



Home of the Tualatin River National Wildlife Refuge

Planning Commission Meeting Packet

FOR

Tuesday, May 14, 2013

At 7:00 pm

**Sherwood City Hall
22560 SW Pine Street
Sherwood, Oregon**

7:00 pm Planning Commission Meeting

Town Center Plan Steering Committee Meeting
(following the regular Planning Commission meeting)



**City of Sherwood
PLANNING COMMISSION**

**Sherwood City Hall
22560 SW Pine Street
Sherwood, OR 97140
May 14, 2013 at 7PM**

AGENDA

- 1. Call to Order/Roll Call**
- 2. Agenda Review**
- 3. Consent Agenda:**
 - a. April 9, 2013 Planning Commission Minutes
- 4. Council Liaison Announcements**
- 5. Staff Announcements**
- 6. Community Comments**
- 7. New Business**
 - a. Southwest Corridor Plan Update
 - b. Question and Answer Forum
- 8. Adjourn to Town Center Plan Steering Committee Meeting**

**Town Center Plan Steering Committee
Meeting Agenda**

**Sherwood City Hall
22560 SW Pine Street
Sherwood, OR 97140
May 14, 2013**

(Following the Planning Commission Meeting)

The Planning Commission is the Steering Committee for the Sherwood Town Center

AGENDA

- 1. Call to Order**
- 2. Consent Agenda:**
 - a. February 12, 2013 Town Center Plan Steering Committee Minutes
- 3. New Business**
 - a. Presentation and discussion of Sherwood Town Center and Action Plan
- 4. Question and Answer Forum**
- 5. Adjourn**

Consent Agenda

City of Sherwood, Oregon
Planning Commission Minutes
April 9, 2013

Commission Members Present:

Chair Patrick Allen
Vice Chair James Copfer
Commissioner John Clifford
Commissioner Russell Griffin
Commissioner Jean Simson
Commissioner Lisa Walker

Staff Present:

Tom Pessemier, Assistant City Manager
Julia Hajduk, Community Development Director
Bob Galati, City Engineer
Brad Kilby, Planning Manager
Michelle Miller, Senior Planner
Kirsten Allen, Planning Dept. Program Coordinator

Commission Members Absent:

Commissioner Michael Cary

Council Liaison

Mayor Bill Middleton

Legal Counsel Present:

Chris Crean

1. Call to Order/Roll Call

Chair Patrick Allen called the meeting to order at 7:03 pm.

Chair Allen welcomed our new Planning Commissioner Jean Simson who has returned after two years absence and stated that the City Council had also re-appointed him for another term. Chair Allen announced that he was running for a Sherwood School District Board of Directors position unopposed and he would step down as a Planning Commissioner in July when that term begins.

Chair Allen skipped to Council Liaison Announcements.

2. Council Liaison Announcements

Mayor Middleton informed the Commission of some staffing changes. The vacant position of Planning Manager left open when Julia Hajduk became Community Development Director has been filled by Brad Kilby and Michelle Miller has been promoted to Senior Planner.

Julia commented that she will continue to attend Planning Commission meetings where possible.

3. Agenda Review

The agenda consisted of the Consent Agenda and the continued public hearing for the VLDR PUD Text Amendment (PA 12-04).

4. Presentation

Chair Allen presented a Certificate of Appreciation for former Planning Commissioner Brad Albert who served on the Planning Commission for four years with his term ending in March 2013 including a term as vice chair. Mr. Albert was unable to make it to the meeting.

5. Staff Announcements

Planning Manager, Brad Kilby discussed with the Commissioners membership with Planners Web an online City and Regional Planning Resource. Brad commented that if any of the Commissioners

were interested in training to let staff know. Chair Allen commented that there was training available with the Planning Institute in the fall. The Commissioners asked questions about the information available and showed interest in using the resource.

Brad informed the Commission that staff has discussed zoning options with Metro regarding a Planning Commission to look at area business or industrial park and ways to rezone these title IV areas which are protected as employment lands by Metro to “entrepreneurial zones” that will look at them more to serve as incubators to grow a business until it can build elsewhere in the community. There may be a limitation on size or use but an area to foster new businesses in Sherwood.

Brad apprised the Commission of a possible joint Planning Commission and City Council meeting for June 4, 2013 regarding the Town Center Plan. Michelle Miller, Senior Planner said that the Town Center project was nearing completion and by June 4th we should have the implementation report and the draft Town Center Plan and we may be having a joint session with the Steering Committee and the City Council to discuss any issues about the town center. Prior to that, in May there will be a couple of sessions to hear what the Stakeholder Advisory Committee and Technical Advisory Committees have thought about the Plan and a May 14th meeting in a listening session format to talk in depth about Town Center and to hear from the public.

Brad added that the May 14th meeting will also include information about the SW Corridor Project.

Brad reminded Commissioners to submit their Statement of Economic Interest (SEI) to the state by the deadline on April 15, 2013.

Chair Allen returned to the Consent Agenda item.

6. Consent Agenda

- a. February 26, 2013 Planning Commission Minutes

Chair Allen suggested a change on page four of the minutes changing the word “zone” to “its own”.

Motion: From Vice Chair Copfer to accept and approve the minutes from February 26, 2013, as corrected. Seconded by Commissioner John Clifford. All present Commission members voted in favor (Commissioner Cary was absent).

7. Community Comments

There were no community comments.

8. Old Business

- a. **Public Hearing – PA 12-04 VLDR PUD Text Amendment** (continued from February 26, 2013)

Chair Allen confirmed with counsel that no disclosure statement needed to be read as the Commission was in deliberation and asked if any of the Commissioners wished to recuse themselves. Commissioner Lisa Walker recused herself and stepped down from the dais.

Chair Allen clarified that legal counsel had been consulted and Commissioner Jean Simson, who testified on this matter before she was appointed to the Planning Commission, would be able to

participate because it was a legislative matter and she does not have any conflicts of interest. Commissioner Simson elected to participate in the deliberation.

Senior Planner Michelle Miller gave a presentation (see record, Exhibit 1) and said that the Commission was in the deliberations phase for the VLDR PUD Text Amendment. Michelle reminded the Commission that there was an application to amend the Very Low Density zone for planned unit developments and testimony was taken at the first hearing held on January 8, 2013. She said that the Planning Commission wanted to consider more elements of the SE Sherwood Master Plan, staff was asked to create proposed language, and the hearing was continued. Michelle indicated that the record was reopened at the February 12th hearing for citizen comments and the hearing continued to February 26th. VLDR property holders were re-noticed about a hearing held on February 26 where the Commission heard the amended language, closed the record and began deliberation.

Michelle said the Planning Commission would forward a recommendation to Council on the proposed amendment and showed a map with the location of the VLDR zoned property. She outlined the three alternatives discussed by the Commission at the previous meeting.

Alternative 1: Update SE Sherwood Master Plan

- SE Sherwood Master Plan information has changed
- Renew the discussion between residents and developers
- Opportunity to get a comprehensive plan developed for area

Alternative 2: Recommend Denial

- Planning Commission did not have clear opinion for recommendation to Council
- A consensus could not be reached that the amended language was beneficial
- Presented alternative language did not capture community consensus
- Contaminated soil issue should be resolved

Alternative 3: Recommend Amended Language

- Keep 10,000 lot minimum for Planned Unit Developments
- Allow net density of 4 units per acre if factors identified in the SE Sherwood Master Plan are complied with
- Amended language was in the April 9, 2013 meeting packet

Michelle showed a graphic that illustrated Alternative 3 and an example of how the language is interpreted. The example used 3.09 acres and reserved land for open space, roadways, and a water quality facility. This resulted in a net density of 2.26 acres with eight units or 3.54 dwelling units per acre. Michelle explained that with the VLDR zone there are some environmentally constrained areas and said that the Denali subdivision (see PUD 11-01) had roughly 36% of the site taken out because of portions that were environmentally constrained or not buildable. She commented that it would be difficult to achieve four units per acre in this area.

Chair Allen asked about providing language that allowed either 10,000 square foot (sf) lots **or** four units per acre instead of 10,000 sf **and** four units per acre. Discussion followed.

Commissioner John Clifford asked if the water quality facility size could be reduced by incorporating green streets or storm water management along the streetscape.

Bob Galati, City Engineer answered that the City of Sherwood has not officially adopted green street standards. Green streets are used in a portion of the City to help understand the impacts before they are adopted. Bob said that Clean Water Services has bioswale treatments and low impact development could be used to reduce the size. He said a regional water quality facility that could handle the lot sizes and the street impervious area could also give a little more room.

Commissioner Griffin commented that the Rychlick Farm subdivision has lots ranging from 5000 to 12,000 sf and said there might be somebody who would like to live in the VLDR but did not want 10,000 sf of lawn. He asked if there was a way to scale the lot sizes so that the average is 10,000 sf and asked regarding the lot sizes of the Denali subdivision.

Michelle answered that all the lots in the Denali subdivision were above 10,000 sf and explained that sometimes with a Planned Unit Development they do lot averaging, however the issue was the minimum allowed.

Vice Chair Copfer commented that it was important to continue with a 10,000 sf lot size for current residents.

Commissioner Clifford asked if a percentage of the lots could be under the 10,000 sf threshold.

Michelle responded that it would be up to the Planning Commission to structure the code language.

Vice Chair Copfer commented on the complexity of trying to word the code and advocated leaving the threshold at 10,000 sf.

Commissioner Simson commented that the area was comprehensively zoned, and maintained that zone since the eighties or nineties, with the expectation that the lots would be 20,000 to 40,000 sf lots. She said she believed that when that VLDR zone was made, it was in a comprehensive manner encompassing the City of Sherwood adding that while 10,000 sf is large to some people, 20,000 sf lots is what was expected.

Commissioner Griffin asked if the Commission was moving away from the SE Sherwood Master Plan.

Chair Allen said he maintained that the right thing to do was to revisit the SE Sherwood Master Plan and take that process to conclusion, but that was not what was before the Commission. He said that [Alternative 3] was not an implementation of the SW Sherwood Master Plan because many conditions have changed and many pieces contained in the Master Plan are not contained in the alternative. Discussion followed.

Chair Allen confirmed that all of the commissioners agreed with the 10,000 sf minimum lot size and acknowledged Commissioner Griffin's previous comments regarding an average lot size. Chair Allen asked for a consensus regarding the maximum density of four buildable units per acre; recognizing the math discrepancy between 10,000 sf lots and 4 units per acre. He asked if the commission wished to resolve the discrepancy. Discussion followed.

Michelle said that while four units per acre would be difficult, it was possible to get close. She gave the example of Denali that had a net buildable area of 1.99 acres that used 10,000 sf lots (1.99 acres

x 4 units per acre = 7.96 units). Michelle submitted that other properties in the area might have similar conditions.

Chair Allen commented that four units per acre may not be the inconsistency he thought it was.

Vice Chair Copfer asked if a 10,000 sf minimum could be side stepped if the language allowed four units per acre.

Chris Crean answered that both criteria would have to be met.

Chair Allen looked to the commissioners for agreement.

Commissioner Simson asked for confirmation that all of the alternatives would be sent to City Council and it was possible that Council could make the decision to fund revisiting the SE Sherwood Master Plan.

Michelle explained that the recommendation to Council would discuss three alternatives in detail with a final recommendation from the Alternatives selected by the Commission.

Chair Allen commented that the Commission wanted Council to know all of the issues considered in addition to the recommendation and to give a range of what could be done.

Chair Allen asked which alternative Commission members preferred. Commissioners Copfer and Clifford opted for Alternative 3.

Commissioner Simson indicated she would vote for Alternative 2; that having been involved with the SE Sherwood Master Plan she understood that what was being done was not a win. She said that taking one piece out of the plan seems like piecemeal planning and expressed her concerns that the City was not protecting that part of our community that we tried to plan for.

Commissioner Copfer asked Commissioner Simson to explain why she would vote for Alternative 2, because he was not present for the SE Sherwood master planning.

Ms. Simson explained that the SE Sherwood Master Plan was months of deliberation, that brought in the people involved in the community to see what the constraints were with that environment. She commented that her perception was that the neighborhood wanted to maintain a livability that encompassed larger lot sizes, buffer zones, and large open space dedications with parks. At the time there was a large dedication of an area with trees, but subsequent to [the SE Sherwood Master Plan] the treed area went away and contamination was found. Ms. Simson said the area has changed significantly and she did not feel comfortable trying to move forward a part of a master plan that was not completed. She commented that she understood that in order for the land to be developed the City needed to do something and Council has a difficult decision of answering that.

Chair Allen said he would be in favor of denial if there was something on the horizon to revisit the SE Sherwood Master Plan. He said that the conundrum was that there is hazardous waste to be remediated and infrastructure that has to be financed; a denial would not make any progress. Chair Allen commented that there will likely be some remediation and infrastructure resulting from Alternative 3.

Commissioner Clifford said that it could take a considerable amount of time for Alternate 1 to become part of our code; whereas Alternate 3 provides some teeth to the Master Plan as part of the language in the code.

Chair Allen commented that Alternatives 1 and 3 are not incompatible with each other, and Alternative 3 may not be sufficient to promote development. He said a recommendation helps to highlight the issues for Council to consider and that the City was at the beginning of the budgeting process, may be timely.

Commissioner Griffin said he would be okay with Alternative 3 if the Council said that it was an area of Sherwood that they wanted to protect because it is unique and that is why it was zoned VLDR all those years ago. He said if the development is compatible with what is in the area then he saw it as a plus. Commissioner Griffin said he could vote for Alternative 3.

Vice Chair Copfer and Commissioner Clifford said they could agree on Alternative 3; Commissioner Simson said Alternative 2.

Chair Allen asked if there was anything else the Commission should manipulate before moving to a motion.

Commissioner Simson commended on staff's ability to capture the Planning Commission's intentions and in trying to relate them to Council as options.

Motion: From Vice Chair Copfer for the Planning Commission to send a recommendation to Council for Alternative 3 for PA 12-04 VLDR PUD Text Amendment. Seconded By Commissioner John Clifford.

Chair Allen clarified that the Commission was sending the Staff Report on to Council with a full discussion of the three alternatives outlined with the Commission's recommendation to select Alternative 3.

Chair Allen, Vice Chair Copfer, and Commissioners Clifford and Griffin voted in favor, Commissioner Simson was opposed (Commissioner Walker had recused herself and Commissioner Cary was absent).

9. Adjourn

Chair Allen adjourned the meeting at 7:51 pm.

Submitted by:

Kirsten Allen
Planning Department Program Coordinator

Approval Date: _____

New Business Agenda

Item A

Fall 2012

GREAT PLACES SW Corridor



This effort begins with local land use plans to identify actions that support livable communities. Building on the land use plans, the transportation plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.

The actions and investments that result from this plan will support key elements of a successful region, things such as vibrant communities, economic prosperity, transportation choices, clean air and water, leadership in minimizing contributions to climate change, and equity.

Southwest Corridor Plan partners: cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, ODOT, TriMet and Metro.

The existing conditions report provides the foundation for future efforts. We cannot know where we need to go before we know where we are. The existing conditions report identifies key findings, opportunities and challenges about the Southwest corridor and informs goals, objectives, evaluation criteria and the development of wide-range of potential projects. Information presented below is a snapshot in time about the Southwest corridor based on 2010 data. For additional details visit the document library on the project website, www.swcorridorplan.org.

Existing conditions

What are people like?

Population

198,000 people reside in the Southwest corridor.

13% are 65 years and older, compared to the regional average of 11 percent.

The largest ethnic minority populations were identified as **Hispanic** (9 percent) and **Asian/Asian-American** (6 percent).

45,500 students attend the corridor universities and colleges, which include OHSU, PSU, George Fox and PCC.

Employment

140,000 jobs – 24 percent of the region's jobs – are located in the corridor.

Health

Southwest corridor residents' **health concerns** have links to **physical activity and air quality**.

16.4% of corridor residents are obese.

The prevalence of **obesity, asthma, and poor mental health** in the Southwest corridor **varies by geographic location and income levels**.

Asthma rates in the Southwest Corridor are similar to those of the region.

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Neighborhoods with higher rates of poverty are likely to be located adjacent to major roadways; these neighborhoods are likely to have worse air quality and a higher prevalence of asthma.



Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods might have less access to medical facilities.



What are the opportunities to live, work and play?

Amenities and commerce

The Southwest Corridor is home to many neighborhoods where people's *everyday needs can be met within a 20-minute walk*. These neighborhoods typically include a variety of community elements that make the neighborhoods livable, enjoyable and easy to inhabit.

20% of the region's urban amenities (like *grocery stores, coffee shops, library branches, movie theaters*) are found in the Southwest corridor.



39 grocery stores and fruit, vegetable and meat markets are in the corridor, which is 13 percent of the region's total.



Housing

The Southwest corridor is a desirable place to live, but the corridor has *a lack of housing choices needed for* a diverse population that includes *students, growing families and retirees*.

The *average median cost of monthly rent is \$750* in the cities of the corridor.

The *average median home value is \$276,175* in the cities of the corridor.

1,342 people are waitlisted for 160 regulated affordable housing units in Southwest Portland alone.



Areas with a concentration of a single land use (jobs or housing)



are likely to have higher traffic congestion and less access to urban amenities and parks.



Parks

7,500 acres of parks and natural areas are in the corridor.

25 miles of regional trails run through the corridor.

45% of residents in the corridor *live within a 10 minute walk to a park, trail or natural area*, compared to 69 percent regionally.



Neighborhoods rich in urban amenities, farmer's markets, social and health services



and parks are likely to have more people bicycling and walking and less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are also likely to have higher housing costs.

Neighborhoods rich in employment are likely to have more transportation access;



these employment areas are likely to have more air pollution associated with major roadways and often have few cafes and other urban amenities.

Neighborhoods with higher rates of poverty are likely to have less access to



urban amenities, farmer's markets, social and health services, trees and parks; these neighborhoods are likely to have more prevalence of obesity, cardiovascular disease and diabetes.

What are the opportunities to get around and move goods?

Roadways

Notable areas of evening congestion include Highway 99W between Interstate 5 and Highway 217, the I-5/217 interchange, Tualatin-Sherwood Road, Hall Boulevard near Washington Square and south of Tigard, Taylors Ferry Road between Highway 99W and Boones Ferry Road, Upper Boones Ferry Road/Carman Drive, and portions of Highway 99W.

Active transportation

327 miles of corridor roadways lack sidewalks, creating gaps in the pedestrian and bicycle network.

Most *bicycle routes* in the corridor *follow high speed arterials*. Limited parallel, low traffic, calm routes are available to avoid unsafe riding conditions.



Transit

7,560 rides per day are taken on the 12 Barbur Boulevard bus; 4,100 on the 44 Capitol Highway; 3,030 on the 76 Beaverton/Tualatin; 2,730 on the 78 Beaverton/Lake Oswego; and 2,310 on the 8 Jackson Park.

Freight

Major freight routes in the corridor are Interstate 5, Highway 99W and Highway 217; freight connectors include Tualatin Sherwood, Roy Rogers and Scholls Ferry roads, 72nd and 124th avenues and Murray Boulevard.

Safety

18 crashes with fatalities and 108 crashes with serious debilitating injuries occurred in the Southwest Corridor from 2007-2010 in all transportation modes.

Most pedestrian injuries/fatalities and bicycle crashes happened in downtown Portland and along major roadways, such as Highway 99W, Capitol Highway and along Tualatin-Sherwood Road.

Hilly areas are likely to have less pedestrian and bicycle connections; without recreation opportunities, these areas can have a higher prevalence of obesity, cardiovascular disease and diabetes.



Areas with higher traffic congestion are likely to have worse air quality and higher rates of asthma.



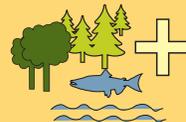
What are the opportunities to enjoy and protect nature?

Natural areas and urban trees

29% of the corridor *has urban, natural area and park tree canopy*.

Less than 1/6 of industrial and commercial areas, many of which are directly adjacent to major roadways, *are covered by tree canopy*.

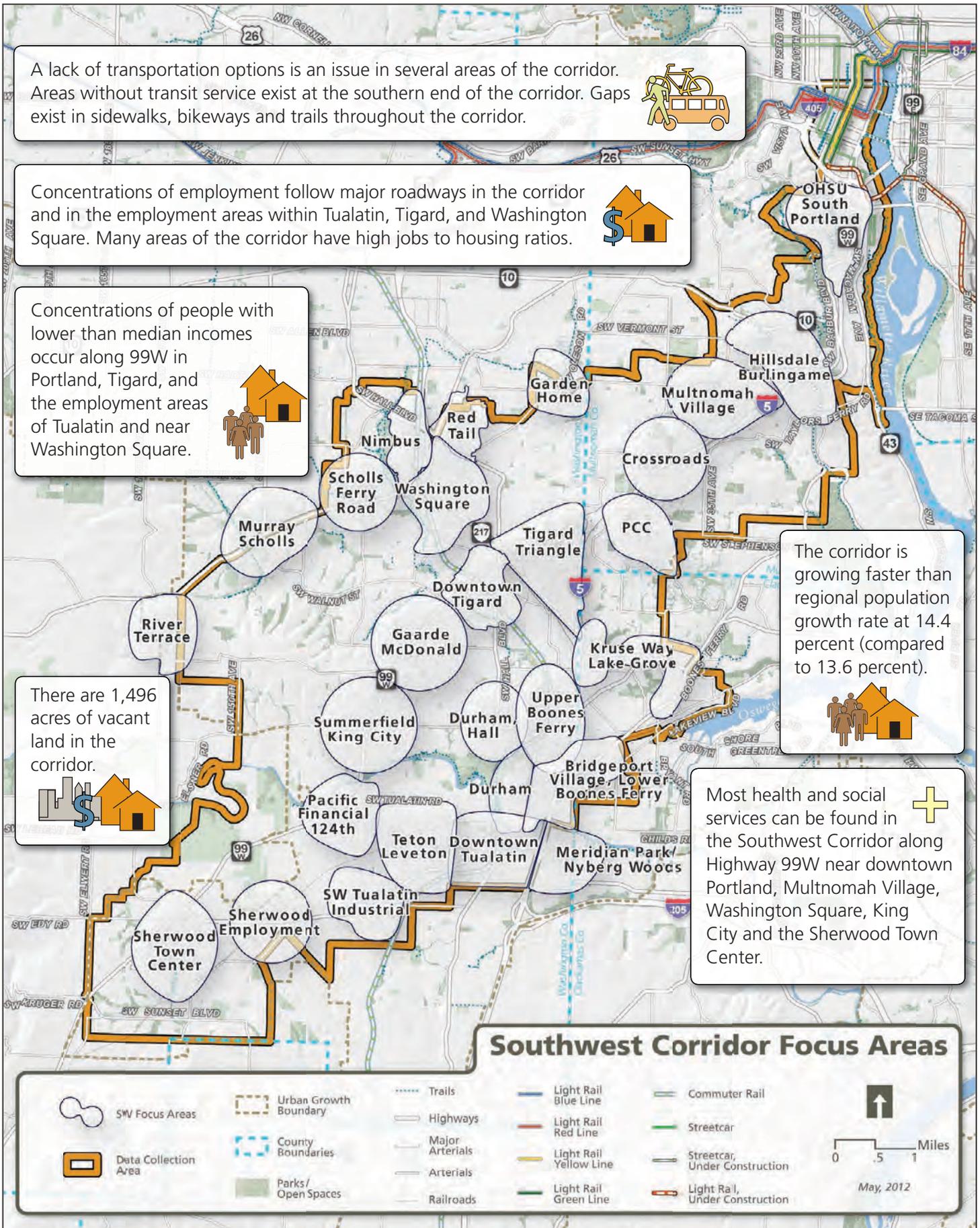
Tree canopy can help beautify the area, clean the air, cool water in streams and slow and clean urban storm water runoff.



Watersheds and habitat

98 miles of streams run through the corridor in three separate watersheds, which is more than 10 percent of the region's waterways.

Protected wildlife species found throughout the Southwest corridor, include the northern red-legged frog, western painted turtle, Pacific pond turtle, bald eagle, American peregrine falcon, band-tailed pigeon, pleated woodpecker, olive-sided flycatcher, little willow flycatcher, purple martin and white-breasted nuthatch.



Fall 2012

GREAT PLACES SW Corridor



Changes in your community

This effort begins with local land use plans to identify actions that support livable communities. Building on the land use plans, the transportation plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.

The actions and investments that result from this plan will support key elements of a successful region, things such as vibrant communities, economic prosperity, transportation choices, clean air and water, leadership in minimizing contributions to climate change, and equity.

Southwest Corridor Plan partners: cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, ODOT, TriMet and Metro.

Metro has teamed with cities and counties along the Southwest Barbur Boulevard/Highway 99W corridor to create a plan for making improvements over the next 15 years.

What type of improvements?

The Southwest Corridor Plan is exploring ways to make it easier and safer for people to get to where they need to go, make a more healthy community with parks and natural areas, and improve the economy through smart development.

Some things that people might see in the next 5, 10 or 15 years include:

-  walking improvements, like new sidewalks and safer crosswalks
-  biking improvements like new bike lanes
-  driving improvements like safety and intersection fixes
-  transit improvements like new shelters, more local bus service or faster, more direct service (maybe even something like MAX)
-  parks and nature improvements like more trees along roads, watershed projects, or new parks or natural areas
-  commercial development or redevelopment
-  economic development, creating jobs
-  more housing options
-  health and safety improvements

Upcoming steps

Fall 2012

Bundle projects into investment packages

Winter 2013

Create options for the package of improvements

Spring/summer 2013

Agree on investment package

Begin improvements

Study larger transit (like MAX or something similar) or road projects (like new lanes or intersections)

You can make a difference

? Stay informed about the process. Let project partners know what is important to you. **!**

Everyone who lives or works in the corridor wants to make these communities better. Working together, we can make improvements that allow us and our kids to prosper here. We cannot do everything. Some things might be too expensive. Some might not create the changes we want to see. Some tough choices will need to be made. In the end, the Southwest Corridor Plan will create a package of improvements that will make the most of public money and programs and also inspire private investment.

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The parts of the Southwest Corridor Plan

Shared investment strategy (Metro led)

The shared investment strategy will summarize agreements among project partners on a set of coordinated policies and investments to build a shared community vision. It will guide the pursuit of opportunities throughout the Southwest corridor and may include high capacity transit, local bus service, roadway, bicycle and pedestrian improvements, parks and trails, affordable and workforce housing, and economic development.



Transportation plan (ODOT and Metro led)

The transportation plan will identify:

- local, regional and state transportation needs in and for the corridor
- a process to evaluate and compare alternatives that balances those needs
- a list of prioritized short-, medium- and long-term transportation projects and strategies.

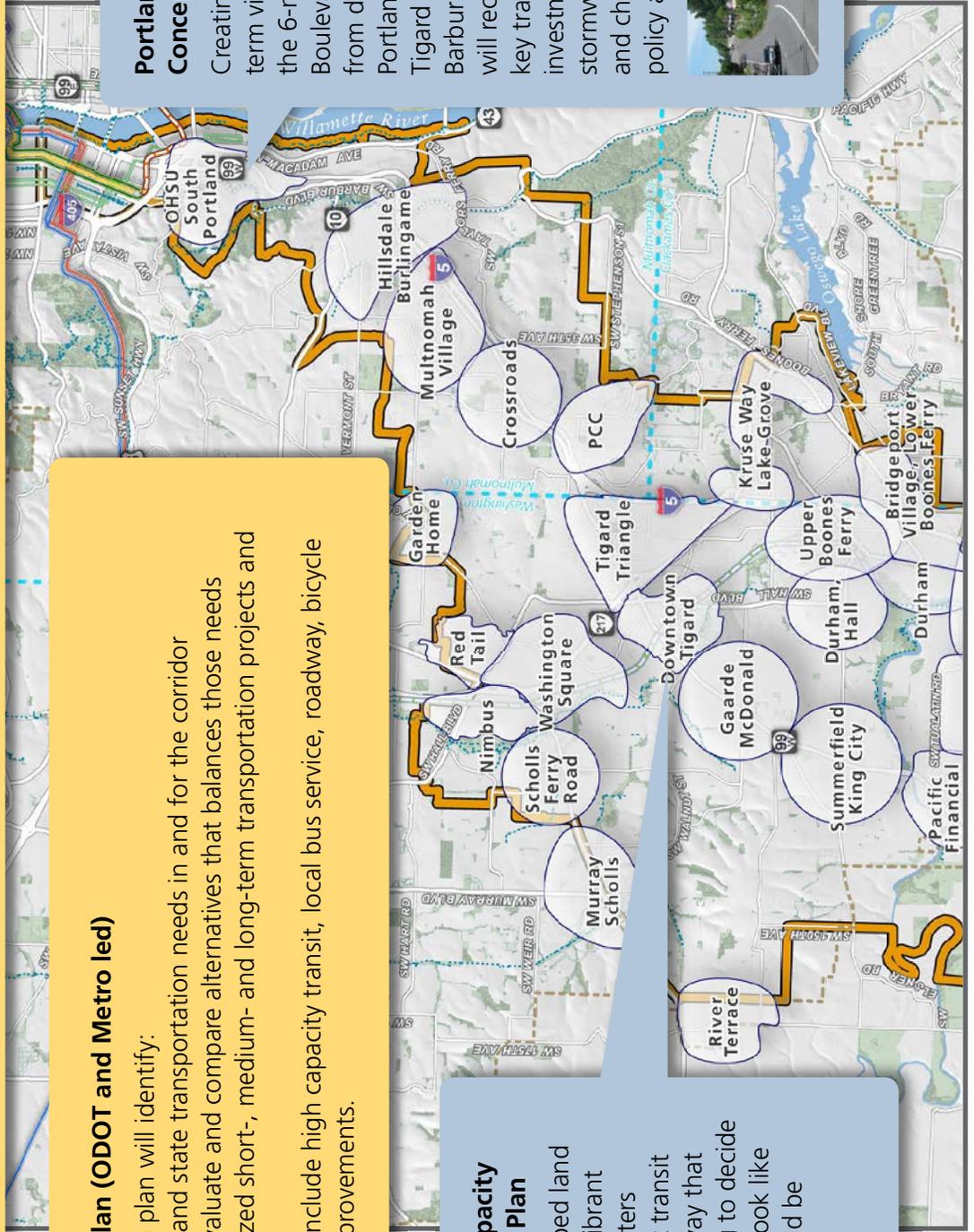
Potential projects include high capacity transit, local bus service, roadway, bicycle and pedestrian improvements.

Tigard – High Capacity Transit Land Use Plan

Tigard has developed land use concepts for vibrant 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.

Portland – Barbur Concept Plan

Creating a long-term vision for the 6-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan will recommend key transportation investments, stormwater solutions and changes to city policy and zoning.



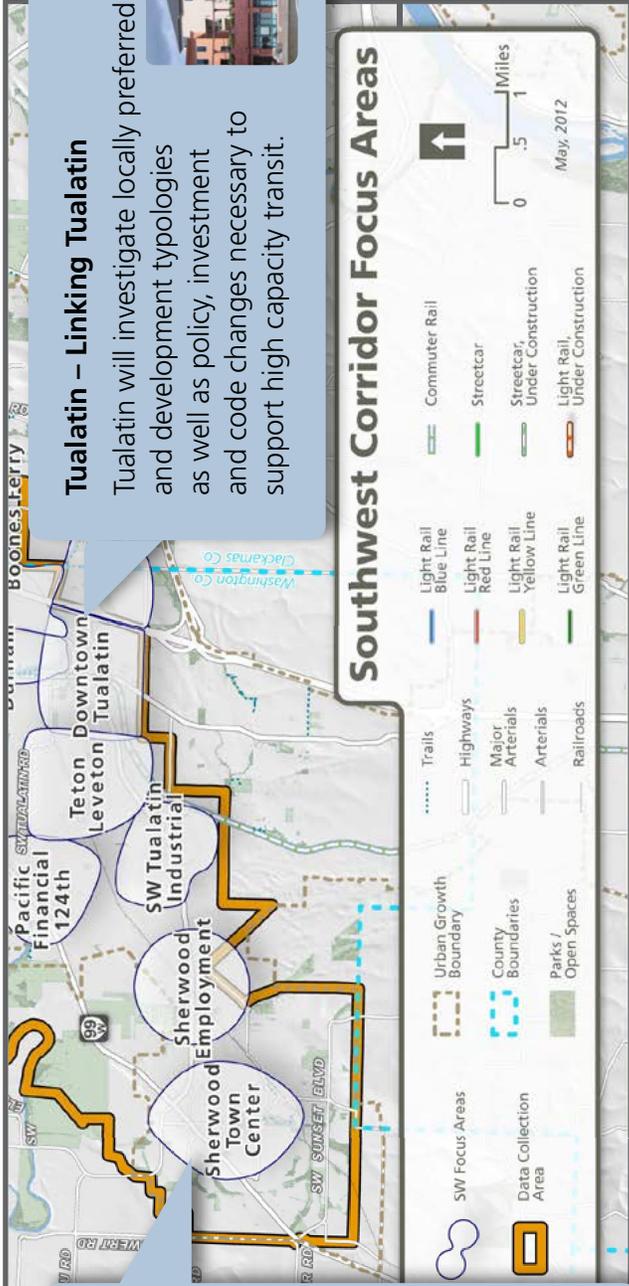
Sherwood – Town Center Plan

Sherwood will identify the best focus area for town center activity



Tualatin – Linking Tualatin

Tualatin will investigate locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit.



Transit alternatives analysis (Metro led)

A subset of the transportation plan, the transit alternatives analysis will evaluate how we would want a larger transit improvement to work. This includes looking at a high capacity transit service (like MAX or a bus that works more like MAX than local buses do) and where such a service would run. This is the first step in the federal process to determine the most efficient public investment in transit for the corridor.



Who are the partners?

Metro As a regional government, Metro crosses city limits and county lines to work with communities in creating a vibrant and sustainable region for all. Metro is responsible for long-term, regional plans for transportation and land use. Metro also manages the Oregon Zoo, the Oregon Convention Center, Expo, the Portland Center for Performing Arts and regional parks and natural areas.

ODOT As part of the state government, the Oregon Department of Transportation works to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

October 2012

TriMet As the regional transit provider, TriMet provides bus, light rail (MAX) and commuter rail (WES) transit services. These transportation options connect people with their community, while easing traffic congestion and reducing air pollution.

Multnomah and Washington counties The counties are in charge of functions like tax collection, courts, elections, records and local roads outside of cities.

The cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego Cities are generally in charge of things like local streets, parks, land use zoning and police and fire departments.

About the corridor

198,000 people reside in the Southwest corridor.

13% are 65 years and older, compared to the regional average of 11 percent.

The largest ethnic minority populations were identified as **Hispanic** (9 percent) and **Asian/Asian-American** (6 percent).

45,500 students attend the corridor universities and colleges, which include OHSU, PSU, George Fox and PCC.

140,000 jobs – 24 percent of the region's jobs – are located in the corridor.



The **average median cost of monthly rent is \$750** in the cities of the corridor.

The **average median home value is \$276,175** in the cities of the corridor.

1,342 people are waitlisted for 160 regulated affordable housing units in Southwest Portland alone.



7,500 acres of parks and natural areas are in the corridor.

327 miles of corridor roadways lack sidewalks, creating gaps in the pedestrian and bicycle network.

Most **bicycle routes** in the corridor **follow high-speed, larger roads**.

7,560 rides per day are taken on the 12 Barbur Boulevard bus; 4,100 on the 44 Capitol Highway; 3,030 on the 76 Beaverton/Tualatin; 2,730 on the 78 Beaverton/Lake Oswego; and 2,310 on the 8 Jackson Park.

Southwest corridor residents' **health concerns** have links to **physical activity and air quality**.

The prevalence of **obesity, asthma, and poor mental health** in the Southwest corridor **varies by geographic location and income levels**.

Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods might have less access to medical facilities.



Neighborhoods with higher rates of poverty are likely to be located adjacent to major roadways; these neighborhoods are likely to have worse air quality and a higher prevalence of asthma.



Neighborhoods that have grocery stores, coffee shops, farmer's markets, social and health services and parks are likely to have more people bicycling and walking and less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are also likely to have higher housing costs.



Wide range and narrowing

Moving from the projects and ideas generated for the wide range of potential projects to a manageable list of projects is a big job. Moving forward required a qualitative assessment of about 500 transportation projects and more than 300 parks, trails, natural areas, community open space and water quality management projects.

Wide-range process

The wide range of potential projects included ideas from:

- residents, businesses and other stakeholders through outreach in fall 2011
- the Regional Transportation Plan
- local transportation system, land use and parks and trails system plans
- plans from non-governmental transportation and community organizations
- projects that would meet needs discovered through the existing conditions and needs analyses.

The sources for generating the wide range process received public support during the outreach and involvement stage that culminated in an online open house and questionnaire, which was available June 22 through July 31, 2012. The 543 responses to that questionnaire told project partners:

- 78 percent agree/strongly agree these are good sources to generate a list of projects
- 64 percent agree/strongly agree these sources take advantage of past planning and community engagement work
- 58 percent agree/strongly agree this will result in a comprehensive list of project ideas.

Respondents also offered about 75 ideas for projects that they wanted considered. Those ideas that were not already part of the list were added to the wide-range list in advance of the narrowing process.

Narrowing process

The narrowing process asked four basic questions:

- Does the project support community and corridor vision?



- Does the project meet transportation needs and local land use goals?
- Can we afford it and when?
- Are there too many impacts?

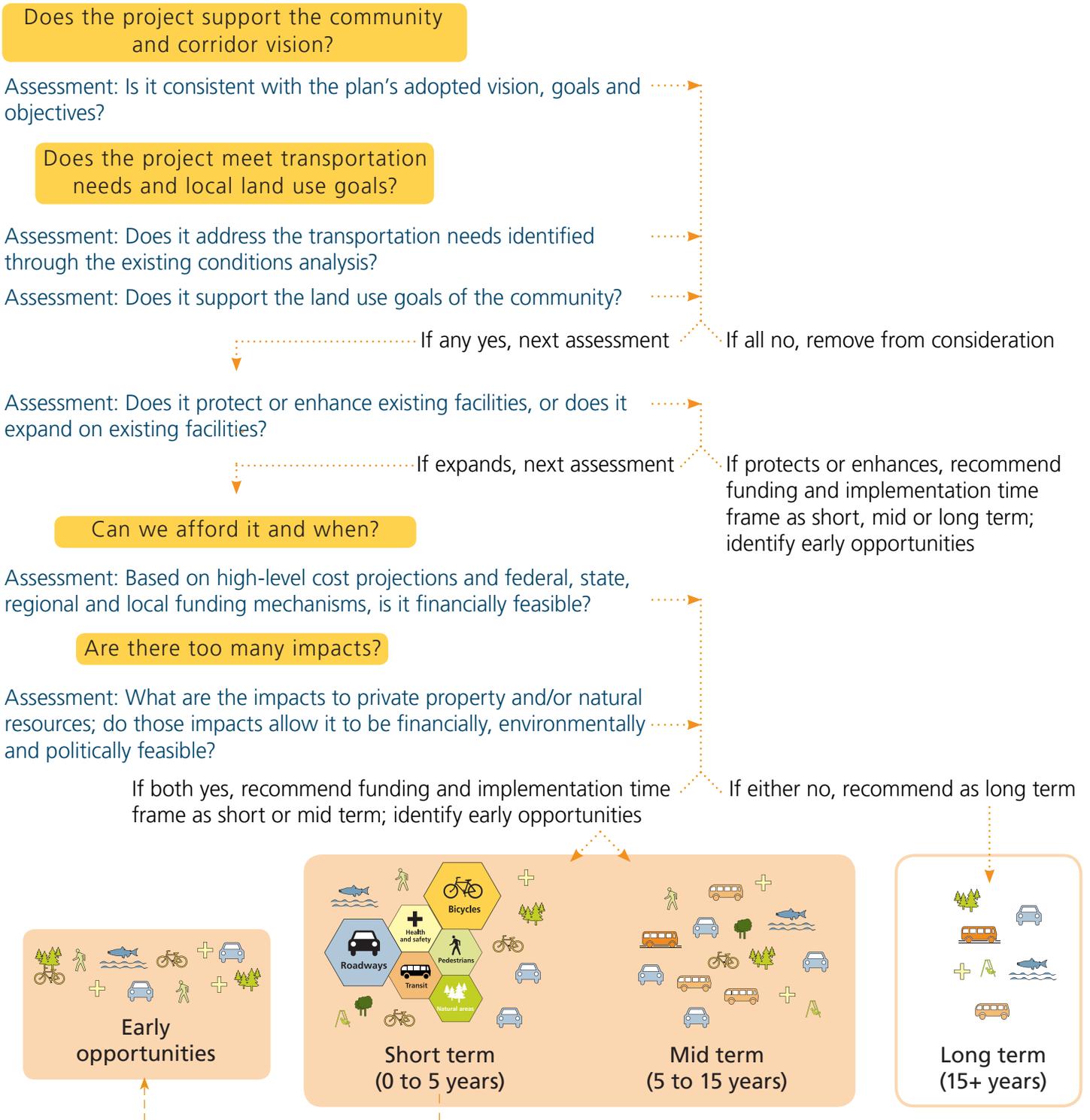
This qualitative narrowing process received public support in responses to the questionnaire. These responses told project partners:

- 67 percent agree/strongly agree this screening process enables us to focus effort on the most promising projects rather than evaluating everything
- 79 percent agree/strongly agree the narrowing questions are good questions to ask about cost and benefits
- 62 percent agree/strongly agree that the narrowing questions relate to the goals that reflect people's values
- 67 percent agree/strongly agree that narrowing will help focus efforts on achieving projects that support community supported vision and goals
- 80 percent agree/strongly agree that it is important to consider if and when we can afford projects in light of other priorities.

Narrowing process

The narrowing process was designed to help project partners focus efforts on the most promising projects. It also helps determine when projects might be implemented by projecting whether resources would be available in the short term (within five years), mid term (five to 15 years) or long term (15 plus years). Focussing on short- and mid-term projects will move project partners toward determining an integrated investment package.

Since this is a qualitative assessment based on funding projections, project partners – through the plan’s steering committee – may alter the determinations for the short-, mid- and long-term lists based on their judgement of local funding capacity and long-term benefits to their residents.



Note: it is not expected that all, or even a majority, of projects on the short- and mid-term list will be implemented; further choices will be made during the investment packaging and related discussions.