



# Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, Oct. 9, 2013  
Time: 5 to 7 p.m.  
Place: Metro, Council Chamber

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- |         |    |   |   |
|---------|----|---|---|
| 5 PM    | 1. | <b><u>CALL TO ORDER</u></b>   | <b>Loretta Smith, Chair</b>   |
| 5:02 PM | 2. | <b><u>SELF INTRODUCTIONS &amp; COMMUNICATIONS</u></b>   | <b>Loretta Smith, Chair</b>   |
| 5:05 PM | 3. | <b><u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u></b>  |   |
| 5:10 PM | 4. | <b><u>COUNCIL UPDATE</u></b>  |   |
| 5:15 PM | 5. | * <b><u>CONSIDERATION OF THE SEPT. 25, 2013 MINUTES</u></b>   |   |
| 5:20PM  | 6. | * Southwest Corridor Plan Steering Committee Recommendation: <b>Resolution No. 13-4468 – <u>RECOMMENDATION TO THE METRO COUNCIL REQUESTED</u></b> <ul style="list-style-type: none"><li>• <i>Outcome:</i> MPAC recommendation to Metro Council on the Southwest Corridor Plan and Shared Investment Strategy.</li></ul>   | <b>Bob Stacey, Metro Council</b><br><b>Craig Dirksen, Metro Council</b> |
| 5:30 PM | 7. | * Living Cully: A Cully Ecodistrict – Reinterpreting Sustainability as an Anti-Poverty Strategy – <b><u>INFORMATION / DISCUSSION</u></b> <ul style="list-style-type: none"><li>• <i>Outcome:</i> MPAC members will understand how a concentrated series of investments in green infrastructure, housing, transportation and green job creation can be used to address poverty and develop neighborhoods as demonstrated by the Cully Ecodistrict.</li></ul> | <b>Tony DeFalco, Verde</b>  |
| 6:15 PM | 8. | <b><u>MPAC MEMBER COMMUNICATION</u></b>   |   |
| 6:25 PM | 9. | <b><u>ADJOURN</u></b>   | <b>Loretta Smith, Chair</b>   |

**Upcoming MPAC Meetings:**

- Wednesday, Oct. 23 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, Nov. 13 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, Dec. 11 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.

\* Material included in the packet. For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov). To check on closure or cancellations during inclement weather please call 503-797-1700.

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## 2013 MPAC Tentative Agendas

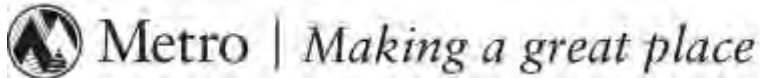
As of 10/1/13

*Items in italics are possible; **bold** denotes required items*

<p><b>MPAC Meeting</b> Wednesday, Oct. 9, 2013</p> <ul style="list-style-type: none"><li>• Southwest Corridor Project Steering Committee Recommendation – Action</li><li>• Cully Presentation – Information</li></ul>	<p><b>MPAC Meeting</b> Wednesday, Oct. 23, 2013</p> <ul style="list-style-type: none"><li>• Equity Atlas – Information</li><li>• Public Engagement Guide – Information</li><li>• <i>Brownfields – presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.</i></li></ul> <p><b>FYI: Rail~Volution, Seattle, WA, October 20-23</b> <b>FYI: AMPO National Conference, Portland, OR, October 22-25</b></p>
<p><b>MPAC Meeting</b> Wednesday, Nov. 13, 2013</p> <ul style="list-style-type: none"><li>• 2013 MPAC Officers – Select Nomination Committee</li><li>• Metro’s Equity Strategy – Information</li><li>• Climate Smart Communities: Draft preferred scenario – Discussion</li><li>• 2014 RTP process update / share demographic and economic trends - information/ discussion</li><li>• Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU</li><li>• <i>Streetcar Evaluation Methods Project – Information</i></li><li>• <i>20-year population and employment forecasts</i></li><li>• <i>Visits by Senator Merkley or Senator Wyden</i></li></ul> <p><b>FYI: 2013 Association of Oregon Counties Annual Conference, Eugene, OR, November 18 - 21</b></p>	<p><b>MPAC Meeting</b> Wednesday, Dec. 11, 2013</p> <ul style="list-style-type: none"><li>• 2013 MPAC Officers – Action</li><li>• <i>Climate Smart Communities: Final check-in for 2013 – update/discussion</i></li><li>• <i>Community Investment Initiative – Information/discussion</i></li><li>• <i>Solid Waste Community Enhancement Program – Information</i></li></ul>

**Parking Lot:**

- Apartments without parking
- Oregon Energy Plan
- Statewide Transportation Strategy
- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. Presentation on the Metropolitan Export Initiative
- Update on regional economic trends
- MPAC composition
- Dept. of Land Conservation and Development work program



Metro Policy Advisory Committee  
**September 25, 2013**  
Metro Council Chamber

**MEMBERS PRESENT**

Andy Duyck  
Bob Grover  
Bob Stacey  
Craig Dirksen  
Craig Prosser  
Doug Neeley  
Jeff Gudman  
Josh Fuhrer  
Lise Glancy  
Marilyn McWilliams  
Peter Truax, *2<sup>nd</sup> Vice Chair*  
Sam Chase  
Tim Clark  
William Wild

**AFFILIATION**

Washington County  
Citizen, Washington Co. Citizen  
Metro Council  
Metro Council  
TriMet  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
City of Lake Oswego, Clackamas Co. Largest City  
City of Gresham, Multnomah County, 2<sup>nd</sup> Largest City  
Port of Portland  
Tualatin Valley Water District, Washington Co. Special Districts  
City of Forest Grove, Washington Co. Other Cities  
Metro Council  
City of Wood Village, Multnomah Co. Other Cities  
Oak Lodge Sanitary District, Clackamas Co. Special Districts

**MEMBERS EXCUSED**

Amanda Fritz  
Charlie Hales  
Charlynn Newton  
Jerry Willey  
Jody Carson, *1<sup>st</sup> Vice Chair*  
Loretta Smith, *Chair*  
Martha Schrader  
Maxine Fitzpatrick  
Steve Stuart

**AFFILIATION**

City of Portland  
City of Portland  
City of North Plains, City in Washington Co. Outside the UGB  
City of Hillsboro, Washington Co. Largest City  
City of West Linn, Clackamas Co. Other Cities  
Multnomah County  
Clackamas County  
Citizen, Representing Multnomah Co. Citizen  
Clark County

**ALTERNATES PRESENT**

Carrie MacLaren  
Chad Eiken  
Ed Gronke  
Marc San Soucie

**AFFILIATION**

Oregon Dept. of Land Conservation and Development  
City of Vancouver  
Citizen, Representing Clackamas Co. Citizen  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City

**STAFF:** Kelsey Newell, Randy Tucker, Nikolai Ursin, Beth Cohen, Malu Wilkinson, Andy Cotugno, Elissa Gertler, Ken Ray, Roger Alfred, Ina Zucker, and Steve Wheeler.

## **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Second Vice Chair, Mayor Pete Truax called the meeting to order at 5:05p.m.

## **2. SELF INTRODUCTIONS & COMMUNICATIONS**

All attendees introduced themselves.

## **3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS**

There were no citizen communication or non-agenda items.

## **4. COUNCIL UPDATE**

Councilor Craig Dirksen gave an update on the following items:

- Today, 9/25, the Portland City Council voted 4-1 to approve an agreement with Metro and Multnomah County on hotel taxes to fund a Convention Center Hotel. The next step in the process will be negotiating a development agreement for the Metro Council to consider in December;
- Next week Metro will call for first round of applications for Conservation Education and Restoration grants. These grants are funded by Metro's Natural Areas Levy that passed this May. Schools, Park Districts, Watershed Councils, and other non-profit organizations are eligible to apply. Metro will award up to \$500,000 in grants in 2014. For more information, visit [www.oregonmetro.gov/grants](http://www.oregonmetro.gov/grants).

## **5. APPROVAL OF SEPT. 25 2013 MPAC MINUTES**

**MOTION:** Mr. William Wild moved, Ms. Marilyn McWilliams seconded, to approve the Sept. 25th minutes.

**ACTION:** With all in favor, the motion passed.

## **6. LEGISLATIVE UPDATE**

Mr. Randy Tucker, Metro Government Affairs, provided members with brief report on the 2013 legislative session and a preview of upcoming legislative activities. Mr. Tucker noted that the following legislative priorities were successful in 2013:

- Willamette Falls Legacy Project;
- Paint Stewardship Program;
- Area 93;
- Connect Oregon;
- West Side Transportation Study;
- Section 8;
- Industrial Site Readiness;
- Carbon Tax Study.

Mr. Tucker stated that the following items would most likely be discussed in the upcoming special session:

- Public Employees Retirement System;
- I-5 Replacement Bridge;
- Genetically Modified Organisms;
- Revenue;
- 2015 Transportation Package.

*Member discussion included:*

- Members asked if there are a limited amount of bills that can be introduced in this special session. Mr. Tucker noted that there is a limit to the number of bills that each committee can introduce during the short session in February, but there is no limit for bills during the regular session. For this special session, only bills that have already been agreed upon will be brought forth and no individual will be able to introduce any additional bill;
- Members asked if there is a willingness to fund the industrial site readiness bill that passed. Mr. Tucker stated that there may be funding through due diligence legislation. Ms. Lise Glancy, Port of Portland also stated that this legislation was written for statewide benefit, not just the Portland Metro area.
- Members expressed disappointment to see the property tax reform bills fail and asked if there was any change of reviving the issue next session. Mr. Tucker stated that polling had been done and it was indicated that voters were not likely to approve the changes and thus legislators lost interest in the issue.

## **7. SOUTHWEST CORRIDOR PLAN STEERING COMMITTEE RECOMMENDATION**

Metro Councilors Craig Dirksen and Bob Stacey provided an update on the work accomplished to date with the SW Corridor Plan as well as to prepare members to make a recommendation on the plan at the next meeting.

Councilor Stacey stated that after almost two years of work, the Steering Committee unanimously approved a recommendation on the SW Corridor Plan and Shared Investment Strategy. The first phase of the SW Corridor Plan was to begin looking at potential transit investment by focusing on the community aspirations for downtowns, main streets and employment areas through the corridor. Councilor Stacey stated that the committee worked collaboratively to identify a narrowed set of investments for implementation to support the community visions.

Councilor Dirksen stated that the efforts each city put into their land use planning work has formed a strong foundation for us all to move forward collaboratively towards implementation and investing limited public dollars in a way that supports the community vision. He stated that the committee recommendation includes a package of investments and actions to support the local visions including: enhanced transit services; high capacity transit; multiple roadway and active transportation projects; habitat and parks projects; and a toolkit of development incentives and policy changes to support a consistent land use vision.

Councilor Stacey noted that the project partners are in the process of adopting the SW Corridor Plan and Shared Investment Strategy by resolution. He stated that the plans have been accepted by about half of the partners and it is expected to come before the Metro Council in October with a recommendation from MPAC after October 9<sup>th</sup>. The steering committee is still working to refine the transit project into something the region could consider forwarding into further study under NEPA. The integrated work being done will help the region to continue to be competitive nationally as it looks for continued federal investment.

*Member discussion included:*

- Commissioner Andy Duyck stated that Washington County fully supports the plan and looks forward to seeing enhancement of the public portion for transportation;
- Councilor Marc San Soucie stated that the City of Beaverton stated that the city is in unanimous support of the plan and is excited to see a real focus on transit activity throughout the city;
- Mr. Craig Prosser noted that he has been involved with this process since the beginning and expressed appreciation for how it has evolved since that time. He stated that access to transit is so important to making livable communities in the region. He stated the important of transit service not just in the urban core, but in the fringes as well. He stated that this process will elevate the region to a whole new level;
- Members asked if new electric lines will be considered. Councilor Dirksen said that a focus will most likely be on bus rapid transit.

## **8. MPAC MEMBER COMMUNICATION**

Mayor Doug Neeley expressed his appreciation of MPAC's support for the Willamette Falls Legacy Project. He also noted that the Willamette Falls Festival will be the first weekend in October.

Mr. Craig Prosser stated that TriMet will be working on a strategic finance plan for the agency.

Commissioner Andy Duyck stated that the Washington County Commission just voted on the approval of a draft of the ordinance that would include a \$30 fee for vehicles and a \$17 fee for motorcycles.

Councilor Jeff Gudman stated that Clackamas County now has an industrial development tool on its website that provides a list of all developable properties in the county.

## **9. ADJOURN**

Second Vice Chair Truax adjourned the meeting at 6:04 p.m.

Respectfully Submitted,



Joe Montanez  
Recording Secretary

## **ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 14, 2013**

The following have been included as part of the official public record:

<b><u>Item</u></b>	<b><u>Doc. Type</u></b>	<b><u>Doc. Date</u></b>	<b><u>Doc. Description</u></b>	<b><u>Doc. Number</u></b>
6	Handout	N/A	2013 Metro Legislative Priorities	92513m-01

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 13-4468  
SOUTHWEST CORRIDOR PLAN AND SHARED )  
INVESTMENT STRATEGY ) Introduced by Chief Operating Officer Martha  
Bennett in concurrence of Council President  
Tom Hughes

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:

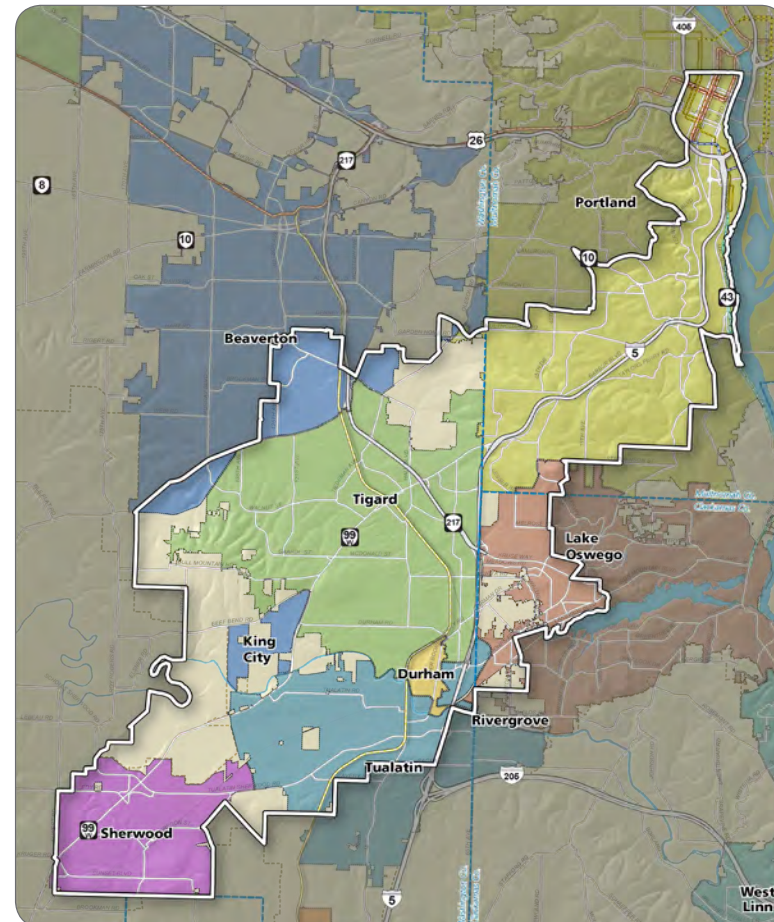
### Accountability and partnership

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:

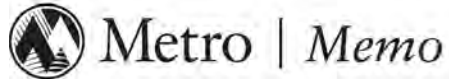
- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.



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 2, 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

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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
Multnomah County	Resolution	Sept. 26, 2013
Oregon Department of Transportation	Letter of support	
City of Lake Oswego	Letter of support	
TriMet	Letter of support	
City of Tigard	Resolution	Oct. 8, 2013
City of Portland	Resolution	Oct. 9, 2013
City of Tualatin	Resolution	Oct. 14, 2013

**ALL RESOLUTIONS AND LETTERS WILL BE ATTACHED PRIOR TO COUNCIL ACTION**

# 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
- Non-profit organizations
- 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**

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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.

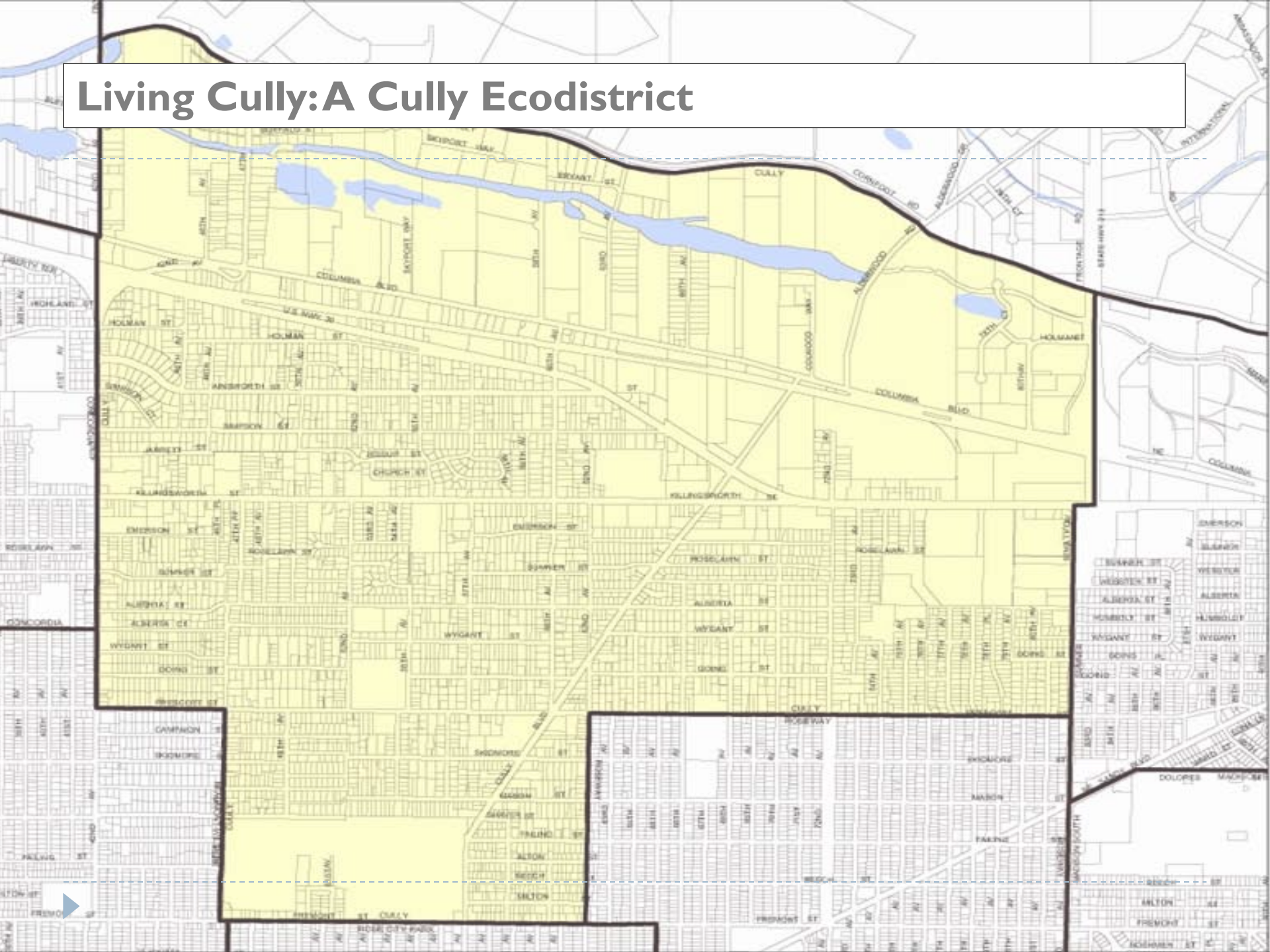
### **RECOMMENDED ACTION**

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.

# **LIVING CULLY: A CULLY ECODISTRICT**

Reinterpreting Sustainability as an Anti-Poverty Strategy

# Living Cully: A Cully Ecodistrict



# Living Cully: A Cully Ecodistrict

The Cully Neighborhood suffers from multiple environmental harms – poverty, lack of food access, lack of parks, lack of habitat:

- 18% of Cully Residents live in poverty, compared to a regional average of 9.9%
- 44.7% of Cully Residents are people of color, regional average is 20.2%
- 22.7% of Cully children live in poverty, regional average is 12.2%
- 24% of Cully residents live within ¼ mile of a grocery store, regional average is 34%
- 24% of Cully residents live within ¼ mile of a park, regional average is 49%
- 2780 Cully residents/1 acre of Cully parkland, regional average is 780 people/park acre
- 5% of Cully residents live within ¼ mile of habitat, regional average is 64%
- 12 habitat acres/1K Cully residents, regional average is 54 habitat acres/1K residents.

# Competing Models of Sustainability

Increasingly, a Portland neighborhood is defined by whether it has meaningful environmental assets: parks, habitat, transit, bike/pedestrian infrastructure, renewable energy and energy efficiency, stormwater management, environmental education, green jobs and green businesses. Portland's growing sustainability movement makes purposeful investments in certain places and people, in certain businesses and institutions, creating vibrant, healthy and environmentally beneficial communities.

But this movement does not prioritize equity, does not build environmental wealth in low-income and people of color, in their neighborhoods, or in their businesses and institutions. Portland's low-income people and people of color spend their daily lives in places that suffer disproportionate environmental impacts, in environmentally-deficient places like NE Portland's Cully neighborhood. Marginalized, they are excluded from routine opportunities that build environmental wealth for other people.

# Living Cully: A Cully Ecodistrict



Enhance the diverse strengths of our youth & families in partnership with the community through cultural identity & education



Develops affordable housing & builds thriving communities in support of working Latino families & others in Oregon by promoting healthy living & economic advancement.



Serves communities by building environmental wealth through social enterprise, outreach & advocacy.



# Living Cully: A Cully Ecodistrict



Established 1974  
2000 direct  
service clients  
annually  
35% of clients  
receive more than  
one service  
9 of 11 Board  
members are  
Native American



Established 1992  
Housing serves  
30-60% Median  
Family Income  
2000 residents  
70% Latino  
60% children  
10 of 12 Board  
members are  
Latino

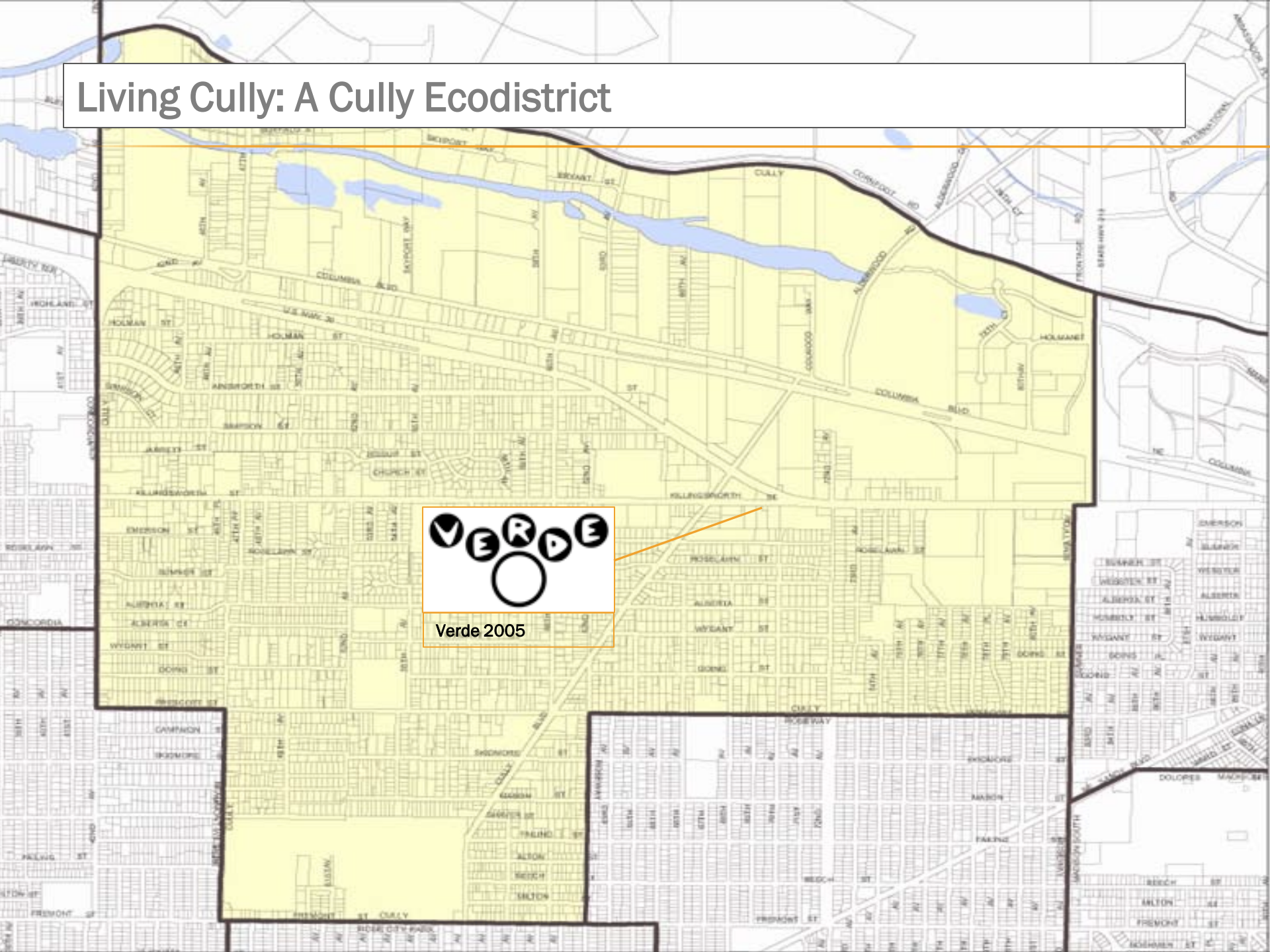


Established 2005  
3 Social  
enterprises  
Crew members  
recruited from  
NAYA, Hacienda  
CDC, other  
partners  
4 of 8 Board  
members are  
people of color

# Living Cully: A Cully Ecodistrict



Verde 2005



# Living Cully: A Cully Ecodistrict



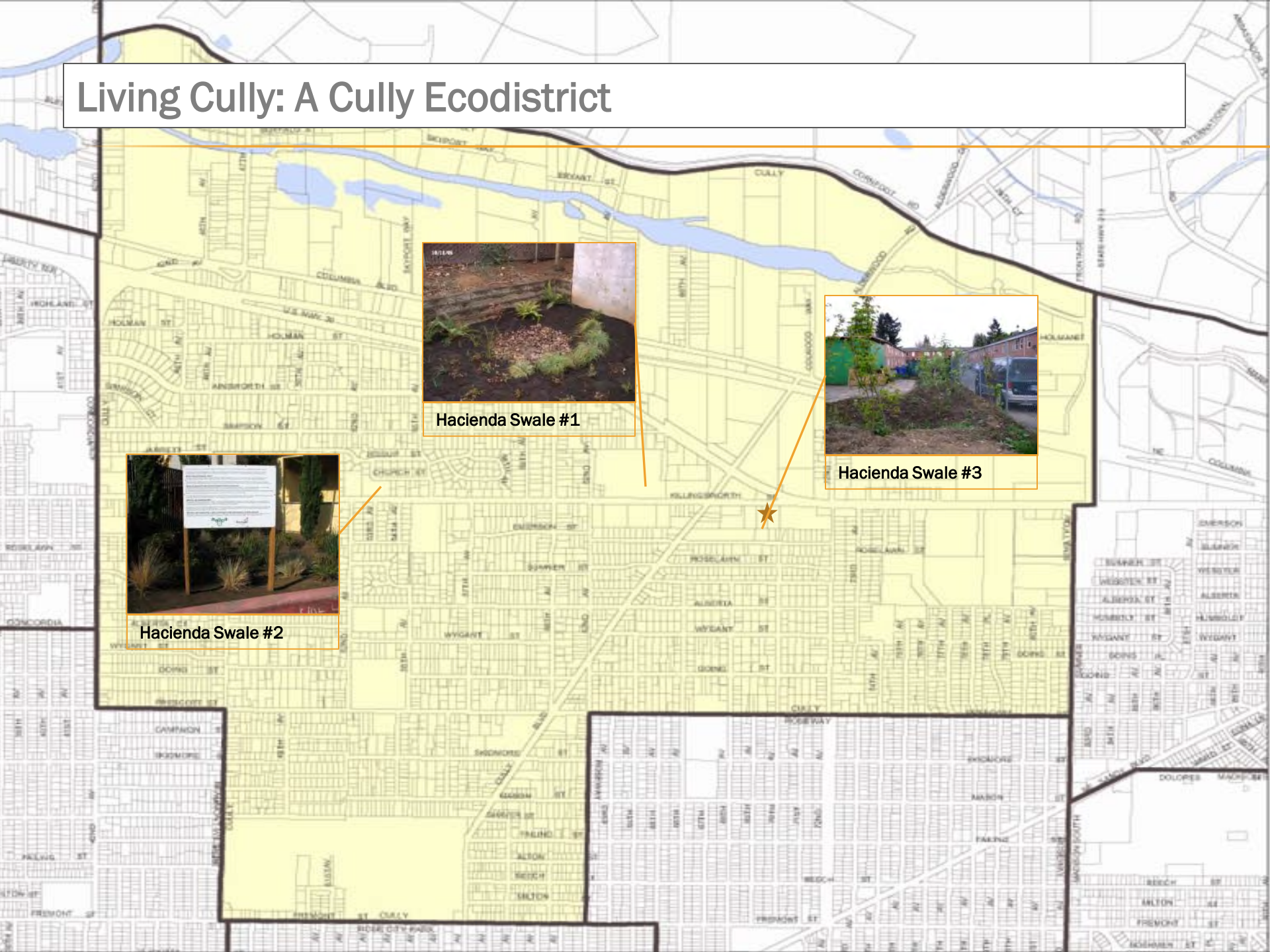
Hacienda Swale #1



Hacienda Swale #3



Hacienda Swale #2



# Living Cully: A Cully Ecodistrict



Expresiones 2006

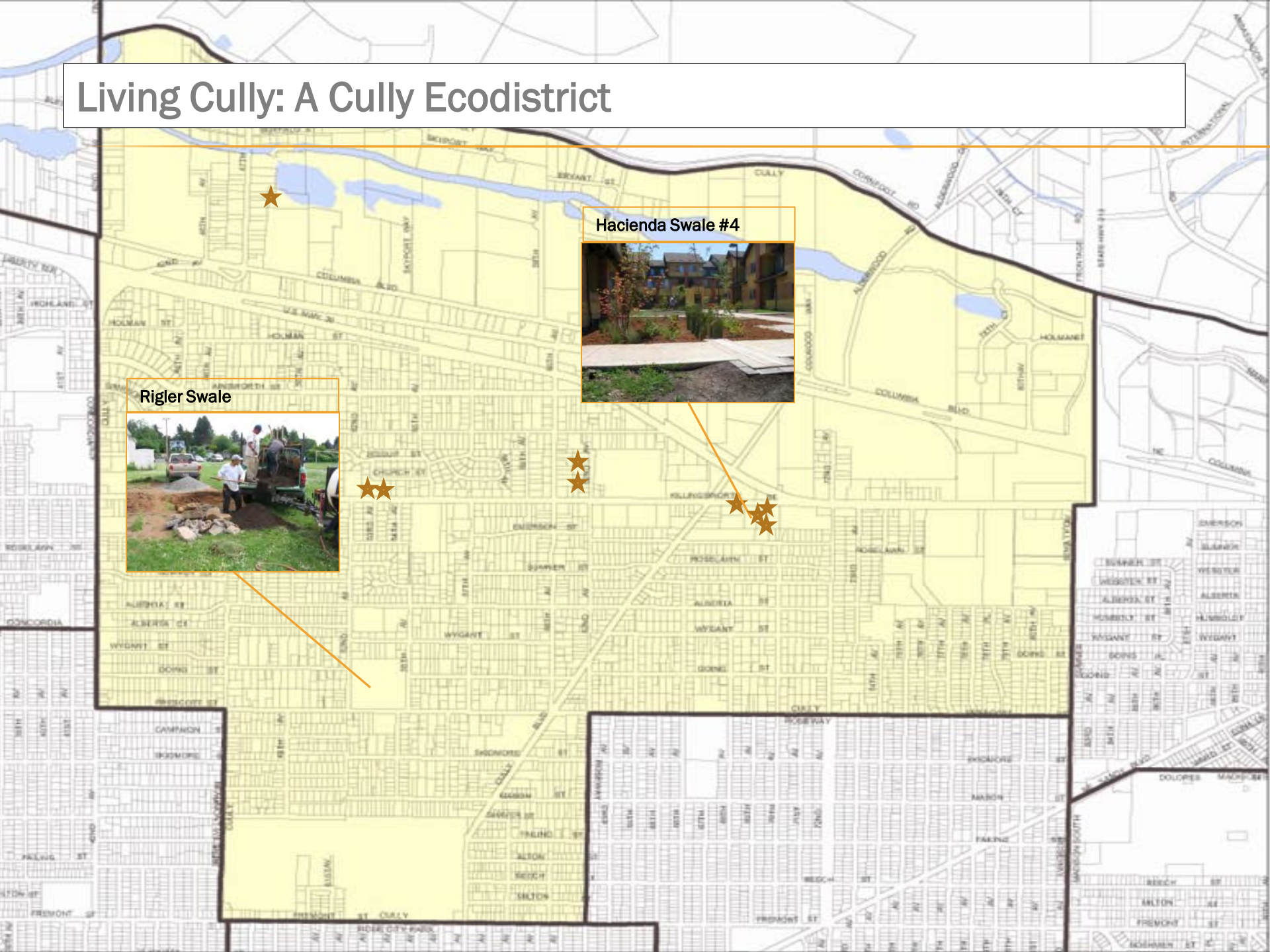


Expresiones 2006



Expresiones 2006

# Living Cully: A Cully Ecodistrict



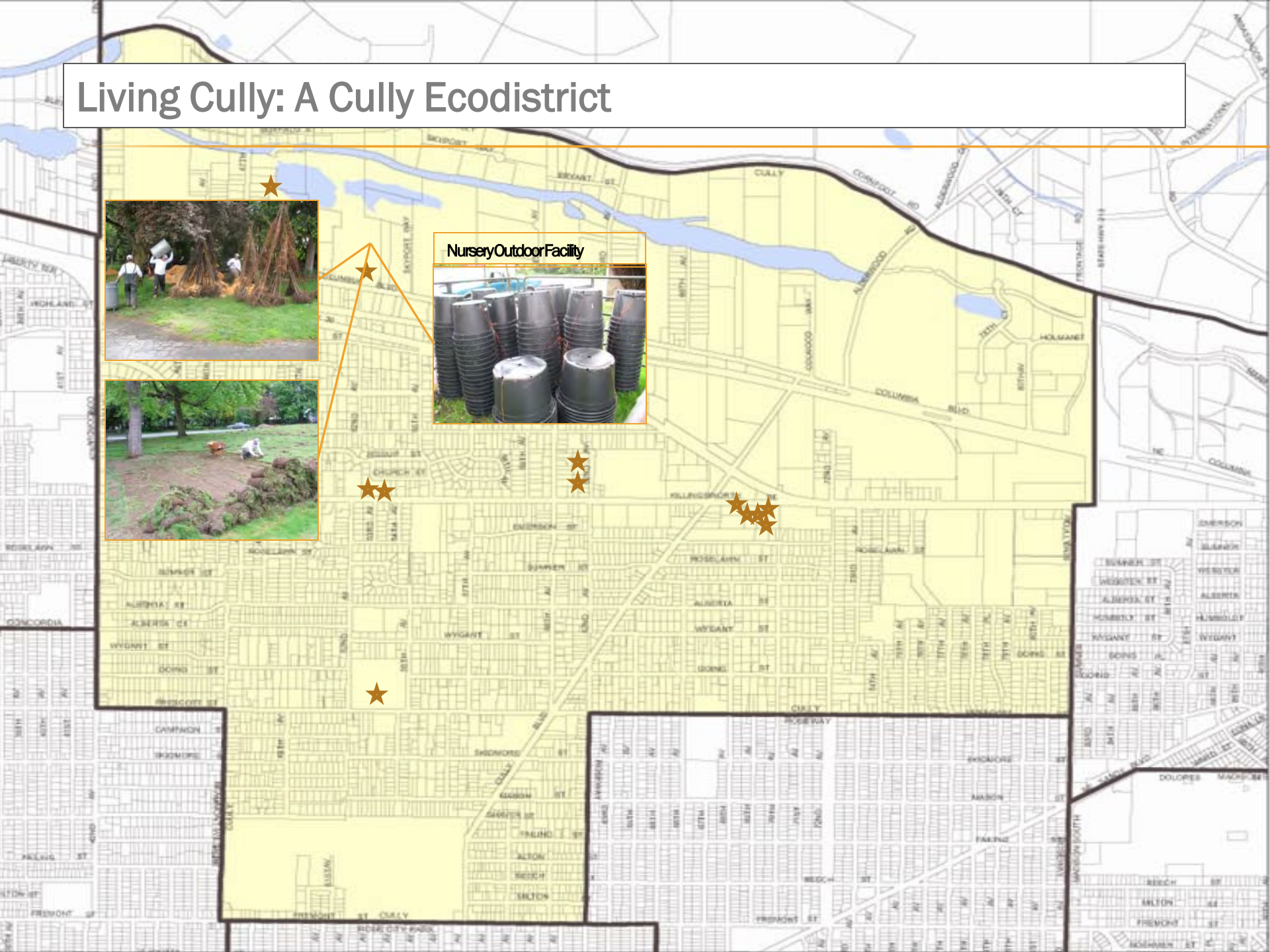
Rigler Swale



Hacienda Swale #4



# Living Cully: A Cully Ecodistrict



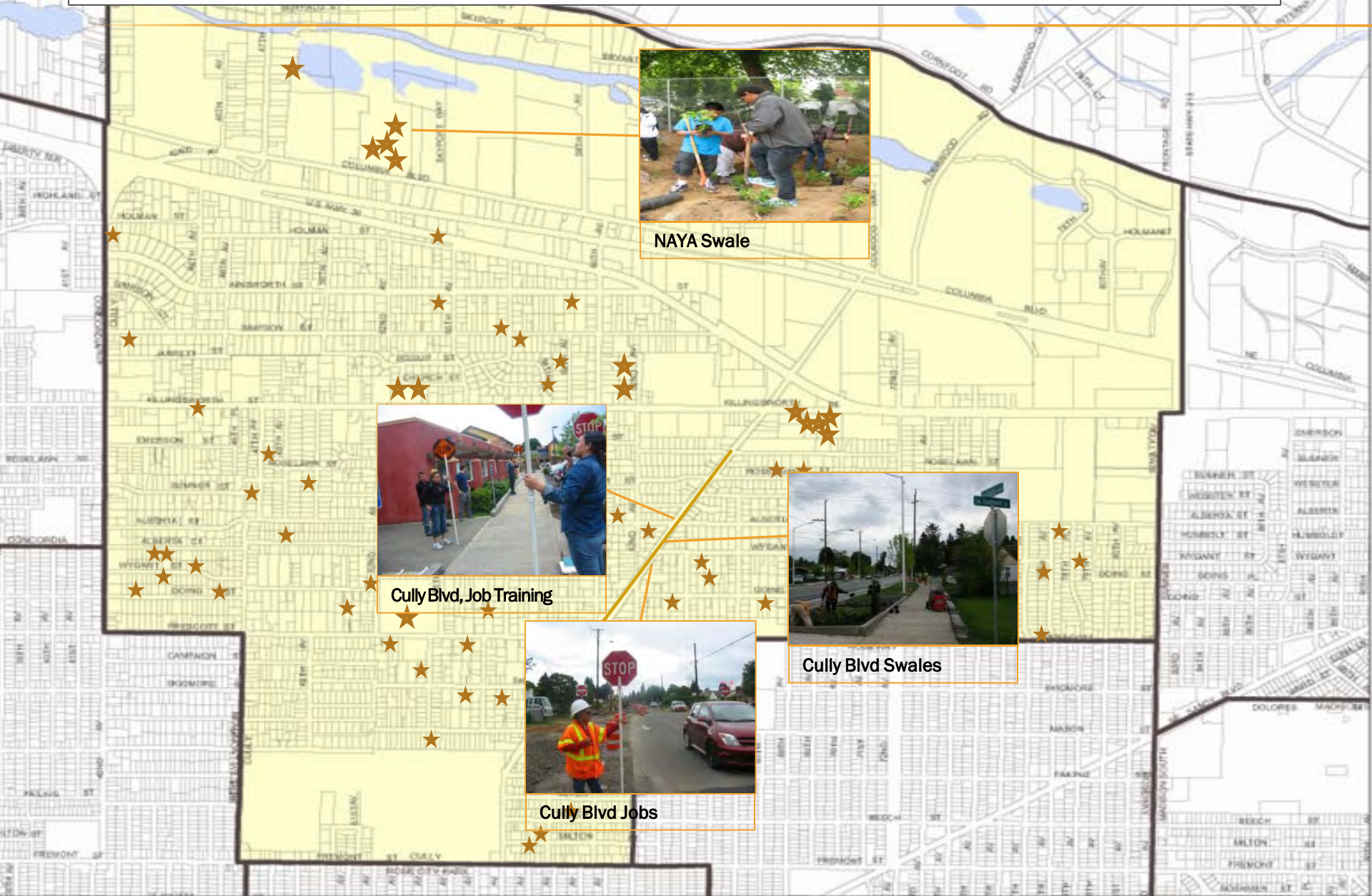
# Living Cully: A Cully Ecodistrict



Verde Energy



# Living Cully: A Cully Ecodistrict



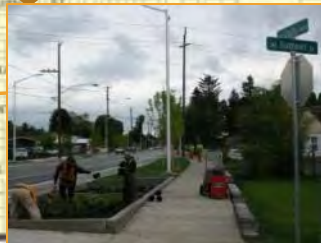
NAYA Swale



Cully Blvd, Job Training



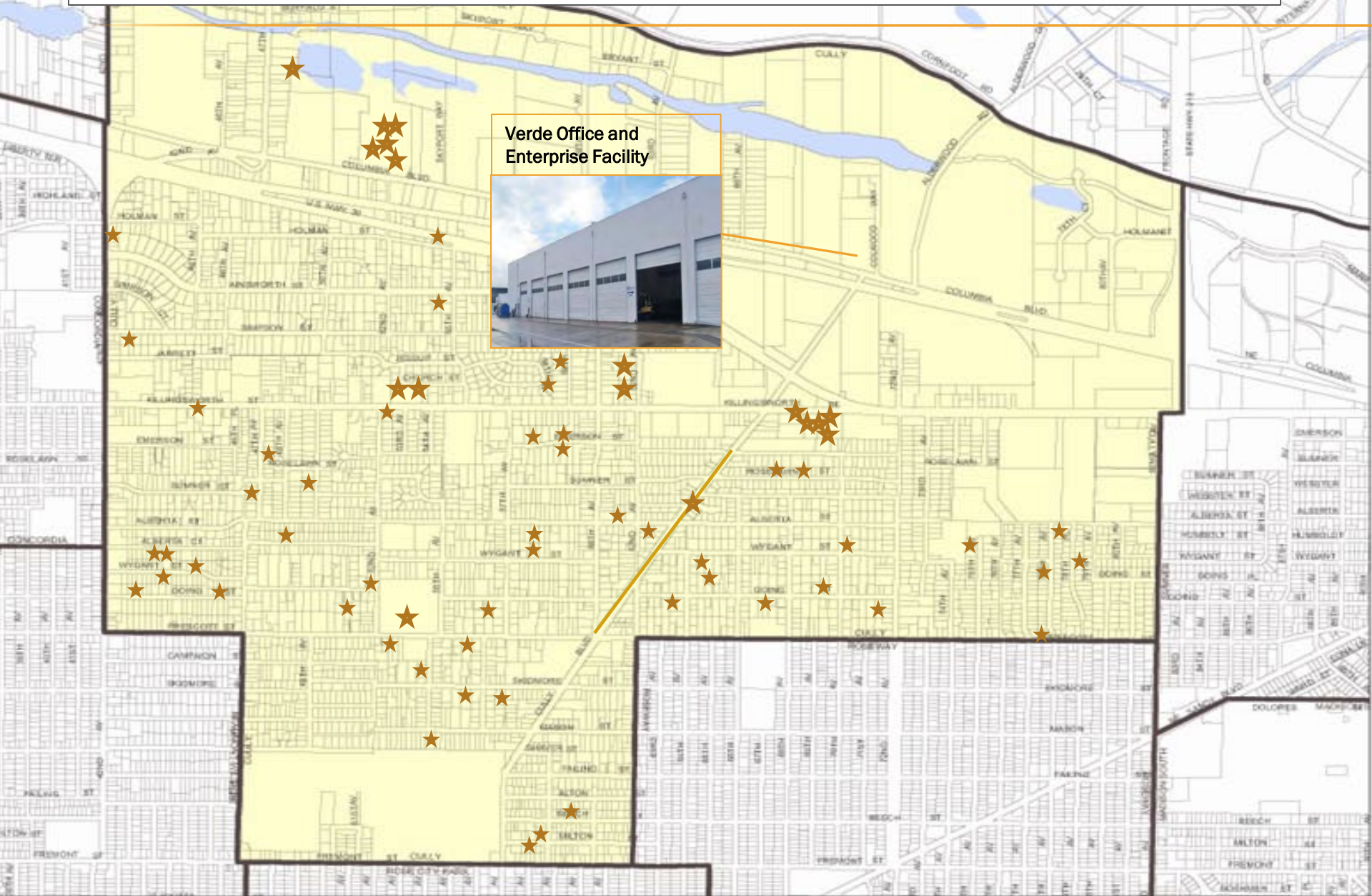
Cully Blvd Jobs



Cully Blvd Swales



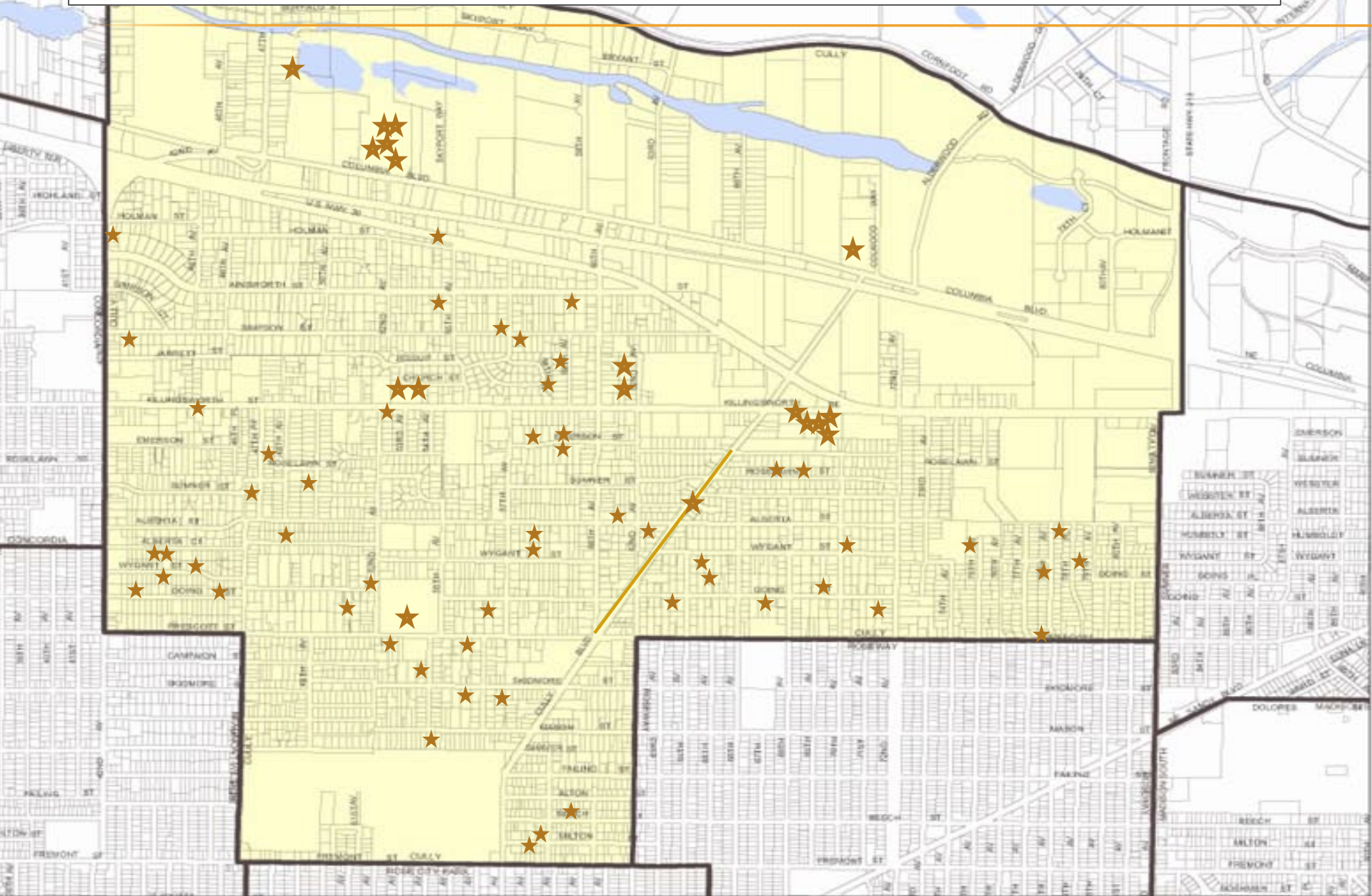
# Living Cully: A Cully Ecodistrict



Verde Office and Enterprise Facility



# Living Cully: A Cully Ecodistrict

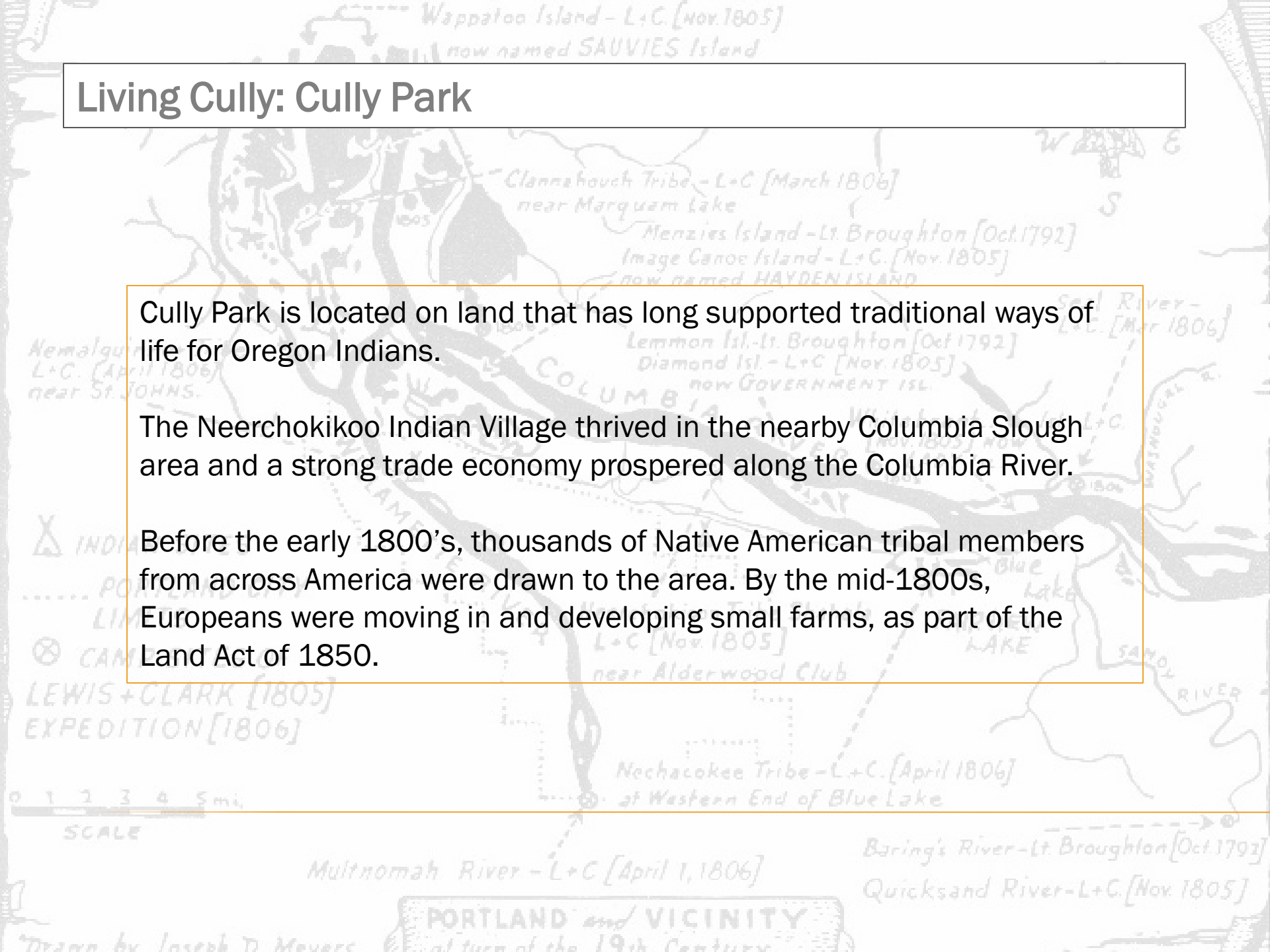


## Living Cully: Cully Park

Cully Park is located on land that has long supported traditional ways of life for Oregon Indians.

The Neerchokikoo Indian Village thrived in the nearby Columbia Slough area and a strong trade economy prospered along the Columbia River.

Before the early 1800's, thousands of Native American tribal members from across America were drawn to the area. By the mid-1800s, Europeans were moving in and developing small farms, as part of the Land Act of 1850.



# Living Cully: Cully Park

- 1950s: Sand and gravel mine
- 1980s: Killingsworth Fast Disposal, a construction waste disposal landfill
- 1990s: Oregon Department of Environmental Quality/DEQ repaired damage to the liner and installed a new methane collection system
- 2000s: City of Portland, Parks and Recreation takes over ownership
- 2000s: Metro takes responsibility for security and maintenance



Verde-> **Let Us Build Cully Park!:** History/Pre-Agreement/Post-Agreement/What's Next-> Living Cully

# Living Cully: A Cully Ecodistrict

## Living Cully Vision Statement

**Guides Living Cully...**

## Living Cully Workplan

**Roles and responsibilities...  
Capacity building...  
Participation in signature projects...  
Policy advocacy...**

## Living Cully Performance Indicators

**10-12 Indicators...  
Developed with PolicyLink...  
Some adapted from each partner's indicators...  
Some new, Living Cully-wide indicators...  
Policy advocacy indicators...**


# Living Cully: A Cully Ecodistrict

Living Cully Vision Statement  
Guides  
Living  
Cully...

*Living Cully: A Cully Ecodistrict, community partners reinterpreting sustainability as an anti-poverty strategy:*

- *Community Partners:* Hacienda CDC, Native American Youth & Family Center and Verde are strong Cully-based organizations with common values, a history of working together, and complementary programmatic strengths and activities.
- *Reinterpreting Sustainability:* Joint, intentional efforts to bring environmental investments to Cully that directly benefit diverse, low-income people in the neighborhood and which protect, restore or enhance the places where these people live, work, learn and play.
- *Anti-Poverty:* Jobs and job training for adults, environmental education for youth, business contracting opportunities.

# Living Cully: A Cully Ecodistrict




**COLUMBIA SLOUGH**  
WATERSHED COUNCIL

**Whitaker Restoration**



**Nava Family Center**

**Eco-Cultural Restoration**



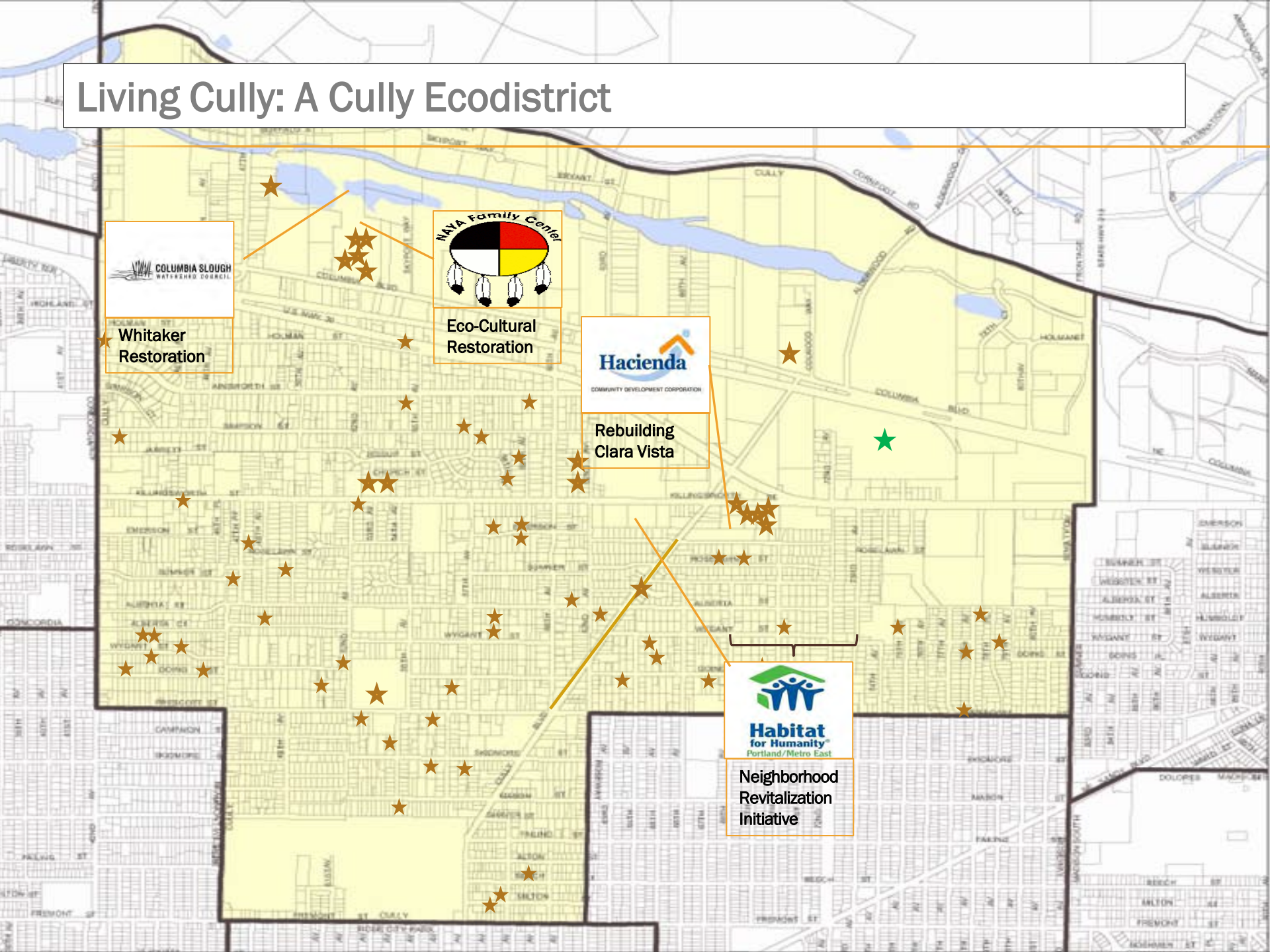
**Hacienda**  
COMMUNITY DEVELOPMENT CORPORATION

**Rebuilding Clara Vista**

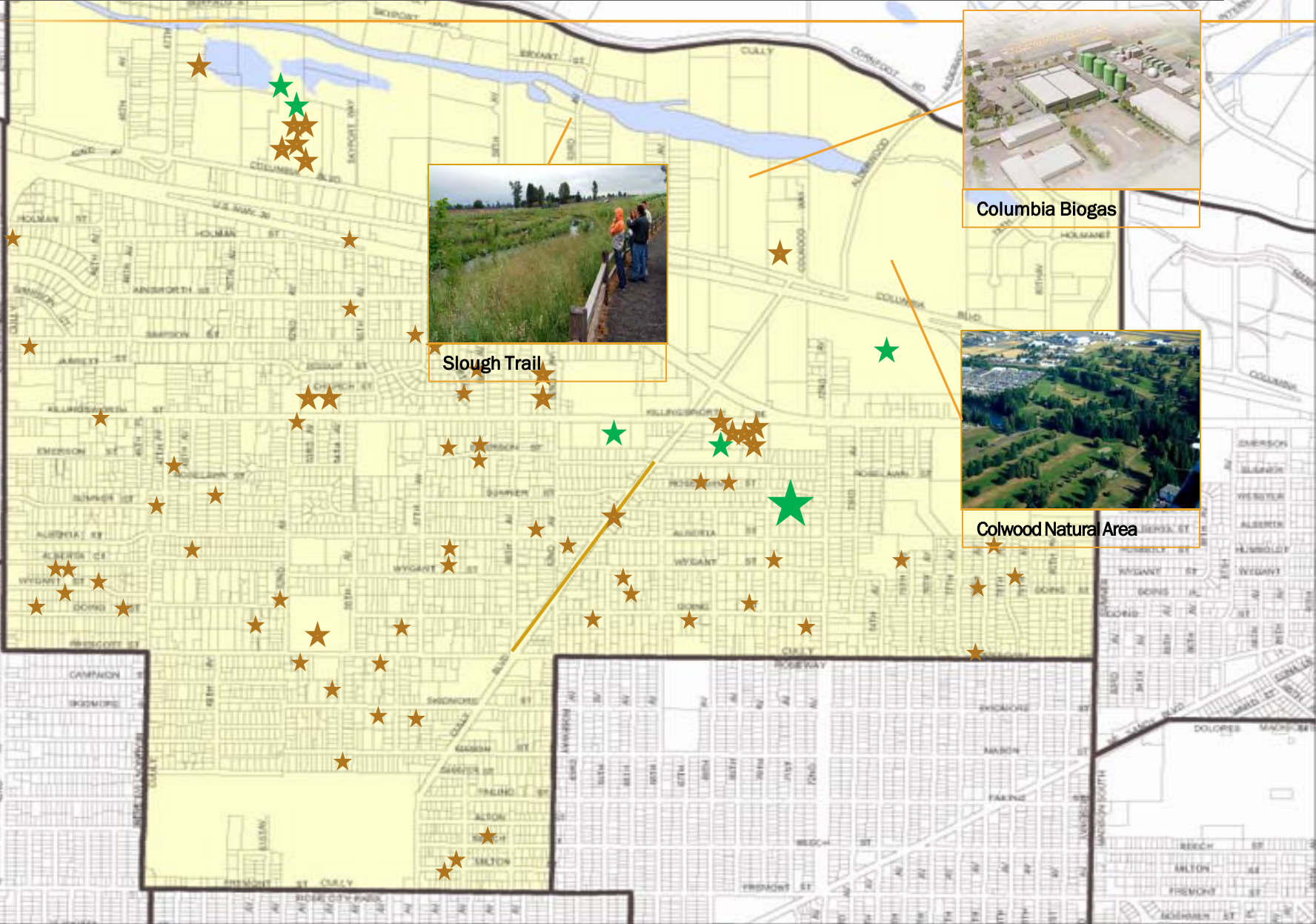


**Habitat for Humanity**  
Portland/Metro East

**Neighborhood Revitalization Initiative**



# Living Cully: A Cully Ecodistrict



Slough Trail



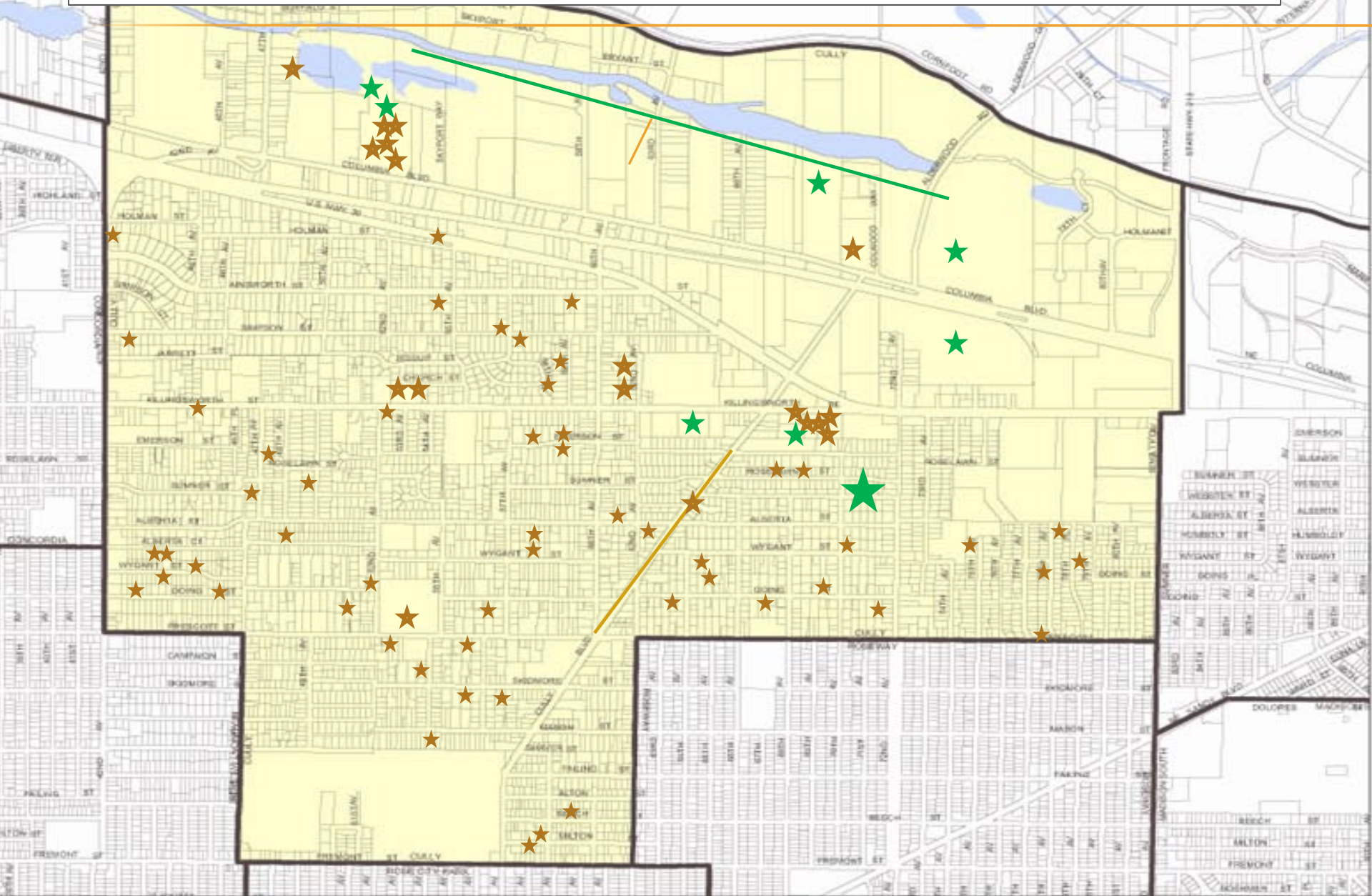
Columbia Biogas



Colwood Natural Area



# Living Cully: A Cully Ecodistrict



# Living Cully: A Cully Ecodistrict

## Not in Cully

- Anti-displacement strategies to prevent displacement of low-income people
  - Housing
  - Economic Development
  - Community



# Living Cully: A Cully Ecodistrict

## Living Cully Works

- Job training for signature projects
- Cully residents
- NAYA clients
- Hacienda residents



# Living Cully: Clara Vista Signature Project



- Three phase Project - \$28M
- Workforce component
- Environmental Benefits

# Living Cully: Clara Vista Signature Project



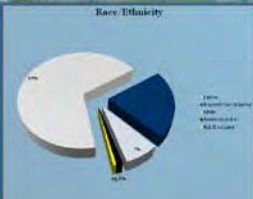
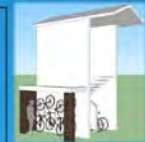
## Hacienda CDC Plans for Villa de Clara Vista Campus



The new Hacienda CDC office will allow Hacienda staff to be closer to residents. It will be 11,280 square feet and include sustainable, energy efficient features. Construction commences summer 2013.



The 25-unit Vista de Rosas (formerly Wendorf) property will be rehabilitated and include more green space, covered bike parking and energy saving improvements. Construction will take place summer of 2013.



The chart to the left represents the racial and ethnic diversity found at the Clara Vista Campus.



The 108 Clara Vista units in green above will be redeveloped to include up to 146 units of housing. Site design will begin August 2013 with plans to create more open space with added green space and community features.



\*The overhead view architectural site plan data derived from Google Earth.

Materials following this page were distributed at the meeting.



Voters in the Portland metropolitan area approved a five-year local option levy in May 2013 to care for Metro's growing portfolio of natural areas and regional parks. Oregonians value these special places, and the fish and wildlife that depend on them. Their investment will raise about \$10 million per year, allowing Metro to do an even better job restoring and managing its 16,000 acres across the region.

**Learn more:**

[www.oregonmetro.gov/naturalareas](http://www.oregonmetro.gov/naturalareas)

**Get in touch:**

503-797-1545 or [naturalareas@oregonmetro.gov](mailto:naturalareas@oregonmetro.gov)



*Get ready to volunteer with a project in your community!*

## Nature in your neighborhood

For nearly two decades, Metro has provided grants for habitat restoration, conservation education and other projects that connect people to nature close to home. Funding for Metro's Nature in Neighborhoods grants has more than doubled thanks to voter approval of Metro's 5-year local option levy. The levy includes \$3.7 million for community partnerships that:

- *Connect people to their watershed*
- *Preserve and restore local fish and wildlife habitat*
- *Support larger conservation initiatives*
- *Support nature education for school-aged children*
- *Improve the ability of all communities to experience and connect with nature*
- *Implement the Regional Trails Plan*

### Who can apply?

Individuals, citizen groups, businesses, neighborhoods, nonprofits, schools and school groups, government agencies, faith groups and service groups with nonprofit or other tax-exempt status may apply. Grants may only be awarded to projects and programs that benefit Metro-area residents.

### What's the timeline?

Conservation education grants pre-application due January 14, 2013.

### Application review and selection

A team of Metro staff and other professionals with backgrounds in restoration, conservation education, grant management, finance, volunteer coordination, project planning and community partnerships will review applications and make funding recommendations. The Metro Council makes all grant awards.

### Interested in reviewing grants?

Applications for reviewers will be accepted fall 2013.





A habitat restoration project in Lents used grant funds to plant 6,000 native trees and shrubs along a quarter-mile stretch of the Springwater Corridor with the help of hundreds of local youth and adult volunteers.



In Milwaukie, volunteers from the Presbyterian church restored a small wetland adjacent to the church property, improving water quality and creating a quiet refuge for wildlife – and people.



Grant projects provide people of all ages with “boots on the ground” opportunities to restore local natural areas and take care of nature close to home.

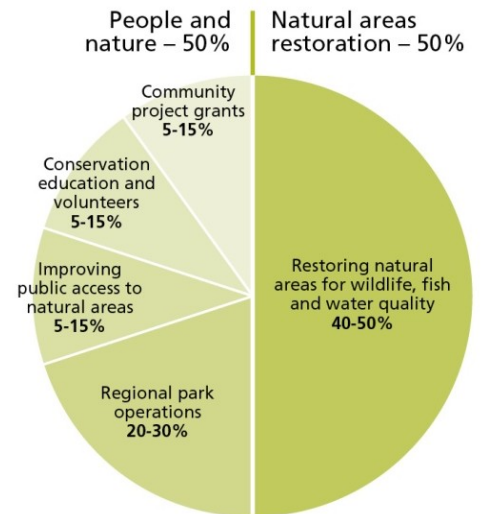
## LEVY INVESTMENTS

### Five program areas have been identified for levy funding

In addition to funding grants to support local communities, the levy will make a difference for most of the land Metro oversees. Improvements will span the region, from western Washington County to eastern Multnomah County. They’ll also span Metro’s destinations, from developed parks and boat ramps that attract thousands of visitors each year to natural areas that are havens for wildlife. Additionally, funding will support programs that provide people with access to some of Metro’s natural areas that have not been formally open to the public and expand programs for people to learn about and experience the protected natural areas in our region.

#### Where levy funds will go

All percentages are approximate



#### NATURE IN NEIGHBORHOODS RESTORATION AND EDUCATION GRANTS

Approximately \$3.7 million will be available for habitat restoration, conservation education, and regional trail projects and programs.

##### Conservation education grants – three funding cycles

Small grants – up to \$25,000; Large grants – up to \$100,000.

Approximately \$700,000 available in 2014 and 2015; \$200,000 available in 2016.

Conservation education grants workshop November 14, 2013.

Pre-applications due January 14, 2014; awards May 2014.

##### Restoration grants – three funding cycles

Small grants – up to \$25,000; Large grants – up to \$100,000.

Approximately \$700,000 available in 2014 and 2015; \$200,000 available in 2016.

Pre-applications due spring 2014; awards summer 2014.

##### Trails grants – one funding cycle

For projects that implement the Regional Trail Plan and give more people access to nature. Approximately \$500,000 available in 2015. Pre-application due 2015.

Duration of all grants is 2-3 years.

#### CONTACT:

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[heather.kent@oregonmetro.gov](mailto:heather.kent@oregonmetro.gov) or 503-797-1739

**Crista Gardner**, Grants Coordinator

[crista.gardner@oregonmetro.gov](mailto:crista.gardner@oregonmetro.gov) or 503-797-1627

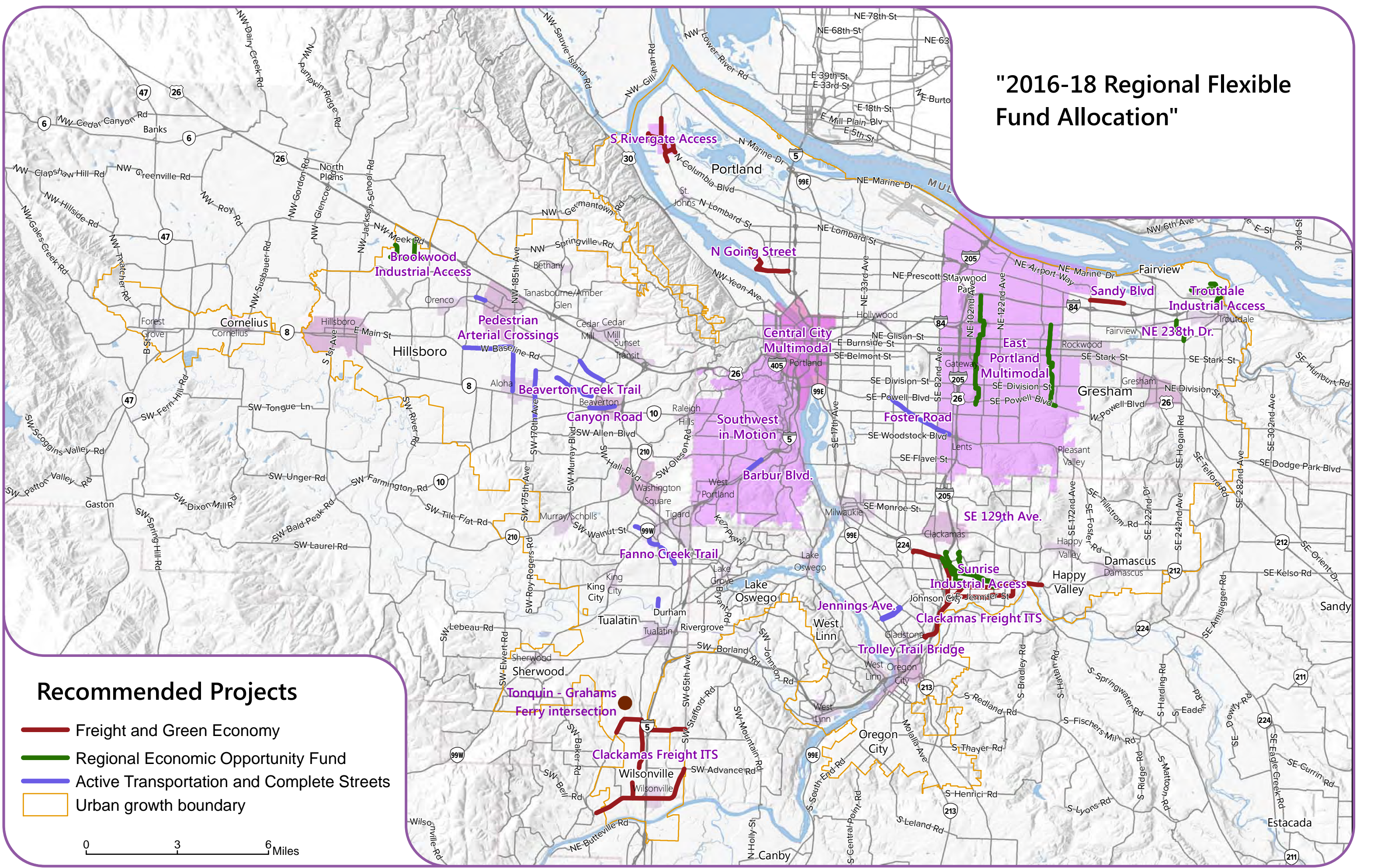
For information about grant opportunities at Metro, visit [www.oregonmetro.gov/grants](http://www.oregonmetro.gov/grants)

For information about job opportunities at Metro, visit [www.oregonmetro.gov/jobs](http://www.oregonmetro.gov/jobs)

For information about contracting opportunities, visit [www.oregonmetro.gov/contracts](http://www.oregonmetro.gov/contracts)

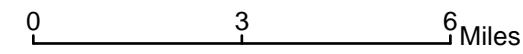


# "2016-18 Regional Flexible Fund Allocation"



## Recommended Projects

- Freight and Green Economy
- Regional Economic Opportunity Fund
- Active Transportation and Complete Streets
- Urban growth boundary



FALL 2013

# GreenScene



Your fall guide to  
great places and  
green living

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# Native plant propagation contracts provide security for Metro, partner nurseries

**H**abitat restoration projects call to mind cloudy Saturday mornings, volunteers planting a row of leggy seedlings alongside a creek bed: a few hours of community service, complete with muffin, coffee and group photo.

But the restoration process starts long before plants are tucked into a wetland or prairie. Replanting with native species happens only after one or two years of plant surveys, seed collection and propagation, ordering of bare root plants, and removal of invasive species. In recent years, Metro has ordered 200,000 to 300,000 plants annually from area nurseries. Their propagation, delivery and planting are logistics hidden to most of us as we hike or bike in a natural area.

The \$50 million, five-year levy approved by voters in May makes the planning of large-scale restoration projects more efficient, while also providing long-term security (think jobs) to local nurseries.

A recent influx of restoration funding throughout the

Willamette Valley means the Northwest nursery industry has been flooded with new business. “It’s a great time to be a native plant grower,” says Jonathan Soll, Metro’s science and stewardship director. The boom in projects benefits wildlife and water quality, but Soll says, “It makes our job more complicated.” That’s where the levy makes a difference. Ideally, planners should order up to three years before plants are used in a project. Early ordering ensures growers have a stock of native, ready-to-go plants when Metro needs them. Prior to the levy’s passing, the absence of a natural areas restoration budget meant long-range ordering was not possible. Since many native species are grown only when an order is in hand, this sometimes meant that species needed for a site were not always available.

“Few firms will wildly speculate on growing natives by tens of thousands, since labor and materials costs are so high,” says Mark Krautmann, owner of Salem’s Heritage Seedlings, Inc. “Many projects are large. Almost no backup markets exist for native plants in the quantity of hundreds of thousands, if

## Park and natural areas improvements underway, thanks to levy

Voters across the Portland metropolitan area approved a levy in May that will raise about \$50 million during the next five years. Funds will be used to restore and care for natural areas, open more of them to the public, improve developed parks, and expand opportunities to volunteer, learn about nature and apply for grants. A first-year work plan, approved by Metro’s chief operating officer, affects dozens of sites. Projects include:

- significant habitat restoration at Canemah Bluff Natural Area in Oregon City and Smith and Bybee Wetlands Natural Area in North Portland, and along the Sandy River, the Tualatin River Greenway, and the Westside Trail corridor
- native landscaping at Blue Lake Regional Park in Fairview
- overflow parking at Cooper Mountain Nature Park near Beaverton
- a fenced, blufftop overlook at Canemah Bluff Natural Area
- new monument sign, fencing and furnishings at Mason Hill Park in western Multnomah County
- new playgrounds at Oxbow Regional Park near Troutdale
- wayfinding signage at Gabbert Butte in Gresham
- public involvement to shape visitor improvements at Killin Wetlands near Banks and Newell Creek Canyon near Oregon City.

a project does not have secure funding on a schedule known a few years ahead of time.”

With the levy providing this steady funding source, Metro now has in place five extended “grow-out” contracts with growers in Washington and Oregon. After lean years during the recent economic downturn, the nursery industry benefits from these long-term contracts, giving them, Soll says, “an extra pulse of fiscal certainty.”

In 2014, 435,000 new plants will start to put down roots in the region’s natural areas. Under the levy, ordering them was easy, says Marsha Holt-Kingsley, Metro’s Native Plant Center coordinator: “We know what we need, our planting projects all have implementation plans, there’s a species list.” Thanks to the levy, by next summer, Metro will have in place the same level of funding and plant contracts through 2016—a guarantee of plants for Metro and of revenue for growers.

## Through the ages: salmon and the Sandy River

**400 Mya\*** The first salmon ancestor appears in the fossil record.



**30 Mya** Salmon ancestors begin swimming to the ocean to take advantage of food-filled seas, returning to their native rivers to spawn.

**6+ Mya** The modern Pacific salmon, *Oncorhynchus* (meaning hooked nose), evolves from ancestral fish.

**9,000 years ago** The archeological record shows native peoples using the Lower Columbia River basin for

seasonal hunting, gathering and fishing.

**1780s** On Mount Hood, the Old Maid eruption sends volcanic mudflows down the Sandy River, burying fish habitat and entire sections of forest under 10 to 70 feet of sand.

**1805** The Lewis and Clark expedition records: “We Saw a great many dead Sammon floating in the River and Saw the living jumping verry thick.”

**1850** Runs of native fish to the Sandy River basin ranged as high as 20,000 winter Steelhead, 10,000 spring Chinook, 15,000 coho, and 10,000 fall Chinook.

**1858** The first sawmill on the Sandy River is built. Many others follow.

**1873** Chinook salmon harvesting peaks in the Columbia River at 43 million pounds a year. Drift nets, each 1,200 feet long, drape the river.



Native Americans salmon fishing at Celilo Falls

**1879** Fishwheels are introduced to the Columbia River. One fishwheel

can catch up to 73 tons of salmon per season.



Seining salmon on the Columbia

**Late 1800s** In addition to overfishing, salmon decline due to habitat loss from timber harvesting along creeks, clearing of stream channels to drive logs downstream, sand and gravel mining, and farming of wetlands and floodplains.



Maggie Fromholtz

## Nature University graduate gives back

**C**rawling on cold, wet ground in February was not what Maggie Fromholtz expected to love. “I was almost a little hesitant,” she says of her first animal tracking outing earlier this year.

The tracking lesson, held on a soggy Tuesday at Oxbow Regional Park, was one of 12 sessions in Nature University, where adults learn to become volunteer naturalists and outdoor educators. Metro naturalists teach them about

wildlife and plants, the ecology of wetlands and ancient forests, and effective teaching techniques. The free classes meet in parks and natural areas January through April.

Competition for Nature University’s 24 annual slots is keen. Some knowledge of natural history is desired but not required of applicants. An Oregonian for six years and self-described stay-at-home mom, Maggie says she wanted to give back. “We use the park system quite a bit, I’ve got some extra

time, and I believe we need to care for our environment.”

### Bringing out kids’ exploring instinct

Since finishing her coursework in April, Maggie has volunteered about 55 hours, well beyond the 40 hours required of Nature University graduates, who agree, after their training, to lead field trips for children and adults. Oxbow Regional Park is a frequent destination.

“We take second and fourth graders into the old growth forest. We pretend they’re a clan and have a scavenger hunt—we’re teaching them about the ecosystem. We also take them to the river and do a stream study.”

And about that crawling on the ground, Maggie says, “Tracking is one of my favorite parts. The kids love it. They get to make up stories: we have them figure out what animals left the tracks, where they were going, and how many there were. At that point, they’re exploring, and when you bring out that natural instinct, that’s when kids bond with the environment around them.”

### Lessons from a secret spot

As a student herself, the “secret spot” was Maggie’s favorite Nature University assignment. “You choose a place close to home, go once a week and sit there for an hour.” Without pen and paper, you tune your senses to nature. One week’s assignment was to return home

and map the locations, sounds and types of bird calls heard at your spot. This practice in using all senses, Maggie says, “helps you reconnect and bond with nature yourself. Then you can bring that experience to the kids you’re teaching.”

Maggie is going to keep volunteering. “Besides the knowledge I gained, I feel like I’ve been handed a gift: the leaders and fellow classmates are a wonderful group of inspirational, encouraging people.”

To learn about becoming a volunteer naturalist yourself, visit [www.oregonmetro.gov/natureuniversity](http://www.oregonmetro.gov/natureuniversity).

The deadline to apply to Nature University is November 4.

### Apply now for Nature in Neighborhood education grants

For nearly two decades, Metro has provided grants for habitat restoration and conservation education. Now, thanks to voter approval of a five-year local option levy, funding for Metro’s Nature in Neighborhoods grants has more than doubled. For grant workshop, deadline and application information, visit [www.oregonmetro.gov/grants](http://www.oregonmetro.gov/grants), call 503-797-1739 or send email to [heather.kent@oregonmetro.gov](mailto:heather.kent@oregonmetro.gov).

**1887** Fish culture begins: egg-taking stations are built on the Sandy and Salmon rivers. Eggs are used in hatcheries, with the goal of increasing fish runs.

**1901** Fishwheels are banned in Oregon streams (but not on the Columbia River, where 76 wheels continue to operate).



Fish wheel on the Columbia

**1904** Floodwaters deposit enormous amounts of material at the Sandy River mouth, hindering salmon passage for eight years until the channel is blasted open.

**1906** Portland General Electric builds Little Sandy Dam for power generation, blocking fish access to 6.5 miles of habitat above the dam.

**1909** Lumber mills operate throughout the Sandy watershed.

**1913** PGE builds Marmot Dam for power generation. A fish ladder is part of the design. Eggs are taken at the dam by the state fish warden for hatchery production, to the con-

sternation of the state game warden who wants native fish to pass over the dam to reach waters above.



Fish ladder at Marmot Dam

**1913 to 1973** Marmot Dam water diversions lower levels on an 11-mile section of the Sandy, wreaking havoc on spring salmon populations.

**1922** Portland builds the 22-foot-high Headworks Dam on the Bull Run River, ending fish migration to 37 miles of river habitat. Water

diversion begins, affecting fish production in the lower river.



Bull Run River powerhouse

**1929** Dam 1 is built in the Bull Run watershed, blocking 33 additional miles of salmon spawning habitat.

**1934** Fishwheels are banned on the Columbia River.

# What the rain promises... and delivers

James Davis, Metro naturalist

**F**all rains mark the beginning of the Northwest's magnificent mushroom season. In the next few months, millions of dollars worth of wild mushrooms will be harvested here and shipped all over the world.

From professional harvesters to amateur shroomers, the thrill is in the hunt. Maybe you want to know where to find choice edibles like chanterelle, white matsutake, porcini, Oregon truffle or oyster. Or maybe you're just curious about these weird, mysterious organisms.

The problem with identifying mushrooms is that it is hard. There's no way around it: there are thousands of kinds of mushrooms and most are very hard to tell apart. It's not hopeless, however. Some are distinctive and easy to identify—like identifying a skunk.

It's wonderful when a mushroom is easy to identify and also happens to be delicious, like morels and lobsters. It is also helpful when a poisonous one is obvious, like the fly amanita.

If you just want to find tasty mushrooms, then simply learn to identify some of the world's



C. Bruce Forster photo

Hairy turkey tail mushrooms

choicest ones, growing right here in the Northwest, and forget about the rest. Or maybe you're fascinated by poisonous mushrooms. The most poisonous mushrooms in the world grow here; people have died eating them.

There is no simple or easy way to tell an edible mushroom from a poisonous one. Forget rules such as "If it grows in woods you can eat it" or "If it's red, it's poisonous." There are no such simple rules. The only way to know if a mushroom is edible, poisonous, or harmless but yucky is to identify it.

Want to get started? Come to the Oregon Mycological Society's mushroom show, Sunday, Oct. 20, noon to 5 p.m. at the World Forestry Center. For details, visit [www.wildmushrooms.org](http://www.wildmushrooms.org). Or join me Nov. 9 for "Mushrooms of the wetlands," an outdoor introduction to mushrooming. See pages 5 and 6 for details on this and other fungi forays this fall.

*Excerpted from "Northwest Nature Guide: Where to Go and What to See Month by Month in Oregon, Washington, and British Columbia" by James Luther Davis. Timber Press, 2009.*

## New wayfinding and interpretive signs



Smith and Bybee Wetlands in North Portland is along the 40-Mile Loop Trail — now 140 miles of bike and pedestrian paths.



New signs at Blue Lake Regional Park in Fairview show where to bike, swim, disc golf, picnic and more.



**1951** Fish screens are added at Marmot Dam to prevent young salmon from washing into Roslyn Lake, which had no fish outlet.



Bull Run Reservoir

**1955** Egg taking from wild salmon at Marmot Dam ends, in attempts to help native fish runs rebound.

**1963** 221 acres along the Sandy River becomes a Multnomah County

park, the first purchase designed to preserve land and river access.

**1964** Floods destroy 155 homes along the Sandy. To reduce future flood damage, wood and boulders are removed from the river, and the river channelized in places, which unintentionally devastates salmon habitat.

**1971** Oregon's first forest protection laws attempt to limit logging next to streams.

**1974** At the request of Oregon's fish and game commissions, PGE releases more water into the Sandy below

Marmot Dam to improve fish passage and increase rearing areas.

**1976** Stocking of fall Chinook ends in the Sandy. "Tule" Chinook that return in early fall to spawn at Oxbow are remnants of these hatchery fish.

**1980s** Wild winter Chinook, or "Brights," dwindle to a handful. Brights return to the Sandy in small numbers today.



Chinook salmon

**1987** The largest run of fall Chinook since counting began returns more than 2,200 fish in Oxbow Park and the lower Sandy.

**1988** 58.4 miles of the Sandy are designated a federal Wild and Scenic River.

**1996** Adult returns are 10 to 25 percent of 1890 levels, which had already been reduced by decades of heavy fishing. Floods wipe out existing spawning habitat while building new habitat.

**1995 to 2007** Communities, non-profits, businesses and agencies

# Fall calendar of Metro events

## Native Plant Center volunteering

9 a.m. to 1 p.m. Saturdays  
Oct. 5 and 19, Nov. 2 and 16,  
Dec. 14

Volunteer at Metro's Native Plant Center in Tualatin and help care for rare native seeds, bulbs and plant materials that support regional restoration projects. Fall activities include seed cleaning and planting, harvesting and planting bulbs and root fragments, and planting out native seed and plugs for prairie and shady habitat seed production. No experience necessary. Gloves, tools, water and snack provided. Advance registration required; call 503-797-1653.

## Autumn birds in the wetlands

10 a.m. to 12:30 p.m.,  
Saturdays, Oct. 12 and  
Nov. 16

By October, wintering waterfowl and raptors have arrived in large numbers to join the year-round residents at Smith and Bybee Wetlands. Flocks of noisy geese descending through golden light make the season obvious. Fallen cottonwood leaves cover the trails, giving them a beautiful yellow brick road look. Join naturalist James Davis on these walks, suitable for ages 10 and older. Bring binoculars or borrow a pair of ours; spotting scopes provided. Registration

and payment of \$6 per adult or \$11 per household required in advance; see page 7. ♿

## Animal tracking workshop

10 a.m. to 1:30 p.m. Sunday,  
Oct. 13

Oxbow Regional Park is rich in tracks in fall, when mink, beaver, otter and black bear often leave clear footprints in the sand. With practice, you can learn to read the ground like an open book. Metro naturalist and tracker Dan Daly introduces the basics of track identification and interpretation, and the awareness and stealth skills needed to watch wildlife at close range. Suitable for ages 10 and older. \$5 per vehicle (\$7 per bus) fee. Registration and payment of \$11 per adult or family required in advance; see page 7.

## Mount Talbert Nature Park tour

10 a.m. to 1 p.m. Saturday,  
Oct. 19

With Metro naturalist James Davis explore trails and discover the plants and animals of the largest undeveloped lava butte in northern Clackamas County. Learn to identify colorful fungi along the trail and bring binoculars or borrow a pair on site for bird-watching. Trails are steep and uneven in places. Suitable for ages 10 and older. Registration and payment of \$5

per adult required in advance; call 503-794-8092. *Metro and North Clackamas Parks & Recreation District*

## Ancient forest mushroom class

2 to 4 p.m. Sunday, Oct. 27

Join mycologist Gary Slone for a two-hour class that ends with an easy walk in Oxbow Regional Park's old growth forest. After learning about mushroom classification and edibility, participants gather, identify and compare specimens. Bring your own specimens for identification. Suitable for beginning and experienced shroomers ages 12 and older. \$5 per vehicle (\$7 per bus) fee. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 7.

## Mushrooms of the wetlands

10 a.m. to 12:30 p.m.  
Saturday, Nov. 9

Join naturalist James Davis for an exploration of fungi at Smith and Bybee Wetlands Natural Area. On this walk, geared to beginners, learn the basics of mushrooms and other fungi and how to go about identifying this complicated group of strange and fascinating life forms. Suitable for ages 12 and older. Registration and payment of \$6 per adult or \$11 per household required in advance; see page 7.

## Thanksgiving walk at Oxbow

10:30 a.m. to 12:30 p.m.  
Sunday, Nov. 24

Before your Thanksgiving meal, enjoy and celebrate the gifts of nature at Oxbow Regional Park with Metro naturalist Dan Daly, Deerdance School's Terry Kem and others. Walk along the Sandy River as you focus on opening your senses and noticing how wildlife respond to the changing season. Afterwards, gather around the campfire to hear the "Thanksgiving Address" passed down by the Iroquois Nation. Hot drinks provided. Bring a sack lunch. Suitable for all ages. Free. Meet at the boat ramp at 10:15. \$5 per vehicle (\$7 per bus) fee. Registration required in advance; see page 7.



Fred Joe photo

acquire and protect an additional 7,000 acres in the Sandy River basin.



Sandy River. Photo: Gary Halvorson, Oregon State Archives

**1999** Sandy River fall Chinook are listed as threatened under the Endangered Species Act along with the Lower Columbia Chinook. The Sandy River run is one of only two stable

runs of wild fall Chinook left in the lower Columbia basin.

**1999** Only wild fish are to be allowed above Marmot Dam. Combined with the gradual end of hatchery releases above the dam in prior decades, the upper Sandy is intended to be preserved as a wild fish sanctuary.

**2000** Sandy River Basin Partners form to restore the river's wild salmon and steelhead runs.

**2005** Helicopters spread 49 tons of dead salmon from hatcheries in the Sandy to fertilize the river system and improve the health of young salmon.

**2007** Marmot Dam is intentionally breached. The Sandy River runs free for the first time since 1913. Three days later, salmon swim past the former dam site.



Salmon

**2008** The Little Sandy Dam is destroyed by its owner, PGE.

**2013** A court ruling reduces the number of hatchery fish—to 132,000 for juvenile spring Chinook salmon—because of competition they present to threatened wild spring Chinook. In previous years, releases of hatchery spring Chinook had been as high as 300,000 fish.

Salmon runs in the Sandy are a mix of hatchery-raised fish and native wild fish. Annually, wild winter steelhead average approximately 700 spawners, wild spring Chinook approximately 1,000 spawners, and wild fall coho approximately 860 spawners.

# GreenScene: a look back

**M**etro's nature publication began in 1993 with "Trip Into Nature," a listing of hikes, outdoor events and nature-themed classes. The year before, the Metropolitan Greenspaces Master Plan described the goal of Metro and other parks providers: 360 miles of parks, trails and greenways in the Portland region. Trip Into Nature introduced people to the growing number of places to get out and bike, hike and enjoy the nature nearby.

Started by Mel Huie, now Metro's regional trails coordinator, Trip Into Nature evolved into GreenScene in 1998. Graphic designer Teri Matias has worked on every issue since then. Until this one: after nearly 26 years with Metro, Teri retired on Aug. 5.

In 1998 with web design in its early stages, Teri says, "GreenScene's layout was designed to reflect the website — its palette, design elements and fonts." A lot has changed in web and print technology since then; GreenScene's rebirth is timed to a major update of Metro's website.

As technology evolved, so did content. Natural gardening, restoration grants to apply for, biking and walking options, volunteer opportunities and green cleaning were added to the mix. And with each successful bond measure, GreenScene reported to readers on new natural areas like Cooper Mountain, Graham Oaks and Canemah Bluff, along with related restoration projects.

Today, 15,000 GreenScenes are mailed to subscribers. Another 7,000 go to libraries, schools, parks and community centers. Since 2001 GreenScene has been available in digital form too. All this will continue, and with the new publication, when a natural area is featured in a cover story, nearby residents will find the GreenScene in their mailboxes, making it even easier for more of us to get out there — walking, biking, and yes, even tripping into nature.



Longtime GreenScene editor Lia Waiwaiolo and designer Teri Matias look at a poster of every GreenScene cover since 1998.

## GreenScene's getting a makeover

**T**hanks to many of you for participating in a reader survey this summer to help fine-tune your quarterly magazine. Next time GreenScene arrives in your mailbox, it will look different.

You told us you value easy-to-find information, quality storytelling and top-notch photography — and you'll get all three in a larger, more visual format. You'll also get more of the content you asked for: grab-and-go field guides to Metro parks and natural areas and

news about trails, natural areas restoration, park improvements, volunteering and community projects. You'll find tips for new places to walk and bike, and for natural gardening, recycling and green cleaning. And, as always, class and event listings give you opportunities to explore Metro parks and natural areas with a guide.

Do you have ideas for the new GreenScene? Get in touch at [greenscene@oregonmetro.gov](mailto:greenscene@oregonmetro.gov). Otherwise, see you in January!

## Salmon Homecoming at Oxbow Regional Park

### Saturday and Sunday, Oct. 19 and 20

**N**othing says "Pacific Northwest" like the annual return from the ocean of salmon, fighting upstream to spawn and die in the rivers of their birth. In October, witness this ancient, iconic phenomenon at Oxbow Regional Park along the Sandy River, one of the nation's designated Wild and Scenic Rivers. During the annual Salmon Homecoming, naturalists are on hand at Oxbow to help you see the

salmon and explore other aspects of the park's 1,000 acres of old growth forest, hiking and equestrian trails and river beaches.

#### View salmon

11 a.m. to 4 p.m.

#### Saturday and Sunday

Join naturalists at the river's edge; they'll help you spot spawning salmon and tell you about the salmon's behavior and life cycle. Borrow a pair of polarized fish-viewing glasses onsite. The trail to salmon viewing is unpaved and fairly level. Suitable for all ages.

#### Explore a salmon restoration site

2 to 4 p.m. Saturday

How do young salmon find food and refuge from floods and predators? Join Bill Weiler from the Sandy River Basin Watershed Council to learn the science behind a side channel restoration project at Oxbow's Happy Creek. Restoring habitat lost in a 1960s road-building project, this year's work creates deep pools, bubbling riffles and hiding places for juvenile Chinook, coho and steelhead salmon. Learn the characteristics of good habitat and tips on native plants and salmon-friendly practices you can

incorporate into your life. Suitable for ages 8 and older. Meet at Alder Shelter (group picnic area A) at 1:45 p.m.

#### Identify mushrooms

2 to 4 p.m. Sunday

Explore the incredible diversity of fungi in Oxbow's ancient forest. In this hands-on, beginners class, learn the basics of mushrooms and other fungi. Suitable for ages 12 and older. Meet at Alder Shelter (group picnic area A) at 1:45 p.m.

All Salmon Homecoming events are free; registration is not required. \$5 per vehicle (\$7 per bus) fee. For more information, call 503-972-8543. Dogs are not allowed at Oxbow.

## How to register for Metro nature activities

For all events (except those listed with a phone number), register and pay online by visiting [www.oregonmetro.gov/calendar](http://www.oregonmetro.gov/calendar). Find your event by searching or browsing and then follow the instructions.

### Questions?

Call 503-220-2781.

### Cancellation policy

Metro's program fees are nonrefundable. If you must cancel a registration, you may request to transfer credit to another class.

### No dogs policy

Due to a conflict with wildlife, dogs are not allowed at Metro parks or natural areas.

MAKING A  
GREAT  
PLACE



Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

### Metro Council President

Tom Hughes

### Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### Auditor

Suzanne Flynn

### On the cover

Spawning sockeye salmon

If you have a disability and need accommodations, call 503-220-2781, or call Metro's TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance. Activities marked with this symbol are wheelchair accessible:

### Bus and MAX information

503-238-RIDE (7433) or [www.trimet.org](http://www.trimet.org)

To be added to the GreenScene mailing list or to change your mailing information, call 503-797-1536.

Stay in touch with news, stories and things to do.

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)



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## Get out there!

### Blue Lake Regional Park

20500 NE Marine Drive, Fairview  
503-665-4995 option 0

### Canemah Bluff Natural Area

815 Fourth Ave., Oregon City  
503-797-1545

### Cooper Mountain Nature Park

18892 SW Kemmer Road, Beaverton  
503-629-6350

### Graham Oaks Nature Park

11825 SW Wilsonville Road, Wilsonville  
503-665-4995 option 0

### Howell Territorial Park

13901 NW Howell Park Road, Sauvie Island  
503-665-4995 option 0

### Mount Talbert Nature Park

10695 SE Mather Road, Clackamas  
503-742-4353



Smith and Bybee Wetlands Natural Area

C. Bruce Forster photo

### Oregon Zoo

4001 SW Canyon Road, Portland  
[www.oregonzoo.org](http://www.oregonzoo.org)  
503-226-1561

### Oxbow Regional Park

3010 SE Oxbow Parkway, east of Gresham  
503-663-4708

### Smith and Bybee Wetlands Natural Area

5300 N. Marine Drive, Portland  
503-665-4995 option 0



C. Bruce Forster photo

## Ready, set, reserve

Oxbow Regional Park offers online camping reservations through Metro's partnership with the State of Oregon Parks and Recreation Department. Reserve your spot at scenic Oxbow with one mouse click. Campsites can be reserved up to nine months in advance. Visit [www.oregonmetro.gov/oxbow](http://www.oregonmetro.gov/oxbow) or call Reservations NW at 1-800-452-5687.

## Find your next adventure

Discover the adventures outside your door, and check out upcoming classes, walks, tours and events on The Intertwine's searchable, interactive map and easy-to-use calendar.

Enter the portal to nature in the city:

[www.theintertwine.org](http://www.theintertwine.org)







# Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

## Lone Fir Cemetery opens cremation garden

**C**hestnut Grove Memorial Garden at Lone Fir Cemetery opened in late June. Hidden among the trees of Southeast Portland, Lone Fir is the resting place of more than 25,000 people – including some of Portland’s most famous residents. The cremation garden at Chestnut Grove gives more families an opportunity to leave their legacy at one of the region’s most scenic and historic cemeteries.

Founded in 1846, Lone Fir is Portland’s only cemetery listed on the National Register of Historic Places. Friends of Lone Fir Cemetery offer monthly tours that highlight Portland’s founders and pioneers — its famous and infamous alike — as well as interesting headstones and monuments. For a \$10 suggested donation, join a tour and explore the cemetery’s 30 acres of mature trees, rose garden and fascinating tombstones. Tour proceeds go to cemetery restoration and education. For tour information, visit [www.friendsoflonefircemetery.org](http://www.friendsoflonefircemetery.org).

To learn more about Chestnut Grove Memorial Garden, including pricing options, call **503-797-1709** or send email to [cemetery@oregonmetro.gov](mailto:cemetery@oregonmetro.gov).



**optin**  
ONLINE PANEL

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[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

# MAKE IT A GREAT HOLIDAY SEASON AT METRO'S VENUES AND PARKS

**PORTLAND'S KELLER AUDITORIUM**  
U.S. Bank Broadway Across America  
presents Anything Goes  
Oct. 2 to 6

**PORTLAND EXPO CENTER**  
Fall Home & Garden Show  
Oct. 3 to 6

**OREGON CONVENTION CENTER**  
Portland Retro Gaming Expo  
Oct. 5 and 6

**OXBOW REGIONAL PARK**  
Salmon Homecoming  
Oct. 19 and 20

**OREGON ZOO**  
Howloween  
Oct. 26 and 27

## OCTOBER 2013

S	M	T	W	T	F	S
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**PORTLAND'S BRUNISH THEATRE**  
Stumptown Stages presents  
9 to 5: The Musical  
Nov. 1 to 10

**OREGON CONVENTION CENTER**  
Portland's Home & Living Show  
Nov. 8 to 10

**PORTLAND EXPO CENTER**  
Portland SkiFever & Snowboard Show  
Nov. 15 to 17

**OXBOW REGIONAL PARK**  
Thanksgiving walk  
Nov. 24

**OREGON ZOO**  
Turkey Trot  
Nov. 28

## NOVEMBER 2013

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*Nov. 3, daylight savings ends.*

**OREGON ZOO**  
ZooLights  
Dec. 1 to Jan. 5

**PORTLAND'S BRUNISH THEATRE**  
Stumptown Stages presents  
It's a Wonderful Life  
Dec. 1 to 22

**PORTLAND EXPO CENTER**  
America's Largest Christmas Bazaar  
Dec. 6 to 8

**PORTLAND'S ARLENE SCHNITZER CONCERT HALL**  
The Black Crowes  
Dec. 6

**OREGON CONVENTION CENTER**  
Festival of Trees  
Dec. 7

## DECEMBER 2013

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# MAKING A GREAT PLACE

[www.oregonmetro.gov/calendar](http://www.oregonmetro.gov/calendar)



Portland Center for the Performing Arts is now

# PORTLAND'S CENTERS FOR THE ARTS



ARLENE SCHNITZER  
CONCERT HALL



NEWMARK  
THEATRE



WINNINGSTAD  
THEATRE

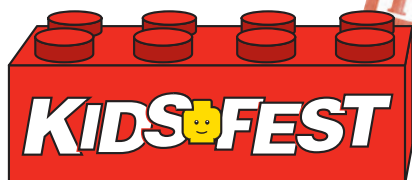


BRUNISH  
THEATRE



KELLER  
AUDITORIUM

Our name has changed, but the lasting memories continue in *your* arts venues.  
[www.portland5.com](http://www.portland5.com)



**Oregon Convention Center**  
Lego KidsFest national tour stop  
**Oct. 11 to 13**

Bringing all of the creative hands-on, minds-on fun of LEGO building and experiences together in one family event for children of all ages and builders of all skills and interests.

[www.oregoncc.org](http://www.oregoncc.org)

# WASTE WISE HOLIDAYS

- Give an experience instead of a gift. Enjoy a play, the ballet or a concert.
- Wrap and mail gifts with reused or recycled materials.
- Whether you're headed to a show or to a holiday party, consider leaving your car at home.

Learn more at  
[www.oregonmetro.gov/holidays](http://www.oregonmetro.gov/holidays)

# EXPERIENCE THE ZOO IN A WHOLE NEW LIGHT!

**Oregon Zoo**  
**Nov. 29 to Jan. 5**

Celebrate the season at ZooLights. Take a stroll through the zoo transformed into a winter wonderland, aglow with a million lights. Animated animals swing through trees, jump across lawns, hide in bushes and appear in places where they're least expected. Presented by Toyota.

[www.oregonzoo.org](http://www.oregonzoo.org)

# west delta

BAR & GRILL

## Enjoy \$2 off

at West Delta Bar & Grill when you visit a show at the Portland Expo Center.

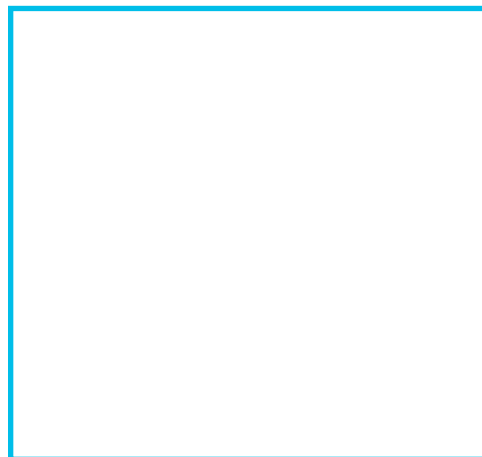
[www.expoctr.org](http://www.expoctr.org)



May not be combined with any other offer; limit one coupon per customer per day. Requires a \$10 minimum purchase. **Expires Dec. 31, 2013.**

# Not in Cully:

## Anti-Displacement Strategies for the Cully Neighborhood



Prepared for  
Living Cully:  
A Cully Ecodistrict  
June 2013

# Executive Summary

This document presents a set of strategies for preventing the displacement of low-income Cully residents as new investment comes in to the neighborhood. It was developed at the request of Living Cully: A Cully Ecodistrict, an innovative partnership of three community-serving organizations, Hacienda CDC, the Native American Youth & Family Center (NAYA) and Verde. In 2010, Verde established Living Cully as a strategy to introduce new environmental assets into Portland's Cully Neighborhood. Living Cully reinterprets the ecodistrict concept as an anti-poverty strategy, as a means to address disparities by concentrating investments at the neighborhood scale. Cully suffers from many disparities: 20 percent of residents live in poverty compared to a regional average of 9.9 percent; 24 percent of residents live within ¼ mile of a park (regional average: 49 percent)<sup>1</sup>; only 34 percent of Cully streets have sidewalks.<sup>2</sup>

Together, Living Cully partners create economic, environmental and social benefits for Cully residents, particularly low-income and people of color residents through job training, job opportunities, business contracting opportunities, youth education and community building.

Cully was annexed into the City of Portland, Oregon in 1985. Since then, investment in Cully's parks, sidewalks, roads, other infrastructure, family-oriented businesses and other amenities has lagged behind the rest of the City, keeping the cost of housing down. Over the last 30 years working families from a variety of cultures have moved to Cully, attracted by affordable housing and proximity to the jobs and services of downtown Portland. Additionally, the efforts of local nonprofits to develop affordable rental units and to provide services to recent immigrant populations have made this neighborhood the most diverse in the State of Oregon.

Cully's housing affordability, proximity to downtown, rich cultural assets and economic diversity make it a desirable place to live. Research conducted for this report as well as findings presented in September 2012 at the Bureau of Planning and Sustainability find that Cully is in an early stage of gentrification<sup>3</sup>. This means that property remains relatively affordable and land is still available for development. However, a flurry of private development is happening in nearby neighborhoods, and increased investment is flowing into Cully. The experience of other Portland neighborhoods as well as communities from across the United States indicate that gentrification often leads to displacement of existing community members, especially low-income and people of color residents.

The report is designed to be used by the Living Cully partners, Cully residents, public sector and private sector entities. As the community works to improve the neighborhood and raise the collective quality of life, there is a risk that some residents may not be able to stay. The recommendations of this report are designed to guide investment to bring needed assets to the community and prevent displacement of low-income people from the neighborhood.

1 Regional Equity Atlas, 2007. *Coalition for a Livable Future*.  
2 Cully Commercial Corridor and Local Street Plan, 2012. *City of Portland Bureau of Planning and Sustainability*.  
3 Bates, L.K. Presentation, 2012. Policy Expert Group. *City of Portland Bureau of Planning and Sustainability*. <http://www.portlandoregon.gov/bps/article/414464>

Living Cully has a unique and timely opportunity to shape investment and prevent displacement in a way that increases wealth, choice and stability for those that call Cully home. There is no tried and true way to prevent displacement in redeveloping neighborhoods. However, evidence suggests that strong partnerships between community organizations and an articulated strategy for addressing change significantly increase chances for success. In this sense, the initiative's name "Not in Cully" reflects a commitment to hope and innovation in the face of a complex and difficult civic problem that afflicts our urban areas.

### Community-Based Approach

The recommended strategies are based out of community-identified strengths and needs. Strategies have been defined by an exhaustive review of existing plans and strategies about Cully, a rigorous examination of existing conditions, extensive conversations with Cully residents and Living Cully partners. These conversations included interviews, walking tours and small group discussions with community members. The approach operated from the principle to meet people where they are as much as possible. These efforts helped the consulting team understand the values and priorities of Cully residents.

Traditional Native Games training at the Native American Youth and Family Center



# Summary of Recommendations

This plan identifies 36 actions, grouped into three priority areas and six strategies.

## Preserve housing affordability.

### Acquire and set aside land for affordable housing development.

Purchase private property in advance of significant increases in value.

Work with Multnomah County to acquire tax delinquent properties that have reverted to County control.

Identify opportunities to purchase low-cost residential land and property.

Acquire property from homeowners who are looking to subdivide their lots.

### Provide information about tenant rights, foreclosure, and home values to residents.

Partner with existing tenant rights organizations to share information about rights related to eviction, lease terms, utilities and maintenance requests.

Train existing program/services staff to answer questions about tenant rights and make referrals to appropriate community resources.

Provide homeowners with accurate information about the real market value of their property and raise awareness about possible scams.

Raise awareness about existing foreclosure prevention programs.

Provide information and resources in the variety of languages spoken in Cully.

Provide culturally appropriate outreach and services.

Assign interpreters to assist immigrants and non-English speaking residents accessing services.

### Provide direct assistance and information to lower home utility costs and maintenance costs.

Provide low-cost help with home repairs and maintenance.

Weatherize homes to lower the cost of utilities.

Provide information and resources in the variety of languages spoken in Cully.

Provide culturally appropriate outreach and services.

Assign interpreters to assist immigrants and non-English speaking residents accessing services.

## Retain existing neighborhood businesses.

### Provide assistance to priority population small business owners.

Provide financial assistance in the form of grants, low-interest loans, or matched savings accounts to help owners expand their businesses and make physical improvements.

Provide business development training, financial advice, and legal assistance to help owners build strong businesses and negotiate longer lease terms.

Identify current Cully residents that operate informal and/or home-based businesses. Assist them in accessing resources for business development and expansion, including capital and technical support.

Support entrepreneurship by existing residents who would like to start a business. Assist them in accessing resources, including technical assistance for creating business plans and low-interest capital for business development.

Facilitate connections between owners to identify opportunities for collaboration.

Help owners create and implement a neighborhood business marketing strategy.

Provide information and resources in the variety of languages spoken in Cully.

Provide culturally appropriate outreach and services.

Assign interpreters to assist immigrants and non-English speaking residents in accessing services.

## Help families achieve economic self-sufficiency.

### Connect priority populations to targeted\* employment, and prepare them for long-term success.

Provide training to prepare residents for targeted job opportunities.

Develop relationships between Living Cully and targeted employers in order to negotiate and advocate for responsible employment practices.

Provide information and resources in the variety of languages spoken in Cully.

Provide culturally appropriate outreach and services.

Assign interpreters to assist immigrants and non-English speaking residents accessing services.

### Provide affordable childcare to working parents.

Develop programs that provide childcare to Cully residents.

Connect residents with existing childcare programs.

Provide small business assistance to people starting childcare-related businesses.

Increase early childhood education facilities in Cully.

Provide information and resources in the variety of languages spoken in Cully.

Provide culturally appropriate outreach and services.

\*Targeted employers: offer living wages, are either located within or accessible to Cully by public transportation, provide opportunities for training and advancement, and are positioned within emerging regional industries.





# **LIVING CULLY: A CULLY ECODISTRICT**

Reinterpreting Sustainability as an Anti-Poverty Strategy

# Living Cully: A Cully Ecodistrict

## Demographics of Cully

- 13,300 people in 4,999 households (largest population of NE District neighborhoods)
- 44.7% of Cully Residents are people of color, regional average is 20.2%
- \$39,650 median household income (2005-2009)

# Living Cully: A Cully Ecodistrict

The Cully Neighborhood suffers from multiple environmental harms – poverty, lack of food access, lack of parks, lack of habitat:

- 18% of Cully Residents live in poverty, compared to a regional average of 9.9%
- 22.7% of Cully children live in poverty, regional average is 12.2%
- 24% of Cully residents live within ¼ mile of a grocery store, regional average is 34%
- 24% of Cully residents live within ¼ mile of a park, regional average is 49%
- 2780 Cully residents/1 acre of Cully parkland, regional average is 780 people/park acre
- 5% of Cully residents live within ¼ mile of habitat, regional average is 64%
- 12 habitat acres/1K Cully residents, regional average is 54 habitat acres/1K residents.
- Only 34% of streets have sidewalks
- No community center

# Competing Models of Sustainability

Increasingly, a Portland neighborhood is defined by whether it has meaningful environmental assets: parks, habitat, transit, bike/pedestrian infrastructure, renewable energy and energy efficiency, stormwater management, environmental education, green jobs and green businesses. Portland's growing sustainability movement makes purposeful investments in certain places and people, in certain businesses and institutions, creating vibrant, healthy and environmentally beneficial communities.

But this movement does not prioritize equity, does not build environmental wealth in low-income and people of color, in their neighborhoods, or in their businesses and institutions. Portland's low-income people and people of color spend their daily lives in places that suffer disproportionate environmental impacts, in environmentally-deficient places like NE Portland's Cully neighborhood. Marginalized, they are excluded from routine opportunities that build environmental wealth for other people.

# Living Cully: A Cully Ecodistrict



Enhance the diverse strengths of our youth & families in partnership with the community through cultural identity & education



Develops affordable housing & builds thriving communities in support of working Latino families & others in Oregon by promoting healthy living & economic advancement.



Serves communities by building environmental wealth through social enterprise, outreach & advocacy.

# Living Cully: A Cully Ecodistrict



Established 1974  
2000 direct  
service clients  
annually  
35% of clients  
receive more than  
one service  
9 of 11 Board  
members are  
Native American



Established 1992  
Housing serves  
30-60% Median  
Family Income  
2000 residents  
70% Latino  
60% children  
10 of 12 Board  
members are  
Latino



Established 2005  
3 Social  
enterprises  
Crew members  
recruited from  
NAYA, Hacienda  
CDC, other  
partners  
4 of 8 Board  
members are  
people of color

# Living Cully: A Cully Ecodistrict

## Living Cully Vision Statement

**Guides Living Cully...**

## Living Cully Workplan

**Roles and responsibilities...  
Capacity building...  
Participation in signature projects...  
Policy advocacy...**

## Living Cully Performance Indicators

**10-12 Indicators...  
Developed with PolicyLink...  
Some adapted from each partner's indicators...  
Some new, Living Cully-wide indicators...  
Policy advocacy indicators...**

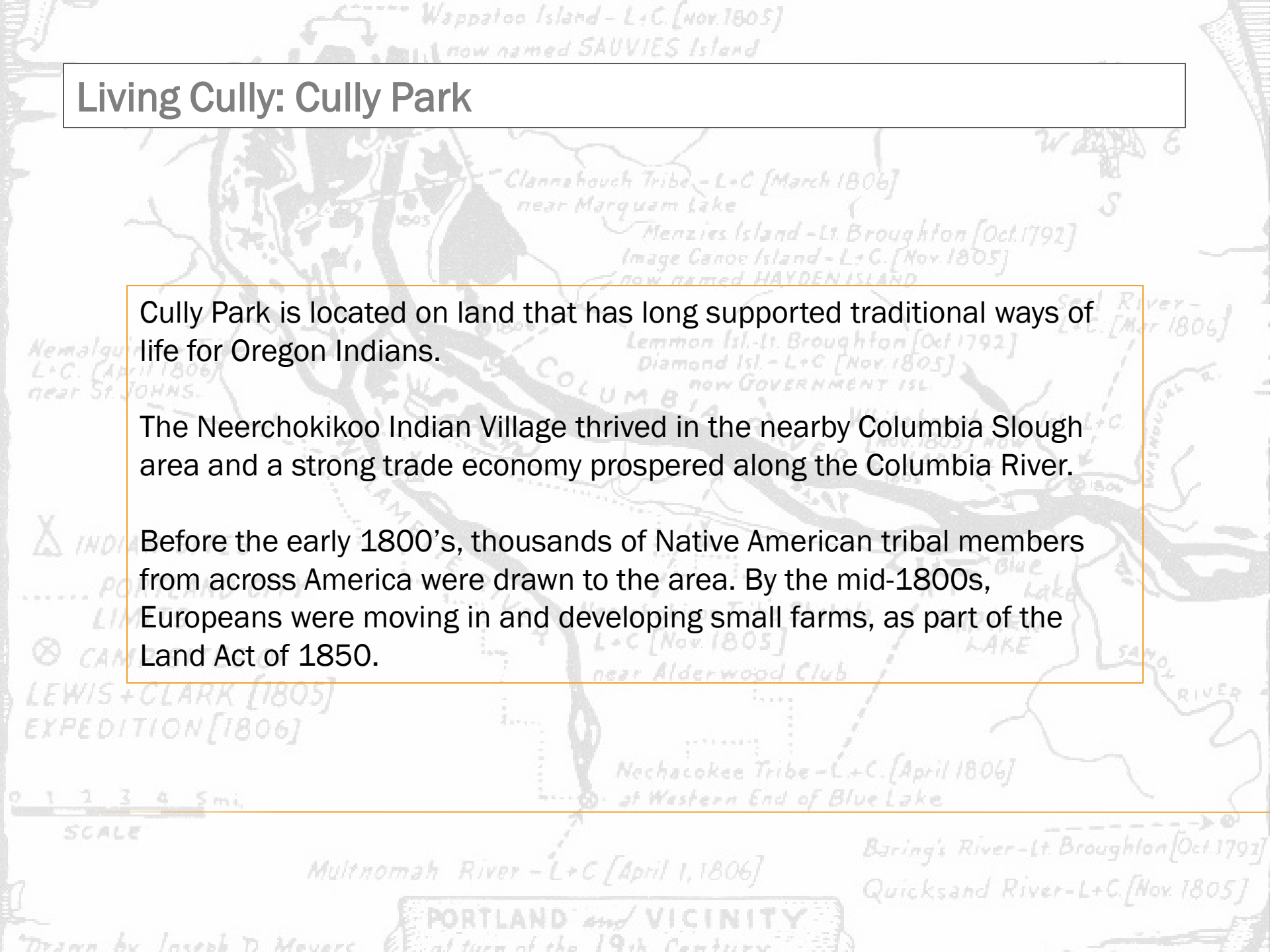


## Living Cully: Cully Park

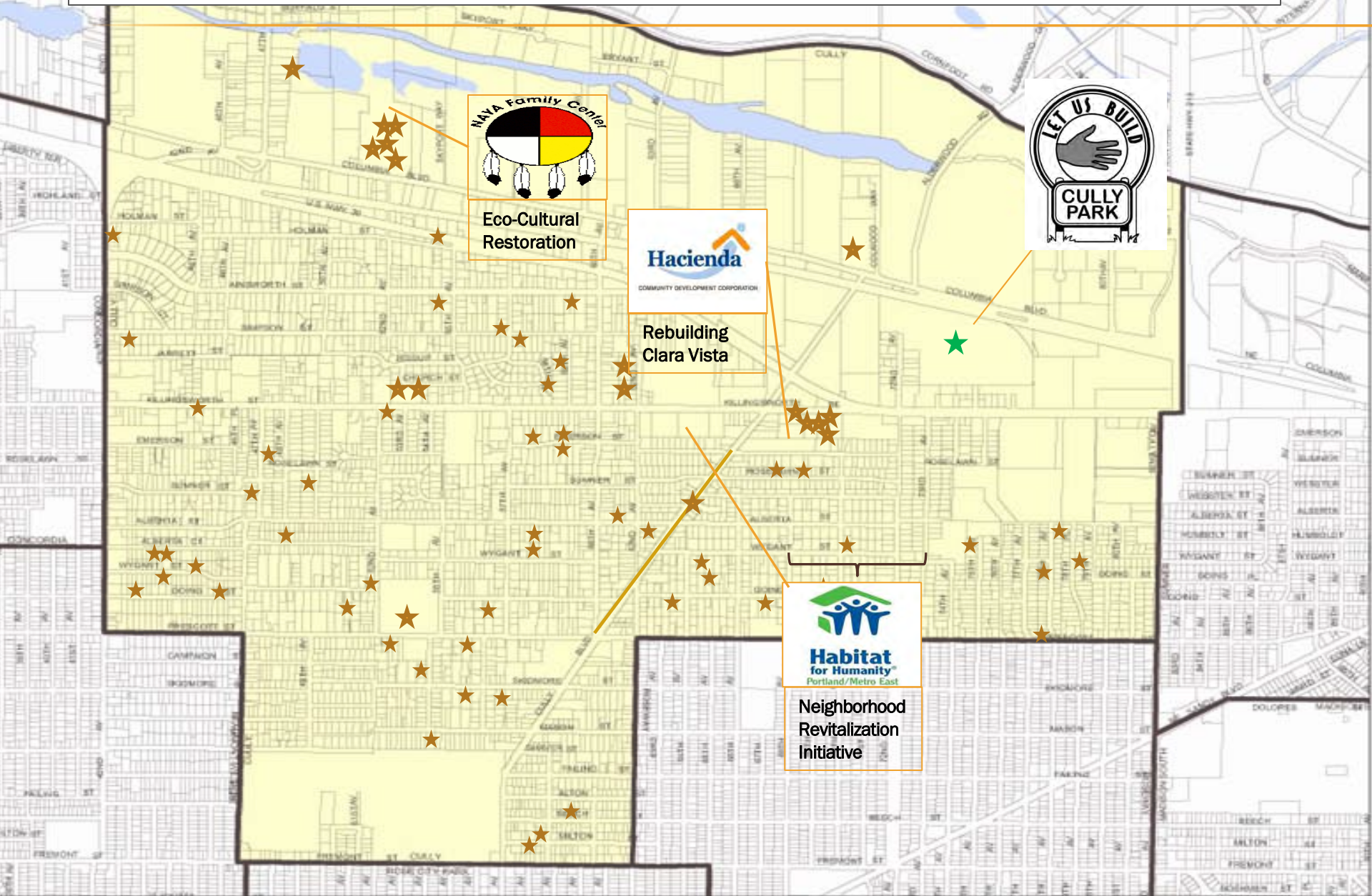
Cully Park is located on land that has long supported traditional ways of life for Oregon Indians.

The Neerchokikoo Indian Village thrived in the nearby Columbia Slough area and a strong trade economy prospered along the Columbia River.

Before the early 1800's, thousands of Native American tribal members from across America were drawn to the area. By the mid-1800s, Europeans were moving in and developing small farms, as part of the Land Act of 1850.



# Living Cully: A Cully Ecodistrict



**Eco-Cultural Restoration**



**Rebuilding Clara Vista**

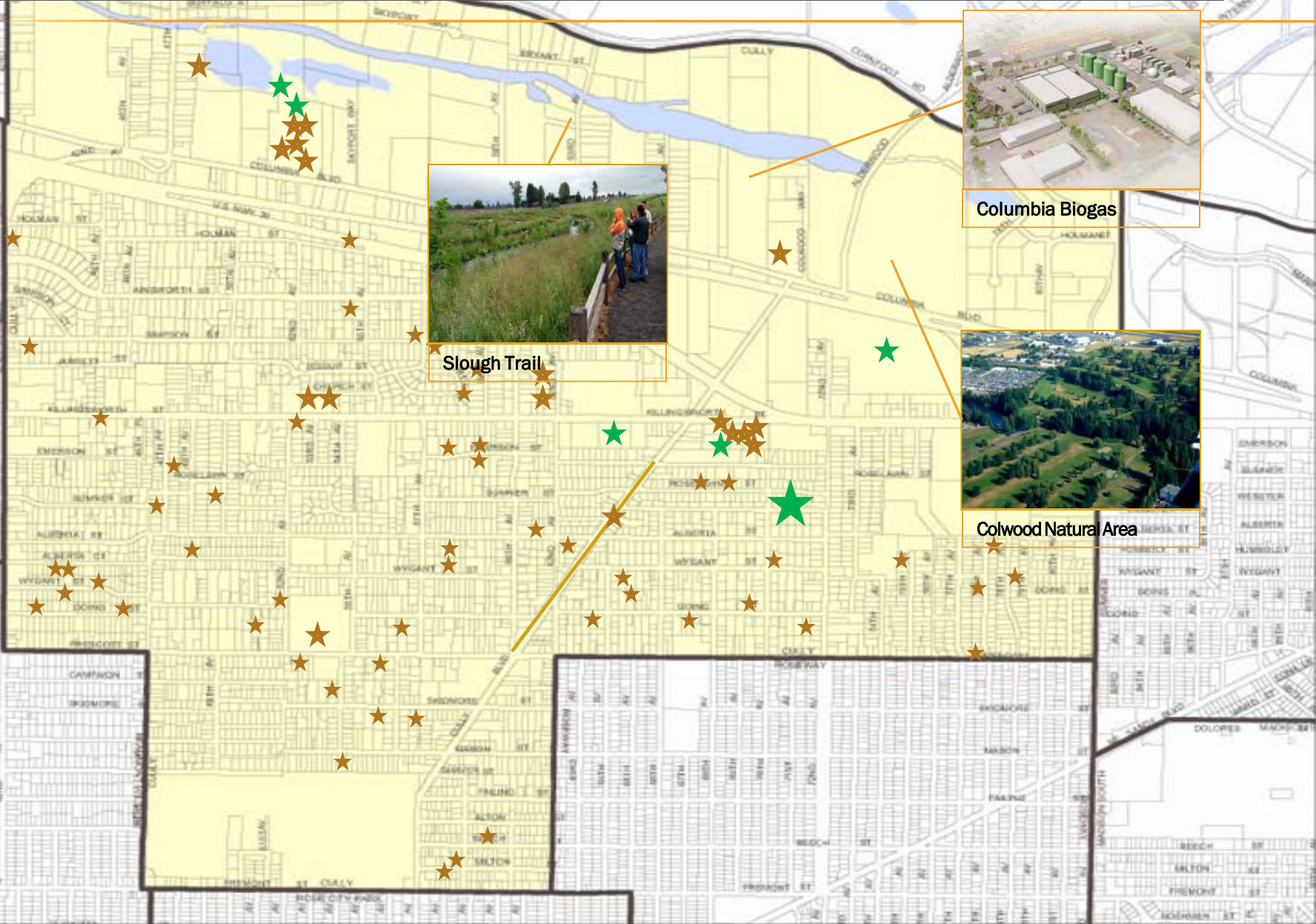


**Habitat for Humanity  
Portland/Metro East**

**Neighborhood Revitalization Initiative**



# Living Cully: A Cully Ecodistrict



Columbia Biogas



Slough Trail



Colwood Natural Area

# Living Cully: A Cully Ecodistrict

## Not in Cully

- Anti-displacement strategies to prevent displacement of low-income people
  - Housing
  - Economic Development
  - Community



# Living Cully: A Cully Ecodistrict

## Walks

- Metro RTO-funded effort to connect low-income people and people of color to existing and new parks/open spaces by foot, bike or transit.
- Identify Barriers to Access parks and open space

