Agenda



Meeting: Metro Technical Advisory Committee (MTAC) meeting

Date: Wednesday, July 21, 2021 Time: 10:00 am - 12:00 noon

Place: Virtual meeting via Zoom: The recording of the public meeting requires consent by participants

Click link to join:

https://us02web.zoom.us/j/87530518114?pwd=WjEvZWFGbEwrOmFCUldEdTdrNm1nOT09

Passcode: 536614

Call toll free: 888-475-4499

10:00 am	1.	Call meeting to orderDeclaration of a Quorum	Tom Kloster, Chair
		 Introductions 	
10:10 am	2. *	 Comments from the Chair Committee member updates from Metro & Region (Chair Kloster/all) Fatal Crashes Update (Lake McTighe) Reminder: No MTAC meetings in August 	Tom Kloster, Chair
10:15 am	3.	Public Communications On Agenda Items	Tom Kloster, Chair
10:18 am	4. *	Minutes Review from MTAC May 19, 2021 meeting	Tom Kloster, Chair
10:20 am	5. *	Update regarding legal status of 2018 UGB expansion areas	Roger Alfred, Metro
10: 35 am	6. *	Title 11 Concept or Comprehensive Planning project updates • Beaverton Cooper Mountain	Tim O'Brien, Metro Cassera Phipps, Beaverton
		• Tigard River Terrace 2.0	Schuyler Warren, Tigard
12:00 pm	7.	Adjournment	Tom Kloster, Chair

Upcoming meetings and workshops are listed in work programs, included in committee meeting packets.

*Material will be emailed with meeting notice

To check on building closure call 503-797-1700
For agenda or schedule information email marie.miller@oregonmetro.gov

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Меtro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណីងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
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www.oregonmetro.gov/civilrights¹
បើលោកអ្នកគ្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ
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ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ
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إشعار بعدم التمييز من Metro

تحترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 797-1790-503 (من الساعة 8 صباحاً حتى الساعة 5 مساحاً حتى الساعة 5 مساحاً من موعد الاجتماع.

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Notificación de no discriminación de Metro

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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2021 Metro Technical Advisory Committee (MTAC) Work Program As of 7/14/2021

January 20, 2021 - MTAC Virtual Meeting

Comments from the Chair

- Committee member updates around the region (Chair Kloster and all)
- Fatal Crashes Update (Lake McTighe)

Agenda Items

- Development of site readiness toolkit presentation (Jeffrey Raker, Metro, Alex Joyce, Cascadia Partners, Ken Anderton, Port of Portland; 45 min)
- Naito Main Street South Portland Area Planning Project Overview (Kevin Bond, Ryan Curren, Patrick Sweeney, City of Portland; 45 min)

February 17, 2021 - MTAC/TPAC Workshop Virtual Mtg.

Agenda Items

Regional Emergency Transportation Routes
 Update – Draft RETR Routes and Report
 (Kim Ellis, Metro/ Laura Hanson, RDPO/ Thuy Tu,
 Thuy Tu Consulting/ Allison Pyrch, Salus
 Resilience/ Jed Roberts, FLO Analytics; 90 min)

March 17, 2021 – MTAC Virtual Meeting

Comments from the Chair

- Committee member updates around the region (Chair Kloster and all)
- Fatal Crashes Update (Lake McTighe)

Agenda Items

 HB 2001 and HB 2003 final rule results and implications to Metro area (Ethan Stuckmayer, Oregon Department of Land Conservation & Development; 90 min)

March 24, 2021 – MTAC/TPAC Workshop Virtual Mtg. Agenda Items:

 Transportation and Land Use Climate Rulemaking Workshop Panel Discussion
 Brian Hurley, ODOT/Bill Holmstrom, DLCD/ Karen Williams, DEQ; 90 min.)

May 19, 2021 - MTAC Virtual Meeting

Comments from the Chair

- Committee member updates around the region (Chair Kloster and all)
- Fatal Crashes Update (Lake McTighe)

Agenda Items

- Shelter to Housing Program (Eric Engstrom, City of Portland; 45 min)
- McLoughlin Corridor Brownfield Grant & current EPA grant to support affordable housing (Brian Harper; 45 min)

June 23, 2021 – MTAC/TPAC Workshop Virtual Mtg. Agenda Items:

- State Economic & Revenue Forecast (Mark McMullen, Oregon Office of Economic Analysis; 45 min)
- Regional Mobility Policy Update: Revised draft mobility elements and potential measures to test (Kim Ellis, Metro/ Lidwien Rahman, ODOT; 45 min)

May 12, 2021 – MTAC/TPAC Workshop Virtual Mtg.

Agenda Items:

- Safe Routes to School (SRTS) program and campaign updates (Noel Mickelberry, Metro and Shaina Hobbs (Portland Bureau of Transportation; 30 min)
- Federal Transportation Infrastructure Funding (Tyler Frisbee, Metro; 40 min)
- Regional Land Information System RLIS Live 100 (Steve Erickson/Chris Johnson, Metro; 30 min)

July 21, 2021 - MTAC Virtual Meeting

Comments from the Chair

- Community member updates around the region (Chair Kloster and all)
- Fatal Crashes Update (Lake McTighe)
- Reminder: No MTAC meetings in August

Agenda Items

- Update regarding legal status of 2018 UGB expansion areas (Roger Alfred; 15 min)
- Title 11 Concept or Comprehensive Planning project updates: (40 min each)
 Beaverton Cooper Mountain – Cassera Phipps Tigard River Terrace 2.0 – Schuyler Warren

August 18, 2021 - MTAC/TPAC Workshop Virtual Mtg.

CANCELLED

September 15, 2021 – MTAC Virtual Meeting

Comments from the Chair

- Community member updates around the region (Chair Kloster and all)
- Fatal Crashes Update (Lake McTighe)

Agenda Items

- Title 11 Concept or Comprehensive Planning project updates: (30 min)
 King City Kingston Terrace – Mike Weston
- PDXNext Project (Aaron Ray, Port of Portland; 30 min)
- Regional Mobility Policy Update: Case Study Analysis and Next Steps (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30-45 min)

October 20, 2021 – MTAC/TPAC Workshop Virtual Mtg.

Agenda Items:

- Regional Mobility Policy Update: Case Study Findings (Kim Ellis, Metro, Lidwien Rahman, ODOT, and Susie Wright, Kittelson; 60 min)
- Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 60 min)
- Emerging Growth Trends work program (Ted Reid; 20 min)

November 17, 2021 – MTAC Virtual Meeting

Comments from the Chair

- Community member updates around the region (Chair Kloster and all)
- Fatal Crashes Update (Lake McTighe)

Agenda Items

- Title 11 Concept or Comprehensive Planning project updates: Hillsboro Witch Hazel Village South – Dan Rutzick Wilsonville Frog Pond East Comprehensive Planning – Dan Pauley
- Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan <u>Discussion</u> (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30-45 min)

Dec. 15, 2021 - MTAC/TPAC Workshop Virtual Mtg.

Agenda Items:

- 2020 Census Report Update (Chris Johnson & TBD)
- Local jurisdictions & City of Portland efforts around HB 2001 (Speakers TBD)

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- SW Corridor Updates and Equity Coalition (Brian Harper, Metro and others?)
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro's 2040 grants and DLCD/ODOT's TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- · Reports from regional service providers affecting land use and transportation, future plans
- Best Practices and Data to Support Natural Resources Protection (Lake McTighe, Metro; 90 min)
- Intro to Greater Portland, Inc. new President/CEO Monique Claiborne program and event news
- Intro to Patricia Rojas, Metro Program Director of Supportive Housing Services program news
- Updates: Beaverton's Elmonica Neighborhood Development Plans, Willamette Cove Cleanup efforts, Clackamas County new park, Boardman Wetlands, Blue Lake Regional Park infrastructure updates

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

MTAC 2022 Meeting Schedule (tentative)

3rd Wednesday every other month, 10am – noon

January 19 March 16 May 18 July 20 September 21 November 16

MTAC/TPAC 2022 Workshop Meeting Schedule (tentative)

3rd Wednesday every other month, 10am – noon

February 16 April 20 June 15 August 17 October 19 December 21

Memo



Date: July 1, 2021

To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory

Committee (MTAC) and interested parties

From: Lake McTighe, Regional Planner Subject: Monthly fatal crash update for 2021

The purpose of this memo is to provide an update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year.

Fatal crash information is from the Preliminary Fatal Crash report from the Oregon Department of Transportation's (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes. Alcohol and drugs, speed, failure to yield the right-of-way, and aggressive driving are some of the most common causes. Road design and vehicle size can contribute to the severity of the crash.

Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 6/23/21

Fatalities	Name(s), age	Travel mode	Roadway	County	Notes	Date
1	unknown	walking	NE Marine Drive/NE 13th Ave.	Multnomah	hit and run	14-Jun
1	Joshua James Bologna, 34	motorcycling	OR 47, Nehalem Hwy	Washington		13-Jun
1	Paul David Matthews, 63	driving	SE Louden Rd.	Multnomah	speed, embankment	2-Jun
1	Sergio Hunt, 17	walking	NE Milton/NE 145th	Multnomah	homicide, hit and run	23-May
1	Carl Vernon Holmes, 84	driving	489 NW Burnside	Multnomah		19-May
1	Unknown	driving	Burnside Road/ Eastman St.	Multnomah		19-May
1	Jose Luis Mendez, 51	walking	Tualatin Valley Highway	Washington		12-May
1	Janell Rene Butler, 46	driving	SW 1st and Washingon	Washington		11-May
1	Martin Ixquiactap- Tambriz, 41	walking	TV Highway	Washington		10-May
1	Megan McComb,	scootering	NE Sandy/ NW 149th	Multnomah		8-May
1	David Dentler, 25	driving	NE Sandy/NE Killingsworth	Multnomah		6-May
1	Errol Reese, 57	walking	N Crawford/ N Philadelphia	Multnomah	hit and run, homicide	19-Mar

Fatalities	Name(s), age	Travel mode	Roadway	County	Notes	Date
1	Jamie Pallviny- Brown, 43	driving	Cornfoot Rd.	Multnomah	speed; drove under trailer	29-Apr
1	Anthony L. Tolliver, 30	walking	82nd Ave.	Multnomah	hit and run	24-Apr
2	Stephanie Chambers, 52, Blaise McGuire, 21	driving	Willamette Falls Drive/6th/Chestnut	Clackamas	two vehicles	21-Apr
1	Joe Tavera, 23	Driving	Tualatin Valley Hwy	Washington	t-bone	20-Apr
1	Eddy M. Kolb, 23	motorcycling	N Marine	Multnomah	speed	19-Apr
2	Yotty, 57 and Thomas, 58	driving	I-5	Multnomah	driving wrong way, head on	17-Apr
1	Josue Sanabria, 21	Driving	SW River Road	Washington	tree	17-Apr
1	Oliver Sevin Frazier-Savoy, 24	Walking	SW Murray	Washington		15-Apr
1	Thomas Barron,33	driving	I-84	Multnomah	into barrier	15-Apr
1	Faustino Jurado, 47	walking	NE 122nd/NE Halsey	Multnomah		11-Apr
1	Stephen Kelsey Looser, 66	walking	82nd Ave.	Clackamas		10-Apr
1	Gabriel Cook, 46	motorcycling	Amisigger Rd	Clackamas	ditch	4-Apr
1	Richard LeRoy Russell, 84	driving	OR211	Clackamas	angle	1-Apr
1	Kfir Hen, 47	motorcycling	SE Barbara Welch Road	Multnomah	single vehicle crash, tree	31-Mar
2	Inna Danilovna Bosovik, 36, and Susan Kay Sturdavant, 65	driving	I-84	Multnomah	head on	25-Mar
1	Galdino Salazar Jr.,36	driving	S Cramer/S Barndards	Clackamas	rollover	7-Mar
2	Morise Messiah Smith, 21, and Cecilia R. Hao, 70	driving	I-205, Glenn Jackson Bridge	Multnomah	head on, traveling wrong direction	8-Mar
1	Baylei Mead, 9	walking	Eastman Parkway/ NW 3rd	Multnomah	walking to bus stop, car jumped curb	6-Mar
1	Brian Joel Neeley, 61	walking	SE Clover Lane	Clackamas	rolling truck (no driver)	6-Feb
1	Jose Ignacio Contreras, 22	driving	SW Barbur Blvd/ SW Hooker St	Multnomah	speed, over embankment	28-Feb
1	Donald Ray Harvey, 86	walking	SW Clark Hill Rd/SW Tile Flat Rd	Washington	hit and run	20-Feb
1	Antonio Lopez- driving I-205 Amaro, 57		I-205, Glenn Jackson	Bridge	ice, weather, bridge into water	14-Feb

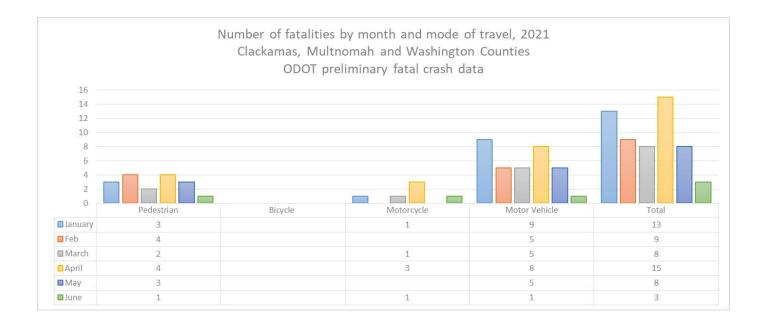
TPAC-MTAC monthly fatal crash update

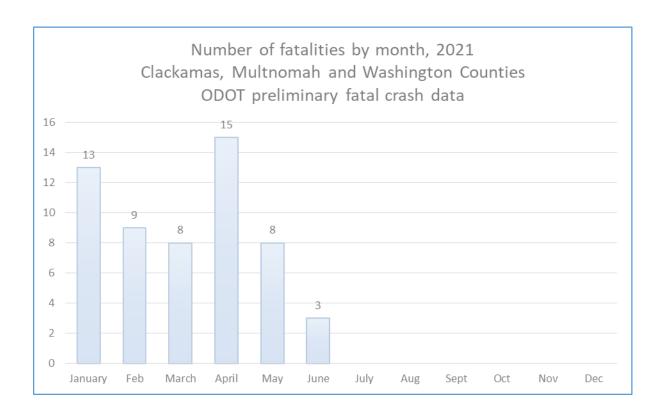
Fatalities	Name(s), age	Travel mode	Roadway	County	Notes	Date
1	Kenna Danielle Butchek, 35	driving	N Columbia/Fiske	Multnomah	tree	7-Feb
1	Douglas Rosling II, 40	driving	Yeon/ Nikolai	Multnomah	lost control, rollover, into building	7-Feb
1	Joshua Stanley, 34	walking	SE Mcloughlin/SE Franklin	Multnomah	no lighting, not a crosswalk	6-Feb
1	Karen McClure, 60	walking	SE Stark/SE 136th	Multnomah	hit and run	6-Feb
1	Jerry Ray Jeffries, 73	driving	Hwy 37 Wilson River	Washington		3-Feb
1	Grant Fisher, 23	driving	Hwy 26/ Stone Road	Clackamas	DUII, speed, rear end	29-Jan
1	Mark Lester Auclair, 64	driving	NW Nicolai St near NW 26th Ave	Multnomah	into building	28-Jan
1	Charles Patton, 43	driving	N Columbia Blvd/N Vancouver	Multnomah	hit and run, head on	28-Jan
1	Gabriel Castro, 29	driving	Tualatin Valley Highway	Washington	two vehicles	28-Jan
1	Veronica Lynn Zearing, 52	driving	S Springwater Rd.	Clackamas	head on	25-Jan
1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	homicide, hit and run	25-Jan
1	Eddie Larson, 48	driving	N Marine Drive	Multnomah	rollover into river	24-Jan
1	Joshua Brooks Frankel, 27	motorcycling	S Sconce Rd & S Arrow Ct	Clackamas	head on	14-Jan
1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	safety work zone	13-Jan
1	Elina Marie Inget, 66	driving	OR 213, near Mulino	Clackamas	icy conditions, angle	9-Jan
1	Andrew Nick Lucero, 50	walking	N Denver Ave/N Columbia	Multnomah	hit and run	9-Jan
1	Charisa Michelle White, 73	driving	SE Powell/SE 24th	Multnomah	possible medical event	8-Jan
1	Daniel Martinez, 19	driving	SE Division/SE 112th Ave	Multnomah	speed	1-Jan
56						2021 total

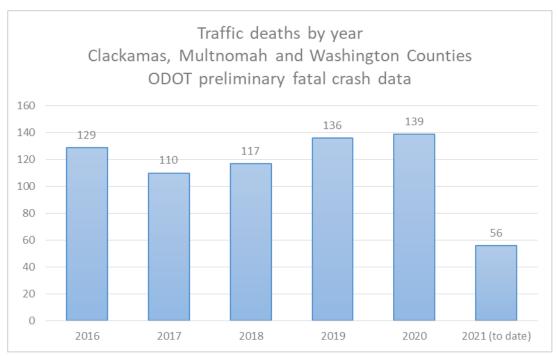
ODOT Preliminary fatal crash data; information is preliminary and subject to change

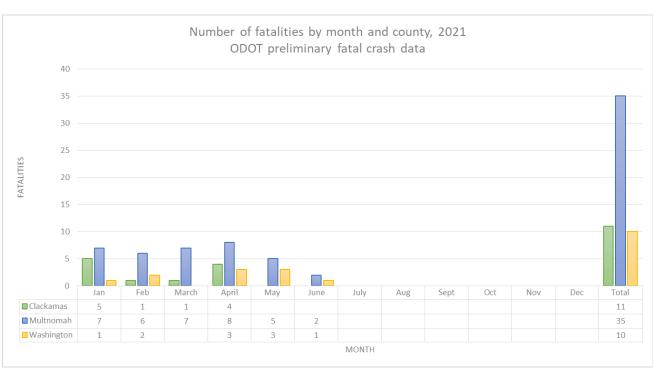
2021 preliminary fatalities

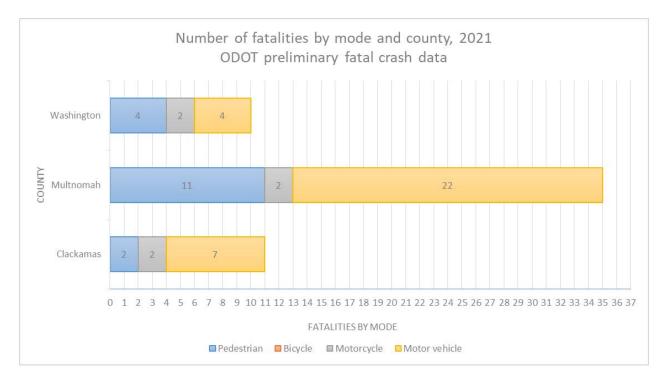
all data ODOT preliminary fatal crash data as of 6/23/21

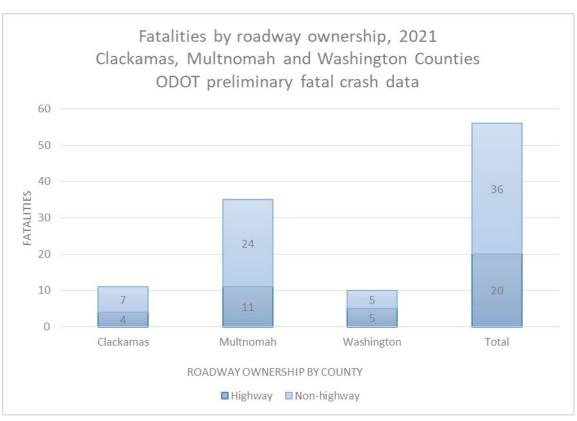


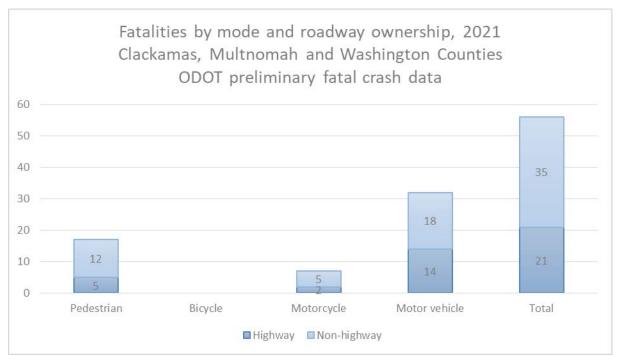


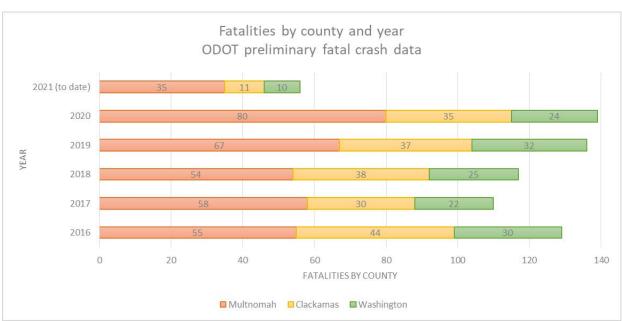














Meeting minutes

Meeting: Metro Technical Advisory Committee (MTAC) meeting

Date/time: Wednesday May 19, 2021 | 10 a.m. to 12 noon Place: Virtual video conference call meeting via Zoom

Members AttendingAffiliateTed Leybold, Vice ChairMetro

David Berniker Largest City in Multnomah County: Gresham Colin Cooper Largest City in Washington County: Hillsboro

Laura Terway Second Largest City in Clackamas County: Oregon City

Laura Weigel Clackamas County: Other Cities, Milwaukie

Katherine Kelly
Jamie Stasny
Chris Deffebach
City of Vancouver
Clackamas County
Washington County

Glen Bolen Oregon Department of Transportation

Jennifer Donnelly Dept. of Land Conservation and Development
Nina Carlson Service Providers: Private Utilities, NW Natural

Tom Bouillion Service Providers: Port of Portland

Jeff Owen Service Providers: TriMet

Brittany Bagent Public Eco Dev. Organizations: Greater Portland, Inc.

Mary Kyle McCurdy 1000 Friends of Oregon

Ramsay Weit Housing Affordability Organization

Ryan Makinster

Mike O'Brien

Green Infrastructure, Design/Sustainability: ESC

Andrea Hamberg

Public Health & Urban Forum: Multnomah County

Alternate Members Attending Affiliate

Carol Chesarek Multnomah County Community Representative
Joseph Briglio Clackamas County: Other Cities, Happy Valley
Steve Koper Washington County: Other Cities, Tualatin

Martha Fritzie Clackamas County Kevin Cook Multnomah County

Anne Debbaut Dept. of Land Conservation and Development
Brendon Haggerty Public Health & Urban Forum: Multnomah County

Guests Attending Affiliate

Eric Engstrom City of Portland
Miranda Bateschell City of Wilsonville

Metro Staff Attending

Lake McTighe, Transportation Planner

Tim Collins, Principal Planner

Marie Miller, TPAC & MTAC Recorder

Brian Harper, Senior Regional Planner Ted Reid, Principal Regional Planner

1. Call to Order, Quorum Declaration and Introductions

Vice Chairman Ted Leybold called the meeting to order at 10 a.m. Introductions were made. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

2. Comments from the Chair

- Committee member updates from Metro and Region (all)
 Glen Bolen announced that Amanda Peets has been promoted from Planning Office Director to the Division Planning Director at ODOT. This leaves an opening at ODOT for the Director of the Planning office.
- Fatal crashes update (Lake McTighe) Ms. McTighe provided the monthly fatal crashes update, referring to the memo in the packet and names of recent fatalities provided. At this time, 15 people have been killed in traffic crashes in April in the 3-County area: 4 walking, 1 motorcycle, and 10 in vehicles. Two more people have been killed in May. This year 46 people have been killed in the 3-County area, and 159 have been killed statewide.

The numbers of traffic fatalities have shown that we are not reaching our Vision Zero targets. The percentage of pedestrians killed from crashes is 38%. More data on crashes can be found in the memo. Ms. McTighe noted the Regional Safety Forum on May 26 that is co-hosted by Multnomah County and the REACH program. Attendance from the committee was encouraged.

- 3. Committee and Public Communications on Agenda Items none
- **4. Minutes Review from MTAC March 17, 2021 meeting.** No additions or corrections to the minutes.
- 5. Shelter to Housing Program (Eric Engstrom, City of Portland) Mr. Engstrom provided information on the Shelter to Housing Continuum Project that will further fair housing goals by expanding shelter and housing options throughout the city. The Bureau of Planning and Sustainability, the Portland Housing Bureau and the Joint City-County Office of Homeless Services are partnering to retool city codes to better address our homelessness crisis.

The Shelter to Housing Continuum Project (S2HC) is part of a larger multi-jurisdictional effort to provide safe, decent and affordable shelter and housing to every Portlander that needs it. The project scope is limited to reviewing and proposing changes those parts of the Portland City Code having the potential to impede this purpose. Particularly, the S2HC project will allow a range of shelters sited as temporary emergency uses to be reviewed and considered for approval through permanent code provisions. The housing emergency declaration allowing temporary siting expires on April 4, 2021 (although extended 1 year). The project schedule allows necessary amendments to be placed into effect in a timely manner.

The S2HC project will further fair housing laws, expand the range of shelter and housing options, and improve the regulatory environment for nonprofit, for-profit and public-sector shelter and housing providers. The word "continuum" underscores an intent that the code amendments will help make lower barrier, entry-level, temporary shelter available to more persons experiencing, or about to experience, a loss of housing; provide for more long-term transitional shelters with onsite supportive services; and allow construction of a wider variety of more affordable types of permanent housing.

The four most significant code changes are:

- Providing more flexibility for shelter siting,
- Establishing outdoor shelters as a new community service use,
- Liberalizing the group living allowances, and
- Allowing permanent occupancy of recreational vehicles and tiny house on wheels.

Other changes include:

- Amending Title 15 Housing Emergency authorities to better align with revised sections of Title 33.
- Clarifying how Group Living accommodations that are not complete dwelling units (these are often called "micro apartments" or "single room occupancy units") are regulated.
- Eliminating the Group Living conditional use requirement for alternative and post incarceration facilities.
- Coordinating with PBOT to consider temporary, transportable day storage locker, and bathroom and shower modules in the street to serve people experiencing homelessness and being served by shelters.
- Providing alternative methods for siting temporary outdoor and mass shelters.
- Exempting outdoor shelters from design review and pedestrian circulation standards.
- Employing more careful terminology to distinguish shelter from housing, consistent with the principle that there is a tenant to landlord relationship established with housing but not with shelter.
- Amending Titles 17, 21 and 30 to waive System Development Charges (SDCs) for Outdoor Shelters and utility hookups for RV/Tiny House on Wheels.

The Portland City Council adopted the project plan with amendments on April 28, 2021. The DLCD was sent a notice of adoption May 17. County Commission action is pending this summer for urbanized Multnomah County pockets. For more information on the project the Shelter to Housing Continuum Project homepage: https://www.portland.gov/bps/s2hc

Comments from the Committee:

- Joseph Briglio asked if a choice between a tiny home or ADU was required. Mr. Engstrom
 noted they initially proposed having to choose, but the planning commission amended this so
 now both options exist. Asked if adding language to allowing churches and institutions in these
 codes was planned or assumed per ordinances, Mr. Engstrom noted no assumptions were
 made on ordinances. They did not want a large number of regulations. They are looking at
 possible grant funding to develop institutional building code work.
- Nina Carlson asked what the coordination between Multnomah County and City of Portland's
 Mayor's Office and Commissioners has been regarding sanctioned camping spots aligned with
 the consortium approach. Mr. Engstrom noted the City/County joint office was part of the core
 team on the project, working under the state of emergency the past two years. Multnomah
 County commissioners will be presented with the project plan next. Discussion around
 sanctioned shelter regulations continues but is finding cooperation among partners.
- Tom Bouillion asked for clarification on how this would work in industrial zones. In the presentation it stated that group living was prohibited in industrial zones but might be allowed with conditional use. Mr. Engstrom noted there are some exemptions. Some employment zones allow use in industrial zones with certain requirements. There is also a new state requirement law with diversions of hotels. New outdoor shelters are allowed in industrial zones but for limited size space, and publicly owned sites have conditional use requirements.

- Michael O'Brien asked about the sewer connections with residential use, and how this played out in camping areas, public facilities and church parking lots. Mr. Engstrom noted that shelter facilities rely on building codes to regulate this since they are shared facilities. The zoning codes are not being used, but the City is relying on building codes for sewer requirements.
- Ramsey Weit noted that city and/or county have several RFQ out to organizations to provide
 tents or shelters in church parking lots with supportive services. Is this the result of this
 process or independent of it? Mr. Engstrom noted the efforts are done through the joint office
 with the understanding of what these codes would allow, aiming for partnerships. They are
 classified as sanctioned camps/shelters and a number of organizations are pursing these plans.
- Anne Debbaut asked how these plans are being tracked, such as how many people are moving through the continuum system. Mr. Engstrom noted the joint office would have a better answer on this and partnership with the Housing Bureaus and Housing Authority would be involved. Mr. Engstrom thanked Ms. Debbaut for the early DLCD grant provided for technical assistance getting this project started.
- 6. McLoughlin Corridor Brownfield Grant debrief and current EPA grant to support affordable housing (Brian Harper, Metro) Mr. Harper provided an overview of the Brownfield program, starting the description of Brownfield by US Environmental Protection Agency; "Real property, the expansion, redevelopment, or reuse of which may be complicated by the presence, or potential presence, of a hazardous substance, pollutant, or contaminant".

Maps showing where Brownfields were located in the State and regionally were shown. The types of Brownfields were provided; gas stations, lumber processing, hazardous building materials, heating oil tanks, and industrial uses. Purposes for investing in Brownfields were provided; efficient use of land, environmental justice, expanded tax base, and environmental remediation.

The Metro Brownfield program began in 2006 and has been almost exclusively EPA grant funded. The program has evolved to take on legislative action and focus on assessment grants to help developers and land use owners assess environmental pollutants or substances. Past projects with the program were reviewed. These included the McLoughlin Corridor project, the Willamette Falls Legacy Project, and Clackamas County housing projects. Looking back on projects, Mr. Harper noted some positives and challenges. Positives were having 137 acres assessed, enhanced outreach and new partnerships. Challenges were lack of some property owner participation and having market ready properties.

In 2020, Metro was the recipient of a new \$600,000 EPA Coalition Assessment Grant that will focus exclusively on sites that will become affordable housing, working with public/private/non-profit affordable housing developers. Mr. Harper explained the Oregon Brownfield Coalition, which is a large diverse group of representatives working for long-term efforts for grants to help clean up areas with a legislative focus. It was encouraged to contact Mr. Harper with interest in the coalition.

Comments from the Committee:

Joseph Briglio asked what the difference was between ESCI and LUST listed on the state maps
with Brownfields. Mr. Harper noted that LUST (leaking underground storage tanks) referred to
gas and oil tanks stored underground, and ESCI were all other contaminants such as petroleum
that are differentiated by DEQ and Federal regulations.

- Chris Deffebach asked where the program goes from beyond the McLoughlin project. Mr. Harper noted the affordable housing grant was just started which are region-wide. Applicants in all three counties are welcome to send these to Metro.
- Ramsey Weit asked which nonprofits received grants. Mr. Harper listed some of the partners on current projects. Any help with outreach to support affordable housing projects was welcome.

7. Adjourn

There being no further business, meeting was adjourned by Vice Chair Leybold at 11:08 am. Respectfully submitted,
Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting, May 19, 2021

Item	DOCUMENT TYPE DOCUMENT DATE		DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	5/19/2021	5/19/2021 MTAC Meeting Agenda	051921M-01
2	MTAC Work Program	5/12/2021	MTAC Work Program, as of 5/12/2021	051921M-02
3	Memo	4/29/2021	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal crash update	051921M-03
4	Meeting minutes	3/17/2021	Draft minutes from MTAC March 17, 2021	051921M-04
5	Report	4/28/2021	Shelter to Housing Continuum, City of Portland	051921M-05
6	Presentation	5/19/2021	April 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	051921M-06
7	Presentation	5/19/2021	Shelter to Housing Continuum	051921M-07
8	Presentation	5/19/2021	Metro Brownfield Program	051921M-08

COOPER MOUNTAIN COMMUNITY PLAN

DRAFT PLAN CONCEPTS

MAY 2021 Beaverton

Housing Options for All

This document provides information to inform discussion of three questions:

- 1. How should new Cooper Mountain neighborhoods areas be planned to provide a range of housing types?
- 2. What housing types are most important to build to support multi-generational housing, affordability and accessibility?
- 3. Where should larger buildings, such as apartments, be located on Cooper Mountain?

Beaverton wants to provide housing choices to meet the needs of existing and future residents. Cooper Mountain is anticipated to provide space for at least 3,760 new homes and a wide range of housing types.

A recent <u>market study</u> found that there is a strong market in the Cooper Mountain area for certain housing types (single-family homes, townhomes, apartments), whereas other types (affordable housing, cottage clusters, plexes) will likely require policy or financial support.

We know that Cooper Mountain will need to provide a wide range of housing choices that serve a range of housing needs and people from varied racial and ethnic groups.

A <u>new state law</u> requires that cities like Beaverton allow more different kinds of housing in neighborhoods where we allow only one house per lot now. The housing types that will be allowed in **all neighborhoods** are:

- Accessory Dwelling Units (ADUs)
- Duplexes
- Triplexes
- Fourplexes
- Townhouses
- Cottage Clusters















HOUSING TYPES

The Cooper Mountain community will include a wide range of housing types. Here are some examples.



























HOUSING AND NEIGHBORHOOD FORM

Cooper Mountain will be a community of neighborhoods. How might we plan for neighborhoods with different **housing types and neighborhood form** to support future commercial uses, future transit, natural resource protection, housing affordability, and other goals?

Neighborhood form is the physical characteristics of a built-up area including the height of buildings, density of housing, mix of land uses, and types of streets and green spaces. The diagram and pictures below show a range of neighborhood form—from more urban to less urban.

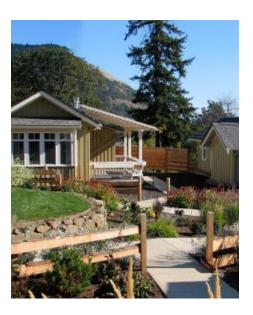
Given that certain types of middle housing (ADUs, duplexes, triplexes, fourplexes, townhouses, cottage clusters) will be allowed in **all neighborhoods**, we need to decide:

- Where should we plan more urban housing forms, such as higher density apartments, to support neighborhood commercial services and transit?
- How might we plan new housing near sensitive areas, such as natural resources and where existing homes are located?



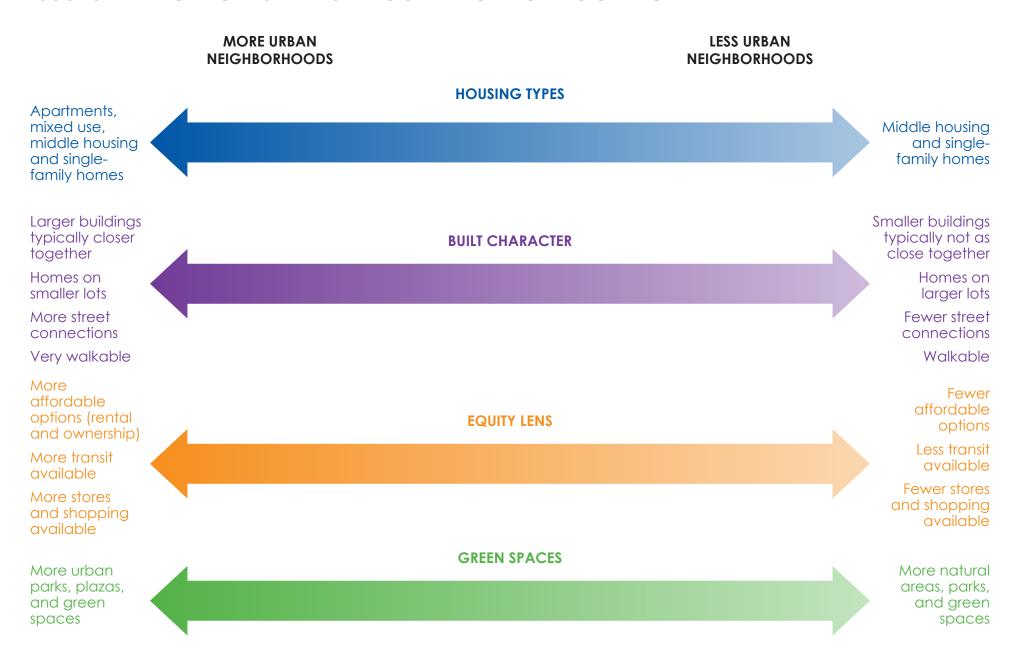








ISSUES AND OPPORTUNITIES ABOUT NEIGHBORHOOD FORM





NEIGHBORHOOD AREAS

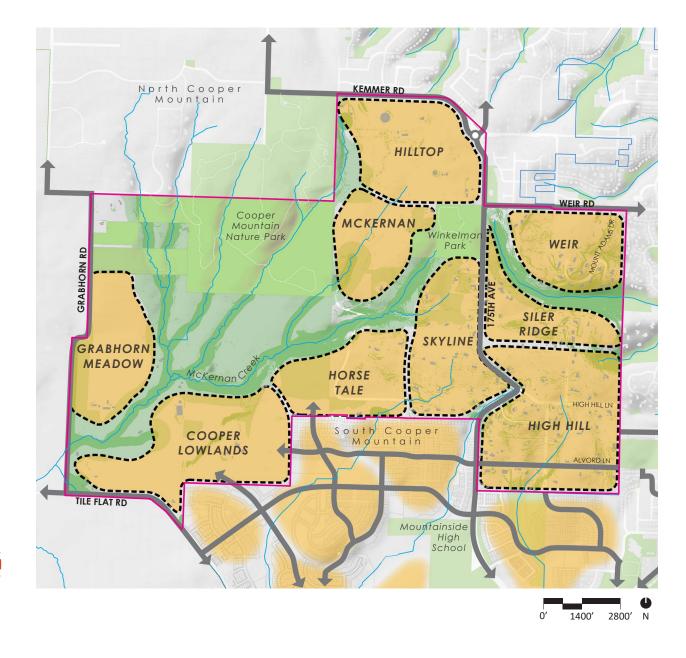
This map shows potential neighborhood areas. The boundaries are drawn where more buildable land is available. Each area contains land with similar characteristics (flat, hilly, etc.). It shows a framework of connected greenspaces between and within the future neighborhood areas. The map is based on previous studies of existing conditions in Cooper Mountain. For a summary of existing conditions, please see the Existing Conditions Snapshot.

Where should we plan for bigger buildings, such as apartments?

What housing types are most important to build?

How should the design and variety of housing types differ in these neighborhood areas?

MAP LEGEND: PARKS NATURAL RESOURCE AREAS SOUTH COOPER MOUNTAIN NEIGHBORHOODS POTENTIAL NEW WALKABLE NEIGHBORHOODS ROADS WALKING DISTANCE REFERENCE: 1/4 MILE (5 TO 10 MIN. WALK)





COOPER MOUNTAIN COMMUNITY PLAN

DRAFT PLAN CONCEPTS



Neighborhoods for All

This document asks the following questions: What makes a welcoming and inclusive neighborhood?

Where are the potential future neighborhood areas of Cooper Mountain?

What existing conditions should be considered in planning Cooper Mountain's future?

VOICES FROM THE COMMUNITY

Here are some ways community members have described a welcoming and inclusive neighborhood:

- A safe environment where kids can go back and forth from school
- Housing options, including housing for renters
- Diversity in race and ethnicity, and also in amenities like shops, schools and parks
- People feel respected and comfortable, and there is awareness around identity and culture
- Mixed housing options in walkable residential areas
- Connections to nature
- Environmentally friendly development embedded in the area's natural beauty
- Mixed-use development where housing, commercial and community and cultural spaces are well-integrated



Word cloud of responses to the question: "What makes an inclusive and welcoming neighborhood?"



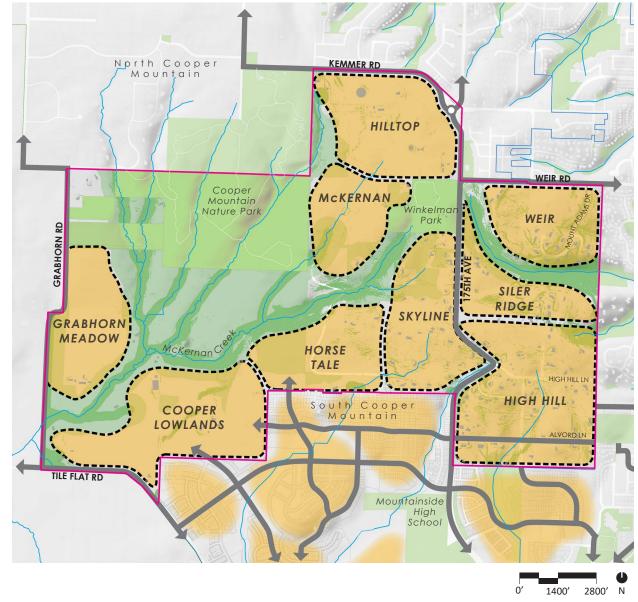
WHERE ARE THE POTENTIAL FUTURE NEIGHBORHOOD AREAS OF COOPER MOUNTAIN?

This map shows potential future neighborhood areas for Cooper Mountain. It displays areas of similar landscape characteristics and where the most buildable land is located. Some development may be possible outside of these neighborhood areas.

The map also shows a framework of connected green spaces between and within future neighborhoods. The map is based on previous studies of existing conditions. For a summary of existing conditions, please see the Existing Conditions Snapshot report.

What questions or comments do you have about this map?

MAP LEGEND: PARKS NATURAL RESOURCE AREAS SOUTH COOPER MOUNTAIN NEIGHBORHOODS POTENTIAL NEW WALKABLE NEIGHBORHOODS ROADS WALKING DISTANCE REFERENCE: 1/4 MILE (5 TO 10 MIN. WALK)





CMCP STUDY AREA BOUNDARY

What stands out for consideration in each neighborhood area?

WESTERN NEIGHBORHOOD AREAS: GRABHORN MEADOW AND COOPER LOWLANDS

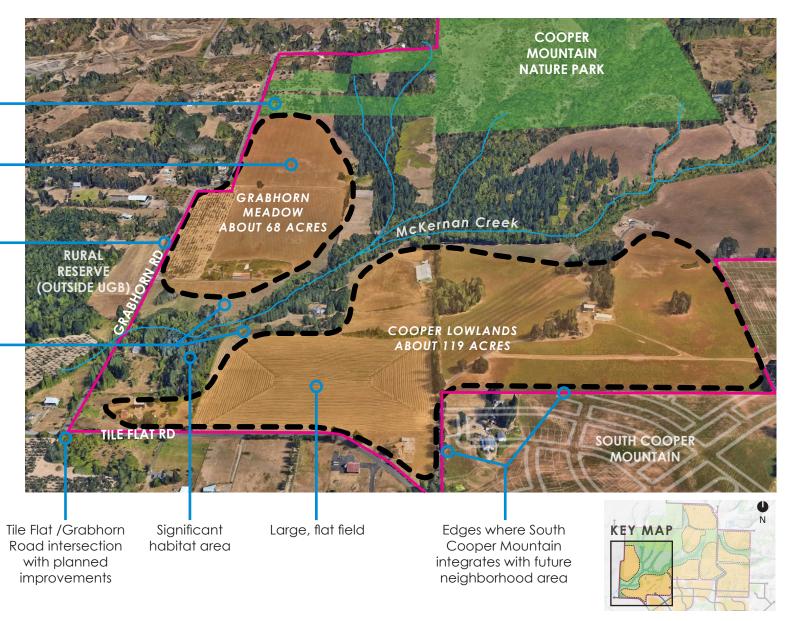
Here are some conditions mapped in studies to date:

Close to west end of Nature Park

Moderate slopes down from north to south

Grabhorn Road is a key north-south connection with planned improvements

> McKernan Creek runs between potential neighborhood areas





What stands out for consideration in each neighborhood area?

CENTRAL NEIGHBORHOOD AREAS: HORSE TALE AND SKYLINE

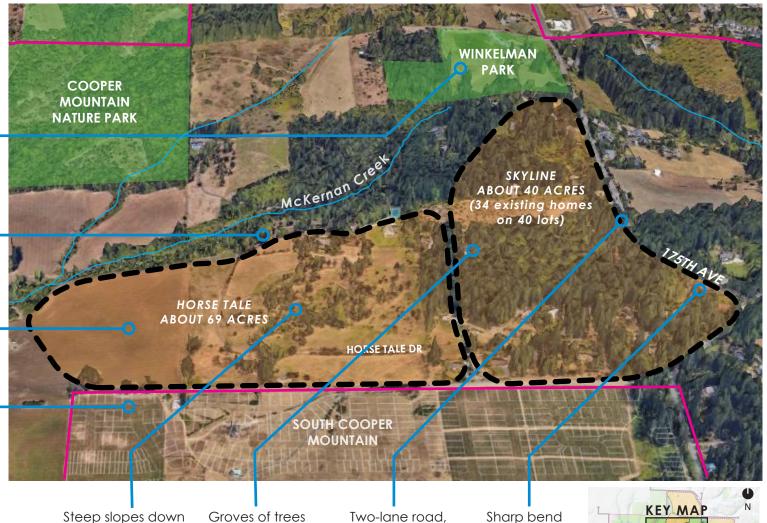
Here are some conditions mapped in studies to date:

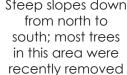
Winkelman Park borders northern part of Skyline area

McKernan Creek borders both areas to the north, providing opportunity for trail to go along creek; some forest has been removed

Open, low-lying, flat areas

New South Cooper Mountain developments will integrate with the southern edges





Groves of trees clustered along steep slopes down from north to south Two-lane road, growing traffic, high speeds, no sidewalks, and challenging winter driving conditions on 175th Sharp bend in 175th ave with planned improvements





What stands out for consideration in each neighborhood area?

NORTHERN NEIGHBORHOOD AREAS: HILLTOP AND McKERNAN

Here are some conditions mapped in studies to date:

Good views of the valley from higher elevations; gentle slopes; most trees were recently removed

Creek corridor and natural area borders potential neighborhood areas

Nature Park borders western edge of potential neighborhood area

Low-lying drainage runs through the middle of McKernan area; most trees were recently removed; opportunity to enhance creek corridor

Very steep slopes down to McKernan Creek begin at southern edge of McKernan area



McKernan Creek corridor runs south of potential neighborhood areas, providing opportunity for future trail to go along creek Winkelman Park is adjacent to potential new neighborhood areas Major streets, 175th Avenue and Kemmer Road, border areas to the north and east





What stands out for consideration in each neighborhood area?

NORTHEASTERN NEIGHBORHOOD AREAS: WEIR AND SILER RIDGE

Here are some conditions mapped in studies to date:

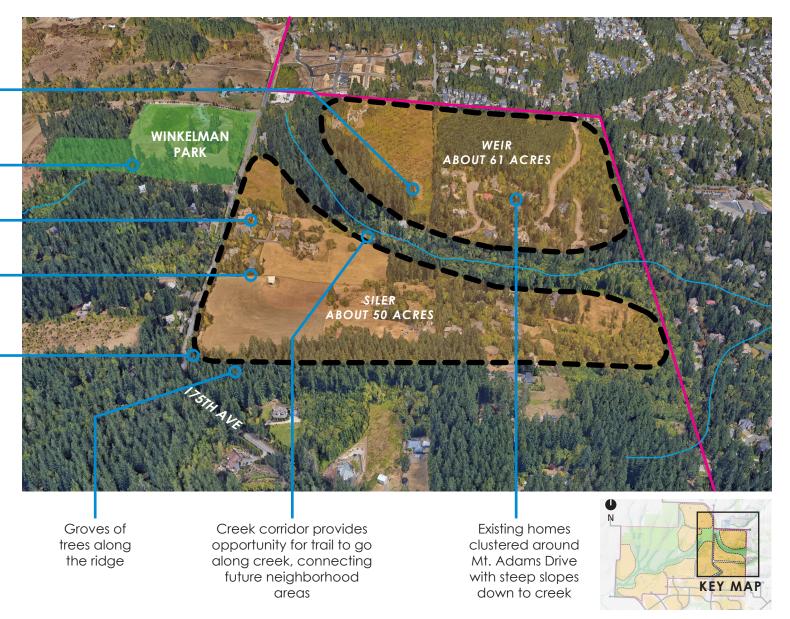
Potential landslide hazards noted on State maps

Winkelman Park across 175th from potential new neighborhood areas

Existing homes clustered around 175th Ave

Relatively steep slopes down toward creek to the northeast

Siler Ridge Lane runs along ridge between creek to the north and slope down to the south; the lane provides access to some existing homes





What stands out for consideration in each neighborhood area?

SOUTHEASTERN NEIGHBORHOOD AREA: HIGH HILL

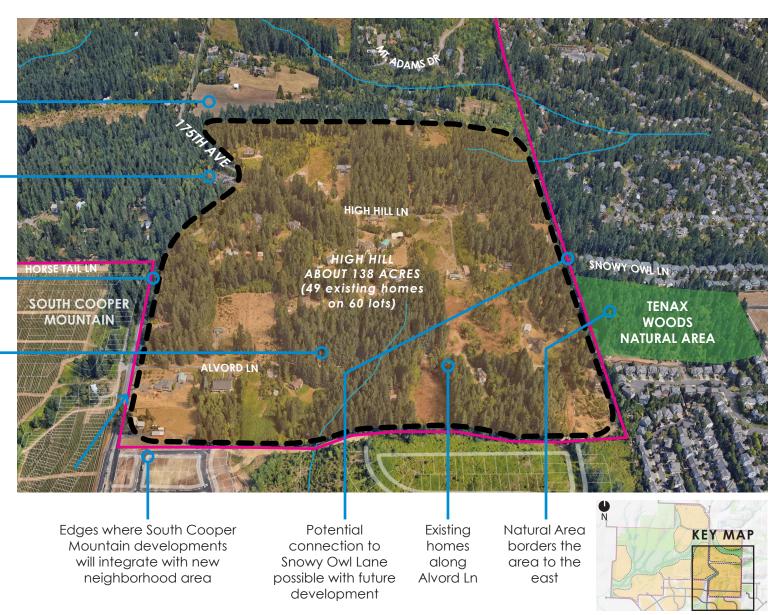
Here are some conditions mapped in studies to date:

Siler Ridge Lane borders the area to the north

Sharp bend in 175th Ave. Future changes are planned that could smooth the curve

175th Ave borders potential new neighborhood area to the west

Large patches of mature trees





COOPER MOUNTAIN COMMUNITY PLAN DRAFT PLAN CONCEPTS



Commercial Options

Beaverton is interested in the options for commercial areas (restaurants, coffee shops, salons, doctor's offices) in Cooper Mountain. The recent Market Study found that a small commercial node might be viable in the area.

VOICES FROM THE COMMUNITY

When asked about commercial areas, members of the community and the project's advisory committees have said:

- Access to food and a pharmacy without a car would be a benefit
- Commercial areas should have a "main street" feel
- Combine commercial uses with areas of vertical mixed use (housing above commercial)
- It may be challenging to build and finance commercial buildings in Cooper Mountain





WHAT MAKES A GOOD NEIGHBORHOOD COMMERCIAL AREA?

Commercial areas are a vital part of an inclusive and livable community where people feel at home and can meet their daily needs—often without using a car. Commercial areas also provide places to gather, meet neighbors, and develop community bonds.

How could Cooper Mountain neighborhoods integrate commercial areas that provide a benefit to all?







FINANCIAL VIABILITY

A market study completed for this project notes that these things help make commercial uses more financially viable:

- Higher number of households nearby, meaning housing is built before commercial
- Visibility on higher-traffic streets
- Location near other attractions, such as parks or civic uses

SCALE

- Size of stores may vary depending on location
- Larger commercial spaces are viable in higher-traffic areas
- Very small spaces like corner stores can support local neighborhood walkability and access to fresh food and other household needs

TRANSPORTATION AND DESIGN

- Commercial areas benefit from connections to roads, trails, bike paths, and transit
- Parking can be provided either on site (ideally behind buildings), on the street, or both
- Well-designed buildings near the sidewalk can provide outdoor seating, weather protection, and a friendly pedestrian environment



OPTIONS AND IDEAS FOR COOPER MOUNTAIN

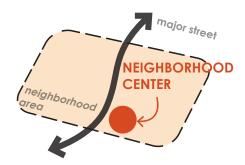
Planning for commercial activity in Cooper Mountain should:

- Strive to create high-quality spaces that are culturally inclusive and welcoming for all potential customers, employees, and business owners.
- Support the needs of residents and visitors to the Cooper Mountain area
- Be financially feasible
- Consider alternative approaches that may allow residents to have commercial nearby.
- Be informed by participants in related planning efforts (specifically the City's Downtown Equity Strategy and Loop Design Projects)

Two ideas that may meet the project's goals for commercial in this area are "Neighborhood Centers" and "Corner Stores".

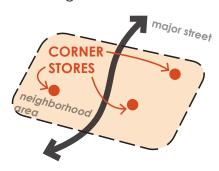
NEIGHBORHOOD CENTERS

- Larger sites with commercial zoning
- Deliberately placed in areas with more people travelling by



DISTRIBUTED CORNER STORES

- Smaller sites that may or may not have commercial zoning
- Distributed throughout neighborhoods









COOPER MOUNTAIN COMMUNITY PLAN

DRAFT PLAN CONCEPTS



Environmental Stewardship & Resiliency

This document provides background to inform the discussion of the following questions:

- 1. Where are the key habitat areas and wildlife corridors to protect?
- 2. How can nature be integrated into neighborhoods and other developed areas equitably?
- 3. Where are the opportunities for the City to integrate stormwater management with habitat corridors and other natural resources?
- 4. How should the City balance housing needs with concerns about development on hillsides and in areas where landslides are more likely?

VOICES FROM THE COMMUNITY

The City held listening sessions and conducted other outreach on the topic of Environmental Stewardship and Resiliency. When asked about this topic, members of the community and the project's advisory committees have said:

- The City needs to balance development capacity with environmental protection.
- The Cooper Mountain Nature Park should be protected and, if possible, expanded.

- Cooper Mountain is home to lots of wildlife; wildlife corridors should play a central role in the Community Plan.
- Mature trees are important habitat and should be protected.
- Equitable access to nature for residents and visitors is key.
- The McKernan Creek headwaters are a sensitive natural area and merit special protection.
- Addressing stormwater will be very important to the Community Plan.









EQUITABLE ACCESS TO NATURE FOR ALL



NATURE AS A PART OF NEIGHBORHOODS

Cooper Mountain could provide:

- Great views that are accessible to the public.
- Protection of existing mature trees, and planting new trees.
- Natural areas within walking distance for new neighborhoods.
- Enhancement of creeks and sensitive habitat areas.
- A trail system that lets residents and visitors access the area's natural resources and get to important destinations like shopping, parks and schools.

Note: Parks and trails are addressed in more detail in the Public Facilities and Transportation plan concept documents.

How could Cooper Mountain neighborhoods integrate natural areas in an equitable way to provide benefit for all?



IMPLEMENTATION OPPORTUNITIES

How could Cooper Mountain equitably integrate nature into its neighborhoods? Here are some ideas:

- Street tree standards for new neighborhoods.
- Encourage new development to use native plants and trees, similar to those found in the Nature Park.
- New trails and viewpoints.
- Promote oppoprtunities for people to grow their own food.



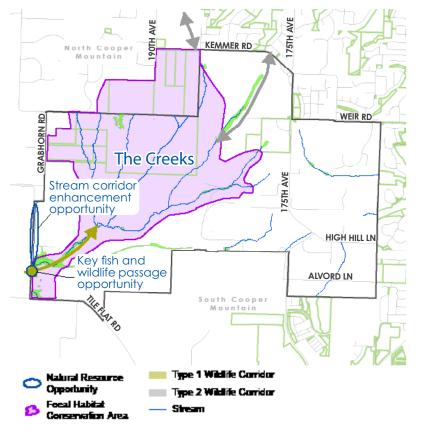


HABITAT AREAS AND WILDLIFE CORRIDORS

What we've learned so far:

Wildlife habitat areas in Cooper Mountain have been mapped. These include creeks, wetlands, and many forested areas. Discussions with natural resource stakeholders and community members have identified several key strategies to protect and enhance habitat areas, which may be implemented by the City, private landowners and developers, and other agencies such as Metro and the Tualatin Hills Park & Recreation District (THPRD).

What are the key habitat areas and wildlife corridors to protect?



CONNECTING SIGNIFICANT HABITATS

Ideas to connect and preserve existing habitat areas in Cooper Mountain include:

- Focus conservation efforts to create a large habitat area that includes McKernan Creek, its five tributatries, and Cooper Mountain Nature Park.
- Protect and enhance wildlife corridors connecting "the creeks" to areas to the southwest, north, and northeast.

CONSERVATION STRATEGIES

Riparian and upland habitat areas can be protected through strategies such as:

- Clustering new housing away from habitat areas.
- Incentives for property owners and developers to protect habitat areas.
- Wildlife crossings as part of the transportation network.
- Linking habitat areas as part of neighborhood design.
- Trails and public areas to provide access and habitat conservation.
- Updating natural resource inventories to increase the accuracy of habitat maps.





EXAMPLES OF WILDLIFE CROSSINGS

Metro, "Wildlife Crossings: Providing Safe Passage for Urban Wildlife"



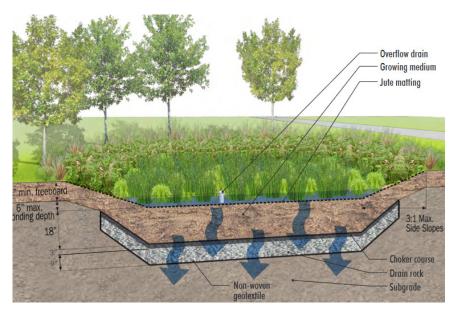
STORMWATER MANAGEMENT: A HOLISTIC APPROACH

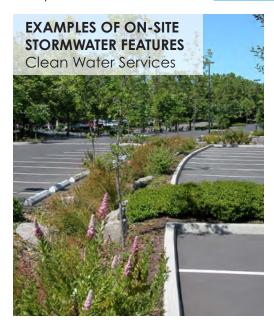
Where are the opportunities for the City to integrate stormwater management with habitat corridors and other natural resources?

What we've learned so far:

Excessive stormwater runoff can lead to degraded habitat, erosion, and stream incision, undermining adjacent utilities like sanitary sewer. Runoff is increased as development creates more impervious surface area and can be mitigated in a number of ways.

Multiple stormwater strategies will likely be needed for Cooper Mountain. These strategies might include traditional on-site detention for individual properties and regional ponds that serve multiple properties. Some locations may benefit from "resilient stream corridors," described on the following page. To learn more about options for stormwater management in Cooper Mountain, read the Stormwater Alternatives Report.





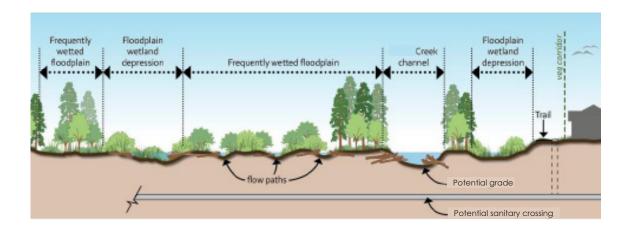




RESILIENT STREAM CORRIDORS

What we've learned so far:

- Some locations may benefit from wider, enhanced stream corridors that are designed to accommodate stormwater, wildlife habitat, trails, and utilities.
- These types of facilities are generally located in undevelopable areas, but may not be suitable for all properties.



OPPORTUNITIES AND CONSIDERATIONS FOR RESILIENT STREAM CORRIDORS

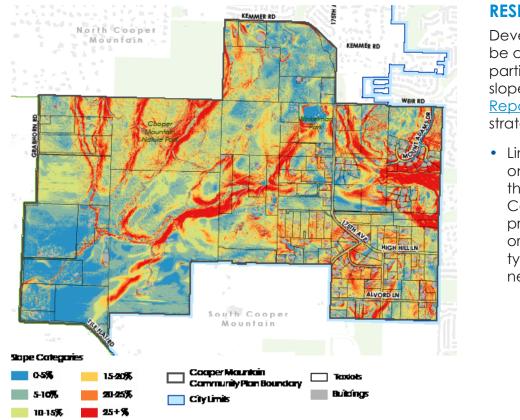
CORRIDOR Function	OPPORTUNITIES	CONSIDERATIONS
Enhanced Ecological Function	 Preserve intact habitat and restore degraded habitat Enhance floodplains that were altered for agriculture 	 May require significant funding to enhance streams prior to development Other ecological solutions may be needed outside of stream corridors
Stormwater Management	 May reduce the need for on-site detention, allowing for more efficient use of land Address existing incision of streams 	 May be funded by development in lieu of providing on-site detention
Future Water and Sewer Infrastructure	 Can be planned and built with sewer utilities Minimizes risk of incision and exposing infrastructure 	 Operations and maintenance should be planned with trails and other access Costs of construction and maintenance can be shared among utilities and road crossings
Community Resources	 The stream and vegetated corridor serve as a community resource Trails and boardwalks may be incorporated Interpretative signage, overlooks, and other public amenities can be incorporated 	Boardwalks will need to be designed above the seasonal high water mark to avoid flooding



RESILIENT HILLSIDE DEVELOPMENT

Risks to people and property from landslides and earthquakes can be greater on or near steeply sloping land. Cooper Mountain contains both steep slopes and historic landslide areas, which are considered higher risk. Community members have concerns about views as well, because hillside development can be very visible from lower elevations.

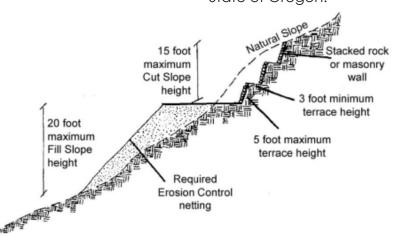
How should the City balance housing needs with concerns about development on hillsides and in areas where landslides are more likely?



RESILIENT HILLSIDE DEVELOPMENT

Development on slopes can be challenging and costly, particularly on the steepest slopes. An earlier <u>Best Practices</u> <u>Report</u> recommended several strategies, including:

- Limiting development on the steepest slopes through the Development Code. This could be by prohibiting all development or only allowing certain types of homes or neighborhood designs.
- Evaluating ways to provide some value to property owners in non-buildable areas by focusing development away from steep slopes.
- Limiting tree removal and requiring new plantings as part of erosion control plans for new development.
- Obtaining more detailed, accurate landslide hazard data, possibly through a partnership with the State of Oregon.



EXAMPLE CODE REQUIREMENTSCity of Ashland, OR

Retention of hillside character and natural slope by avoiding ridgeline locations



COOPER MOUNTAIN COMMUNITY PLAN

DRAFT PLAN CONCEPTS

JUNE 2021 Beaverton

Transportation Choices

This document asks the following questions:

- 1. Where should new transportation corridors be planned to create a connected community?
- 2. What is needed to ensure streets are places for people?
- 3. What facilities for biking, walking, and transit should be provided?

VOICES FROM THE COMMUNITY

Here is a summary of what community members have said they want for Cooper Mountain's transportation system.

Cooper Mountain's transportation system should:

- Ensure equitable access to all neighborhoods within the project boundary via walking, biking, and transit.
- Create and improve streets to connect—not divide—the community.
- Include a network of trails that serve as transportation facilities and connect homes, schools, commercial, parks, and natural areas.
- Support future public transit service connecting Cooper Mountain to Beaverton and regional destinations.
- Prioritize safety.

- Adapt to the area's unique topography and provide ADA-accessible facilities.
- Provide trail access to nature but do not encroach on sensitive habitat areas.
- Contribute to community health by providing active transportation options for walking and biking.
- Prioritize the movement of people over the movement of vehicles.
- Be designed for good emergency service access and provide travel options during weather events, wildfires, and other natural hazards.
- Include a comprehensive and equitable funding plan.









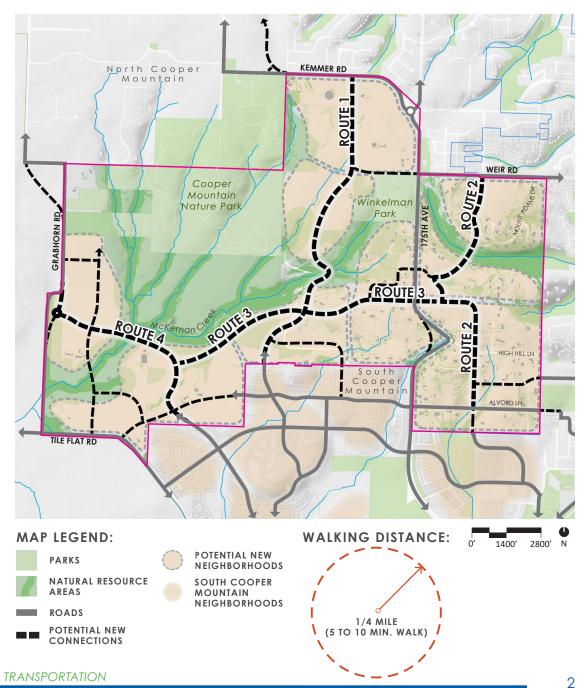
PLANNING FOR FUTURE TRANSPORTATION CONNECTIONS

Where should new transportation corridors be planned to create a connected community?

This map shows four potential transportation corridors and how they might connect future neighborhoods and the area's street network:

- Route 1 connects the Hilltop area to South Cooper Mountain and provides an alternative to SW 175th Avenue for local north-south trips.
- Route 2 connects the eastern neighborhoods.
 This route has significant challenges due to topography and existing development.
- Route 3 provides east-west connectivity between SW 175th and the western neighborhoods, with connections to Tile Flat Road and Grabhorn Road.
- Route 4 connects South Cooper Mountain, the Cooper Lowlands, and Grabhorn Meadow, ending at a new intersection along Grabhorn Road.

What questions do you have about this map?





WHAT IS NEEDED TO ENSURE STREETS ARE PLACES FOR PEOPLE?

The pictures on this page show ideas we have heard from the community—examples of ways to ensure streets are safe, comfortable, and inviting to all community members. What ideas do you have?



























WHAT FACILITIES FOR BIKING, WALKING AND TRANSIT SHOULD BE PROVIDED?

A POTENTIAL TRAIL FRAMEWORK FOR COOPER MOUNTAIN

This map shows a potential trail network for Cooper Mountain. This is an update of the South Cooper Mountain Concept Plan trail framework, displayed with the potential future neighborhoods and transportation corridors.

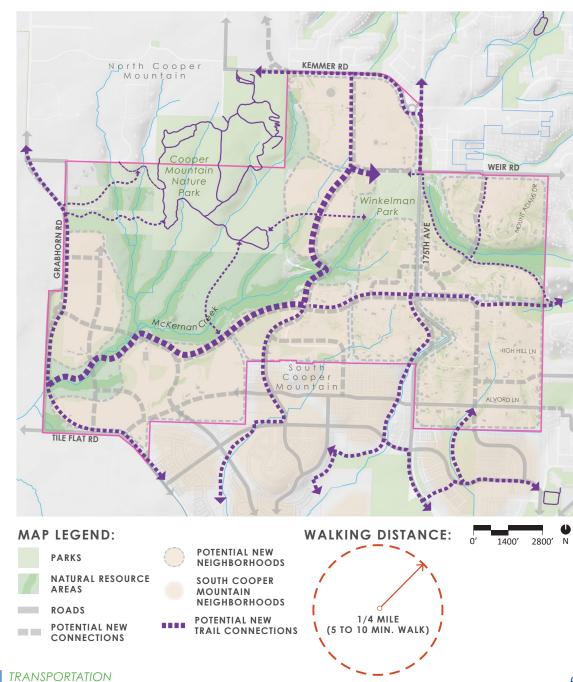
What questions and ideas do you have for this map?

MAKING COOPER MOUNTAIN "TRANSIT-READY"

Beaverton is working with TriMet to extend Line 56 to Mountainside High School. This is a first step. Transit service routes typically need streets that are designed for buses, with a mix of uses and higher density development nearby.

What ideas do you have to plan land uses, destinations and key corridors to attract feasible transit service in the future?







COOPER MOUNTAIN COMMUNITY PLAN

DRAFT PLAN CONCEPTS

Public Facilities & Neighborhood Features

This document provides background to inform the discussion of the following questions:

- 1. What public buildings and open spaces are needed for Cooper Mountain?
- 2. Where should they be located to create inclusive community gathering places?

Public facilities and neighborhood features help make healthy, welcoming, and livable places. They can include schools, parks, plazas, community centers, libraries, public safety buildings, and recreation centers.

Public facilities vary in their size, service areas, and locations. A neighborhood park typically serves neighbors within a convenient walking distance and can be next to a natural area and trail. A recreation center typically serves multiple neighborhoods and needs a location with good transportation access, including public transit.

Not all types of facilities may need to be located within Cooper Mountain to serve residents—but we should ensure that all residents have equitable access to a variety of public services and gathering spaces. Cooper Mountain is already served by two great parks—Cooper Mountain Nature Park and Winkelman Park—as well as nearby Mountainside High School.

The Community Plan will inform future decisions about public services and places. There may be opportunities to locate multiple public facilities in the same general location.

VOICES FROM THE COMMUNITY

Here's what members of the community have said about what they want to see in Cooper Mountain:

- Ample public gathering spaces
- Equitable, walkable access to parks, plazas, natural areas, and recreation opportunities from all neighborhoods
- Community amenities near homes so they are easily accessible
- Community centers that serve families and seniors
- Green infrastructure, such as stormwater facilities, that are designed to reduce the impacts of climate change

















WHAT MAKES FOR WELCOMING, HEALTHY, AND LIVABLE COMMUNITIES?

Knowing that essential public facilities and services are being planned as part of the Cooper Mountain Community Plan and Cooper Mountain Utility Plan, what do you think will be most needed in Cooper Mountain?









EDUCATION & SCHOOLS

What we have learned so far:

- Beaverton School District owns 11 acres in South Cooper Mountain, planned for a new elementary school
- Hillsboro School District will, over time, locate a new elementary school that could service Cooper Mountain
- At this time, neither school district has identified the need for an additional school in Cooper Mountain.

COMMUNITY SERVICES

What we have learned so far:

- Community members want gathering spaces to socialize with friends and neighbors
- Community members want facilities that serve families and seniors

Think of a place that you know with a strong sense of communty. What types of facilities and amenities are provided there?

PARKS & RECREATION

What we have learned so far:

- Previous plans identified the need for one community park (10-20 acres)
- The northern area is served by Cooper Mountain Nature Park and Winkelman Park
- Community members and THPRD want neighbohood parks within walking distance to future neighborhoods

What types of facilities will be needed to create equitable access for all neighborhoods?

PUBLIC SAFETY

What we have learned so far:

- Cooper Mountain is served by TVF&R Station 69 on SW 175th Ave
- The City recently constructed a new Public Safety Center on Allen Boulevard to meet current and future city needs

What facilities or services will be needed to create a safe and welcoming atmosphere in Cooper Mountain?



WHERE SHOULD PUBLIC FACILITIES BE LOCATED IN COOPER MOUNTAIN?

This map shows existing parks and natural areas (shown in light and dark green), including creeks, wetlands, forests and ravines. These areas extend across the plan area boundary (outlined in pink) and wind through more buildable lands where potential new neighborhoods might be built in the future (shown in tan).

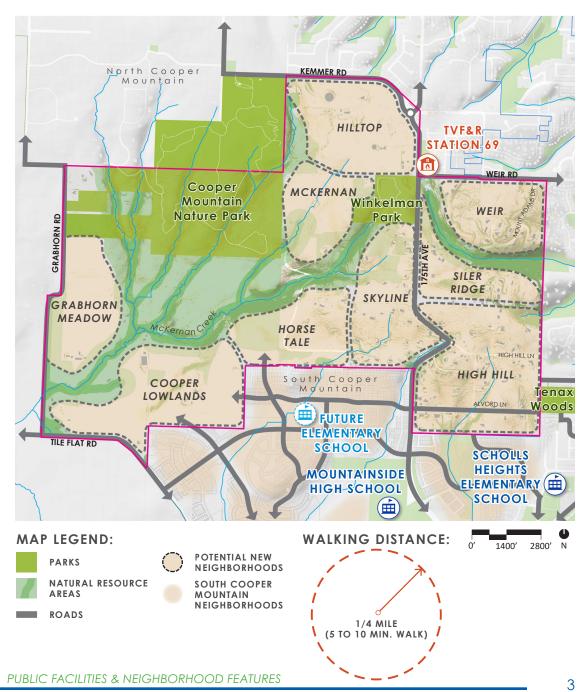
The map also shows the location of existing public facilities and gathering places.

We know that there are benefits of locating public facilities and services near each other, and near homes and neighborhoods. These benefits may include more efficient use of land, cost-sharing opportunities for service-providers, and creating equitable, walkable access for residents.

When thinking about where community facilities and services should be located. consider the following project goals:

- Create equitable outcomes for residents, including historically underserved and underrepresented communities.
- Preserve, incorporate, connect, and enhance natural resources.
- Provide public facilities and infrastructure needed for safe, healthy communities.

Considering these goals, the locations of existing facilities, and the locations of potential new neighborhood areas, where are the best locations for other types of public facilities and neighborhood features?





Materials following this page were distributed at the meeting.

June-July 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*

Mark Ray, Trice, 43, driving, Washington, 7/14 Jeremy Hudson, 46, driving, Multnomah, 6/27 Unknown, driving, Multnomah, 7/5 Unknown, motorcycling, Clackamas, 7/4 Unknown, motorcycling, Clackamas, 6/30 Michael L. Bute, 34, walking, Multnomah Michael Gazley-Romney, 31, motorcycling, Multnomah, 7/1 Delbert Downing, 51, driving, Multnomah, 6/30 Edwin Dean Anderson Jr., 42, driving, Clackamas, 6/28 Kyle Joseph Kinkaid, 34, motorcycling, Washington, 6/21 Unknown, walking, Multnomah, 6/14 Joshua James Bologna, 34, motorcycling, Washington, 6/13 Paul David Matthews, 63, driving, Multnomah, 6/2







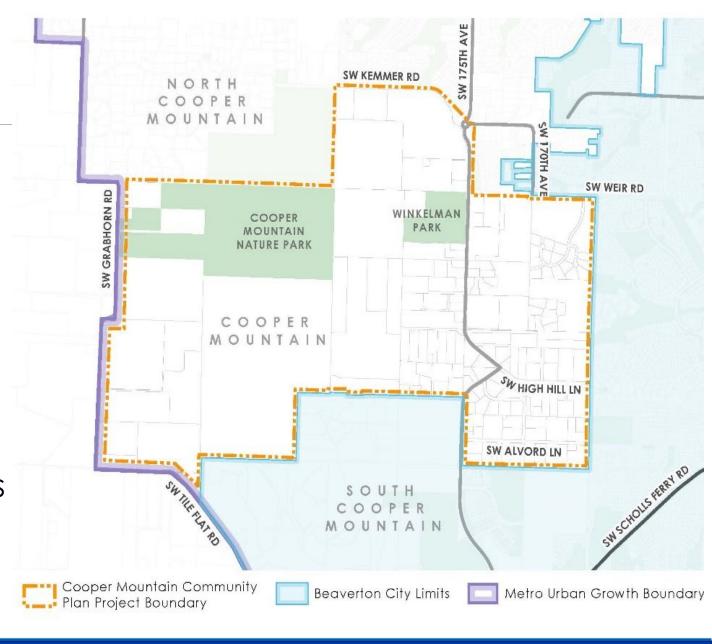
Cooper Mountain Community Plan

MTAC Meeting
July 21, 2021



Project Overview

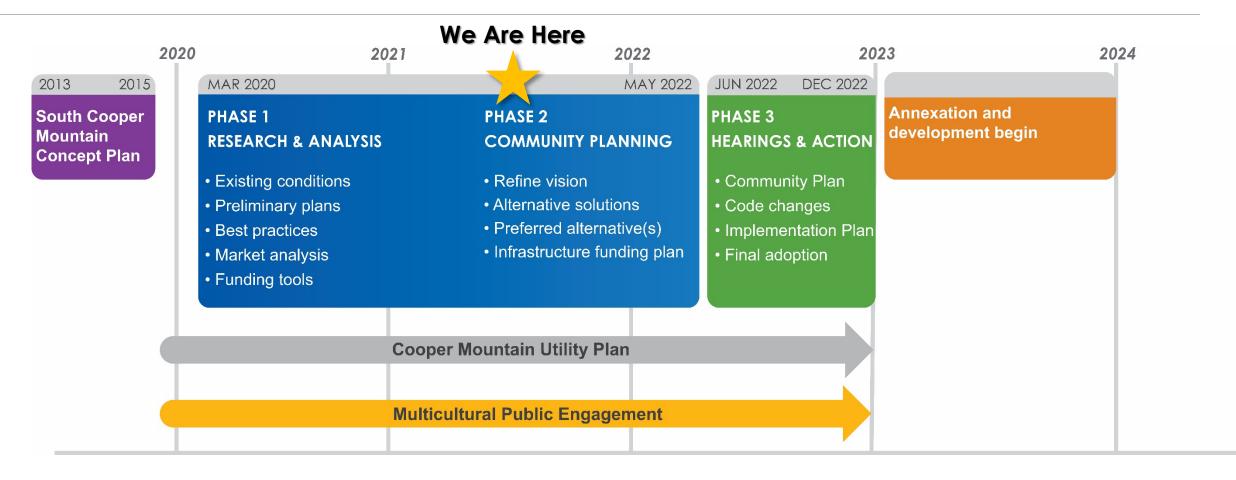
- Multi-year planning effort
- Determine how future growth will occur (homes, roads, parks, trails, utilities)
- Apply lens of racial equity to create inclusive neighborhoods

















- Create equitable outcomes for residents, including historically underserved and underrepresented communities.
- Provide new housing in a variety of housing types and for all income levels.
- Preserve, incorporate, connect and enhance natural resources.
- Improve **community resilience** to climate change and natural hazards.

- Provide **public facilities and infrastructure** needed for safe, healthy communities.
- Provide safe, convenient access to important destinations while supporting transportation options, including walking and biking.
- Provide opportunities for viable commercial uses, including places to work and places to buy goods and services.
- Identify feasible, responsible funding
 strategies to turn the vision into a reality.



Early Ideas and Options for the Plan



Neighborhoods For All Housing Options For All Commercial Options

Environmental Stewardship & Resiliency Public Facilities & Neighborhood Features

Transportation Choices





Neighborhoods For All

MAP LEGEND:





NATURAL RESOURCE AREAS



SOUTH COOPER MOUNTAIN NEIGHBORHOODS

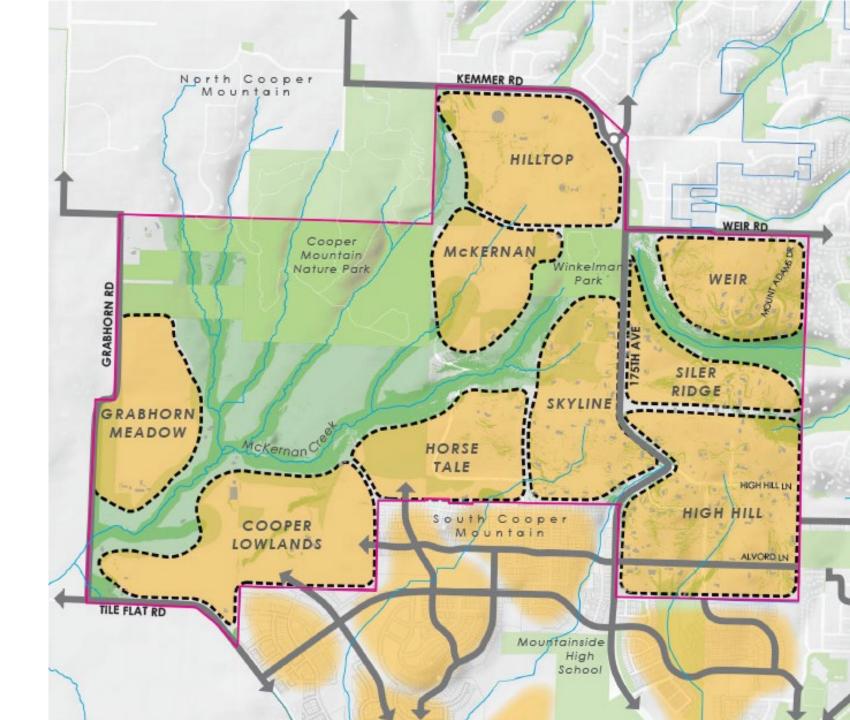


POTENTIAL NEW WALKABLE NEIGHBORHOODS

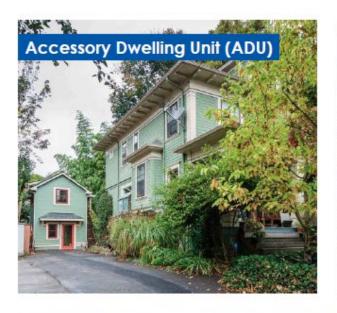


ROADS

CMCP STUDY AREA
BOUNDARY



Housing Options For All









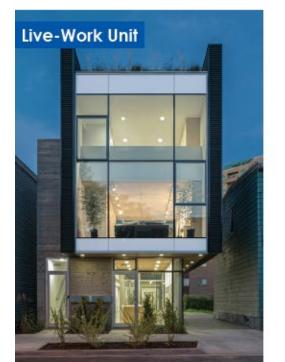
















Commercial Options



- Vital part of a community
- Help meet daily needs of residents
- Provide places to gather and socialize

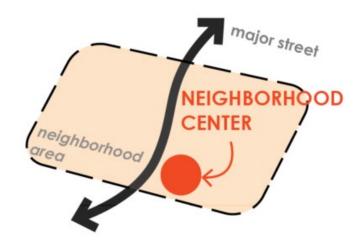






Commercial Options: Neighborhood Centers

- Larger site
- Designated (zoned) for commercial use
- Placed in areas with more people traveling by



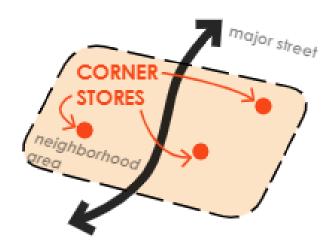








- Smaller sites located throughout neighborhoods
- May be designated (zoned) for commercial or residential use











- Views accessible to the public
- Retention of some existing trees along with planting of new trees
- Natural areas within walking distance
- Enhancement of creeks and habitat
- Trails connect people to natural areas and important destinations











Environment: Balancing natural resources and future development

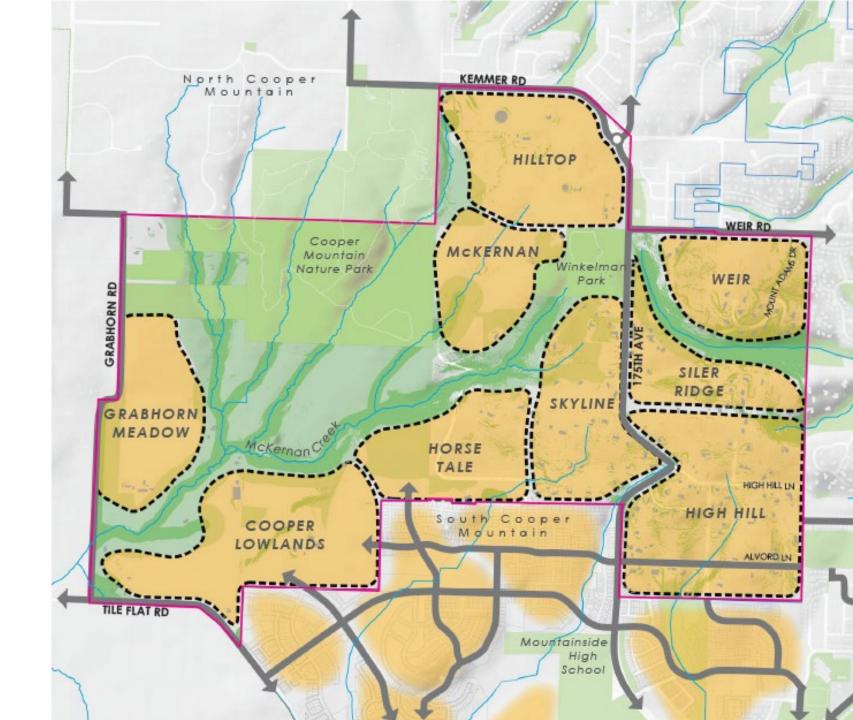
MAP LEGEND:

PARKS

NATURAL RESOURCE AREAS

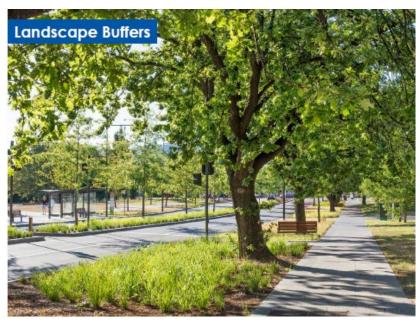
SOUTH COOPER MOUNTAIN NEIGHBORHOODS

POTENTIAL NEW WALKABLE NEIGHBORHOODS



Transportation Choices











Transportation: Potential New **Road Corridors**

MAP LEGEND:

PARKS

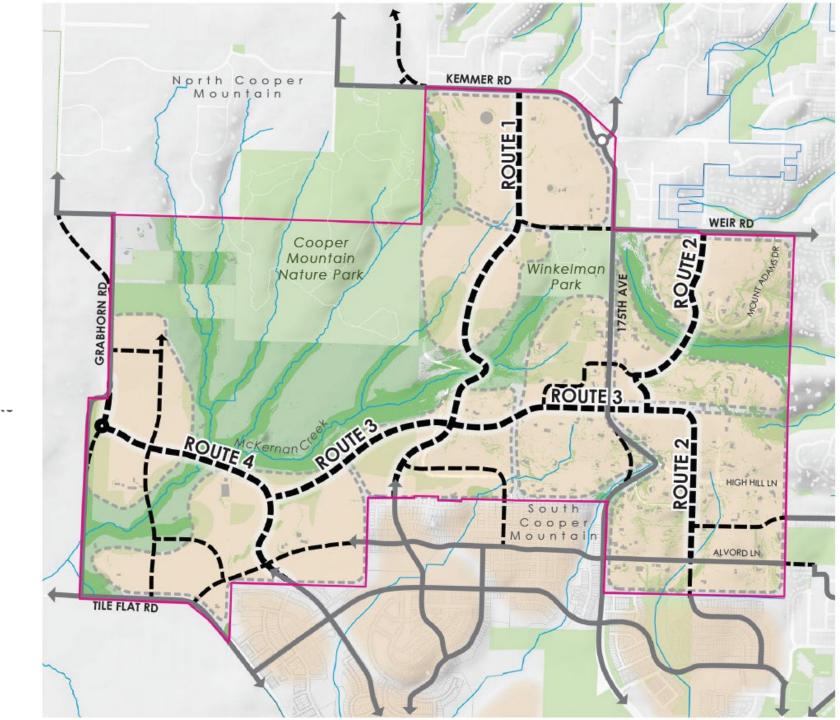
POTENTIAL NEW NEIGHBORHOODS

NATURAL RESOURCE AREAS

SOUTH COOPER

ROADS

POTENTIAL NEW CONNECTIONS



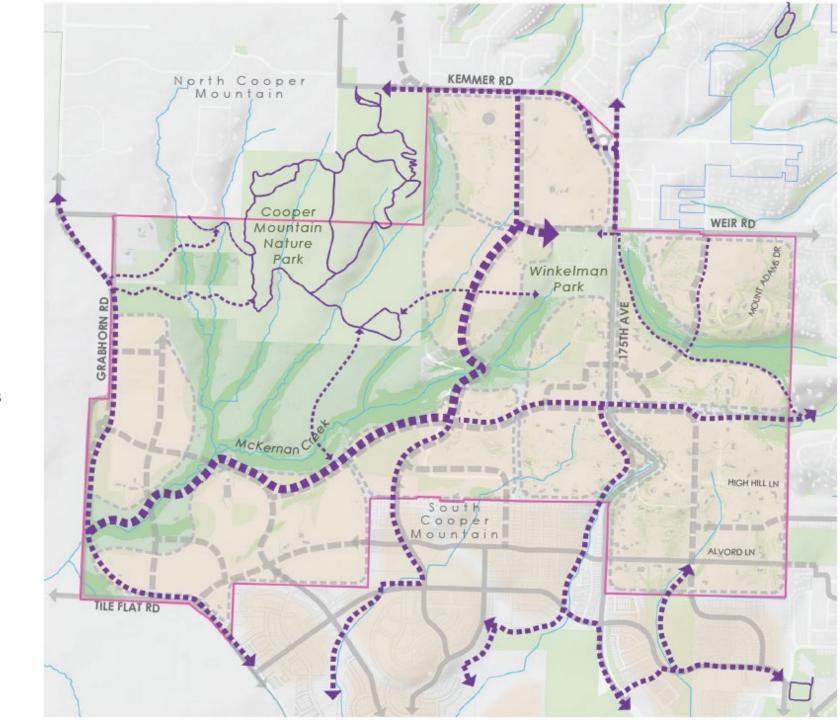
Transportation: Biking, Walking, and Transit

MAP LEGEND:



Beaverton is working with TriMet to extend Line 56 to Mountainside High School. This is a first step.

Transit service routes typically need streets that are designed for buses, with a mix of uses and higher density development nearby.



Public Facilities & Neighborhood Features

MAP LEGEND:



PARKS



NATURAL RESOURCE



AREAS

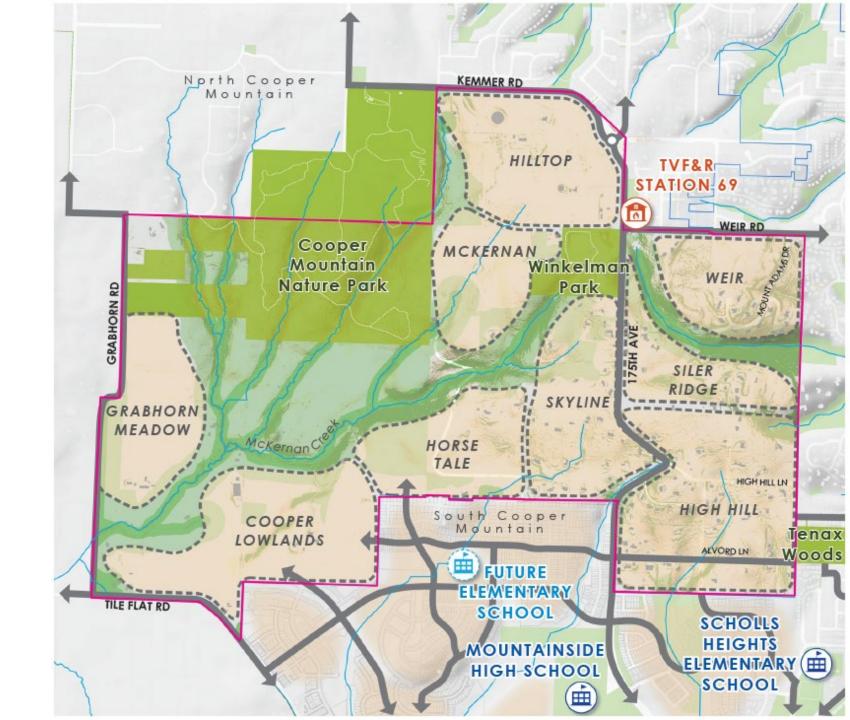


SOUTH COOPER MOUNTAIN

POTENTIAL NEW



NEIGHBORHOODS **NEIGHBORHOODS**



Next Steps



- Summer engagement
 - Online Open House (July 29 August 22)
 - Stakeholder listening sessions
 - Tabling events
- Update natural resource inventories
- Advisory Committee meetings
- Development of alternatives









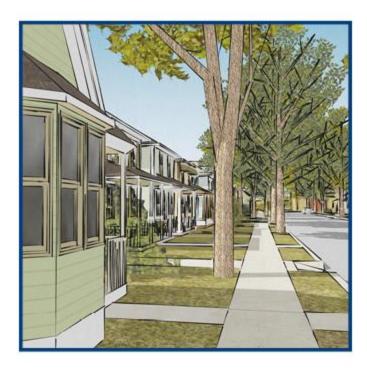


Questions?

Sign up for project updates and learn more at: www.BeavertonOregon.gov/CM

Staff: Cassera Phipps, Senior Planner cphipps@beavertonoregon.gov





City of Tigard

Una vecindad para todos

River Terrace 2.0 A Neighborhood for Everyone



MTAC

July 21, 2021

What is a Concept Plan?



Collect community ideas for River Terrace 2.0, which will inform the Concept Plan. The Concept Plan will outline a broad vision for the area. It is the first step in the process for eventual development. A community plan will further refine the vision developed with the Concept Plan and will provide more specific proposals for future land uses and developments. Development will occur through land divisions, planned developments and site development review.



BEAVERTON TIGARD KING CITY TUALATIN -Legend River Terrace 2.0 Project Area River Terrace 1.0 **Tigard City Boundary**

Where is River Terrace 2.0?

River Terrace South

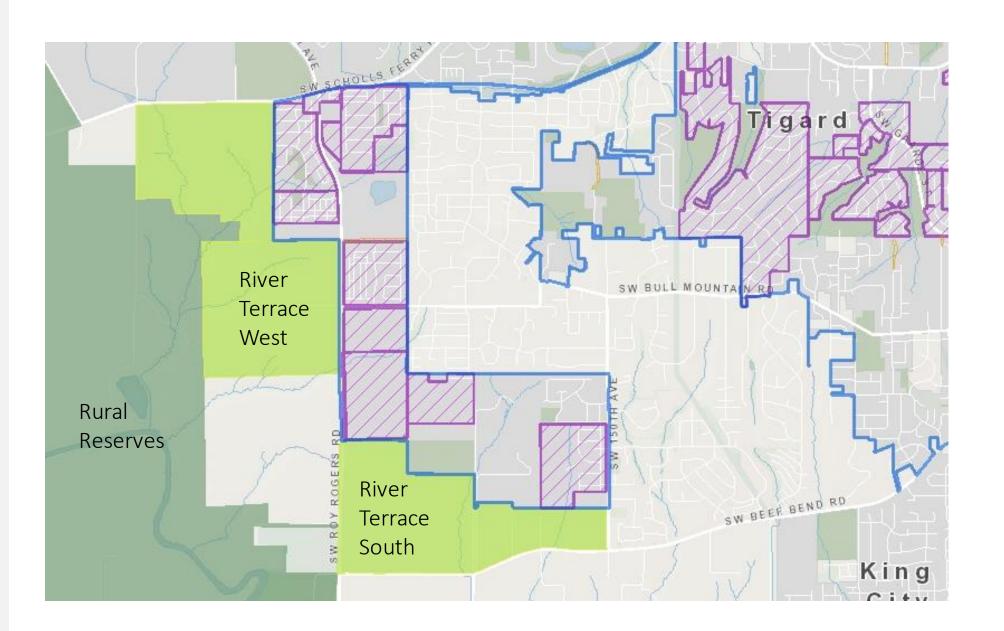
2 River Terrace West

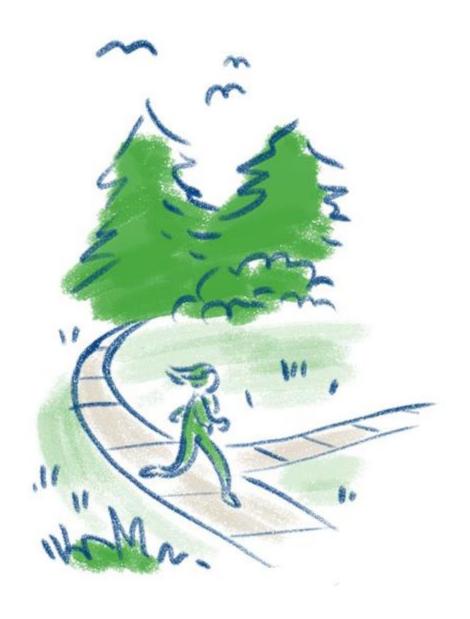
3 Mountainside High School

4 Future Art Rutkin Elem. School

5 Tualatin River Nat. Wildlife Refuge







Project Vision





Project Focus

Focus Statement

This work is focused through two lenses that are centrally linked - equity and climate change. This project seeks to center the voices of communities of color, immigrants, and people with low incomes. These communities are among those most affected by the impacts of environmental inequities, climate change, and systemic racism. When we meet the needs of the most vulnerable communities, the health and wellbeing of all community members improves.



Project Vision

Vision Statement

River Terrace 2.0 is a neighborhood for everyone and a complete community. It offers housing opportunities to the full diversity of Tigard's families and households. This community is made complete by providing space for small businesses and a thriving local economy, a variety of housing options, and accessible parks and open spaces. The transportation system treats all modes equally, with walking and biking trails throughout the community, a road system that emphasizes safety and regional access, and a development pattern that supports an efficient public transit system. Public spaces and parks offer places for the community to gather. Natural areas are protected and enhanced to emphasize habitats and scenic views. Public utilities are designed to maximize costefficiency and long-term fiscal sustainability. The costs of necessary infrastructure are shared in an equitable manner.





Community Engagement



Community Engagement

Survey – What Makes a Great Neighborhood?

- Online open house with 20 questions related to housing, commerce, and transportation
- 135 respondents

Community Advisory Committee

- Twelve members
- 5 bilingual meetings (three members prefer Spanish)

Open Office Hours

- Three events one hour each 15 participants
- Spanish language focus group
 - 12 participants
- Public Open Houses (English and Spanish)
 - Two Online Open Houses
 - Consider vision, alternatives, and preferred option
 - 159 responses

Community Meetings

- St. Anthony's Church
- CPO4
- Project Website
 - Engage Tigard
 - 818 views

Multiple platforms used to promote engagement opportunities (insert in Tigard Life, social media posts, email list, and more)



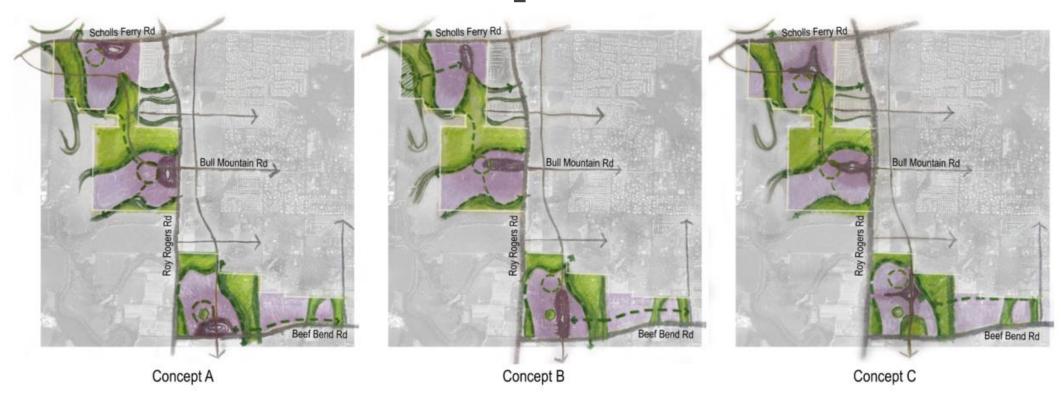


Preliminary Concepts





River Terrace 2.0 – Concept Alternatives







Commercial / Mixed-use Center





Natural Resource Area



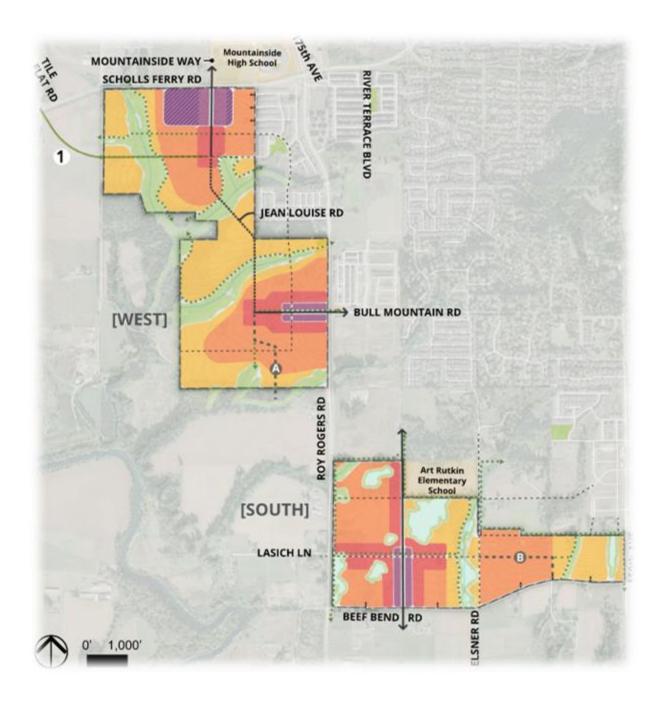


Community Park









Preferred Alternative





Key Considerations

- Larger commercial/employment center in RT West, near Scholls Ferry
- Neighborhoods organized around a Main Street corridor
- Main Street balances livability and internal focus with external connections and access
- Flexibility to allow a Tile Flat Road extension
- All neighborhoods achieve an average of 20 units per net acre
- Connection at Beef Bend reflects and connects with town center in King City
- Achieves parks LOS standard, flexibility for how and where
- Maximum flexibility for transit



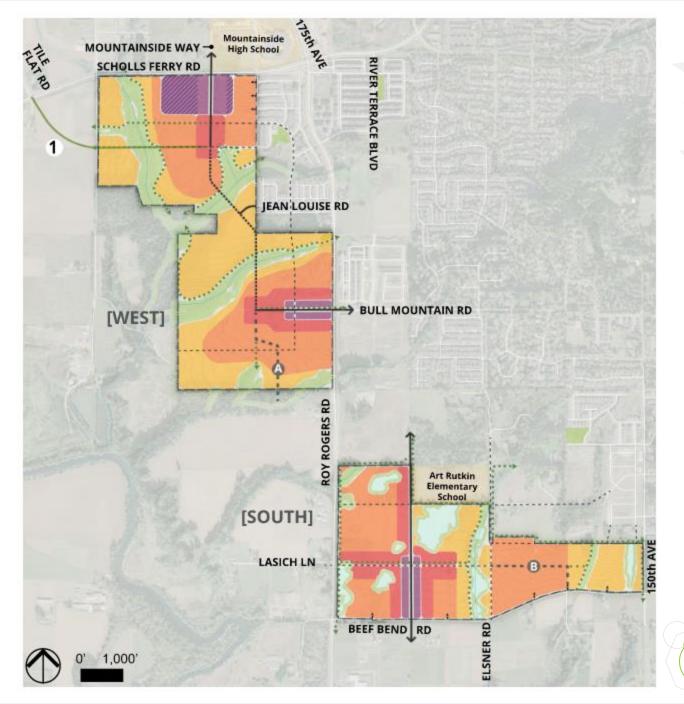






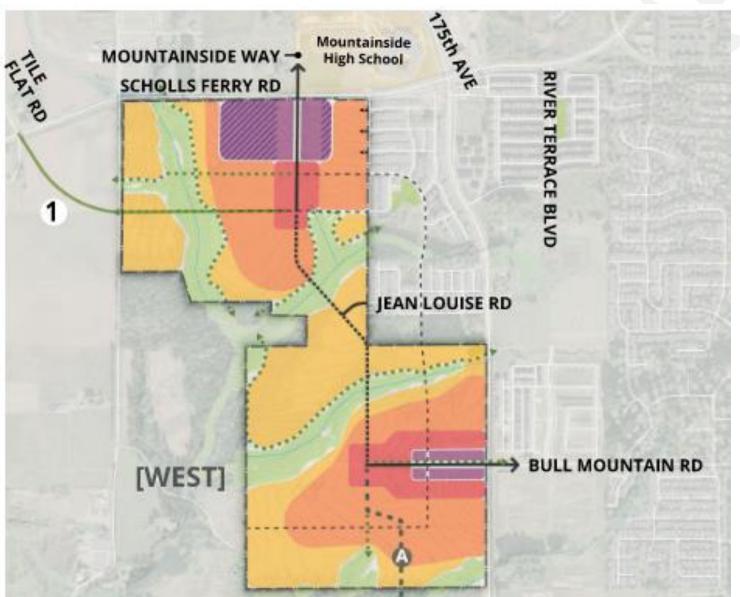
Preferred Alternative

- River Terrace 2.0 Project Area
- Employment Area
- Commercial / Neighborhood Node
- Main Street
- Even Mix
- Feathered Edge
- Collector Road
- ---- Street / Pedestrian Connection
- ---- Minor Street Connection
- Mountainside Way Future Study Area
- · Beef Bend Road Future Study Area
- → Community Connection
- ···· Trail Network
- Stream
- Wetlands
- Vegetated Corridor
- Park (Outside Project Area)
- School (Outside Project Area)
- 1 Tile Flat, Future Study Area Framework B, See Transportation Section



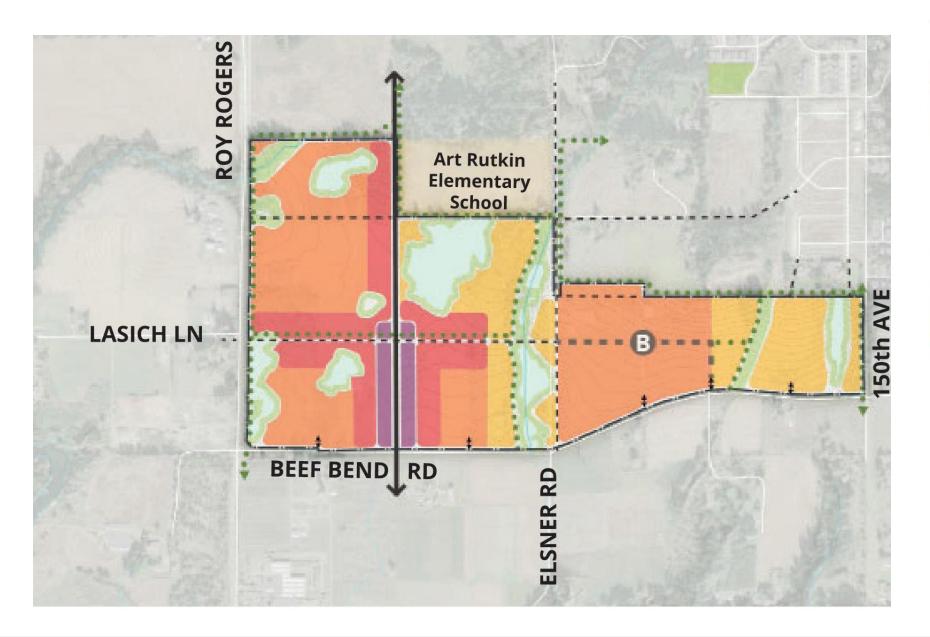
Preferred Alternative – River Terrace West

- River Terrace 2.0 Project Area
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- Park (Outside Project Area)
- School (Outside Project Area)
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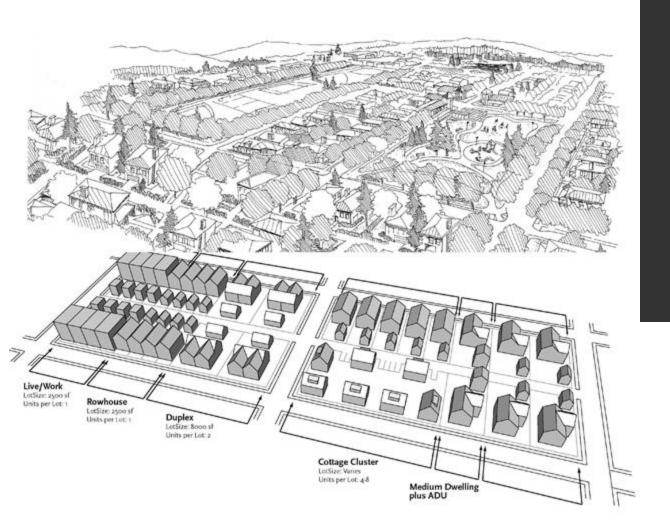




Preferred Alternative – River Terrace South



- River Terrace 2.0 Project Area
- Employment Area
- Commercial / Neighborhood Center
- Main Street
- Even Mix
- Feathered Edge
- Collector Road
- ---- Street / Pedestrian Connection
- ---- Minor Street Connection
- Mountainside Way Future Study Area
- · Beef Bend Road Future Study Area
- ← Community Connection
- ···· Trail Network
- Stream
- Wetlands
- Vegetated Corridor
- Park (Outside Project Area)
- School (Outside Project Area)
- 1 Tile Flat, Future Study Area Framework B, See Transportation Section



Housing Concepts





Housing Principles

- Neighborhoods provide a diversity of housing choices that will serve the full range of housing needs for Tigard's current and future residents
- Neighborhoods integrate opportunities for market rate and regulated affordable housing to facilitate home ownership at all income levels
- Neighborhoods are designed to thoughtfully incorporate adjacent natural areas and commercial centers
- Neighborhoods are designed to provide opportunity for an average of twenty households per acre







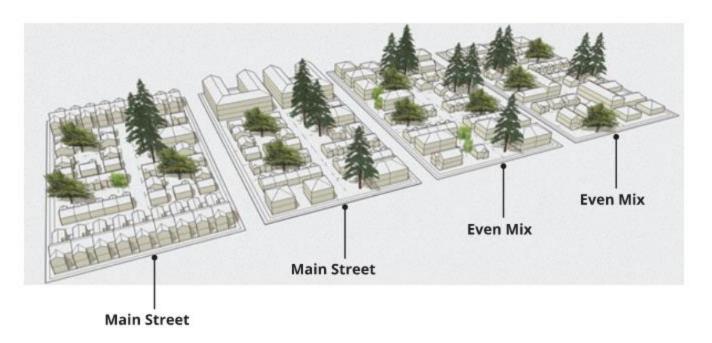


Three Housing Typologies

- Main Street
- Even Mix
- Feathered Edge
- ✓ Distinct in housing form, profile and intensity
- ✓ Similar in terms of housing types provided
- ✓ Similar in density (average 20 units per net acre)



Feathered Edge Over Three Blocks







Commercial and Employment Concepts



Commercial & Employment Principles

- Commercial areas provide opportunities for business and employment to serve River Terrace residents
- Residents can acquire many goods and services to meet their daily needs without having to travel long distances



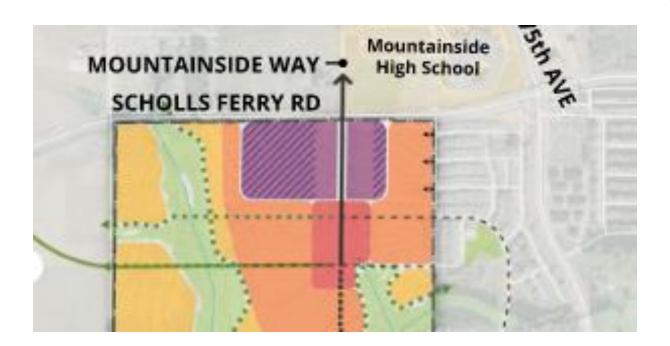




Commercial Concepts

Scholls Ferry

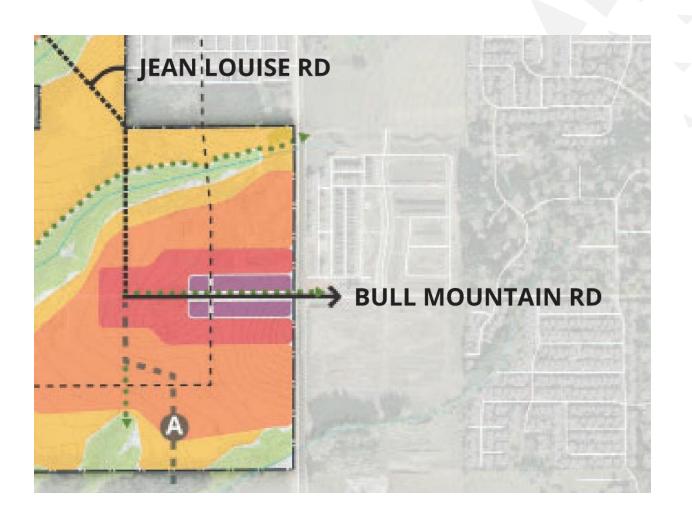
- Largest center along SW Scholls Ferry Road
- Commercial corridor (about six acres) along the north-south collector street
- Commercial corridor is surrounded by a larger employment center (approximately 10+ acres)
- This center will have visibility and access from SW Scholls Ferry Road
- Can serve the neighborhoods within and outside River Terrace 2.0
- Planned to provide complementary uses to the South Cooper Mountain main street area



Commercial Concepts

Roy Rogers

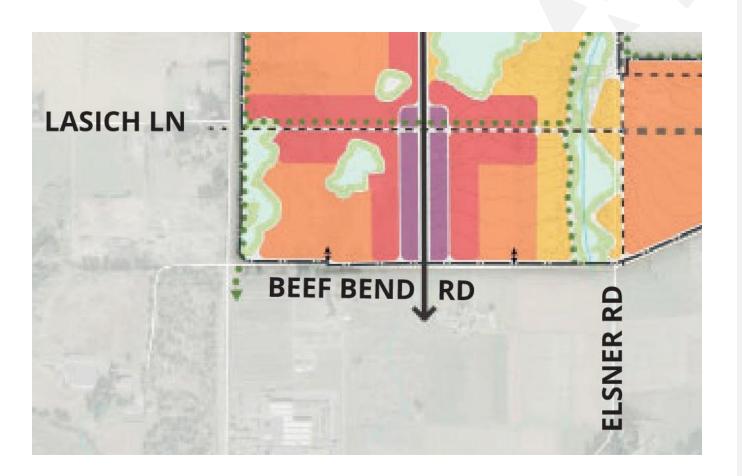
- Main street commercial at SW Bull Mountain Road, about four acres
- Intended primarily to serve the neighborhoods within River Terrace 2.0 and developing areas to the east
- Would likely also serve some regional traffic, particularly at the edge along Roy Rogers Road
- Neighborhood-scale commercial retail and civic uses along a two or three block segment of the main collector street
- More internal to the neighborhood, but maintains connection to, and visibility from, the major intersection

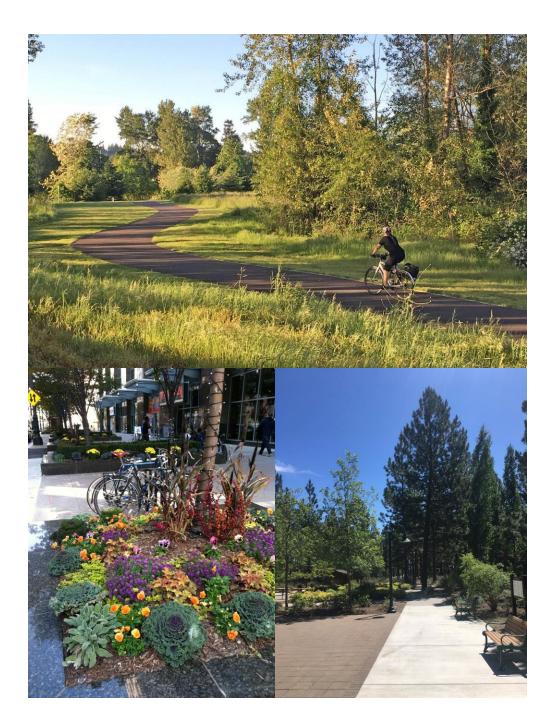


Commercial Concepts

Beef Bend

- In River Terrace South along the north-south extension of River Terrace Boulevard where it meets Beef Bend Road
- About five acres
- Envisioned as a main street corridor
- Intended to be a neighborhood-serving commercial center, with a mix of retail and civic uses, that has strong connections to Beef Bend Road
- Goal is to design a flexible commercial center that can reflect and complement the Kingston Terrace town center to the south









Transportation Principles

- The transportation system emphasizes pedestrian and bicycle connections within the neighborhood and to regional trails
- Streets are designed for safety and to serve all modes of transportation, including vehicles, pedestrians, bicycles, and transit
- The transportation system connects to regional facilities and extends existing streets and trails where feasible and economically viable









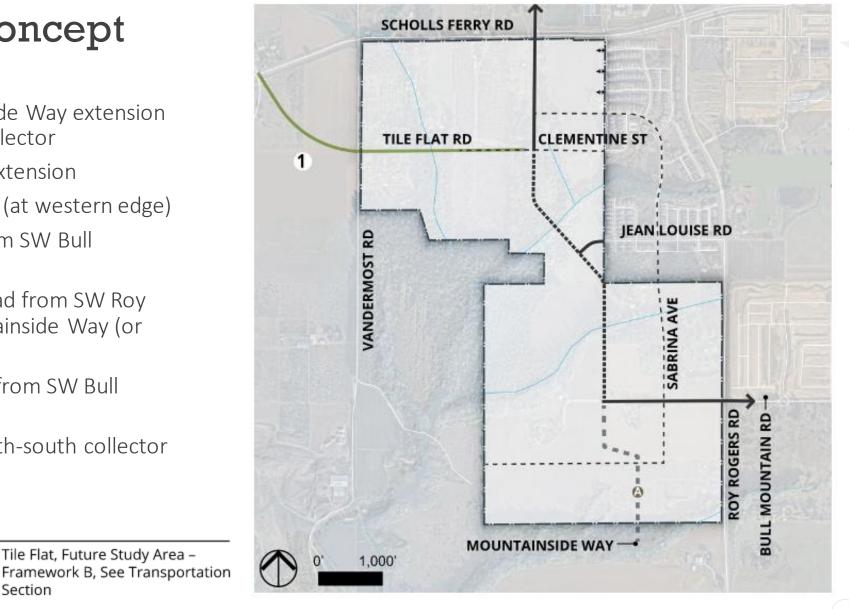
West Improvements

- Framework A SW Mountainside Way extension serves as main north-south collector
- Framework B Tile Flat Road extension
- Improve SW Vandermost Road (at western edge)
- Extend SW Sabrina Avenue from SW Bull Mountain
- Improve SW Bull Mountain Road from SW Roy Rogers Road to the SW Mountainside Way (or Tile Flat Road) extension
- Upgrade SW Roy Rogers Road from SW Bull Mountain to SW Beef Bend
- Extend Jean Louise east to north-south collector

Tile Flat, Future Study Area -

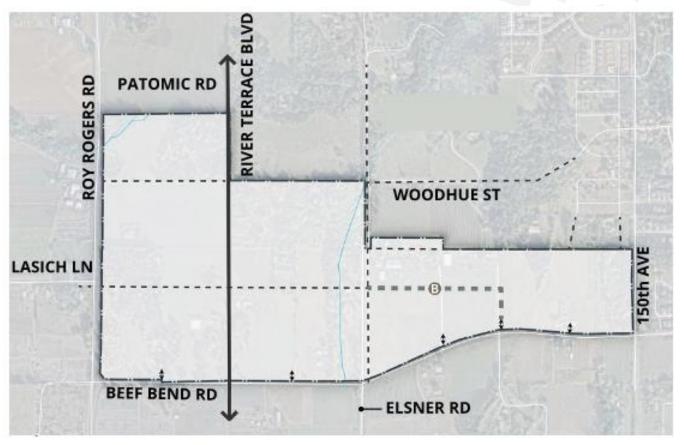
Section

- □ River Terrace 2.0 Project Area
- Collector Road
- ---- Street / Pedestrian Connection
- - Minor Street Connection
- Mountainside Way Future Study Area
- Stream



South Improvements

- Extend River Terrace Boulevard from SW Potomac to SW Beef Bend
- Extend SW Lasich Lane from SW Roy Rogers Road
- Upgrade SW Beef Bend from SW Roy Rogers to SW 150th
- Multiple intersection improvements, primarily along SW Roy Rogers and SW Beef Bend, including installation of traffic signals or roundabouts



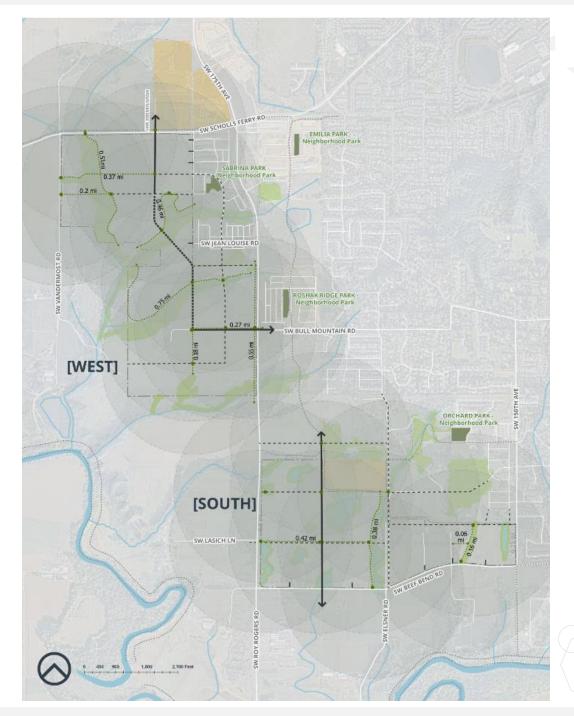
- River Terrace 2.0 Project Area
- Collector Road
- ---- Street / Pedestrian Connection
- - Minor Street Connection
- *Beef Bend Road Future Study Area
 - Stream

Trails

- Trails would provide recreational and commuting opportunities
- Smaller, neighborhood trails could connect residents to the main routes and commercial corridors
- Connections to parks for recreation along the way
- Multi-use community trails along the main roadways
- Trails would also connect to the regional trail system

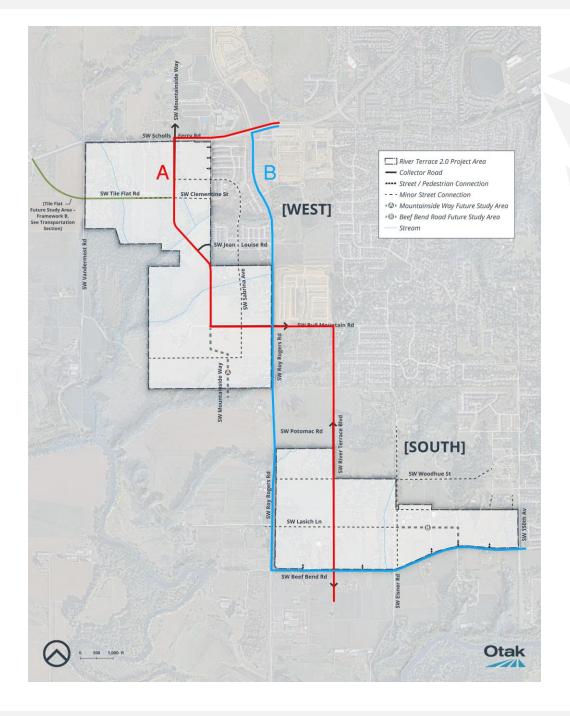
School (Outside Project Area)

Legend River Terrace 2.0 Project Area - Collector Road *** Trail Network --- Street / Pedestrian Connection Trail Access Points (Conceptual) ·-· Minor Street Connection Trail Access Service Area (1/2 mi) ← Community Connection Proposed Trail For planning purposes, service Stream areas are shown as a radius Wetlands instead of along a street / trail Vegetated Corridor network Park (Outside Project Area)



Transit

- Transit service possible once supportive levels of development are reached – dwelling units and destinations
- Flexibility in plan to accommodate transit service along one of two potential alignments
- First alignment option internal to neighborhood, following collectors - A
- Second alignment option external, along arterials - B
- System alignment would need to be coordinated with King City and Beaverton







Parks Concepts





Parks Principles

- Community and neighborhood parks are located throughout River Terrace and provide a range of gathering and recreating options
- Parks are accessible and connected to commercial centers and neighborhoods by trails and multi-modal streets
- Parks emphasize natural features such as views and tree groves



Parks Concept

West

- Two community parks, one in the upper section and one in the lower section
 - Half-mile service area would cover most of River Terrace West
 - Still within one mile of both community parks
- Four neighborhood parks
 - Two to four acres in size
 - Some overlap with the community park service areas,
- Four linear parks envisioned to be located near the commercial centers of each area and along the natural resource corridors



SW SCHOLLS FERRY RD [WEST] SW IEAN LOUISE RD

West Community Parks

West Neighborhood & Linear Parks

Park Service Area Legend

Community Park: 1 mile Community Park: 1/2 mile

Neighborhood & Linear Park: 1/4 mile

For planning purposes, service areas are shown as a radius instead of along a street / trail network

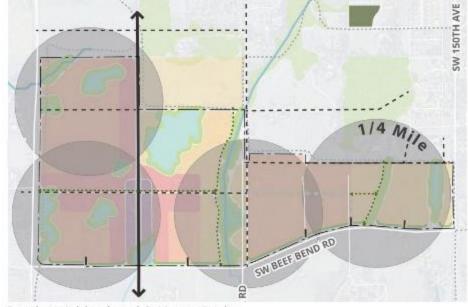
Parks Concept

South

- One centrally located community park
 - 13-15 acres
 - Ten-minute walk to most of River Terrace South
 - With trail connections, this park could be easily walkable from open space areas
- Two neighborhood parks
 - Provide quarter-mile service to the western half of the area
 - About three acres each
 - Opportunities to connect to natural areas and nearby trails
- Two linear parks
 - Located along greenway corridors
 - Allow opportunities to connect across corridors and link with major routes and future regional trails such as the Tualatin River Greenway Trail



South Community Parks



South Neighborhood & Linear Parks





Stormwater Concepts



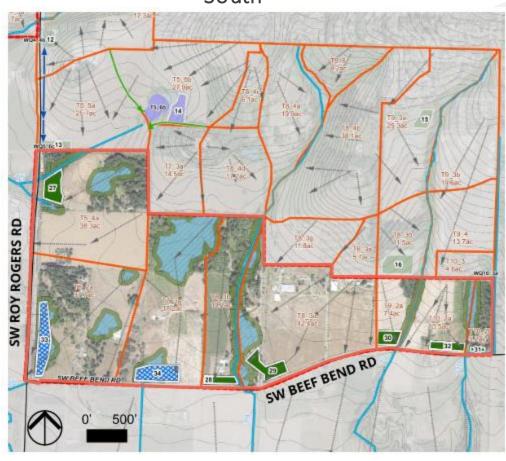


Public Utility Concepts

Stormwater management - West



South



- River Terrace 2.0 Project Area Inventoried Wetlands
- **Proposed Subbasins**
- Overland Flow Direction
 - 10 ft. Contour Line
- Major Roads
- Closed Conveyance
- Open Conveyance

- Natural Resource Buffers
- Existing Drainageway
- Water Quality & Quantity Strategy A
- Preserve Existing Storage Strategy B
- Water Quantity Only Strategy B
- Streams



Implementation Concepts



Infrastructure Costs

Estimated Total Cost
\$10,661,000
\$5,876,000
\$33,559,465
\$35,534,426
\$75,400,000
\$161,030,891
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Funding Strategy Concepts

Transportation

- Private development
- Transportation supplemental fees
- Existing Tigard transportation SDC
- Washington County TDT

Parks

- Existing parks SDC
- Grants
- Cost reductions (private development, value engineering)

Stormwater

- Private development
- Tigard stormwater fund
- CWS Regional Stormwater Management Charge program

Sewer

- Private development
- CWS Capital Fund

Water

- Private development
- City capital funds for new reservoir (utility fees + SDC)



Housing Policy Concepts

Encourage middle housing & affordable housing options

- Tiered SCD structure lower SDC for smaller housing types
- City-supported loan program
- Marketing relationship-building with affordable and market-rate developers of middle housing
- Incentives for ADUs on existing lots (extend the SDC exemption)
- Land acquisition and banking led by City or housing developer
- Education and information share the vision, generate interest
- Community land trust model nonprofit, community-based organizations
- Tax abatements



