

E-Mail: Jason.joy@gbrx.com

*Metro strives for membership on its committee that reflects the diversity of the Portland metro region.  
The following information is voluntary:*

Gender: M Ethnicity: White Languages spoken: English/Spanish

**Briefly describe your interest in the Metro Central Enhancement Committee and why you would like to serve.**

I believe Metro shows leadership in shaping the direction of the city in areas of transportation and environment. Being part of this process is exciting to me. I would represent all the neighbors in the Northwest, industrial, commercial and all the residents in the area. I love working with a team of diverse individuals with a common goal. The basis of my role on the committee is such a noble idea of identifying worthy causes and find ways of funding them.

Members of the Metro Central Enhancement Committee offer a wide variety of complementary skills and experiences. Please describe your relevant knowledge and experience.

I have gotten the chance to work in a variety of roles in my career. I have been on 3 non-profit boards helping shape the programs in our charge. I have held leadership roles in the private sector, as well. I am currently the Continuous Improvement Manager for Gunderson, LLC. In my current role, I get the chance to work with of the environmental groups in the area. I hold an MBA with an special emphasis on ethics and leadership from George Fox University.

Please explain how you keep informed and aware of the community's diverse needs and priorities. Summarize any relevant experience working with people of varied backgrounds

I am not connected in the community through NINA and my job at Gunderson. I am a regular reader of the Northwest Examiner, as well as, other local publications. With my work with our environmental department, I have had the chance to work with many in our community. Gunderson employs a great diverse ethnic cross-section of our community and I have many chances to interact with our guys on a daily basis.

Do you anticipate any conflicts of interest that might require you to excuse yourself from the review of any potential project? For example, do you or an immediate family member staff or sit on the board of an organization that might seek a grant from this program? Are you a consultant that might be interested in submitting a proposal for the type of work that this program funds? Please explain.

I would not anticipate any potential conflicts with my roles with NINA or Gunderson. Although I don't see any now, I am sensitive to the possibility of future conflicts. I would step aside if the occasion arose.



Agenda Item No. 4.1

**Resolution No. 13-4468**, For the Purpose of Adopting the  
Southwest Corridor Plan Shared Investment Strategy.

*Resolutions*

Metro Council Meeting  
Thursday, Oct. 31, 2013  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 13-4468  
SOUTHWEST CORRIDOR PLAN AND SHARED )  
INVESTMENT STRATEGY ) Introduced by Councilor Craig Dirksen and  
Councilor Bob Stacey

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan, as well as to develop an implementation strategy to align local, regional, and state policies and investments to create great places, referred to as the *Southwest Corridor Shared Investment Strategy* (and attached as Exhibit A to this Resolution); and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region – that people live, work and play in vibrant communities where their everyday needs are easily accessible; that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably – guide the creation of the Southwest Corridor Plan, the *Southwest Corridor Shared Investment Strategy*, and inform the entire planning process; and

WHEREAS, the *Southwest Corridor Shared Investment Strategy's* purpose is two-fold: to articulate a future vision for the Southwest Corridor, and to bring together in one place the land use, transportation, and community-building goals and projects that have already been advanced in local jurisdictions' plans and which support development consistent with the future vision for the corridor; and

WHEREAS, the Southwest Corridor Plan project partners have worked with community members to create a coordinated future land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events and conducted extensive stakeholder outreach to support and guide the creation of the land use vision and the *Southwest Corridor Shared Investment Strategy*; and

WHEREAS, in May 2012, the Southwest Corridor Plan Steering Committee adopted the future land use vision, and the goals and objectives for the corridor, expressing that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the charter stated that the *Southwest Corridor Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, on July 22, 2013, the Steering Committee unanimously adopted the *Southwest Corridor Shared Investment Strategy*, and recommended further refinement and study of the public investments that could support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, the Metro Council's endorsement of the *Southwest Corridor Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in future consideration of appropriate plan and code amendments for the Southwest Corridor Plan's possible adoption and implementation;

WHEREAS, each of the Southwest Corridor Plan project partner jurisdictions and agencies has expressed formal support for the *Southwest Corridor Shared Investment Strategy* and an intention to cooperatively advance key elements of the recommendation, as found in Exhibit B; now therefore:

BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor:

1. Adopts the *Southwest Corridor Shared Investment Strategy*, attached to this Resolution as Exhibit A.
2. Directs staff to continue development of plans, policies and codes that, if adopted, would support the *Southwest Corridor Shared Investment Strategy*.
3. Directs staff to work with TriMet to develop a transit service enhancement plan to identify nearer-term transit service improvements in the corridor that can be made in advance of any high capacity transit project.
4. Directs staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
5. Directs staff to work with project and community partners to create a coalition of businesses, private funders, non-profits, community advocates and government leaders as described in Exhibit C attached to this Resolution, to build support for the *Shared Investment Strategy* and help implement early opportunity projects in the corridor that have already been described and considered in local plans or already received approval to move forward independent of the Southwest Corridor Plan.
6. Directs staff to continue to work with project partners to involve stakeholders at key points in the process and seek input from the public as has been done in earlier phases of the project.
7. Directs staff to pursue funding options in coordination with ODOT, TriMet and project partner jurisdictions for implementation of early opportunity projects and planning to support the *Southwest Corridor Shared Investment Strategy*.
8. Renews and reauthorizes the continued duration and existence of the Steering Committee, as described in Exhibit D, to complete the Southwest Corridor Plan.

ADOPTED by the Metro Council this 31<sup>st</sup> day of October, 2013.

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Tom Hughes, Council President

Approved as to Form:

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Alison Kean, Metro Attorney

# Exhibit A to Resolution No. 13-4468

# SHARED INVESTMENT STRATEGY RECOMMENDATION

## Making investments in the Southwest corridor

The Southwest Corridor Plan 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:

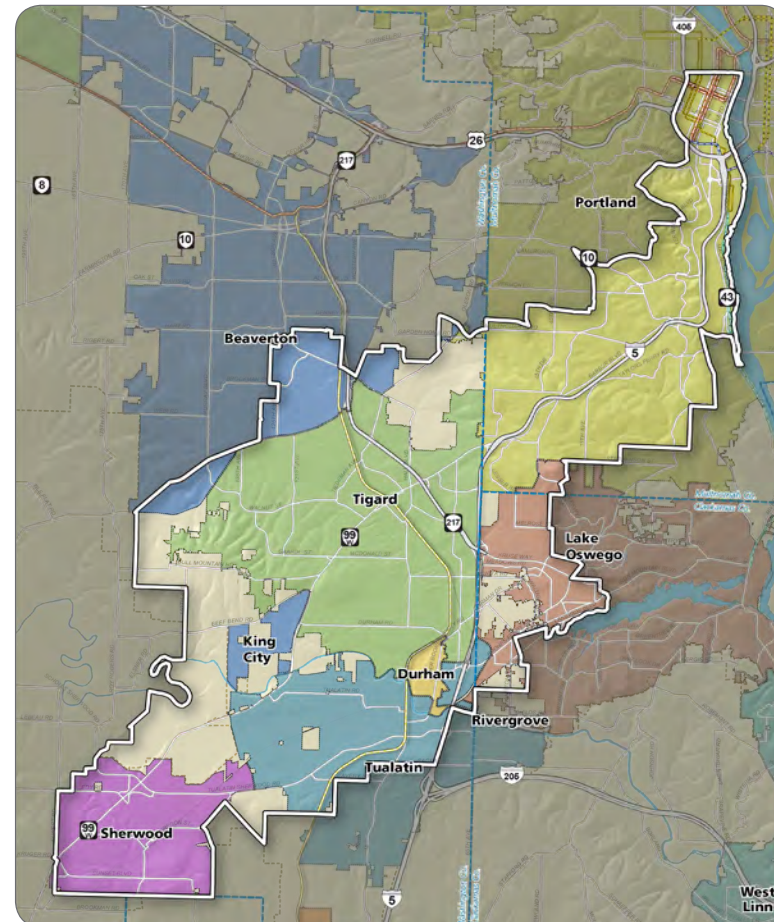
### Accountability and partnership

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 transportation 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

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this and local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. In combination with

other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

In July 2013, the Southwest Corridor Plan Steering Committee gave 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: 1) modes (bus rapid transit and/or light rail) for further study, 2) percentage of bus rapid transit in a dedicated transitway, and 3) the destination of a potential high capacity transit investment. In the year following this recommendation, a refinement phase will give more information and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

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## 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:

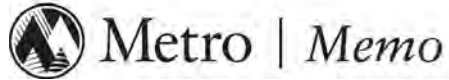
- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.



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 aimed at supporting development that is consistent with the local communities' aspirations for key places in the corridor.



# Exhibit B to Resolution No. 13-4468



Date: October 15, 2013  
To: Metro Council President Hughes and Metro Councilors Chase, Collette, Craddick, Dirksen, Harrington and Stacey  
From: Malu Wilkinson, Principal regional planner  
Subject: Summary of the Southwest Corridor Plan partners' actions adopting, affirming and/or supporting the July 22, 2013 Steering Committee recommendation and Shared Investment Strategy

---

On July 22, 2013 the Southwest Corridor Plan Steering Committee unanimously approved its recommendation for further study and Shared Investment Strategy. Since that day, Metro staff has been working to ensure that each partner jurisdiction and agency officially adopt or affirm the recommendation and Shared Investment Strategy, or submit a letter stating its support for the Steering Committee's action.

To date, each of the partner jurisdictions and agencies has either officially adopted, affirmed or declared its support for the Steering Committee recommendation and Shared Investment Strategy, or has formal plans to do so prior to the Metro Council's consideration of Resolution No. 13-4468.

Attached to this memorandum you will find the following documents that memorialize the Southwest Corridor Plan partners' adoption, affirmation or statement of official support for the recommendation and Shared Investment Strategy:

<u>Partner</u>	<u>Document type</u>	<u>Issue date</u>
City of Sherwood	Resolution	Aug. 20, 2013
City of King City	Resolution	Sept. 4, 2013
City of Beaverton	Resolution	Sept. 17, 2013
City of Durham	Resolution	Sept. 24, 2013
Washington County	Resolution	Sept. 24, 2013
City of Lake Oswego	Letter of support	Sept. 25, 2013
Multnomah County	Resolution	Sept. 26, 2013
City of Tigard	Resolution	Oct. 8, 2013
TriMet	Letter of support	Oct. 9, 2013
City of Portland	Resolution	Oct. 9, 2013
City of Tualatin	Resolution	Oct. 14, 2013
Oregon Department of Transportation	Letter of support	Oct. 15, 2013





## RESOLUTION 2013-047

### A RESOLUTION ENDORSING THE SW CORRIDOR PLAN AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE IMPLEMENTATION OF THE SW CORRIDOR PLAN

**WHEREAS**, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan; the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions that considered potential transit investment; and

**WHEREAS**, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter December 2011 agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places; and

**WHEREAS**, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

**WHEREAS**, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

**WHEREAS**, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

**WHEREAS**, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

**WHEREAS**, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision; and

**WHEREAS**, the *Southwest Corridor Plan* is intended to provide guidance for subsequent refinement and implementation of the plan through the development, revision and adoption of appropriate local and regional plans, policies and ordinances; and

**WHEREAS**, Sherwood benefits from being part of the SW Corridor Plan because projects identified in the plan that improve roadways, trails, pedestrian safety, active transportation and transit connections can be leveraged to more thoroughly address the community's present and long term needs.

**NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:**

**Section 1.** The City endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.

**Section 2.** Staff is directed to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future development of local plans, policies and implementation strategies, such as the Transportation System Plan, Cedar Creek Trail and other future land use actions.


**Section 3.** Staff shall actively participate in the Southwest Service Enhancement Plan to identify near-term transit service improvements.

**Section 4.** Staff shall participate as needed in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

**Section 5.** Staff is authorized and encouraged to pursue funding options in coordination with Metro, the Oregon Department of Transportation, Tri-Met and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

**Section 6.** This Resolution shall be effective upon its approval and adoption.

**Duly passed by the City Council this 20<sup>th</sup> day of August 2013.**

  
\_\_\_\_\_  
Bill Middleton, Mayor

Attest:

  
\_\_\_\_\_  
Sylvia Murphy, CMC, City Recorder

## RESOLUTION R-2013-08

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region<sup>1</sup> guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high

---

<sup>1</sup> As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

- People live, work and play in vibrant communities where their everyday needs are easily accessible.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.

capacity transit system with supporting active transportation, roadway and green infrastructure projects;  
and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and


WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the *Southwest Corridor Plan and Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation; now therefore:

BE IT RESOLVED that the City of King City, in order to support the Southwest Corridor land use vision and address current and future transportation needs:

1. Endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
2. Directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future adoption of local plans, policies and code as necessary for its implementation, such as (provide examples such as “the Tigard Triangle Strategic Redevelopment Plan”).
3. Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds.
4. Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

Adopted this 4<sup>th</sup> day of September, 2013

  
Ron E. Shay, Mayor

  
Attest: David M. Wells, City Manager

RESOLUTION NO. 4200

**A RESOLUTION TO ENDORSE  
THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY**

**WHEREAS**, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential transit investment; and

**WHEREAS**, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

**WHEREAS**, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

**WHEREAS**, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

**WHEREAS**, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

**WHEREAS**, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

**WHEREAS**, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

**WHEREAS**, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013, and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

**WHEREAS**, this endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation; now therefore:

**BE IT RESOLVED** that the City of Beaverton, in order to support the Southwest Corridor land use vision and address current and future transportation needs:

1. Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit 1.
2. Directs staff to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of local plans, policies and code, as necessary, for its implementation.
3. Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
4. Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

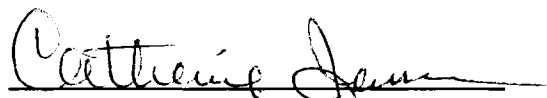
ADOPTED by the Council this 17 day of September, 2013.

APPROVED by the Mayor this 18 day of September, 2013.

AYES: 4

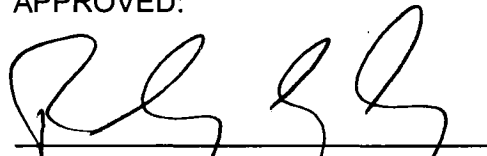
NAYS: 0

ATTEST:



CATHY JANSEN, CITY RECORDER

APPROVED:



DENNY DOYLE, MAYOR

BY RANDY EALY, MAYOR PRO TEM

## RESOLUTION 557-13

### A RESOLUTION ENDORSING THE SW CORRIDOR PLAN AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE IMPLEMENTATION OF THE SW CORRIDOR PLAN

**WHEREAS**, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan; the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions that considered potential transit investment; and

**WHEREAS**, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter December 2011 agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places; and

**WHEREAS**, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

**WHEREAS**, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

**WHEREAS**, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

**WHEREAS**, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

**WHEREAS**, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision; and

**WHEREAS**, the *Southwest Corridor Plan* is intended to provide guidance for subsequent refinement and implementation of the plan through the development, revision and adoption of appropriate local and regional plans, policies and ordinances; and

**WHEREAS**, Durham benefits from being part of the SW Corridor Plan because projects identified in the plan that improve roadways, trails, pedestrian safety, active transportation and transit connections can be leveraged to more thoroughly address the community's present and long term needs.

**NOW, THEREFORE, THE CITY OF DURHAM RESOLVES AS FOLLOWS:**

**Section 1.** The City endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.

**Section 2.** Staff is directed to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future development of local plans, policies and implementation strategies, such as the Transportation System Plan, Cedar Creek Trail and other future land use actions.

**Section 3.** Staff shall actively participate in the Southwest Service Enhancement Plan to identify near-term transit service improvements.


**Section 4.** Staff shall participate as needed in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

**Section 5.** Staff is authorized and encouraged to pursue funding options in coordination with Metro, the Oregon Department of Transportation, Tri-Met and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

**Section 6.** This Resolution shall be effective upon its approval and adoption.

**Duly passed by the City Council this 24<sup>th</sup> day of September 2013.**

**CITY OF DURHAM**



\_\_\_\_\_  
Gery Schirado, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Roland Signett, City Administrator/Recorder



1 IN THE BOARD OF COUNTY COMMISSIONERS

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of the Board of County ) RESOLUTION AND ORDER  
4 Commissioners' Acknowledgment of the )  
5 Southwest Corridor Plan and Shared )  
6 Investment Strategy ) No. 13-93

7 WHEREAS, the Metro Council identified the Southwest Corridor as the region's top  
8 priority for consideration for a high capacity transit investment based on the 2009 Regional High  
9 Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit  
10 Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach  
11 to collaborative planning with community aspirations guiding potential investments in transit;  
12 and four cities in the Southwest Corridor were awarded competitive grant funds to develop  
13 community based land use visions to leverage a potential transit investment; and

14 WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives  
15 from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard,  
16 and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro)  
17 adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor  
18 Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state  
19 policies and investments to create great places in December 2011; and

20 WHEREAS, the charter signatories acknowledge that the Six Outcomes and  
21 Characteristics of a Successful Region -- that people live, work and play in vibrant communities  
22 where their everyday needs are easily accessible that current and future residents benefit from  
23 the region's sustained economic competitiveness and prosperity; that people have safe and  
24 reliable transportation choices that enhance their quality of life; that the region is a leader in  
25 minimizing contributions to global warming; that current and future generations enjoy clean air,  
clean water and healthy ecosystems; and that the benefits and burdens of growth and change are

1 distributed equitably; as adopted in the Regional Framework Plan by Metro Council Ordinance  
2 #10-1244B, -- guide the creation of the Southwest Corridor Plan, the Southwest Corridor  
3 Implementation Strategy, and inform the entire planning process; and

4 WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment*  
5 *Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to  
6 be implemented by the appropriate agencies and jurisdictions; and

7 WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals  
8 and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to  
9 support, strengthen and connect livable and prosperous places from Portland to Sherwood to  
10 address current needs and anticipated future growth; and

11 WHEREAS, the Southwest Corridor Plan project partners worked with community  
12 members to define a coordinated land use vision for each city in the corridor to guide future  
13 investments in a high capacity transit system with supporting active transportation, roadway and  
14 green infrastructure projects; and

15 WHEREAS, the Southwest Corridor Plan project partners have held a number of public  
16 events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

17 WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted  
18 unanimously by the Steering Committee on July 22, 2013 and contains recommendations to  
19 carry into further refinement and study of public investments to support the corridor land use  
20 vision, including high capacity transit alternatives for the corridor; and

21 WHEREAS, this acknowledgement of the *Southwest Corridor Plan and Shared*  
22 *Investment Strategy* is not intended to be a binding land use decision, but rather is intended to  
23 direct continued study which will culminate in the future adoption of appropriate plan and code  
24 amendments for its implementation; now therefore:

25 ///

1 BE IT RESOLVED AND ORDERED that the Washington County Board of County  
2 Commissioners:

3 Acknowledges its support for the *Southwest Corridor Plan and Shared Investment*  
4 *Strategy*, attached to this resolution as Exhibit A; and

5 Directs staff to consider the *Southwest Corridor Plan and Shared Investment Strategy* to  
6 inform the future adoption of plans, policies and code as necessary for its implementation; and


7 Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-  
8 term transit service improvements and on-going Southwest Corridor Plan efforts, including  
9 refinement and analysis of high capacity transit alternatives and local connections, along with  
10 associated roadway, active transportation and parks and natural resource projects for potential  
11 further study and pursuit of federal funds; and

12 Directs staff to study funding options in coordination with Metro, ODOT, TriMet and  
13 project partner jurisdictions for future implementation and planning purposes.

14 DATED this 24th day of September, 2013.

15 BOARD OF COUNTY COMMISSIONERS  
16 FOR WASHINGTON COUNTY, OREGON

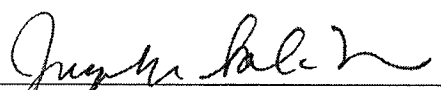
	AYE	NAY	ABSENT
17 DUYCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18 SCHOUTEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MALINOWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19 ROGERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TERRY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

20   
CHAIRMAN

21   
RECORDING SECRETARY

22 Date signed: 9-24-13

23 Approved as to form:

24   
County Counsel for  
Washington County, Oregon



September 25, 2013

Honorable Tom Hughes, President  
Metro Council  
600 NE Grand Ave.  
Portland, OR 97232

Dear Council President Hughes:

Over the past two years, the City of Lake Oswego has been a participant in the multi-jurisdictional process to create the Southwest Corridor Plan Shared and Investment Strategy. During that time, the Lake Oswego City Council was represented on the Southwest Corridor Plan Steering Committee along with representatives from the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard, and Tualatin, as well as Multnomah and Washington Counties, Tri-Met, ODOT and Metro. Simultaneously, Lake Oswego planning staff participated in the technical work to develop the Shared Investment Strategy.

As defined by the Southwest Corridor Plan Steering Committee in May 2012, the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth. The collaborative work of the Southwest Corridor partners led to adoption of the *Southwest Corridor Plan and Shared Investment Strategy* by the Steering Committee on July 22, 2013. The plan recommends a set of potential transportation system investments. It also directs TriMet to create and implement a Service Enhancement Plan for transit improvements in the Southwest Corridor.

The City of Lake Oswego appreciates the opportunity to participate in creating the Southwest Corridor Plan and Shared Investment Strategy, and supports advancing a Service Enhancement Plan for improved bus service in the corridor. The City of Lake Oswego, as an outlying community in the Southwest Corridor planning area, probably does not need to participate as an ongoing member of the steering committee. However, we would like to remain engaged in the transit service enhancement planning process as it could be a real benefit to our community.

Sincerely,

Kent Studebaker  
Mayor  
City of Lake Oswego

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON**

**RESOLUTION NO. 2013-131**

Endorsing the Southwest Corridor Plan and Shared Investment Strategy.

**The Multnomah County Board of Commissioners Finds:**

- a. The Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC). The Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. Four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment.
- b. The Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011.
- c. The charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region<sup>1</sup> guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process.

---

<sup>1</sup> As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

- People live, work and play in vibrant communities where their everyday needs are easily accessible.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.

- d. The charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions.
- e. The Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth.
- f. The Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects.
- g. The Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*.
- h. The *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor.
- i. Supporting the Southwest Corridor land use vision assists in addressing current and future transportation needs in Multnomah County and the region.
- j. This endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not a land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation.

**The Multnomah County Board of Commissioners Resolves:**


1. Multnomah County endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
2. Multnomah County supports using the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future adoption of local plans, policies code as necessary for its implementation.
3. Multnomah County supports the continuation of the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and ongoing Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds.

4. Multnomah County endorses pursuing funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

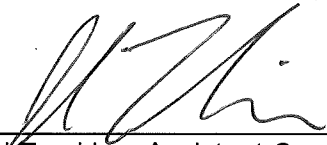
ADOPTED this 26th day of September, 2013.

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON



  
Marissa Madrigal, Acting Chair

REVIEWED:  
JENNY M. MADKOUR, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By   
Jed Tomkins, Assistant County Attorney

SUBMITTED BY:  
Kim E Peoples, Interim Director  
Department of Community Services

CITY OF TIGARD, OREGON  
TIGARD CITY COUNCIL  
RESOLUTION NO. 13-43

A RESOLUTION ENDORSING THE *SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY* AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE SOUTHWEST CORRIDOR PLAN

---

WHEREAS, in 2010 the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment; and

WHEREAS, Goal 3 of the *Tigard Transportation System Plan* is to provide an accessible, multimodal transportation system that meets the mobility needs of the community; and, states that the City shall engage with regional partners to support development of High Capacity Transit serving Tigard; and

WHEREAS, City Council goals for 2011 and 2012 included local participation in the Southwest Corridor Plan as well as a long-term goal to pursue opportunities to reduce traffic congestion; and

WHEREAS, the 2012 Tigard High Capacity Transit Land Use Plan, identified the Tigard Triangle and Downtown Tigard as potential station communities most suitable for mixed use development and growth, for the purpose of informing future Tigard planning activities; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including Tigard's representative) in December 2011 adopted a charter agreeing to use a collaborative approach to align local, regional, and state policies and investments to create great places; and,

WHEREAS, the Southwest Corridor Plan project partners worked closely with Tigard representatives to conduct a number of public events throughout the corridor, including in Tigard, to guide development of the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the *Southwest Corridor Plan and Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation;

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

SECTION 1: Endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached as Exhibit A.




SECTION 2: Directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future development and adoption of local plans, policies and code as necessary for its implementation, such as the *Tigard Triangle Strategic Plan*.

SECTION 3: Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

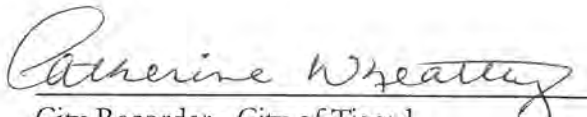
SECTION 4: Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

SECTION 5: This resolution is effective immediately upon passage.

PASSED: This 8<sup>th</sup> day of October 2013.

  
\_\_\_\_\_  
Mayor - City of Tigard

ATTEST:

  
\_\_\_\_\_  
City Recorder - City of Tigard



October 9, 2013

Tom Hughes  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

RE: TriMet support for Southwest Corridor Plan and Shared Investment Strategy

Tom,

Thank you and Metro for leading the Southwest Corridor planning process. Once again, Metro has guided a thorough, community-based process for considering the region's next high capacity transit investment. Metro has asked for TriMet's support for the Southwest Corridor Plan and Shared Investment Strategy that was adopted by the Project Steering Committee on July 22, 2012. I am pleased to convey TriMet's support for both the plan and shared investment strategy.

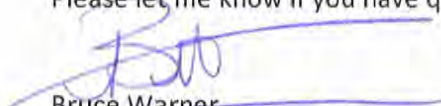
In 2009, Metro developed the High Capacity Transit System Plan, and this adopted plan selected the Southwest Corridor as the highest regional priority. Over the last three years, Metro has led the planning efforts for the Southwest Corridor, which included staff and policy officials from Sherwood, Tualatin, King City, Tigard, Durham, Beaverton, Lake Oswego, Portland, Multnomah and Washington Counties, TriMet and Metro. During this time, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor that will help to guide future investments in the high capacity transit system while supporting active transportation, roadway and green infrastructure projects.

The Project Steering Committee adopted the vision, goals and objectives for the Southwest Corridor Plan in May 2012. The plan vision is one that supports, strengthens and connects livable and prosperous places from Portland to Sherwood as a way to address current needs and anticipated future growth.

In July 2013, the Project Steering Committee adopted the recommendation that details further actions necessary to support the shared land use vision and to refine alignment and design options for high capacity transit, including bus rapid transit and light rail transit, from Portland to Tualatin via Tigard. The recommendation also identified active transportation and roadway projects that support the land use vision and high capacity transit infrastructure. Finally, the recommendation calls for TriMet to invest in Southwest Corridor a transit service enhancement process intended to provide improved transit connections for corridor land use.

TriMet is supportive of the next steps that include furthering the Shared Investment Strategy and participating in the necessary planning efforts to refine High Capacity Transit alternatives along with associated roadway, active transportation, and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds. TriMet's support is contingent on the continued support from the region and local partners in moving forward with a HCT investment and related land use plans. In addition, TriMet will move forward with the Southwest Transit Service Enhancement process.

Please let me know if you have questions.

  
Bruce Warner  
TriMet Board President

RESOLUTION No. 37038 As Amended

Endorse the Southwest Corridor Plan and Shared Investment Strategy and provide direction for plan refinement and implementation (Resolution)

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the City of Portland's Transportation System Plan calls for a Barbur/Interstate 5 Refinement Plan to identify needed improvements for motor vehicles, trucks, bicycles, pedestrians and high-capacity transit travel in the corridor; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter, in December 2011, agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places along the corridor to address current needs and anticipated future growth; and

WHEREAS, the Barbur Concept Plan community working group included representation from southwest residents, institutions, neighborhoods, and businesses and held 14 meetings and 3 community forums to guide the creation of a plan and serve as a model for subsequent phases; and

WHEREAS, the Barbur Concept Plan adopted by Council on April 24 2013 by Resolution No. 37014 created a corridor wide vision and goal to achieve community aspirations for the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan recommends policies and projects aimed at supporting development within the seven catalytic focus areas identified in the Barbur Concept Plan; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee, with Mayor Hales representing the City of Portland, on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland endorses the *Southwest Corridor Plan and Shared Investment Strategy* as Non-Binding City Policy attached as Exhibit A.

BE IT FURTHER RESOLVED, the Council directs staff to participate in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds; and

BE IT FURTHER RESOLVED, the Council directs staff to pursue near-term critical safety improvements, active transportation access to jobs, retail and transit, and projects that leverage prior investments or partnership opportunities; and

BE IT FURTHER RESOLVED, the Council directs the Commissioner-in-Charge of Transportation and city staff to work with Metro to finalize a public involvement plan to advise the SW Corridor Plan HCT Refinement Phase, including a Community Working Group to address Southwest Portland issues, refine projects and identify implementation priorities; and

BE IT FURTHER RESOLVED, the Council directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the next update of the City's Transportation System Plan and other local plans, policies and implementation strategies; and

BE IT FURTHER RESOLVED, the Council directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements; and

BE IT FURTHER RESOLVED, the Council directs staff to use the Barbur Concept Plan land use vision, including the seven designated focus areas and adopted neighborhood plans, and other adopted local plans to inform the refinement and evaluation of HCT alternatives and transportation projects; and

BE IT FURTHER RESOLVED, the Council directs staff to evaluate the land use impacts and transportation system needs associated with the various options for high capacity transit on the areas of Marquam Hill, Hillsdale Town and Portland Community College; and

BE IT FURTHER RESOLVED, the Council directs staff to work with Metro to analyze and recommend a set of HCT supportive projects that yield the best overall performance for improving safety for pedestrians and people on bicycles, increasing use of active transportation, reducing vehicle miles traveled and greenhouse gas emissions, and minimizing traffic impacts on neighborhood streets; and

BE IT FURTHER RESOLVED, the Council directs staff to coordinate across bureaus to build upon the City's regulatory tools, affordable housing and gentrification policies, and to continue refining the environmental and green infrastructure projects, including parks, trails, natural area and water quality improvements, identified in the *Shared Investment Strategy*; and

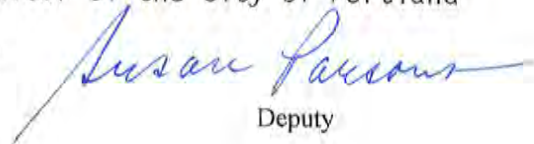
BE IT FURTHER RESOLVED, the Council directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

Adopted by the Council, OCT 09 2013

Commissioner Steve Novick  
 Mayor Charlie Hales  
 Prepared by: *Denver Igarta:slg*  
 Date Prepared: 09/25/13

**LaVonne Griffin-Valade**  
 Auditor of the City of Portland

By

  
 Deputy

RESOLUTION NO. 5168-13

RESOLUTION ACKNOWLEDGING THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from: the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region -- that people live, work and play in vibrant communities where their everyday needs are easily accessible that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably; as adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, -- guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012; defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this acknowledgement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in the future adoption of appropriate plan and code amendments for its implementation.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City of Tualatin City Council acknowledges its support for the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit A; and directs staff to:

- A. Consider the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of plans, policies and code as necessary for its implementation; and
- B. Participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects for potential further study and pursuit of federal funds; and
- C. Study funding options in coordination with Metro, ODOT, TriMet and project partner jurisdictions for future implementation and planning purposes.

Section 2. This resolution is not a land use decision.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 14th day of October, 2013.

CITY OF TUALATIN, OREGON

BY Monique R. Beckman  
~~Mayor~~ Council President

APPROVED AS TO LEGAL FORM

BY S-B  
City Attorney

ATTEST:

BY D. Ambrose  
City Recorder





# Oregon

John A. Kitzhaber, MD, Governor

## Department of Transportation

Transportation Region 1  
123 NW Flanders St  
Portland, OR 97209-4012  
(503) 731-8200  
Fax: (503) 731-8259

October 15<sup>th</sup>, 2013

File Code:

Council President Tom Hughes  
Metro  
600 NE Grand Ave.  
Portland, OR 97232-2736

Council President Hughes,

I am writing to express ODOT Region 1's endorsement of the *Southwest Corridor Plan and Shared Investment Strategy*, which marks the completion of Phase 1 of the Southwest Corridor Plan. In the coming year, I will ask my staff to participate in the refinement and analysis of High Capacity Transit alternatives, local connections, and transit-supportive multimodal projects that may be studied as part of an FTA project. ODOT staff will continue to work with project partners as they develop local plans, policies, and implementation strategies informed by the Southwest Corridor Plan.

ODOT has a strong commitment to improving safety, active transportation, and access to transit in the Southwest Corridor. To that end, we recently funded construction of several early opportunity projects to be delivered over the next two to three years. These projects center on OR-99W and include crossing improvements, bike lane markings, sidewalks/walkways, enhanced illumination, and transit stop accessibility improvements. The first of these projects has already been completed, and we hope the others will offer the corridor's communities some immediate benefits while longer-range planning efforts continue. Together with implementation of TriMet's Southwest Service Enhancement Plan, which will improve the corridor's transit service in the near-term, we are working together to improve safety and access to transit right away.

Determining the future of OR-99W will be one of the Southwest Corridor Plan's central policy decisions. Currently, this route is focused on providing vehicle mobility. As the project partners collectively look ahead, we will need to make choices for OR-99W—will the highway carry added transit service or will High Capacity Transit travel on a separate alignment, how will pedestrians and cyclists access improved transit service, and how will all modes of travel move safely through the corridor?

In the longer-term, High Capacity Transit is the crucial element needed to achieve the land uses envisioned by the Southwest Corridor's communities. Successfully planning and implementing a High Capacity Transit project will involve tough decisions and require focused effort. During the coming year, I understand Metro will convene project partners in the development of a funding



strategy. This work is equally important to the technical analysis that will be performed during the refinement phase. The ability to raise non-federal matching funds is essential for securing federal funds and determining the overall budget for constructing High Capacity Transit in the corridor.

To make these decisions, the project partners will need clear information outlining the tradeoffs different alternatives represent between transit performance, traffic impacts, cost, and impacts to property and the natural environment. This conversation must meaningfully engage all of the corridor's communities and stakeholders, and reconcile the varied desires expressed during Phase 1. My staff and I look forward to working with Metro and TriMet to develop and communicate the analysis needed to support this conversation.

We look forward to participating in the refinement of High Capacity Transit alternatives in this important corridor.

Regards,

A handwritten signature in black ink, appearing to read 'Jason Tell', with a stylized flourish extending to the left.

Jason Tell  
Region 1 Manager  
Oregon Department of Transportation

Cc: Councilor Bob Stacey – Metro  
Councilor Craig Dirksen – Metro

# Exhibit C to Resolution No. 13-4468

## **Implementation and Development Southwest An Overview**

**Purpose.** Metro is proposing the creation of a committee, Implementation and Development Southwest (ID Southwest), made up of community leaders with a passion for the Southwest Corridor area and who know how to get things done. ID Southwest's goal is to make the most of public-private partnerships and help implement early opportunity projects in the corridor.

**Background.** The Southwest Corridor Plan is a collaborative effort to create livable and sustainable communities along the Southwest corridor including Portland, Tigard, Tualatin and Sherwood. The goal of the Plan is to increase prosperity, health, access and mobility in the Southwest Corridor through the implementation of the Shared Investment Strategy. The strategy includes a potential major transit investment, 81 roadway and active transportation projects, 400 parks and natural resource projects, and development incentives and policy changes to support development consistent with the local land use vision. The plan is led by the Southwest Corridor Plan Steering Committee, made up of elected and appointed officials from the 13 partner jurisdictions.

**Scope of work.** ID Southwest will support and implement the Southwest Corridor Plan and Shared Investment Strategy in coordination with the Steering Committee. The committee members will be focused on creating the conditions for the plan to achieve its goals. They will help:

- lay the groundwork for public-private partnerships and investment to take place
- identify early implementation projects (transportation, green, and development opportunities) for potential funding and help pursue financing for those projects where opportunities arise
- generate enthusiasm in the communities about the plan's projects
- recruit greater numbers of stakeholders to support the plan
- navigate the changing political landscape to make sure that the Southwest Corridor Plan is consistently supported.

ID Southwest will make recommendations to the Southwest Corridor Plan Steering Committee and the Metro Council regarding specific project funding. It will not be a decision-making body nor serve as a Citizens Advisory Committee. Metro employees will staff and support ID Southwest: Malu Wilkinson, Juan Carlos Ocaña-Chíu, Cliff Higgins, Jamie Snook and Heather Nelson-Kent.

The Metro Council will be asked to create ID Southwest as part of their resolution to endorse the Southwest Corridor Plan and Shared Investment Strategy in October 2013. Southwest Corridor Plan Council Liaisons Craig Dirksen and Bob Stacey will co-chair ID Southwest to create a stronger connection with the Steering Committee and the Metro Council.

**Membership.** The membership of ID Southwest will be carefully selected to include highly influential stakeholders in the corridor, with representatives from the community, non-profit organizations, businesses, educational institutions and philanthropic organizations. Members should have the acumen to help staff address barriers and problems and generate enthusiasm for the project.

The expected number of ID Southwest members will be between 20 and 25. Members will include people who represent the following interest categories:

- Educational institutions
- Elected officials
- Environmental – green spaces interests
- Funders
- Government agencies
- Health-related interests
- Housing interests
- Non-profit organizations
- Housing providers
- Major employers
- Small businesses
- Transit-related interests

***First-year timeline:***

1. Kickoff meeting: November 2013
2. Determine initial priority opportunity areas: January 2014
3. Define early implementation projects and funding opportunities: Spring 2014
4. Implementation of early opportunities projects: Summer 2014

***Next steps.***

- Vet the idea with project partners.
- Finalize ID Southwest's charge and operating procedures.
- Identify and invite stakeholders to become ID Southwest members.
- Hold kick-off meeting in November 2013.

# Exhibit D to Resolution No. 13-4468

## **Members of the Southwest Corridor Plan Steering Committee**

Metro District 3 Councilor and District 6 Councilor

Elected officials from cities of Portland, Tigard, Tualatin, Sherwood, King City, Beaverton and Durham

Multnomah County Commissioner

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 13-4468, FOR THE PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR PLAN SHARED INVESTMENT STRATEGY**

---

Date: October 1, 2013

Prepared by: Malu Wilkinson, x1680

## **BACKGROUND**

### **Purpose of the Southwest Corridor Plan and Shared Investment Strategy**

The Southwest Corridor plan is a comprehensive 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 work has been guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution 11-4278 that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011.

### **Policy Framework**

The Portland metro area Regional Transportation Plan (RTP) emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions. The RTP identifies investment in high capacity transit (HCT) as a proven strategy to help achieve these goals and build great communities.

In July 2009, the Metro Council accepted the Regional High Capacity Transit System Plan for addition to the 2035 Regional Transportation Plan. At that time, in response to JPACT discussion and recommendation, the Council identified the Barbur Boulevard/OR 99W corridor as one of the region's two highest priority corridors for a nearer-term high capacity transit investment.

In February of 2010, the Metro Council formalized that recommendation by adopting a resolution to advance the Southwest Corridor, from Portland to Sherwood, as the next regional HCT priority to advance into alternatives analysis. Also in 2010, the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. At



the same time, four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential HCT investment.

The Metro Council, in the 2035 RTP adopted in 2009, also identified the portion of the corridor from Portland to Tigard as a top priority regional mobility corridor for considering how to best invest in all modes of transportation, including transit, roadway, and active transportation infrastructure to meet the needs of autos, freight, bicyclists and pedestrians.

### **Corridor land use vision forms foundation of Shared Investment Strategy**

Leading into the Southwest Corridor Plan, representatives of cities and counties throughout the corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped define the local vision in key areas of the corridor.

#### **Barbur Concept Plan**

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

#### **Tigard High Capacity Transit Land Use Plan**

In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

#### **Linking Tualatin**

With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

#### **Sherwood Town Center Plan**

Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.

Simultaneous to the work on the local land use vision, Metro and project partner staff worked collectively to identify existing conditions and develop a wide range of alternatives to address opportunities and challenges in the corridor. The project partners began work to identify a potential HCT alternative, and an associated package of multimodal transportation projects and parks/nature investments that could catalyze the local land use visions for the corridor.

In October 2012 the Southwest Corridor Steering Committee narrowed an early set of ten HCT alternatives to five concepts, removing several options from further consideration: 1) streetcar as a mode; 2) HCT connection between Tigard and Sherwood on Highway 99W; and 3) adding or converting an Interstate 5 lane for HCT use. The Steering Committee's narrowing decision also tabled consideration of Westside Express Service (WES) improvements for another time and process. These decisions were guided by potential impacts to auto and freight movement as well as local community land use goals. All HCT options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement and commercial activities. Preferred locations would provide transit connections to potential station communities in Tigard and Tualatin.

During the first six months of 2013, Metro and project partner staff worked closely together to further narrow the set of HCT alternatives and supportive roadway, active transportation, and parks/natural areas projects. Projects were bundled and modeled to test performance, then screened according to their supportiveness of the local land use visions. On July 22, 2013, the Southwest Corridor Steering Committee unanimously approved the Shared Investment Strategy Recommendation to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

### **Southwest Corridor Plan Shared Investment Strategy Recommendation**

With its July 22, 2013 recommendation, the Southwest Corridor Steering Committee defined a set of investments and actions to support the community land use visions and gave direction on three main questions to further narrow the options for a potential HCT investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study; 2) percentage of bus rapid transit in a dedicated transitway; and 3) the destination of a potential high capacity transit investment.

In the year following this recommendation, a refinement phase will give more information in each of these areas, and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

A summary of the Shared Investment Strategy Recommendation follows.

#### **Recommendation: Invest in transit**

Transit is key to helping communities in the Southwest corridor achieve their development visions. This recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.

##### **Local service**

To improve local bus service, the recommendation directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line;
- make on-the-ground improvements to the transit system; and
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

##### **High capacity transit**

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It would also create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive, and
- significant growth in jobs and population is anticipated.

To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit;
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way; and
- an alignment that connects Portland to Tualatin, via Tigard.

**Recommendation: Invest in roadways and active transportation**

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. *Attachment A* of the Shared Investment Strategy Recommendation contains the list of priority projects.

The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including:
  - walking and biking projects within one-quarter mile of potential station areas
  - trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
  - leverage future development in places local communities have defined as “essential” or “priority”
  - are important to meet freight and capacity needs in employment and industrial districts
  - improve pedestrian connectivity, provide safe crossings or create high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

**Recommendation: Invest in parks, trails and nature**

Parks, greenspaces, trails and natural areas are consistently cited as some of the Southwest corridor’s most important and attractive features. To strengthen “green” elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in *Attachment A* as corridor development plans move forward.

**Recommendation: Consider new regulations and policies, and develop incentives to promote private investment consistent with community vision**

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. *Attachment B* of the Shared Investment Strategy Recommendation contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.

In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment.

Additionally, partners will collaboratively work to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

**Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan**

The recommendation urges project partners to develop a collaborative funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.

**Public engagement in the Southwest Corridor Plan and Shared Investment Strategy**

Metro and project partner staff held a number of public events to support the Steering Committee decision-making process, including the following:

**Community Planning Forums (4)**

“Invited” open houses targeted to engaged community members from each of the communities in the Southwest Corridor were held in different locations including Tualatin, Tigard and Southwest Portland.

**Economic Summits (2)**

These invited forums targeted individuals from the private sector and corridor institutions to solicit advice and input on the projects and process as related to supporting jobs and economic development.

**Shape Southwest**

This online tool was designed to engage broad audience in soliciting opinions on potential HCT and local transit connections, as well as values and where to focus public investments. 2098 visited the website to learn about the tool.

**Online surveys (5)**

This included a survey to gather feedback on the draft Steering Committee recommendation in July 2013, which received 954 responses.

**Numerous neighborhood and community meetings**

These included local community-specific public events (e.g., SWNI Open House, Tigard Town Hall), in addition to planning commission and city council presentations

Public engagement for the Southwest Corridor Plan and Investment Strategy was divided into four stages:

**September 2011 to February 2012**

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.

**February to August 2012**

Project partners aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects. Visiting an online, virtual open house, participants viewed video feeds that explained the purpose and process of the overall plan. Participants were 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.

**August to December 2012**

Project partners focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. 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.

**January to July 2013**

Project staff sought feedback on potential projects and the draft high capacity transit alternatives through events and an online questionnaire. The public also reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire.

**Local jurisdiction actions**

During September and October 2013, the Southwest Corridor partner jurisdictions have considered and taken action on the Southwest Corridor Steering Committee's Shared Investment Strategy Recommendation. All of the partner cities and counties have endorsed the recommendation, either by Council action or by letter from the Mayor. TriMet and ODOT have endorsed the recommendation by letter to the Metro Council.

Neither the local jurisdiction supporting actions nor Metro Council endorsement of the Southwest Corridor Plan Shared Investment Strategy are intended to be binding land use decisions. Instead, the Shared Investment Strategy is intended to inform future adoption of plan and code amendments for its implementation.

**Next steps**

If the Metro Council votes in favor of this resolution, it adopts the Southwest Corridor Plan Shared Investment Strategy and directs staff to use it to inform the future adoption of plans, policies and code as necessary for its implementation.

In addition, specific next steps include:

1. Metro and partner staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements (2014)
2. Metro and partner staff participation in on-going Southwest Corridor Plan efforts, including
  - Refinement and analysis of HCT alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision (October 2013- June 2014); and
  - Potential further study and pursuit of federal funds for project elements.
3. Metro and partner staff participation in on-going public involvement and engagement with stakeholders to support implementation of the Southwest Corridor Shared Investment Strategy.

## **ANALYSIS/INFORMATION**

### **Known Opposition**

At this time there is not any known formal opposition to the Southwest Corridor Plan Shared Investment Strategy in its own right. However, two related efforts are of note:

- A resident of Tualatin, an attorney representing the Tonquin Group, has stated that entity's disapproval of the Ice Age Tonquin Trail (a project included in the Shared Investment Strategy Recommendation) and expressed an intention to take legal action blocking any land use decision that furthers the trail project.
- In Tigard, a citizens' group has successfully gathered the 4,122 signatures required to place an anti-HCT initiative on the March 2014 ballot. If passed, this measure would amend the Tigard Charter adopting a policy opposing construction of new high-capacity transit corridor within the City without voter approval. It would prohibit the City from adopting an ordinance amending its comprehensive plan or land use regulations to accommodate locating a new HCT project absent voter approval. That approval must be accompanied by information about changes in road capacity and housing density, as well as the cost of the HCT improvement.

The initiative identifies a "new high-capacity transit corridor" as any portion of regional transit system proposed for development within the City that reduces available road capacity in favor of light rail, rail transit or exclusive bus lanes. "Road capacity" includes any roadway within five miles of the City that currently permits public automobile traffic or any public rights-of-way that could provide additional road capacity at a future date. The City of Tigard would be required to annually send a letter to various regional, state and federal agencies notifying them of this policy.

### **Legal Antecedents**

The Southwest Corridor Plan Shared Investment Strategy is completed to satisfy:

- Jun. 10, 2010, Ordinance No. 10-1241B: For the Purpose of Amending the 2004 Regional Transportation Plan to Comply With State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan (Appendix 3.1 2035 - Regional Transportation Plan Corridor Planning Priorities)
- Feb. 25, 2010, Resolution No. 10-4118: For the Purpose of Endorsing the Southwest High Capacity Transit Corridor as the Next Regional Priority to Advance into Alternatives Analysis
- Aug. 12, 2010, Resolution No. 10-4177: For the Purpose of Amending the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement
- Aug. 12, 2010, Resolution No. 10-4179: For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans
- Aug. 4, 2011, Resolution No. 11-4278: For the Purpose of Creating and Appointing Members of the Southwest Corridor Plan Steering Committee
- Nov. 17, 2011, Resolution No. 11-4306: For the Purpose of Appointing Additional Members to the Southwest Corridor Plan Steering Committee

### **Anticipated Effects**

Council acceptance of the Southwest Corridor Plan Shared Investment Strategy will enable the project partners to carry into refinement and further study a set of public investments, including HCT alternatives, to support the corridor land use vision. It will also advance staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements in the corridor.

### **Budget Impacts**

No additional resources are needed for FY13/14 to continue the refinement phase.

### **RECOMMENDED ACTION**

Staff recommends that the Metro Council adopt the Southwest Corridor Plan Shared Investment Strategy to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

Agenda Item No. 5.1

**Ordinance No. 13-1321**, For the Purpose of Annexing to the Metro District Boundary Approximately 2.54 Acres Located at 6500 NW Kaiser Road in the North Bethany Area of Washington County.

*Ordinances – First Reading*

Metro Council Meeting  
Thursday, Oct. 31, 2013  
Metro, Council Chamber



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE ) Ordinance No. 13-1321  
METRO DISTRICT BOUNDARY )  
APPROXIMATELY 2.54 ACRES LOCATED AT ) Introduced by Chief Operating Officer  
6500 NW KAISER ROAD IN THE NORTH ) Martha Bennett with the Concurrence of  
BETHANY AREA OF WASHINGTON COUNTY ) Council President Tom Hughes

WHEREAS, the owners of 2.54 acres of property located at 6500 NW Kaiser Road in the North Bethany area of Washington County (“the territory”) have submitted a complete application for annexation to the Metro District; and

WHEREAS, the Metro Council added the North Bethany area to the UGB, including the territory, by Ordinance No. 02-987A on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with the requirements of Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on October 31, 2013; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
- 3. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated October 9, 2013, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this \_\_\_\_ day of P qxgo dgt 2013.

\_\_\_\_\_  
Tom Hughes, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Kelsey Newell, Recording Secretary

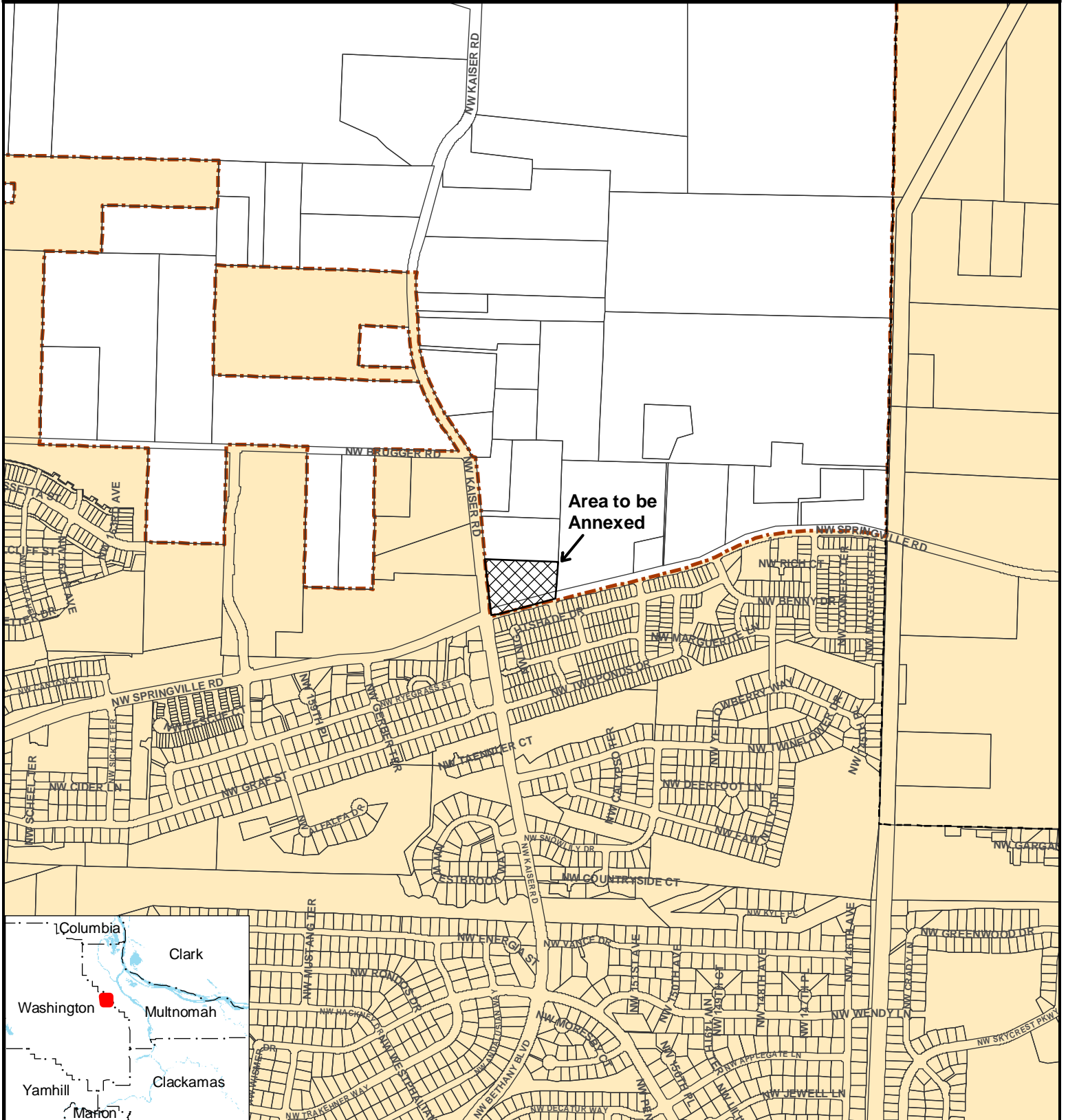
\_\_\_\_\_  
Alison R. Kean, Metro Attorney

# Proposal No. AN-0413

1N1W17




Annexation to the Metro District Boundary

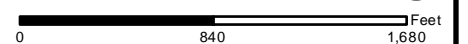
Washington County



Proposal No. AN-0413 Metro District Boundary

1:10,000

-  Area to be annexed
-  Taxlots
-  Metro District Boundary



Data Resource Center  
 600 NE Grand Ave  
 Portland, OR 97232-2736  
 (503) 797-1742  
<http://www.oregonmetro.gov/drc>

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## STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 13-1321, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 2.54 ACRES LOCATED AT 6500 NW KAISER ROAD IN THE NORTH BETHANY AREA OF WASHINGTON COUNTY

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Date: October 9, 2013

Prepared by: Tim O'Brien  
Principal Regional Planner

### BACKGROUND

CASE: AN-0413, Annexation to Metro District Boundary

PETITIONER: Matt Sprague  
9020 SW Washington Square Drive, #505  
Portland, OR 97223

PROPOSAL: The petitioner requests annexation of one property to the Metro District boundary following the Metro Council's addition of the property to the Urban Growth Boundary (UGB) in 2002.

LOCATION: The property is located at 6500 NW Kaiser Road in the North Bethany area of Washington County and is 2.54 acres in size. A map of the area can be seen in Attachment 1.

ZONING: The property is zoned Residential R-6 North Bethany District (R6NB) by Washington County.

The proposal consists of one tax lot. The land was added to the UGB in 2002 and is part of the North Bethany Subarea Plan that was adopted by Washington County. The land must be annexed into the Metro District for urbanization to occur.

### APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

#### *3.09.070 Changes to Metro's Boundary*

*(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:*

- 1. The affected territory lies within the UGB;*

#### Staff Response:

The subject parcel was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-987A.

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The conditions of approval for Ordinance No. 02-987A include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined in Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County also requires the land to be annexed into the appropriate sanitary sewer, water, park and road service districts prior to urbanization occurring. The applicant is currently moving forward with the necessary annexation requirements with Washington County. These measures ensured that urbanization would occur only after annexation to the necessary service districts is completed.

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The property proposed for annexation is part of Washington County's North Bethany County Service District, established by the County Board of Commissioners on June 7, 2011. The proposed annexation is consistent with that agreement and is required by Washington County as part of a land use application. The inclusion of the property within the Metro District is consistent with all applicable plans.

## **ANALYSIS/INFORMATION**

**Known Opposition:** There is no known opposition to this application.

**Legal Antecedents:** Metro Code 3.09.070 allows for annexation to the Metro District boundary.

**Anticipated Effects:** This amendment will add approximately 2.54 acres to the Metro District. The land is currently within the UGB and within unincorporated Washington County. Approval of this request will allow for the urbanization of the parcel to occur consistent with the North Bethany Subarea Plan.

**Budget Impacts:** The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.

## **RECOMMENDED ACTION**

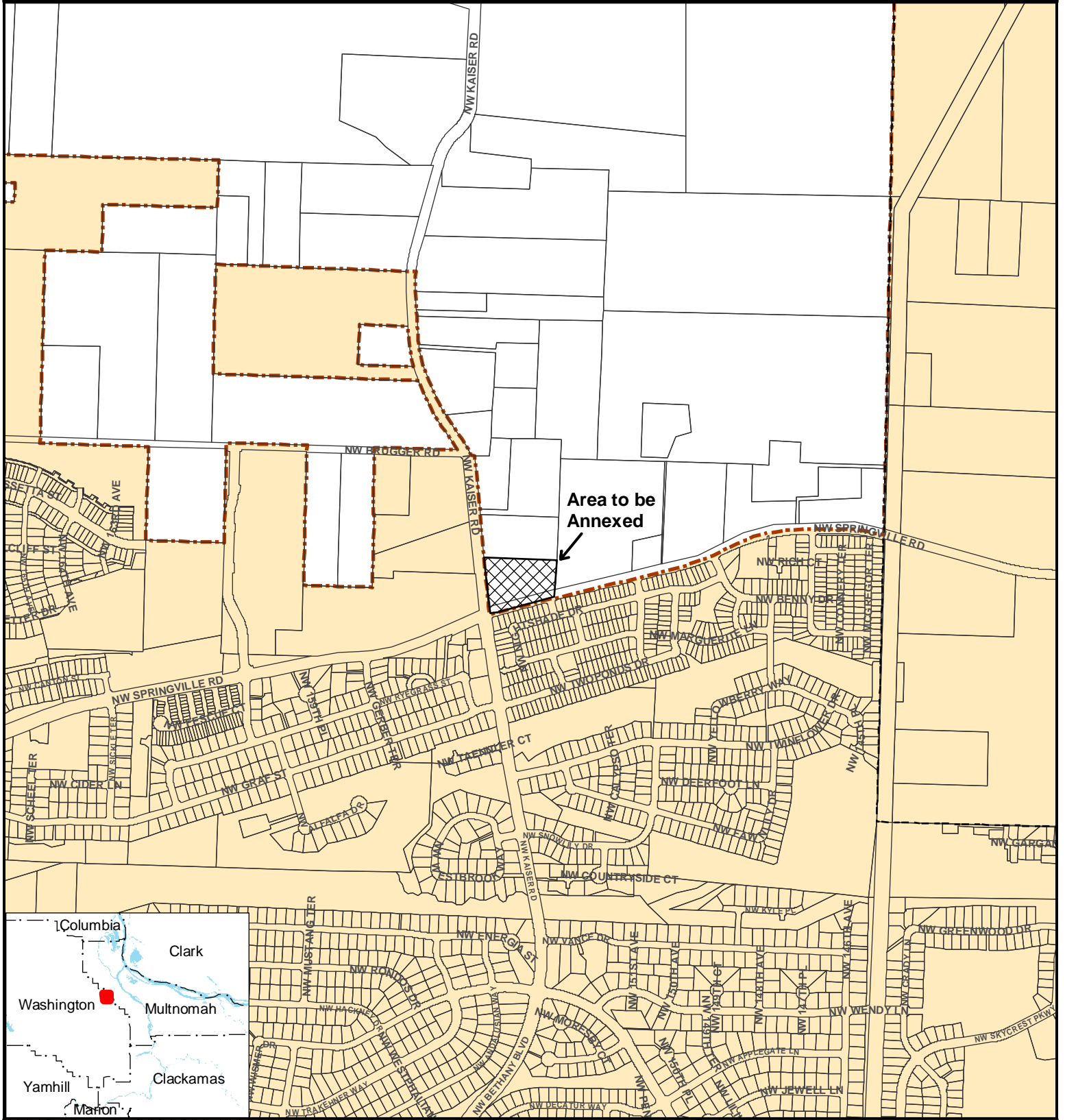
Staff recommends adoption of Ordinance No. 13-1321.

# Proposal No. AN-0413

1N1W17

Annexation to the Metro District Boundary

Washington County



Proposal No. AN-0413 Metro District Boundary

1:10,000

- Area to be annexed
- Taxlots
- Metro District Boundary

0 840 1,680 Feet

**Metro**  
 Data Resource Center  
 600 NE Grand Ave  
 Portland, OR 97232-2736  
 (503) 797-1742  
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Agenda Item No. 6.1

**Ordinance No. 13-1317**, For the Purpose of Amending Metro  
Code Chapter 7.02 (Financing Powers).

*Ordinances – Second Reading*

Metro Council Meeting  
Thursday, Oct. 31, 2013  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO	)	ORDINANCE NO. 13-1317
CODE CHAPTER 7.02 (FINANCING POWERS)	)	
	)	Introduced by Martha J. Bennett, Chief
	)	Operating Officer, with the concurrence of
	)	Tom Hughes, Council President

WHEREAS, Metro Code Chapter 7.02 sets forth Metro’s financing powers, supplementing those provided to Metro under the Metro Charter; and

WHEREAS, staff has recommended an amendment to Metro Code Chapter 7.02.040(a) to clarify Metro’s broad home-rule authority and maximize Metro’s ability to efficiently structure certain revenue bond financings.

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Chapter 7.02 Financing Powers, is hereby amended as referred to in Exhibit A attached hereto.

ADOPTED by the Metro Council this 31<sup>st</sup> day of October, 2013.

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Tom Hughes, Council President

Attest:

Approved as to Form:

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Kelsey Newell, Recording Secretary

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Alison R. Kean, Metro Attorney

7.02.040 Revenue Bonds

(a) Issuance of Revenue Bonds. In accordance with Section 10 of the Metro Charter, Metro may issue from time to time revenue bonds for such purposes as are determined by Council to be necessary or appropriate to carry out the functions, duties and operations of Metro. Metro may issue revenue bonds for the purpose of financing such property as Council shall determine is necessary or desirable in order to carry out or assist or advance the carrying out of Metro's function, duties and operations regardless of whether such property is to be owned by Metro or any other public or private agency or person and regardless of whether such property is to be located within or without the jurisdictional boundaries of Metro. In connection with the issuance of revenue bonds to finance any property which is to be owned by any other public or private agency or person, Metro ~~shall~~may enter into a lease purchase, installment sale or loan agreement with such public or private agency or person providing for lease purchase, installment sale or loan payments which, together with other amounts pledged for such purpose, shall be sufficient to pay when due the principal of, premium (if any) and interest on such revenue bonds. All revenue bonds shall be issued pursuant to an authorizing action as provided in Section 7.02.110 of the Metro Code. Prior approval of the electors of Metro shall not be required as a condition precedent to the issuance of any revenue bonds under the Metro Code.

(b) Payment from Revenues. In the authorizing action under which a particular series of revenue bonds is issued, Metro may provide that such revenue bonds shall be payable from all or any portion of Metro's revenues (but subject to such prior claims on such revenues or portions thereof as may have theretofore been created). Metro may pay any amounts owing under any revenue bonds from any other funds lawfully available for such purpose regardless of whether or not provision for payment thereof from such other funds has been made in the authorizing action as provided in the preceding sentence; provided that the foregoing is not intended, nor shall it be construed, to create a legal obligation on Metro's part to pay any amounts owing under any revenue bonds from any revenues not specifically pledged thereto or from which such revenue bonds have not specifically been made payable in accordance with their terms.

(c) Pledge of Other Revenues and Property. In the authorizing action under which a particular series of revenue bonds is issued, Metro may:



- (1) Pledge as additional security for such revenue bonds all or any portion of its revenues; and
- (2) Grant mortgages, trust deeds or security interests in any property of Metro as additional security for the payment of such revenue bonds.

(Ordinance No. 93-495, Sec. 2. Amended by Ordinance No. 02-976, Sec. 1.)

## STAFF REPORT

### IN CONSIDERATION OF ORDINANCE NO. 13- 1317, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 7.02 (FINANCING POWERS)

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Date: October 24, 2013

Prepared by: Tim Collier, ext. 1913

## BACKGROUND

Chapter III, Section 10 of the Metro Charter gives Metro broad authority to issue revenue bonds, general and special obligation bonds, certificates of participation and other obligations. Metro Code Chapter 7.02.040(a) further provides that “Metro may issue from time to time revenue bonds for such purposes as are determined by the Council to be necessary or appropriate to carry out the functions, duties and operations of Metro.” However, the Chapter thereafter requires that in situations where the bonds are used to finance property owned by another public or private entity, Metro enter into a lease-purchase, installment sale, or loan agreement with such third-party owner. This “lease-purchase, installment sale, or loan agreement” language appears to have been borrowed from Oregon Revised Statute Chapter 268.600, which requires such financing arrangements in certain transactions involving waste disposal system facilities.

Ordinance No. 13-1317 is for the purpose of amending the Metro Code to clarify Metro’s broad home-rule bonding authority. Lease-purchase, installment sale, and loan agreements are typically used in conduit revenue bond transactions where the issuer loans the bond proceeds a conduit borrower. Requiring a lease-purchase, installment sale, or loan agreement in non-conduit financing hinders Metro’s ability to structure the transaction in the most efficient way possible.

## ANALYSIS/INFORMATION

1. **Known Opposition:** Unknown.
2. **Legal Antecedents:** Chapter III, Section 10 of the Metro Charter; Metro Code Chapter 7.02.040.
3. **Anticipated Effects:** The adoption of this Ordinance will provide Metro authority to issue revenue bonds without requiring the use of a lease-purchase, installment sale, and loan agreements, in accordance with Metro’s broad home-rule Charter authority.
4. **Budget Impacts:** None.

## RECOMMENDED ACTION

Staff recommends that the Metro Council consider approving Ordinance No. 13-1317.

Agenda Item No. 6.2

**Ordinance No. 13-1319**, For the Purpose of Amending Metro  
Code Chapter 2.16 (Naming of Facilities).

*Ordinances – Second Reading*

Metro Council Meeting  
Thursday, Oct. 31, 2013  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO	)	ORDINANCE NO. 13-1319
CODE CHAPTER 2.16 (NAMING OF	)	
FACILITIES)	)	Introduced by Martha J. Bennett, Chief
	)	Operating Officer, with the concurrence of
	)	Tom Hughes, Council President
	)	

WHEREAS, Metro Code Chapter 2.16 contains the policy for the naming of facilities owned or operated by Metro; and

WHEREAS, staff has recommended a revised policy that would allow the Metro Council to name a Metro facility through adoption of a resolution and alleviate the need to amend the Metro Code each time a facility is named; now therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Chapter 2.16 Naming of Facilities, is hereby amended as referred to in Exhibit A attached hereto; and

2. The names of Metro facilities adopted by Council action prior to the date of this Ordinance 13-1319, are hereby validated.

ADOPTED by the Metro Council this 31<sup>st</sup> day of October, 2013.

\_\_\_\_\_  
Tom Hughes, Council President

Attest:

Approved as to Form:

\_\_\_\_\_  
Kelsey Newell, Recording Secretary

\_\_\_\_\_  
Alison R. Kean, Metro Attorney

CHAPTER 2.16

NAMING OF FACILITIES

SECTIONS TITLE

2.16.010 Statement of Purpose  
2.16.020 Policy for Naming of Facilities  
~~2.16.030 Facility Names~~

2.16.010 Statement of Purpose

This chapter is established to provide a policy for the naming of facilities owned or operated by Metro. This policy includes facilities that are operated by a Metro department, commission, or other entity which has responsibility for facility operations.

(Ordinance No. 94-576A, Sec. 1.)

2.16.020 Policy for Naming of Facilities

(a) Facilities owned by Metro shall be named through adoption of an ~~ordinance Resolution~~ by the Metro Council. ~~Such an ordinance shall state the name and address of the facility, which shall be included in this chapter.~~ For purposes of this section, a "facility" shall be a building, which may contain one or more rooms, theaters, halls, offices, exhibits, etc., a group of buildings under common management with a shared mission, or a zoo, park, open space, trail, cemetery, golf course, boat ramp, or other outdoor area owned by Metro.

(b) The principal purpose of the name of a facility shall be to identify the facility's function and purpose. When the Council deems it to be practicable and advisable, the name may also reflect the facility's ownership, location, source or sources of funding for its construction, or the contribution of effort made or funds contributed by a person, persons, corporation, firm, partnership, joint venture, association, governmental body, joint stock company, limited liability company, estate, trust, or syndicate toward its construction, acquisition, or operation.

(c) A Metro facility may be named after any living person who has not held elective office in Oregon. In the event Metro acquires ownership of a facility that was named after a living person by the facility's former owner, the facility shall continue to bear that name.

(d) A Metro facility may be named for a deceased person in recognition of the person's significant contribution of effort or money in support of the facility or its construction or mission, in conformance with an adopted policy, if any, of the Metro Council.

(e) A Metro facility other than the Oregon Zoo and the Oregon Convention Center may be named for a corporation, firm, partnership, joint venture, association, governmental body, joint stock company, limited liability company, estate, trust, or syndicate in recognition of that entity's significant contribution of effort or money in support of the facility or its construction, operation or mission, in conformance with an adopted policy, if any, of the Metro Council.

(f) Individual parts of a facility, including but not limited to theaters, exhibits, ballrooms, meeting rooms, halls, lobbies, and equipment, may be named after a person or persons, living or deceased, or after a corporation, firm, partnership, joint venture, association, governmental body, joint stock company, limited liability company, estate, trust, or syndicate, by adoption of a ~~resolution~~ Resolution by the Metro Council.

(g) Facilities which Metro operates but does not own may not be named or re-named by Metro or a Metro commission. The owner(s) of such facilities shall retain authority for their naming or re-naming.

Ordinance No. 94-576A, Sec. 1. Amended by Ordinance No. 02-967, Sec. 1; Ordinance No. 03-994A, Sec. 4.)

0

~~2.16.030 Facility Names~~

~~(a) The following are the names and addresses of the facilities owned by Metro:~~

~~— Metro Central Transfer Station, 6161 NW 61st Avenue, Portland, Oregon~~

~~— Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon~~

~~— Metro South Transfer Station, 2001 Washington St., Oregon City, Oregon~~

~~— Oregon Convention Center, 777 NE Martin Luther King Blvd., Portland, Oregon~~

~~— Oregon Zoo, 4001 SW Canyon Rd., Portland, Oregon~~

~~— Portland Metropolitan Exposition Center, 2060 N. Marine Drive, Portland, Oregon~~

(Ordinance No. 94-576A, Sec. 1. Amended by Ordinance No. 98-726, Sec. 2; Ordinance No. 02-967, Sec. 1.)

## STAFF REPORT

### IN CONSIDERATION OF ORDINANCE NO. 13-1319, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 2.16 (NAMING OF FACILITIES)

---

Date: October 24, 2013

Prepared by: Kathleen Brennan-Hunter,  
ext.1948

## BACKGROUND

Metro Code Chapter 2.16 sets forth Metro's policy with respect to the naming of Metro facilities. It requires the Metro Council to adopt an ordinance in order to name a Metro facility and requires that Metro Code Section 2.16.030 also be amended to include the name and address of the named facility. In practice, the Metro Council has named some Metro facilities by resolution, and in those cases, no corresponding change to Metro Code Section 2.16.030 has been made. Accordingly, Metro Code Section 2.16.030 gives the incorrect impression that Metro has named only a few of its facilities and properties.

This Ordinance would amend Metro Code Chapter 2.16 to allow the Council to name Metro facilities by resolution. This is consistent with the principle that ordinances should be reserved for legislative acts by the Council; the naming of facilities is more properly categorized as an internal, administrative act. This Ordinance will also eliminate the requirement to amend the Code each time a Metro facility is named.

## ANALYSIS/INFORMATION

1. **Known Opposition:** Unknown.
2. **Legal Antecedents:** Metro Code Chapter 2.16.
3. **Anticipated Effects:** The adoption of this Ordinance will permit the naming of Metro facilities by resolution, rather than ordinance, and no longer require updating the Metro Code each time a Metro facility is named.
4. **Budget Impacts:** None.

## RECOMMENDED ACTION

Staff recommends the adoption of Ordinance No. 13-1319.

Agenda Item No. 6.3

**Ordinance No. 13-1320**, For the Purpose of Amending Metro Code Title IV (Oregon Zoo Regulations) and Metro Code Chapter 2.14 (Facilities Related Parking-Policy and Regulations).

*Ordinances – Second Reading*

Metro Council Meeting  
Thursday, Oct. 31, 2013  
Metro, Council Chamber



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO	)	ORDINANCE NO. 13-1320
CODE TITLE IV (OREGON ZOO	)	
REGULATIONS) AND METRO CODE	)	Introduced by Martha J. Bennett, Chief
CHAPTER 2.14 (FACILITY RELATED	)	Operating Officer, with the concurrence of
PARKING-POLICY AND REGULATIONS)	)	Tom Hughes, Council President
	)	

WHEREAS, Metro Code Chapter Title IV provides for, among other things, regulations governing the use and operation of the Oregon Zoo parking lot; and

WHEREAS, in the Washington Park Transportation Management Agreement with the City of Portland, Metro terminated its Zoo Parking Lot Lease and Operating Agreement with the City of Portland, effective February 1, 2013, but Metro has retained temporary operations and management responsibility for said parking lot until such time as the City of Portland installs parking meters and begins collecting revenues; and

WHEREAS, the City of Portland will install parking meters in the parking lot and begin collecting revenues in January of 2014, at which time the City will assume control of the “Washington Park Parking Lot,” delegating limited operational functions to the Zoo; now therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Title IV, Chapter 4.01 is hereby amended as referred to in Exhibit A attached hereto; and
2. Metro Code Chapter 2.14 is hereby amended as referred to in Exhibit B attached hereto; and
3. These amendments shall take effect on the date that the City of Portland, through its Parks Department, begins collecting parking revenues in the Washington Park Parking Lot, but no earlier than 90-days from the date of adoption.

ADOPTED by the Metro Council this 31<sup>st</sup> day of October, 2013.

\_\_\_\_\_  
Tom Hughes, Council President

Attest:

Approved as to Form:

\_\_\_\_\_  
Kelsey Newell, Recording Secretary

\_\_\_\_\_  
Alison R. Kean, Metro Attorney

TITLE IV

OREGON ZOO \*

CHAPTERS	TITLE
4.01	Oregon Zoo Regulations

\* Formerly "Metro Washington Park Zoo;" renamed by Ordinance No. 98-726.

CHAPTER 4.01

OREGON ZOO REGULATIONS

SECTIONS	TITLE
4.01.010	Purpose
4.01.020	Definitions
4.01.030	Operating Authority
4.01.040	Hours of Operation
4.01.050	Admission Fees and Policies
4.01.060	Rules of Conduct for Public Within Zoo Premises
4.01.070	Parking Regulations
4.01.080	Rules of Conduct for Members of Public in Zoo <del>Parking Shuttle Parking</del> Lot
4.01.090	Zoo Railroad
4.01.100	Penalties
4.01.110	Allocation of Zoo Tax Base (Repealed Ord. 10-1230, Sec. 2, eff. 01/14/10)

4.01.010 Purpose

The purpose of this chapter is to provide for the operation of the Zoo and to provide for regulations governing the use of the Zoo and Zoo ~~parking-Shuttle~~ areas by members of the public in order to provide protection of Zoo animals, plants, and property, and to protect the safety and enjoyment of persons visiting the Zoo.

(Ordinance No. 92-412A, Sec. 2.)

4.01.020 Definitions

For the purposes of this chapter unless the context requires otherwise the following terms shall have the meaning indicated:

(a) "Director" or "Zoo Director" means the Director of the Zoo, and also includes such subordinate employees of the Zoo or other Metro employees to the extent the Zoo Director or Chief Operating Officer has delegated specific duties in writing.

~~(b) "Parking lot" means that portion of the Zoo outside of the premises including the paved parking lot area adjacent to the Zoo leased from the City of Portland, but not the public~~

~~right-of-way located therein, and also includes the adjacent sidewalks, landscaped areas, and plaza outside of the Zoo gates.~~

(~~eb~~) "Premises" means the property, buildings, and grounds within the perimeter fence surrounding the Zoo, the admission and exit gates, the entry plaza, all Zoo buildings including but not limited to the administrative, commissary, haybarn, and shop buildings, the employee parking lot, the Zoo vehicular storage area, including and the Zoo Railroad right-of-way from the Zoo to and including the Metro Washington Park Station, and any portions of the landscaping and, and sidewalk or plaza between the Zoo perimeter fence and Knights Boulevard or the Washington Park parking lot.

(~~ec~~) "Public" means any person other than a Zoo employee.

(~~ed~~) "Shuttle Parking Lot" means any facility located outside the Zoo and the Washington Park Pparking Lot and designated by the Zoo for overflow parking.

(~~fe~~) "Special event" means any event or occasion held on the ~~premises~~Premises other than during normal operating hours as specifically authorized by the Zoo Director and Chief Operating Officer.

(~~gf~~) "Zoo" means the Oregon Zoo and includes ~~the parking lot and~~ the premisesPremises.

(~~hg~~) "Zoo employee" means any paid employees of the Zoo, any other paid employees of Metro performing tasks or functions at the Zoo at the request or direction of either the Zoo Director, the Metro Council, or the Chief Operating Officer, volunteers performing functions and duties assigned or authorized by the Zoo Director, and any contractors or agents of the Zoo carrying out their duties or obligations to the Zoo.

(~~ih~~) "Zoo Railroad" means the equipment, rails, and right-of-way extending from within the Zoo ~~premises~~Premises through the City of Portland park adjacent to the Zoo to a location near the Rose Test Gardens, also known as the Washington Park and Zoo Railway.

(Ordinance No. 92-412A, Sec. 2. Amended by Ordinance No. 98-726, Sec. 5; Ordinance No. 02-973, Sec. 1; Ordinance No. 04-1059, Sec. 1.)

4.01.030 Operating Authority

Operation of the Zoo and management of the Zoo ~~premises~~Premises ~~and parking lot~~ shall be under the general supervision of the Zoo Director except as may be specifically provided to the contrary by the Chief Operating Officer. All Zoo employees shall be directed and controlled by the Zoo Director and Chief Operating Officer subject to the personnel rules and applicable collective bargaining agreements of Metro.

(Ordinance No. 92-412A, Sec. 2. Amended by Ordinance No. 02-973, Sec. 1.)

4.01.040 Hours of Operation

Hours of operations of the Zoo, including all times the Zoo is open to the public or for special events, shall be established by the Zoo Director and approved by the Chief Operating Officer. In cases of inclement weather, or in any case of emergency, the Zoo may be closed in order to protect the safety of members of the public, Zoo employees or animals, and other Zoo property.

(Ordinance No. 92-412A, Sec. 2. Amended by Ordinance No. 02-973, Sec. 1.)

4.01.050 Admission Fees and Policies

(a) Regular Fee Schedule

Adult (12 years and over)	\$11.25
Youth (3 years through 11 years)	\$8.25
Child (2 years and younger)	Free
Senior Citizen (65 years and over)	\$9.75

(b) Conservation Admission Surcharge. A twenty-five cent (\$0.25) surcharge will be added to each regular paid admission to go toward the funding of Oregon Zoo conservation initiatives. This surcharge is in addition to the admission fees listed in the Regular Fee Schedule in subsection (a) above.

(c) Free and Reduced Admission

- (1) The Director may set free or reduced price admission rates for groups, special events, or as otherwise in accordance with this Chapter.
- (2) A free admission pass will entitle the holder only to enter the Zoo without paying an admission fee.
- (3) A reduced admission pass will entitle the holder only to enter the Zoo by paying a reduced admission fee.
- (4) Free or reduced admission passes may be issued to the following groups or individuals and shall be administered as follows:
  - (A) Metro employees shall be entitled to free regular Zoo admission upon presentation of a current Metro employee identification card.
  - (B) Metro elected officials shall be entitled to free admission.
  - (C) Free admission passes in the form of volunteer identification cards may, at the Director's discretion, be issued to persons who perform volunteer work at the Zoo. Cards shall bear the name of the volunteer, shall be signed by the Director, shall be non-transferable, and shall terminate at the end of each calendar year or upon termination of volunteer duty, whichever date occurs first. New identification cards may be issued at the beginning of each new calendar year for active Zoo volunteers.
  - (D) The Zoo Director may issue reduced price admission passes to individuals using a TriMet bus or the Metro Area Express (MAX) for travel to the Zoo upon presentation of acceptable proof of fare payment, which includes TriMet passes, MAX tickets and bus

transfer receipts validated on the date of Zoo entry.

- (5) Admission to the Zoo shall be at a reduced rate for all persons during a portion of a day each month, as determined by the Director.

(d) Special Events. The Zoo, or portions thereof, may be utilized for special events designed to enhance Zoo revenues during hours that the Zoo is not normally open to the public. The number, nature of, and admission fees for such events shall be determined by the Zoo Director.

(e) Parking-Shuttle Fee. The Zoo Director may establish, charge and collect a parking-Shuttle fee from Zoo-shuttle users/patrons for transport from parking in the Zoo Parking Lot and-Shuttle Parking Lots and may adjust said parking-Shuttle fee annually.

(Ordinance No. 92-412A, Sec. 2. Amended by Ordinance No. 93-505, Sec. 1; Ordinance No. 94-568; Ordinance No. 98-726, Sec. 6; Ordinance No. 98-735, Sec. 2; Ordinance No. 99-804, Sec. 1; Ordinance No. 01-915, Sec. 1; Ordinance No. 02-949, Sec. 1; Ordinance No. 02-973, Sec. 1; Ordinance No. 03-1016, Sec. 1; Ordinance No. 04-1050; Ordinance No. 04-1059, Sec. 2; Ordinance No. 06-1125, Sec. 1.); Ordinance No. 09-1210, Sec. 1; and Ordinance 12-1287, Sec. 1.)

#### 4.01.060 Rules of Conduct for Public Within Zoo Premises

The following rules of conduct and regulations shall be applicable to all members of the public within Zoo premisesPremises. In addition to penalties provided for herein or by applicable law, adherence to these standards of conduct shall be a condition of admission to the Zoo premisesPremises.

(a) Limited Right-of-Entry. Public entry into the Zoo premisesPremises is prohibited except during hours of public operation as established pursuant to Section 4.01.040. Members of the public attending special events after normal hours of operation may do so only as specifically authorized by the Zoo Director, and may only enter those portions of the Zoo premisesPremises specifically authorized for the conduct of the special event.

(b) Admission Fee Required. All members of the public entering the Zoo shall do so only after payment of the applicable admission fee except as entry may be specifically authorized by the Zoo Director or Chief Operating Officer.

(c) Destruction Prohibited. No member of the public may destroy, damage or remove any property including plants located on Zoo ~~premises~~Premises.

(d) Protection of Zoo Animals. No member of the public shall:

- (1) Kill, injure, or disturb any animal by any means except to secure personal safety;
- (2) Pet, attempt to pet, handle, move, or remove the animals except where expressly permitted;
- (3) Feed the animals except when and where expressly permitted;
- (4) Catch, attempt to catch, trap, remove, or kill any free roaming animals inhabiting the ~~premises~~Premises;
- (5) Go over, under, between, or otherwise cross any guardrail, fence, moat, wall, or any other safety barrier; or
- (6) Except as provided in paragraph (3), throw any object or material at any animal or into any animal enclosure or exhibit area.

(e) Conformity with Signs and Emergency Directions. Members of the public shall comply with official signs of a prohibitory or directory nature, and with the directions of Zoo employees.

(f) Littering. Littering, dumping or any other disposal of rubbish, trash, or other wastes, at the Zoo by any member of the public other than in designated receptacles is prohibited.

(g) Alcohol. Possession or consumption by any member of the public on the Zoo ~~premises~~Premises of any alcoholic beverage of any nature whatsoever other than beverages purchased from Zoo



employees or as expressly authorized in writing by the Zoo director is prohibited.

(h) Sound Amplification Devices. Possession or use by any member of the public of musical instruments, radios or other electric sound-producing or amplification devices that make or emit sounds audible to anyone other than the user of the device is prohibited.

(i) State and Local Laws. All members of the public on Zoo ~~premises~~Premises shall comply with all provisions of the Oregon Criminal Code, the City of Portland Police Code, including but not limited to regulations and prohibitions pertaining to firearms and dangerous or deadly weapons, and other provisions of applicable law.

(j) Soliciting, Vending, and the Distribution of Handbills. The soliciting of alms and contributions, commercial soliciting, and vending or distribution of samples of any kind, the display or distribution of commercial advertising, and the disseminating of written materials, and canvassing for political, charitable, or religious purposes by members of the public are prohibited within the Zoo Premises, except on the sidewalks between the Washington Park parking lot and the perimeter fence surrounding the Zoo; otherwise such activity by members of the public is prohibited. Such activities must be conducted in accordance with the following conditions:

(1) Parking lot entrances, exits, and travel lanes must not be obstructed. Interference with pedestrian traffic flow is prohibited.

(2) Loudspeakers, musical instruments, and other sound-making or amplification devices of any nature are prohibited.

(3) Activity causing a crowd to gather is prohibited if pedestrian or vehicular traffic is obstructed or impeded.

(4) Activity conducted within 20 feet of an admission gate, ticket booth, entrance, or exit is prohibited.

(5) Obstructing Zoo visitors' line of travel or detaining a Zoo visitor or employee against his or her will is prohibited.

(6) Actual or threatened physical harm directed against a Zoo visitor or employee is prohibited.

(7) The sale of food or items of any nature is prohibited.

(k) Animals. Except for assistance animals authorized by ORS 346.685, no animals shall be brought on the ~~premises~~Premises by any member of the public. Use of assistance animals at the Zoo shall be subject to reasonable guidelines established by the Zoo Director and approved by the Chief Operating Officer.

(l) Photographs for News, Advertising, or Commercial Purposes. No photographs for advertising or any other commercial purpose may be taken on the ~~premises~~Premises by any member of the public unless officially authorized by the Zoo Director.

(m) Explosives. No member of the public while on the ~~premises~~Premises shall carry, discharge, or set off any fireworks or explosives of any nature.

(Ordinance No. 92-412A, Sec. 2. Amended by Ordinance No. 02-973, Sec. 1; and Ordinance No. 10-1230, Sec. 1)

#### 4.01.070 Parking Regulations

The following rules shall govern all vehicles operated within the area of the ~~Zoo parking Shuttle Parking L~~lot and Zoo ~~premises~~Premises:

(a) It shall be a violation of this Code for the driver of any motor vehicle or bus to ~~fail to pay for parking when required under this Code or to~~ violate any legend or direction contained in any sign, signal, or marking now installed or hereafter installed upon any portion of the Zoo ~~premises~~Premises or ~~parking Sshuttle Parking L~~lot areas. Drivers of all vehicles shall drive in a careful and safe manner at all times, and shall comply with the signals and directions of the police or security officers and all posted traffic signs. Blocking of

entrances, driveways, walks, loading platforms, fire lanes, or fire hydrants is prohibited. Parking without authority, or parking in unauthorized locations or in locations reserved for other persons or contrary to the directions of posted signs, is prohibited.

(b) Security personnel designated by the Chief Operating Officer as serving as a Zoo ~~parking-Shuttle~~ patrol shall have the authority and duty to issue parking citations in accordance with subsection (c) of this section for a violation specified by subsection (a) of this section. The Zoo ~~parking-Shuttle~~ patrol shall have no other policy authority or duty. Persons appointed as Zoo ~~parking-Shuttle~~ patrol shall be special police officers of Metro. As special police officers, the Zoo ~~parking-Shuttle~~ patrol personnel and the Zoo ~~parking-Shuttle~~ patrol supervisor shall have authority to issue citations for violations of parking or non-moving traffic violations occurring on Zoo property or property ~~adjacent to the Zoo~~ leased from or licensed to the Zoo by third parties ~~City of Portland by Metro for for~~ Zoo ~~Shuttle~~ Parking Lot purposes, and particularly they shall have authority to issue citations. To the extent of the power and authority granted in this section, such personnel and their supervisor shall exercise full police power and authority.

(c) Parking Citations

- (1) Form of Citations. All parking citation forms used by the Zoo ~~parking-Shuttle~~ patrol shall be in a form approved by the Metro Attorney and as issued by the Circuit Court for the State of Oregon for Multnomah County. Such parking citations shall, at a minimum, clearly state:
  - (A) The date, place, and nature of the charge;
  - (B) Time and place for the defendant's appearance in court;
  - (C) Name of the issuing officer;
  - (D) License number of the vehicle.
- (2) Procedure for Issuing Citations. Any citation form issued pursuant to this Code section shall either be delivered to the defendant or placed in

a conspicuous place upon the vehicle involved in the violation. A duplicate original of the notice shall serve as the complaint in the case when it is filed with the court. In all other aspects, the procedure now provided by law in such cases shall be followed, but ORS 810.365 does not apply. The officer need not have observed the act of parking, but need only observe that the car was parked in violation of Metro Code.

- (3) Use of Parking Citation as Complaint. The original of the traffic citation form when completed to meet the minimum requirements of ORS 221.333 may serve as a complaint; other forms of parking complaints are prohibited.
- (4) Citation Form Books Issued by circuit court. Citation form books for parking violations shall be provided by the circuit court and upon request distributed to the Zoo parking patrol officers who issue them.
- (5) List of Parking Citations. A list of the parking citations issued by Zoo ~~parking-Shuttle~~ patrol officers shall be forwarded to the circuit court within 24 hours.

(d) Person Responsible for Violation Charged by the Citation. The registered owner of the vehicle is prima facie responsible for the violation charged by the citation.

(Ordinance No. 92-412A, Sec. 2. Amended by Ordinance No. 02-973, Sec. 1; Ordinance No. 04-1059, Sec. 3.)

4.01.080 Rules of Conduct for Members of Public in Zoo ~~Shuttle~~  
~~Parking Lots~~~~Parking-Lot~~

The following rules of conduct and regulations shall be applicable to all members of the public within the Zoo ~~parking lot~~Property. In addition to penalties provided for herein or by applicable law adherence to these standards of conduct shall be a condition of admission to the Zoo ~~parking lot~~Property.

(a) Advertising, Canvassing, Soliciting, and Disseminating of Written Materials for Political, Charitable, or Religious Purposes. Commercial or non-commercial speech activity including advertising, canvassing, soliciting, or disseminating of written materials for commercial or non-commercial purposes including political, charitable, or religious purposes is permitted only in accord with code section 4.01.060(j) and not in the Shuttle Parking Lots on the parking lot and sidewalks between the parking lot and the perimeter fence surrounding the Zoo; otherwise such activity by members of the public is prohibited. Such activities must be conducted in accordance with the following conditions:

~~—————(1) Parking lot entrances, exits, and travel lanes must not be obstructed. Interference with traffic flow is prohibited.~~

~~—————(2) Loudspeakers, musical instruments, and other sound making or amplification devices of any nature are prohibited.~~

~~—————(3) Activity causing a crowd to gather is prohibited if pedestrian or vehicular traffic is obstructed or impeded.~~

~~—————(4) Activity conducted within 20 feet of an admission gate, ticket booth, entrance, or exit is prohibited.~~

~~—————(5) Obstructing Zoo visitors' line of travel or detaining a Zoo visitor or employee against his or her will is prohibited.~~

~~—————(6) Actual or threatened physical harm directed against a Zoo visitor or employee is prohibited.~~

~~—————(7) The sale of food or items of any nature is prohibited.~~

(b) Littering. Littering, dumping, or any other disposal of rubbish, trash, or any solid waste on the Zoo Shuttle Parking Lots by any member of the public is prohibited.

(c) State and Local Laws. All members of the public within ~~the Zoo parking lot~~Property Shuttle Parking Lots shall comply with all provisions of the Oregon Criminal Code, the

Oregon Traffic Code, the City of Portland Police and Traffic Codes, and other provisions of applicable law.

(d) Alcohol. Possession or consumption on the Zoo ~~parking Shuttle Parking Lots~~ by any member of the public of any alcoholic beverage of any nature whatsoever is prohibited.

(Ordinance No. 92-412A, Sec. 2. Amended by Ordinance No. 02-973, Sec. 1.)

#### 4.01.090 Zoo Railroad

No member of the public shall:

(a) Enter or exit the train except when the train is stopped.

(b) Enter the train without authorization.

(c) Throw or propel any object or material from or at the train.

(d) Smoke on the train.

(e) Destroy, damage, or deface the train, equipment, rolling stock, stations, tracks, or switches or attempt to do the same.

(Ordinance No. 92-412A, Sec. 2.)

#### 4.01.100 Penalties

(a) Each violation of these rules and regulations shall be punishable by a fine of not more than \$500.

(b) In addition to prosecution under paragraph (a) above, any person violating these rules and regulations may be ejected from the Zoo. The decision to eject shall be made by the Zoo Director or his/her designate, a security officer, or a peace officer.

(c) In addition to the measures prescribed in subsections (a) and (b) above, violation of these rules and regulations may be grounds for exclusion from the Zoo ~~premises~~ Premises and the Zoo ~~parking~~ Shuttle Parking Lots. In the event of a violation of these rules and regulations, or a violation of any of the

laws of the State of Oregon, any police officer, Zoo security officer, Zoo Director or his/her designate, or any individual providing security services under contract with Metro may exclude for a period of not more than one (1) year, any person who violates any provision of these rules and regulations, or any of the laws of the State of Oregon.

- (1) Written notice shall be given to any person excluded from the Zoo, or Zoo ~~parking~~ Shuttle Lots. The notice shall specify the violation of Zoo rules and regulations or state law which is the basis for the exclusion and shall specify the dates covered by the exclusion. The notice shall be signed by the issuing party. Warning of the consequences for failure to comply with the exclusion shall be prominently displayed on the notice.
- (2) A person receiving an exclusion notice may appeal to the Metro Council in accordance with the contested case procedure in Chapter 2.05 of the Metro Code.
- (3) At any time within the period of exclusion, a person receiving an exclusion notice may apply in writing to the Zoo Director for a temporary waiver from the exclusion. The Zoo Director may grant a temporary waiver of an exclusion upon a showing of good cause for said waiver.

(Ordinance No. 92-412A, Sec. 2. Amended by Ordinance No. 00-870, Sec. 1; Ordinance No. 02-973, Sec. 1.)

## CHAPTER 2.14

## FACILITY-RELATED PARKING POLICY AND REGULATIONS

SECTIONS	TITLE
2.14.010	Purpose and Policy
2.14.020	Definitions
2.14.030	Parking Regulations

2.14.010 Purpose and Policy

The purpose of this chapter is to give policy direction as to the use and regulation of parking lots and structures at Metro regional facilities.

It is the policy of Metro to obtain maximum use of its regional facilities by assisting the public and Metro employees to gain access to and use of those facilities, consistent with their planned use and with other region-wide Metro policies and objectives.

Parking is an integral part of the regional facility that enables the facility to fulfill its mission and objectives. The administration of parking lots and structures is carried out as part of the administration of the facility.

Parking lots and structures are for the use of the visitors to the facility and Metro employees and staff assigned to the facilities. Metro may assist employees in gaining access to its regional facilities in a manner that promotes alternatives to the use of single occupancy motor vehicles.

Parking lots and structures may be operated in an entrepreneurial manner that generates revenues for Metro and its facilities.

Metro will work with appropriate local jurisdictions to ensure that design and operation of its parking lots and structures is consistent with this parking policy.

(Ordinance No. 95-586. Amended by Ordinance No. 99-807A, Sec. 2.)

2.14.020 Definitions

For the purposes of this chapter unless the context requires otherwise, the following terms shall have the meaning indicated:



(a) "Parking lot" means any Metro-owned or managed vehicle parking areas, including but not limited to ~~the Oregon Zoo parking lot,~~ the Oregon Convention Center parking lot, parking at the Metro Regional Center, Portland Metropolitan Exposition Center, facilities managed by the Metro Regional Parks and Greenspaces Department, or any other Metro-owned or operated parking facility, whether currently owned or managed or which Metro acquires or assumes responsibility hereafter.

(b) "Premises" mean any property, buildings or grounds which are either owned by Metro or which are the responsibility of Metro to manage.

(Ordinance No. 95-586. Amended by Ordinance No. 02-967, Sec. 1.)

#### 2.14.030 Parking Regulations

The following rules shall govern all vehicles operated within the area of any Metro parking lot or Metro premises:

(a) It shall be a violation of this Code for the driver of any motor vehicle or bus to violate any legend or direction contained in any sign, signal, or marking now installed or hereafter installed upon any portion of Metro premises or Metro parking lot areas. Drivers of all vehicles shall drive in a careful and safe manner at all times and shall comply with the signals and directions of the police or security officers and all posted traffic signs. Blocking of entrances, driveways, walks, loading platforms, fire lanes, or fire hydrants is prohibited. Parking without authority, or parking in an unauthorized location or in locations reserved for other persons or contrary to the directions of posted signs, is prohibited.

(b) Metro or Metro ERC security personnel designated by the Chief Operating Officer as serving as a Metro parking patrol shall have the authority and duty to issue parking citations in accordance with subsection (c) of this section for a violation specified by subsection (a) of this section. The Metro parking patrol shall have no other police authority. Persons appointed as Metro parking patrol shall be special police officers of Metro. As special police officers, the Metro parking patrol personnel shall have authority to issue citations for violations of parking or non-moving traffic violations occurring on Metro premises or Metro parking lots, and particularly they shall have authority to issue citations. To the extent of the power and authority granted in this section, such personnel shall exercise full police power and authority.

(c) Parking Citations

- (1) Form of citations. All parking citation forms used by the Metro parking patrol shall be in a form approved by the Metro Attorney and as issued by the Circuit Court for the State of Oregon for Multnomah County. Such parking citations shall, at a minimum, clearly state:
  - (A) The date, place, and nature of the charge;
  - (B) Time and place for the defendant's appearance in court;
  - (C) Name of the issuing officer;
  - (D) License number of the vehicle.
- (2) Procedure for issuing citations. Any citation form issued pursuant to this Code section shall either be delivered to the defendant or placed in a conspicuous place upon the vehicle involved in the violation. A duplicate original of the notice shall serve as the complaint in the case when it is filed with the court. In all other aspects, the procedure now provided by law in such cases shall be followed, but ORS 810.365 does not apply. The officer need not have observed the act of parking, but need only observe that the car was parked in violation of Metro Code.
- (3) Use of parking citation as complaint. The original of the traffic citation form when completed to meet the minimum requirements of ORS 221.340 may serve as a complaint; other forms of parking complaints are prohibited.
- (4) Citation form books issued by Circuit Court. Citation form books for parking violations shall be provided by the Circuit Court and upon request distributed to the Metro parking patrol officers who issue them.
- (5) List of parking citations. A list of the parking citations issued by Metro parking patrol officers shall be forwarded to the Circuit Court within 24 hours.

(d) Person Responsible for Violation Charged by the Citation. The registered owner of the vehicle is prima facie responsible for the violation charged by the citation.

(Ordinance No. 95-586. Amended by Ordinance No. 02-967, Sec. 1.)

## STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 13- 1320, FOR THE PURPOSE OF  
AMENDING METRO CODE TITLE IV (OREGON ZOO REGULATIONS) AND METRO  
CODE CHAPTER 2.14 (FACILITY RELATED PARKING-POLICY AND REGULATIONS)

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Date: October 24, 2013

Prepared by: Kim Smith

### BACKGROUND

The purpose of this ordinance is to amend sections of Metro Code Title II, Chapter 2.14 Facility Related Parking Policy and Regulations and Title IV Chapter 4.01 Oregon Zoo Regulations, to account for the termination of Metro's lease of the Washington Park Parking Lot from the City of Portland and the transfer by Metro of management of the Washington Park Parking Lot back to the City of Portland, effective on the date the City of Portland Parks Department begins collecting parking revenues in the Washington Park Parking Lot in January of 2014.

### ANALYSIS/INFORMATION

1. **Known Opposition.** None known.
2. **Legal Antecedents.** Metro Code Section 4.01.020, Definitions, identifies the Zoo Parking lot. Metro Code Section 4.01.050 Admission Fees and Policies, provides the Zoo Director with the authority to set a parking fee for use of the Zoo Parking Lot. Metro Code Section 4.01.070 Parking Regulations provides rules governing vehicles in the Zoo Parking Lot and on the Zoo Premises. Metro Code Section 4.01.080 Rules of Conduct for Members of the Public in Zoo Parking Lot, provides regulations applicable to all members of the public within the Zoo Parking Lot. Metro Code Section 2.14.020(a) establishes that the Oregon Zoo Parking Lot is subject to Metro's Facility Related Parking Policy.
3. **Anticipated Effects.** Metro Code Chapter 4.01 is updated to remove references to the Washington Park Parking Lot and regulations governing said parking lot. Metro Code Section 2.14 is updated to remove references to the Washington Park Parking Lot and regulations governing said parking lot from the Metro Code list of parking lots subject to Metro's Facility Related Parking Policy, and substitute references to the remote parking lots licensed from third parties and managed by the Zoo.
4. **Budget Impacts.** The four dollar parking fee will no longer be collected by the Zoo from users of the parking lot. Smart Meters will be installed and revenues will be collected by Portland Parks and used in accordance with the terms set forth in the Washington Park Transportation Management Agreement with the City of Portland.

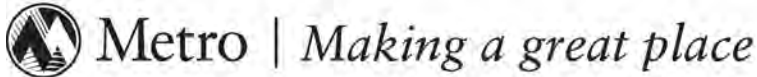
The Zoo will no longer collect parking revenues or incur the expenses related to managing parking activities and enforcing parking regulations. The Zoo will transition most maintenance or support activities to the city. The Zoo and Portland Parks have agreed that the majority of parking lot related activities will transition back to the city's responsibility. The city may compensate or reimburse the Zoo for some activities that will be transitioned at a later date, or are best able to be supported or performed by the Zoo. An example is reimbursement for parking lot lighting electrical charges, as the

power is routed from the Zoo campus and would be cost prohibitive to separate at this time. The FY2013-14 budget anticipated the transition of parking to the City and the Zoo only budgeted a portion of the historical annual parking revenues. Future year budgets will not include any parking lot revenues. Correspondingly, reduced Zoo activity for parking management, enforcement and maintenance activities will decrease personal services and materials and services expenditures in the current and future years.

#### **RECOMMENDED ACTION**

Approval.

Materials following this page were distributed at the meeting.



## **METRO COUNCIL MEETING**

Meeting Summary

Oct. 24, 2013

Metro, Council Chamber

Councilors Present: Council President Tom Hughes, and Councilors Shirley Craddick, Sam Chase, Kathryn Harrington, Bob Stacey, Carlotta Collette and Craig Dirksen

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2:02 p.m.

### **1. INTRODUCTIONS**

There were none.

### **2. CITIZEN COMMUNICATIONS**

There were none.

### **3. FY 2012-13 ANNUAL AUDIT REPORT**

Metro Auditor Suzanne Flynn provided a brief presentation on FY 2012-13 annual report for the Auditor's Office. Her presentation included information on:

- FY 12-13 accomplishments and audits released;
- Office's expenditures and available staffing;
- Number of audits, average hours per department, and audit recommendation implementation rate; and
- Ethics line approach, incident locations, and annual report.

Audits currently under development include the organics waste system which is anticipated to be released in October 2013, and audits of Metro's public engagement, and minority, women-owned, and emerging small business (MWESB) procurement processes. (Full presentation and report included as part of the meeting record.)

#### ***Council discussion***

Councilors thanked the Auditor for her presentation and stated that her work plays a critical role in creating confidence among the region's taxpayers. Metro's constituents have more confidence in the agency's work because of the auditor's detailed reporting. Councilors recognized the amount of time dedicated to complete an audit and to address an audit's recommendations, and were impressed to learn that 93 percent of the auditor's recommendations have been implemented over the last year.

Councilors asked clarifying questions about the ethics line and what were the common cases and the severity of the incident reports. Auditor Flynn stated that the ethics line is a fairly common tool to process and respond to inquiries, and provides an additional avenue for internal and external parties to communicate with Metro. She stated that the calls received vary and span a broad range of topics. The majority are from internal staff that requires additional information or explanation versus incidents that require a formal investigation and action to be taken. Additional Council comments addressed the number audits in the Planning department; Councilors looked forward to receiving audits on other Metro programs or departments in the future.

#### **4. NATURAL AREAS PROGRAM PERFORMANCE OVERSIGHT COMMITTEE REPORT**

Natural Areas Program Performance Oversight Committee Chair Drake Butsch and committee members Peter Mohr and Rick Mishaga provide a presentation on the committee's annual report. Their presentation included information on land acquisition and site stabilization, Terramet information system, program administrative costs and staffing, public outreach through the "It's Our Nature" communications initiative, unusual circumstances in property transactions, and the dashboard highlights for regional acquisition, local share and Nature in Neighborhood's capital grants program.

As the committee's 2013 annual report title suggests, Chair Butsch stated that the project continues to make steady progress overall. The committee provided 9 recommendations for the next year that address regional acquisition, expenditures within the local share and NIN programs, use of Terramet by other regional parties, the program's administrative costs and staffing levels, site stabilization guidelines, and application of unusual circumstances. (See report for full recommendations.)

#### ***Council discussion***

Councilors thanked presenters and the full oversight committee for their service. Councilors stated that the committee is steady and rational, and as a result Metro has continued to see consistent progress and success in the program. Councilors thanked members for how seriously they take the oversight committee charge; and stated that their work helps create confidence among the region's voters that Metro is diligent with public dollars. Councilors wanted to ensure that Metro provides clear and consistent messaging around opportunity acquisitions and unusual circumstances. Councilors emphasized that the region's voters approved 27 target areas where Metro is acquiring natural areas and trails to safeguard water quality, protect fish and wildlife habitat, and preserve access to nature for future generations. Opportunities outside the 27 areas, such the former Blue Heron site, are highly unusual and present a once in a lifetime opportunity for the region. Chair Butsch agreed and stated that the oversight committee is watchful and reviews the special circumstances list carefully as these opportunities are very rare. Additional discussion addressed the cost application methodology and program administrative costs, and possible reasons why certain target areas have experienced fewer acquisitions (e.g. lack of willing seller or lack of property master plan).

Council President Hughes, on behalf of the full Council and Metro, recognized, thanked and presented Ms. Sue Marshall, Chair of the NIN Capital Grant committee, with photo plaques for her service.



**5. CONSIDERATION OF THE COUNCIL MINUTES FOR OCT. 10, 2013**

Motion:	Councilor Shirley Craddick moved to approve the Oct. 10, 2013 council minutes.
Second:	Councilor Craig Dirksen seconded the motion.

Vote:	Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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**6. ORDINANCES – FIRST READING**

6.1 **Ordinance No. 13-1317**, For the Purpose of Amending Metro Code Chapter 7.02 (Financing Powers).

Second read, public hearing and Council consideration and vote scheduled for Oct. 31.

6.2 **Ordinance No. 13-1319**, For the Purpose of Amending Metro Code Chapter 2.16 (Naming of Facilities).

Second read, public hearing and Council consideration and vote scheduled for Oct. 31.

6.3 **Ordinance No. 13-1320**, For the Purpose of Amending Metro Code Title IV (Oregon Zoo Regulations) and Metro Code Chapter 2.14 (Facilities Related Parking-Policy and Regulations).

Second read, public hearing and Council consideration and vote scheduled for Oct. 31.

**7. RESOLUTIONS**

7.1 **Resolution No. 13-4469**, For the Purpose of Approving the City of Wilsonville Tax Increment Financing Request for Five Urban Renewal Areas

Motion:	Councilor Bob Stacey moved to approve Resolution No. 13-4469.
Second:	Councilor Dirksen seconded the motion.

Mr. Tim Collier provided a brief staff report for Resolution No. 13-4469 which if adopted would approve the City of Wilsonville’s tax increment finance request for five urban renewal areas. In March 2013, Wilsonville residents voted to support creating up to six single property urban renewal districts to incentivize capital investment and job creation by manufactures. The city has proposed five, parcel-specific, urban renewal areas that will each be capped at a \$12 million dollar increment over a 15-year period. While the city’s formula used to develop the tax increment finance zones is unique, Metro staff does not see any conflict with regional policies or regulations, and looks forward to seeing how the city’s application of the urban renewal policy fares. If successful, this approach may be used in other local communities. (See the staff report to Resolution No. 13-4469 for the formula breakdown.)

### ***Council discussion***

Councilors asked clarifying questions about Metro's financial contributions. Staff clarified that the amount of property taxes forgone will be approximately \$90,000 at each urban renewal district. However, staff estimates Metro will receive approximately 40 percent revenue in return, netting about \$200,000 total over the 15-year span. Staff stated that should the Metro Council not approve the request, the proposal would default back to the standard formula.

Additionally, staff confirmed that the resolution is essentially a courtesy from the city to Metro and other taxing districts to receive endorsement of the city's concept and acknowledge the loss of revenue as result of the city's efforts. Councilors were interested inviting a representative from the City of Wilsonville to attend a Council work session to discuss the city's approach, how it will be measured over time, and try to determine if the new formula is a best practice to be shared with other jurisdictions around the region.

Vote:

Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette, and Stacey voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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### **8. CHIEF OPERATING OFFICER COMMUNICATION**

Ms. Martha Bennett provided updates on the following items:

- Ms. Bennett congratulated Councilor Kathryn Harrington for receiving Oregon Walks' prestigious 2013 Weston award.
- The votes are in – over 15,000 votes received – to name the Oregon Zoo's new lion cubs . The cubs will be named Kamali, Zalika and Angalia.
- Metro's Opt In survey of the Willamette Falls Legacy Project will be open Oct. 25 to Nov. 15. Questions will be focused on the project's public access, economic redevelopment, historic and cultural interpretation and healthy habitat elements.
- Metro's Research Center sponsored a table at the Oct. 24 Oregon Economic Forum. Ms. Bennett stated that some of the data released by the state would be of interest to the Metro Council. Highlights included that Oregon, and in particular the Portland area, is seeing rapid growth in high and low-wage jobs. Middle class jobs, however, are experiencing low growth.
- Ms. Bennett will be attending the northwest area Regional Council of Government's manager meeting in Lincoln City on Oct. 25.

### **9. COUNCILOR COMMUNICATION**

Councilors provided updates on the following meetings or events: Metro Policy Advisory Committee (MPAC) meeting, North Portland Enhancement Committee meeting, Metro quarterly trails forum, Travel Portland's Board of Directors retreat, metropolitan export initiative's advisory committee meeting, regional disaster preparedness policy group meeting, presentation to a Pacific University politics class, Westside Economic Alliance breakfast presentation, Alma Gardens grand opening, and Rail~Volution and AMPO conferences.

**10.     ADJOURN**

There being no further business, Council President Hughes adjourned the regular meeting at 3:36 p.m. and reconvened in an executive session in the Council Annex held pursuant with ORS 192.660 2(h), regarding consultation with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed. The Metro Council will convene the next regular council meeting on Thursday, Oct. 31 at 2 p.m. at Metro's Council Chamber.

Respectfully submitted,



Kelsey Newell, Regional Engagement & Legislative Coordinator

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCT. 24, 2013**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
4.0	Report	10/2013	Natural Areas Program Oversight Committee 2013 annual report	102413c-01
5.	Minutes	10/10/13	Council minutes for Oct. 10, 2013	102413c-02

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 13-4468  
SOUTHWEST CORRIDOR ~~PLAN AND SHARED~~ )  
INVESTMENT STRATEGY ) Introduced by Councilor Craig Dirksen and  
Councilor Bob Stacey

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region’s top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan, as well as to develop an implementation strategy to align local, regional, and state policies and investments to create great places, referred to as the *Southwest Corridor Shared Investment Strategy* (and attached as Exhibit A to this Resolution); and

WHEREAS, the Southwest Corridor Plan process is intended to lead to a locally preferred alternative under the National Environmental Policy Act of 1969 for a high capacity transit investment in the Southwest Corridor, which if adopted, would lead to consideration of the Southwest Corridor Plan – then as an amendment to Metro’s Regional Transportation Plan; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region – that people live, work and play in vibrant communities where their everyday needs are easily accessible; that current and future residents benefit from the region’s sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably – guide the creation of the Southwest Corridor Plan, the *Southwest Corridor Shared Investment Strategy*, and inform the entire planning process; and

WHEREAS, the *Southwest Corridor Shared Investment Strategy*’s purpose is two-fold: to articulate a future vision for the Southwest Corridor, and to bring together in one place the land use, transportation, and community-building goals and projects that have already been advanced in local jurisdictions’ plans and which support development consistent with the future vision for the corridor; and

WHEREAS, the Southwest Corridor Plan project partners have worked with community members to create a coordinated future land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events and conducted extensive stakeholder outreach to support and guide the creation of the land use vision and the *Southwest Corridor Shared Investment Strategy*; and

WHEREAS, in May 2012, the Southwest Corridor Plan Steering Committee adopted the future land use vision, and the goals and objectives for the corridor, expressing that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the charter stated that the *Southwest Corridor Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, on July 22, 2013, the Steering Committee unanimously adopted the *Southwest Corridor Shared Investment Strategy*, and recommended further refinement and study of the public investments that could support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, the Metro Council's endorsement of the *Southwest Corridor Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in future consideration of appropriate plan and code amendments for the Southwest Corridor Plan's possible adoption and implementation;

WHEREAS, each of the Southwest Corridor Plan project partner jurisdictions and agencies has expressed formal support for the *Southwest Corridor Shared Investment Strategy* and an intention to cooperatively advance key elements of the recommendation, as found in Exhibit B; now therefore:

BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor:

1. Adopts the *Southwest Corridor Shared Investment Strategy*, attached to this Resolution as Exhibit A.
2. Directs staff to continue development of plans, policies and codes that, if adopted, would support the *Southwest Corridor Shared Investment Strategy*.
3. Directs staff to work with TriMet to develop a transit service enhancement plan to identify nearer-term transit service improvements in the corridor that can be made in advance of any high capacity transit project.
4. Directs staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for potential further study and pursuit of [local, state and federal](#) funds.
5. Directs staff to work with project and community partners to create a coalition of businesses, private funders, non-profits, community advocates and government leaders as described in Exhibit C attached to this Resolution, to build support for the *Shared Investment Strategy* and help implement early opportunity projects in the corridor that have already been described and considered in local plans or already received approval to move forward independent of the Southwest Corridor Plan.
6. Directs staff to continue to work with project partners to involve stakeholders at key points in the process and seek input from the public as has been done in earlier phases of the project.
7. Directs staff to pursue funding options in coordination with ODOT, TriMet and project partner jurisdictions for implementation of early opportunity projects and planning to support the *Southwest Corridor Shared Investment Strategy*.
8. Renews and reauthorizes the continued duration and existence of the Steering Committee, as described in Exhibit D, to complete the Southwest Corridor Plan.

ADOPTED by the Metro Council this 31<sup>st</sup> day of October, 2013.

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Tom Hughes, Council President

Approved as to Form:

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| Alison ~~R.~~ Kean ~~Campbell~~, Metro Attorney

# Exhibit C to Resolution No. 13-4468



## **Implementation and Development Southwest An Overview**

**Purpose.** Metro is proposing the creation of a committee, Implementation and Development Southwest (ID Southwest), made up of community leaders with a passion for the Southwest Corridor area and who know how to get things done. ID Southwest's goal is to make the most of public-private partnerships and help implement early opportunity projects in the corridor.

**Background.** The Southwest Corridor Plan is a collaborative effort to create livable and sustainable communities along the Southwest corridor including Portland, Tigard, Tualatin and Sherwood. The goal of the Plan is to increase prosperity, health, access and mobility in the Southwest Corridor through the implementation of the Shared Investment Strategy. The strategy includes a potential major transit investment, 81 roadway and active transportation projects, 400 parks and natural resource projects, and development incentives and policy changes to support development consistent with the local land use vision. The plan is led by the Southwest Corridor Plan Steering Committee, made up of elected and appointed officials from the 13 partner jurisdictions.

**Scope of work.** ID Southwest will support and implement the Southwest Corridor Plan and Shared Investment Strategy in coordination with the Steering Committee. The committee members will be focused on creating the conditions for the plan to achieve its goals. They will help:

- lay the groundwork for public-private partnerships and investment to take place
- identify early implementation projects (transportation, green, and development opportunities) for potential funding and help pursue financing for those projects where opportunities arise
- generate enthusiasm in the communities about the plan's projects
- recruit greater numbers of stakeholders to support the plan
- navigate the changing political landscape to make sure that the Southwest Corridor Plan is consistently supported.

ID Southwest will make recommendations to the Southwest Corridor Plan Steering Committee and the Metro Council regarding specific project funding. It will not be a decision-making body nor serve as a Citizens Advisory Committee. ~~Metro employees will staff and support ID Southwest: Malu Wilkinson, Juan Carlos Ocaña-Chiu, Cliff Higgins, Jamie Snook and Heather Nelson-Kent.~~

~~The Metro Council will be asked to create ID Southwest as part of their resolution to endorse the Southwest Corridor Plan and Shared Investment Strategy in October 2013.~~ Southwest Corridor Plan Council Liaisons Craig Dirksen and Bob Stacey will ~~co-chair~~serve as liaisons to ID Southwest to create a stronger connection with the Steering Committee and the Metro Council.

**Membership.** The membership of ID Southwest will be carefully selected to include highly influential stakeholders in the corridor, with representatives from the community, ~~non-profit organizations~~community-based organizations and housing providers, businesses, educational institutions and philanthropic organizations. Members should have the acumen to help staff address barriers and problems and generate enthusiasm for the project.

The expected number of ID Southwest members will be between 20 and 25. Members will include people who represent the following interest categories:

- Educational institutions
- Elected officials
- Environmental – green spaces interests
- Funders
- Government agencies
- Health-related interests
- Housing Work force and affordable housing interests providers
- Non-profit Community-based organizations
- Housing providers Developers
- Major employers
- Small businesses
- Transit-related interests

***First-year timeline:***

1. Kickoff meeting: November-December 2013
2. Determine initial priority opportunity areas: January 2014
3. Define early implementation projects and funding opportunities: Spring 2014
4. Implementation of early opportunities projects: Summer 2014

***Next steps:***

- ~~Vet the idea with project partners.~~
- ~~Finalize ID Southwest's charge and operating procedures.~~
- ~~Identify and invite stakeholders to become ID Southwest members.~~
- ~~Hold kick-off meeting in November 2013.~~

# Exhibit D to Resolution No. 13-4468

## **Members of the Southwest Corridor Plan Steering Committee**

Metro District 3 Councilor and District 6 Councilor

Elected officials from cities of Portland, Tigard, Tualatin, Sherwood, King City, Beaverton and Durham

~~Multnomah County Commissioner~~

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager



**COMMISSIONER LORETTA SMITH**  
Multnomah County, District 2

501 SE Hawthorne Blvd., Suite 600  
Portland, Oregon 97214  
Phone: 503-988-5219 | Fax: 503-988-5440  
district2@multco.us | web.multco.us/district2

October 29, 2013

Metro Council  
600 NE Grand  
Portland OR 97232

Dear Councilor Stacey and Councilor Dirksen,

To date, Multnomah County has been an active participant in the SW Corridor Study and we believe we have added value to Phase 1 of this process as we collaborate with our partners to help define the transportation, land use and natural area needs in this corridor.

However, as the project moves into Phase 2, Multnomah County respectfully chooses to discontinue our participation on the SW Corridor Steering Committee. We support the SW Corridor project because the work being done to advance improvements is critical to the needs of the communities that routinely access this infrastructure to work, live and play.

In the future, Multnomah County would like to be apprised of key milestones as they are reached during Phase 2 and beyond. My office looks forward to coordinating future presentations to update the Board of County Commissioners about the work being done by the SW Corridor Steering Committee. Please don't hesitate to contact me if there is anything that I can do to be helpful.

Sincerely,

A handwritten signature in blue ink that reads "Loretta Smith".

Commissioner Loretta Smith,  
Multnomah County, District 2



G R E A T P L A C E S

**Corridor**

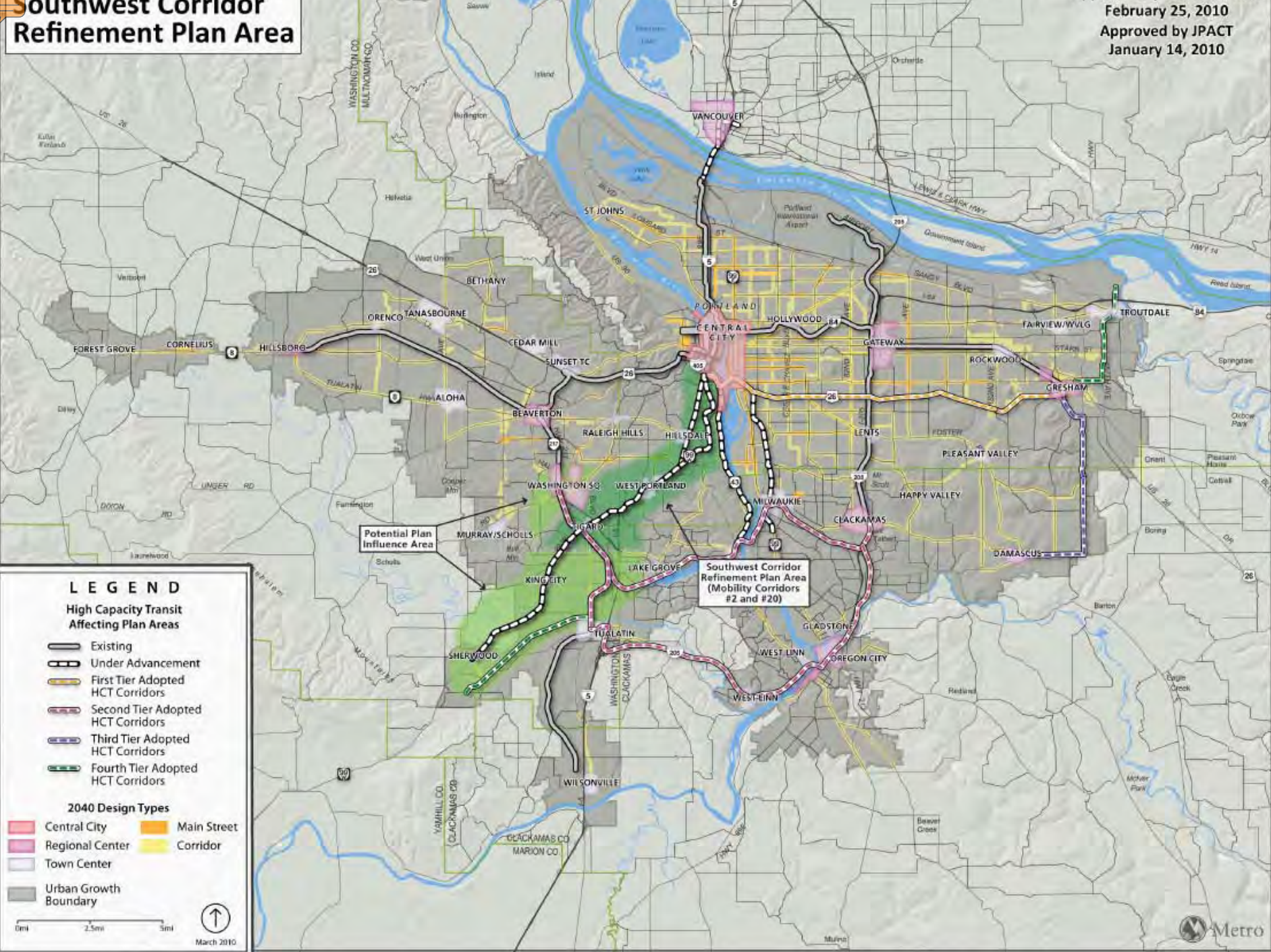
Portland • Sherwood • Tigard • Tualatin  
Beaverton • Durham • King City • Lake Oswego  
Multnomah County • Washington County  
ODOT • TriMet • Metro

# Southwest Corridor Plan Phase I Recommendation

Metro Council  
October 31, 2013

# Southwest Corridor Refinement Plan Area

Approved by Metro Council  
 February 25, 2010  
 Approved by JPACT  
 January 14, 2010



**LEGEND**

**High Capacity Transit Affecting Plan Areas**

- Existing
- Under Advancement
- First Tier Adopted HCT Corridors
- Second Tier Adopted HCT Corridors
- Third Tier Adopted HCT Corridors
- Fourth Tier Adopted HCT Corridors

**2040 Design Types**

- Central City
- Main Street
- Regional Center
- Corridor
- Town Center
- Urban Growth Boundary

0mi 2.5mi 5mi

March 2010



# Significant growth

11% of Metro  
region

Population

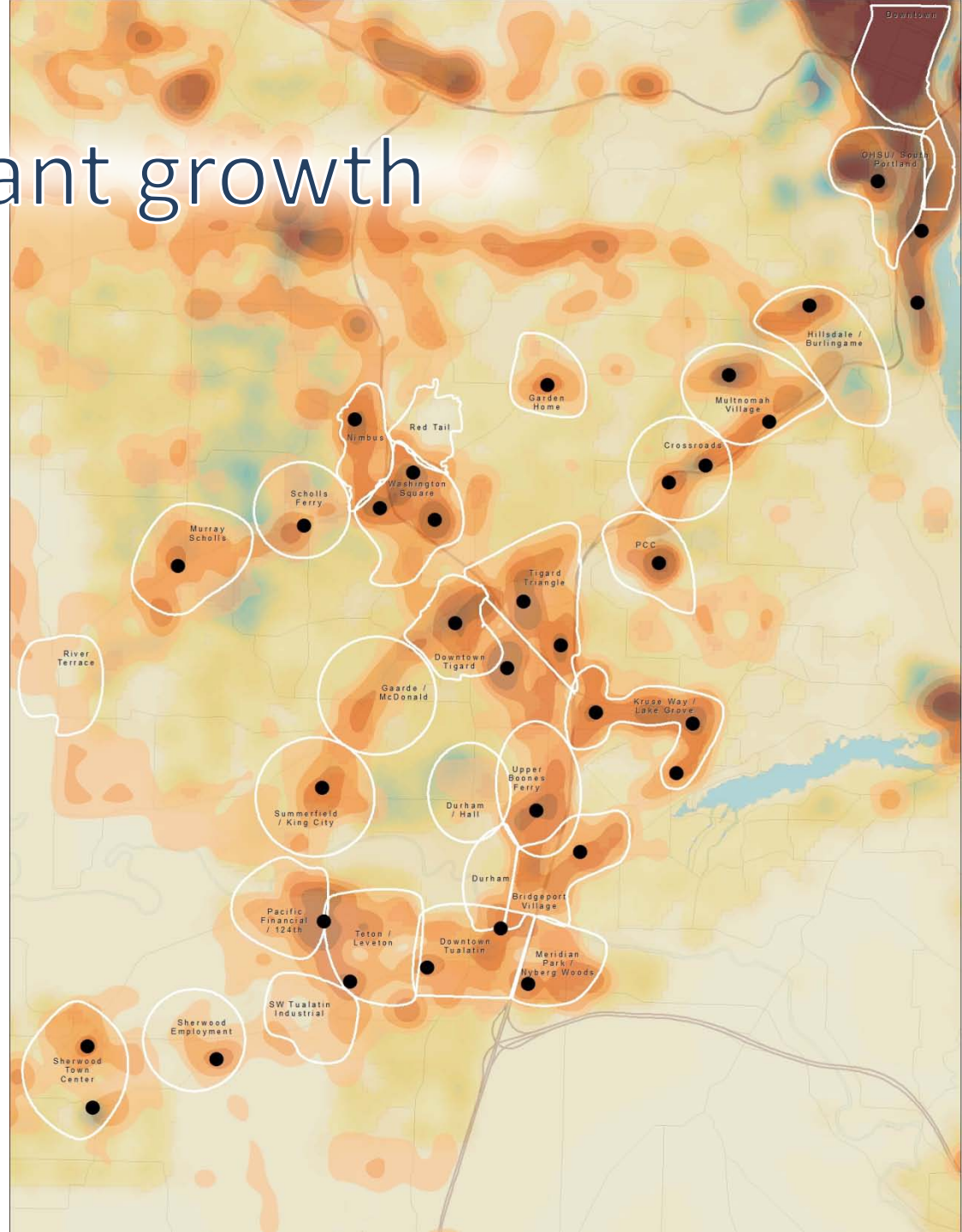
2010 - 140k

2035 - 206k

Employees

2010 - 163k

2035 - 251k

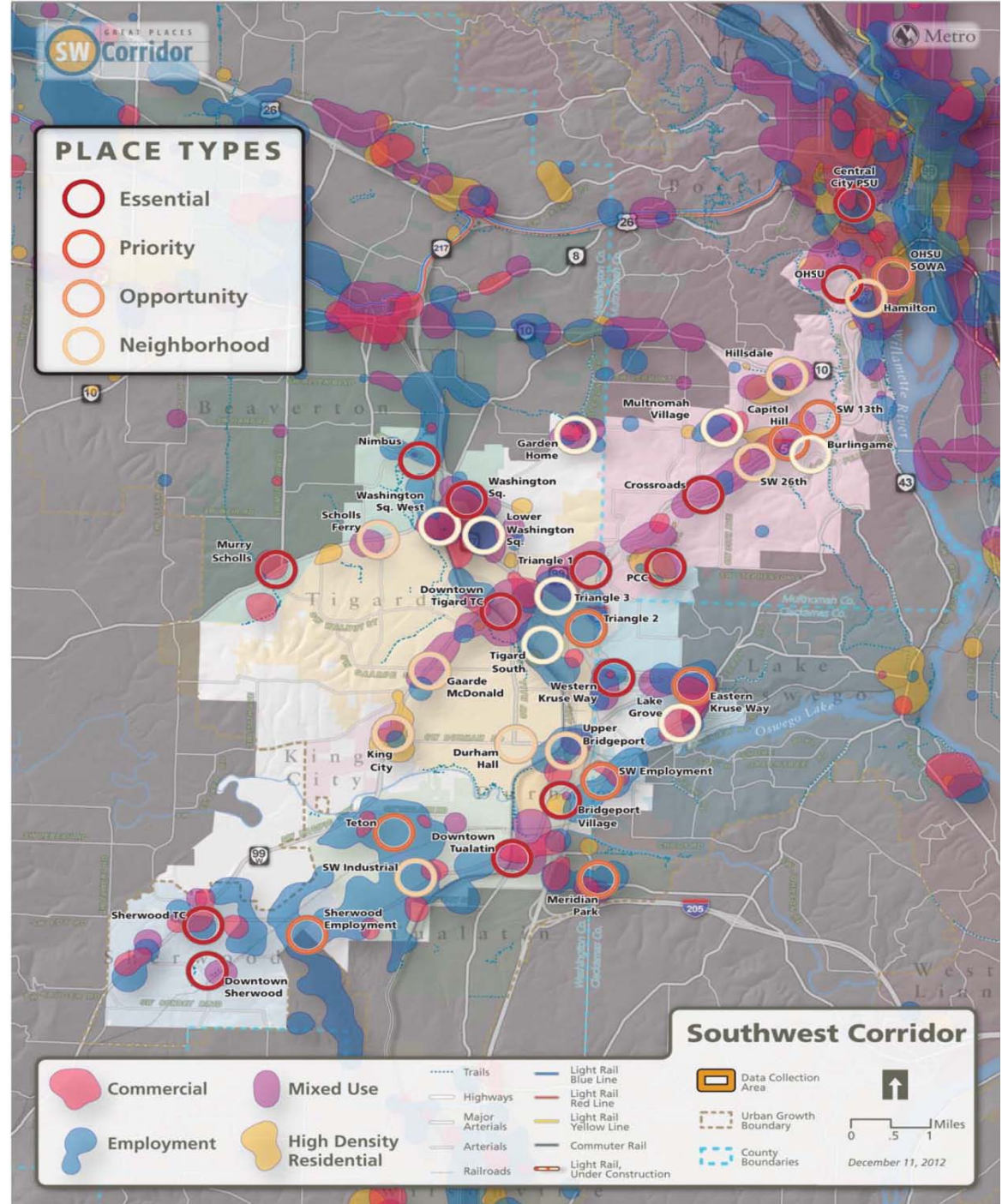




# Collaborative partnership

- **8 cities:** Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, Tualatin
- **2 counties:** Multnomah and Washington
- **3 agencies:** ODOT, TriMet and Metro

# A vision based approach



# Public involvement



- 4 community planning forums
- 2 economic summits
- Shape SW survey, other online engagement
- City council, planning commission, stakeholder and neighborhood meetings
- Environmental Justice targeted outreach

# Steering Committee recommendation

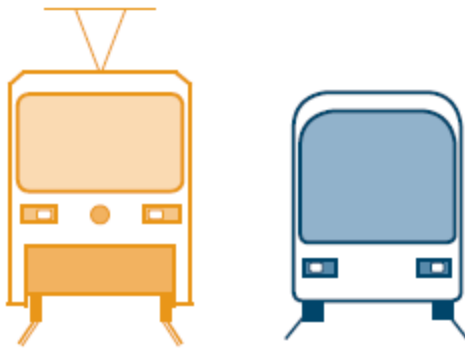
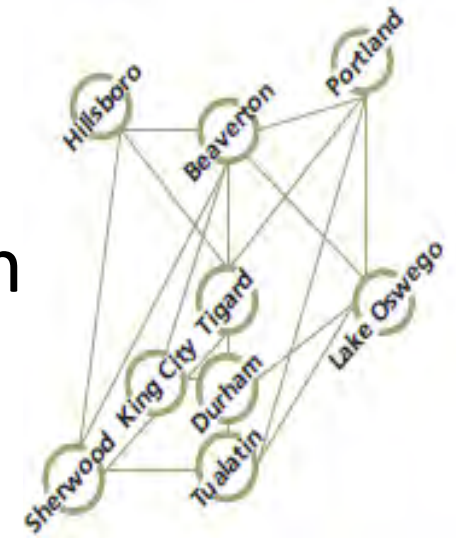
July 22, 2013

SHARED  
INVESTMENT  
STRATEGY

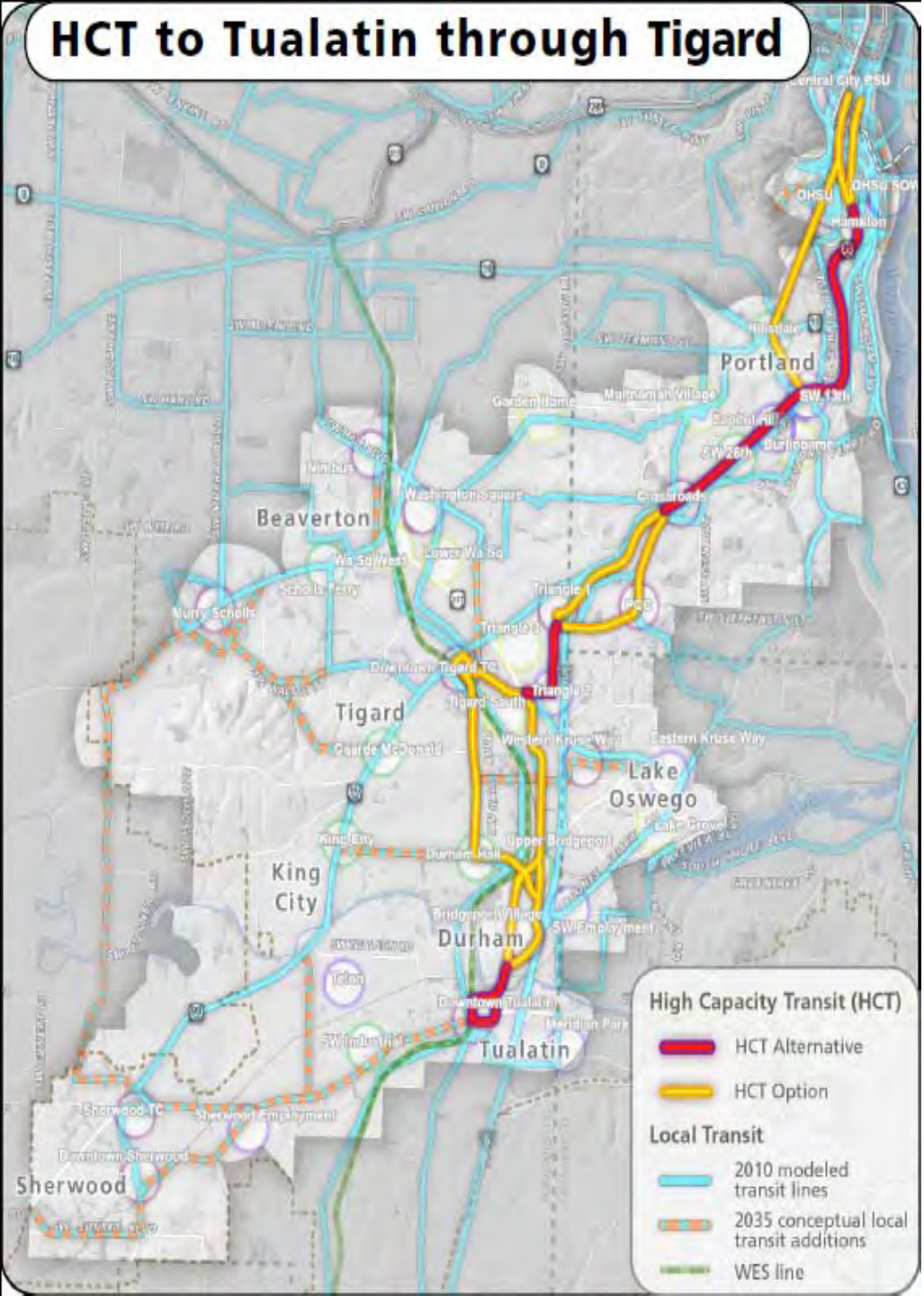


# 1. Transit

- Southwest Service Enhancement Plan
- High Capacity Transit
  - ◆ Two modes: LRT & BRT
  - ◆ BRT: 50% dedicated transitway
  - ◆ Destination: Tualatin, via Tigard



# HCT to Tualatin through Tigard

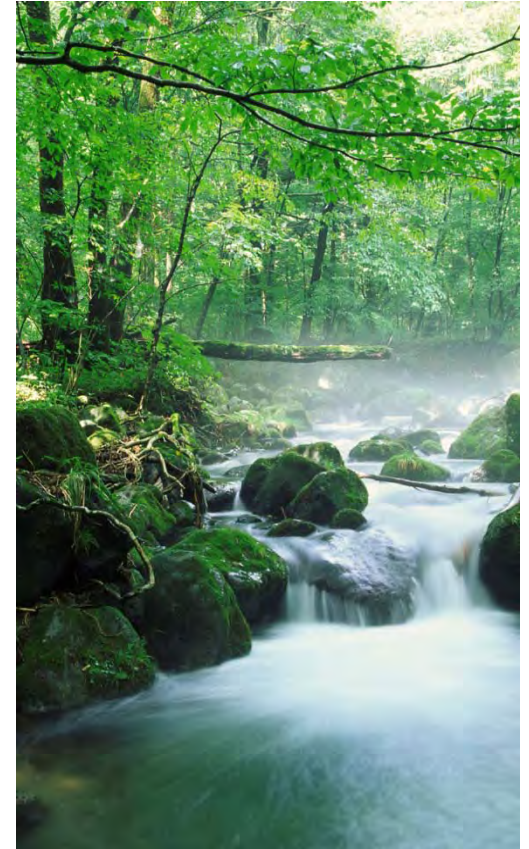


## 2. Roadway + Active Transportation Projects

- Began with over 400 – narrowed to 81 (*\$4 billion narrowed to \$500 million*)
- Highly supportive of HCT
  - Some projects will be identified that fit with HCT
- Highly supportive of the land use vision
  - Mixed-use, employment and industrial areas
  - Project sponsors responsible for implementation
- SW Corridor Plan recommendations will inform updates to TSPs and the RTP

Developed and prioritized by each jurisdiction in the corridor.

- Parks
- Trails
- Natural Areas





## 4. Development incentives and policy changes

- Toolkit
- Flexible to support community land use vision
- Assist the market build consistent with local vision



# Project partner actions



- Resolutions adopted by:
  - ◆ Cities of Sherwood, King City, Beaverton, Durham, Tigard, Portland and Tualatin
  - ◆ Multnomah & Washington Counties



- Letters of support from:
  - ◆ TriMet Board Chair
  - ◆ ODOT Region 1
  - ◆ Lake Oswego Mayor



# Metro Council Resolution

- Move into a refinement phase
  - ◆ Focus on HCT
  - ◆ Determine which roadway, active transportation, parks projects move forward with HCT
  - ◆ Refine policies/tools for further implementation
- Steering Committee decision to move into EIS (NEPA) in 2014
- Creates *ID Southwest*
- Renews and reauthorizes the steering committee

# Thanks!

- Internal team:
  - ◆ Planning and Development: corridors, TOD, RTP, Land Use, Admin
  - ◆ Sustainability Center
  - ◆ Research Center: TRMS, DRC
  - ◆ Communications
  - ◆ OMA/Council Policy Coordinators
- External Team:
  - ◆ PTL members