



Home of the Tualatin River National Wildlife Refuge

CITY COUNCIL MEETING PACKET

FOR

Tuesday, August 20, 2013

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

5:30 pm City Council Work Session

7:00 pm Regular City Council Meeting

URA Board of Directors Meeting
(following the City Council Meeting)



Home of the Tualatin River National Wildlife Refuge

5:30 PM COUNCIL WORK SESSION

1. WASHINGTON COUNTY VEHICLE REGISTRATION FEE DISCUSSION
2. SW CORRIDOR PLAN
3. REVIEW OF COUNCIL RULES (6-7PM)

REGULAR CITY COUNCIL MEETING

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
4. CONSENT
 - A. Approval of August 6, 2013 Council Meeting Minutes
5. PRESENTATIONS
 - A. Recognition of Sherwood High School Students Academic Achievement
 - B. Washington County Presentation, Tualatin-Sherwood Road Improvements
6. NEW BUSINESS
 - A. Resolution 2013-045 Amending the RedFlex contract for the Photo Red Light Enforcement System (Police Chief Jeff Groth)
 - B. Ordinance 2013-005 Amending Section 10.08.070 of the Municipal Code relating to prohibiting parking on certain streets (Police Chief Jeff Groth)
 - C. Resolution 2013-046 Establishing two (2) residential Parking Districts within the City of Sherwood in accordance with Chapter 10 of the Sherwood Municipal Code (Police Chief Jeff Groth)
 - D. Ordinance 2013-006 Assessing Sidewalk construction costs on certain lots and parcels in the City and directing the City Recorder to enter such assessments in the City's Lien Docket (Craig Sheldon, Public Works Director)
 - E. Resolution 2013-047 Endorsing the SW Corridor Plan and providing direction for future participation in the implementation of the SW Corridor Plan (Julia Hajduk, Community Development Director)

AGENDA

**SHERWOOD CITY COUNCIL
August 20, 2013**

5:30 pm City Council Work Session

7:00 pm Regular City Council Meeting

**URA Board of Directors Meeting
(following the City Council Mtg.)**

**Sherwood City Hall
22560 SW Pine Street
Sherwood, OR 97140**

7. PUBLIC HEARING

- A. Resolution 2013-048 Calling an election on and approving a Ballot Title, Summary, and Explanatory Statement for the annexation of 12 tax lots comprising 97.5 acres of land in the Brookman Road Plan Area for the November 5, 2013 election (Brad Kilby, Planning Manager)**

8. CITIZEN COMMENTS

9. COUNCIL ANNOUNCEMENTS

10. CITY MANAGER AND STAFF DEPT REPORTS

11. ADJOURN to URA BOARD OF DIRECTORS MEETING

How to Find Out What's on the Council Schedule:

City Council meeting materials and agenda are posted to the City web page at www.sherwoodoregon.gov, by the Friday prior to a Council meeting. Council agendas are also posted at the Sherwood Library/City Hall, the YMCA, the Senior Center, and the City's bulletin board at Albertson's. Council meeting materials are available to the public at the Library.

To Schedule a Presentation before Council:

If you would like to appear before Council, please submit your name, phone number, the subject of your presentation and the date you wish to appear to the City Recorder Sylvia Murphy by calling 503-625-4246 or by e-mail to: murphys@sherwoodoregon.gov



SHERWOOD CITY COUNCIL MINUTES
22560 SW Pine St., Sherwood, Or
August 6, 2013

EXECUTIVE SESSION

1. **CALL TO ORDER:** Mayor Bill Middleton called the meeting to order at 5:32 pm.
2. **COUNCIL PRESENT:** Mayor Bill Middleton, Council President Linda Henderson, Councilor's Matt Langer, Bill Butterfield, Krisanna Clark, Councilor Folsom arrived at 5:40pm and Councilor Dave Grant arrived at 6:20pm.
3. **STAFF AND LEGAL COUNSEL PRESENT STAFF PRESENT:** Joseph Gall City Manager, Tom Pessemier Assistant City Manager, Interim Finance Director Julie Blums, Kristen Switzer Community Services Director, and City Recorder Sylvia Murphy. City Attorney Pam Beery.
4. **TOPICS DISCUSSED:**

Pursuant to ORS 192.660(2)(F), Exempt Public Records.
5. **ADJOURN:**

Mayor Middleton adjourned the Executive Session at 6:27pm and convened to a City Council work session.

WORK SESSION

1. **CALL TO ORDER:** Mayor Bill Middleton called the meeting to order at 6:32 pm.
2. **COUNCIL PRESENT:** Mayor Bill Middleton, Council President Linda Henderson, Councilors Dave Grant, Robyn Folsom, Bill Butterfield, Krisanna Clark and Matt Langer.
3. **STAFF AND LEGAL COUNSEL PRESENT:** Joseph Gall City Manager, Tom Pessemier Assistant City Manager, Jeff Groth Police Chief, Julia Hajduk Community Development Director, Julie Blums Interim Finance Director, Kristen Switzer Community Services Director, Colleen Resch Administrative Assistant and Sylvia Murphy City Recorder. City Attorney Pam Beery.
4. **TOPICS DISCUSSED:**
 - A. **YMCA Discussion**

City Manager Joseph Gall stated the City Council has wanted to discuss the YMCA agreement and he has spoken with individual Council members regarding the agreement and he has heard dissatisfaction and questions from the public and the Council. He stated the work session was called to discuss the YMCA and

provide any direction to staff to deal with said issues. He said we are in year 15 of a 20 year agreement, adopted by a previous Council. He said this is a unique agreement and there are not a lot of models that exists like this. He said there are questions that the City can answer and questions that the YMCA will need to answer.

Mr. Gall stated, a question that has been asked by the public as well as the Council members, is in regards to finances. He said the Council requested 5-6 weeks ago copies of all quarterly financial reports, which have been provided to the Council. Mr. Gall stated discussing the financials is a good starting point.

Mayor Middleton asked for Council discussion.

Councilor Butterfield said his main concern is the contractual agreement we have with the YMCA, and what he have as far as documentation is vague and can be confusing. He said he would like the city to look at the contract and in collaboration with the YMCA come up with an agreement that's acceptable to both parties.

Councilor Clark asked the City Manager if he thought the current agreement was a good agreement. He stated he inherited the agreement and believes it was a good agreement 15 years ago, but not today. He said it's not working and doesn't believe, from either side, that it has been managed very well. He said it's a good document to start a partnership, but is not a good operating agreement and there is not a lot of performance measures, information on what the city expects as far as programing and activity levels, these things are not addressed in the agreement and this is a concern he has heard from the public and the City Council.

City Attorney Pam Beery informed the Council she has done an evaluation of the agreement and said she concurs with City Manager Gall that it is vague, particularly with respect to the City's rights to obtain financial information that we need as public dollars have been put into the facility. She stated the vagueness has led to misunderstandings and miscommunications, and believes the agreement wasn't that great 15 years ago. She stated from a lawyers perspective, it lacks terms; audit authority, right to terminate and many terms and provisions that currently don't exists. She stated she would support modifications the Council wishes to direct.

Councilor Langer asked in regards to vagueness and asked if the Y has been reluctant to provide financial information requested. Ms. Beery replied she did not know. City Manager Gall stated in his recent experiences, the Y has been forthcoming with providing information requested and cannot speak to prior City Manager practices. He said he believes they want to be a good partner and they know there is some dissatisfaction. He said he doesn't want to speak for the Y, but meets with Bob Hall and Renee Brouse regularly and their participation has been great in those meetings. He said he believes this is a bigger issue than the City Manager meeting with the CEO and the Y monthly, the Council, their Board and the community needs to be more involved.

Councilor Clark stated she believes as a Council, it is their fiduciary responsibility to the public, said these are public funds we are protecting and it's our building. She stated we are talking about a lot of money and feels the prudent thing to do would be an audit to come up with a starting place, what has occurred in the past and what needs to happen.

Mr. Gall replied he sees a lot of head nodding and asked if there are Council members that feel differently. He said we can explore that as a first step.

Councilor Folsom stated she agrees that it is a good place to start, to try and understand the numbers that have been given, but while that information has been given, it doesn't provide the entire picture and we need more information.

Mr. Gall agreed and said there are two steps the City can take; having the CFO meet with the Council to answer basic questions. He gave the example of "occupancy" language in the agreement and not knowing what this means. He said the next step can be an audit.

Councilor Folsom stated she believes an audit can show how we have done in applying the agreement and if we have met that, and it will help us know what standards of performance and expectations we should have to avoid the vagueness. Ms. Folsom asked Ms. Beery to confirm the intent. Ms. Beery agreed and said she believes we should go a bit further in looking at the performance to date and if it matches the agreement and the Council should also have information on best practices. She said it's not only that public money was put into the building, it's a concern that she had after reviewing the document, that there are shares of a portion, between the Y and the City in the document, and we have no way currently, to know if we have obtained the funds that we should. She said, to the extent that the City was entitled to receive those percentages. She commented about this being a fiduciary responsibility of the Council to find out what has happened to date with the public funds.

City Manager Gall commented regarding there being a lot of questions that need to be answered before we can decide where we are going in the future.

Councilor Langer commented regarding the information being from the past and asked how will we set up a structure moving forward to manage the contract and meet the goals we have talked about tonight. Mr. Gall responded regarding after meeting with the Y and performing the audit, and assuming nothing is wrong from a financial standpoint, we then sit with our partner and discuss things we want to see changed and they can offer changes as well. He said he did not think we can get there until we address the things that are being questioned by the Council and the public. He said this may cost a bit of money, but believes there are significant dollars in question.

Councilor Henderson stated one area of concern for her is the operating and maintenance of the facility as the City owns the building and still paying for it through property taxes. She referenced comments from Councilor Langer inquiring on the future of the agreement and said potentially what could happen is we would craft a new agreement to address concerns of the Y and the City. She commented regarding maintenance provided by Public Works and said only recently within the last 3-4 years have we partnered with the Y on building maintenance. She stated she did not want to leave this topic unmentioned and said an operating agreement beyond a financial agreement is what we need to ensure as the building will be serving our community for many years to come. She commented regarding the building being highly used, and open 7 days a week. She said we need to make sure we have an ongoing dialog with the Y and city staff, who are familiar with maintaining buildings, landscape and parking lots.

She confirmed with city attorney Beery that building operations should be addressed. Ms. Beery confirmed and said many things are missing and said this is a big one, and many things will need to be decided, whether we have a master agreement with the Y and subsets, one being operational and another being relationship. She said this is crucial to maintain the life of the facility.

Mayor Middleton said he understand that staff will try and meet with the Y to address concerns from both parties, and this not changing the operating agreement immediately. Mr. Gall confirmed and said not

unless the Council provides the direction to negotiate right away. He said he has heard from the Council to get an audit done and said he plans on meeting with the Y first to gather basics, invite the CFO and Bob Hall to a work session with the City Council to answer basic financial questions and in the mean time putting a scope of work together and figuring out, finding an auditor to look at the financials during the time period of the contract. He confirmed doing both at the same time and said the sooner we get the audit done and information is clear, we can move onto amending the agreement. He said we need to spend our time and effort on the financial piece as people are asking and it's cloudy.

Mayor Middleton asked if there were any other council comments or questions, with none heard, he said from the Councils perspective this is the way the Council will work it; to sit with the Y and discuss the little issues before we do anything else and then the audit. He confirmed with City Manager Gall that after this, the entire agreement will be reviewed.

Councilor Henderson asked if staff had a timeline for the completion of an audit. Mr. Gall replied that it's audit season and firms are very busy and said the sooner the better and this would be the challenge. He said he would like to see it done as soon as possible and believes the Y feels the same.

5. ADJOURN:

Mayor Middleton adjourned the work session at 6:55 pm and convened to a regular Council Session.

REGULAR CITY COUNCIL MEETING

1. CALL TO ORDER: Mayor Middleton called the meeting to order at 7:03 pm.

2. PLEDGE OF ALLEGIANCE:

3. COUNCIL PRESENT: Mayor Bill Middleton, Council President Linda Henderson, Councilors Dave Grant, Robyn Folsom, Bill Butterfield, Krisanna Clark and Matt Langer.

4. STAFF AND LEGAL COUNSEL PRESENT: Joseph Gall City Manager, Tom Pessemier Assistant City Manager, Jeff Groth Police Chief, Julia Hajduk Community Development Director, Administrative Assistant Colleen Resch and City Recorder Sylvia Murphy. City Attorney Pam Beery.

Mayor Middleton addressed the Consent Agenda and asked for a motion.

5. CONSENT AGENDA:

A. Approval of July 16, 2013 Council Meeting Minutes

B. Resolution 2013-043 Appointing Beth Cooke to the Planning Commission

C. Resolution 2013-037 Authorizing an Intergovernmental Agreement (IGA) with the Oregon Department of Transportation (ODOT) to receive Transportation Growth Management (TGM) funds to perform an update of the City of Sherwood Transportation System Plan (TSP)

D. Resolution 2013-044 Authorizing the City Manager to sign 3-year On-Call Planning Contracts with three selected firms (Brad Kilby, Planning Manager)

MOTION: FROM COUNCIL PRESIDENT HENDERSON TO ADOPT THE CONSENT AGENDA, SECONDED BY COUNCILOR CLARK, MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Mayor Middleton addressed the next agenda item.

6. PRESENTATIONS

A. Recognition of Sherwood High School Students Academic Achievement

The City Council and Sherwood School District Superintendent Heather Cordie recognized Sherwood High School Students for Academic Achievements, students that received a perfect 4.0 GPA for the 2012-13 school year. City Manager Joe Gall called forward students and the Mayor presented them with Certificates of Achievement. Mayor Middleton thanked Superintendent Cordie for attending and recognizing the students.

Mayor Middleton introduced Dave Troyer with Tribute to Troops and asked Mr. Troyer to come forward and relay a message to the City and the Police Department in regards to an intersection on Hwy. 99W being closed down on Saturday. Dave Troyer stated that his organization visits families that have lost soldiers in the war. He said they present the families with a plaque and read a biography about the soldier and spend about an hour with each family member. He said their group had about 80 motorcycles and about 120 people and they had an opportunity to shake hands with every family member, which was very emotional and very moving, especially for him as he lost a son in 2005. He said it is easy to complain about stuff but wanted to take the opportunity to thank the Sherwood Police Department who helped out on Saturday. He said they let us through town so we can stay together as a group. He said we try to have minimum impact and be respectful. He thanked Chief Groth, Officers Chad Brinkman, George Lopez, Hector Rodrigues, Greg Hersh and Nathan Powell as well as Captain Mark Daniel who did the final planning. Mr. Troyer said it was fantastic and he appreciated it and said 18 riders were from out of state and they complimented our Police Department for a job well done.

Mayor Middleton asked Mr. Troyer if they visited six families. Dave responded yes, three on Saturday and three on Sunday. Mr. Troyer invited anyone that likes to ride bikes to join them and said that Mayor Middleton joined them on Saturday. Mayor Middleton stated that Ed Contreras joined them on Saturday and his son is who the High School Stadium is named after. Mayor Middleton said it was an unbelievable experience and very touching.

Mayor Middleton addressed the next agenda item.

7. NEW BUSINESS

A. Special Committee Report

Meerta Meyer came forward as Chairperson of the Special Committee and provided a report from the committee. She said in advance of planning a Special Committee you heard comments and testimony from the public regarding ordinances establishing new business regulations and solicited advice of citizens and business owners. She thanked the Council and staff, on behalf of the committee, for acknowledging that citizen involvement is needed to better define our community. She stated it is fitting that today marks the 30th anniversary of America's National Night Out Against Crime. She noted that since the Council received this report in advance, she would attempt to be brief. She said this day increases awareness of crime and drug prevention, it also heightens and strengthens neighborhood and community spirit and it is great to see the room full tonight with members of our community. She said Tom Pessemier mentioned that the committee faced a large handicap, time. She noted they had only 3 weeks to come together and work with staff and legal counsel to put together a quality product for the Council's review and consideration. She

said they focused on the idea of a proactive community focused approach, as is necessary to preserve and promote livability, community wellbeing, citizen involvement, civic participation, public health, safety and wellness, local character and prosperity, and environmental sustainability all of which provide opportunities to thrive. She stated our work group came from different personal and professional backgrounds and perspectives and they were successful in working collaboratively and respectfully. She said they examined sample policies from around the country in relation to the ideas brought forward to show diligence in their consideration. She referred to page 2, item 2 of the Special Committee report under dilapidated vehicles and other nuisances and said this remains an area of concern and on behalf of the Special Committee they encourage the Council to encourage the Police Department to review and modify the current Nuisance Code properties within the City of Sherwood. She referred to page 3 item 8 and said throughout our discussion issues that fell under Chapter 16 of the code were raised and they encourage the Council to promote and encourage staff to consider a comprehensive review of existing code language including, but not limited to items such as: a comprehensive review of the traffic study language and Capacity Allocation Program (CAP) language, consider modifying criteria in the review of new business or new development applications, review guidelines related to overall development/new construction to promote and encourage environmentally responsible building practices, and how to better foster economic development within the City of Sherwood. She referred to page 3 and said the notion of a fair living wage for employees came up as a significant issue for the community as well as the committee. She said within the discussion they looked at wages, benefits and sick leave as a means to promote Sherwood as an economically and socially attractive place to live and work. She stated there are both state and federal preemptions related to benefit and wage issues. She said specifically related to sick leave, a majority of the committee agreed that due to time alone they couldn't complete the outreach necessary to produce a comprehensive quality ordinance and they felt this issue would be best addressed at the state level. She said the committee agrees that to promote living wage jobs in Sherwood, the City does have opportunity to explore small business development and promotion. She stated that on behalf of the Special Committee they are presenting three ordinances for the Councils favorable review and consideration: Regulation of Camping, Regulation of Business Hours and Regulation of Hazardous Substances. She encouraged the Council and staff to enhance social, economic and environmental factors aimed toward the sustainable wellbeing of Sherwood and thanked them for their willingness to invest in the community.

Mayor Middleton addressed the next agenda item.

8. PUBLIC HEARING - Special Committee Proposed Ordinance Language

Mayor Middleton stated that since the public hearing covered 3 items, each speaker would have 5 minutes.

Assistant City Manager Tom Pessemier explained that Meerta Meyer will give a staff report for each item.

The City Recorder read the Public Hearing statement.

Tom Pessemier reminded the Council and staff that if items will be referred to the voters there is a tight timeframe. He stated that by August 12, there would have to be ballot titles and explanatory statements for each item referred to the voters, as well as a resolution to adopt. He stated this would allow time to get the Council their meeting packets for the August 20 meeting in time for review. He noted the August 20 meeting would be the last chance to make changes and to pass a resolution and it will have to be noticed to allow ample time for a challenge period before it is due to the County. He said September 5 is the absolute deadline and in order to meet that we have a tight timeframe to put things together.

Council President Henderson clarified that if we move forward with drafting ballot titles and explanatory statements there is a period of time with an opportunity to contest.

Tom stated we need to know tonight that they need to be prepared, and by Monday those titles would have to be done and noticed. He stated if they are adopted on August 20, there will be 7 day period for challenge.

Meerta Meyer provided the Council with the staff reports and said there are 3 proposed ordinances for consideration. She stated the first, the Regulation of Camping, was drafted to protect and promote the health, safety and welfare of residents and properties within the City of Sherwood. She said the second, the Regulation of Business Hours, was designed to preserve the quality of life during late night and early morning hours, discourage activities compromising public safety during late night and early morning hours, and to provide for efficient and effective economic provision of government resources. She stated the third, the Regulation of Hazardous Substance, relates to the release of hazardous substances into the environment, which may present eminent and substantial threats to public health, safety and welfare. She noted the basis used to draft the ordinances was to support the values and the mission of the City of Sherwood to promote livability and pride in our community. She thanked the Council for their favorable consideration.

Tom stated Meerta Meyer will be back to answer questions after the public testimony.

Mayor Middleton opened the public hearing to receive testimony.

Jim Claus, 22211 SW Pacific Hwy, came forward and referred to the code enforcement and commented regarding the code and racketeering and said it is enforced when and where you want. He said the city attorney is a contract attorney, represents the Mayor, the Council and the City Manager and referred to a conflict of interest if they start attempting to represent the citizens. He said you keep writing these regulations, and referred to the sign code being unenforceable and banning flag poles, and said they are not proposing another code you are going to enforce another document. He referred to the State of California where they now can't pass another code unless they know that there is 75% enforcement on the level of the code. He stated there is 35% enforcement and you are going to write another code and you screw up once and you rewrite to prove you are doing something. He said you should have a private attorney provision, like an endangered species, so we can go out and enforce your codes and you should let citizen collect the fees, because the attorneys pick on people with breast cancer, and then you need to make it profitable for us to bounty hunt our citizens, because that is exactly what the town is coming to by writing this code. He said you can't carry on a conversation with anyone here or you are threatening them and referred to raising your voice. He stated you need to get a clear definition of what you are regulating because your definition is almost as funny as Langer's smile. He said you don't know what you are regulating and you don't know what an RV is and it is not defined in the code. He referred to regulating camping and asked about the boy scouts having a bon fire and said you don't know what you are regulating. He said to go back and look at enforcement on this and said the Elks is zoned 5 residential detached houses to the acre and they have an RV park. He asked if that is camping or parking and said he did not know. He referred to the business hours and said you got another mess to make you look like you are doing something, but you are racketeering again and giving zoning to those you like and punishing those you don't like. He said put the private attorney general provision in since you have turned the town into bounty hunters anyways with the special enforcement districts for those people who contribute to the right politician or belong to the arts group. He said this shouldn't be hard to do since you have the people now. He referred to the Best Practice Manual from the League of Cities and Towns and said adopt the

manual and say that anyone that violates it violates the ordinance. He said you can clean this up but you had better check what you are enforcing now and if you don't think you can handle it now. He said we should become a good totalitarian town. He stated don't write a code that you don't have the intention and won't enforce unless you don't like the person.

Susan Claus, 22211 SW Pacific Hwy, approached the Council and said her comments are concerning process and said she echoes some of Jim's comments. She said when we put these ordinances together we need to have a process in place to functionally be able to do what we are proposing to do and if not it is just another methodology for the staff to have something on the books to arbitrarily enforce when they want, and ignore when they want. She said we do not have a process for citizens to come forth and say they have been either..., or say this process has been used arbitrarily in one circumstance and not in another circumstance and ask why and what can we do about it. She stated that we are an old enough town, over 100 years, and it is the same thing and referred to the 15 years into the YMCA contract and just now the attorneys are talking about it. She said we need to have our paid staff working on equal enforcement and equal treatment and if we have something on the books, or are contemplating, and we know that we don't have the capacity to work with we should know that up front so we are not faking everyone out. She referred to people calling and reporting that people are camping on a commercial lot and then there is no process, or the process is sometimes applied and sometimes not applied. She said part of the problem here is the citizens outcry and reaction to recent events and said a lot of people who want to be part of the process and some of the people in the process are not appreciated and they feel like there is a push back on the staff level for trying to be in the process. She said that is unfortunate because she has been to many meetings where it is just her and Jim and a few others and the Council asks where everyone is and when people now show up it is communicated that some people we like and some we don't. She said people are not embraced but are disenfranchised and people feel uncomfortable and if they come out too far in front they may become a target. She said there are plenty of examples in town and she is a perfect example of coming out front and being targeted on very specific things where there was no process and referred to when the City decided to take her to municipal court and the contract attorneys ran with it and that is part of her overall objection to contract attorneys that don't live in this town, and are running a lot of little towns, and in some cases trying to experiment in small towns, by experimenting with ordinances or pushing a point to see if they can get further down the road for their legal practice. She stated we need a City Attorney that lives in town and is devoted to the town. She referred to 10 years with Beery, Elsner and Hammond and said it is still a problem because we are not reflecting the costs that we are paying them, and they are still not reflected it in our budget as legal costs. She said that in 2011 we paid them \$225,000 and in this budget cycle we allot \$84,000, and \$60,000 was just allotted for this special purpose. She said if we are not being truthful in our budget documents it is hard to keep going forward and it is the same problem with the budget process. She referred to the YMCA and said if you are not being transparent with the citizen's money, and asked how you start the conversation and said there is a cloud and it needs to be removed. She said we need transparency and a city attorney that lives in this town that will not experiment with this town and will not victimize citizens in this town for speaking up on very fundamental issues.

Neil Shannon, 23997 SW Red Fern Drive, came forward and said he attended a few of the Special Committee Meetings and understands why the committee was established because of the concerns about the developments in the Langer area and the merchants that were coming in and said the committee served as a lightning rod and let citizens gather together and understand what is going on and understand that there was not an opportunity to provide a poison pill for any particular merchant coming to town. He stated that he does not see the urgency, which was perhaps created several months ago, to pass these ordinances now or to take them to a ballot. He said if we take these to a special election it will cost a

minimum of \$5,000 and he does not think we need to spend that. He said he appreciates the work of the committee and said they have done some excellent work and said these are ordinances that can be tabled and set aside because we don't have a problem with many of the things they are addressing. He said he is not aware of any problems with camping or overnight parking. He said he is an RV owner and is concerned that the overnight parking would be carried city wide and said there are times when people have friends visit and sometimes they will be parked on the street outside your house for a couple of days. He said this ordinance would prevent that and this concerns him. He said Walmart has a policy that individual stores and managers are allowed to restrict overnight parking in their parking lots and it would behoove us to just go ask them to post the signs for no overnight parking and ask them to enforce the issue. He said he is concerned about trying to pass an ordinance for prevention of 24 hour stores being opened and said he does not know any merchant in this town that is currently proposing to run a 24 hours store. He said if it becomes a problem we could consider that ordinance. He referred to Chief Groth's presentation for the Special Committee and he indicated that there were no problems with late night store operations and said if you want to regulate anything you should regulate the bars being open until 2 am. He said a store being open 24 hours could serve as an island of refuge for someone with real problems late at night. He referred to the hazardous substance and said we have plenty of EPA regulation. He said the ordinances should be tabled, they were useful to put together and get citizen feedback, but said we don't need special elections or the added costs.

Renee Brouse, 22794 SW Highland, approached the Council and said on behalf of the Sherwood Chamber of Commerce Board she wanted to address the ordinance regarding the hazardous substances. She stated that the Chamber has failed to identify an existing problem that validates the need for regulation as it pertains to hazardous substance regulation. She said the language of the ordinance increases the potential liability for residents and businesses of all scopes and sizes to pay additional fines even with household chemicals. She provided questions to consider: how does this impact residents and the final consumer, are the subcontractors responsible or business that hire subcontractors, and how much do we gain by building another bureaucracy duplicating what DEQ, EPA, Clean Water Services and other government agencies are responsible for? She said there are more questions to ask. She said the Special Committee did not contact these agencies before recommending to Council nor did they have the time to look at current retail business practices locally for controlling hazardous substances. She stated despite the language it suggests that it will only be applied in certain circumstances. She asked what the cost of staff time is for developing processes and training and addressing issues. She stated she is concerned and is trying to provide answers to questions that have not yet come up. She commented that correlation does not imply causation.

Eric Evans, 1644 SW Wildlife Haven Court, approached the Council and provided a document (see record) and said he represents the Chamber of Commerce and is the Treasurer. He discussed the regulation of camping ordinance and said the mission of the Chamber is to give value to our members in the community through innovation, leadership and programs to develop the business climate. He said the Chamber's philosophical view is that less regulation is good and the market place should drive decisions and the government's role is to foster economic development and job creation. He stated the Chamber has concerns with the conversation; it is a reaction to current and further development and will hurt Sherwood's ability to attract future development efforts, from businesses considering not renewing leases to one local business pausing on a potential \$30 million investment in our community. He noted the damage from this dialog is already being done. He said the Chamber is proud that the local businesses in Sherwood overwhelmingly want to be good members of the community and if a problem does arise we have confidence that the business leadership in Sherwood would take steps to correct the issue. He stated most retailers determine policy decisions at the local level. He said don't spend taxpayers money on a special

election that communication can address and there is no current need. He commented that the Executive Director has had meetings with Sherwood's large retailers and most said that requests to camp overnight were minimal and one said that in three years they have only had 4 requests to use their lots overnight. He suggested this is due to our distance from major corridors and the convenient nearby access to overnight parking, such as the Elks and Champoeg Park. He said that this ordinance could impact small businesses and residents in a more substantial way. He gave the example of his mother-in-law staying in an RV in his driveway and said this regulation would require a variance, as would setting up a tent in his front lawn. He gave the example of an emergency with an RV that needed work done at local auto shop that would require an overnight stay and the need to report it and unnecessary use of City resources. He gave the example of church events and scout troops wanting to use private property with public access and again referred to the cost of City resources. He stated the purpose of the ordinance is to "address adverse impacts of such activities included littering; public urination; public defecation; public intoxication; theft of water and electricity; verbal and physical assaults; trespass onto adjacent public and private properties; vandalism; property damage; fire hazards; and harassment of intimidation of occupants, employees and/or customers". He said currently they do not know of complaints regarding these issues at local businesses caused by camping. He said if a problem were to arise these types of issues can be addressed, and he stated they have faith in the Sherwood Police Department and under the leadership of Chief Groth and the City Council to address these issues as they arise. He said until then the Chamber has not identified a need. He stated that this reaction to assumed future problems which do not exist here in Sherwood and adopting to the ballot would be harmful, expensive and would negatively impact businesses and Sherwood residents.

Leanna Knutson, did not come forward.

Amanda Dalton, 8565 SW Salish Lane, came forward as a representative of the Northwest Grocery Association which is comprised of the grocery retailers, suppliers, and manufacturers in Oregon, Washington and Idaho area. She stated they have two member stores in the City, Albertsons and Safeway, but Walmart is not a member. She said they have reached out to other stores that are members to gather input about the ordinance and they believe there is a regional impact, particularly regarding regulating business hour operation. She said they oppose the ordinance in general and the concern is the retailer's ability to respond to growing consumer needs, growing communities and the overall limiting of hours. She said our stores are currently not open passed 1 a.m., however our concern lies in the lack of clarity around the definition of the ordinance and while it provides to limit times open to the public, the concern is it will also limit the delivery and distribution lines and that will not only impact grocery stores in Sherwood, but the stores down the line. She stated that will put the trucks into your traffic both in a.m. and p.m. congestion times. She stated they are concerned that cities will adopt similar ordinances. She said it is an easy fix and she understands the committee has worked hard and is under a tight deadline and perhaps we could draft a specific exemption that your intent is not to limit deliveries. She said delivery times are 4 a.m. and during holidays 3 a.m. and asked for an exemption so it won't limit trucks.

Stephanie Sass, approached the Council and said she would like to thank the City of Sherwood staff, Meerta Meyer and the Citizens Special Committee for working hard, in a very short timeframe, to draft three ordinances being presented to the Council this evening. She said it is up to the residents of Sherwood to decide the outcome of these proposed ordinances and she would like to see democracy work as it was designed, letting the people decide. She commented on the vested interest in the current Walmart project and other future projects in Sherwood and she asked that Councilor Langer recuse himself from this vote and future votes involving the use of his family's land, since she believes it is a conflict of interest. She noted as a City Council member, he possesses the ability to manipulate policies and influence others for

possible personal gain. She said even though that may not be his intention, it doesn't look good at any government level; especially to Washington County taxpayers in Sherwood that did not get a voice before the Walmart announcement.

Michael Carlson, 23077 SW Main Street, approached the Council and said he moved to the town when there was one blinking light and he bought gas 200 feet away from here that is now a fruit stand. He said he has seen a lot of growth in 2 ½ decades and not all of it was what he wanted. He said it happened and he tried to find a positive. He stated that Sherwood has turned out to be a great City and we saw that tonight with the School District and we have a great Fire Department, and extraordinary Police Department. He said the reason we are here tonight stems from anger, personal agendas, collective pot stirring and other emotions and personal goals. He said he attended most of the committee meetings and is convinced that the goal was not to preserve our City but to have a negative impact on Walmart. He said none of these ordinances will hurt a billion dollar company but are already having a negative impact on our great City. He said it was done too hurriedly and with too much personal emotion. He suggested Council take their time before reacting. He referred to hearing feedback from some of the residents, and even if 1800 of the email and petition signature are legitimate, you still have not heard from 90 percent of our citizens. He suggested mailing out a survey and let it run for a few months and then he can sit at home and not be limited to 4 to 5 minutes of testimony but he can give his true likes and true dislikes. He referred to the Police Chief's testimony and said he did not hear of any critical situation that needed us to take these drastic measures. He stated that for quite a while the Police Department has been very short staffed and we need more officers. He said the City is growing has it has since he has been here and it will continue to grow and our focus needs to be on more important issues than regulating our citizens.

Amanda Bates, 16419 SW Wildlife Haven Court, came forward and said stated that she is an Executive Committee board member of the Sherwood Chamber of Commerce, which is a nonprofit 501(c) organization servicing over 250 businesses and organizations here in Sherwood. She said she is also a Sherwood resident. She referred to the camping ordinance and said we have failed to identify an existing problem that validates the need for regulation in Sherwood. She stated current 24 hour businesses in Sherwood are available because consumer demand affords it. She said according to Chief Groth at the June 3 work session 24 hour businesses are not hot beds for crime and in fact a well-lit retail business is a place where police can draw positive attention to their community policing efforts and it provides a safe place for people to go. She said that our Chief put it best at one of the Special Committee meetings last week saying a store being closed doesn't mean police don't have to patrol, in fact it is the opposite. She stated businesses are a lot more likely to be burglarized and broken in to when they are not open and their security or loss prevention teams are not on duty. She added that the ordinance as written infers retail businesses are the cause of public drunkenness, public drinking, and loitering. She commented that we have not seen any data which supports this inference and do not believe that retail business significantly contributes to these problems. She noted a major concern of citizens is that new retail operation in our community will create more traffic and if we are concerned about traffic then why would we limit the hours that customers can shop locally, therefore condensing all of the shopping into the hours when traffic is at its worst and shouldn't we encourage shopping off-peak hours to minimize traffic? She stated multi-store retail businesses need to convey a consistent message to the marketplace on hours, pricing, etc. She said it's disruptive to say things like "all stores open 24 hours except for in Sherwood" and no matter how a business tries to convey the message it gets garbled. She said retail can generate up to 40% of sales between Thanksgiving and the 2-3 weeks after Christmas and there are other annual important sale flights, such as Back-to-School, Halloween, etc. and all of these are crucial to any retailer's bottom line. She stated regulating hours for big box is tough, but hours restrictions during the last 6 weeks of the year create real anguish for any retailer. She said most importantly, this ordinance threatens sales volumes which in turn,

mean Sherwood's ability to retain job opportunities. She stated a large retailer in Sherwood said that if they were to decrease in sales by 11% from 2012 then they would go from being a large-volume retailer to a small-volume retailer, which would result in cutting jobs and changing hours and they fear that regulations, like an hour of operation ordinance would impact their bottom line. She noted retailers support 1 in 4 US jobs and late night jobs at a retailer could improve the unemployment rate locally, which is 6.6% in Washington County, and provide additional local job opportunities for local residents, whether that is for a full time management position, or a part time position for a Sherwood High School student or a stay at home mom needing part time employment. She stated the Sherwood Chamber of Commerce is concerned about the message we're sending to current and future businesses and according to the City of Sherwood's website "the City continues to struggle with an unbalanced tax base". She commented that as an individual property owner she can testify to that. She said if we support the creation, expansion, and sustainability of businesses in our community, our lopsided tax base will become more balanced. She commented that we all know that taxes paid for by businesses, support city services, including police, parks, library, schools, and more, above and beyond what it costs to serve those businesses and this in turn lowers the tax expense for each Sherwood homeowner, while improving the quality of life in Sherwood. She stated the Sherwood Chamber of Commerce cannot identify an existing problem that warrants the need for this ordinance and additionally we have identified potential unintended consequences related to its implementation such as: contributing to traffic problems, inconsistency in business operations, hurting Sherwood's competitive marketplace, decreasing retail sales volume in Sherwood, reducing current jobs and preventing future job growth, limiting current and future opportunities to balance the Sherwood tax base. She asked the Council to please consider the long-term implications and not the short-term emotional impulsive reaction to this hour of operation proposal.

Kevin Bates, 16419 SW Wildlife Haven Court, approached the Council and commented that he owns Symposium Coffee and said it sounds like everyone is in agreement to not move the ordinances forward. He said he does not support any ordinance restricting the hours of operation because you limit the free market and it should only be done if it is an endangerment to the community. He noted there is no proof so far with the activity that the ordinances are regulating, except for hazardous waste but there needs to be environmental studies adopted and organizations coming in and then the ordinance should be created off of the studies done. He said there is no proof that it will increase the costs, but there is proof that restricting businesses in such a way affects businesses income. He stated that it has been alluded to that this committee was developed because of the development of Walmart. He said the Council is on record saying that. He asked if Walmart is going to hand us a bill if we pass ordinances that change the rules and are they going to find us irresponsible as a community by regulating hours and overnight parking and by limiting their income generating activities, and suggested a possible lawsuit. He said this should be addresses and analyzed. He suggested moving forward and disbanding the committee and discarding all the ordinances and believes the result would hurt our community. He honors the work that has been done but believe it was formed out of reaction and anger or response to that anger and said a different process needs to be adopted.

Nancy Taylor, 17036 SW Lynnly Way, came forward and said it easier to resist at the beginning then at the end. She said she has heard a lot of feeling today and said camping, hours of operation, and hazardous waste are things that most communities care about and it has proven to keep the big box stores from coming in. She stated that Sherwood is not a destination where people come to shop on a daily basis unless they live here. She suggested that people in Lake Oswego don't consider coming to Sherwood to shop for back to school clothes, Christmas, or a Thanksgiving turkey. She said she is not sure but thinks she is correct. She commented hearing concerns that people need to consider why they are sitting there and what the future of the board will be if they continue to sit on it. She joined Ms. Sass that Mr. Langer

needs to resign and step down and said he will cost the town quite a bit of money in a special election coming up.

Anthony Bevel, 17036 SW Lynnly Way, approached the Council and said he has lived here 18 years and said we all know why the committee is here and why it was formed and in his eyes a property was sold to a company and it was pretty deceptive and did not seem very clear and the citizen mobilized, petitioned and the Council decided that a Special Committee was to be formed to present proposals. He commented they did not go far enough and the work is half done. He stated that to just throw these three proposals to a side, you will have riot in Sherwood. He said they have to consider these and formulate them and present them to the citizens of Sherwood. He stated the reason he feels so strongly about Walmart is that they are not good for Sherwood or America. He said he knows they are the biggest corporation in the world but that does not mean that they are good and they are not good for Sherwood and will cause reputable harm. He told Chief Groth that he dropped off a report about crime with Walmart and he said it is enlightening. He said citizens aren't against business in Sherwood; they want business, but want to stay that sleepy community that he arrived at. He stated they are against a business that is Walmart and said he does not have to go into it and said you can read and listen to the radio, and watch television and there is not one instance that it is presented as a place you want to go to. He said he will pay more for milk and hamburger and will not be there. He suggested you can trust that businesses will do what they should, but you need these ordinance and you need more of them. He referred to the committee and the Council and said he hopes that everyone wakes up and said that something good has happened and he is looking forward to meeting other people here in Sherwood and he has met so many nice people and people will become more involved with this.

Jennifer Harris, 21484 SW Roellich Avenue, came forward and thanked the Council and the Special Committee and said she could not have made such a strong commitment. She said we should not consider throwing the ordinances to the side and said it is disrespectful to the committee. She encouraged them to read the ordinances in their entirety and you will notice that for camping Grandma in the driveway in not applicable. She said that emergency situation is also considered. She said the committee spent a lot of time and went in depth and considered scenarios because they live or they work here because it is important to them and not because Walmart is coming, because it is important to their lives. She referred to the 24 hour ordinance and said it does not restrict stocking shelves, trucks coming in, the cleaning crew, deliveries, but simply restricts business hours for the public to be there. She encouraged Council to think about proactivity not reactivity. She said it is a better option and she said if we wait until the problem is already there, we have to clean up what has been done and address it in the future. She suggested if we can be proactive now, it might cost some money, but might save money down the road especially with toxic waste. She stated that businesses have been regulated forever and she does not think any of us would say that government doesn't belong in regulating business or we wouldn't have minimum wage or fair trade or any good business going on if government wasn't regulating in some way. She noted that camping in banned pretty much everywhere in the United States, and said this is not new or earth shattering and it is mundane and normal and it is was it is. She said just because we didn't have it in the past doesn't mean we shouldn't have it in the future, and if we don't have a problem now doesn't mean we shouldn't deal with it now. She referred to people stating that they have people coming to camp and said that there are 3 RV parks within 3 to 7 miles of Sherwood and said that you can actually run 3 miles. She said we have plenty of places for people to camp and we have emergency situations set up. She encouraged reading the ordinances and referred to the scare tactics and said that they have not read them because the issues they addressed are irrelevant.

With no further public comments, Mayor Middleton closed the public hearing and asked for Council comments.

Councilor Folsom asked if they are going to discuss each ordinance separately.

Mayor Middleton stated that they can since it does not appear that anyone has general questions.

Councilor Langer stated that he has been asked by two people to recuse himself tonight and asked city attorney Beery to clarify if these three ordinances are for the current project or for the entire City and asked if there is any legal reason why he should recuse.

Attorney Beery responded that these ordinances as written and as proposed would apply City wide to effected entities that were covered by their terms, so are not specifically directed at any one property or business. She stated as far as your obligation, you are required under state law to recuse yourself if you have an actual conflict of interest, which is defined by state law as a clear demonstration that you will in fact either achieve a pecuniary benefit or avoid a cost for yourself, your business, your family, and a long list of relatives. She said the requirement has a fairly high threshold only based on an actual showing of financial impact to you, either for better or worse. She noted you have the discretion to make a choice to step down when you feel you have a potential conflict of interest, which is defined more liberally as interest in a proposal or non-financial interest. She stated she does not see how your....and there is no requirement that you step down based on the actual bias, and based on what she knows of the situation and said they are City wide regulations. She said she always advises elected officials that they are the judge of their own partiality under Oregon law unless it is an actual bias, i.e. direct monetary gain or avoidance of cost. She stated that you get to decide and there is no standard of appearance of propriety or appearance of bias, the standard has to do with your own judgment about your own impartiality.

Council Langer asked how the class exemption would apply in this case.

Attorney Beery responded that yes, even if you could be shown to have an interest, what the class exemption provides is if a Council member is taking action on an item and they are effected somehow, then if they are part of a class they are still allowed to vote on that item, the reason being is that you wouldn't be able to enact legislation of general effect, they recognize elected officials are members of their community and for example, if you own a business in Sherwood one of the new ordinances was approved by the voters or passed onto the voters by the Council, you would be part of a class because there is huge number of businesses that would be effected. She stated there is not a definitive number for what is a class. She said there are cases and opinions from the Oregon Ethic Commission and 10,000 is clearly a class and 2 or 3 is not and between that she would say the number of businesses in Sherwood would constitute a class and based on that he would be eligible to vote but she said there is not actual bias either. She asked what the other question was.

Tom said the question was whether to have a discussion on the ordinances one at a time moving forward. He said that as you make motions they will have to one at a time, so it would be helpful to keep the conversation focused.

Mayor Middleton stated that Council deliberation would start with the hazardous material ordinance.

A. Regulation of Hazardous Substances

Councilor Butterfield said he read all of the ordinances and thought about them and agrees with Mr. Shannon and does not understand this ordinance at all but can maybe understand the hours and camping, but at this point he does not agree with any of them. He said he appreciates the work the committee put in, but does not believe we should vote for any of them.

Councilor Folsom said she agreed and referred to working in a wetland sensitive area and listed all of the agencies that already regulate hazardous materials and said there is already response and process in place and said she spoke clearly at the beginning of this process that she felt that the scope of ordinances would be outside of what our job is and she still feels that way.

Mayor Middleton said he is big on public process and said they went to a lot of time and effort and took the list of ideas before them and did a good job. He stated we should let the voters decide and said if the public doesn't want the ordinances they can vote them down. He takes issue with the Chamber because it seems that they will do business at any expense and referred to them wanting the apartments that are going in and referred to the number of children that will be coming into the schools and asked how we are going to take care of that. He said we need business but we need to drive the business that we want in this community not what the outside wants to bring in. He referred to the City goal that states to provide for the safety and security of the community and its citizens. He stated that in the long run we don't have problems yet but this will create problems we could have in the future. He referred to doing public service for 37 years and said he doesn't want to drive business out but bring in the best business we can.

Councilor Clark agreed with the Mayor and said she respects the time and effort of the Special Committee to fine tune the questions put before them. She said they tackled more than has come before us today and said they tackled the bigger issue and referred to the pit fight that it had turned into. She said they created ordinances that people can choose. She stated they can vote in the privacy of their home or at the polls without any recourse, such as garbage being put on lawns, and without ridicule. She said if the public wants the ordinance then they will pass it and if it is the vocal 10% then they will fail. She said she believes in the process of democracy and we should allow the people to decide and she is for this ordinance being sent to the voters.

Councilor Langer thanked the Special Committee and said that was a lot of work and appreciates all of Meerta's work and said he attended a few meetings and recognized the effort in the meetings and after. He said he is all for the ordinance going to a vote and that it is a great way to let the citizens decide it. He stated unfortunately from the information he has gathered it doesn't indicate that they have a chance of passing. He referred to an email stating that these ordinances are not indispensable. He said we hear information in this forum, but mentioned all of the emails and correspondence that indicate otherwise. He mentioned an article in Oregon Live that speaks to a couple of examples of this. He said in terms of being budget conscious we should not waste the taxpayer's money. He referred to the City of Newport facing a similar situation where they had a divided Council, 4 to 3, and referred to voters and the voters voted them down. He said he thinks this will happen and he agreed with Mr. Shannon and noted the EPA, DEQ and others currently handle this and it is not necessary for Sherwood to get involved.

Councilor Grant thanked the Special Committee and Meerta Meyer for the work and said it is presented well for us to read and understand, and the dialogue was helpful and he understands it could not have been easy. He said it was worrisome that we even put a group to that task and they performed well. He referred to the ordinances presented and said this is something to chew on and before you sat down we didn't have that and we didn't know what we were talking about specifically and didn't know which ones would stop Walmart or which ones were about Walmart. He said that in some peoples mind it still is about

let's stick it to Walmart. He stated that is what is worrisome about putting it to a vote and said when you try to inflict pain on one business it's unhealthy and we are not ready or at a point to continue that unhealthy discussion. He said he agrees with Mr. Shannon and Mr. Campbell. He said he disagrees that it is necessarily unwise to be reactive. He stated when writing new regulations and imposing them on businesses, we should not pretend there is a problem. He stated he is not convinced there is a problem, but referred to camping and said there may be a problem with generators making noise, but we have a noise ordinance for that. He said putting these ordinances out to vote sends a message that there is a problem and also looks like sending the message of sticking it to Walmart back to the community. He noted these are ordinances that the Council could make decisions on if there is a problem, or put them to a vote if there is a problem. He said he appreciates the material from the committee and it is something we can work on when the time comes.

Council President Henderson said she would speak about just the hazardous substance ordinance and said it is complicated and said Councilor Folsom alluded to a situation 3 years ago in which we wanted to put a platform down at Stella Olsen Park in a dry streambed and that required 4 agencies to sign off: Fish and Wildlife, Clean Water Service, Army Corp of Engineers and the Bureau of State Lands. She said that was just to put 15 yards of plywood on a public space. She stated she has reservations about this and does not remember reading this in the petitions and she has not known of Sherwood having environmental spills or issues that were not contained. She referred to another community adopting similar regulation and asked how long the community considered this ordinance, how much research and data they had. She said she is reluctant to move forward at this time because we don't have enough data and is not sure how it applies to private or public entities and is concerned that staff does not have the qualifications or training to respond to issues of removal of hazardous substances and does not know what the legal issues are and said one of the lines said it is not the intent of the code to act if DEQ or EPA will act. She stated that section assume that in cases that DEQ and EPA will not act, but she is not under that impression and said it is on page 3 of the ordinance. She said she is reluctant to act right now and does not have enough information and staff does not have enough training and is worried about page 4 where is said the City Manager will reimburse for reasonable cost and if the City Manager denies reimbursement the party may appeal to the Municipal Court within 15 day of the denial and said to her knowledge we don't have any of these issues in Municipal Court right now. She asked if we have anything in the Municipal Court that has been dealing with this or has the experience. She referred to the language that in order to ensure completion of the removal action, the City Manager may require a bond and said she is not sure that the City Manager has the training to determine the level of the bond that would be needed to remove such hazardous waste. She does not know where the committee was going with this ordinance and said she does not understand how we don't have agencies available to us and referred to a number of DEQ sites in our town that are multi million dollars sites that we are trying to get grants for. She said her reservation is administering and how we would administer it differently than how others would deal with it.

Meerta responded that as the Special Committee reviewed the regulation, the crux of this issue was immediate action. She said this ordinance is similar to other municipalities where the City Manager can act quickly and mitigate damages and not acting alone but cooperating with others. She stated that often with these agencies there is a delay in their ability to react and it would give the City Manager an opportunity to react. She said it was supported by staff and she is concerned that a majority of the Council is not lending their ear to the professional direction of the staff and that concerns her on behalf of the community. She said we need to be proactive and part of why we were formed was for Council to have an opportunity to have citizen input and she values that. She said the decision to draft the language was simple in that it affords Sherwood, like other municipalities, to respond and to mitigate damages not only to people but to

the environment and is hopeful that Tom and Joe have an opportunity to talk to you and tell you how it is not unique and mimics what others have had for decades.

Councilor Clark asked Tom to comment.

Tom spoke in general and said the issue is what we are going to do with these ordinances and referred to the timeframe and the direction, or said the Council can give the staff direction. He commented he is less clear on that but needs to be very clear as to what action we are taking, specifically the ballot titles. He said Eugene has done this but he is not aware of other cities that have this, but said it does give an additional tool to the City Manager and the City to deal with situations that are not as immediate in nature and might slip through with other agencies. He stated yes, it is a major issue, the other agencies will handle it, but like Eugene there may be a need for some local control. He said if you want staff to look at this more closely and have discussions with Eugene, and said this ordinance has been around for over a decade, and ask them if they have used it, etc. He said that is your options. He asked Council if they want to have a broader conversation and have staff bring it back to you.

Mayor Middleton said he would be willing to do that on this ordinance only and it is a little confusing and staff could do further research and bring back to Council. He said he would do this only on this ordinance.

Attorney Beery asked for clarification on what Tom said and she said it might be good once the discussion on this particular ordinance if done, to call for a motion to refer or not and the second question would be a clarification as a whole of Council if interested in further research and that can be done as a motion or a consent.

Councilor Folsom said she would be interested in hearing if there is a problem, why is there a problem, if there is a hole that needs to be filled, how did it effect the other jurisdiction that adopted it, and how it came on the radar. She said that we are all about common sense and if this is facing our community and we are concerned about it we can do the research and do the work and to understand why we are talking about this. She stated that she does not want to refer to the ballot something that we don't know how we are going to implement or pay to implement and we are not even sure why we are referring to voters.

Councilor Butterfield stated that he agrees with Councilor Folsom and questions the staff expertise and said unless staff tells us differently. He asked staff to look into it and if there is a real problem, then we need to get a hazardous materials team in to talk to us.

Tom responded that instead of expertise, you are dealing with certification and said it is something we could contract out to deal with the situation because staff does not have the expertise.

Mayor Middleton referred to a problem years ago with a rolling meth lab that rolled over and said that at that time there was funding to deal with those, but there is no more funding. He said to recover money this may be something we need. He said we have certified people in the Fire Department.

Councilor Clark said she agrees with Mayor Middleton that with this ordinance only we should look further and make sure we cover all of our bases.

The following motion was received.

MOTION: FROM COUNCIL PRESIDENT HENDERSON TO NOT TAKE ACTION ON THIS ORDINANCE EITHER TO DRAFT THE BALLOT TITLE OR EXPLANATORY STATEMENT BUT TO DIRECT STAFF TO DRAFT AN ORDINANCE TO COME BACK TO COUNCIL IN THE NEAR FUTURE AFTER COORDINATING WITH OTHER AGENCIES ON THE BEST WAY TO HAVE AN ORDINANCE TO ALLOW FOR A QUICKER RESPONSE BUT THE OPPORTUNITY TO FIND A WAY TO PAY FOR THE RESPONSE OF A CLEAN UP. SECONDED BY COUNCILOR FOLSOM, MOTION PASSED 6:0, ALL PRESENT MEMBERS VOTED IN FAVOR. (COUNCILOR GRANT STEPPED OUT OF THE MEETING TEMPORARILY AND DID NOT VOTE).

Mayor Middleton addressed the next agenda item.

B. Regulation of Camping

Councilor Butterfield said he does not know if we have a problem with camping and said he has an RV and has parked at Walmart facilities several times. He stated he would be willing to at least put it before the voters.

Councilor Folsom agreed with the citizen who spoke of saving money and stating that if we have a problem we should go to the businesses and let the businesses say no to camping and do the enforcing with their property management team. She said that the job of the Council is to be responsible for our money and before we have a problem and legislate against a problem we should be proactive and approach the businesses. She stated that she does not want to legislate for a problem that she doesn't think exists.

Mayor Middleton said he disagrees and we should have the ordinance and said he has worked in communities where it is an issue and we don't need people camping in parking lots all night. He said it is an issue that this community does not need. He stated that if you say it is up to the businesses, but there is not an ordinance on the books, they can't enforce. He said that we have a lot of camping in state parks and national parks and we don't need camping in town, but he noted that if you read the ordinance it is allowed in residential areas. He said that it hurts other businesses that have campgrounds and said they are only a few miles away. He concluded that there is a need for a camping ordinance.

The City Recorder informed the Council that IT staff needs to switch the tape.

Mayor Middleton called for a brief recess at 8:55pm to switch the video tape. The Council returned at 9:05pm.

Councilor Clark said this should go to the voters to decide and said we should be proactive and not reactive, but the voters should decide.

Councilor Langer asked Chief Groth about crime statistics and asked if we have camping problems in Sherwood around retail facilities.

Council President Henderson stated that when we first started these discussions we were discussing overnight parking and not camping. The Council agreed. She said the ordinance states camping and referred to the camping problem in Portland and said we need to be careful to clarify that we were talking about overnight parking in a retail zone, not camping like for days on end and asked if there is a legal distinction.

Tom Pessemier stated that there is a distinction, but referred to the discussions where there were people coming forward about overnight parking and camping and then Council gave the authority to the Special Committee without any limitation on what they could look at so they took the advice and decided to go down the camping route.

Councilor Henderson asked if there is a legal difference between overnight parking and camping.

Attorney Beery said the ordinance defines camping, and it is different from parking and refers to preparing to sleep.

Councilor Henderson asked how that is not defensible in Portland.

Attorney Beery stated that they are camping on sidewalks, which is public property.

Chief Groth responded to Councilor Langer that he did not have any statistics and he didn't go down that route. Mr. Langer asked if the committee asked for that information. Chief Groth said no.

Councilor Langer referred to the purpose of the ordinance which states "to help decrease problems with regards to public urination, public defecation and theft of water" and he asked if there was a request for information for these types of crimes. Mr. Langer asked if these problems exist now.

Chief Groth said there were not requests for data and he was asked to come to a question and answer session and he brought information about activity for retail outlets. He said that the bigger issues are; is this something that we do need and could deal with, and the answer is yes. He said he has had people set up camps including tarps and sometimes tents, so these issues do occur and they do these sorts of things but he does not know about the stealing of water.

Mr. Langer asked if these cases were on private property or were they trespassing. Chief Groth said that they were trespassing. Mr. Langer asked if the code address trespassing. Chief Groth said we have trespassing code and statutes.

Mr. Langer asked if you need more code for camping to give you more leverage.

Chief Groth stated that it would be a useful resource to have and would give us a clear tool to address this if it happened again or got worse. He said there is a clear distinction and referred to overnight parking versus camping. He stated he is not suggesting a problem but it has happened and would be useful to tell people to move on.

Councilor Langer referred to a question he heard during public testimony based on the current language and asked about scouts and asked how to get a variance and what is the fee.

Tom said it gives the authority to the City Manager to set up a process to get a variance and have a form readily available for people to fill out. He said they have not proposed any fees and if they had fees it would be very small. He stated he does not expect many requests.

Councilor Langer referred to a tent on the corner of Ladd Hill Road and Brookman Road and said that is good example of what he heard tonight and he assumed that they would have to get a variance.

Tom said only for areas open to the public, such as parking lots. Tom stated that is private property and not open to the public.

Councilor Langer said that front yard looks as easy to walk across as any parking lot. He referred to living on corner lot and open spaces.

Meerta defined areas open to the public and said we defined those areas and just like you wouldn't put a tent in my front yard without permission that is a moot point. She said the intention, as with the other ordinances, is to promote safety issues, livability and lessen impact to adjacent neighborhoods and communities and residents. She commented that Chief Groth said in their Special Committee Meeting that this would be another means to deal with this issue now and in the future.

Tom answered Councilor Langer's question and said because of the way it is written and according to legal, it would not apply to a tent in the front yard on private property.

Councilor Langer commented on the confusion he heard tonight and said there must be some rewording needed and until that it crafted it is not ready to go to the voters.

Councilor Grant said he previously spoke in general about all three ordinance and said he is open about being conservative and one element of being conservative means you look more reactively and don't write a law unless there is a problem. He said he still sees this as a WalMart issue and stated that Walmart has a national reputation as having RVs camping in their lots and then moving on and feels that is how this ordinance has come about. He stated if this went to the voters there is too much confusion over how is it applied and who it applies to. He said this is one that we can easily vote on ourselves and if there is a problem we could fix it overnight. He stated right now he is not ready to put to the voters.

Council President Henderson said everyone has had a chance to speak and she thanked Chief Groth and Meerta and referred to page 2 of the variance and said how it is confusing about who it applies to and who it doesn't apply to. She commented that a Class A variance to camp up to 14 days and she asked why 14 days. She referred to the Class B variance as 15 days or more in duration and asked why the division. She asked about situations of firework stands where people spend the night to watch over the tents. She asked if this was considered.

Meerta responded that they considered a number of different possibilities, such as firework stands within parking lots and the need to have a van or RV, and fundraiser events that are often done in partnerships with the schools, and she assured them that both points were clearly addressed and the City Manager would have the ability and discretion to give variances for these activities.

Councilor Henderson asked about the 15 or more day variance.

Meerta responded that it is hard to predict duration of an event and said they felt comfortable to rely on the discretion of the City Manager.

Council President Henderson stated that both variances require that you must apply ahead of time and require a posting. Meerta said just advance request. Councilor Henderson said prior to a public hearing. Meerta said not a public hearing, just a pre-application and she gave examples and said a pre-application that would be available for the City Manager to review.

Tom responded that the over 15 day variance could have a public hearing.

Attorney Beery clarified that the ordinance states that it is an option for the Council if they want to have a public hearing on an over 15 day variance request.

Council President Henderson said we have heard from the Chief that this would be a useful tool and we obviously have a draft form and asked if the Council would consider instead of referring to the voters, similar to the hazardous materials, directing staff to come back much quicker, say 30 to 60 days, with an ordinance that would take into account these recommendations of the committee and anything brought up tonight.

Council Henderson asked about the civil penalty of \$100 a day and asked if that was unanimous. Meerta responded no.

Councilor Henderson referred to Councilor Grant's comments and said that instead of referring to the voters, which is expensive, we could adopt something and ordinances are not set in stone, they can be amended, repealed, and replaced. She stated that we can take care of it at the Council level and work closely with the Police Department and make sure we do a good job communicating to properties where it would be applicable, like a fireworks stand and since there is no fee and it is handled through the City Manager's office we could take care of it at the Council level. She said if we determine that it needs to be amended based on feedback of staff or businesses, than we can do that. She asked if Council would consider that as opposed to drafting a ballot title and explanatory statement. She agreed with Councilor Grant that it is about Walmart. She said she owns an RV and does camp but said there is a heightened responsibility when you bring an RV onto a public parking lot and maybe there should be language that the RV is in good working order. She stated that she would like to take the work of the committee and come back with an ordinance that we can adopt at the Council level, not referring to the voters, and amend in the future if necessary. She said she still has a few questions but that will be addressed through process. She said ordinances regarding civil penalties are based on complaint and said we need to reach out to businesses and educate them on the ordinance and on what they need to be aware of. She said that since there are no fees other than penalties, she said there will be people that don't know about it. She asked the Council to consider this.

Mayor Middleton disagreed and said that is why we formed a Special Committee and stated that there is a group here that will vote "no" no matter what and that is why we have voters. He said \$5,000 is nothing and referred to the cost already spent on the committee. He asked why we formed a committee if people were going to come in here with preconceived notions that we weren't going to refer to the voters. He said he can't believe we are not referring to the voters.

Councilor Clark agreed with Mayor Middleton and said for full disclosure she has spoken to Meerta, Jennifer Harris and Beth Cooke and they did not change her view in anyway. She said the public should have the freedom to vote and define their community and the committee has worked hard and this is a good ordinance.

Councilor Langer said he understands and hears what is going on and again referred to the situation in Newport and said this looks like it. He said we shouldn't spend \$5,000 to have it get voted "no" and we can work with staff and not waste money.

Meerta asked Councilor Henderson about educating the public and allowing businesses an opportunity to understand what would happen if this ordinance was adopted. She said one committee member is the Executive Director at the Chamber of Commerce and she said the Chamber would help to educated

businesses locally if this was adopted and there would be public outreach and that would be helpful. She referred to Mr. Langer's comment and said she would like to understand if this ordinance was put to the review of Council would it be favored.

Council President Henderson asked the Council if the end result was to form a subcommittee and the subcommittee made a recommendation and we agree with it, what is the point of sending it to the voters if we actually agree with the recommendation. She said if we send it to the voters and it fails we have not accomplished what the subcommittee wants us to do, but we could ask staff to draft an ordinance and implement the ordinance months of advance of the special election. She asked about the end result and referred to how Council takes the recommendations from other commissions and boards and said this is a policy decision question and this is what we do. She stated they take the committee's recommendations and adopt policy. She said when she came up with the idea, the idea was we could refer it to the voters, or if we agree with the recommendations we can just adopt it ourselves. She asked Meerta if she thought this was an either/or. Meerta responded no.

Councilor Clark agreed with Councilor Henderson but said Meerta needs to know if there is support in favor.

Meerta agreed that it would be helpful to know if there is support in favor.

Councilor Henderson stated that was her intention, that they have a discussion at the dais, and that is what we are doing and asked if the Mayor disagreed.

Mayor Middleton said he does not believe the Council will vote it in because there is at least three that do not want the regulation, but one would put it to the voters. He said that is what he is hearing, that the Council would not pass a camping ordinance by a vote of 4 to 3. He said two have already made a final decision and will not change their mind no matter what you do to it. He commented that we have an obligation to let the voters vote.

Meerta said it would be helpful on behalf of the Special Committee to hear from the Councilors whether, if presented the opportunity to adopt this policy, whether or not they would support it.

Councilor Folsom said she appreciated the professional job Meerta has done to present this material and said the first thing she said was that we have all read the ordinances to show commitment to your committee, and can we adopt the ordinances and save money. She said that when she hears staff say that this is a tool that they would like to have, such as Chief Groth who has more information, she will certainly vote to adopt and implement. She referred to the highlighted regions and asked if that is really what they want to say. She said this is what we do with the Planning Commission. She supports Chief Groth and said he knows his job and she is a volunteer that respects the experience and authority of the staff. She said if we can adopt this in such a way that it will not do harm to the community and provide the Police Department with something that they need, but she agrees with a citizen who asked what is the urgency, and she said that the Council can deal with this quicker than going to the voters, because we are doing our job and this is a policy decision.

Councilor Clark said she would support and adopt.

Council President Henderson addressed Councilor Clark and said that she just reversed her vote.

Councilor Clark said she wants it to go to the voters because she has heard other Councilors say that they will not support and adopt it. She commented that she does not want to rule instead of represent. She said if the Council as a whole is supportive of reworking and small fine tuning.

Council President Henderson said that is what she said 15 minutes ago by asking if we can have a discussion at the dais. She referred to not being transparent and said that some people came with a preconceived notion of another person's vote and said that is not what we do. She referred to Councilor Folsom's comment regarding Chief Groth saying it is a useful tool. She said the Mayor's ideas are valid and we don't need to put it to the voters because it is not necessary, but what is necessary is to have staff come back with an ordinance that we can adopt and will have more time and every ordinance has a public hearing so we will have another public hearing.

Councilor Butterfield noted the disadvantages of going first and said that after hearing from Chief Groth and Councilor Henderson he would support it only because he now has more information and he can make a better decision.

Councilor Langer said he heard Chief Groth and he could support for the need of running off trespassers. He said he could support passing a camping ordinance if it supported that need but not too general. He said it needs to be refined so the Chief has a tool and said it needs to be simple and clear, and then he would pass. He referred to the amount of youth in this town that camp.

Tom commented and referred to the language "area open to the public" and said it should be capitalized and that may have led to the confusion. He said he has heard clearly that needs to be better defined and we need to do additional work to define more clearly.

Councilor Langer stated that as it reads "means all outdoor areas on private property within the City".

Tom said that he will make sure that will be capitalized.

Councilor Langer said add something about trespassing and it will be fine.

Mayor Middleton asked Meerta if the Special Committee would support this action. Meerta said yes.

Councilor Grant said it is offensive to hear how other members know how he is going to vote now and in the future and it is rude and said we discussed this in January and agreed not to do this. He said he doesn't know how he is going to vote. He said in its current form it is not ready, but if it is cleaned up and pinpointed he could support. He stated it has a better chance being voted by Council than by the voters. He stated that if this becomes about Walmart he will not support it, but if it is about providing a useful tool for enforcement Chief Groth he will support.

MOTION: FROM COUNCIL PRESIDENT HENDERSON TO TAKE THE RECOMMEDATIONS OF THE SPECIAL COMMITTEE AND DIRECT STAFF TO TAKE THE RECOMMENDATION AND REGARDING CAMPING AND ANY CLARIFICATIONS AND MAYBE AN ADDITIONAL CATEGORY ON PAGE 1 AND FURTHER EXPAND AND BRING BACK AN ORDINANCE TO ADOPT WITH LEGAL ASSISTANCE AND NOT REFER TO THE VOTERS BUT BRINGING IT BACK AND ADOPTING IT IN AS TIMELY MANNER AS POSSIBLE. SECONDED BY COUNCILOR BUTTERFIELD, MOTION PASSED 7:0, ALL PRESENT MEMBERS VOTED IN FAVOR.

C. Regulation of Business Hours

Councilor Folsom said she listened to the testimony and said she spoke clearly about this early on and said that she has five children and has been through a lot of illness and has appreciated being able to get medicine in the middle of the night. She stated that passing business hours is outside the scope of what we should be doing for our businesses and said she does not in any way want to inhibit the growth of our community and their successful pursuit of business.

Councilor Butterfield commented that he is a business owner and he does not want the government telling him how we can run his business and who can come to work at what time. He said this is not good for our community and if all of the business owners knew about this they would be here tonight encouraging us to vote against it. He concluded that he is definitely against.

Councilor Clark responded to Councilor Folsom's comments and said it does not apply to sale of prescription or nonprescription medication and asked if that would change her opinion in any way.

Councilor Folsom responded no.

Councilor Clark said she supports the ordinance going to the voters.

Councilor Langer referred to Amanda Dalton's comments and heard her say that they do not support any regulations of this nature. He referred to other testimony of an island of refuge and with that he does not believe as a City we have any business regulating business hours and he will not support in any way, shape or form.

Council President Henderson asked Meerta if the Chief spoke.

Meerta responded that he did and he clarified some of his statements via email which are included in the packet.

Council President Henderson said she is confused about the retail sales of other goods or merchandise of less than 50% of the established overall sales. She said it is on page 1 at the very bottom then down below you exempted gasoline stations so they don't apply and she asked why.

Meerta responded that this is an arbitrary number then clarify that, any time we looked at language that included words "for the primary purpose of", 50% would be inclusive of the primary purpose so if something is not being used for the primary purpose of a majority of percentage it is not its primary use.

Council President Henderson referred to Section D, the limitations, where it states it does not apply to restaurants, gasoline filling stations, and personal service businesses and said they received a letter from the movie theater and asked if movie theaters were under personal service?

Meerta responded no and they excluded premieres and theaters from the language.

Tom clarified that yes, we are considering movie theaters as personal services so they are excluded from being regulated.

Meerta said they also discussed not just movie theaters, but theater in general.

Councilor Henderson said for example we are going to have a Community Center that will have a theater function in it but the primary service is not a theater and there will be retail in the building.

Councilor Henderson asked about Snap Fitness and said they are open 24 hours, but they are in a retail zone.

Tom responded that it is the business type we are regulating, not the zone. He stated that they would be considered a personal service.

Councilor Henderson said that she did not see fitness centers under the exclusions of personal service business.

Tom said it is under nutrition/weight loss centers.

Councilor Henderson referred to page 3, Section 5, "such conditions may include but need not be limited to the creation of a security plan and/or the hiring of private security guard".

Meerta Meyer responded that this is related to extended hours, for example Black Friday.

Councilor Henderson referred to the word "may".

Tom said it would be up to the City Manager to determine whether they thought it would be necessary.

Councilor Henderson stated she has trouble with the word "may" in any ordinance because it is too broad.

Tom said the City Attorney recommended "may" and said he understands her concern, and they had a conversation about this, but you can't determine what situations will come up and there are too many variables. He said that you can have a different opinion and decide to change it.

Councilor Henderson asked how many people know what a "writ" is? Tom said probably someone who violated it would find out quick.

Attorney Beery responded and referred to page 4 and said that is the standard mechanism for challenging a decision and it is the standard mechanism to review a government action and it is defined by state law.

Councilor Henderson said it is the opportunity to have another government body review it.

Attorney Beery said no, the court.

Councilor Henderson referred to the penalties and questioned the \$1,000 each day for violation.

Meerta referred to the word "may" and said if a violation would occur in this regard, where public safety was being jeopardized, the City Manger could impose this type of a penalty.

Councilor Henderson asked when the committee was talking about hours of operation, and she referred to Amanda Daltons concerns about deliveries, did you have conversations about a retailer...

Meerta Meyer said that is addressed within the ordinance and the hours of operation would not be inclusive of deliveries to the establishment and the hour of operation is related to when they are open to the public.

Councilor Henderson stated your concern is sales from 1 a.m. to 5 a.m.

Meerta said the majority of the Special Committee was comfortable with the 1 a.m. closing and a 5 a.m. opening and said there was a lot of discussion on this topic and the packet includes a number of comments from the public regarding this ordinance. She stated a number of the emails suggested additional restriction on hours, but the majority of the committee agreed with a 1 a.m. closing and 5 a.m. opening. She said the basis on which they drafted this ordinance is to promote the health and wellbeing of the neighboring community and the residents and having there being an opportunity to enjoy quiet enjoyment and it is a valid concern to the community. She said additionally Chief Groth had an opportunity, clarified some of his statement about regulating business hours in regards to community policing and how the ordinance lends itself to that very notion.

Councilor Henderson asked Chief Groth to weigh in on this as a potential tool for the police force and issues in our community where 24 hour businesses are open.

Chief Groth responded that again he is not intending to play a game of semantics but by “weigh in” that it is fair to say that when he spoke to the committee he did not come with a presentation just answered questions and did not take a position on the ordinance and does not take a position now. He said the main point on this general topic has to deal with the growth of the community and that is what it comes down to. He said it doesn’t matter where you build it or what it is called, it is going to need to be protected. He commented that different things happen during the day and different things happen during the night, and open or closed doesn’t matter, it is a resource that has to be protected. He said he takes no position and hopefully that answers the question.

Councilor Henderson asked if anybody from the business community with a larger facility came and talked to the committee.

Meerta responded that two local businesses came, a representative from Regal Cinemas and The Springs.

Tom stated that The Springs representative came during the first draft and that is when personal service businesses were included, then we decided to rewrite and that is when the personal services were excluded.

Councilor Henderson said that if we were going to refer any ordinance to the voters it would be this one, but questioned whether it is needed. She stated that we have not had a lot of issues or trouble with businesses being open 24 hours and referred to when Safeway and Albertsons were open 24 hours. She said that if we referred to the voters in the form of a ballot title and explanatory statement we would have to clarify what zones it applies to and since you don’t have a threshold, and stated that when they originally talked about this 100,000 was mentioned as a threshold and said that would exclude Kohls and give them an unfair advantage. She noted another concern is that we have a disparate tax base in our community where the residents bare a majority of the taxes. She mentioned a large industrial property east of town that is very unique called the Tonquin Employment Area and said we need to be careful and not let this hurt our chance to develop that property. She said it needs to be defined clearly and if we send

it out to the voters and they do not pass it, it will show the propensity to regulate businesses or not regulate businesses.

Attorney Beery stated that Tom will discuss the time constraints but reminded the Council they cannot use the ballot title as a mechanism of clarification, and Councilor Henderson may have meant that the ordinance itself would have to be clarified before we would send it. She stated the ballot title has to be an accurate representation. She noted that she would need specific direction on changes the Council would like to make if the Council wants to meet the November election.

Tom said we need to know tonight, you could vote to amend that on the 20th, if you had specific amendments to the language, but it would have to be extremely minor. He stated that they definitely need to know tonight. He clarified that this does not apply to zoning in any form, and if it did we couldn't put this before the voters because it would be part of our land use code, this is limited to types of businesses regardless of the zone they lie in. He said we have some businesses in Light Industrial and primarily retail and said some are grandfathered in, and it would apply to them, and we have not made a difference between different types of zones, but we have made a distinction between different types of businesses, so it would not apply to industrial property which would include the users in the Tonquin Employment Area.

The following motion was received.

MOTION: FROM COUNCILOR CLARK TO DRAFT A BALLOT TITLE AND AN EXPLANATORY STATEMENT IN RELATION TO THE PROPOSED ORDINANCE SUBMITTED BY THE SPECIAL COMMITTEE REGULATION OF BUSINESS HOURS TO THE VOTERS, SECONDED BY MAYOR MIDDLETON, MOTION FAILED 3:4 CLARK, MIDDLETON AND HENDERSON VOTED IN FAVOR. BUTTERFIELD, FOLSOM, GRANT AND LANGER VOTED AGAINST.

9. ADJOURN:

Mayor Middleton adjourned at 10:05 pm and stated the Council will be convening to an Executive Session. The Council did not address the following items on the Agenda: Citizen Comments, Council Announcements and City Manager Report. Mayor Middleton reconvened the City Council regular session and stated the Council decided not to hold the Executive Session due to the late hour and will hold the executive Session at a future date.

10. ADJOURN:

Mayor Middleton adjourned at 10:10 pm.

Submitted by:

Sylvia Murphy, CMC, City Recorder

Bill Middleton, Mayor

TO: Sherwood City Council

FROM: Julie Blums, Interim Finance Director and Jeff Groth, Police Chief
Through: Joseph Gall, City Manager

SUBJECT: Resolution 2013-045 to Amend the RedFlex Contract for the Photo Red Light Enforcement System

Issue:

City staff has identified the need for a contract amendment with RedFlex. The major changes are as follows:

1. Monthly payments to RedFlex will be based on a “flat rate” instead of a “per paid citation” amount. This will allow for consistency and stability for billing and budgeting and remove burdensome accounting, saving staff resources.
2. Performance clauses were added to hold RedFlex financially accountable for errors on citations and for malfunctioning or non-operational equipment. The credits to the City for errors are to cover staff time to manage the incorrect citations. Credits to the City for malfunctions or non-operating equipment are based on the number of days the approach is non-operational.

The proposed amendment is attached to the resolution as an exhibit for Council reference.

Background:

In March 2009, City Council adopted Resolution 2009-023 authorizing the City Manager to enter into an agreement for services with RedFlex. The original terms of the contract no longer fit the needs of the City of Sherwood resulting in this proposed amendment. Craig Gibbons, former Finance Director and Police Chief Jeff Groth worked with RedFlex to modify the terms to better meet the needs of the City. The proposed amendment has been fully reviewed and approved by Paul Elsner, City Attorney.

Financials:

The new fee will be \$3,600 per approach per month. Currently the City has five approaches which would equate to \$18,000 per month. This new flat rate was accounted for in the FY13-14 budget and is consistent with the previous average billings from RedFlex.

Errors or omissions resulting in a citation needing to be rescheduled shall be given a credit on the City’s invoice of \$15 per citation. Errors or omissions resulting in dismissal of a citation(s) shall be given a credit on the City’s invoice of \$125 per citation.

The credit on the City’s invoice for malfunctions or non-operations of equipment is prorated based on the number of days the system is not operating correctly.

Recommendation:

Staff respectfully requests City Council adoption of Resolution 2013-045 to amend the RedFlex Contract for the Photo Red Light Enforcement System.



RESOLUTION 2013-045

AMEND THE REDFLEX CONTRACT FOR THE PHOTO RED LIGHT ENFORCEMENT SYSTEM

WHEREAS, the City Council adopted Resolution 2009-023 in March 2009 authorizing the City Manager to enter into an agreement with RedFlex for Photo Red Light Services, and

WHEREAS, Staff has negotiated an amendment to the original contract as the original terms of the contract no longer fit the needs of the City of Sherwood; and

WHEREAS, the two significant amendments to the original agreement include 1) establishing a “flat rate” instead of a “per paid citation” amount to allow for consistency and stability for billing and budgeting, and 2) adding Performance Clause language to hold RedFlex financially accountable for errors on citations and for malfunctioning or non-operational equipment.

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

Section 1. The City Manager is authorized to proceed with the Amendment No. 1, attached hereto as Exhibit A, of the RedFlex Contract effective September 1, 2013.

Section 2. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 20th day of August 2013.

Bill Middleton, Mayor

Attest:

Sylvia Murphy, CMC, City Recorder

AMENDMENT NO. 1
TO April 29, 2009 AGREEMENT
BETWEEN
CITY OF SHERWOOD, OREGON
AND
REDFLEX TRAFFIC SYSTEMS, INC.
FOR
PHOTO REDLIGHT ENFORCEMENT SERVICES

This First Amendment ("Amendment") is executed this ___ day of July, 2013 by and between Redflex Traffic Systems, Inc. with offices at 23751 North 23rd Avenue, Phoenix, AZ 85085 ("Redflex"), and the City of Sherwood, an Oregon municipal corporation and with offices located at 22560 SW Pine Street, Sherwood, OR 97140 ("Sherwood").

RECITALS

WHEREAS, Redflex and Sherwood entered into an Agreement dated April 30th, 2009 ("Agreement") for provision of automated red light photo enforcement within Sherwood's corporate limits;

WHEREAS, Redflex has knowledge, possession and ownership of equipment, licenses, applications and citation processes related to digital photo red light enforcement systems;

WHEREAS, Sherwood wishes to continue using Redflex to provide equipment, processes and back office services for monitoring, identification and enforcement of red light violations;

WHEREAS, Redflex and Customer wish to amend certain Agreement terms relating to compensation and other matters.

NOW THEREFORE, in consideration of the mutual covenants contained herein Redflex and Customer agree the Agreement should be amended as follows:

AGREEMENT

1. Section 2.1 of the Agreement, entitled "Agreement Term" is hereby amended in its entirety and replaced with the following:

2.1. Agreement Term. This Amendment commences as of the execution date noted above and continues thereafter for a period of five (5) years ("Initial Term"). Sherwood may extend the Amended Agreement for an unlimited number of consecutive automatic one (1) year periods following expiration of the Amendment's Initial Term (each, "Renewal Term" and collectively with the Initial Term, "Term"). Sherwood may opt not to continue with the Amended Agreement by providing Redflex written notice of not less than forty-five (45) days.

2. Provision 12.4 of the Agreement entitled "Reimbursement of Direct Costs" is hereby deleted in its entirety and replaced with the following language:

12.4 Reimbursement of Direct Costs. Sherwood agrees to reimburse REDFLEX for direct costs related to installation and establishment of Sherwood's system, including:

- construction services;
- software configuration; and
- hardware depreciation.

REDFLEX shall, within 60 days of the system's installation present the amounts of direct costs subject to the reimbursement obligation noted below for Sherwood's approval.

All Sherwood approved direct costs shall be amortized by Redflex over a 36 month period with Sherwood being responsible for payment of unamortized costs should it terminate the Agreement prior to the end of the 36 month period. For example, in the event Sherwood terminates the Agreement after eighteen (18) months, the CITY would be responsible for payment of Fifty percent (50%) of City-approved Redflex direct costs. Sherwood shall not be responsible for payment for unamortized costs should Red-Flex terminate the Agreement.

In the event Sherwood terminates the Agreement, REDFLEX shall perform such additional work as may be necessary for the orderly filing of documents and closing of the Project. Such additional work shall not exceed ten percent (10%) of the time expended on the termination portion of the Project prior to the effective date of termination. REDFLEX shall be compensated for work actually performed prior to the effective date of termination plus the work required for filing and closing as described in this article.

3. "EXHIBIT C Maintenance" of the Agreement is deleted and replaced with "Amendment No. 1 EXHIBIT C MAINTENANCE" attached hereto.
4. Section 6.3 entitled "Fee per Paid Citation" is deleted and replaced with "Amendment No. 1 EXHIBIT G COMPENSATION & PRICING" attached hereto.
5. All other provisions of the April 30th, 2009 Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the day and year first set forth below.

CITY OF SHERWOOD

REFLEX

By: _____
Joseph Gall
City Manager

By:  _____
Robert DeVincenzi
President and CEO

EXHIBIT "C"
Amendment No.1

MAINTENANCE

1. All repair and maintenance of Photo Red Light Enforcement systems and related equipment will be the sole responsibility of Redflex, including but not limited to maintaining the casings of the cameras included in the Redflex System and all other Equipment in reasonably clean and graffiti-free condition.
2. Redflex shall not open the Traffic Signal Controller Boxes without a representative of either Sherwood's Traffic Engineering Department or the Oregon Department of Transportation present.
3. In the event images of a quality suitable for the Authorized Employee to identify Violations cannot be reasonably obtained without the use of flash units, Redflex shall provide and install such flash units.
4. Redflex has full responsibility for the daily maintenance and support of the systems.

EXHIBIT "G"
Amendment No. 1

COMPENSATION & PRICING

Commencing the first day of the month following execution of this Amendment, Sherwood shall pay Redflex a fee for its performance of services covered by the Agreement based on the following:

\$3,600 per month per Designated Approach (maximum of four lanes)

Sherwood shall pay Redflex (and Redflex shall accept) Ten Thousand Dollars (\$10,000.00) in full and complete settlement of any and all disputed invoices as of the execution date of this Amendment.

Cost Neutrality

Sherwood is assured payment Cost Neutrality on Redflex monthly invoices, i.e., Sherwood has the option (in its discretion) to pay Redflex no more than its actual monthly receipts for red light violations.

In the event the City opts for this "Cost Neutral" approach, Sherwood will provide Redflex, along with the monthly payment, an accounting supporting the amount remaining unpaid. The City will not be subject to any penalty or interest for amounts subject to the exercise of this Cost Neutrality option.

Example:

Month 1

Month 1 Redflex Invoice:	\$17,500.00
Month 1 Revenue:	\$15,000.00
Cost Neutral Payment due Redflex:	(\$ 2,500.00)

Redflex would be entitled to payment of \$15,000.00 with a written accounting showing a balance of \$2500.00 to be carried forward without penalty or interest under the "Cost Neutrality" approach described above.

Month 2

Month 2 Redflex Invoice	\$17,500.00
Month 2 Revenue to City:	\$22,500.00
Cost Neutrality Payment due Redflex from Month 1:	\$2500.00
Payment Due Redflex:	\$20,000.00

In the event the Amended Agreement is terminated and a balance remains owing, all receipts from the termination date forward from automated red light violations will be first applied to said balance until satisfied or for a period of twelve (12) months therefrom, whichever first occurs.

Intersection approaches can be relocated to a new site at the customer's request and expense when mutually agreed.

Performance Credits.

Credits to Sherwood for Red-Flex processing errors and/or omissions:

- Errors or omissions resulting in a citation needing to be rescheduled in court shall be given an invoice credit of \$15 per citation.
- Errors or omissions resulting in dismissal of a citation or block thereof shall be given an invoice credit of \$125.00 per citation.

Credits for Malfunctioning or Non-Operating Designated Intersection approaches.

- In the event a system or intersection approach is disabled in excess of four (4) consecutive days or six (6) days in any one (1) month period, the monthly fee for that system will be reduced to the number of operational days and a prorated monthly fee will apply.
- In the event the citation issuance rate at an approach drops below 75%, Redflex shall give a 25% credit for that approach; should the issuance rate at an approach drop below 50%, Redflex shall credit the monthly invoice by 50% for that approach; should the issuance rate at an approach drop below 25%, Redflex shall credit the monthly invoice by 75% for that approach. Should the issuance rate drop to less than 15%, then Redflex shall not receive the monthly fixed fee and shall fully credit the monthly invoice for that approach.

The rate of issuance shall be determined from the on-line Customer Management Report excluding rejections for:

- driver obstruction,
- motor cycle helmet;
- plate obstruction;
- extended vehicle; out of country and paper plates;
- wrong/no DMV;
- citations too old to process;
- emergency vehicles; and
- safe right turn on red.

ASSUMPTIONS FOR ALL PRICING OPTIONS:

Redflex construction will be able to utilize existing conduit for installation where space is available. Each year, on the anniversary date of the Amended Agreement, pricing will increase based upon the Consumer Price Index (CPI) per the U.S. Department of Labor, Bureau of Labor

Except where a balance remains unpaid due to a deficit in the gross cash received as described herein, Customer agrees to pay Redflex within thirty (30) days after the invoice is received. A monthly late fee of 1.5% is payable for amounts remaining unpaid 60 days from date of invoice except outstanding balances remaining under Cost Neutrality provisions.

TO: Sherwood City Council

FROM: Jeff Groth, Police Chief

Through: Paul Elsner, City Attorney and Joseph Gall, City Manager

SUBJECT: Ordinance 2013-005 to modify Chapter 10 of the Sherwood Municipal Code to create Residential Parking Districts

Issue:

City Staff and Council have previously discussed the need for residential parking district(s) in certain neighborhoods within the City. This conversation took place during a previous Council Work Session held on May 7, 2013.

Background:

There has been an ongoing problem with certain neighborhoods in the City being used either as over-flow parking areas, alternative parking areas and/or drop-off points for non-residents and/or non-residential use. This practice has resulted in several issues including Livability issues for the residents, littering and congestion.

Staff has created a Residential Parking District program using what they felt were the best models from other jurisdictions. Attached with the ordinance is Exhibit 1 containing the new Municipal Code language. Passage of this ordinance will allow passage of Resolution 2013-046, which will add the first two districts.

This ordinance will allow the City Council to add additional districts should the need arise. Additionally, staff may identify the need to modify any of the forms as the program matures and the language in the ordinance allows for that discretion as well.

Financials:

Financial impacts of this ordinance include the following:

- Cost of signs. Each sign costs about \$200 installed. The majority of these costs will be offset by the residents and/or the Homeowners Association in the affected neighborhoods.
- Cost of the permits. Staff has not obtained an estimate for the permits yet, but does not expect them to be burdensome. They will be paid for from existing city budgeted funds.
- Staff time. As this is a new program, there has been staff resources expended to move it forward and there will be more staff time expended to get the program completed. Once in place the program will take very little staff time to manage.

Recommendation:

Staff respectfully requests City Council adoption of Ordinance 2013-005 modifying Chapter 10 of the Sherwood Municipal Code to create Residential Parking Districts.



ORDINANCE 2013-005

AN ORDINANCE AMENDING SECTION 10.08.070 OF THE MUNICIPAL CODE RELATING TO PROHIBITING PARKING ON CERTAIN STREETS

WHEREAS, City staff and residents alike have identified a problem with certain city streets being used for overflow parking from non-residential use areas thus creating the need to limit non-residential parking on certain city streets; and

WHEREAS, the use of certain city streets as overflow parking from non-residential areas has caused livability issues for many residents; and

WHEREAS, the proposed amendment is added as additional language to section 10.08.070 in the Parking Prohibited on Certain Streets section of the Municipal Code; and

WHEREAS, the amendment prohibits the non-permitted parking of vehicles on certain city streets within clearly defined boundaries and specified hours; and

WHEREAS, this is an existing and immediate issue that affects multiple neighborhoods and residents of the city; and

WHEREAS, the proposed amendment was reviewed by the City Attorney for compliance and consistency with the Charter and applicable state regulations and found to be fully compliant; and

NOW, THEREFORE, THE CITY OF SHERWOOD ORDAINS AS FOLLOWS:

Section 1. Findings. After full and due consideration of the evidence presented, the Council finds that the text of the Sherwood Municipal Code shall be amended to create residential parking districts; therefore, the Council adopts the amendments contained in Exhibit 1.

Section 2. Approval. The proposed amendment for the Municipal Code Amendment identified in the attached Exhibit 1, is hereby **APPROVED**.

Section 3 - Manager Authorized. The City Manager is hereby directed and authorized to take such action as may be necessary to document this amendment, including necessary updates to Chapter 10 of the Municipal Code in accordance with applicable City ordinances and regulations.

Section 4 - Effective Date, Declaring an Emergency. The City Council recognizes the immediate need and declares an emergency, making this ordinance effective the 21st day of August 2013 by utilizing the emergency clause by the City Council and approval by the Mayor.

Duly passed by the City Council this 20th day of August 2013.

Bill Middleton, Mayor

Attest:

Sylvia Murphy, CMC, City Recorder

	<u>AYE</u>	<u>NAY</u>
Clark	_____	_____
Langer	_____	_____
Butterfield	_____	_____
Folsom	_____	_____
Grant	_____	_____
Henderson	_____	_____
Middleton	_____	_____

Exhibit 1

10.08.070 - Parking prohibited on certain streets.

C. The City may establish Residential Parking Districts (Districts) to protect specified residential areas from the effects of spillover parking arising as a result of adjacent commercial, employment or mixed-use or other uses that generate a high demand for parking. Parking by those without a permit may be prohibited, within the following guidelines:

1. A request for creation of a District shall be initially directed to the City Manager, who shall make and then forward a written recommendation to the City Council for its review.
2. When evaluating a District's possible designation or any attribute thereof, the City Manager may, in assessing whether the general welfare of the City is enhanced or promoting thereby, consider the following factors:
 - a. The residential nature within the District;
 - b. The volume of traffic and available parking;
 - c. The surface width of streets within the proposed District;
 - d. The relationship between the need for parking space by residents of the proposed District and the need and use of parking space by the public at large; and
 - e. The hours of day or night when use of parking within the proposed District is necessary or most convenient.
3. Any District established by Council after review of the City Manager's written recommendation shall be done by resolution, clearly defining the boundaries thereof and the hours within which non-permitted parking is to be prohibited.
4. The City Manager shall cause city approved signs to be installed and thereafter maintained in the District identifying any parking restrictions for non-residents and the exception thereto applicable for the District's permit holders.
5. The City Manager shall establish and enforce procedures and standards concerning the terms, issuance, denial and revocation of both permanent and temporary permits for use within Districts created within the City. Residents of a District may apply for permit(s) from the City Manager.

TO: Sherwood City Council

FROM: Jeff Groth, Police Chief
Through: Paul Elsner, City Attorney and Joseph Gall, City Manager

SUBJECT: Resolution 2013-046 to establish two (2) residential parking districts within the City of Sherwood in accordance with chapter 10 of the Sherwood Municipal Code

Issue:

City Staff and Council have previously discussed the need for residential parking district(s) in certain neighborhoods in the city. This conversation took place during a previous Council Work Session held on May 7, 2013.

Background: There has been an ongoing problem with certain neighborhoods in the city being used either as over-flow parking areas, alternative parking areas and/or drop-off points for non-residents and/or non-residential use. This practice has resulted in several issues including livability issues for the residents, littering and congestion.

Staff has created a Residential Parking District program using what they felt were the best models from other jurisdictions. Attached with this Staff Report are the following exhibits:

- Exhibit A-1 is the Woodhaven district "Fact Sheet"
- Exhibit A-2 is the Woodhaven district permit reply letter
- Exhibit B is the permit application
- Exhibit C-1 is the Smock district "Fact Sheet"
- Exhibit C-2 is the Smock district permit reply letter

Resolution 2013-046 comes on the heels of the recently adopted Ordinance 2013-005. Staff may identify the need to modify any of the forms as the program matures and the language in Ordinance 2013-005 allows for that discretion.

Financials:

There are no financial impacts connected with Resolution 2013-046.

Recommendation:

Staff respectfully requests City Council approval of Resolution 2013-046 to establish two (2) residential parking districts within the City of Sherwood, in accordance with Chapter 10 of the Municipal Code.



City of Sherwood Police Department

20495 SW Borchers Drive
Sherwood, OR 97140
Ph: 503-625-5523 ♦ Fax: 503-925-7159



FACT SHEET

Exhibit A-1

Woodhaven Residential Parking District

Only cars parked on the street during the hours of 7:00 a.m. – 3:00 p.m. on school days will need a permit.

Area:

The permits are not valid outside the residential parking district as established and cannot be used at other locations within the City.

Application Process:

Parking permits are available through the Sherwood Police Department. Applications are only accepted through the mail. Residents simply apply per the instructions on the application and the permits will be mailed to you. Once received, the permits need to be placed on the driver side of the car, on the inside of the windshield or rear window. The stickers must be facing out. All guest permits need to be hung on the rear view mirror, facing out.

Restrictions:

Parking on the streets within the residential parking district without a permit will only be prohibited on school days from 7:00 a.m. – 3:00 p.m.

Cost:

The Sherwood Police Department pays for the permits and there is no cost to residents. Residents can receive (2) two static cling window permits per household and 1 (one) mirror hang guest permit. Permits are good for two calendar years, January through December.

Additional Guests:

For special circumstances, like day-time gatherings, etc., residents may apply as needed for additional, one time use guest permits.

Exceptions:

The Sherwood Police Department will handle requests for special exceptions / circumstances on a case by case basis.

Permit Abuse:

Resident permit holders who misuse or allow misuse of their permit will be subject to a revocation of permit privileges.

For additional information, contact the Sherwood Police Department at 503-625-5523.



City of Sherwood Police Department

20495 SW Borchers Drive
Sherwood, OR 97140
Ph: 503-625-5523 ♦ Fax: 503-925-7159



Exhibit A-2

DATE

NAME
ADDRESS
CITY, STATE ZIP

RE: Parking Permits

Enclosed are the residential parking permits you recently applied for. The **permit stickers** are “static” mount (they will cling to glass surfaces) and are to be placed inside the vehicle attached to the rear window on the driver’s side of the vehicle. The **guest permit** is to be hung on the rear view mirror inside your guest’s vehicle, facing out the front window.

Enforcement of the residential parking district is effective Monday through Friday on days when school is in session (between 7:00 am and 3:00 pm).

If you have any questions, please contact the Police Department at 503-625-5523 or by email at policeinformation@sherwoodoregon.gov.

Sincerely,

NAME
TITLE
Sherwood Police Department



City of Sherwood Police Department

20495 SW Borchers Drive
Sherwood, OR 97140
Ph: 503-625-5523 ♦ Fax: 503-925-7159



Exhibit B

Permit#: _____

Residential Permit Parking Application

Decals issued by mail only.

Basic Information:

Name: _____

Address: _____

Home Phone: _____ Work Phone: _____ Cell Phone: _____

Permit Information:

How many static window decals do you wish to receive? _____ *(Limit two per address.)*

Year _____ Make _____ Model _____ Color _____

Year _____ Make _____ Model _____ Color _____

Will you require a mirror hang guest permit? Yes No *(Limit one per address.)*

Understanding:

In order to receive my permit(s), I understand and will abide by the following, as indicated by my signature below:

- I am the authorized resident at the above listed address
- I agree to use my assigned static window permit(s) only on the above listed vehicles
- I agree to only allow use of my guest permit by guests at my residence, as listed above
- I agree the permits remain the property of the City of Sherwood, are only valid in the permit parking area and can be revoked if misused
- I agree to immediately surrender all permits upon selling any of the above vehicles and/or moving outside the permit parking area

Date

Signature

Mail completed application to:

Sherwood Police Department, ATTN: Parking Permit
20495 SW Borchers Drive
Sherwood, OR 97140



City of Sherwood Police Department

20495 SW Borchers Drive
Sherwood, OR 97140
Ph: 503-625-5523 ♦ Fax: 503-925-7159



FACT SHEET

Exhibit C-1

Smock Residential Parking District

All cars parked on the street seven (7) days a week, 24-hours a day will need a permit.

Area:

The permits are not valid outside the residential parking district as established and cannot be used at other locations within the City.

Application Process:

Parking permits are available through the Sherwood Police Department. Applications are only accepted through the mail. Residents simply apply per the instructions on the application and the permits will be mailed to you. Once received, the permits need to be placed on the driver side of the car, on the inside of the windshield or rear window. The stickers must be facing out. All guest permits need to be hung on the rear view mirror, facing out.

Restrictions:

Parking on the streets within the residential parking district without a permit will be prohibited seven (7) days a week, 24-hours a day.

Cost:

The Sherwood Police Department pays for the permits and there is no cost to residents. Residents can receive (2) two static cling window permits per household and 1 (one) mirror hang guest permit. Permits are good for two calendar years, January through December.

Additional Guests:

For special circumstances, like day-time gatherings, etc., residents may apply as needed for additional, one time use guest permits.

Exceptions:

The Sherwood Police Department will handle requests for special exceptions / circumstances on a case by case basis.

Permit Abuse:

Resident permit holders who misuse or allow misuse of their permit will be subject to a revocation of permit privileges.

For additional information, contact the Sherwood Police Department at 503-625-5523.



City of Sherwood Police Department

20495 SW Borchers Drive
Sherwood, OR 97140
Ph: 503-625-5523 ♦ Fax: 503-925-7159



Exhibit C-2

DATE

NAME
ADDRESS
CITY, STATE ZIP

RE: Parking Permits

Enclosed are the residential parking permits you recently applied for. The **permit stickers** are “static” mount (they will cling to glass surfaces) and are to be placed inside the vehicle attached to the rear window on the driver’s side of the vehicle. The **guest permit** is to be hung on the rear view mirror inside your guest’s vehicle, facing out the front window.

Enforcement of the residential parking district is effective seven (7) days a week, 24-hours a day.

If you have any questions, please contact the Police Department at 503-625-5523 or by email at policeinformation@sherwoodoregon.gov.

Sincerely,

NAME
TITLE
Sherwood Police Department



RESOLUTION 2013-046

ESTABLISHING TWO (2) RESIDENTIAL PARKING DISTRICTS WITHIN THE CITY OF SHERWOOD IN ACCORDANCE WITH CHAPTER 10 OF THE SHERWOOD MUNICIPAL CODE

WHEREAS, the City allows for the creation of Residential Parking Districts in Chapter 10 of the Municipal Code; and

WHEREAS, the City Manager has identified the need for the districts by evaluating the residential nature within the district, the volume of traffic and available parking, the surface width of the streets within the proposed district, the relationship between the need for parking space by residents of the proposed district and the need for parking by the public at large and the hours of the day and night when use of parking within the proposed district is necessary or most convenient; and

WHEREAS, both City staff and residents have identified livability issues caused by non-residential parking within the proposed district

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

Section 1. The City Manager is authorized to establish the following Residential Parking Districts in accordance with Chapter 10 of the Municipal Code:

- Woodhaven Phase 1, which includes SW Dow Drive north from SW Woodhaven Drive to the 90° left/west turn; SW Woodhaven Drive east from SW Verdant Terrace to SW Saunders Drive; SW Saunders Drive south to SW Villa Road; SW Villa Road west to SW Verdant Terrace; SW Verdant Terrace north to SW Woodhaven Drive; SW Kinglet Drive from SW Verdant Terrace to SW Saunders Drive; SW Carlson Street from SW Verdant Terrace to SW Saunders Drive. (See Attached Woodhaven Phase 1 map, with area highlighted)
 - Woodhaven Phase 1 will prohibit non-permitted parking on all school days between the hours of 7:00am and 3:00pm.
- Smock Street from SW Sherk Place west to the end of the street at Snyder Park. (See Attached Smock St. map, with area highlighted)
 - Smock Street will prohibit non-permitted parking seven (7) days a week, 24-hours a day.

Section 2. This Resolution shall be effective upon its approval and adoption.

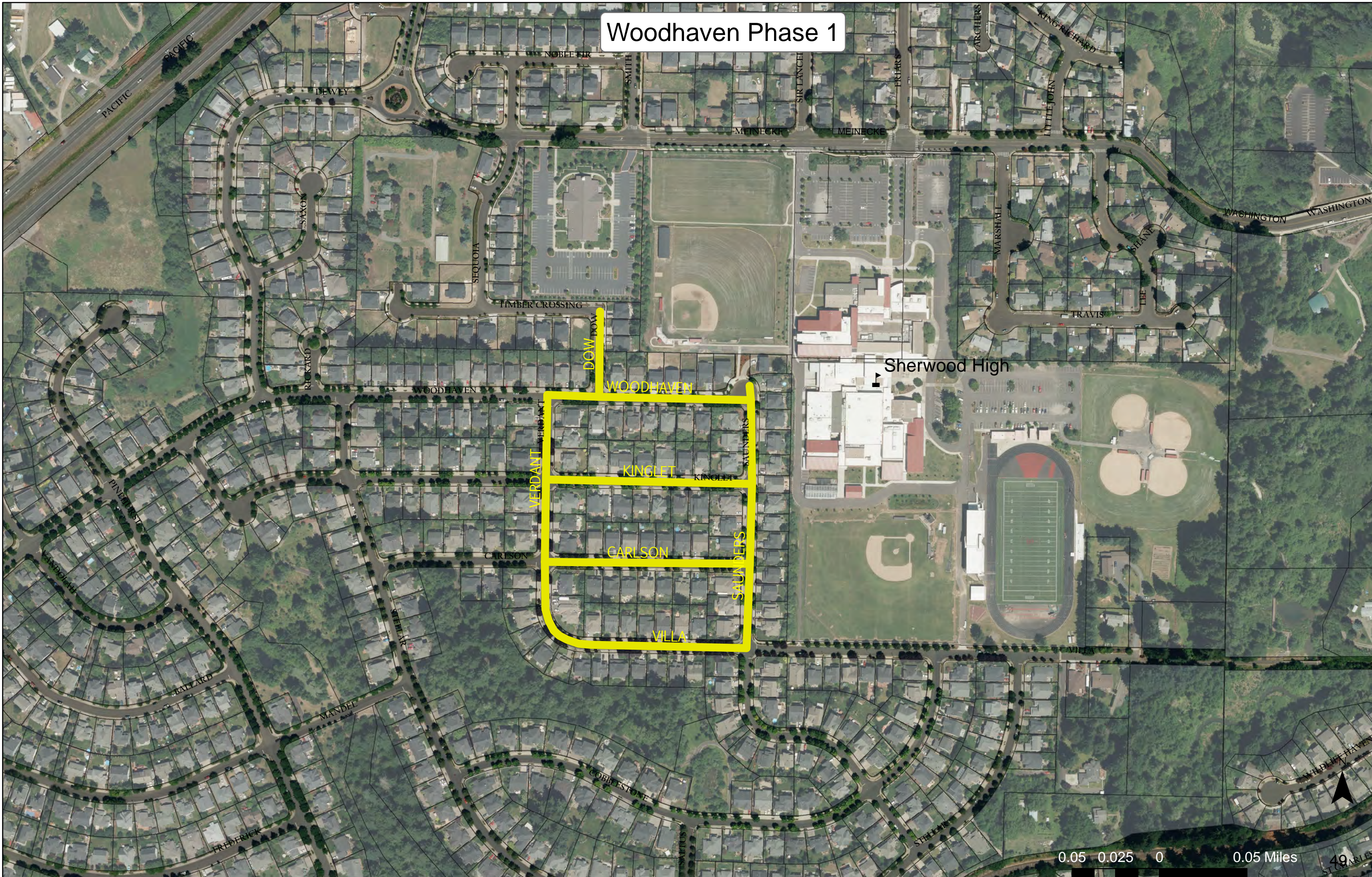
Duly passed by the City Council this 20th day of August 2013.

Bill Middleton, Mayor

Attest:

Sylvia Murphy, CMC, City Recorder

Woodhaven Phase 1



Sherwood High

0.05 0.025 0 0.05 Miles

49
ST CHARLES

SW Smock Street

Murdock Park

Snyder Park

SMOCK SMOCK

SHERK

BRITTANY

MANSFIELD

CASCADE

MORBACK

SUNSET

ALDER GROVE

GINGKO

100 50 0 100 Feet



TO: Sherwood City Council

FROM: Craig Sheldon, Public Works Director
Through: Joseph Gall, City Manager and David Doughman, City Attorney

SUBJECT: Ordinance 2013-006 Assessing Sidewalk Construction Costs on Certain Lots and Parcels in the City and Directing the City Recorder to Enter Such Assessments in the City's Lien Docket

Issue:

Should the City lien property owners who did not participate in the sidewalk assistance program and did not compensate the City for repairs completed on their behalf?

Background:

In 2012, the City completed an inspection of all city sidewalks and identified approximately 1,700 sidewalk deficiencies. City staff identified the area with the largest amount of deficiencies needing to be repaired and has designated this as Area 1. Within Area 1, there are approximately 750 sidewalk issues. In Section 1 of Area 1, there were 150 addresses with repair issues. The three properties identified below chose not to participate in the program, failed to make the repairs during the timeline provided, and did not provide payment to the City once the City made the necessary repairs as outlined in the program and per Chapter 12.08 of the Municipal Code.

Property Address: 22778 SW Cochran Drive, Sherwood, OR 97140
Property Owner: Colleen M. Codling
Amount Owed to City: \$129.00

Property Address: 14928 SW Brickyard Drive, Sherwood, OR 97140
Property Owner: Sara Norman
Amount Owed to City: \$258.00

Property Address: 22741 SW Martin Court, Sherwood, OR 97140
Property Owner: Michael A Stewart
Amount Owed to City: \$783.00

Chapter 12.08.090 of the Sherwood Municipal Code (SMC) states: "The notice shall specify the amount of the cost of construction or repair, and that if said amount is not paid within thirty (30) days after date of service of notice, the council shall thereafter, after hearing objections, if any,

made thereto, by ordinance assess the cost of such construction and repairs of such sidewalk or sidewalks upon the lots and parcels abutting such sidewalk and thereby benefited; and the recorder shall enter such assessment in the docket of city liens in the manner provided in Chapter X of the City Charter for docketing liens for street improvements, and it shall become immediately due and collectible thereafter and enforced in the manner provided by Chapter X of the City Charter, or as provided by state statute for enforcement of city liens and assessments. Such assessments, if in excess of twenty-five dollars (\$25.00), may be paid, upon application being filed, in installments."

Financials:

The sum of money to be considered for lien is \$1,170.00. This does not include the cost of the lien, any attorney or staff hours.

Recommendation:

Staff respectfully requests City Council adoption of Ordinance 2013-006, placing a lien on the three properties identified in this Ordinance to recoup costs associated with the Sidewalk Assistance Program.



ORDINANCE 2013-006

ASSESSING SIDEWALK CONSTRUCTION COSTS ON CERTAIN LOTS AND PARCELS IN THE CITY AND DIRECTING THE CITY RECORDER TO ENTER SUCH ASSESSMENTS IN THE CITY'S LIEN DOCKET

WHEREAS, pursuant to Chapter 12.08 of the Sherwood Municipal Code, the City undertook improvements to various sections of sidewalks within the City;

WHEREAS, the City notified various property owners of their obligation to complete the improvements themselves or the option of partnering with the City to share in the cost of the improvements;

WHEREAS, pursuant to 12.08.080 the City notified the property owners that if they failed to complete the improvements the City would do so itself and assess the properties for the City's costs of completing the improvements;

WHEREAS, the City sent the property owners identified below an invoice for such costs;

WHEREAS, the property owners identified below did not pay all or only paid part of their respective invoices for the City's costs;

WHEREAS, the City Council held a hearing pursuant to 12.08.090 to consider objections from the property owners identified below; and

WHEREAS, after the hearing the City Council decided to assess the properties for the costs the City incurred in completing the improvements to the sidewalks abutting the properties.

NOW, THEREFORE, THE CITY OF SHERWOOD ORDAINS AS FOLLOWS:

Section 1. An assessment in the amount of one hundred twenty-nine dollars and no cents (\$129.00) is imposed upon the following property: 22778 SW Cochran Drive, Sherwood, OR 97140. The current owner of 22778 SW Cochran Drive is Colleen M. Codling.

Section 2. An assessment in the amount of two hundred fifty-eight dollars and no cents (\$258.00) is imposed upon the following property: 14928 SW

Brickyard Drive, Sherwood, OR 97140. The current owner of 14928 SW Brickyard Drive is Sara Norman.

Section 3. An assessment in the amount of seven hundred eighty-three dollars and no cents (\$783.00) is imposed upon the following property: 22741 SW Martin Court, Sherwood, OR 97140. The current owner of 22741 SW Martin Court is Michael A. Stewart.

Section 4. The City Council directs the City Recorder to enter each assessment in the docket of City liens. The City Council may authorize the enforcement of the liens to collect the amounts assessed in accordance with ORS 223.505 et seq. or other relevant provisions of law.

Section 5. The property owners may discharge the assessments imposed above in accordance with 12.08.090, ORS Chapter 223 or other relevant provisions of law.

Section 6. This ordinance shall become effective the 30th day after its enactment by the City Council and approval by the Mayor.

Duly passed by the City Council this 20th day of August 2013.

Bill Middleton, Mayor

Attest:

Sylvia Murphy, CMC, City Recorder

	<u>AYE</u>	<u>NAY</u>
Clark	_____	_____
Langer	_____	_____
Butterfield	_____	_____
Folsom	_____	_____
Grant	_____	_____
Henderson	_____	_____
Middleton	_____	_____

TO: Sherwood City Council

FROM: Julia Hajduk, Community Development Director
Through: Joseph Gall, City Manager and Chris Crean, City Attorney

SUBJECT: Southwest Corridor Plan Endorsement, Resolution 2013-047

ISSUE

Should the City Council adopt Resolution 2013-047 endorsing the SW Corridor plan and directing future participation in the next phase of planning?

BACKGROUND

City staff, former Mayor Mays, and current Mayor Middleton have been participating on the SW Corridor Plan for the past two years. The purpose of the project is to create a framework intended to improve the land use and transportation conditions in the Southwest Corridor, which will in turn stimulate community and economic development, leverage private investments and make efficient use of available resources.

Over the course of the planning effort, policy framework and existing conditions were identified. Opportunities and challenges goals and objectives and evaluation criteria were developed. Meanwhile, local plans, including the Sherwood Town Center Plan were being developed that informed the SW Corridor Plan project about the local community vision and need. All this information and input led to the development of a wide range of alternatives to address the transportation needs in the SW Corridor and were later narrowed down to a smaller set of alternatives based on what was most financially feasible and most supportive of the local community's visions. City staff participated throughout this process and helped identify and prioritize roadway, active transportation (bike and pedestrian) and transit connections that would improve the transportation network in the SW Corridor, including Sherwood. The Corridor Plan was adopted by the SW Corridor Steering Committee on July 22, 2013, and recommends high capacity transit (HCT) transit alternatives for further study along with local transit, roadway, bicycle, pedestrian, parks, trails, and natural area projects as part of the Southwest Corridor Shared Investment Strategy.

For Sherwood, the Corridor Plan identifies that high capacity transit is not an alternative to be considered further in the implementation phase; however increased local transit service, particularly between Sherwood and Tualatin is an integral element of the plan. The Corridor Plan also incorporates many, but not all, transportation improvements that are in the City's Transportation System Plan (TSP). The idea is that, while other projects identified in the TSP are essential for Sherwood's system to function better, they may not be specifically necessary for the SW Corridor and a narrowed and focused set of projects is more likely to be able to be leveraged when federal funding requests are made.

It is important that Sherwood, and all SW Corridor jurisdictions, formally endorse the work that has been developed to date to facilitate moving to the next stage of the Shared Investment Strategy. The attached Resolution does this. In addition, the attached Resolution confirms the City's commitment to remain part of the process. By remaining part of the process, we benefit from funds leveraged with our jurisdictional partners to implement the Corridor Plan, have the ability to inform future decisions within our region and actively participate in addressing transportation and transit issues important to our local community.

FINANCIALS:

Staff will participate in SW Corridor and SW Transit Service enhancement planning meetings. It is anticipated that this will involve 2 to 4 meetings per month and will require additional time to review materials prior to the meetings and follow-up as needed. It is anticipated that the City will be asked in the future, as part of the FY 14-15 budget, to contribute funds toward the planning process; however the amount requested and the decision to contribute funds will be decided via future City Council action.

RECOMMENDATION

Staff respectfully recommends that the Council adopt Resolution 2013-047 endorsing the SW Corridor Plan and providing direction on the future participation in the implementation of the SW Corridor Plan.



RESOLUTION 2013-047

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Duly passed by the City Council this 20th day of August 2013.

Bill Middleton, Mayor

Attest:

Sylvia Murphy, CMC, City Recorder

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:

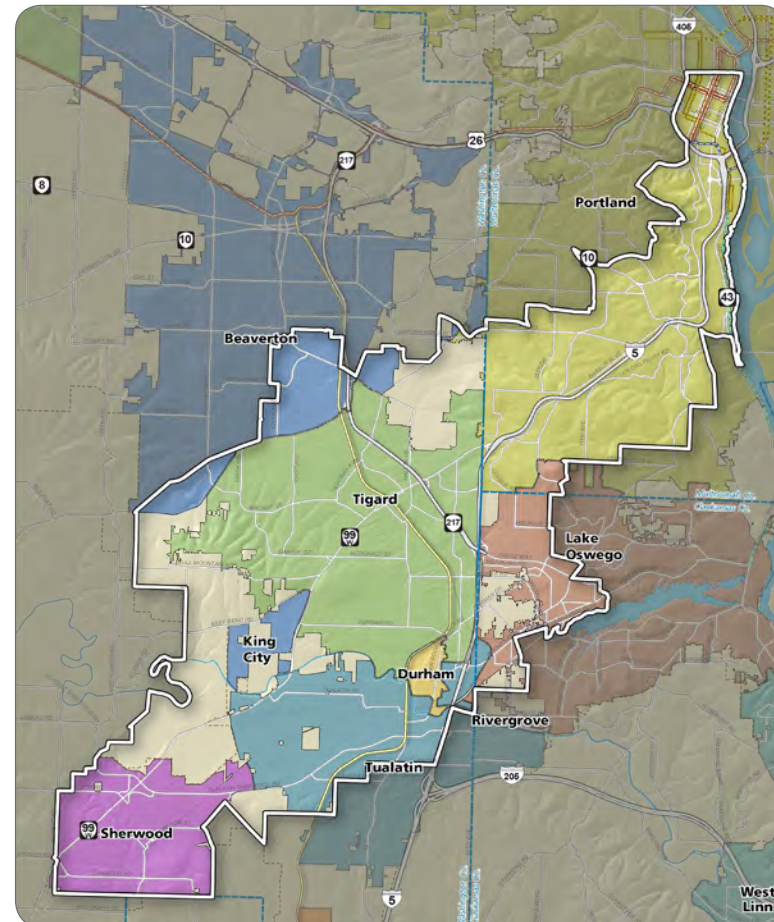
Accountability and partnership

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.



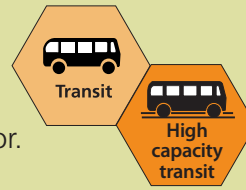
The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a shared investment strategy – to implement the shared Southwest corridor vision. The policies and projects are aimed at supporting development that is consistent with the local communities' aspirations for key places in the corridor.



Summary of the Southwest Corridor Shared Investment Strategy recommendation, July 22, 2013

Recommendation: Invest in transit (page 6)

Transit is a key element to help 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, this 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
- 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
- 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
- a line that connects Portland to downtown Tualatin, via Tigard.

Recommendation: Invest in roadways and active transportation (page 8)

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. See *Attachment A* for 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 (page 9)

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 (page 10)

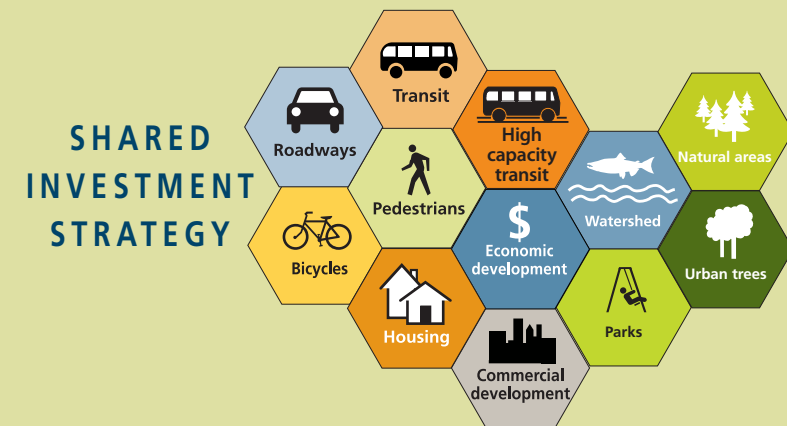
The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. *Attachment B* contains a variety of proposed policies and incentive programs for communities to consider as they advance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

Project partners should work together to develop a 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.



The Southwest Corridor Land Use Vision – a community vision for places throughout the corridor

Each city in the Southwest corridor began this collaborative effort by looking at its downtown, main streets, corridors and employment areas to define a vision for these places that reflects their unique characteristics and local aspirations. The area contains a wealth of opportunities for jobs and stable neighborhoods and is expected to grow significantly in the future. The corridor includes important regional retail and employment destinations as well as many major trails and one of the nation's few urban national wildlife refuges.

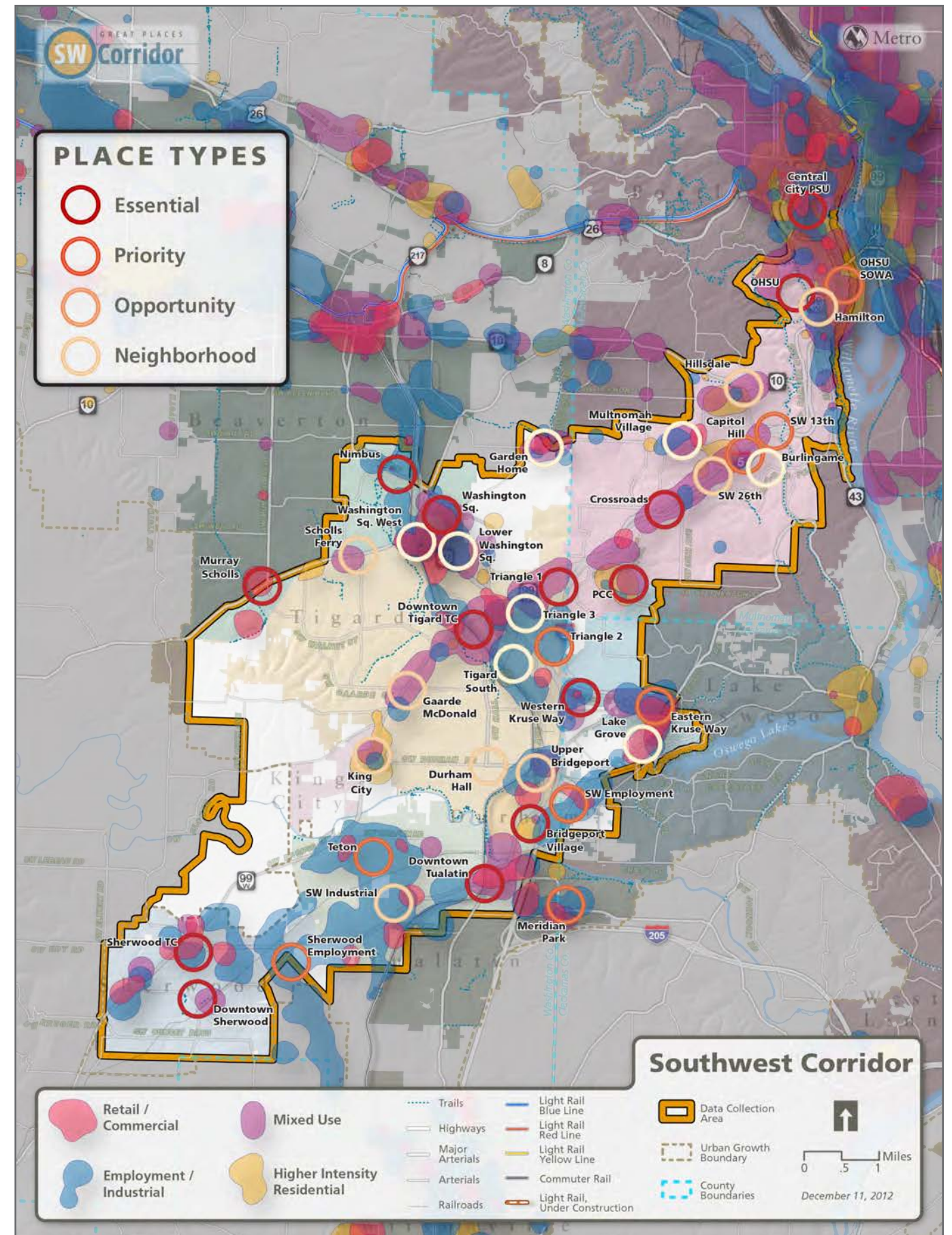
	Households	Jobs
2010	78,800	187,900
2035	111,900	259,200

The Southwest Corridor Land Use Vision compiles local land use plans and puts them into a common language, creating a foundation for the many projects (ranging from transportation to parks) to be categorized and prioritized based on how well they support the shared corridor land use vision.

The corridor vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in certain places that creates more services for existing residents as well as more housing, employment and transportation choices in the future. The areas of change are described in four categories:

- **Retail/commercial** The corridor is a destination for retail with prominent shopping destinations in Washington Square and Bridgeport Village. These retail destinations will continue to generate substantial demand and will need accommodation through enhanced transit, active transportation and roadway investments.
- **Employment/industrial** The Southwest corridor includes a regional employment district with significant current employment and anticipated growth as new jobs move into the Tigard Triangle and the industrial areas of Tualatin and Sherwood.
- **Mixed use** The corridor includes opportunities for areas with a mix of housing, employment and services in a walkable environment. Good access to transit with high quality pedestrian and bike facilities are critical elements for these mixed use areas to help leverage infill and redevelopment.
- **Higher intensity residential** Infill and redevelopment is likely to be the primary generator for new development in the corridor. The majority of new residential development that does occur will be found in the mixed-use areas, and these areas will need to integrate natural features into development to ensure a high quality of life and connections to nature.

To develop the land use vision, each city identified key places and categorized them based on the importance of a high capacity transit investment to connect them (see map at right). These key places were used to draw the draft high capacity transit alternatives, thus ensuring that the transportation solution supports the community's vision for growth. The prioritized key places also help focus investments for other types of transportation as well as parks and natural resources.



Public involvement for Phase I

September 2011 to February 2012: What should be the focus of the plan?

The first public engagement stage aimed to determine the scope, evaluation framework and goals of the overall plan. In that process, 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. The information and ideas offered informed decision-makers as they determined the scope and goals of the plan.

During the public comment period of Sept. 28 through Oct. 28, 2011, respondents posted their thoughts on boards at an open house and community events and submitted 98 public comments via the online questionnaire, mail and email.

February to August 2012: How should the wide range of potential projects be narrowed?

The second public engagement stage aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects.

From June 22 through July 31, 2012, project partners hosted an online, virtual open house. Participants viewed video feeds that explained the purpose and process of the overall plan. Participants were then directed to a related questionnaire that 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. The questionnaire received 543 responses.

An existing conditions summary, an executive summary and technical reports were produced during this time. Outlining the unique physical, economic and demographic elements of the corridor, the reports identified existing challenges and potential opportunities in economic development, housing choices, natural areas, trails and health for the corridor.

August to December 2012: How should investments be prioritized?

The third public engagement stage aimed to set the framework for shared investment strategies based on potential projects that were identified in the previous stage.

From Nov. 14, 2012 to Jan. 1, 2013, 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. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Benefits and tradeoffs were framed by the Southwest Corridor Plan goals of health, access and mobility, and prosperity in the Southwest corridor.

During the public comment period, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received. Two Spanish-language questionnaires and no Vietnamese-language questionnaires were received.

January to July 2013: Are these the right things to move forward?

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback to inform decision-making. Events included an open house hosted by SW Neighborhoods, Inc. on April 25, participation in the Tigard Town Hall on April 30, an economic summit on May 21 and a community planning forum on May 23 to gather feedback on potential projects and the draft high capacity transit alternatives. This opportunity for input was replicated through an online questionnaire that was open between May 23 and June 26. The public reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire from June 11 to 26. The draft recommendation was also the focus of the final community planning forum on June 26.

Together, the questionnaires received 2,669 responses.

What are people saying about the transit alternatives and staff draft recommendation?

- There is strong support for high capacity transit in the Southwest corridor.
- Citing the need for better local transit service and more transit connections, coupled with the anticipated growth in the corridor, many people prioritize extending high capacity transit to the furthest extent possible, with Sherwood as the destination.
- While the individual responses are mixed, taken as a whole there is support for carrying forward both bus rapid transit and light rail transit for further study in the next phase of the plan.
- People overwhelmingly support studying a bus rapid transit that runs mostly or exclusively in a dedicated transitway.
- There is overall support for the other elements of the recommendation that call for:
 - enhanced local transit service
 - transit related roadway, biking and walking projects
 - roadway, biking and walking projects related to local aspirations
 - parks and natural resources projects
 - development strategy that stimulates private investment.
- The three highest priorities for Southwest Corridor Plan outcomes were:
 1. better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)
 2. access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)
 3. feasibility (cost, funding potential and support).
- Environmental justice organizations' representatives prioritized the plan outcomes differently than the majority of the public who provided input; their three highest priorities were:
 1. equity (fair distribution of benefits and burdens)
 2. healthy communities (access to parks, trails, and natural areas, more walking and biking opportunities)
 3. a tie between prosperity (more jobs, development, housing) and access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights).

Getting to the plan

To create the Southwest Corridor Plan, representatives of cities and counties throughout 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 identify the local vision in key areas of the corridor: Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, the Linking Tualatin plan and Sherwood's Town Center Plan. Building on these local visions, the project partners worked together to identify a potential high capacity transit alternative that could catalyze the corridor land use vision, and developed and narrowed a list of roadway, bicycle and pedestrian improvements that would support high capacity transit and make it work better for the corridor. This work led to the recommendations in this Southwest Corridor Shared Investment Strategy. The strategy will help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest 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.



Southwest Corridor Plan Phase I milestones

September 2011



1 Identify policy framework and existing conditions



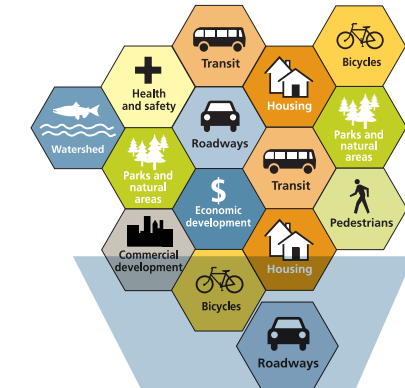
Opportunities and challenges

Goals and objectives

Evaluation criteria

July 2012

2 Develop wide range of alternatives



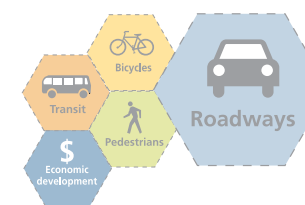
September/
October 2012

3 Narrow range of alternatives

January 2013

4 Define bundles to test transit, roadway and active transportation project performance

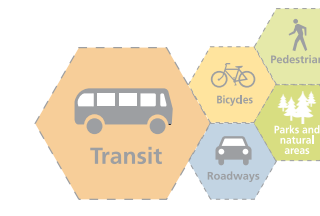
Example A



Example B



Example C



Example D



Spring/
summer 2013

5 Develop shared investment strategy

6 Identify commitments and implementation strategy



Integrating public investments to support great places

The Southwest Corridor Plan aims to use limited public resources wisely by targeting them in identified “key places” to support the local land use vision. It also sets the stage to look at how investments in transportation projects, parks and habitat improvements can be made together. This allows for efficiencies in planning and the ability to achieve multiple goals in targeted areas. The Southwest Corridor Plan goals direct partners to collaborate, target resources and search for opportunities to leverage dollars.

Collaborate

The project partners agree to work together to implement common prioritized projects that support the corridor land use vision. The private sector can bring investment in buildings, retail businesses, and jobs that help make great places. Nonprofit partners and other public agencies play an essential role in ensuring that the Southwest corridor continues to equitably and sustainably provide opportunities for a diverse range of people and maintains the connection to nature so important to current and future residents. In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.

Target resources

Focusing on the Southwest Corridor Land Use Vision has enabled project partners to limit the number of projects included in the shared investment strategy. A smaller prioritized list makes it easier to work together to fund and implement a set of common priorities.

By working together and listening to the public, the project partners narrowed a wide ranging list of roadway and active transportation projects from almost \$4 billion worth of projects to about \$500 million for a 15-year time frame. The list includes projects that would be highly supportive of a future high capacity transit investment, and a strategic list of roadway and active transportation projects that support the land use vision in the corridor.

In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.

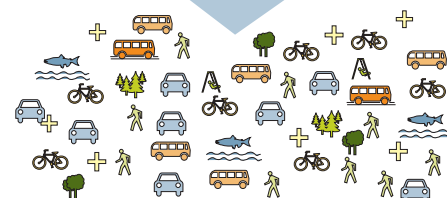


Does the project support the community and corridor vision?

Does the project meet transportation needs and local land use goals?

Can we afford it and when?

Are there too many impacts?



The Southwest Corridor Plan also includes the region’s first coordinated list of parks, trails and natural resource projects for implementation in tandem with transportation projects to support the community vision. The project partners created a list of nearly 450 projects gathered from local parks master plans, habitat improvement lists, and other sources. This was narrowed to the smaller list of parks, trails and natural resource projects included in the shared investment strategy. The list serves as a strategic resource to help project partners identify projects that leverage the benefits of – and funding for – transportation projects in the shared investment strategy.

Leverage

Great places are defined by a mix of elements that come together in one location to meet a range of community needs. Investing in a road improvement might not create a great place by itself – but combining it with a trail, a culvert replacement and bus stop improvements could help that public investment catalyze the market and attract private investment to build the community vision.

As a shared strategy, the narrowed lists of projects contained in this recommendation can serve as a tool for agencies when making future investment decisions. Continued communication is critical, both within agencies and with other community stakeholders.

Great places are defined by a variety of elements that come together in one location to meet a range of community needs.



Recommendation: Shared investment strategy

The Southwest Corridor Plan and Shared Investment Strategy includes a strategic project list for transit, roadway, active transportation and parks and natural resources as well as ideas for policy change and development strategies. The Southwest Corridor Plan evaluation, project partner priorities and public input provided the foundation for the Southwest Corridor Shared Investment Strategy.

It is understood that many Southwest corridor communities have transportation and other needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy is not intended to be a comprehensive listing of all priority projects in the area. Rather, it is a list of projects and policies that best meet the land use goals and objectives approved by the Southwest Corridor Plan Steering Committee in this early phase of the project. As project partners consider development and transportation needs in a variety of locations and corridors in their communities, the shared investment strategy defines actions that are critical to supporting the Southwest Corridor Land Use Vision.

Investments in the public realm

Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Moving from current conditions to community visions



Community vision Goals



Current development

Opportunities for public influence on community development

Investments in the public realm

- High capacity transit
- Roadway expansions and improvements
- Bike and pedestrian facilities improvements
- Parks, trails and natural resources improvements

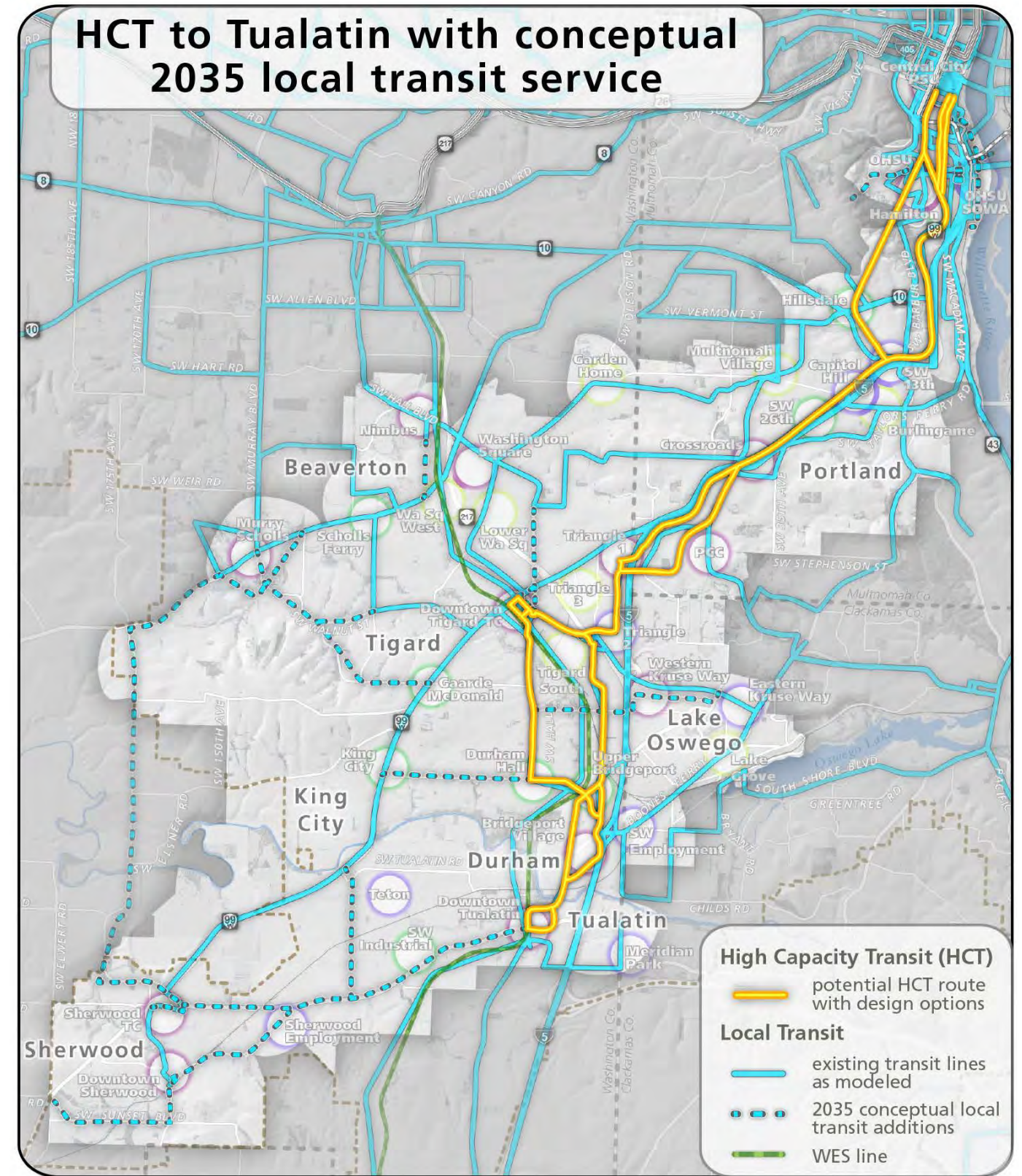


Regulations and policies

- Zoning changes
- Development requirements
- Policy coordination

Financial incentives that catalyze private investment

- Public development grants such as through Metro's Transit-Oriented Development Program
- Local tax incentives



Note: Potential local transit service additions are conceptual only at this point. TriMet will work with local jurisdictions to determine service needs and will match service increases to available funding. Service enhancements could include both route and frequency.

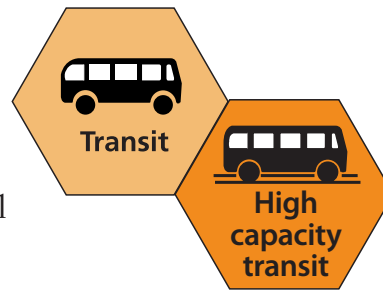
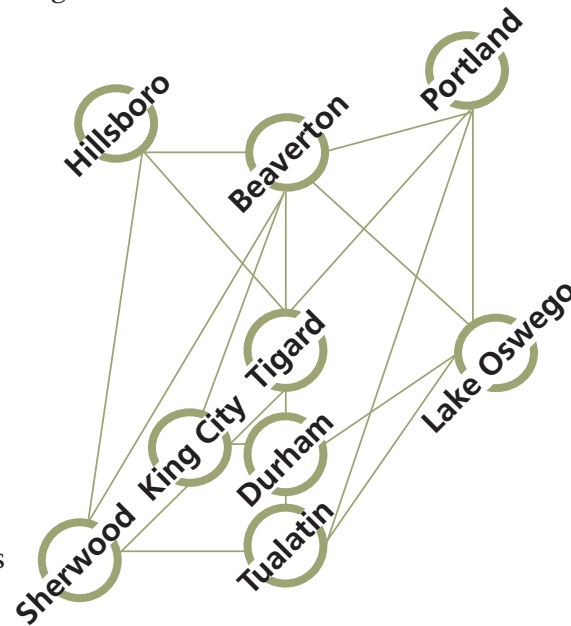
Transit recommendation

Local service/Southwest corridor service enhancement

Local transit connections will be essential to achieving the land use vision in the Southwest corridor, as well as to the success of a potential high capacity transit investment. In 2013-2014, TriMet will work with Southwest corridor jurisdictions and stakeholders to develop the Southwest Service Enhancement Plan.

Southwest Service Enhancement Plan This recommendation directs TriMet to implement the Southwest Service Enhancement Plan to provide the following:

- transit service that connects key Southwest corridor locations quickly and reliably to one another and to a potential high capacity transit line
 - Locations include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood.
 - Service includes improved local transit circulation from the Southwest corridor throughout Washington County, including connections to northern Washington County.
- improved local transit connections to Westside Express Service
- capital improvements necessary to achieve higher transit system functioning, such as queue jumps and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system
- identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).



Quality of bus rapid transit As bus rapid transit is studied as a potential high capacity transit mode, it is recommended that between 50 and 100 percent of the route runs in exclusive right of way. Federal Transit Administration (FTA) New Starts funding is only available for bus rapid transit projects with 50 percent or more of the project in dedicated transitway, and experience around the U.S. and internationally suggests that bus rapid transit with a higher level of exclusive transitway would best support the Southwest Corridor Land Use Vision. The Institute for Transportation & Development Policy has developed a bus rapid transit certification system that rates project performance. As bus rapid transit advances for further study, it is recommended that project partners aim for a project that meets Institute for Transportation & Development Policy certification standards.

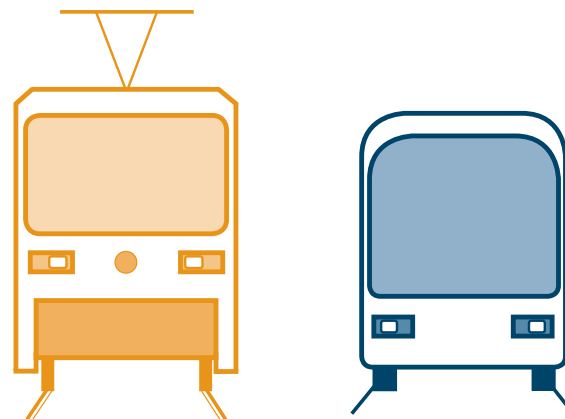
Destination The recommended destination for further study for a high capacity transit investment is Tualatin, via Tigard. This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin.

Note: A high capacity transit alignment will not be on Interstate 5 or Highway 99W southwest of the I-5/99W intersection.



High capacity transit

Mode Both light rail and bus rapid transit are recommended as modes for further study based on (1) the high ridership potential of both modes and (2) the need for additional design in order to produce more accurate capital cost estimates that clarify tradeoffs among cost, operating efficiency and ability to support the Southwest Corridor Land Use Vision.



Bus rapid transit: Exclusive transitway or mixed traffic?

Bus rapid transit is a highly flexible and versatile transit mode. This means it can be difficult to define, and bus rapid transit projects are often under pressure to cut costs by reducing how much of the line runs in dedicated right of way.

A bus rapid transit project that runs in mixed traffic is less expensive to construct – it is also more expensive to operate, is slower and offers less certainty about arrival and departure times. Bus rapid transit in mixed traffic can be an improvement over local buses without transit priority treatments, but it cannot attract as many riders as bus rapid transit in exclusive lanes.

The BRT Standard by the Institute for Transportation & Development Policy is one way of rating the value of an individual bus rapid transit project. Using such a rating system creates an inherent pressure to make a high-performing project, and creates a healthy tension against the tendency to lower cost, but lower benefit, solutions. The standard is very high – there are only 12 gold standard projects in the world, none of which is in the United States.



For more information on the BRT Standard by the Institute for Transportation & Development Policy, visit www.itdp.org/microsites/the-brt-standard-2013/.

Funding The steering committee recommends that project partners work together to develop a funding strategy for the Southwest Corridor Plan that includes local, regional, state and

federal sources. Capital funding for construction of major transit projects comes from a variety of sources, including competitive grants and federal, state and regional funds. Transit operations (both bus and high capacity transit) are funded by passenger fares and a regional payroll tax. Any high capacity transit project would likely seek competitive federal funding through the FTA which has contributed more than half the total funding for MAX projects to date. Even with a federal grant, high capacity transit will require a corridor-wide funding strategy that secures and leverages new resources. An FTA grant would most likely require a 50 percent match which could include local, regional, state and other non-FTA federal funds.

Steering committee decisions: High capacity transit

With this recommendation, the steering committee will have narrowed the potential high capacity transit alternatives/concepts from 10 to two.

Future decisions will include determining the alignment, lane treatments, specific funding strategies, mode, station locations and local transit connections to the potential high capacity transit line.

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul style="list-style-type: none"> • Direction on Southwest (Transit) Service Enhancement Plan • Policy direction on "level" of bus rapid transit for further study • Which modes to carry forward for further study • Destination 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel? • Direct connection to PCC? • Hall or 72nd? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

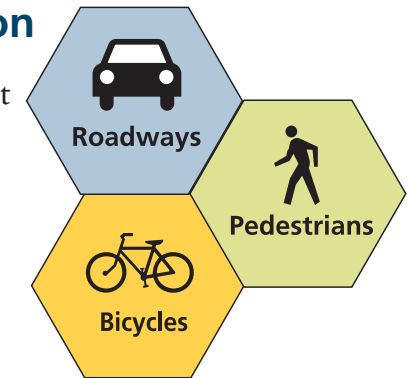
Earlier decisions

The October 2012 narrowing decision removed several options from further consideration: 1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy transit use. It also tabled consideration of WES improvements for another time and process.

The steering committee looked at potential impacts to auto and freight movement as well as local community land use goals to guide its narrowing decision. For instance, all high capacity transit options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement as well as to commercial activities. Equally important is the need to provide transit connections to potential station communities in Tigard and Tualatin, specifically the Tigard Triangle, downtown Tigard and downtown Tualatin.

Roadway and active transportation recommendation

Over the past 18 months the project partners worked to narrow a large list of roadway and active transportation projects to a smaller list of projects that are most supportive of the high capacity transit recommendation and the Southwest Corridor Land Use Vision. Project partners narrowed from close to \$4 billion worth of projects to around \$500 million. This agreed-upon narrowed list of projects sets the stage for the project partners to cooperatively identify and leverage funding from a variety of sources. This will be critical, in light of the severe constraints on available transportation funding. Even the narrowed list of roadway and active transportation projects is more than five times greater than the projected \$60 million in state and regional funds anticipated to be available in the corridor over the next 15 years.



Projects on the narrowed list fall into one of two categories:

1. Projects to be studied further in the Southwest Corridor Plan refinement phase

This includes roadway and active transportation projects that could be highly supportive for the success of a high capacity transit investment. However, even if a high capacity transit investment advances, not all of these projects can be included in a future funding package. Which projects advance along with a potential high capacity transit investment will be a future decision based on judgments by project partners during refinement in an effort to best match Federal Transit Administration funding requirements. Those projects that are not included in a high capacity transit funding package will still be available to the partners for further project development, including the pursuit of other funding opportunities.

2. Narrowed list of projects that have been identified as highly supportive of the Southwest Corridor Land Use Vision

These projects include roadway and active transportation projects that are available for further project development by project sponsors. Each project has been identified as highly supportive of a particular land use type in the corridor: commercial, freight/employment, mixed use, or higher intensity residential. Projects were selected based on geographic factors, project characteristics, stakeholder input and/or evaluation results.

These lists are not intended to identify all projects that are important to communities in the Southwest corridor. Instead, they represent a set of projects that are highly supportive of corridor land use and high capacity transit goals based on the narrowing approach intended to target and leverage limited public dollars. The lists will inform local capital improvement plans and transportation system plan development, TriMet's Transit Investment Priorities, and the next update of the Regional Transportation Plan. Projects on local and regional transportation investment plans that are not included in the shared investment strategy will remain on those local and regional plans unless the jurisdiction chooses to remove them.

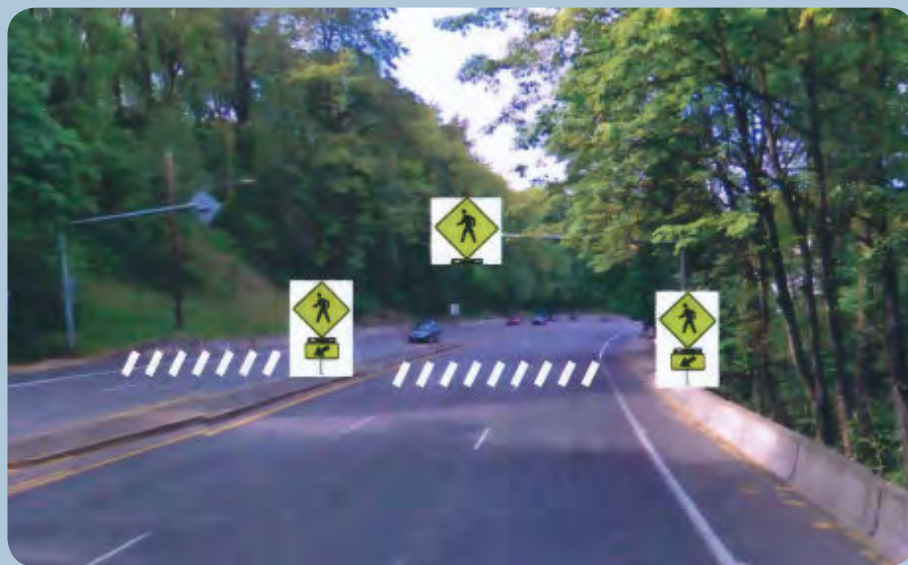
Attachment A includes maps, the project lists and narrowing criteria.

Early project implementation

In locations throughout the corridor, project partners are already making investments that support the Southwest Corridor Plan Land Use Vision, both independently and in collaboration with other corridor partners. For example, in Sherwood, the Cedar Creek trail is funded and proceeding toward construction. In Portland, Multnomah Boulevard from Barbur to Southwest 45th Avenue is being reconstructed to urban standards, including curbs and sidewalks. When complete, it will improve bicycle and pedestrian safety and connect the potential Capitol Hill/Barbur Boulevard high capacity transit station with nearby Multnomah Village. In addition, ODOT and TriMet have identified a series of low-cost improvements that can be implemented quickly and are supported by the local jurisdictions and the public. These include projects on Barbur Boulevard/Highway 99W that improve access to transit, fill pedestrian gaps or fill bicycle gaps, such as:

- Southwest Barbur at Southwest Bertha Boulevard bike lane markings
- Southwest Barbur at Southwest 13th Avenue crossing improvements
- Southwest Barbur at Southwest Alice Street crossing improvements
- Barbur Transit Center access improvements
- OR 99W at Bull Mountain Road sidewalk/bus stop improvements
- OR 99W at Durham Road illumination improvements
- OR 99W at Hazelbrook Road sidewalk/bus stop improvements.

These projects are expected to be completed in the next two to three years.



Example of a proposed crosswalk warning light project on Southwest Barbur Boulevard. ODOT, March 2011.

Parks, trails and nature recommendation

People consistently point to the parks, trails, natural areas and urban tree canopy as essential elements of what draws them to live, work and play in the Southwest corridor. Gathering information from local plans, project partners compiled a list of nearly 450 “green” projects in the corridor including parks, trails and natural areas as well as water quality improvements and natural resource enhancements like improved wildlife habitat corridors and replacing or retrofitting culverts for fish passage. The projects on the list were screened based on how they would support the Southwest Corridor Land Use Vision, a potential high capacity transit investment, and important water resource and regional trail connections.



1. Work together to secure funding for and implementation of the highest priority parks, trail and natural area projects for people and places

As the high capacity transit alternative is refined, partners should continue to sort and prioritize this green project list, examine likely funding sources and develop a collective strategy for grant writing and strategic use of existing or new funds. The project list and related maps can be used to coordinate across jurisdictional boundaries and select park and trail projects that support transit and new land uses. Additionally, green street designs that incorporate tree planting, vegetated storm water facilities and other low impact development approaches are recommended, softening the landscape for residents and visitors to the area and increasing people’s access to nature.

2. Support habitat and water quality projects that deliver the greatest return on investment

Project partners should identify the highest value natural resource investments and work together to fund and implement those projects. This project list and approach offers an opportunity to focus on large projects that can achieve measurable ecological and financial benefits. Wherever possible, partners should work to avoid negative impacts to the highest quality areas while also enhancing those areas where water quality, wildlife habitat and recreation benefits are greatest.

Project implementation could be organized into broad strategies that include: stream and wetland enhancement, outfall and water quality facility retrofits, culvert replacements to improve fish passage and reduce risks to infrastructure, preservation of high quality fish and wildlife habitat, and enhancement of important but degraded habitats. Private land owners can also be involved through outreach and education efforts that improve stream function and water and habitat quality throughout the watersheds.

Attachment A includes maps, the narrowed list of projects and the parks and natural areas narrowing criteria.

Why the split between “trails” and “active transportation” projects?

People bike and walk on trails for recreation as well as a way to get to specific destinations, so trails are part of the overall active transportation network. For residents, there is no real division between the on-road bike lane or paved sidewalk portion of their route and the off-road trail portion of their route

Behind the scenes, there are differences that determine the best way to implement these “on-road” versus “off-road” active transportation improvements. Specific city, county or state requirements determine how bike or pedestrian facilities must be built or marked when they interact with auto traffic, while trail construction and maintenance through a park or natural area have different standards. Additionally, different potential funding sources may be pursued for trails than for on-road bike and pedestrian facilities.

This recommendation focuses on avenues for implementation, so it lists on-road bike and pedestrian improvements and selected off-road trails as active transportation and places all regional, local and community trails with parks and other nature improvements.

Achieving desired development: Regulatory environment and financial incentives

The public sector plays a key role in realizing a community's land use vision. Often, the development forms desired by communities are limited by the regulatory environment or not financially feasible. Two important tools can help the public sector set the stage for development consistent with community goals. Those tools are 1) changing the regulatory framework and 2) providing financial incentives. Together, these actions can catalyze market value and stimulate private investment.



Regulatory environment The regulatory framework is the area in which the public sector has the most control over development outcomes. This includes zoning codes and policies that relate to land development. Public sector policy changes can help local land use visions become a reality by making them the easiest thing to do. Southwest Corridor Plan partners should work together to create a regulatory framework that is predictable and efficient. This creates certainty in the private market and helps the community get high quality development in desired locations.

Financial incentives The public sector can also help catalyze development through the strategic application of financial incentives that support new development forms that may be “ahead of the market.” In particular, development forms that are mixed use or multi-story are often more risky and expensive. Through creative financing strategies and tools, the public sector can help offset these risks and higher costs, helping to build value in the market and, eventually, enabling private investments to be made without public support.

Illustrative project examples

As part of the Southwest Corridor Plan, Metro staff looked at several case studies, or project examples, throughout the corridor. These examples were specifically chosen to highlight redevelopment opportunities that could be catalyzed by a combination of public sector investments and policy changes to leverage that investment.

Case study: Tigard Triangle

The Tigard Triangle is identified as an essential place for the Southwest Corridor Plan. It is envisioned as a pedestrian-friendly area with a mix of uses and an increased residential presence. The case study project is located near the potential high capacity transit line.

Analysis of development readiness in the Tigard Triangle highlighted issues with the current regulatory framework and identified the need for key public investments to spur the market to support development forms consistent with the local land use vision. This project example found that the following actions could remove barriers and improve the financial feasibility of development consistent with the Southwest Corridor Land Use Vision.

- Ease parking minimums to enable top-quality office and retail development currently constrained by parking minimums. Strategies to address this include:
 - Parking reductions that are phased in over time, including reduced minimums for retail, office and housing. This could help achieve transit-supportive densities and increase leasable square footage.
 - As development begins to take place and there is an increase in transit access, a parking management strategy (combined with phased parking reductions) could provide significant benefits. (For example, shared parking between office and retail uses.)
- Use layered landscaping to maximize leasable square-footage, reduce operating costs, and increase habitat value in an urbanizing area.
- Make investments that increase transit access (such as connections to the Tigard Transit Center, increasing higher level of connectivity within the Triangle and enhancing walkability). This will help increase the area's attractiveness and value, directly impacting achievable rents and the project's potential return on investment.
- Consider land banking developable parcels, since land values are relatively low in the Tigard Triangle today, and public partners could aggregate land for more efficient development with a higher impact.

Case study: Capitol Hill (Portland)

In Portland, one project example is located in the Capitol Hill area. Envisioned as a transit-oriented residential neighborhood with a mix of supporting uses, the case study project is located along the potential high capacity transit line.

Analysis of development readiness in this portion of the corridor in Southwest Portland highlighted issues with the current commercial zoning and identified a catalytic investment opportunity that could leverage development to match the land use vision. The following actions could help remove barriers and improve the financial feasibility of development consistent with the Southwest Corridor Land Use Vision.

- Provide public sector support for new development forms. Strategies to address this include:
 - Public ownership of the land enables the value to be written down, which could provide a multi-million dollar savings to the developer.
 - Utilizing the Transit-Oriented Tax Exemption could provide a significant financial incentive to developers while resulting in additional community benefits such as workforce affordable housing units.
 - Investments that enhance pedestrian and bike facilities and provide access to local amenities help increase the area's attractiveness and value, raising achievable rents and the project's potential return on investment.
- Focus development codes on context appropriate design and transitions with existing uses:
 - Smaller building mass and stepbacks better fit the character of the neighborhood and intensity of nearby uses, while enabling improved connectivity in the street network.
 - Surface parking at low ratios does not occupy a majority of the site, supporting this design alternative and reducing construction costs significantly.
- Focus retail uses in nodes along the corridor and provide plenty of opportunities for employment and residential uses around and between these commercial nodes.

Transit orientation and development readiness

There is growing demand for more compact urban development centered around transit, and this desire is expressed repeatedly in the land use visions of Southwest corridor communities. Research has shown that a few key measures can predict the readiness of an area to support walkable, mixed-use development. In turn, this type of development increases transit ridership and reduces vehicle miles traveled. Metro's transit-oriented development strategic plan (Metro, 2011) identifies a transit orientation measure as a composite of the following physical/demographic characteristics:

People The number of residents and workers in an area has a direct correlation with reduced auto trips.

Places Areas with commercial urban amenities such as restaurants, grocers and specialty retail not only allow residents to complete daily activities without getting in a car, but they also improve the likelihood of higher density development by increased residential land value.

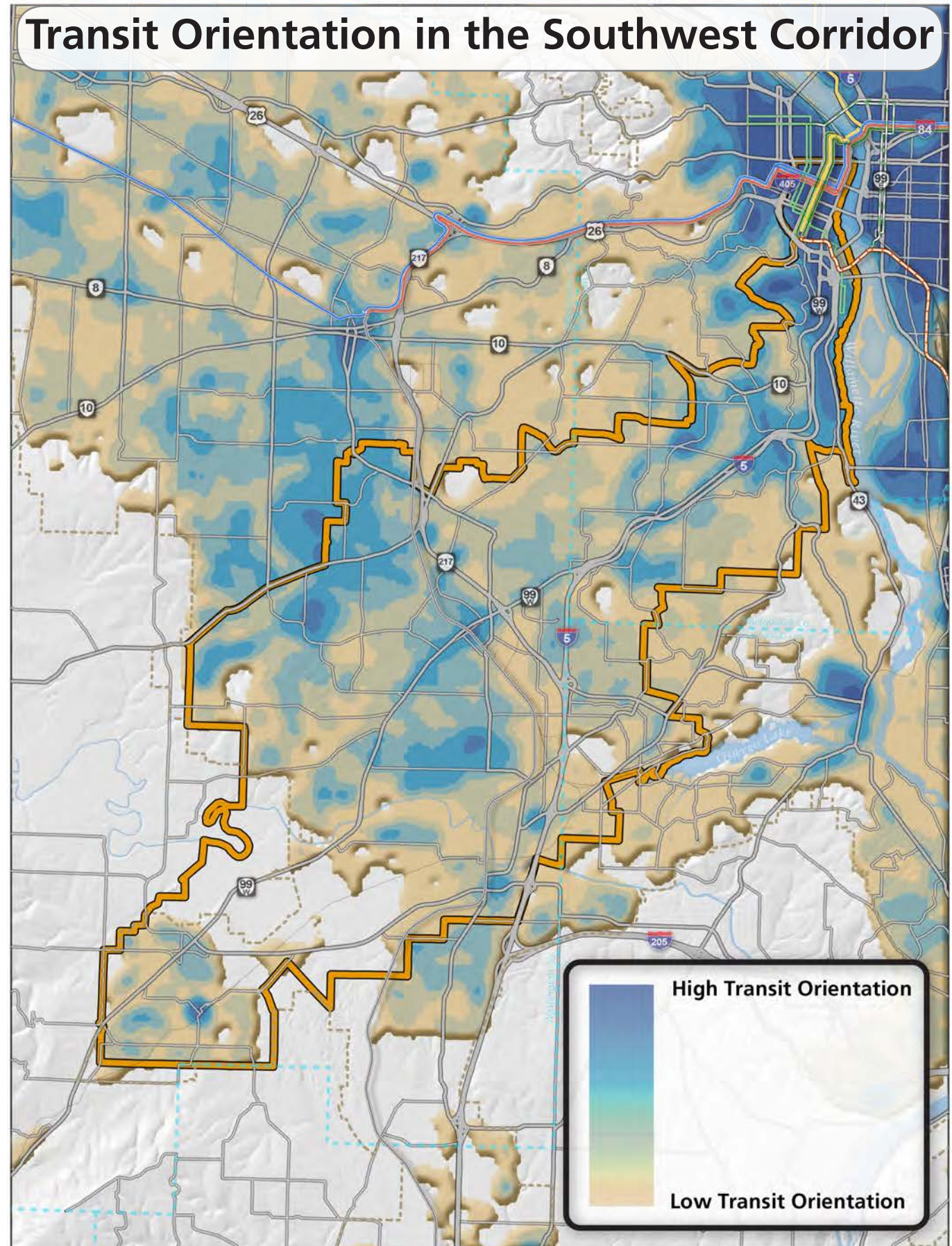
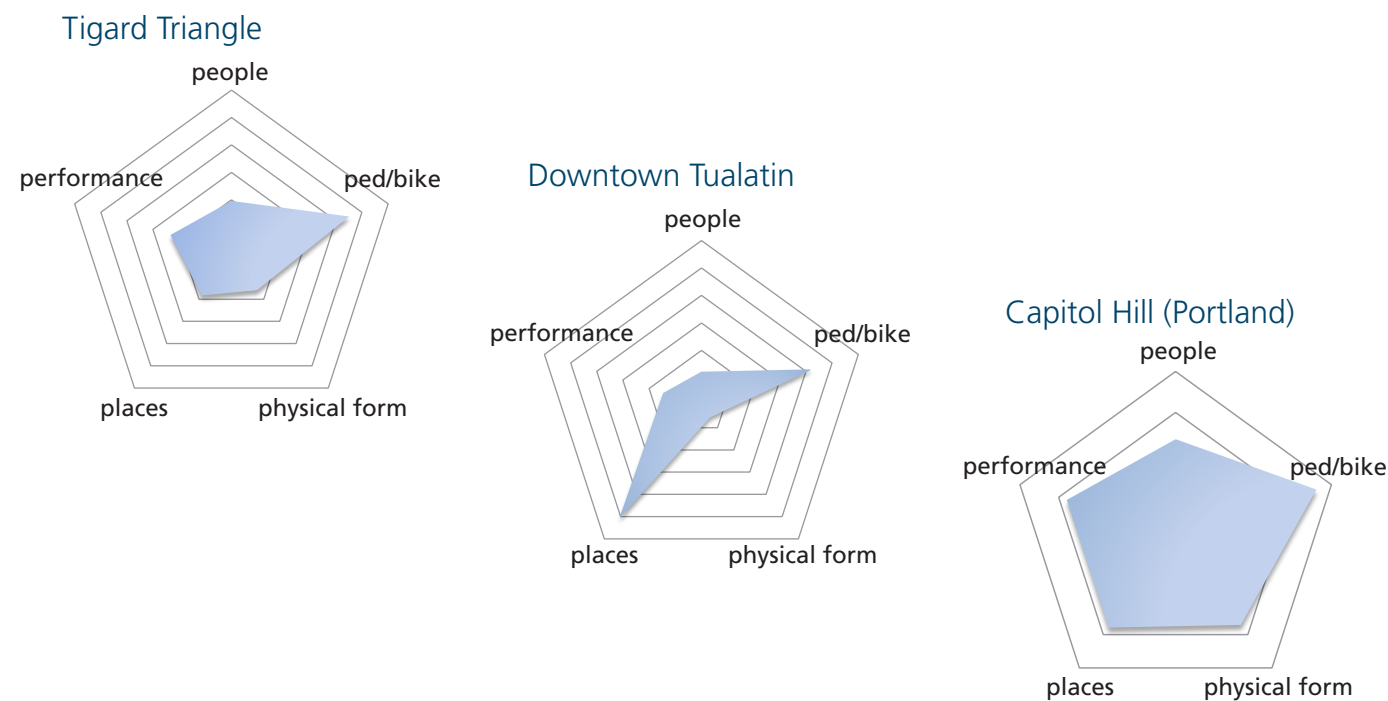
Physical form Small blocks promote more compact development and walkability.

Performance High quality, frequent bus and rail service make public transportation a more reliable means of getting around and can be correlated to less driving.

Pedestrian/bicycle connectivity Access to sidewalks and safe bikeways encourages many more people to walk or cycle to transit and neighborhood destinations.

The graphs below show how selected areas of the corridor perform against this transit orientation measure. The map to the right shows the relative transit orientation of areas in the Southwest corridor in 2011. This map and others like it help determine the highest value location for a potential high capacity transit investment.

Transit orientation measure graphs, selected corridor locations



New Starts funding competitive advantage

By setting the right regulatory and financial environment, the public sector can catalyze private development and, ideally, make the region more competitive for capital construction dollars from the Federal Transit Administration's New Starts grant program, likely to be a key element of a high capacity transit funding strategy. The policy guidance for the New Starts program provides measures that will be used to evaluate projects, including a series of actions local governments can take to leverage a transit investment such as plans, policies and financial incentives to support the adjacent land use and bring more transit riders to the system. The guidance prioritizes actions that support these outcomes:

- additional, transit-supportive development and redevelopment
- preservation or increase in the affordable housing supply
- increased population and employment density.

The New Starts policy guidance gives higher rating to places that have adopted plans, policies and incentives in place to support transit. Locations with built "proof of concept" transit-oriented projects rate the highest. This means the more quickly the Southwest corridor establishes transit-supportive policies and initiates financial incentives, the better positioned it will be to compete for federal funds. These actions also prepare the corridor now for transit-oriented development, rather than waiting until after transit is built.

Public benefits

By aligning the regulatory framework, offering financial incentives to catalyze development, and prioritizing transit-supportive capital investments in the public realm, the public sector has a tremendous opportunity to create successful places that reflect the Southwest Corridor Land Use Vision.

These investments help ease traffic congestion and enhance the attractiveness and market appeal of the corridor. Through public-private partnerships, catalytic projects show what is possible for future development, setting the stage for more private investment in the area. Early development projects bring more people to specifically chosen locations in the corridor, which in turn attracts more amenities and private investment to the area.

Revitalizing and re-orienting properties in station areas can also strengthen the fabric of the local community, creating places where people want to be. Public investments that create beautiful public spaces and pedestrian streetscapes draw residents and visitors to spend time there. Projects that re-energize underperforming suburban office parks and commercial strip malls into housing choices and employment opportunities attract existing and new residents. With more people and

With more people and places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor's transit investment. At the same time, the character of existing neighborhoods remains intact.

places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor's transit investment. At the same time, the character of existing neighborhoods remains intact.

Locating more jobs and housing choices near transit – and attracting additional retail and services – not only spurs economic activity, but it also increases the overall market value in the corridor. As a result, the public sector sees a positive financial return on a high capacity transit investment – both from higher use and from the increase in tax revenue from redevelopment and its effect on the value of surrounding properties.

Parks can be key to economic development

Traditionally, parks have been developed to fill service gaps, and natural areas are purchased to protect resources. But a new perspective is emerging: Parks, trails and natural areas can be sited where development would benefit from their proximity. A growing body of evidence demonstrates how public amenities such as parks, natural areas, trails, street trees and other investments that add more nature to urban areas contribute to higher land values.

In 2012, Metro investigated the connection between access to nature and economic development within a community. The discovery: A strategy of investing in parks and open space is not contrary to a community's economic health, but rather it is an integral part of it. Integrating natural features into development helps ensure a high quality of life and a connection to nature. Additionally, when people are drawn to public spaces, they interact as neighbors, and this interaction builds stronger, healthier, more prosperous and more engaged communities.

For the full report, see: A synthesis of the relationship between parks and economic development (Metro, 2012), at www.oregonmetro.gov/naturalareas.



Toolkit: Regulatory framework that sets the stage

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the Southwest corridor. High capacity transit has the potential to have a catalytic effect on adjacent land uses and help achieve this vision. This will work best if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies will both support the land use vision now and help to achieve the community's desired goals over time. There are a number of regulatory tools and strategies that can help foster transit ready communities; however, their application differs greatly depending on the context in which they are applied.

Attachment B describes in detail these key transit supportive policies and regulatory tools. Specific project examples of how these tools can be applied are included to illustrate how the changes can raise the development potential within the corridor. Policies for consideration include:

- zoning code changes
 - density maximums and building height
 - non-compliant use provisions
 - stepbacks
 - commercial corridor assessment
- parking requirements and parking management
 - trip generation reductions
 - responsive parking ratios
 - shared parking
 - unbundling parking
- design code changes
 - layered landscapes and active open space
 - ground floor active use provisions.

Attachment B includes the full policy toolkit, which includes a representative list of possible regulations.

Toolkit: Financial incentives that set the stage

In addition to regulatory and policy changes, the public sector can help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible today and what is desired by the community. In many cases the community's vision is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to making the community vision a reality. Direct financial incentives provided to key catalytic projects offer a "proof of concept" – and through strategic investment in such projects, can lead to increased value in the market. Eventually, this can allow for private investment without public support.

Current market conditions in the Southwest corridor are not supportive of many development forms that are envisioned by the local communities. In particular this is true in areas the community would like to see more walkable, attractive and business-friendly neighborhoods than exist today. The financial incentives toolkit section of Attachment B highlights key financial tools that are available to public sector partners to leverage investment and new development in specific Southwest corridor locations. The project examples illustrate how these incentives can help fill the financial gap and achieve the desired development outcomes in the corridor. Tools recommended for consideration by public sector partners in areas of change throughout the Southwest corridor include:

- Transit Oriented Tax Exemption (TOTE)
- Vertical Housing Program
- brownfield cleanup
- System Development Charges strategies
- urban renewal
- Transit Oriented Development Program
- land acquisition and banking.

Attachment B includes the full financial incentives toolkit, which includes a representative list of possible incentives.

Alternative performance measures

In some circumstances, existing state transportation level of service performance measures function as a barrier to redevelopment or new development. This could make it difficult for local communities to achieve their land use goals as set out in the Southwest corridor land use vision. To address this challenge, the steering committee recommends that the Southwest Corridor Plan refinement process include collaborative work by Metro, the Southwest corridor cities, Washington County and ODOT to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

These multimodal performance measures may vary across the corridor based on community objectives, and should provide the objectivity necessary for fair and consistent application. The measures would be intended to support both land use review and transportation evaluation. The alternative performance measures would likely address I-5 and 99W within the Southwest corridor and Tualatin-Sherwood Road in the Tualatin and Sherwood Town Center areas, although the boundaries of application could vary. The result would be a set of multimodal performance measures and associated evaluation process that could be considered for adoption by jurisdictions throughout the region, including Metro and the Oregon Transportation Commission.

Southwest Corridor Plan recommendation attachments

Attachment A: Roadway, active transportation, parks, trails and natural resources projects map book and project lists

Attachment B: Regulatory framework and financial incentives toolkit

Documents that support this action and provide key information for further phases

www.swcorridorplan.org/projectlibrary

Charter Dec. 12, 2011

Health assessment January 2012

Opportunity and housing report January 2012

Vision, goals and objectives May 14, 2012

Existing conditions summary report April 18, 2012

Southwest corridor economic development conditions, stakeholder perspectives and investment alternatives Jan. 24, 2013

Project bundles Feb. 5, 2013

Evaluation report, July 1, 2013

Public involvement report, July 1, 2013

Forward: What's next for the Southwest Corridor Plan?

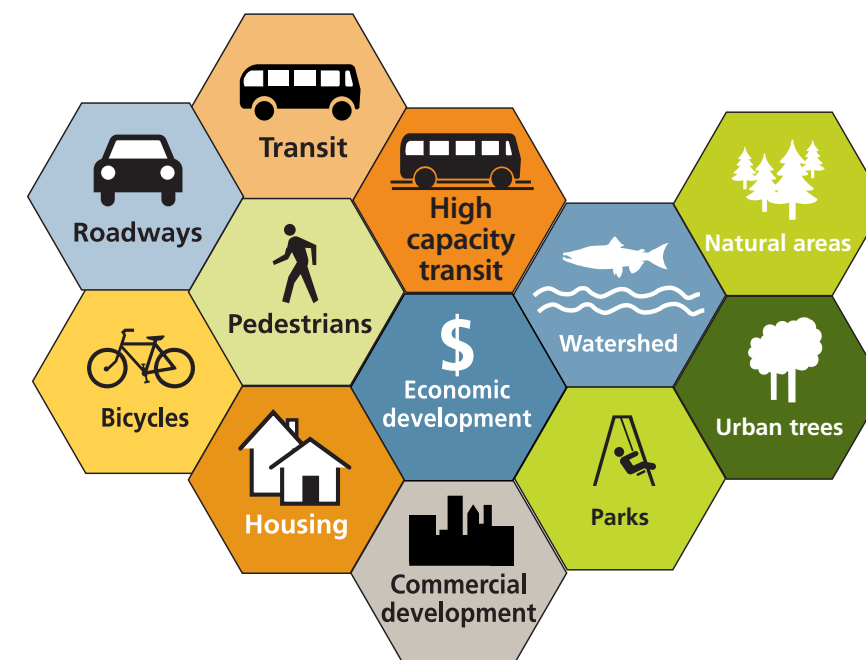
During the months following the steering committee recommendation, the boards and councils of plan partners (cities, counties and agencies) will take action on the Southwest Corridor Plan.

Project partners will continue to meet during the 2013-14 refinement period to consider high capacity transit options, guide transit Service Enhancement Plan decisions and move forward with strategic project development for priorities identified in the Southwest Corridor Shared Investment Strategy.

Project partners will collaborate to develop an implementation structure that maximizes the potential for project success. This structure will consider:

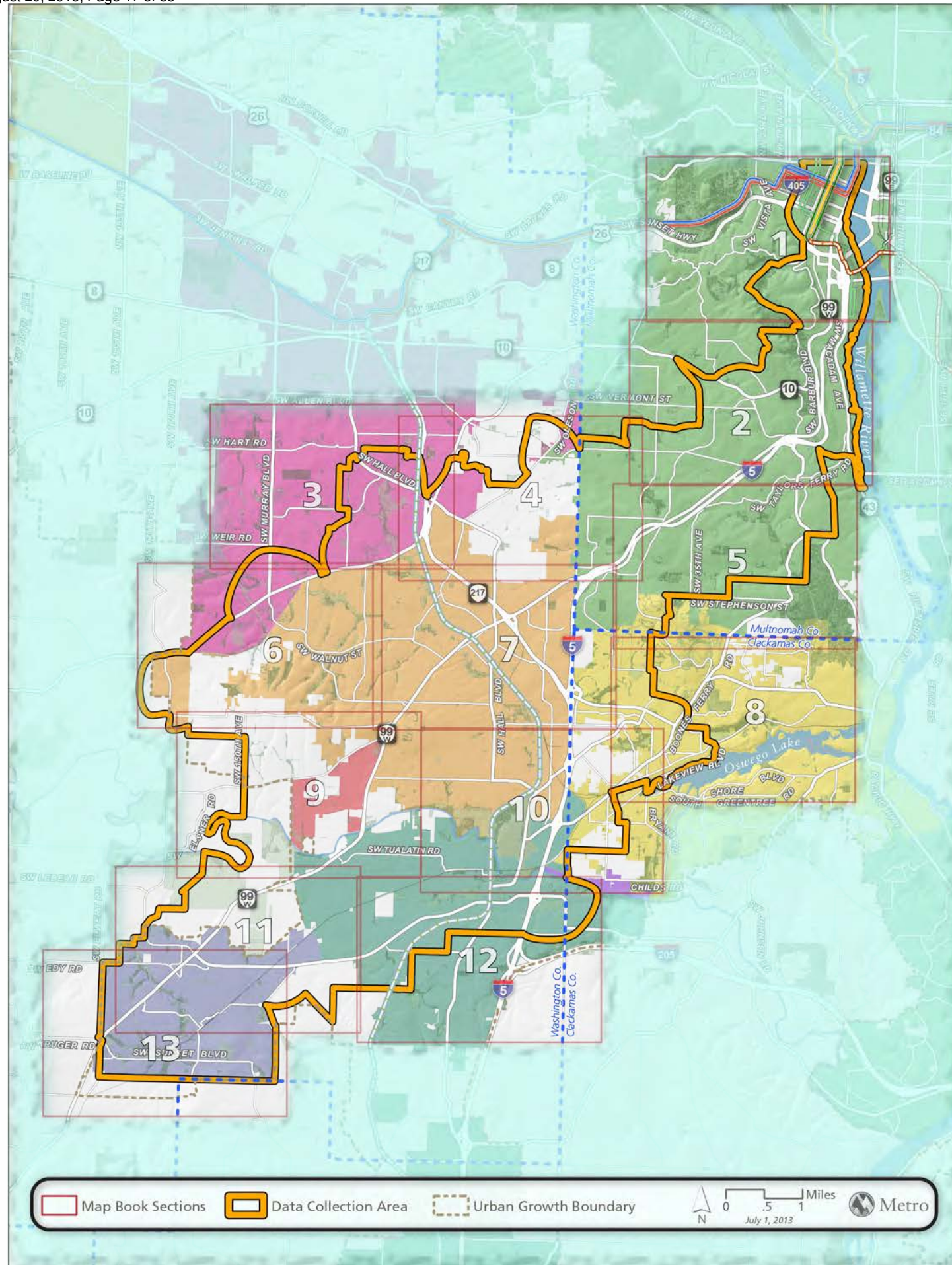
- community partners
- public/private/non-profit partnerships
- citizen engagement
- innovative and collaborative funding mechanisms.

As the partners work to advance projects in the Southwest Corridor Shared Investment Strategy, they should consider other regional plans such as the Regional Trails Plan and the Active Transportation Plan to identify the safest and most interconnected bicycling and walking network possible. At the end of the refinement period (in mid-2014), the Southwest Corridor Plan Steering Committee will decide whether to advance a high capacity transit project for further consideration in a Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA).



Southwest Corridor Strategic Investment Strategy action chart

July steering committee recommendation	Responsibility for implementation					
	Who implements		When	Funding for work	Notes	Target date for next steps (if applicable)
	Lead	Partners				
Decision to refine high capacity transit alternatives for further study	Metro/TriMet	Cities, counties, ODOT	8/2013 – 6/2014	MTIP – Metro	Early 2014 SC agreement: 1. Refined high capacity transit project 2. Collaborative funding plan for DEIS 3. Preliminary funding strategy for high capacity transit project	Mid 2014: Begin Draft Environmental Impact Statement (DEIS) on high capacity transit alternative as refined by project partners Early 2017: Target end date for DEIS and Locally Preferred Alternative decision
Southwest Service Enhancement Plan	TriMet/Metro	Cities	8/2013 – 12/2014	TriMet with some Metro staff support	Vision for future transit service throughout the area, including connections to high capacity transit. Long-term enhancements will be guided by TriMet's financial capacity and by local jurisdiction access improvements	2015 and forward: Implement service enhancements and revisit over time based on local improvements
Southwest corridor Alternative Performance Measures	ODOT	Cities, Washington County, Metro	8/2013 – 6/2014	ODOT	Coordinate work during refinement of high capacity transit alternative	
Policies and incentives to address regulatory framework and financial incentives	Cities	Metro	Timing depends on jurisdiction needs and desires and direct connection to high capacity transit	Cities	Milestones for specific cities will be tied to progress on high capacity transit project with an aim to address FTA guidelines and help the region compete for federal transit funds	Spring 2014: Define specific policy considerations for project partners to pursue in coordination with DEIS and development of a Locally Preferred Alternative
Roadway and active transportation projects highly supportive of high capacity transit	Metro/TriMet	ODOT, cities, counties	8/2013 – 6/2014	Metro	During refinement, partners will determine which projects are integral to a high capacity transit investment	Mid 2014: Partners will define which projects are packaged with the high capacity transit alternative for NEPA
Roadway and active transportation projects highly supportive of corridor land use vision	Cities, counties, ODOT		As funding becomes available	Project sponsor	Project sponsors will take responsibility to implement their projects with some collaborative efforts to seek funding, particularly for projects identified for early implementation; project sponsors actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan	
Parks and natural resource projects	Cities, counties, Metro	Parks, environmental agencies and non-profits	8/2013 – 6/2014 for projects related to high capacity transit	Project sponsor and Metro will look at projects that could be part of high capacity transit alternative	Project partners will take responsibility to implement their projects and work collaboratively to seek grant opportunities and other funding	Mid 2014: Identify projects that may be part of high capacity transit alternative for NEPA



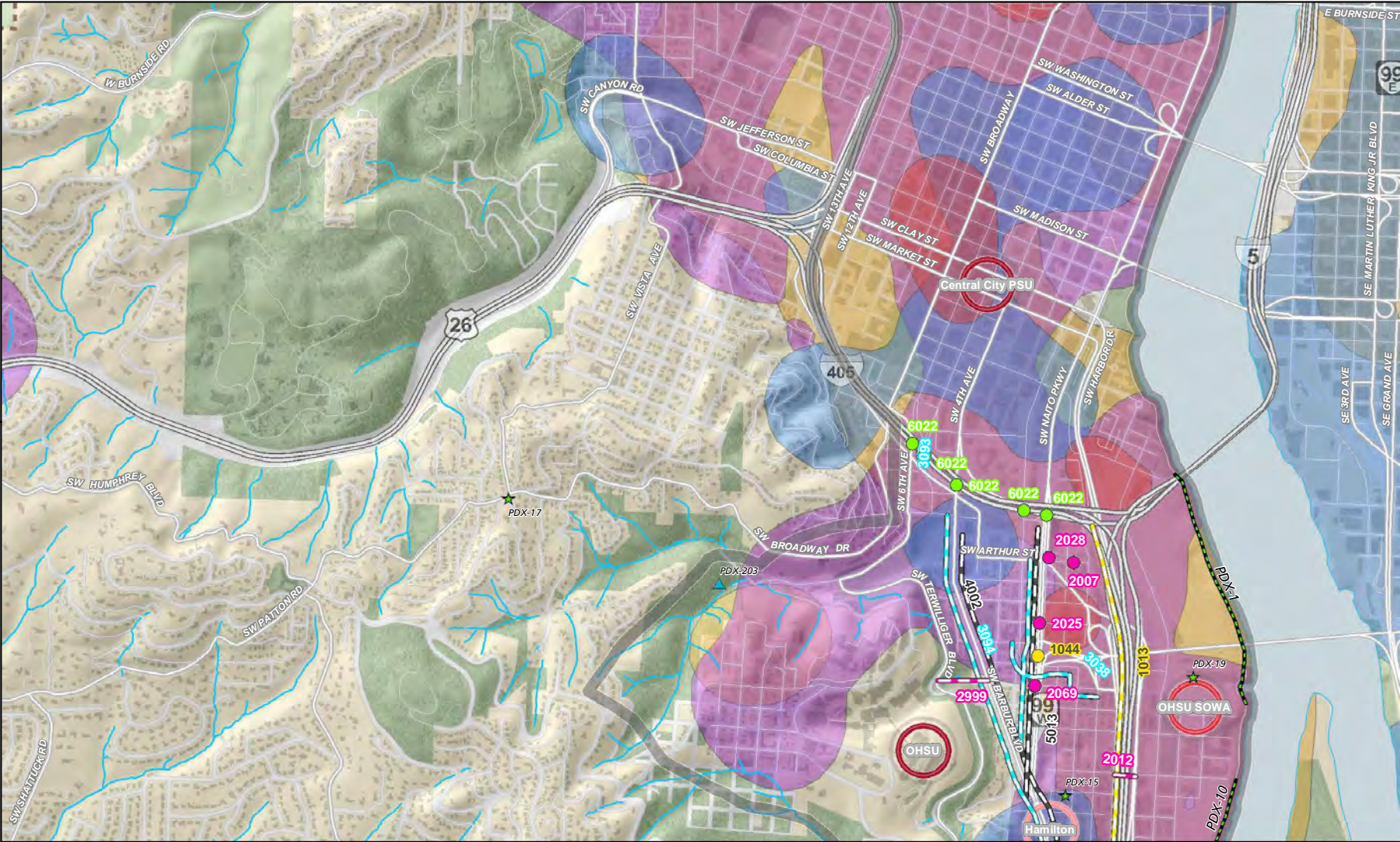
GREAT PLACES
SW Corridor Plan
 Portland • Sherwood • Tigard • Tualatin
 Beaverton • Durham • King City • Lake Oswego
 Multnomah County • Washington County
 ODOT • TriMet • Metro

Steering committee recommendation | Attachment A
Roadway, active transportation, parks, trails and natural resources projects map book and project lists

July 22, 2013

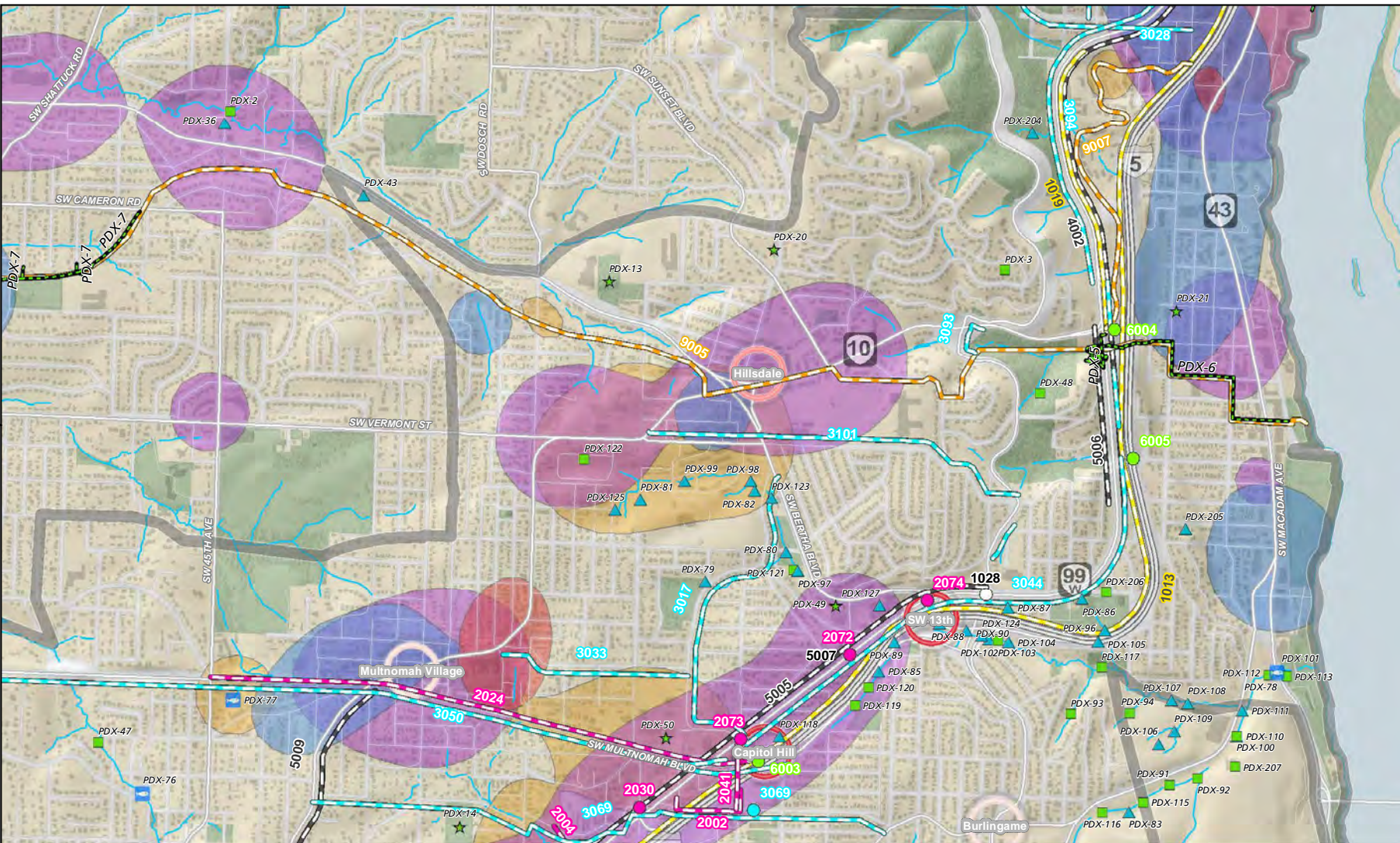
Map tiles	2
Roadway and active transportation list	9
Parks, trails and natural resources list	12
<i>Maps are included for location purposes only.</i>	

SW Corridor Roadway, Active Transportation, and Green Projects – Section 1



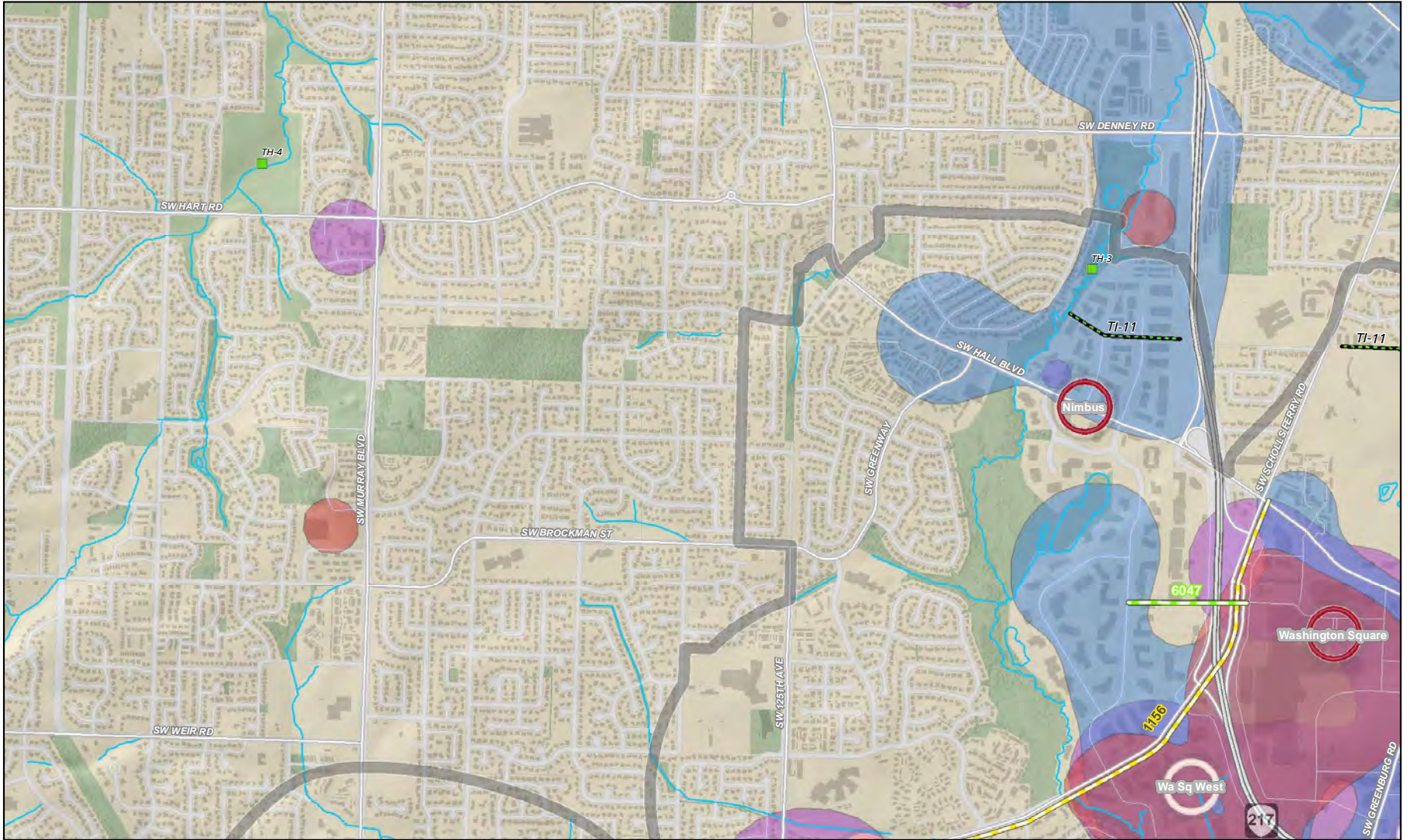
Projects by Type Bicycle Bike/Ped AT Trail Pedestrian Auto/ Freight Multimodal	Fish Projects Natural Resource Park/ Natural Resource Stormwater Trails	Development Categories Commercial/ Industrial Employment Mixed Use Higher Intensity Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks SW Corridor	1,000 500 0 1,000 Feet	Metro July 15, 2013

SW Corridor Roadway, Active Transportation, and Green Projects – Section 2



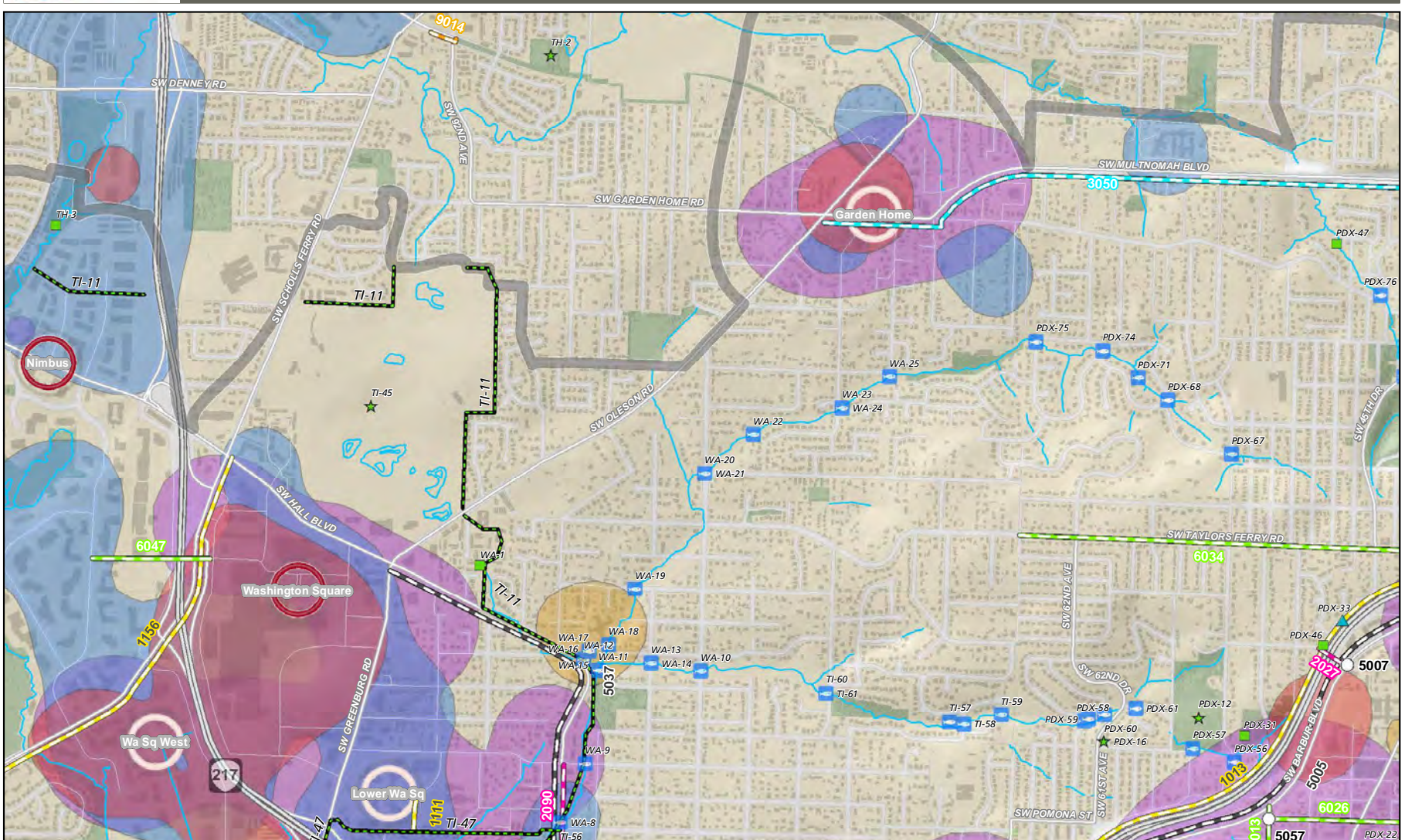
Projects by Type Bicycle Bike/Ped AT Trail Pedestrian Auto/ Freight Multimodal	Fish Projects Natural Resource Park/ Natural Resource Stormwater Trails	Development Categories Commercial/ Industrial Employment Mixed Use Higher Intensity Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks SW Corridor	1,000 500 0 1,000 Feet	Metro July 15, 2013

SW Corridor Roadway, Active Transportation, and Green Projects – Section 3



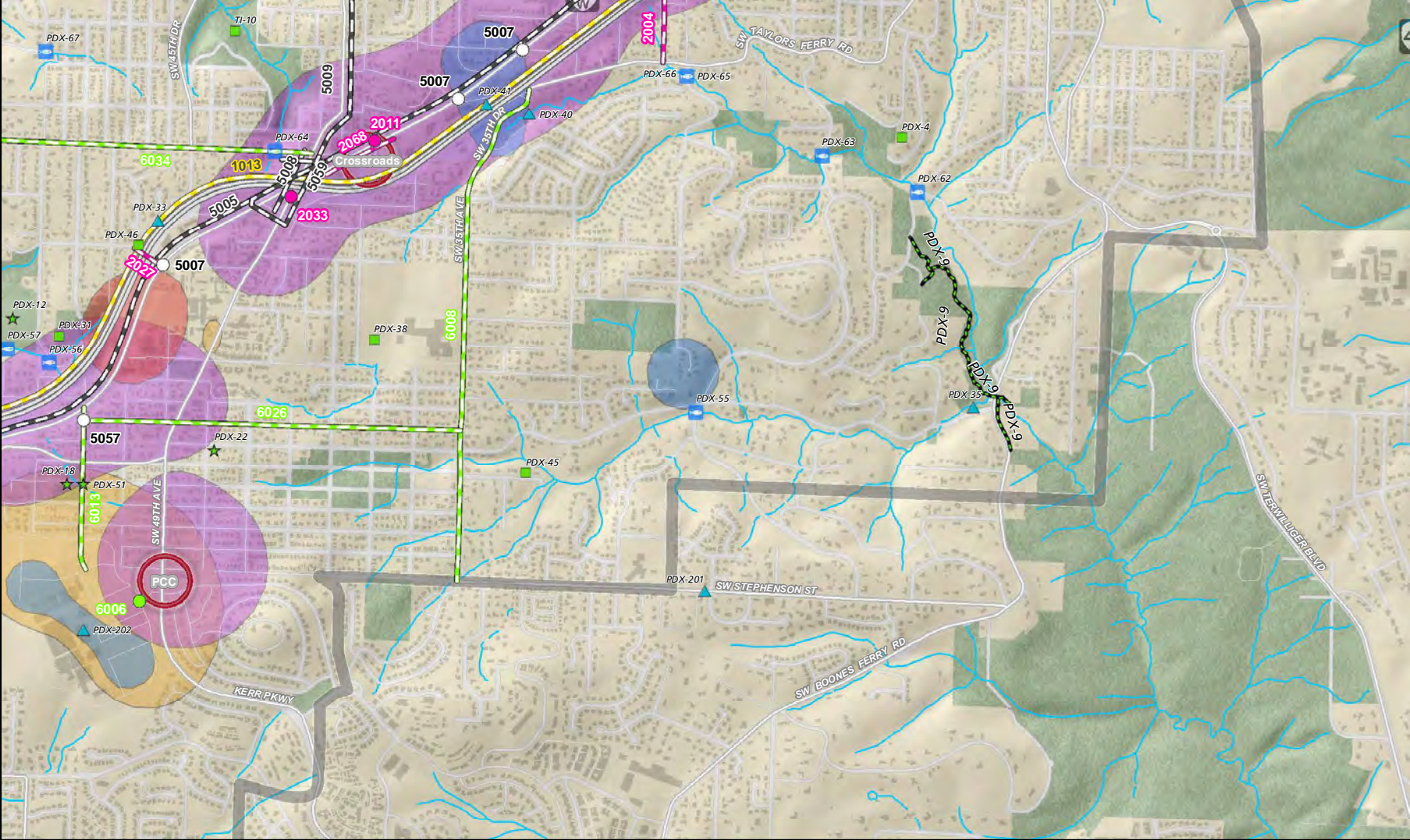
Projects by Type Bicycle Bike/Ped AT Trail Pedestrian Auto/ Freight Multimodal	Fish Projects Natural Resource Park/ Natural Resource Stormwater Trails	Development Categories Commercial/ Industrial Employment Mixed Use Higher Intensity Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks SW Corridor	1,000 500 0 1,000 Feet Metro July 15, 2013	

SW Corridor Roadway, Active Transportation, and Green Projects – Section 4



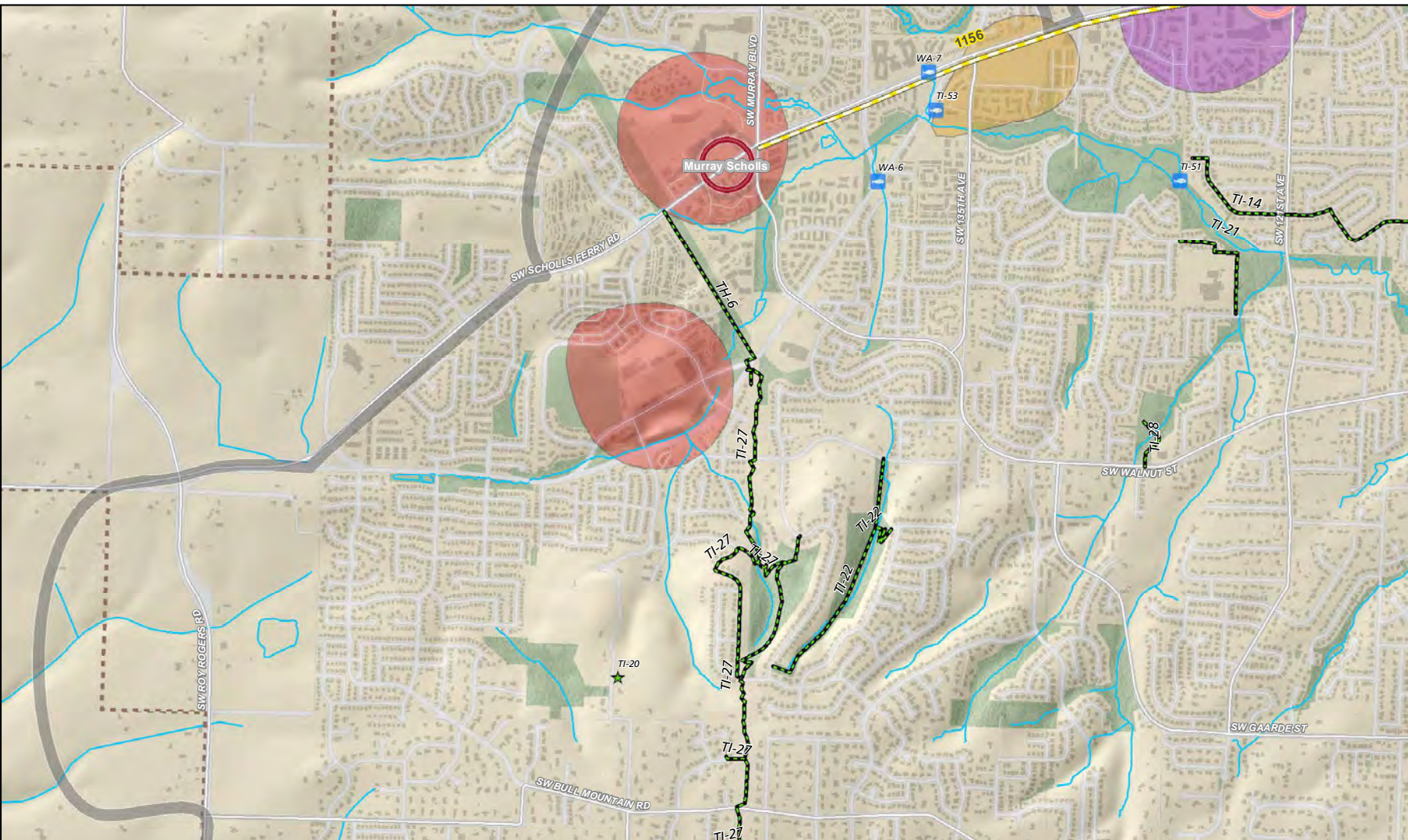
Projects by Type Bicycle Bike/Ped AT Trail Pedestrian Auto/ Freight Multimodal	Fish Projects Natural Resource Park/ Natural Resource Stormwater Trails	Development Categories Commercial/ Industrial Employment Mixed Use Higher Intensity Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks SW Corridor	1,000 500 0 1,000 Feet Metro July 15, 2013	

SW Corridor Roadway, Active Transportation, and Green Projects – Section 5



Projects by Type	Bicycle	Fish Projects	Natural Resource	Park/ Natural Resource	Stormwater	Trails	Development Categories	Commercial/ Industrial	Employment	Mixed Use	Higher Intensity Residential	Key Places	Essential	Priority	Opportunity	Neighborhood	Urban Growth Boundary	Parks	SW Corridor	1,000 500 0 1,000 Feet	N	Metro July 15, 2013	
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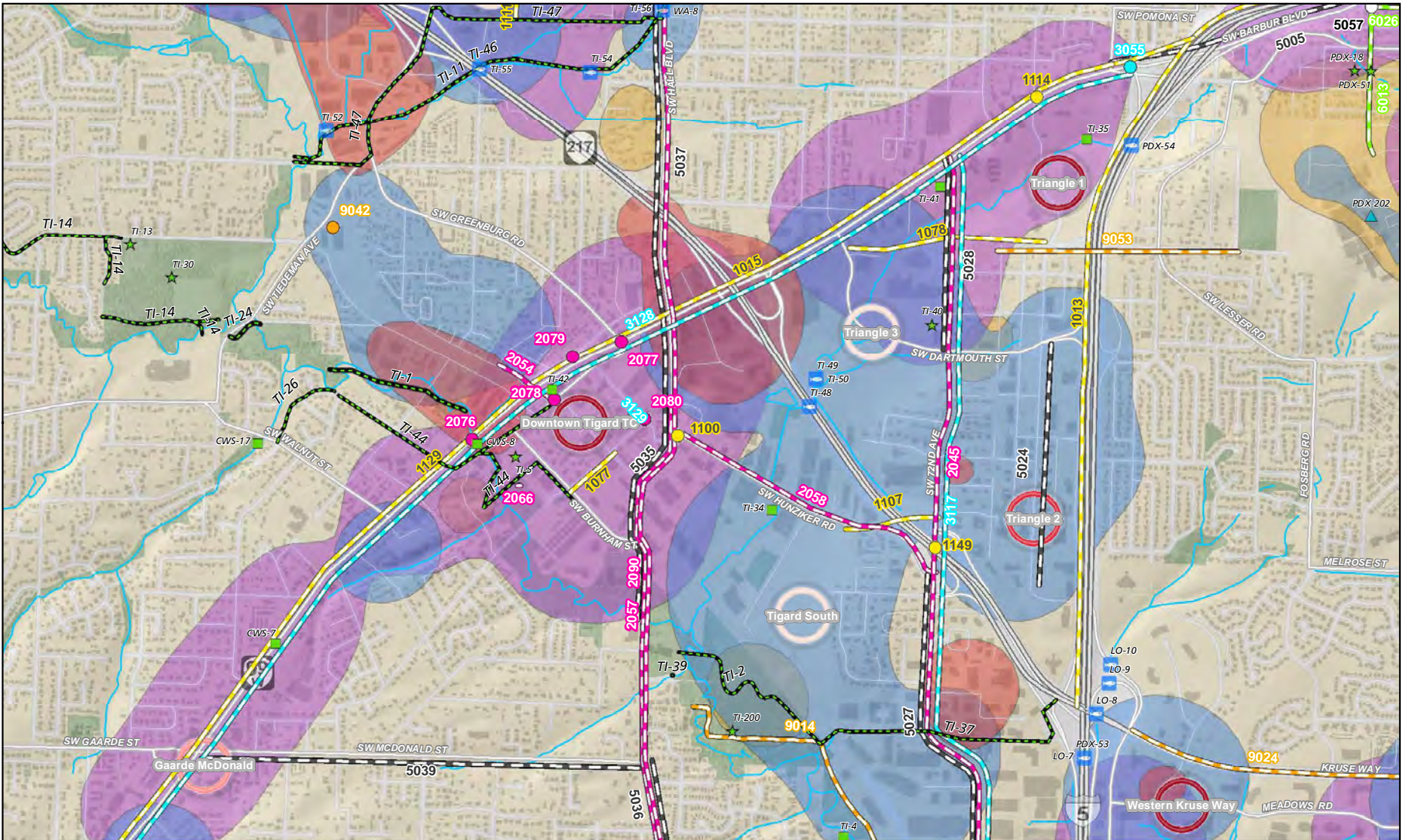
SW Corridor Roadway, Active Transportation, and Green Projects – Section 6



Projects by Type	Bicycle	Fish Projects	Natural Resource	Park/ Natural Resource	Stormwater	Trails	Development Categories	Commercial/ Industrial	Employment	Mixed Use	Higher Intensity Residential	Key Places	Essential	Priority	Opportunity	Neighborhood	Urban Growth Boundary	Parks	SW Corridor	1,000 500 0 1,000 Feet	N	Metro July 15, 2013	
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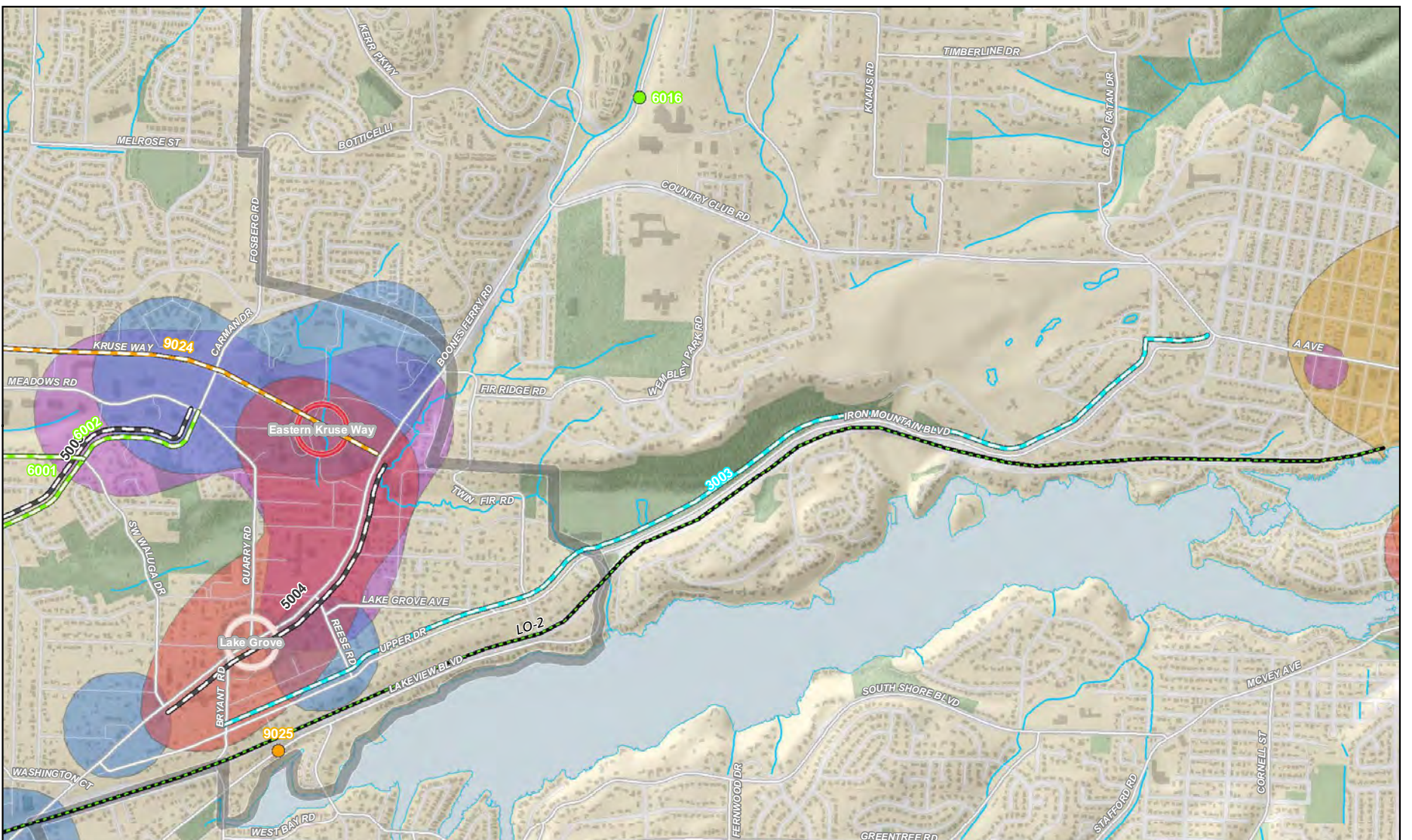
Roadway, Active Transportation, and Green Projects – Section 7



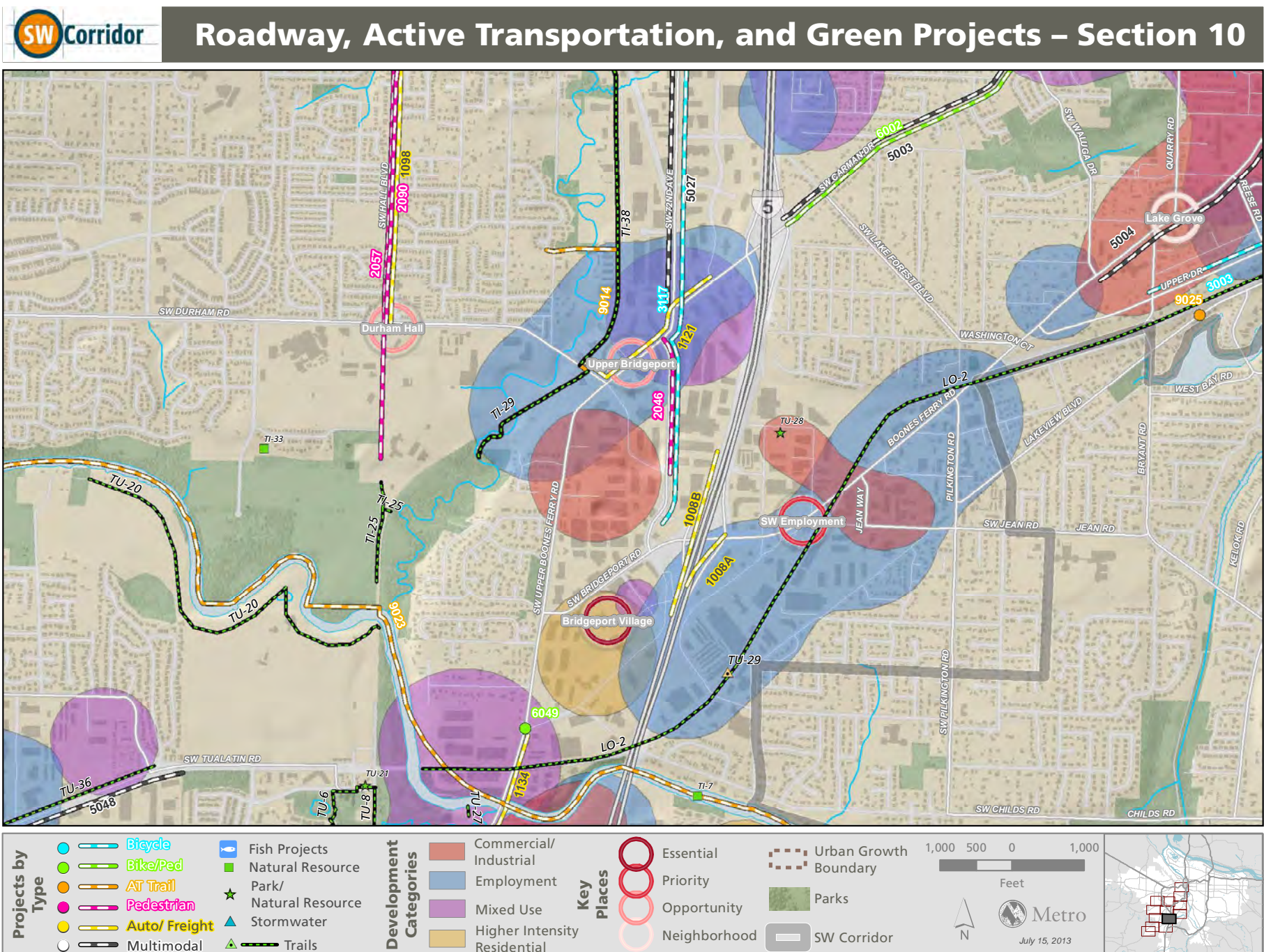
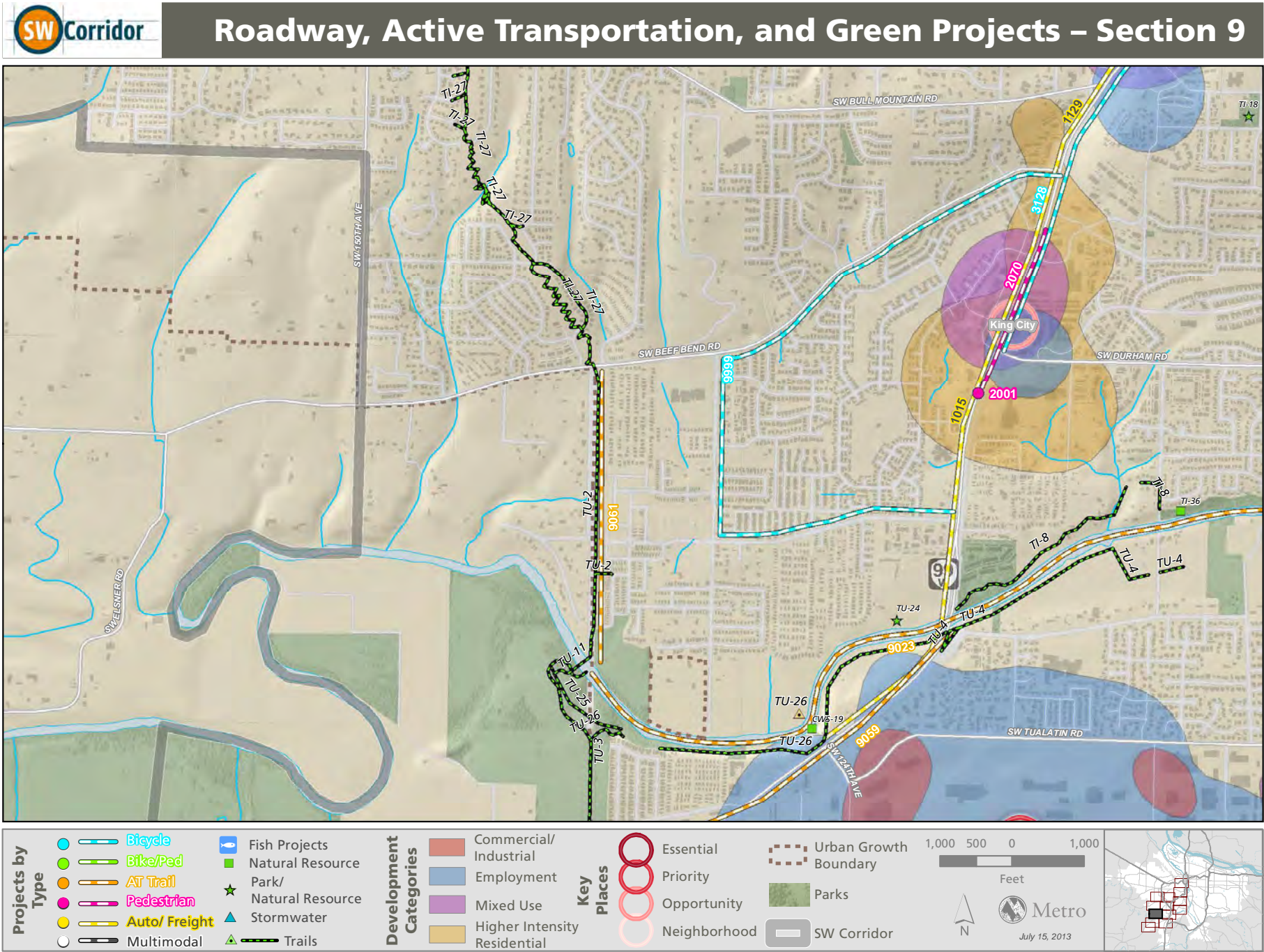
Projects by Type Bicycle Bike/Ped AT Trail Pedestrian Auto/ Freight Multimodal	Fish Projects Natural Resource Park/ Natural Resource Stormwater Trails	Development Categories Commercial/ Industrial Employment Mixed Use Higher Intensity Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks SW Corridor	1,000 500 0 1,000 Feet July 15, 2013	



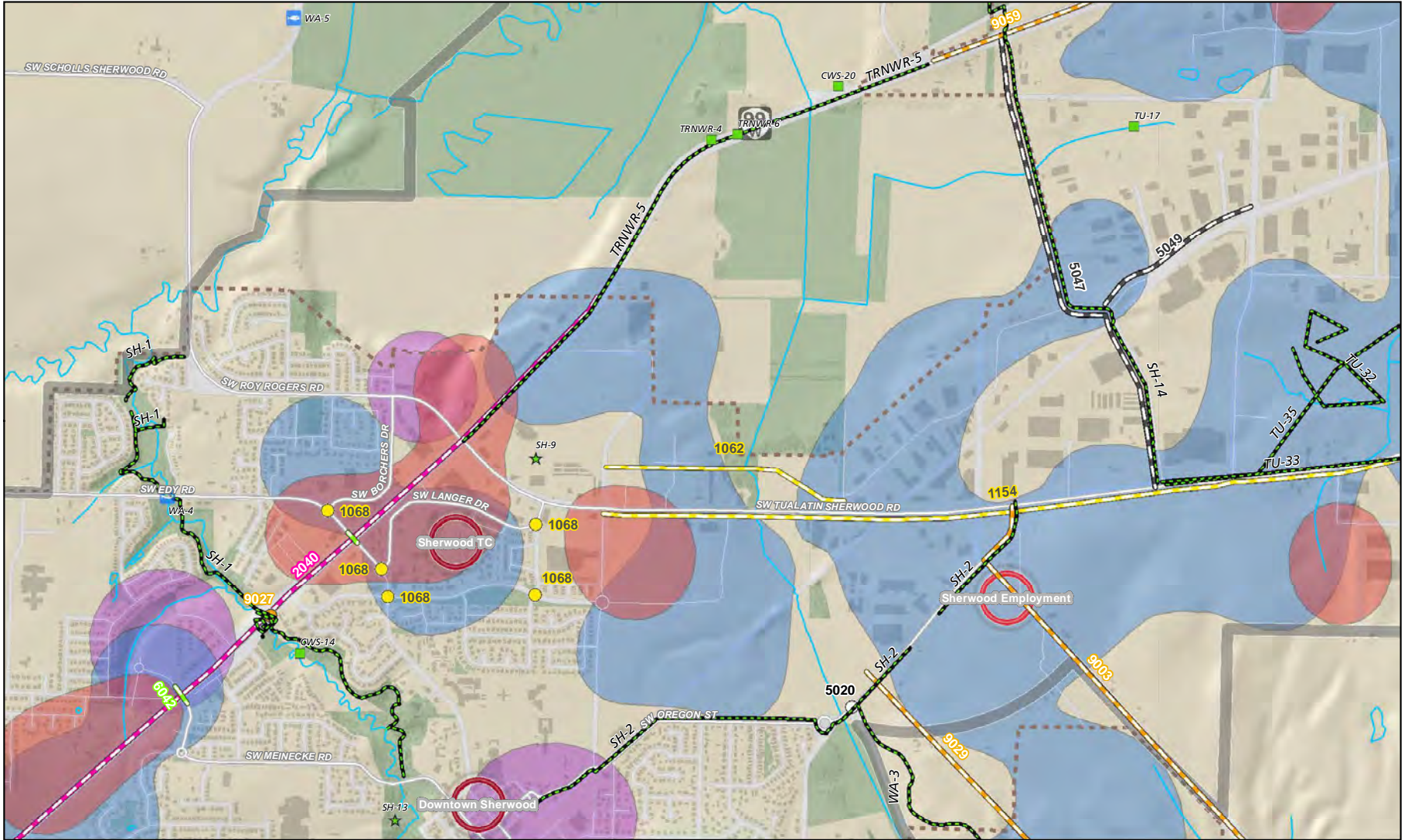
Roadway, Active Transportation, and Green Projects – Section 8



Projects by Type Bicycle Bike/Ped AT Trail Pedestrian Auto/ Freight Multimodal	Fish Projects Natural Resource Park/ Natural Resource Stormwater Trails	Development Categories Commercial/ Industrial Employment Mixed Use Higher Intensity Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks SW Corridor	1,000 500 0 1,000 Feet July 15, 2013	

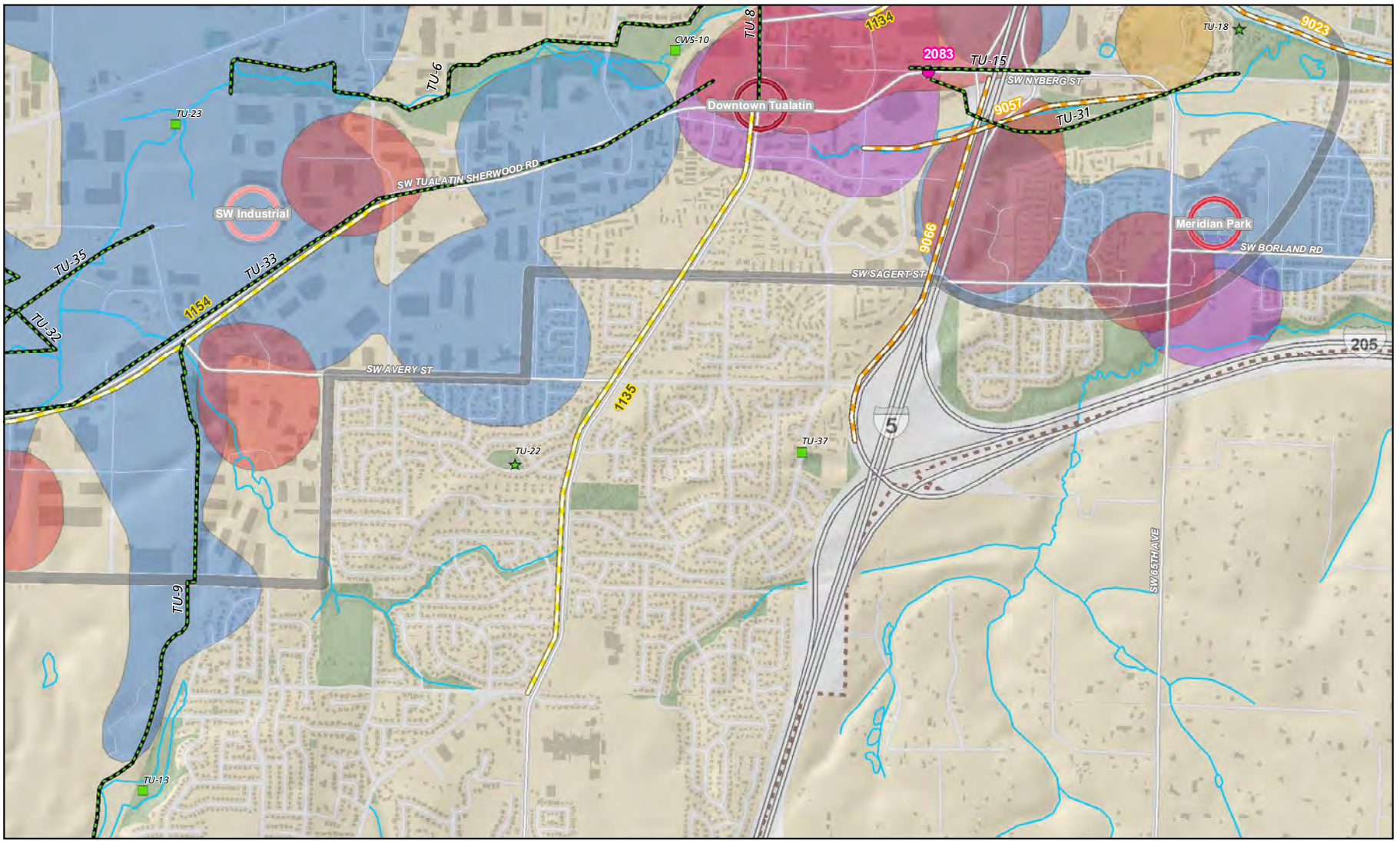


SW Corridor **Roadway, Active Transportation, and Green Projects – Section 11**

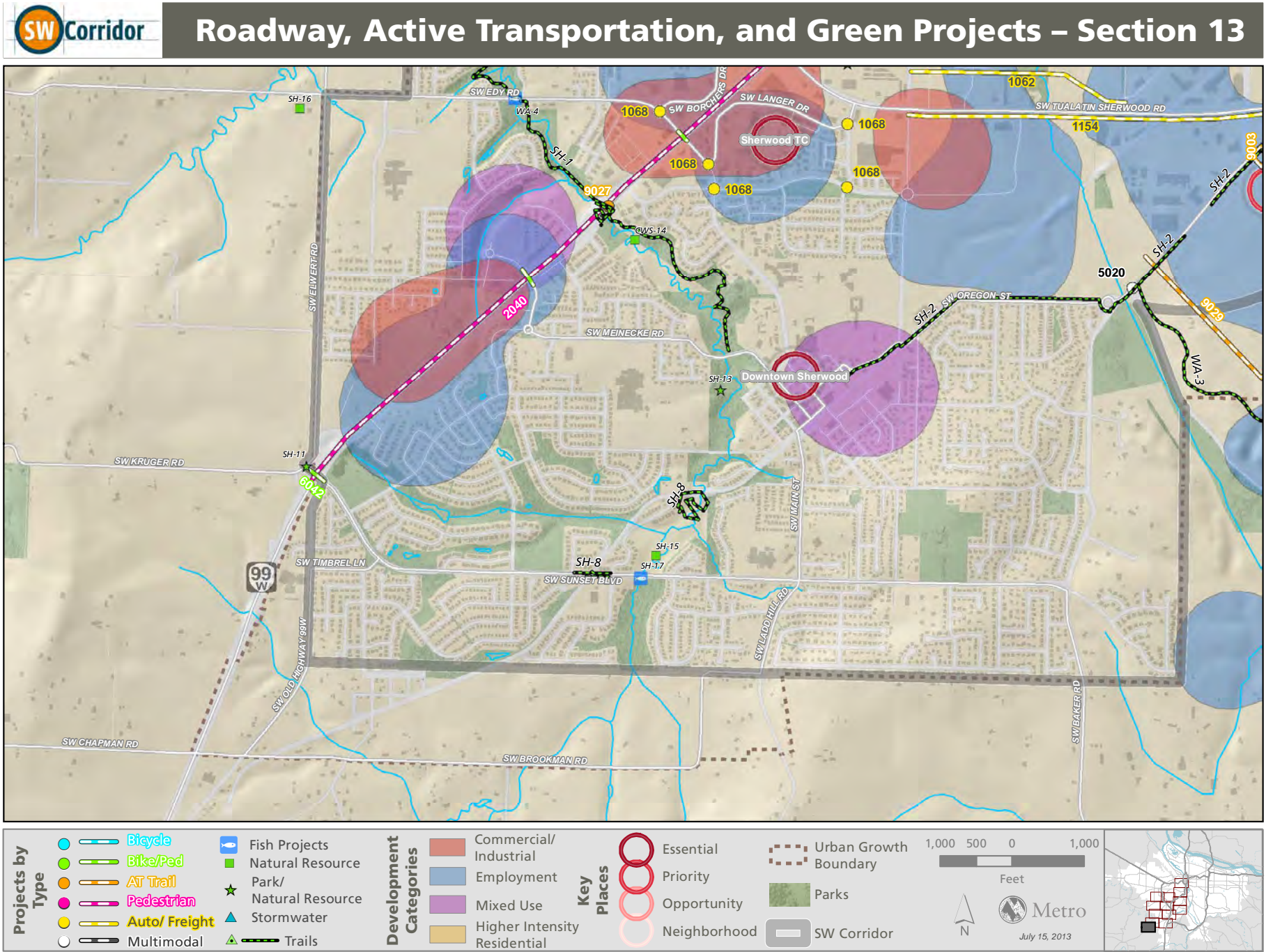


Projects by Type Bicycle Bike/Ped AT Trail Pedestrian Auto/Freight Multimodal	Fish Projects Natural Resource Park/ Natural Resource Stormwater Trails	Development Categories Commercial/Industrial Employment Mixed Use Higher Intensity Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks SW Corridor	1,000 500 0 1,000 Feet Metro July 15, 2013	

SW Corridor **Roadway, Active Transportation, and Green Projects – Section 12**



Projects by Type Bicycle Bike/Ped AT Trail Pedestrian Auto/Freight Multimodal	Fish Projects Natural Resource Park/ Natural Resource Stormwater Trails	Development Categories Commercial/Industrial Employment Mixed Use Higher Intensity Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks SW Corridor	1,000 500 0 1,000 Feet Metro July 15, 2013	



CRITERIA FOR PROJECT SELECTION

Highly supportive of high capacity transit

Critical

- Does it create or improve ped access on a connection HCT will use?
- Does it help people safely access a station by walking or bicycling within 1/4 mile or a trail within 1 mile?

High

- Does it help people safely access a station by walking or bicycling within 1/4 - 1/2 mile or a trail within 2 miles?

Medium

- Does it help people safely access a station by walking or bicycling within 1/2 - 1 mile or a trail within 3 miles?
- Does it improve local transit service accessing the HCT?
- Does it improve road connections to an end-of-line park and ride?

Low

- None of the above, or covered by another project

Highly supportive of the land use vision in essential or priority places

- Is the project in an essential/priority place?
- Is the project supportive of the local land use vision for the place?
- Does the project support land use by providing safe crossings or pedestrian/bicycle connections (active transportation)?

DRAFT STEERING COMMITTEE RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/21/13

critical
high
medium
low/none

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Portland ODOT	1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$	5 all other	
Tigard	1077	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	\$		
Tigard	1078	Atlanta Street Extension (new roadway)	Extend Atlanta Street west to Dartmouth Street	\$		
Tigard WashCo.	1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$	4 all other	
Tigard WashCo.	1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$		
Tigard WashCo.	1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	Build new connection of Hunziker Road to 72nd Avenue at Hampton St., requires over-crossing over Hwy 217, removes or revises existing 72nd Avenue/Hunziker intersection/connection.	\$\$\$\$		Not E/P place
Tualatin WashCo.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)	Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$	1	
Portland	2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting	¢		
Portland ODOT	2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing.	¢		
Portland	2018	Huber Street Sidewalk Project 37th Ave. - 43rd Ave./I-5 On-Ramp	Construct new concrete sidewalks, curbs, and curb ramps on south side of SW Huber Street from 37th Ave. to 43rd Ave.	¢		
Portland ODOT	2027	Pedestrian Overpass near Markham School	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$\$		
Portland	2041	SW 19th Ave sidewalks: Barbur - Spring Garden	Construct new sidewalks where none exist (DA)	¢		
Tigard	2045	72nd Avenue sidewalks: 99W to Bonita	Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$	3 all other	
Tigard	2046	72nd Avenue sidewalks: Upper Boones Ferry to Durham	Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	\$	1	
Tigard	2054	Commercial Street sidewalks: Main to Lincoln	Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢		
Tigard	2057	Hall Boulevard sidewalks: Hunziker to city limits	Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits.	\$	4 all other	
Tigard	2058	Hunziker Street Sidewalks: 72nd to Hall	Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$		
Tigard ODOT	2066	Tigard Town Center (Downtown) Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$		
Tigard ODOT	2076	Tigard Transit Center 99W sidewalk infill.	Build sidewalks that are at least 10 ft. wide along SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, so there is landscaped buffer between pedestrians and the motor vehicles.	¢		
Tigard ODOT	2077	Tigard Transit Center crossing improvements.	Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$		
Tigard	2078	Tigard Transit Center Park & Ride pedestrian path.	Provide a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St.	¢		

Footnotes:

1 - HCT to Tualatin only; 2 - HCT to Sherwood only; 3 - 72nd HCT alignment only; 4 - Hall HCT alignment only; 5 - Naito HCT alignment only; 6 - Barbur/53rd station only

Estimated Cost Magnitudes: ¢ - up to \$500,000; \$ - up to \$5 Million; \$\$ - up to \$10 Million; \$\$\$ - up to \$20 Million; \$\$\$\$ - More than \$20 Million

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Roadway and Active Transportation Projects - 7/15/13

critical
high
medium
low/none

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Tigard	2079	Tigard Transit Center pedestrian path	Formalize the informal path running from Center Street Connection from SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢		
Tigard	2080	Tigard Transit Center sidewalk infill.	Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢		
Tigard	2090	Hall Blvd sidewalks: Locust to Hunziker	Locust St to Durham Rd- pedestrian infill (Note: to be consistent with SW project list this should be Locust to Hunziker)	\$	4	all other
Portland	2999	Pedestrian connection from Barbur to Terwilliger at Gibbs	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$		
Portland	3017	Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd.	Multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)	¢		
Portland	3028	Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave.	Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢		
Portland	3033	Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd.	Bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd	¢		
Portland	3038	Lower SW 1st bikeway -from SW Barbur Blvd to SW Arthur St.	Multiple bicycle facility types: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave	¢		
Portland ODOT	3044	Middle Barbur bikeway -from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Ramp.	Separated bicycle route in-roadway. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$		
Portland	3069	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bikeway	Provide bike lanes on existing street	\$		
Portland	3093	Terwilliger bikeway gaps	Separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway	¢		
Portland	3101	Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd.	Bicycle boulevard	¢		
Tigard Tualatin	3117	72nd Avenue bikeway: 99W to city limits	Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$	3	all other
Tigard Lake Oswego	3121	Bonita Road bike lanes: 72nd to I-5	Install bike lanes in eastbound direction from 72nd Avenue to I-5 Bridge	¢	1	
Tigard ODOT	3128	Pacific Hwy-99W Bike Lanes in Tigard	Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	¢		
Tigard	3129	Tigard Transit Center Bicycle Hub	Provide bicycle hub at Tigard Transit Center	¢		
Portland ODOT	4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	Construct improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	\$\$		
Portland ODOT	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	\$\$\$\$		
Portland	5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	\$\$\$		
Portland ODOT	5013	Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	\$\$\$\$	5	all other
Tigard	5024	68th Avenue (widen to 3 lanes)	Widen to 3 lanes or for transitway including sidewalks and bike lanes between Dartmouth/I-5 Ramps and south end	\$\$\$		
Tigard WashCo. ODOT	5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	Widen to 3 lanes plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$	4	all other
Tigard WashCo.	5036	Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge	Widen to 3 lanes; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$\$\$	4	all other
Portland	5057	SW 53rd and Pomona (improves safety of ped/bike users)	Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of ped/bike users between Barbur and Pomona.	¢	6	all other
Portland ODOT	5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	\$\$\$\$		
Lake Oswego	6001	Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.	Sidewalks and bike lanes; supplement to Tigard project #3121 which continues to 72nd.	¢	1	
Portland	6003	Multnomah viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Multnomah St. viaduct	\$		
Portland	6013	Barbur/PCC ped/bike Connection	Neighborhood greenway connection between Barbur and PCC via SW 53rd.	¢	6	all other
Portland	6021	Hood Avenue Pedestrian Improvements (Lane to Macadam)	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	\$		
Portland ODOT	6022	I-405 Bike/Ped Crossing Improvements	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway.	\$		
Portland	6026	Pomona St: Bicycle and Ped improvements (35th to Barbur)	provide bike lanes and sidewalks	\$		

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DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Roadway and Active Transportation Projects - 7/15/13

critical
high
medium
low/none

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Portland	6034	Taylor's Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	SW Taylor's Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit.	\$		
Durham	6049	Boones Ferry Sidewalks	Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry	¢	1	
Portland	9005	Red Electric Trail: Fanno Creek Trail to Willamette Park	Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$		
Portland	9007	Slavin Road to Red Electric Trail: Barbur to Corbett	Build Multi use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$		
Tigard	9014	Fanno Creek Trail - Tualatin River to Tigard St.	Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$		
Tigard Tualatin	9023	Tualatin River Pathway	Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$	1	
Portland Tigard	9053	Ped/Bike Connection between Tigard Triangle and PCC-Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$		
Tualatin	9057	Nyberg Creek Greenway	Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	\$	1	
Tualatin ODOT	9066	North/South I-5 Parallel Path in Tualatin	Ped/bike pathway	\$\$	1	

Portland ODOT	1019	Barbur Lane Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)	Reduce number of northbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds and improve safety, improve ped/bike crossing safety and add protected bike lanes	¢		
Sherwood	1062	Arrow Street (Herman Road) - Build 3 lanes with sidewalks and bike lanes	Construct new road to collector standards. Build new 3 lane roadway with stream crossing and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Galbreath Drive.	\$\$		
Sherwood	1068	Town Center Signal & Intersection Improvements (Downtown Sherwood)	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; on Sherwood Blvd. remove traffic signal at Langer and disallow left turns from Langer to Sherwood, and add traffic signal at Century Dr.	\$	2	all other
Tigard ODOT	1129	Highway 99W access management in Tigard	Implement access management strategies and median projects, including additional pedestrian crossing locations, in Hwy 99W Plan.	\$\$		
Tualatin Sherwood WashCo.	1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike	Widen from 3 to 5 lanes with bike lanes and sidewalks from Langer Parkway to Teton Ave.	\$\$\$\$	all other	2
King City ODOT	2001	King City Town Center Pedestrian Improvements	Improve sidewalks, lighting, bus shelters and benches, and pedestrian crossings for Highway 99W.	\$		
Tigard King City ODOT	2070	99W pedestrian improvements to serve King City transit stops	Provide pedestrian access and crossing opportunities at transit stops on 99W in the vicinity of Royalty Parkway and Durham Rd in King City.	¢		
Lake Oswego	5004	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)	Widen to include bike lanes, sidewalks, and turn lanes. This project is Phase 2, Oakridge/Reese to Kruse Way. Phase 1 (\$23 Million) is in Low Build.	\$\$		
Portland ODOT	5006	Barbur Lane Diet: Terwilliger to Capitol	Reduce number of northbound travel lanes on Barbur from Terwilliger to Capitol Highway (north) from two to one to reduce speed and improve safety. Adds bike lanes over Newberry and Vermont bridges.	¢		
Sherwood	5020	Oregon-Tonquin Intersection & Street Improvements	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	\$		
Tigard WashCo. ODOT	5037	Hall Boulevard Widening, Oleson to 99W	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements	\$		
Tualatin WashCo.	5047	Cipole Rd. (widen to 3 lanes with ped./bike)	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.	\$\$\$	2	all other
Tualatin	5048	Herman (multi-modal improvements, Teton to Tualatin Rd.)	Improve to urban standard from Teton to Tualatin.	\$		
Tualatin	5049	Herman (multi-modal improvements, Cipole to 124th)	Reconstruction from Cipole to 124th with sidewalks and bike lanes	\$		
Lake Oswego	6002	Carman Dr. sidewalks and bike lanes	Add bike lanes and pedestrian pathway	\$		
Portland ODOT	6004	Newbury viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Newbury St. viaduct	\$		
Portland ODOT	6005	Vermont viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Vermont St. viaduct	\$\$		
Sherwood ODOT	6042	99W - Sherwood TC Bicycle/Ped. Bridges	Ped/bike under/overcrossings of 99W at Sunset, Meinecke, Edy. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$	2	all other
Sherwood	9003	Tonquin Trail	Construct multi-use trail with some on-street segments connecting multiple communities in Washington and Clackamas County. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$	2	all other
Sherwood	9029	Westside Trail segments	Trail opportunities within easements of BPA and PGE for connectivity. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$	2	all other
Tualatin	9061	Westside Trail - Tualatin River Bridge	New bike/ped bridge over the Tualatin River. Could be a joint effort with the Willamette River Water consortium. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$		

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DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

This is a list of parks, trails and natural resources projects described by staff in each jurisdiction as well as projects located within jurisdictions collected from regional or other plans. The purpose of the list is to serve as a reference document for project coordination and development.

Projects highlighted in green meet the criteria for proximity to potential transit or key places identified in the Land Use Vision. For some jurisdictions, priority projects have been identified and are indicated with an "X". Within Washington County, there is a more current methodology for identifying and prioritizing culvert replacement needs for fish passage which should be used.

Funding Amount (scale of funding for associated projects): HIGH: \$5 million and up, MEDIUM: \$0.5 million to \$5 million, LOW - Under \$.05 million

Funding Timing: SHORT TERM: 0-5 years, MID TERM: 5-15 years or LONG TERM: Beyond 15 years

Criteria/Identified Needs:

SERVICE NEED: 10-minute walk of a park, trail, or natural area

DEVELOPMENT COMPLEMENT: Parks, trails, and natural resource investments can support higher density housing and provide links to transit and neighborhood services.

LAND ACQUISITION: Assemble and Acquire large parcels - Parks greater than 5 acres are desirable.

CONNECTIVITY: access to nature both along the trails and by connecting parks and natural areas

WATER QUALITY AND QUANTITY

STREAMS AND RIPARIAN HEALTH

WILDLIFE HABITAT

WILDLIFE CROSSING

LOW IMPACT DEVELOPMENT: LID(A)s

URBAN FOREST Canopy – Trees

Project Size: S: SMALL is under one acre, M: MEDIUM is 1 acre to 5 acres, L: LARGE is more than 5 acres

Note 1: Though not mapped as specific projects, items highlighted in turquoise are representative of policy recommendations for use in the Southwest corridor.

PDX - 4	Acquire 84 Acres: Tryon Creek Watershed	Land in the Tryon Creek watershed is one of the acquisition targets for Natural Areas in the <i>Park System Development Charge Acquisition & Development Plan</i> for the SW Corridor.	Limit Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 5	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing a bike/ped crossing at Barbur Blvd to the old SW Slavin Rd. R.O.W.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX- 6	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing a bike friendly connection from Park Hill Dr. to the Willamette Greenway.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX -7	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing SW Shattuck to SW Cameron section of RE Trail (project is funded for SW 30th to SW Vermont).	Yes	SHORT TERM: 0-5 years; 2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX - 8	Red Electric Trail	Implementation of the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) • Acquire & Develop: Washington County Line to SW Shattuck section of RE Trail	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-9	Hillsdale to Lake Oswego Trail	Develop a sustainable trail (soft surface) between Tryon Creek State Natural Area and Marshall Park, and contribute to funded BES culvert replacement project at Boones Ferry Road, Arnold and Tryon Creeks. Make -up short fall to provide for pedestrian passage.	Yes; Partially funded	SHORT TERM: 0-5 years; 2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-10	South Waterfront Greenway Phase I	Create a new high-density urban community while supporting the habitats along the Willamette River. Phase 1 is partially funded for Riverward improvements - additional funding needed to finish project.	Yes; Partially funded	SHORT TERM: 0-5 years; 2012-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
PDX-11	City Greenways	Develop city connections, greenways and corridors. A system of habitat connections, neighborhood greenways and civic corridors will weave nature into the city and sustain healthy, resilient neighborhoods, watersheds and Portlanders.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX-12	Dickinson Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-13	Hillsdale Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-14	Spring Garden Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-15	Heritage Tree Park	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-16	SW Dickinson & 62nd	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-17	SW Talbot Property	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-18	Sylvania Park	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-19	Acquire & Develop 4 acres: So. Waterfront	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX-20	Acquire & Develop 4 acres: Hillsdale	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-21	Acquire & Develop 2 acres: John's Landing:	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-22	Acquire & Develop 10 acres: Southwest- largest gap in service	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-23	Watershed Health	Implement Watershed Health Strategy to Reduce impervious surfaces and retrofit impervious surfaces to reduce impacts.	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Policy	
PDX-24	Watershed Health	Implement Watershed Health Strategy to manage all stormwater runoff from new development and redevelopment in accordance with the requirements of the Stormwater Management	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-25	Watershed Health	Watershed Health Strategy - Assess, repair and/or replace existing stormwater outfalls along Barbur Boulevard as needed. In particular, outfall repairs and/or replacements should be designed so as not to cause erosion and degradation of receiving streams.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-26	Watershed Health	Watershed Health Strategy - Restore stream functions and stability in planning areas when possible.	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-27	Watershed Health	Watershed Health Strategy - Restore habitat connectivity through revegetation, land acquisition, stream daylighting, culvert replacement, and other methods when possible.	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-28	Watershed Health	Watershed Health Strategy - Increase canopy and other vegetative cover and improve the quality and composition of vegetation including street trees.	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-29	Watershed Health	Watershed Health Strategy - Protect sites and features with high watershed value. This could include acquisition, easements, or other methods	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-31	S. Ash Creek Stream Enhancement	Design is underway for this stream and sewer protection project in the Fanno Creek natural area in the Tryon Creek watershed. The project will stabilize the channel, protect the sewer pipe where it crosses the stream, and improve water quality. Construction is planned in summer 2014	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	X
PDX-33	Tryon Creek Trunk Sewer Repair Projects	The Tryon Creek Trunk Sewer is a 30-inch, above-ground pipe that carries sewer from parts of southwest Portland and Lake Oswego to the City of Portland's Tryon Creek Wastewater Treatment Plant in Lake Oswego. BES is planning repairs, including seismic upgrade, to a portion of the 50-year old pipe between Tryon Creek State Natural Area to the Lake Oswego treatment plant. Project design began in early 2013 and will take about one year. Construction and Tryon Creek improvements will begin in 2014.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	X
PDX-35	Boones Ferry Culvert Replacement	The culvert in Tryon Creek under Boones Ferry Road is a fish passage barrier. BES is planning to replace the culvert to enable fish passage, increase hydraulic capacity, and improve in-stream habitat. Project design will begin in spring 2013 and will take about two years. Construction is planned in 2015 or 2016.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
PDX-36	Fanno SW 45th Avenue Culvert Replacement CIP #86	The culvert in Fanno Creek under SW 45th Avenue is undersized and is a passage barrier for native resident fish. BES is planning to replace the culvert to improve conveyance capacity, enable fish passage, and improve localized aquatic habitat. Project design will begin in summer 2013 and is expected to take about two years. Construction is planned in 2015 or 2016.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
PDX-37	Tryon I-5 at SW 26th WQ Facility CIP #8679	In partnership with the Oregon Department of Transportation (ODOT), BES is now designing three stormwater management facilities that will be located on ODOT right-of-way between I-5 and SW Barbur Boulevard at SW 26th. The facilities will detain and treat stormwater runoff from I-5, Barbur Blvd., and nearby residential and commercial areas. Design will be completed in 2013. Construction is planned in 2014.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
PDX-38	Jackson MS Stream Daylighting & Stormwater Retro CIP #8680	Falling Creek is currently piped under Jackson Middle School. This project will replace the pipe with an open stream channel. It will also construct stormwater facilities to detain and treat stormwater runoff from school parking lots. Design is scheduled to start in 2014 and construction in 2015 and/or 2016.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
PDX-40	Stormwater Outfall Maintenance CIP #8677	BES is now designing improvements to one stormwater outfall to Falling Creek (a tributary to Tryon Creek) and two outfalls to Fanno Creek main stem near Beaverton Hillsdale Highway. These projects will upgrade stormwater infrastructure. Design is scheduled to be completed in 2013 and construction is planned in 2014.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
PDX-41	Fanno/Tryon Water Quality Facilities CIP #8687	These are four sites for stormwater management facilities. One facility in Fanno Creek was constructed in 2010 and the other Fanno Creek site has been incorporated into another project. Two potential sites in upper Tryon Creek remain.	NO	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-43	Beaverton Hillsdale Highway Drainage Improvement	BES is now designing stormwater retrofits for Beaverton Hillsdale Highway. These projects will detain and treat stormwater runoff from the roadway. Design is scheduled to be completed in summer 2014 and construction is planned in 2014/2015.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
PDX-45	Western end of the Arnold/Tryon Creek corridor	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-46	The narrow treed area between Ash Creek Natural Area and Woods Memorial Natural Area	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-47	Corridors between Woods Memorial Natural Area to Gabriel and April Hill Parks	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-48	Corridor from Riverview Cemetery through any of three potential routes to (a) George Himes Park, (b) Terwilliger natural areas, (c) Marquam Nature Park, Council Crest and eventually Forest Park	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-49	Park Site behind Fred Meyer	Preliminary concept idea for implementing neighborhood park for proposed increased density at focus areas on Barbur Boulevard	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-50	Park Site behind Safeway	Preliminary concept idea for implementing neighborhood park for proposed increased density at focus areas on Barbur Boulevard	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-51	SW 53rd Neighborhood Greenway	Provide safe pedestrian/bike facilities for connectivity	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-52	Sidewalks, Street Trees, and Green Streets in SW Corridor	Improving active transportation links, new sidewalks, greenways for better access and connectivity	No	Ongoing	LOW - Under 1/2 million	Ongoing	
PDX-53	Remove Fish Barrier	Remove unnamed culvert ODFW ID #7 on Ball Creek. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-54	Remove Fish Barrier	Remove unnamed culvert ODFW ID #15. Unknown passage status. Barrier subtype is 'round.' Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Culvert is not on straight-line chart. Lower 25' backflows, possible velocity barrier.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-55	Remove Fish Barrier	Remove unnamed culvert ODFW ID #24 on Arnold Creek. Passage status is blocked. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert, located at SW Lancaster Rd. It is 1.3M concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-56	Remove Fish Barrier	Remove unnamed culvert ODFW ID #26 on South Fork Ash Creek. Barrier subtype is unknown. Passable passage status. Professional judgment was used to evaluate this culvert, located as SW 55th.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-57	Remove Fish Barrier	Remove unnamed culvert ODFW ID #27 on South Fork Ash Creek. Barrier subtype is unknown. Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-58	Remove Fish Barrier	Remove unnamed structure ODFW ID #29 on South Fork Ash Creek. Barrier type is an exposed sewer pipe. Partially blocked passage status. Professional judgment was used to evaluate this structure.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-59	Remove Fish Barrier	Remove unnamed structure ODFW ID #31 on South Fork Ash Creek. Passable passage status. Professional judgment was used to evaluate the structure. Comment says, "house on top of creek SW Lauradel."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-60	Remove Fish Barrier	Remove unnamed culvert ODFW ID #33 on South Fork Ash Creek. Partially blocked passage status. Professional judgment was used to evaluate this culvert at SW 62nd, at a housing development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-61	Remove Fish Barrier	Remove unnamed culvert ODFW ID #34 on South Fork Ash Creek. Passable passage status. Professional judgment was used to evaluate the culvert, near a walking path.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-62	Remove Fish Barrier	Remove unnamed culvert ODFW ID #46 on Tryon Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate the culvert at SW Maple Crest Dr. It is 1.7m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-63	Remove Fish Barrier	Remove unnamed culvert ODFW ID #48 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 18th Pl. It is 1.7m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-64	Remove Fish Barrier	Remove unnamed culvert ODFW ID #49 on Woods Creek. Blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Taylors Ferry Rd. It is 0.8m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-65	Remove Fish Barrier	Remove unnamed culvert ODFW ID #50 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-66	Remove Fish Barrier	Remove unnamed culvert ODFW ID #51 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-67	Remove Fish Barrier	Remove unnamed culvert ODFW ID #54 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 55th. It is 0.8m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-68	Remove Fish Barrier	Remove unnamed culvert ODFW ID #58 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Lancaster. It is 0.7m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-69	Remove Fish Barrier	Remove unnamed culvert ODFW ID #59 on Falling Creek. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-70	Remove Fish Barrier	Remove unnamed culvert ODFW ID #60 on Falling Creek. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-71	Remove Fish Barrier	Remove unnamed structure ODFW ID #62 on Ash Creek. Partially blocked passage status. Barrier type is an exposed sewer pipe. Professional judgment was used to evaluate this structure. Comment says, "step ht=0.45m exposed sewer pipe crossing."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-72	Remove Fish Barrier	Remove unnamed culvert ODFW ID #63 on Woods Creek. Blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 45th. It is 0.9m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-73	Remove Fish Barrier	Remove unnamed culvert ODFW ID #64. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-74	Remove Fish Barrier	Remove unnamed culvert ODFW ID #65 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Orchid Dr. It is 1.2m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-75	Remove Fish Barrier	Remove unnamed culvert ODFW ID #66 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Dolph. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-76	Remove Fish Barrier	Remove unnamed culvert ODFW ID #67 on Wood Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert SW Garden Home Rd. It is 1.0m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-77	Remove Fish Barrier	Remove unnamed culvert ODFW ID #68 on Vermont Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert. Comments include, "end of survey; cr. Never surface 0.65m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-78	Remove Fish Barrier	Remove unnamed culvert ODFW ID #69. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "not on straight-line chart. 0.4 miles north of Sellwood Br. 4' falls above culvert. City culvert below appears to be velocity barrier."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-79	Custer Park Pollution Reduction Facility	Custer Park pollution reduction facility upgrade; expansion of capacity and function of existing swale and pond located along Custer Creek in Custer Park to improve stormwater services and recreation use. BES: Project 5.2/2014 CIP - \$230,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		X
PDX-80	Stephens Creek Nature Park Detentions and Wetland facilities	Stephens Nature Park in-line detention and wetland enhancement; construct detention facility in Stephens Creek upstream of the Burlingame culvert and enhance existing wetland, consistent with 2005 A Functional Plan for Stephens Creek Nature Park and planned 2013 trail improvements. BES: Project 31.1a/b /2014 CIP - \$750,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		X
PDX-81	Raz Wetlands	Raz property wetland detention facility; detention and stream channel construction in undeveloped property at the headwaters of Stephens Creek. BES has a signed contract in place to purchase this property. BES: Project 24.6/2014 CIP - \$1,030,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		X
PDX-82	Greater Portland Bible Church neighborhood facility	Greater Portland Bible Church neighborhood facility; an opportunity exists to construct a vegetated stormwater treatment facility on a tax lot adjacent to the Greater Portland Bible Church. BES: Project 6.1/6.3/ CIP 2014	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		
PDX-83	Stephens Creek Tributaries Outfall Repair	Repair and enhancement of 17 public and private stormwater outfalls on the River View, River View South, and Ruby Creek tributaries of Stephens Creek. BES: Project /CIP 2014 - \$960,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		X
PDX-84	Right-of-way Retrofit Shell	Provides a flexible means to construct stormwater retrofits to the existing system on streets identified as high-priority for detention and/or and pollution reduction. I-5. BES: Project / CIP 2014 - \$1,000,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		X
PDX-85	SW Terwilliger Shared Detention Facility	ODOT Shared Detention and Pollution Reduction Facilities - SW Terwilliger shared detention facility. BES: Project 23.1a/ CIP 2015 - \$220,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		X
PDX-86	Fulton Park Neighborhood Wetland Facility	ODOT Shared Detention and Pollution Reduction Facilities - Fulton Park neighborhood wetland facility adjacent to the community garden. BES: Project 21.2b/ CIP 2015 - \$470,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		X
PDX-87	A-Boy Plumbing neighborhood detention facility	ODOT Shared Detention and Pollution Reduction Facilities - A-Boy Plumbing neighborhood detention facility adjacent to I-5 in existing low point. BES: Project 21.1a/ CIP 2015 - \$1,280,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-88	Stormwater filter vault at ODOT right-of-way	ODOT Shared Detention and Pollution Reduction Facilities - Stormwater filter vault at ODOT right-of-way, which can treat both I-5 runoff, city streets, and private property. BES: Project 23.2/ CIP 2015 - \$500,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		X
PDX-89	Local stormwater treatment facilities on I-5 overpasses	ODOT Shared Detention and Pollution Reduction Facilities - Local stormwater treatment facilities on I-5 overpasses. BES: Project 23.3/ CIP 2015 - \$110,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		X
PDX-90	Rain gardens for bioremediation of I-5 outfalls	ODOT Shared Detention and Pollution Reduction Facilities - Rain gardens for bioremediation of I-5 outfalls adjacent to Stephens Creek. BES: Project 25.5/ CIP 2015 - \$140,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		X

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-91	River View Tributary Improvements	Stephens Creek Tributaries Habitat Restoration - River View Tributary—improve near-stream habitat; this project will improve habitat conditions in the stream by restoring in-stream habitats and wetlands, and improving habitat connectivity through bank layback, and installation of large wood. It will improve the diversity of native plants in the riparian area. BES: Project 9.3a/ CIP 2015 - \$260,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		
PDX-92	River View neighborhood scale wetland facility	Stephens Creek Tributaries Habitat Restoration - River View neighborhood scale wetland facility; this project will enhance wetlands associated with River View and Taylors Ferry tributaries to improve habitat, peak flows, and water quality. BES: Project 9.5/ CIP 2015 - \$67,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		X
PDX-93	Crestline Creek Stream Improvements	Stephens Creek Tributaries Habitat Restoration - Crestline Creek—improve near-stream habitat; this project will include removal of invasive plants and revegetation with native plants, improvement of near-stream habitat, and educate and encourage property owners to remove invasive plants and re-populate with riparian vegetation along the Crestline Creek riparian corridor, including the area along the surface channel near the headwaters. BES: Project 12.4/CIP 2015 - \$40,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		X
PDX-94	Ruby Creek Stream Improvements	Stephens Creek Tributaries Habitat Restoration - Ruby Creek—improve near-stream habitat; this project will focus on education and outreach to encourage property owners to remove invasive plants and re-populate revegetation with native plants and riparian vegetation along the Ruby Creek riparian corridor to where it flows into the mainstem Stephens Creek. BES: Project 19.3/ CIP 2015 - \$22,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		
PDX-95	Private Property Partnership Shell	Stephens Creek Tributaries Habitat Restoration - This shell will fund projects that mitigate stormwater runoff from existing impervious surface on private property or create stormwater assets not owned and operated by BES. The Private Property Partnership Shell is intended as a flexible means to incentivize stormwater projects on private properties that help cost-effectively meet BES's stormwater system improvements needs. This could include funding larger facilities than would otherwise be required by the SWMM or construction of habitat and restoration projects in natural systems that are impaired by runoff from the BES stormwater system. BES: Project BWRP.2/ Select projects for CIP 2015 - \$2,007,000 + 850,000 for commercial property retrofits with ecoroof and pervious pavement.	No	SHORT-TERM; 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-96	Fulton Park stream daylighting	Headwaters Stream Enhancement and Daylighting - Fulton Park stream daylighting; there is an opportunity to daylight the piped stormwater runoff in Fulton Park to the adjacent historic channel (Miles Creek), which would ultimately lead to improved habitat and biological communities. The runoff would be attenuated and treated before returning to the pipe and being conveyed under I-5. BES: Project 32.1/CIP 2017 - \$860,000	No	SHORT TERM; 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-97	In-stream habitat improvements at Cloverleaf Apartment	Headwaters Stream Enhancement and Daylighting - Improve in-stream habitat at Cloverleaf Apartments; this project consists of restoration work at the Clover Leaf reach of the Stephens Creek mainstem. This project should consider the presence of hydric soils and work to improve connectivity of the stream to springs and remnant floodplain elevations. Riparian and in-stream restoration will include bank layback where downcutting has occurred, installation of large wood complexes to create small in-stream pools, addition of coarse sediment materials to improve in-stream habitat. Riparian enhancement will include replanting with riparian and emergent vegetation. Reconstruct discharge outfalls from building and parking stormwater runoff to enhance floodplain function. BES: Project 31.4/CIP 2017 - \$471,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		
PDX-98	Capitol Hills Condos stream daylighting	Headwaters Stream Enhancement and Daylighting - Capitol Hills Condos stream daylighting; work with private property owners to remove piped section of Stephens Creek through the Condo complex. Replace with restored stream channel and adjacent riparian area. BES: Project 24.8/ CIP 2017 - \$1,470,000	No	SHORT TERM; 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-99	Shadow Hills Apartments stream enhancement	Headwaters Stream Enhancement and Daylighting - Shadow Hills Apartments stream enhancement; restoration work at the Shadow Hills reach of Stephens Creek should consider the presence of hydric soils and work to improve connectivity of the stream to springs and remnant floodplain elevations (present or created). Riparian and in-stream restoration of the Shadow Hills reach of Stephens Creek will include bank layback where downcutting has occurred, installation of large wood complexes to create small in-stream pools, addition of coarse sediment materials to improve in-stream habitat. Riparian enhancement will include replanting with riparian and emergent vegetation. Reconstruct discharge outfalls from building and parking stormwater runoff to enhance floodplain function. BES: Project 24.9/ CIP 2017 - \$470,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		
PDX-100	Taylors Ferry improve in-stream habitat	Headwaters Stream Enhancement and Daylighting - Taylors Ferry improve in-stream habitat; add in-stream cover for aquatic organisms and to stabilize banks. This project is intended to meet the alternative themes to emphasize biological communities and habitat restoration. BES: Project 28.3d/ CIP 2017 - \$1,080,000	No	SHORT TERM; 0-5 years	MEDIUM - 1/2 million to 5 million		

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-101	Replace Macadam Culvert	Remove existing culverts under Highway 43 and replace with a larger culvert/span and restore natural substrate to Stephens Creek. Remove invasive species (English ivy and Himalayan blackberry) and plant native riparian vegetation in the currently degraded buffer zones between Macadam and Stephens Creek. Increase in-stream habitat to support benthic invertebrates and native fish. BES: Project 29.1/ CIP 2017 - \$440,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		
PDX-102	Lay back banks Burlingame reach	Lay back banks Burlingame reach. BES:25.1a/ No CIP identified \$334,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-103	Improve in-stream habitat Burlingame reach	Improve in-stream habitat Burlingame reach.BES:25.1c/ No CIP identified - \$1,862,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-104	Wetland enhancement Burlingame reach	Wetland enhancement Burlingame reach. BES: Project 25.2/No CIP identified- \$67,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		X
PDX-105	Stephens Canyon I-5 Runoff to Willamette or Combined System	Stephens Canyon I-5 Runoff to Willamette or Combined System. BES: Project 26.1, 26.1f/ No CIP identified at this time - \$4,069,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		X
PDX-106	Mausoleum Tributary property acquisition	Mausoleum Tributary property acquisition. BES: Project 27.4b/No CIP identified at this time - \$2,268,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-107	Mausoleum North property acquisition	Mausoleum North property acquisition. BES: Project 27.6/ No CIP identified at this time - \$851,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-108	Wetland enhancement Burlingame reach	Wetland enhancement Burlingame reach, separate location- this is not a repeat of PDX-104. BES: Project 27.3/ No CIP identified at this time - \$67,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-109	Mausoleum property revegetation	Mausoleum property revegetation. BES: Project 27.4a/No CIP identified at this time - \$161,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-110	Taylor's Ferry stream daylighting	Taylor's Ferry stream daylighting. BES: Project 28.3b/No CIP identified at this time - \$1,386,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-111	Taylor's Ferry culvert replacement	Taylor's Ferry culvert replacement. BES: Project 28.3a /No CIP identified at this time - \$326,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		X
PDX-112	Natural fish ladder above Hwy 43 culvert	Natural fish ladder above Hwy 43 culvert. BES: Project 28.3c /No CIP identified at this time - \$1,318,000	No	Medium term: 5-15 years	High - 5 million+		
PDX-113	Macadam improve near-stream habitat	Macadam improve near-stream habitat. BES: Project 29.5/No CIP identified at this time - \$188,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-114	Boones Ferry neighborhood detention pond	2.1b Boones Ferry neighborhood detention pond. BES: Project 2.1b/No CIP identified at this time - \$405,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-115	River View Cemetery improve in-stream habitat	River View Cemetery improve in-stream habitat. BES: Project 9.3b/No CIP identified at this time - \$8,972,000	No	Medium term: 5-15 years	High - 5 million+		
PDX-116	Restore in-stream connectivity for fish passage	Restore in-stream connectivity for fish passage - Taylor's Ferry tributary. BES: Project 9.4/No CIP identified at this time - No cost estimate at this time.	No	Medium term: 5-15 years	High - 5 million+		
PDX-117	Large wood installations, invasives control and revegetation in Stephens Canyon	Large wood installations, invasives control and revegetation in Stephens Canyon. BES: Project 26.2/No CIP identified at this time - \$890,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-118	SW Evans neighborhood facilities	SW Evans neighborhood facilities. BES: Project 17.3/No CIP identified at this time - \$626,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-119	SW Terwilliger improve near-stream habitat in ODOT right-of-way	23.4a SW Terwilliger improve near-stream habitat in ODOT right-of-way. BES: Project 23.4a/No CIP identified at this time - \$55,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-120	SW Terwilliger improve in-stream habitat	SW Terwilliger improve in-stream habitat. BES: Project 23.4b/No CIP identified at this time - \$419,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-121	Improve near-stream habitat Clover Leaf Apt.	Improve near-stream habitat Clover Leaf Apt. BES: Project 31.3/No CIP identified at this time - \$2,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		X
PDX-122	Spring Creek riparian restoration	Spring Creek riparian restoration. BES: Project 24.10/No CIP identified at this time - \$3,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		X
PDX-123	Raz Transportation acquisition, stream daylighting, LUST Cleanup	Raz Transportation acquisition, stream daylighting, LUST Cleanup. BES: Project 31.2a, b, c/No CIP identified at this time - \$1,341,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-124	Culvert removal and daylighting in Burlingame reach	Culvert removal and daylighting in Burlingame reach. BES: Project 25.1b /No CIP identified at this time - \$145,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-125	Expand and enhance Texas Wetland	Expand and enhance Texas Wetland. BES: Project 3.1 /Op CIP 2014 - \$21,000	Partial	SHORT TERM: 0-5 years	LOW - Under 1/2 million		X
PDX-126	Restore historic channel at Miles Creek	Restore historic channel at Miles Creek. BES: Project 26.7 /on hold in WIF - \$437,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		X
PDX-127	Real time controls stormwater retrofit at Burlingame Fred Meyer and nearby apartments	Real time controls stormwater retrofit at Burlingame Fred Meyer and nearby apartments. BES: Project 32.3 /No CIP identified at this time - \$76,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-128	Curb extension retrofits on PBOT high-priority streets	BWRF.1 Curb extension retrofits on PBOT high-priority streets BES: Project BWRF.1 /No CIP identified at this time - \$4,565,000 Select projects identified for CIP 2014	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		X
PDX-129	Curb extension retrofits on all right-of-way	BWRF.2 Curb extension retrofits on all right-of-way. BES: Project BWRF.2 /No CIP identified at this time \$23,386,000	No	Medium term: 5-15 years	High - 5 million +		
PDX-130	Basin wide tree planting	Basin wide tree planting. BES: Project BWRF.4/ No CIP identified at this time - \$1,660,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-131	Apt Retrofit (Spring Creek, Shadow Hills and Capitol Hill)	Apt Retrofit (Spring Creek, Shadow Hills and Capitol Hill). BES project 24.5. \$1,602,000 NO CIP identified at this time.	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-132	Capitol Hill School and St Claire Church Retrofits	Capitol Hill School and St Claire Church Retrofits. BES project 22.1. \$2,653,000 NO CIP identified at this time.	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-133	Stormwater retrofit at Hillsdale Community Church	Stormwater retrofit at Hillsdale Community Church. BES project 3.4. \$668,000 NO CIP identified at this time.	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX - 200	Roadside Drainage and Shoulder Improvements, SW Hamilton	BES is planning to construct drainage (improving existing roadside ditches) and road shoulder improvements on selected uncurbed streets in the Fanno and Tryon watersheds in the next five years. Currently design of improvements to SW Hamilton (between SW Shattuck and SW Dosch) will be completed this summer and construction is planned in spring 2014. Funding for additional identified streets is planned to start in 2015/16.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		X
PDX - 201	Roadside Drainage and Shoulder Improvements, SW Stephenson	BES is planning to construct drainage (improving existing roadside ditches) and road shoulder improvements on selected uncurbed streets in the Fanno and Tryon watersheds in the next five years. Currently design of improvements to SW Stephenson (between SW 35 th and SW Boones Ferry) will be completed this summer and construction is planned in spring 2014. Funding for additional identified streets is planned to start in 2015/16.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		X
PDX - 202	Portland Community College Sylvania Campus Stormwater Retrofits	Forty-seven potential stormwater retrofit projects have been identified on the PCC campus. One project was constructed in 2009.	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		X
PDX - 203	Marquam Woods Subwatershed Improvement Strategies Opportunities	BES's Willamette Watershed Team has produced an Improvement Strategies report that identifies opportunities to improve watershed health in the Marquam-Woods subwatershed. Recommended actions include stormwater retrofits, planting trees, removing invasive plants and restoring native vegetation. http://www.portlandoregon.gov/bes/article/251889	Partial	varied	MEDIUM - 1/2 million to 5 million		X
PDX - 204	Carolina-Terwilliger Subwatershed Improvement Strategies Opportunities	BES's Willamette Watershed Team has produced an Improvement Strategies report that identifies opportunities to improve watershed health in the Carolina-Terwilliger subwatershed. Recommended actions include stormwater retrofits, planting trees, removing invasive plants and restoring native vegetation. http://www.portlandoregon.gov/bes/article/251888	Partial	varied	MEDIUM - 1/2 million to 5 million		X
PDX - 205	California Subwatershed Improvement Strategies Opportunities	BES's Willamette Watershed Team has produced an Improvement Strategies report that identifies opportunities to improve watershed health in the California subwatershed. Recommended actions include stormwater retrofits, planting trees, removing invasive plants and restoring native vegetation. http://www.portlandoregon.gov/bes/article/251885	Partial	varied	MEDIUM - 1/2 million to 5 million		X
PDX-206	Fulton Park revegetation FORMERLY PDX - 125 DUPLICATE NUMBER	Fulton Park revegetation. BES: Project 32.3 /Op CIP 2014 - \$36,000	No	SHORT TERM: 0-5 years	LOW-Under 1/2 million		X
PDX-207	Mausoleum Retrofits Formerly PDX-127 DUPLICATE NUMBER	Mausoleum Retrofits. BES: Project 27.1, 27.2/No CIP identified at this time - \$55,000	No	Medium term: 5-15 years	LOW-Under 1/2 million		
CITY OF TIGARD							
TI-1	Fanno Creek Corridor Trail (T7)	Woodward Park to Grant (partially funded), Grant to Main (partially funded), Planning and Acquisition, MORE important	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-2	Fanno Creek Corridor Trail (T11)	Trail link from Tigard Public Library to Milton Court/Bonita Road	No	SHORT TO MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-3	Fanno Creek Corridor Trail (T6)	Trail link from Fanno Creek/Tigard Street to Tigard Transit Center	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-4	Fanno Creek stormwater	Stormwater and protection of trail	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
TI-5	Fanno Creek Park: Urban Plaza	Acquisition and development of urban plaza for downtown Tigard, The Downtown Plaza was designed to meet the need for a community gathering space for events and everyday use, and the goal of initiating redevelopment under a new Urban Renewal District approved in May of 2006.	Yes; Partially funded	SHORT TO MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
TI-7	Tualatin River Corridor	Limit pollution and restore native vegetation in riparian zone	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-8	Tualatin River Trail	108th Avenue Grading and Existing Trail Improvements, 108th Avenue to Pacific Highway Extension	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-9	Tualatin River Water Trail	CWS, Bruce Roll	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-10	Ash Creek Corridor	Limit pollution and restore native vegetation in riparian zone	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
TI-11	Washington Square Connection/Washington Square Loop	Trail Loop complete in THPRD. Fanno Creek to Highway 217 Sidewalk and Bikeway improvements, less important	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TI-13	Dirksen Nature Park Education Center	Dirksen Nature Park Education Center. Update and improve the education facility and parking area.	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	X
TI-14	Summer Creek Trail and Corridor	Summer Crest Drive and Tigard Street sidewalk and bikeway improvements, Fowler Nature Education Trail	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TI-15	Red Rock Creek, Tigard Triangle	Limit pollution and restore native vegetation in riparian zone	No	MID TO LONG TERM: 5-15 years or beyond	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-18	East Butte Heritage Park	Upland restoration, enhancement, and invasive species removal	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	X
TI-20	Sunrise and Cach Community Park	Design for additional facilities and programming of park	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
TI-21	Krueger Creek and Summer Creek Trail Connections	Summer Creek Trail to Mary Woodard School	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-22	Ascension Trail	Ascension Trail Improvements	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-23	Tigard Street trail connection	Fanno Creek/north Dakota Street to Tiedeman Street	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-24	Fanno Creek (crossing realignment)	Tiedeman Avenue Crossing Re-alignment	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-25	Fanno Creek - 85th Avenue to Durham	85th Avenue Trail to Durham City/Ki-A-Kuts. Complete an important gap in the trail from Bonita Road to Durham Road. Trail will be built in the street right-of-way of SW 74th Avenue. Tonquin Trail at Ki-A-Kuts bridge over the Tualatin River.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-26	Pathfinder-Genesis Trail (T8)	Fanno Creek to Pathfinder Court Trail	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-27	Westside Trail (T10)	Planned Portland to Tualatin expansion	No	MID TO LONG TERM: 5-15 years or beyond	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-28	Krueger Creek Trail	Walnut Street to Jack Park	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TI-29	Fanno Creek Trail - Durham Rd to Tualatin River Trail Connection	Durham Road to Tualatin River Trail	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-30	Dirksen Nature Park Property	Dirksen Nature Park restoration, enhancement, and invasive species removal. Site improvements including loop trail, parking, natural play area, and sidewalk/street improvements. Acquisition is complete.	Yes; Partially funded	SHORT TERM to MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
TI-31	Tree Grove protection	Focus on preserving large groves of native trees.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	X
TI-32	River Terrace Annexation	Property acquisition for new parks in River terrace UGB expansion area	No	Ongoing	HIGH - 5 million and up	Ongoing	X
TI-33	Looping north of the Tualatin River	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-34	Fanno Creek forks to the northeast at Fanno Creek Park	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-35	Fanno Creek	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-36	South of SW Riverwood Lane, between SW Greenland Brice & SW Wood Crest Avenue	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-37	Kruse Way Trail	There is an existing bike/ped bridge crossing I-5 at the Hwy 217 interchange. The bridge is part of Lake Oswego's Kruse Way Trail. The trail needs to be extended to the west only a short distance to connect to the Fanno Creek Trail.	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TI-38	Fanno Creek Trail - Bonita Road to Durham Road Connection	Complete an important gap in the trail from Bonita Road to Durham Road. Trail will be built in the street right-of-way of SW 74th Avenue.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-39	Red Rock Creek Bike/Ped Creek Crossing	Provide bike/ped connectivity with bridge crossing of Red Rock Creek	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-40	Tigard Triangle Park	Create neighborhood park in underserved area of Tigard triangle	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	X

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-41	Acquire TDRs on Red Rock Creek	Purchase TDRS on Red Rock Creek for preservation of riparian corridor	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	X
TI-42	Tigard Main Street Green Street	Provide new green street facilities on Main Street	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	X
TI-43	Connection between Tigard Triangle and PCC-Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-44	Complete Green Spines in Downtown	Provide "green" boulevards for downtown Tigard as planned in Fannon Creek Master Plan	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-45	Open Space/Park development in Washington Square	Provide additional open space or neighborhood park in Washington Square	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	X
TI-46	Pedestrian Crossing /Sky Bridge over I-5 at Ash Creek	Provide sky bridge pedestrian/bicycle crossing over Interstate 5 at Ash Creek	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-47	Washington Square Greenbelt	The Washington Square Regional Center Plan - September 1999 established a plan for an interconnected open space system and a green belt around the center that would potentially add property value and attract quality developments that ultimately will create a great place to live and work for the region.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-48	Remove Fish Barrier	Remove unnamed culvert ODFW ID #11. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-49	Remove Fish Barrier	Remove unnamed culvert ODFW ID #12. Unknown passage status. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "1 mile from I-5. Double culvert (24" x 2) Steps fall 2' over 5' long cascade. Initial steps are 16" and 12". Subterranean above. Below runs alongside of large pond. Listed as irrigation ditch in straight-line chart."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-50	Remove Fish Barrier	Remove unnamed culvert ODFW ID #13. Unknown passage status. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "1 mile from I-5. Double culvert (24" x 2) Steps fall 2' over 5' long cascade. Initial steps are 16" and 12". Subterranean above. Below runs alongside of large pond. Listed as irrigation ditch in straight-line chart."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-51	Remove Fish Barrier	Remove Stark Reservoir ODFW ID #14 over unnamed stream. Barrier subtype is 'permanent dam.' Owner is Herbert & Roth Stark.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-52	Remove Fish Barrier	Remove unnamed culvert ODFW ID #17 on Ash Creek. Barrier subtype is 'round.' Unknown passage status. Comments include, "historic St. presence above culvert on Ash Creek."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-53	Remove Fish Barrier	Remove unnamed culvert ODFW ID #18. Passable passage status. Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Not in straight-line chart.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-54	Remove Fish Barrier	Remove unnamed culvert ODFW ID #20 on Ash Creek. Partially blocked passage status. Professional judgment used to evaluate culvert. Comments include, "step ht+0.4m; old irr dam."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-55	Remove Fish Barrier	Remove unnamed culvert ODFW ID #21 on Ash Creek. Barrier subtype is 'round.' Owner is ODOT. Passable passage status. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Labeled as "Hedges Cr" on road.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-56	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #22 on Ash Creek. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-57	Remove Fish Barrier	Remove unnamed dam on ODFW ID #28 on South Fork Ash Creek. Partially blocked passage status. Professional judgment used to evaluate dam. Comments include, "step ht=0.8m; backyard dam."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-58	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #30 on South Fork Ash Creek. Blocked passage status. Professional judgment used to evaluate culvert on SW Ventura Dr.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-59	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #32 on South Fork Ash Creek. Passable passage status. Professional judgment used to evaluate culvert. Comments include, "T=12.0C path; county boundary."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-60	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #35 on South Fork Ash Creek. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. Comments include, "1.0m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-61	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #36 on South Fork Ash Creek. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. Comments include, "1.0m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-200	Fanno Creek Corridor Fields Property	Master plan, design and construction of a natural areas park at the Fields Property.	No			SHORT TERM: 0-5 years	
CITY OF TUALATIN							
TU-1	Ice Age Tonquin Trail	Land use, acquisition, and trail development, also Tigard, King City, Durham and Washington County	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	X
TU-2	Westside Trail	New bike/ped bridge over the Tualatin River. Could be a joint effort with the Willamette River Water consortium.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TU-3	Tualatin National Wildlife Refuge Trail Connection	Complete linkage to create connection to Tualatin National Wildlife Refuge	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-4	Tualatin River Greenway	Land acquisition and path development, West and east of I5, extending past 99W to the Westside Trail, desire	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	X

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TU-5	Tualatin River Water Trail	Development Tualatin River Water Trail within Tualatin	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TU-6	Hedges Creek Wetland Area	Trail easement needed along private properties east of Myslony St. to Pazcuzzi Pond. East of Pazcuzzi pond there are approx. 30 acres in Tualatin ownership and rest in Wetlands Conservancy ownership. Trail route to follow CWS Cipole Trunk Sewer easement. Easements needed east of 90th Avenue to where built section of trail exists.	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TU-7	Fanno Creek Trail	Improve riparian corridor and complete spur connections	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-8	Tonquin Trail Connection to WES	Connect Tonquin Trail, Tualatin River Greenway and Hedges Creek Wetlands to WES Station	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-9	Koller Wetlands and Ponds	Purchase trail easement from landowners to west of railroad tracks so that future trail users will have views of Koller Wetlands and ponds. Purchase perched wetland (Kolk pond) on top of bedrock. Tonquin Trail likely built after this area annexed by Tualatin.	Yes	SHORT TERM: 0-5 years; 2012	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TU-10	Nyberg Creek Greenway	Land acquisition and path development. Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	X
TU-11	Moran Property	Tonquin Trail trailhead, river access and bike/pedestrian bridge over Tualatin River on Metro owned land. Ongoing DEQ monitored clean-up of oil-contaminated soil. Tonquin Trail will connect to built section of Tualatin River Greenway to east of Moran. Metro and TRNWR have IGA for natural resource restoration work that the Refuge conducts on Metro land.	Yes	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-12	99W Parallel Path	Off Street route parallel to 99W	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	X
TU-13	Kolk Property - Kohler Wetland	Perched wetland on top of bedrock desirable for acquisition and protection	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-14	Ice Age Discovery Trail	Overlap NPS Ice Age Discovery Trail with Tualatin portion of the Tonquin Trail. Incorporate NPS Ice Age Marketing Plan, Ice Age Visitor Plan, Historical Society and Chamber support.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	X
TU-15	Nyberg Undercrossing at I-5	Provide pedestrian/bicycle connection under the intersection of Nyberg and Interstate 5	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	X
TU-16	Parallel Facility to I-5	Land use, acquisition and path development. Provide a safe parallel pedestrian/bicycle facility parallel to Interstate 5	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	X
TU-17	Wildlife Corridor south of the Tualatin River	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	X
TU-18	Brown's Ferry Park Barn: Master Plan	A Master Plan for the renovation of the barn at Brown's Ferry Park will identify improvements to be made to the historic structure so that it is safe for public use, to gain new utility from it as a three season picnic shelter and to preserve a historic feature of Tualatin's agrarian past.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-19	Brown's Ferry Park Com Ctr: Feasibility Study	The BFCC Feasibility Study will determine what improvements should be made to modernize the facility, maximize functionality, and prolong its useful life. The Feasibility Study will study ways to update technological systems, improve access, enhance health and safety conditions, reduce energy use, enlarge recreation program spaces, and improve inter-facility connectivity.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-20	Tualatin River Greenway: Land Acquisition	Land is a basic ingredient of a park and recreation system, and as such the Parks and Recreation Master Plan emphasizes land acquisition as a major goal and, in particular land for riverfront parks. Additional riverfront park land will strengthen the Greenway as a recreational corridor by providing land for facilities (bikeways, docks, viewing areas) and improving public access to the river and serving as a focus for river related activities. Financial readiness for acquisition is of critical importance because once the land has been developed, it may never again be available for public ownership.	Yes	SHORT TERM: 0-5 years; 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017	HIGH - 5 million and up	SHORT TERM: 0-5 years	
TU-21	Van Raden Com Ctr: Feasibility Study	Feasibility Study for Van Raden Community Center to define	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-22	Lafky Park: Playground/Swing set Replacement	Lafky Park is located at 9655 SW Siletz Drive, serving the residential neighborhoods in the south central areas of town. The existing playground structure is a wooden timber framed structure built in 1984. At the age of 27 years this structure is at the end of its life cycle, the swing set was removed from service (August 2011) as a result of a failure of the timber supports, the remaining structure is in similar decline. A complete removal and replacement with updated playground system is due.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-23	Placeholder for additional project - Intentionally blank						

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TU-24	Park targeted for acquisition /Tualatin River and 99W	Neighborhood park acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-25	Connection of Tualatin River Greenway to Moran Property	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-26	Tualatin River Greenway Connection linking Greenway from west side to 99W	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-27	Riverfront property acquisition for pedestrian bridge at Boones Ferry Road	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-28	Wetland Park acquisition and Development	Open space acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-29	Surf to Turf Trail - Tualatin	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
Add: TU-30	North/South I-5 Parallel Path	Land use, acquisition and path development	No	MID TERM: 5-15 years			X
TU-31	Nyberg Creek Trail Acquisition and Undercrossing	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-32	Myslony Wetlands	Open space protection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-33	Parkway Treatment on Tualatin Sherwood Road	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-34	New Park Adjacent to Tualatin Elementary School	Neighborhood park acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-35	Trail System to connect to Myslony Greenway	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-36	Leveton-Herman Road Improvements	Bike/ped facilities improvements between Teton and Tualatin Road.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-37	Martinazzi Street Improvements - Green Street	Watershed protection and improving ped/bike connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-38	Construct Tonquin Trail along Cipole Rd.	Project will be in unincorporated Washington County since it is recommended for west side of Cipole. Construct Tonquin Trail in ROW on west side of Cipole Road when that road gets improved.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CLEAN WATER SERVICES							
CWS-1	Stormwater treatment and Floodplain reconnection of the Tualatin River watershed	LONG TERM PROGRAMMATIC Acquire developed flood plain properties and restore to riparian corridor for flood storage	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-2	Fanno Creek Restoration	Hall Street to Durham Road, including Bonita Natural Areas	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-3	Ash Creek Wetland	Large existing wetland (approximately 30 ac) north of Hwy 217; used for grazing; opportunity for enhancement and floodplain storage, no current development plans; no funding identified for acquisition.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-4	Restore riparian health	LONG TERM PROGRAMMATIC Property acquisition and restoring the flood plain. Change geomorphology conditions of streams as a long term strategy to address hydrology and hydraulics	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-5	Restore riparian health	All open streams provide for riparian canopy to improve health and function	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-6	Preserve existing forest	For ecosystem services including stormwater management	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-7	Hwy 99W Median Retrofit	Provide stormwater treatment using open space available in the Hwy 99W in Tigard/King City, Project partnered with ODOT and city of Tigard, Pre-design funded for FY2011-12, Design planned for FY2012-13 – future funding dependent on report	Yes	SHORT TERM: 0-5 years; 2011-2012, 2012, 2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
CWS-8	Fanno Creek Stormwater Basin Master Plan	Sub-basin watershed master plan to identify conveyance improvement, culvert replacement, facility/outfall retrofits, and water quality treatment challenges and opportunities for enhancement projects, Project funded for FY2013-14 no funding identified for potential solutions	Yes	SHORT TERM: 0-5 years; 2011-2012, 2012-2013	LOW - Under 1/2 million	SHORT TERM: 0-5 years	X
CWS-9	Stormwater Outfall and Facility Retrofits	Located throughout the SW Corridor; retrofit opportunities exist to address stormwater treatment and will be identified when alignment is selected.	Yes; Limited District Funding Available	SHORT TERM: 0-5 years	HIGH - 5 million and up	MID TERM: 5-15 years	
CWS-10	Hedges Creek and Wetland Enhancement	Should be coordinated with the City of Tualatin. When Tonquin Trail is constructed over CWS' Cipole Sanitary Trunk Sewer easement between Pazzuzzi Pond east to built sections of trail near Tualatin Police Station, opportunities will exist for habitat improvement, invasive species removal and native plantings. Also, opportunity to improve wildlife passage at culvert where trail will cross Teton Ave. Most of the wetlands are owned by Wetland Conservancy and City of Tualatin.	District will partner with Metro and City funding from partners	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
CWS-11	Fanno Creek Improvement - Downtown	Near City Hall – streambank stabilization and enhancement project. Most of the wetlands is owned by City of Tigard; no funding identified	Yes	SHORT TERM: 0-5 years	IOW - Under 1 million	LONG TERM: Beyond 15 years	X
CWS-13	Culvert Replacement	Located throughout the SW Corridor; opportunities exist to address fish passage and capacity and will be identified when the alignment is selected.	Yes; Limited District Funding Available	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CWS-14	Cedar Creek Corridor	Local and regional trails being constructed (Tonquin Trail); potential impact on existing natural resources; opportunity for enhancing degraded corridor, including improving wildlife passage when new trail crossing built beneath highway 99. Wildlife passage improvements also recommended where Cedar Creek crosses beneath Eddy Road and Roy Rodgers Road when trail is built over road in these locations. Metro funded trail master plan; enhancement is not funded.	District will partner with Metro and City for trail; District does not have funding for this project	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CWS -15	Deek Creek and Edgewater Subdivisions	Located in King City; presently being developed; opportunity for constructing a regional stormwater treatment facility exists	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-17	Derry Dell at Walnut	This Project, in partnership with the City of Tigard, removes five exposed sewer crossings, adds 1,200 feet of sanitary sewer, and removes several manholes in the Woodard city park. Benefits include fish passage and streambank stabilization on 400-feet of Derry Dell Creek. Proposed schedule: Construction in summer of 2014.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-18	Fanno Interceptor Upgrade	Sanitary trunk upgrade that is located in the Fanno Creek Corridor, phased construction in FY2014-2018.	Yes	SHORT TERM: 0-5 years; 2012-2013	High: 5 million+	SHORT TERM: 0-5 years	X
CWS-19	Upper Tualatin Interceptor Upgrade	Sanitary trunk upgrade pending sanitary sewer model verification; located near Hwy 99W corridor	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
CWS-20	Onion Flat Trunk Sewer Upgrade	Sanitary trunk upgrade to support future industrial growth in Sherwood and Tualatin UGB; located south of Hwy 99W corridor. Opportunity to coordinate with acquisition and protection targeted by City of Sherwood in Project SH-12.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	X
WASHINGTON COUNTY							
WA-1	Wildlife corridor between Ash Creek and Red Tail Golf Course	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
WA-3	Interim Tonquin Trail	Interim Tonquin Trail to serve connectivity needs while overall trail is acquired and developed.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-4	Remove Fish Barrier	Remove unnamed culvert ODFW ID #5 on Cedar Creek. Owner is Washington County. Passable passage status. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "0.5 miles east of Elwert Rd."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-5	Remove Fish Barrier	Remove Tualatin Refuge Dam ODFW ID #6. Owner is USFWS. Barrier subtype is a permanent dam.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-6	Remove Fish Barrier	Remove unnamed culvert ODFW ID #16 on Sumner Creek. Passable passage status. Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	Tualatin River Wildlife Refuge priority
WA-7	Remove Fish Barrier	Remove unnamed barrier ODFW ID #19. Passage status unknown. Barrier type not indicated on map.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-8	Remove Fish Barrier	Remove unnamed culvert ODFW ID #23 on Ash Creek. Barrier subtype 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-9	Remove Fish Barrier	Remove unnamed culvert ODFW ID #25 on Ash Creek. Passable passage status. Barrier subtype 'full box.' Professional judgment used to evaluate culvert on SW Locust. It is 1.5m box culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-10	Remove Fish Barrier	Remove unnamed culvert ODFW ID #37 on Ash Creek. Barrier subtype 'round.' Passable passage status. Professional judgment used to evaluate culvert on SW 80th. It is 1.9m concrete, with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-11	Remove Fish Barrier	Remove unnamed culvert ODFW ID #38 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 1.5m metal, with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-12	Remove Fish Barrier	Remove unnamed culvert ODFW ID #39 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is at a private driveway and is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-13	Remove Fish Barrier	Remove unnamed culvert ODFW ID #40 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 82nd. It is 1.5m metal with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-14	Remove Fish Barrier	Remove unnamed culvert ODFW ID #41 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 82nd. It is 1.5m metal with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-15	Remove Fish Barrier	Remove unnamed culvert ODFW ID #42 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
WA-16	Remove Fish Barrier	Remove unnamed culvert ODFW ID #43 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-17	Remove Fish Barrier	Remove unnamed culvert ODFW ID #44 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-18	Remove Fish Barrier	Remove unnamed dam ODFW ID #45 on Ash Creek. Comments include, "concrete structure 'slide' to damn pond."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-19	Remove Fish Barrier	Remove unnamed culvert ODFW ID #47 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW Cedarcrest. It is 1.5m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-20	Remove Fish Barrier	Remove unnamed culvert ODFW ID #52 on Ash Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-21	Remove Fish Barrier	Remove unnamed culvert ODFW ID #53 on Ash Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-22	Remove Fish Barrier	Remove unnamed culvert ODFW ID #55 on Ash Creek. Passable passage status. Barrier subtype is 'unknown.' Professional judgment used to evaluate culvert. It is at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-23	Remove Fish Barrier	Remove unnamed culvert ODFW ID #56 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 74th. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-24	Remove Fish Barrier	Remove unnamed culvert ODFW ID #57 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 74th. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-25	Remove Fish Barrier	Remove unnamed culvert ODFW ID #61 on Ash Creek. Passable passage status. Barrier subtype is 'unknown.' Professional judgment used to evaluate culvert at an old driveway - not used anymore.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CITY OF SHERWOOD							
SH-1	Cedar Creek Trail	Provide pedestrian/bike connection	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
SH-2	Tonquin Trail	Oregon Street/Tonquin Road intersection to Roy Rodgers Road.	Yes	SHORT TERM: 0-5 years; 2013-2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
SH-3	99W culvert underpass	Provide pedestrian/bike connection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-4	Adams Park north	Acquire and develop neighborhood park	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-5	Complete the Trail System	Complete the Trail System and Connect the Community	No	Ongoing	HIGH - 5 million and up	Ongoing	
SH-7	Design and Construct a Skatepark	Acquire and develop skate park	No	LONG TERM: Beyond 15 years	LOW - Under 1/2 million	LONG TERM: Beyond 15 years	
SH-8	Bike Ped Bridge Crossing of Railroad tracks	Provide safe pedestrian/bike crossing of train tracks	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
SH-9	Town Center Plan - Open Space	Acquire and develop open space	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-10	Tannery Site	Acquire and develop	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-11	Roundabout Development	Set aside remnant land from transportation project for construction of a roundabout and a park or open space.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
Sh: 12	Chicken Creek Watershed	Acquisition opportunities for watershed protection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-13	Stella Olsen Park	Improve Amphitheater in Stella Olsen Park, wetland improvements - Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	X
SH-14	BPA and PGE Line Easements	Trail opportunities within easements of BPA and PGE for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-15	Floodplain Improvements north of Sunset Boulevard	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices. Excavate to connect isolated floodplains and to create additional floodplain areas terraces adjacent to streams. Plant the terraces with a diverse mix of site appropriate herbs, trees and shrubs. Grade the terraces to prevent fish entrapment when flood water levels decrease.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	X

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
SH-16	Chicken Creek (Elwort and Edy Intersection)	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices. Excavate to connect isolated floodplains and to create additional floodplain areas terraces adjacent to streams. Plant the terraces with a diverse mix of site appropriate herbs, trees and shrubs. Grade the terraces to prevent fish entrapment when flood water levels decrease.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	X
SH-17	Remove Fish Barrier	Remove unnamed culvert ODFW ID #1 on Cedar Creek. Passable passage status. Owner is Washington County. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Culvert is 0.4 miles west of Parrot Mt. Rd.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TUALATIN HILLS PARKS AND RECREATION DISTRICT							
TH-1	SW Community Park	This project will be the development of a brand new Community Park in THPRD's southwest quadrant. Project amenities have yet to be determined, but may include athletic fields, picnic areas, play equipment, pathways, or community gardens. More details will become available as project start-up approaches.	Yes	SHORT TERM: 0-5 years; 2012-2016	HIGH - 5 million and up; 7.5 million	SHORT TERM: 0-5 years	
TH-2	Vista Brook Park	Master planning for Vista Brook Park began in fall 2010. Renovations will include pathways, play equipment, picnic areas, basketball court upgrades, parking improvements, landscape plantings and natural area restoration.	Yes	SHORT TERM: 0-5 years; 2013	LOW - Under 1/2 million: 500000.00	SHORT TERM: 0-5 years	
TH-3	Fanno Creek Park	The Natural Resources Department will conduct extensive weed treatment and intensive tree/shrub plantings to provide shade and habitat diversity at the 20-acre Fanno Creek Park. A study site for creek and water flow improvements will also be incorporated	Yes	SHORT TERM: 0-5 years; 2013-2014	LOW- Under 1/2 million: 158000.00	SHORT TERM: 0-5 years	
TH-4	Lowami Hart Woods	The Natural Resources Department will be completing a large-scale removal of non-native weeds then replanting with native plants and/or shrubs. During this process, the Natural Resources Department will be re-routing and/or closing illegal trails. The 27.75-acre park is predominantly forested with a sloping terrain. A section of South Johnson Creek flows through the park from south to north. Tributary streams and wetlands also exist on-site. The 2001 master plan calls for trails through the natural area, with a main trail segment planned to be part of the future South Johnson Creek Community Trail. Other master plan amenities include a small parking lot with adjacent picnic areas and informational kiosk, an informal central gathering area for environmental education of small groups, and new pedestrian bridges.	Yes	SHORT TERM: 0-5 years; 2010-2015	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TH-5	Vista Brook Park	The Natural Resources Department will be enhancing the natural area by removing non-native plants. They will then replant with native trees and shrubs after the park development occurs. In order to further preserve habitats, this project will likely enhance pond edges and potentially add basking logs for wildlife.	Yes	SHORT TERM: 0-5 years; 2011-2012	LOW - Under 1/2 million: 20,600.00	SHORT TERM: 0-5 years	
TH-6	Jordan Woods Natural Area	The Park District has approved a master plan for Jordan Husen Park. The master plan is made up of two distinct parks. The Jackie Husen Park is a neighborhood park with typical amenities such as play equipment, pathways and open space areas. The Jackie Husen project is not a part of the bond program. Jordan Woods Natural Area will be funded with bond money and is a linear community trail development project. Additional paved and soft surface trails, an overlook, two bridges and boardwalk will be installed to provide for complete site access.	Yes	SHORT TERM: 0-5 years; 2009-2013	MEDIUM - 1/2 million to 5 million: 1,600,000.00	SHORT TERM: 0-5 years	
TH-6	Westside Trail - Segment no. 1 (Barrows Rd to Scholls Ferry Road)	(Barrows Rd to Scholls Ferry Road) of the Westside Trail is a 0.39-mile-long trail that will begin at the Tigard city limits at Barrows Road, connecting the east/west Summercreek Community Trail then continuing north toward Scholls Ferry Road. Along with the initial benefit of connecting multiple regional and community trails, this trail will also allow easy access for local patrons to the Murray-Scholls Town Center area.	Yes	SHORT TERM: 0-5 years; 2009-2013	MEDIUM - 1/2 million to 5 million: 4,150,000	SHORT TERM: 0-5 years	
TH-7	Westside Trail - Segment no. 4 (Galena Way to Rigert Road)	(Galena Way to Rigert Road) of the Westside Trail will connect Galena Way to Rigert Road. After completion, this segment will connect 3.32 miles of the Westside Trail.	Yes	SHORT TERM: 0-5 years; 2009-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
TH-8	Westside Trail - Segment no. 7 (Mt. Williams-Burntwood Way to Davis Road)	(Mt. Williams-Burntwood Way to Davis Road) of the Westside Trail will connect Burntwood Way to Davis Road over the Mount Williams parcel. This is a partnership project with the city of Beaverton and is a very challenging segment due to steep topography and existing natural resources (trees). Westside Trail -	Yes	SHORT TERM: 0-5 years; 2009-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
CITY OF LAKE OSWEGO							
LO-2	Surf to Turf Trail	Develop Surf to Turf Trail that is planned to connect Fanno Creek Trail and the Tonquin Trail by following the Pacific and Western Railroad alignment.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
LO-3	Create children's nature play areas	Develop areas for children's play/nature play	No	SHORT TERM: 0-5 years; 2012-2017	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
LO-4	Opportunities to be close to nature	Create opportunities to be close to nature	No	SHORT TERM: 0-5 years; 2012-2017	LOW - Under 1/2 million	SHORT TERM: 0-5 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

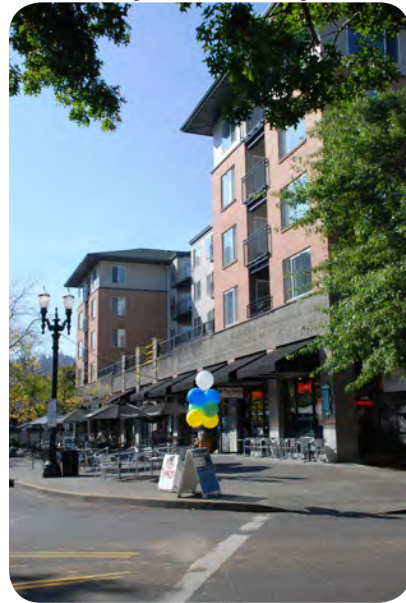
Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
LO-5	Opportunities for connectivity	Promote opportunities for connectivity	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
LO-6	Acquire park/natural resource lands	Acquire park/natural resource lands (over 30 acres)	No	Ongoing	HIGH - 5 million and up	Ongoing	
LO-7	Remove Fish Barrier	Remove unnamed culvert ODFW ID #7 on Ball Creek. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-8	Remove Fish Barrier	Remove unnamed culvert ODFW ID #8 on Ball Creek. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-9	Remove Fish Barrier	Remove unnamed culvert ODFW ID #9 on Ball Creek. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-10	Remove Fish Barrier	Remove unnamed culvert ODFW ID #10. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
OREGON DEPARTMENT OF FISH AND WILDLIFE							
ODFW -1	Protect native turtle populations	Implement OCS strategies to protect the Western Painted and Western Pond turtle that remain in planning area. Focus on breeding populations by creating Turtle Conservation Areas to provide strongholds for source populations to sustain populations into the future as development continues. Take actions that support TCA's (connectivity, acquisition, adjacent upland acquisition, safe road crossings, protections, etc.).	No	Ongoing	HIGH - 5 million and up	Ongoing	
ODFW -2	Guidelines for trails outside of habitat areas	Delineate areas where trails may not be appropriate in order to protect wildlife populations into the future while still providing trails/transportation connectivity and green space experiences.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -3	Identify valuable uplands	Identify uplands prior to development in expanding UGB that would be appropriate for a trail in order to avoid unnecessary impact to sensitive resources/wildlife. Preserving greenspace in uplands that trails can run through will get away from relying too heavily on riparian areas for trail connectivity and nature trails.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -4	Create cap for linear feet of trail	Create cap for linear feet of trail (any trail- city, parks, or Metro) per acre, per square mile, or percent of total Creek length.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -5	Support Heritage Tree Program	Create greater participation/incentive for heritage tree program at Metro level and/or City level.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
ODFW -6	Guidelines for commuter trails	Create guidelines that help identify where federally funded commuter trails (16-20 foot wide asphalt trails) are and are not appropriate for ecosystem health and function.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -7	Incentivize maintaining riparian buffer	Encroachment of buffers across city entities is a large and unenforced issue. Incentivize maintaining riparian buffer on private property.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -8	Protect properties along the Tualatin River	Prioritize acquisition/protection of properties along the Tualatin to Willamette via Rock Creek/Coffee Lake Creek Wildlife Corridor.	No	Ongoing	HIGH - 5 million and up	Ongoing	
ODFW -9	Create Oak Conservation Areas	Identify and create Oak Conservation Areas (OCS strategy habitat). Prioritize parcels 10 acres+ for protection acquisition. Incentivize oak (single tree or group) preservation on private property.	No	Ongoing	HIGH - 5 million and up	Ongoing	
TUALATIN RIVER NATIONAL WILDLIFE REFUGE							
TRNWR - 1	Additional turn-out lanes on 99W	Acceleration/deceleration lanes on HWY 99 at Refuge entry are needed, very dangerous coming to visitor's center, especially from the south.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR - 2	Restoration of Rock Creek	Restore Rock Creek to its meandering channel and improve hydrology.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR - 4	Improve Bus Access to TNWR	#12 Bus Service to Refuge is needed to maintain and expand service. There are current bus stop issues at this location. A safe crossing or dedicated stopping lane is needed with a bus shelter.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR - 5	Develop Tonquin Trail and 99W to TNWR	Develop biking and walking access to TNWR along 99W from Tualatin.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TRNWR - 6	Improve wildlife passage across 99W	Improve wildlife passage from properties across 99W including Onion Flats to TNWR.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TUALATIN RIVERKEEPERS							
TRV - 1	Implement Washington Square Regional Center Plan	Ensure livability and environmental goals of Washington Square Regional Center Plan	No		HIGH - 5 million and up	Policy	
TRV - 2	Separation of bikes and cars	Separation of bikes and cars is needed and consider shallow drainages that separate vehicle types	No		HIGH - 5 million and up	Policy	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Trails, Natural Resources Projects -7/15/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TRV - 3	Natural Resource acquisition in Corridor	Have the City of Tigard consider buying natural resources and then selling the developable portions	No		HIGH - 5 million and up	Policy	
TRV - 4	SW 80th Additional bike path and sidewalks	SW 80th extending from Oelson Road on to the north needs to be connected to HWY 99 by bike path as well as sidewalk system	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 5	Restoration of South Fork Ash Creek	Full drainage length of South Fork Ash Creek extending underneath I-5 and Barbur Boulevard down to Mt. Sylvania needs to be considered and protected	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 6	Restoration of Red Rock Creek	Full drainage length of Red Rock Creek which enters Fanno Creek opposite the Tigard Library needs to be considered and protected	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 7	99W Center swale conversion	Wide center median on 99W needs to be used for stormwater quality and quantity. 99W center swale conversion for stormwater quality and quantity.	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 8	Junk Yard acquisition and restoration	on 99W adjacent to the Tualatin River National Wildlife Refuge is a junkyard that floods frequently and pollutes Rock Creek and the Tualatin River.	No			Policy	
TRV - 9	Improve Fanno Creek bridge crossings	Bridge crossings need to be expanded to allow for creek meander, provide safe wildlife passages and adequate room for pedestrian and bike trails.	No		HIGH - 5 million and up	Policy	
TRV - 10	Removal of watershed barriers	Removal of small dams in the SW Corridor would improve water quality and fish habitat and be supportive of the goals of the Tualatin Basin Healthy Streams plan. Examples of these dams are at Summerlake Park and Murray Hill Shopping Center on Murray Blvd.	No		HIGH - 5 million and up	Policy	
TRV - 11	Improve Stormwater Quality	There are a lot of huge parking lots in the SW Corridor including Washington Square, the Tigard Triangle and big box retailers in Sherwood. We should use this planning opportunity to eliminate runoff from these parking lots (and the large roofs they serve) with pervious pavement, parking lot trees, bioswales, ecoroofs.	No		HIGH - 5 million and up	Policy	
TRV - 12	Pedestrian Crossing /Sky Bridge over 99W	Bus access to the Tualatin River National Wildlife Refuge is good outbound but not inbound. A sky bridge or tunnel across 99W would provide Tri-Met riders a safe way to get back to Portland from the refuge. The crossing of 99W at Durham Road is unsafe. Several pedestrians have been killed here. We need a pedestrian bridge or a tunnel. Tonquin Trail crossings of 99W and Tualatin-Sherwood Road should be made with safety in mind (skybridges).	No		HIGH - 5 million and up	Policy	
TUALATIN RIVER WATERSHED COUNCIL							
TUWC- 1	Remove stream barriers to endemic species	Remove barriers such as dams and culverts and/or mitigate their impacts to endemic species. Prioritize Tualatin River, Scoggins Creek Basin, Dairy-McKay Basins, Gales Creek Basin, upper Rock Creek Basin, Chiscken and Cedar Creek sub-basins, Jaquith and McFee sub-basins. Beginning with those areas positioned downstream.	No		HIGH - 5 million and up	Policy	
TUWC- 2	Remove stream barriers to Cutthroat Trout	Remove barriers such as dams and culverts and/or mitigate their impacts to cut throat trout species. Prioritize Bronson, Willow, Cedar Mill, Wapato, Ayers, Hill Christensen, Burris, Fanno, and Davis sub-basins, beginning with those areas positioned downstream in relation to the 14 sub-watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 3	Improve hydrologic conditions	Geographic priorities: Tualatin River main stem and all sub-basins. Improve hydrologic conditions: Ensure adequate water flow to meet endemic fish needs	No		HIGH - 5 million and up	Policy	
TUWC- 4	Improve hydrologic conditions	Geographic priorities: Tualatin River main stem and all sub-basins. Improve hydrologic conditions: Manage peak flows and storm water in urbanized areas.	No		HIGH - 5 million and up	Policy	
TUWC- 5	Improve riparian conditions	Improve geomorphic conditions: increase bank stability, increase sinuosity (remove channel straightening), decrease channel entrenchment/increase flood plain connectivity. Prioritize in low to mid gradient areas.	No		HIGH - 5 million and up	Policy	
TUWC- 6	Restore riparian conditions	Manage invasive species to gain increase in native plant community diversity, expand stream cover, and increase woody debris. Prioritize project sites that affect longer stretches and on both sides of the stream, and achieve larger riparian zones in proportion to stream size.	No		HIGH - 5 million and up	Policy	
TUWC- 7	Improve Water Quality	Implement strategies to improve water quality in the Tualatin River. The DEQ lists the Tualatin River as 'water quality limited' due to its higher temperature (low flows and lack of riparian shade), dissolved oxygen (oxygen consuming substances that end up in the sediment), and presence of bacteria.	No		HIGH - 5 million and up	Policy	
TUWC- 8	Restore wetlands and floodplains	Preserve, restore, and enhance wetlands and floodplains, including emergent wetlands in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 9	Preserve intact upland areas	Preserve intact upland areas such as oak woodlands, prairie and oak savannas in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 10	Remove invasive species	Priority removal of invasive species in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 11	Prioritize connectivity of uplands	Prioritize connectivity of uplands to support wildlife corridors in all areas of the Tualatin River watershed.	No		HIGH - 5 million and up	Policy	




GREAT PLACES
SW Corridor Plan

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

Steering committee recommendation | Attachment B
Regulatory framework and financial incentives toolkit

July 22, 2013

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REGULATORY FRAMEWORK TOOLKIT

Toolkit: Regulatory framework that sets the stage

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the Southwest corridor. High capacity transit has the potential to catalyze adjacent land uses and help achieve this vision. This will work best if transit-supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies will support the land use vision now and help the community to achieve desired goals over time.

There are a number of regulatory tools and strategies that can help foster transit ready communities. There is not a one size fits all approach to the regulatory framework for the entire corridor. Rather, regulatory tools are specific to their context and the land use that is envisioned and tools must be tailored to address the needs of a given area and put in place tools that reflect local development goals. In an effort to better understand these nuances, a *pro forma*-based project example approach was taken in three different places (Capitol Hill Portland, Tigard Triangle and Downtown Tualatin) throughout the corridor that had similar goals. In these *pro forma* project examples, a prototype building was developed that reflects community goals based on local land use plans and then tested against the existing regulatory framework. Using this approach, regulatory issues specific to an area can be identified and an understanding of the market feasibility is provided to determine if financial incentive tools (described in the next section) could be used to help support new development forms in the corridor.

This toolkit describes key transit supportive policies and regulatory tools and offers some possible examples of their application in the Southwest corridor. Information is included to illustrate how the changes can raise the development potential within the corridor. Described in more detail below, the policies that are recommended for further action by local partners include the following:

- zoning code changes
 - examining density maximums and building height
 - non-compliant use provision
 - stepbacks
 - commercial corridor assessment
- parking requirements and parking management
 - trip generation reductions
 - responsive parking ratios
 - shared parking
 - unbundling parking
- design code changes
 - layered landscapes and active open space
 - ground floor active use provisions.

ZONING CODE

► Density maximums and building height

WHAT

Local jurisdictions often focus on height limits and density maximums when trying to identify the appropriate level of development for a mixed-use district. Often, more suburban development styles dictate a limit on the height of buildings to ensure compatibility with existing residential neighborhoods. As a result, local building codes often limit both building height and ceiling height of multistory, mixed-use buildings without a clear understanding of the design needs of these buildings.

WHY

Building height and ceiling height must be linked to work properly. If one of the two is not calculated for a mixed-use development type, a developer will be unable to accommodate both storefront and living area designs. This problem can stifle development or cause developers to underutilize properties in downtowns, main streets and mixed-use corridors.

HOW

To ensure that density and height restrictions truly support mixed-use development, a local jurisdiction would assess the zoning code and ensure it does not contain ceiling height and building height restrictions that preclude a mixed-use design type. Additionally, the jurisdiction would determine whether density maximums are possible at the required building height maximum for the zone. If conflicts occur, the jurisdiction would then take steps to correct one or both of the requirements to support the desired development type in the zone.



REGULATORY FRAMEWORK TOOLKIT

ZONING CODE

► Non-conforming use provision

WHAT

In downtowns, main streets and mixed-use corridors, a non-conforming use provision can attract redevelopment on a smaller, site-specific scale. These code provisions allow a property with an existing auto-oriented use that would no longer be permitted in a zone to be continued if the property is redeveloped in exchange for increased density, a greater mix of uses, and higher design standards. This increased flexibility in a code can affect a developer's decision to approach a specific site. In many cases, the redevelopment and design of the site may turn out to be even more important than the allowed uses.

WHY

Auto-oriented land use areas along the corridor may find this code change helpful to incent local redevelopment projects that would otherwise be limited in scope.

HOW

A local jurisdiction would examine their development code and determine the best locations to apply a non-conforming use provision. The policy could be targeted in areas where the city wishes to see redevelopment occur. This approach can be implemented in base zones, plan districts or overlay zones.

► Stepbacks

WHAT

A specific design feature of zoning codes can allow buildings to step back upper stories from the street, thus lowering the scale of the development on the street front while allowing for higher densities on the project. In these cases, additional height and density may be allowed even as the stepbacks create a slenderizing effect. Stepbacks may be used in combination with height limits to ease the transition between adjacent higher- and lower-density developments. Often, stepbacks are used to bridge different development types in abutting districts.



WHY

Numerous developments along the corridor could benefit from this particular application, especially where they are adjacent to single-family neighborhoods. To alleviate the possible negative effect of high density development on a nearby neighborhood, stepback provisions allow for a smoother transition on the street frontage and development that is more attractive to nearby neighbors.

HOW

A local jurisdiction would examine their land use plans and determine the best locations for the application of stepback requirements. The focus should be on areas where new development is directly adjacent to single-family neighborhoods or other sensitive land uses. Stepbacks can be implemented through existing design standards in particular plan districts or overlay zones.

REGULATORY FRAMEWORK TOOLKIT

ZONING CODE

► Commercial corridor assessment

WHAT

To better position the Barbur/99W corridor for future redevelopment, the corridor must be re-evaluated to determine the form that is most likely to attract investment. For properties within the corridor, revitalization will likely require a restructuring of land use and development patterns around nodes of commercial activity. A change from auto-oriented to multimodal transportation through and near the corridor can help guide and focus redevelopment within these nodes, which in turn will enhance mobility through the corridor. This land use pattern and the street design should be planned together, reinforce each other and promote multimodal access. A change in commercial/retail corridor alignment will not be easy, but is likely necessary to attract activity and development into designated commercial nodes.

WHY

Dissatisfaction with the Barbur/99W commercial strip has become increasingly common. Issues often arise around its poor design and continued traffic congestion, which hurts businesses along the corridor. Pedestrians and bicyclists want the corridor to be safer and more appealing. The corridor's extensive parking lots and paved surfaces, long distances between stores, poor connectivity among businesses and neighborhoods, and low-efficiency land uses all discourage walking, bicycling and transit use. They generate multiple single-purpose vehicle trips, increase use of and dependence on fossil fuels and contribute to air pollution, increased stormwater runoff and depletion of water resources and wildlife habitat. In its current form, the Barbur/99W corridor has no strong development focus, creating more competition between jurisdictions instead of rewarding cooperation.

HOW

The four jurisdictions that comprise the bulk of the commercial corridor along Barbur/99W should collaborate on a multi-jurisdictional effort to re-examine commercial/retail uses and identify the optimal location for a focus on nodal, retail development. The study would attempt to determine the best locations for different intensities of commercial uses and, consequently, identify locations best suited for land use changes that would focus on new housing and employment opportunities between identified commercial/retail nodes.

PARKING

► Trip generation reductions

WHAT

Local governments typically use the Institute of Transportation Engineers (ITE) Trip Generation Handbook to evaluate the transportation impacts of development projects and to calculate Transportation System Development Charges (TSDCs). However, since the rates in the ITE Trip Generation Handbook are focused on single-use, vehicle-oriented suburban sites, local rates should be established for sites with pedestrian access, transit service and limited or paid parking. To develop the transit-supportive land uses envisioned for the Southwest corridor, local jurisdictions will likely need lower trip generation assumptions. Trip generation reductions support people-oriented design attracting more activity and amenities to the area. As a result, development projects can increase lot coverage, accessibility and active uses and become financially feasible due to lower parking and TSDC costs.

WHY

In this region, actual trip generation along corridors and in centers outside of the central city is 50 to 70 percent below ITE trip generation rates. Suburban corridors in the region experience a non-auto mode share ranging from 15 to 45 percent. With additional transit-oriented development, these locations will likely see this range shift to 30 to 70 percent non-auto based trips in these places. Such a shift would be consistent with similar corridors in the metro region. These levels of non-auto mode reflect the Southwest Corridor Land Use Vision and should be what the corridor plans for. Trip generation rates consistent with ITE can require that as much as 50 to 75 percent of a site to be dedicated to parking. In addition to being a non-income generating use, higher parking levels can trigger additional auto capacity without addressing the needs of pedestrians, bicyclists and businesses. Reducing trip generation rates can reduce parking costs from 10 percent to less than 1 percent of total project costs, and TSDC fees can be scaled back based on project form and land use, reducing them to only 1 to 2 percent of total project costs.

HOW

To adjust ITE trip generation rates consistent with the envisioned built environment, local jurisdictions can use the model created in the Oregon Transportation Research and Education Consortium's contextual influences on trip generation study. The rate adjustment utilizes Metro's Context Tool, which considers the number of transit corridors, people density, the number of high-frequency transit routes, lot coverage, bike facilities and intersection density. By using built measures or the Context Tool, trip generation rates can be matched to the local context and the vision for growth in that location. Cities and counties would adopt this adjustment factor for calculating trip generation and amend capital improvement plans to reflect these adjustments in the project list as well as the TSDC rates.



REGULATORY FRAMEWORK TOOLKIT

PARKING

► Responsive parking ratios

WHAT

Existing parking ratios do not necessarily support the transportation and land uses envisioned in the Southwest Corridor Land Use Vision. In order to support a high capacity transit investment, parking ratios along the corridor and in key places should be adjusted. The best approach to catalyze development is to adopt parking ratios that respond, or change, based on existing performance in the area. Performance typically is measured by the existing inventory of parking spaces, peak hour occupancies and other elements of the current and planned for built environment. A good benchmark is 85 percent occupancy during peak hour occupancies. As the market, form and utilization change, so do the parking ratios.



WHY

Given the high cost of parking to developers and end users and the negative impact to pedestrian-oriented design, existing parking ratios do not support the transit-oriented vision for the Southwest corridor. A number of recent parking studies in the region's centers have also shown an excess supply of parking with utilization rates well below 85 percent. By providing parking at levels appropriate for multimodal areas, local jurisdictions can reduce the cost of development and support transit-oriented design, an attractive streetscape, and increased amenities in the corridor. In the project examples, existing parking ratios called for 50 to 60 percent of a parcel to be dedicated to parking. With ratios more reflective of transit-oriented form and travel behavior, this was reduced to 30 percent or less, providing additional space for local amenities such as storefronts and pocket parks.

HOW

First, it is important to understand the current supply of parking in these areas by taking an inventory of parking spaces in the district and the utilization rate of those spaces. The local jurisdiction should then adopt a parking district with appropriate parking management strategies (shared parking, unbundling, pricing, etc.) to use the parking supply most efficiently. Simultaneously, the municipality would adopt a set of parking ratios that respond to specific supply, occupancy and built environment performance measures. As performance in the district fluctuates, a new ratio is triggered. Since parking is managed at the district level, it is best to provide one ratio set for residential uses and another for non-residential uses.

► Unbundled parking

WHAT

In transit served communities, parking can be “unbundled,” or sold/leased separately, from residential and retail units. Developers provide what the market will support. Typically, early projects do not provide much parking, because there is already an abundance of unused parking supply that can be leased nearby and the cost of providing parking is too high to result in a feasible project. As a market develops, parking supply gets tighter and projects become more profitable, developers can capture a premium from pricing parking separately from the residential units and storefronts. In turn, residents and retailers determine how much parking they need and what they are willing to pay. As a result, unbundling parking is more responsive to local demand. Extra supply unused by residents can be leased to surrounding businesses, reducing the overall number of parking spaces a project must provide.



WHY

This is a beneficial parking strategy for areas transitioning to a more transit-oriented form, as it is linked to parking supply and demand as well as what the market can build. It is a policy that enables more housing choices, especially at lower price points for young families and those on a fixed income. This type of project has attracted significant interest from buyers who do not need parking spots and people wanting to live in a transit-oriented development. In one of the project examples, unbundling parking would result in a \$6 to \$12 thousand decrease in cost – and therefore price – per unit. For units without parking, TSDC discounts for lower transportation system impacts would further reduce unit costs by a total of \$13 to \$19 thousand.

HOW

In transit station areas and key places along the Southwest corridor, local jurisdictions should enable unbundled parking. The option of unbundling parking would be adopted into the city's parking standards in the zoning code for these specific areas. Unbundling could be allowed by right in areas adjacent to the corridor and station areas. In areas with a tight supply of parking, it can also be allowed as a condition of approval or for a percentage of the units or square footage (greater than half), providing flexibility and market relevance while ensuring that at least some parking is provided on site.

REGULATORY FRAMEWORK TOOLKIT

PARKING

► Shared parking

WHAT

Shared parking is a parking strategy whereby parking spaces are shared by more than one user, which allows parking facilities to be utilized more efficiently. Shared parking takes advantage of the fact that most parking spaces are only used part time by a particular automobile, with many parking facilities having a significant number of unused spaces that follow predictable daily, weekly and annual cycles.



WHY

Shared parking can reduce parking facility costs (including aesthetic and environmental impacts), allow greater flexibility in facility location and site design, and encourage more efficient land use.

HOW

The option of shared parking should be provided in city code, by right in designated areas or as a condition of approval on specific development projects. Typically, this would require that arrangements be made between individual facility developers and managers participating in the shared parking effort.

DESIGN CODE

► Ground floor active-use provisions

WHAT

Requiring retail ground floor uses in mixed-use buildings can discourage near-term development in areas where the market does not yet support such uses. One way address this market gap is to allow interim storefront uses, while also requiring that ground floor spaces be designed to support retail or commercial uses once the market is ready for them. Codes that recognize the realities of a specific market and identify provisions to support a long-term vision for an area or district are important when a community is trying to activate land uses.



WHY

Ground floor active-use provisions allow a developer to create good “bones” in a development that can later be utilized for the uses ultimately envisioned by the local jurisdiction. They allow for some type of use (often of a lower intensity) to exist in the space in the interim, helping to provide street-level activity. Over time, as rents increase in an area, non-retail uses are replaced, either moving a floor or moving to the periphery of the district.

HOW

A local jurisdiction should address this particular provision in mixed-use districts that require ground floor commercial/retail uses. The provisions in the code should continue to require the specific ceiling heights, footprint requirements and depth needs that standard commercial/retail uses require, but allow for non-retail uses to temporarily occupy the space.

► Layered landscapes and active open spaces

WHAT

Layered landscapes attempt to replicate the natural environment, integrating multiple levels or layers of native species of plants.



The resulting landscape can differ from project to project but will consist of some combination of the following: ground surfaces, such as dirt paths, bioswales and pervious pavers; habitat at the human level, including shrubs, flowers, wetlands or green walls; and a habitat canopy, using multiple layers of trees as well as green roofs. Layered landscapes help produce aesthetically pleasing open spaces that also serve to filter and absorb on-site stormwater runoff.

WHY

Each layer counts toward habitat and open space requirements, allowing businesses and communities to maximize the use of a property and mitigate development impacts within smaller spaces. Layered landscapes often require less maintenance and operating costs. More traditional forms of landscaping requirements ask for a percentage of the property to be set aside, which raises costs and does not necessarily result in more sustainable, low-impact development.

HOW

Jurisdictions would amend their code to move away from mandated percentages of open space on a development site and focus instead on performance of the natural landscape features. This can be done by implementing a flexible menu of design standards that allow different features to be assigned a point value and mixed together for ecological effectiveness rather than total square feet of coverage.

FINANCIAL INCENTIVES TOOLKIT

Toolkit: Financial incentives that set the stage

In addition to regulatory and policy changes, the public sector can use a variety of financial incentives to help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible today and what is desired by the community. In many cases, the community's vision is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to making the community vision a reality. Direct financial incentives for key catalytic projects offer a "proof of concept" – and through strategic investment in such projects, can lead to increased value in the market. Eventually, this can allow for private investment without public support.

Current market conditions in the Southwest corridor do not necessarily support the development forms envisioned by the local communities. This is especially true in areas that would like to see more walkable, attractive and business-friendly neighborhoods than exist today. This section highlights key financial tools available to public sector partners to leverage investment and new development in Southwest corridor locations. The project examples illustrate how these incentives can help fill the financial gap and achieve the desired development outcomes in the corridor. Described in more detail below, these tools are recommended for consideration by public sector partners in areas of change throughout the Southwest corridor:

- Transit Oriented Tax Exemption (TOTE)
- Vertical Housing Program
- brownfield cleanup
- System Development Charges strategies
- urban renewal
- Transit Oriented Development Program
- land acquisition and banking.

► Transit-Oriented Tax Exemption

WHAT

The Transit-Oriented Tax Exemption (TOTE) encourages the construction of transit-supportive, multiple-unit housing in corridors and centers in order to shift the balance between the residential and commercial nature of those areas. It seeks to encourage creation of places where people can both live and work. The TOTE reduces operating costs through a 10-year, 100 percent property tax exemption on the value of an improvement. Immediate relief from a significant tax increase makes it more feasible for developers to provide the amenities, form and high-quality design of the development envisioned in these areas.

WHY

Using the TOTE in the Southwest corridor could have significant impacts on the feasibility of high-quality, transit-oriented projects. Catalytic projects, by their nature, generally occur in areas where the market is marginal. Public sector assistance is needed to overcome significant gaps in financial feasibility. The public's portion can often be as high as 20 to 25 percent of total development costs. The TOTE can cover half or more of that share without requiring any upfront cash from the public sector. In the Southwest corridor, project examples suggest that the TOTE could reduce costs to the developer by 10 to 15 percent of the total development cost, and as a result, bring more housing, jobs and transit-oriented design to the corridor. In one example, the TOTE was combined with impact fee reductions and a land value write-down, and together this package made the project feasible without requiring a cash investment from the city.

HOW

A local jurisdiction designs their own TOTE program, local application and approval criteria consistent with criteria set forth by the state, which emphasizes development of multi-unit housing accessible to a broad range of residents on underutilized sites in light rail station areas, transit-oriented and core areas. The city or county adopts, by resolution or ordinance, through a public process, the provisions of ORS 307.600-637 and a designated TOTE area. The City of Portland has an established TOTE program, so development in that portion of the corridor only requires an application demonstrating how the project meets the city's program criteria.

FINANCIAL INCENTIVES TOOLKIT

► Vertical Housing Program

WHAT

In transit-oriented areas, light rail station areas and urban centers, the Vertical Housing Program can reduce costs at the front end of a developer's investment through a temporary (10-year) abatement relief for on-site improvements. With immediate relief from a significant tax increase, developers can invest additional funds in projects that often have higher initial costs. This tax abatement opportunity is available for multistory, mixed-use development projects (construction or rehabilitation) that include residential units. The rate of the 10-year abatement ranges from 20 to 80 percent of improvement value depending on the number of floors of housing in the project. By providing affordable housing units, the developer may also qualify to receive a partial property tax exemption on the land value.

WHY

As a partial tax abatement, the VHP provides a smaller reduction of costs to a project than the Transit-Oriented Tax Exemption (TOTE). However, it is easier to implement and requires fewer resources to manage than the TOTE, and it can still have a significant impact on the feasibility of mixed-use housing projects along a transit corridor. Project examples from the Southwest corridor showed that the vertical housing tax abatement covered 6 to 8 percent of total development costs, which for one project covered 70 percent of the gap in financial feasibility. By foregoing initial years of tax revenue, local jurisdictions can solidify additional housing opportunities in transit rich areas without needing to spend upfront cash on the project. In doing so, they will also attract additional development projects and tax revenue to the area, generating return even during the years of the abatement.

HOW

A local jurisdiction or combination of jurisdictions applies to the state for designation of a Vertical Housing Development Zone. Once the zone is in place, mixed-use residential development projects located within the approved zone are eligible for the tax abatement. Developers follow all local development standards and codes, and file an additional application with the state for the tax abatement. Once the development market is strong and incentives are no longer needed, the local jurisdiction files a request with the state to discontinue the zone.

► Brownfield cleanup

WHAT

Environmental contamination from historic uses impacts multiple Southwest corridor locations, leaving these places underutilized and undervalued. Used strategically by a local government, state and federal brownfield cleanup funds can stimulate the market and return these sites to productive use. Public grants and financing options can help cover expenses before project financing is available to developers. Interim public ownership and cleanup, particularly when negotiated through a Prospective Purchaser Agreement with Oregon DEQ, limits liability risks for future owners and prepares shovel-ready sites. Local development incentives prioritize investment and make development easier on these sites. Cities can apply all of these tools to remove brownfield-related obstacles and enable the private sector to develop these sites and return them to productive use.

WHY

Cleanup costs range from \$50 to \$500 thousand per acre, which can preclude redevelopment in areas with weak or average market conditions. With land being one of the most valuable assets to a local government, the opportunities lost (housing, jobs, tax revenue) on brownfields are far greater than the investment needed by the public sector to revitalize these sites. The project examples in the Southwest corridor included a brownfield with \$300 thousand in assessment and cleanup costs. While possibly prohibitive to a developer, this represents only 1.8 percent of the total development costs for a project designed consistent with the vision. A relatively small public investment here would lead to significant potential return. Without the investment, the city would lose the people, jobs and amenities it would have brought to the area. By making the project happen, the city also experiences a radiating effect on property values, improving market conditions throughout the district and attracting additional development.

HOW

Local jurisdictions can waive fees and expedite the permitting and review process for projects on brownfield sites. Local jurisdictions can also qualify for federal and state environmental assessment and cleanup funds for contaminated, underutilized sites. The first step is to explore the different funding options with the Oregon Brownfields Program and an EPA Brownfields Program officer as well as potential ownership and liability protections with Oregon DEQ.

FINANCIAL INCENTIVES TOOLKIT

► System Development Charges

WHAT

System Development Charges (SDCs) are collected to pay for infrastructure needs associated with growth. These fees can be reduced in dense, mixed-use neighborhoods to reflect the reduced impacts of sustainable development patterns. Similarly, if a developer constructs public improvements, such as street improvements or a new park to serve the surrounding community, then local jurisdictions can provide credits reducing the developer's overall SDC liability. By reducing or eliminating SDCs, which can be particularly high for projects with multiple-unit housing, funds are freed up at the front end of development to provide affordable units and the type of development envisioned along the corridor.

WHY

In the Southwest corridor project examples, SDCs accounted for 3 to 5 percent of total development costs. Reducing these fees does not require a cash investment, and research has shown that these development types can reduce impact to the transportation and water systems – so lower fees are appropriate.

HOW

Local jurisdictions can ensure that transit-supportive infrastructure projects, including station connections and parking garages, are incorporated into infrastructure project lists so that new growth pays for all kinds of infrastructure needed to serve the area's new residents. At the same time, cities and counties can reduce SDC fees in dense mixed-use areas and for projects providing lower parking ratios. Local data confirms national findings that vehicle trip rates decrease as neighborhood types become more urban. In the metro region, businesses located along corridors and in neighborhood centers find as much as 50 to 70 percent of their customers arriving by transit, walking or biking. Local jurisdictions can use the model in the Oregon Transportation Research and Education Consortium's contextual influences on trip generation study to adjust trip generation rates accordingly.

► Urban renewal

WHAT

Urban renewal serves as a strong financial incentive to stimulate investment in targeted areas by borrowing against the projected increase in property values in those areas. Using this Tax Increment Financing (TIF) gives areas with weak markets access to a substantial source of equity for capital improvements. This can make development projects financially viable while kick-starting private investments. An area lacking adequate infrastructure or needing capacity improvements can establish an Urban Renewal Area to make public realm improvements and invest in underutilized properties.

WHY

Urban renewal can be critical to revitalizing main streets, downtowns and mixed-use corridors such as Old Town Sherwood and Tualatin Commons. Long-term public financing can leverage private investment for downtown redevelopment, affordable housing and economic development projects. Local jurisdictions can use low-interest loans or sell land at "fair reuse value" to lower redevelopment costs and stimulate activity in these areas. Public realm improvements (infrastructure, streetscape, open spaces, civic buildings, façade enhancements) made through the use of TIF also help by increasing the desirability and value of the area, raising market rents and attracting new construction. In Old Town Sherwood, for example, over \$35 million was generated and spent on a number of improvement projects, including the cleanup of a large and difficult brownfield site.

HOW

Municipalities establish an urban renewal area and adopt an urban renewal plan through a public process. An urban renewal agency, consisting of the governing body or an independent organization, then manages the projects, provisions and expenditures outlined in the urban renewal plan. It is important to work with local taxing districts from the beginning of the process to help prevent or reduce opposition to the plan. Communities should also consider affordable housing policies to address possible gentrification and displacement issues, since the purpose of urban renewal areas is to increase investment and value in these places.

FINANCIAL INCENTIVES TOOLKIT

► Transit-oriented development program

WHAT

The Metro Transit-Oriented Development Program contributes directly to the construction of projects that are not currently feasible under



current market conditions. This is achieved through some combination of direct capital investment, development easements or land value write-downs. Through active engagement in the design and construction of real projects, the program can help identify and remove obstacles to the creation of transit villages, main streets and mixed-used urban centers.

WHY

Focusing housing and employment near transit is one of the most effective ways to reduce regional road congestion, improve air quality and increase transit ridership. Car trips are less frequent in centers with a balance of jobs, housing and urban amenities. Focusing development in existing urban areas uses land more efficiently, reduces the need for costly new public facilities and prevents unnecessary conversion of farmland and natural areas to urban use.

HOW

A developer with site control may contact Metro directly to determine funding eligibility for compact and mixed-use transit-oriented development projects that would not be feasible without public participation. Local jurisdictions are encouraged to engage with developers and point them in the direction of the Metro Transit-Oriented Development Program if their projects meet program standards.

► Land acquisition and banking

WHAT

Communities will often acquire properties in an effort to influence the land development process. Additionally, some cities operate a land banking program, which is the holding and management of properties for strategic investment over a period of time. Cities may leverage their ownership to influence a development project or use other properties as bargaining chips in property exchanges with interested developers. Land banking can be used to influence all development types, from employment and retail to new housing and mixed-use projects.

WHY

The acquisition of properties allows cities to be active participants in the development process, giving them the leverage to guide the process toward a desired outcome. Often, properties are scattered and owned by multiple parties. Since working with multiple ownership parties and a large geographic area lead to a lack of redevelopment focus, this can make large-scale redevelopment difficult. By acquiring and banking property, a city can aggregate disparate parcels and streamline the development process with a private developer.

HOW

A local jurisdiction would formalize a land acquisition and/or banking program for the purpose of influencing development. Most programs establish an independent entity with clear control over the land banking process. Direct government control is possible, but an independent agency often has more flexibility and leverage in any future redevelopment opportunities. Traditionally, land banking programs focus on tax foreclosure properties, but they may also explore voluntary donation or purchase on the open market.

More information about these development strategies

Metro's Community Investment Toolkit
www.oregonmetro.gov/communityinvestment

Vertical Housing Program

Oregon Housing and Community Services
www.oregon.gov/OHCS/Pages/HFS_Vertical_Housing_Program.aspx

Brownfield cleanup

Oregon Brownfields Program
www.oregon4biz.com/Business-financing-resources/Oregon-Finance-Programs/Brownfields-Redevelopment-Fund/

Oregon DEQ Prospective Purchaser Agreement
www.deq.state.or.us/lq/cu/ppa.htm

EPA Oregon Office
www2.epa.gov/aboutepa/epa-oregon

Metro's Brownfield Recycling Program
www.oregonmetro.gov/brownfields

Transit Oriented Tax Exemption

ORS Chapter 307.600-637
www.leg.state.or.us/ors/307.html

Trip generation reductions and System Development Charges

Contextual Influences on Trip Generation
www.otrec.us/project/407

Urban renewal

The Association of Oregon Redevelopment Authorities
www.orurbanrenewal.org/

ORS Chapter 457
www.leg.state.or.us/ors/457.html

Metro's Transit-Oriented Development Program

www.oregonmetro.gov/tod

Land banking

www.thelandbank.org

TO: Sherwood City Council

FROM: Brad Kilby, Planning Manager

Through: Joseph Gall City Manager and Julia Hajduk, Community Development Director

SUBJECT: Resolution 2013-048, Annexation of 97.5 acres in the Brookman Area

Summary:

The attached resolution will call for an election and approve a Ballot Title and Explanatory Statement for a potential annexation of 97.5 acres in the Brookman Concept Plan area (Area 54-55). There are two annexation methods used by the City: owner-initiated annexation and City-initiated annexation. In this case, The Holt Group, Inc., on behalf of the owners of 12 tax parcels within the area, initiated the annexation authorized by ORS 222.170, the Triple Majority Method (the majority of the owners, the majority of the area, and the majority of the assessed value). Since all annexations must be approved by the City of Sherwood voters, the Council needs to vote whether to place the issue on the upcoming November ballot. If the Council approves this resolution, the item will be placed on the ballot for the November 5, 2013 election.

Previous Council Actions:

N/A

Background/Problem Discussion:

The City of Sherwood approved the concept plan for the Brookman Plan area in 2009 via Ordinance 2009-004. The area remains in Washington County and under County jurisdiction until annexation. Development to the urban densities identified in the concept plan cannot occur until annexation. If the annexation is successful, additional land will be added to the City for the purposes of residential development.

Alternatives:

The City Council could choose not to approve the resolution, thereby eliminating the possibility of a November 2013 vote on the annexation. The next possible election date would be March 2014 with a special election.

Financial Implications:

There are upfront and staff costs associated with processing an annexation. Under property-owner initiated annexations, the property owner pays 100% of costs associated with the annexation, including staff time. The landowners have paid a deposit of \$7,500 to initiate this annexation. This cost includes staff time, filing fees, mailings, ballot costs, notice costs and professional services for the review of the applicant's submitted items.

Recommendation and Proposed Motion:

City Staff recommends that the City Council adopt the attached resolution calling for an election and approving a Ballot Title and Explanatory Statement for the proposed annexation.

Signed:


Brad Kilby AICP, Planning Manager

Proposal:

I. BACKGROUND

- A. Applicant: **The Holt Group, Inc.**
2601 NE 163rd Court
Vancouver, WA 98687
- B. Location: South of the existing Sherwood City limits, generally north of Brookman Road, east of Pacific Highway and west of Ladd Hill. A map of the project area is attached as Exhibit B and a list of tax lots, owners, and assessed values within the area to be annexed is included as Exhibit E.
- C. Review Type: An annexation is a legislative decision by the City Council and the City Charter requires a vote on annexation if approved by the City Council.
- D. Public Notice and Hearing: Notice of the August 20, 2013 City Council hearing on the proposed annexation was provided to affected agencies and service providers, posted in five public locations around town, posted in two locations in the subject vicinity, and mailed to all property owners within the area to be annexed on July 30, 2013. Notice of the hearing was published in The Times on August 8th and August 15th, 2013.
- E. Review Criteria: While the Oregon Revised Statutes (ORS 222) guide the process for annexations, there are no specific criteria for deciding city boundary changes within the statutes. Metro, the regional government for this area, has legislative authority to provide criteria for reviewing (Metro Code 3.09). In addition, the City of Sherwood Comprehensive Plan Growth Management policies for urbanization are applicable and are addressed within this report.
- F. Legislative history: The area was brought into the Sherwood Urban Growth Boundary in 2002 via Metro Ordinance 02-0969B to provide for needed residential land. The entire Brookman area is comprised of 66 tax lots and approximately 258 acres. The area was concept planned between 2007-2009. In June 2009, via Ordinance 2009-004 the City approved the concept plan and associated implementing comprehensive plan and map amendments.
- G. Site Characteristics: The proposed annexation area includes 12 tax lots totaling approximately 97.5 acres of land. The area is bisected by the Cedar Creek corridor. A railroad line, cuts through the northwest corner of the area proposed

to be annexed. The area proposed to be annexed is gently to moderately sloped, heavily treed, and contains protected resource areas.

II. AFFECTED AGENCY, PUBLIC NOTICE, AND PUBLIC COMMENTS

Agencies:

The following agencies: Tri-Met, NW Natural Gas, Sherwood Broadband, Bonneville Power Administration, City of Sherwood Public Works, Tualatin Valley Fire and Rescue, Sherwood School District, ODOT, Pride Disposal, Allied Waste, Waste Management, Sherwood Engineering, Kinder Morgan, Raindrops2Refuge, PGE, Washington County, Clackamas County, Metro, and Clean Water Services. No comments have been received at the time of this report.

Public:

As of the time of this staff report, no written comments have been submitted.

III. REQUIRED CRITERIA AND FINDINGS FOR ANNEXATION AND BOUNDARY CHANGE

State

Oregon revised Statute 222 authorizes and guides the process for annexations of unincorporated and adjacent areas of land into the incorporated boundary of the City. In this particular instance, the property owners of the area are petitioning the City to annex under the triple majority method as allowed by ORS 222.170. Since the City of Sherwood charter requires all annexations to be approved by the electors within the City, ORS 222.160 is applicable. ORS 222.160 states that when the annexation is put to the electors, the City shall proclaim the annexation via resolution or ordinance if it receives a majority vote. Assuming the annexation is approved by the voters, a resolution proclaiming the annexation and forwarding notification to the Secretary of State, Department of Revenue and affected agencies and districts will be prepared for Council approval.

Regional Standards

There are no specific criteria for deciding city boundary changes within the Oregon statutes. However, the Legislature has directed Metro to establish criteria, which must be used by all cities within the Metro boundary. This area is within the Urban Growth Boundary; however Metro has not extended their jurisdictional boundaries to include this area. Regardless, the City will err on the side of caution and review the annexation for compliance with the applicable Metro Code Chapter, Chapter 3.09 (Local Government Boundary Changes).

3.09.050 Hearing and Decision Requirements for Decisions Other Than Expedited Decisions

(a) The following requirements for hearings on petitions operate in addition to requirements for boundary changes in ORS Chapters 198, 221 and 222 and the reviewing entity's charter, ordinances or resolutions.

(b) Not later than 15 days prior to the date set for a hearing the reviewing entity shall make available to the public a report that addresses the criteria in subsection (d) and includes the following information:

(1) The extent to which urban services are available to serve the affected territory, including any extra territorial extensions of service;

The Brookman Area Concept Plan, developed in 2009 identifies the location and size of urban services including water, sanitary and storm sewer. The Water System Master Plan, Storm Water Master Plan and Sanitary Sewer Master Plan already include assumptions for the Brookman area and upgrades needed to serve the Brookman area are already programmed in. Therefore, while urban services are not immediately available within the Brookman area, they have been extended to locations where it is feasible for them to be extended to serve the proposed annexation area.

Water: The Water System Master Plan identifies the need for several major improvements to extend water service to the area. These projects include: the seismic upgrade to the existing reservoirs; construction of new reservoirs; installation of a pressure reducing valve; and the addition of several pipeline segments. These improvements are required to provide a “backbone” network that will serve the area. Several of these items, including a seismic upgrade of the Main Reservoir and a new 4.0 million gallon reservoir have been completed. The Southwest Sherwood Pressure Reduction Valve (PRV) station and associated piping will be constructed in the right-of-way of Old Highway 99 at the border of the 455-foot pressure zone. This connection will provide service to the western portion of the concept plan area, located in the 380- foot pressure zone. The PRV reduces the water pressure in the piping as it moves from the 455-foot pressure zone to the lower pressure, 380-foot pressure zone. This project is programmed for 2024/2025, however may be completed sooner as development occurs within the area.

Sewer: The Sanitary Sewer Master Plan identifies needed system upgrades including the extension of a 15-inch line to the southern limit of the annexation area, and a 12-inch line west and across Highway 99 to serve future development within the overall Brookman Plan area.

The City is within the Clean Water Services County Service District and is served by the Durham regional treatment plant. The territory to be annexed is not currently within the District and will require separate annexation request to CWS.

Storm Drainage. The Concept Plan and Storm Water Master Plan identify regional water quality facilities to meet the storm water needs of the area. The concept plan identifies several ideal locations for these facilities, however, they do not currently exist and it is unlikely funding will be available in the near future to provide for these facilities prior to development. Developers could construct a regional stormwater facility and create a Local Improvement District (LID) or Reimbursement District to recoup the costs. Otherwise, developments will be required to provide private on-site storm water facilities. It may also be possible to recoup some of the costs through System Development Charges (SDC) credits.

Parks and Recreation. The City of Sherwood maintains a number of developed parks and open spaces. Additionally the City maintains over 300 acres of Greenway/greenspace/natural areas. The parks and open space system is funded out of the General Fund. The City also assesses a Parks and Open Space System Development Charge on residential, commercial and industrial development.

Transportation. The proposed annexation area is within Washington County territory. A portion of the area (2 tax lots) is within the boundary of the Washington County Urban Road Maintenance District. The City may withdraw the territory from the District upon annexation. ORS 222.520 and 222.120(5). If the City declares the territory withdrawn from the District, on the effective date of the annexation the District's tax levy value will no longer apply.

Access to the area occurs via several locations including Pacific Highway, Brookman Road, Ladd Hill, Middleton Road, Old Highway 99W, Pinehurst and Timbrel. Road upgrades will be necessary with development. Transportation improvement needs were identified in the development of the concept plan and the funding plan that was adopted by Council in 2011 (Resolution 2011-072) demonstrates that these identified transportation improvements are "reasonably likely" to be funded with existing local, county, regional and state funding sources.

Fire. The territory is within the boundary of the Tualatin Valley Fire and Rescue District, which is served by Station 33 located on SW Oregon Street. Station 35 in King City and Station 34 in Tualatin are also in close proximity. This will not change with annexation.

Police. The proposed annexation area is within the Washington County Enhanced Sheriff's Patrol District (W41). The City will withdraw the territory from the District upon annexation. ORS 222.520 and 222.120(5). If the City declares the territory withdrawn from the District on the effective date of the annexation the District's tax levy will no longer apply.

Upon annexation police services will be provided by the Sherwood Police Department which provides 24-hour/day protection.

(2) Whether the proposed boundary change will result in the withdrawal of the affected territory from the legal boundary of any necessary party; and

As discussed above, all of proposed annexation properties are within the Washington County Enhanced Sherriff's Patrol District. It is expected that these areas will be withdrawn from the district upon annexation into the City.

(3) The proposed effective date of the boundary change.

Because of the City of Sherwood charter requirement that annexations be approved by the citizens of Sherwood, the annexation would not take effect until after voter approval at the November 5, 2013 election. The effective date of annexation will be finalized after the election and Council acceptance of the election results, via resolution, and filing of the approval and election results with the Secretary of State, Department of Revenue, and other affected agencies.

(c) The person or entity proposing the boundary change has the burden to demonstrate that the proposed boundary change meets the applicable criteria.

The applicant has submitted the petition application along with certified petitions and legal descriptions required to initiate the annexation request. The information that was supportive of an earlier attempt to annex the entire Brookman Road Concept Area, and this staff report demonstrate that the proposed annexation meets the applicable criteria.

(d) To approve a boundary change, the reviewing entity shall apply the criteria and consider the factors set forth in Subsections (d) and (e) of Section 3.09.045.

The criteria are evaluated immediately below

Metro Criteria § 3.09.045 (d.)

1. **Find that the change is consistent with expressly applicable provisions in:**
 - (a) **any applicable urban service agreement adopted pursuant to ORS 195.065**

Under the Washington County/Sherwood Urban Planning Area Agreement (UPAA), the City was responsible for preparing the comprehensive plan and public facilities plan within the regional urban growth boundary surrounding the City limits. In the UPAA the County agreed that the City would be responsible for comprehensive planning within the Urban Planning Area and would be responsible for the preparation, adoption and amendment of the public facility plan required by OAR 660-11 within the Urban Planning Area. The UPAA also identifies the City as the appropriate provider of local water, sanitary sewer, storm sewer and transportation facilities within the urban planning area.

FINDING: As discussed within this report, the concept plan for the area was developed consistent with the UPAA. The agreement specifies that the City of Sherwood is the appropriate urban service provider for this area and that Washington County will not oppose annexation. Therefore, the annexation is fully consistent with Washington County policies and agreements.

(b) Any applicable annexation plan adopted pursuant to ORS 195.205

This is not applicable

(c) Any applicable cooperative planning agreement adopted pursuant to ORS 195.020(2) between the affected entity and a necessary party

The City is in the Clean Water Services District and this area will need to be annexed into the CWS district. The City and CWS have cooperative agreements that will not be affected by this annexation. The territory is also in the TVF&R service district which will not change upon annexation. The proposed annexation area is within the Washington County Enhanced Sherriff Patrol District and Urban Road Maintenance District and is expected to be withdrawn upon annexation.

Both the City and Washington County will continue to honor the mutual aid agreements which ensure coverage of law enforcement regardless of the jurisdictional boundary. The area to be annexed will be withdrawn from this district as the City of Sherwood provides these services and the special district service will no longer be needed. Pursuant to the ORS, the cooperative agreements call for coordination of planning activities. As affected agencies, Washington County, CWS and TVF&R received notice of the proposed annexation and the opportunity to provide comments.

(d) Any applicable public facility plan adopted pursuant to a Statewide planning goal on public facilities and services; and

City Council reviewed and adopted the Brookman Concept Plan in June 2011. The Brookman Concept Plan incorporated the recommendations found in the City's water, sanitary sewer and storm water master plan and the Transportation System Plan. At that hearing the Council evaluated the Plan's consistency with the Comprehensive Plan and the applicable master plans and found that these were met; however, the discussions and findings in this report also demonstrate that the proposed annexation can feasibly comply with those plans.

(e) Any applicable comprehensive plan; and

Compliance with the local Comprehensive Plan is discussed further in this report under the "Local Standards" section.

2. Consider whether the boundary change would:

(a) Promote the timely, orderly and economic provision of public facilities and services;

The proposed annexation area can be served by extending existing sewer and water services that abut the City limits. Within this specific

area, two potential locations for extending sewer and water have been identified by the applicant and are considered feasible to the City Engineer provided that improvements and upgrades to the system are provided by future development in the area. Franchise utilities and road access are already provided by both Washington County and the respective utility service provider. Upgrades to these utilities will be studied, and if needed, required to be paid for by development. Finally, by annexing the area, the City will be able to collect the SDC's necessary to make infrastructure improvements needed to serve the area consistent with the applicable master plans.

(b) Affect the quality and quantity of urban services; and

Currently there are no urban services in the territory proposed to be annexed, therefore annexation will provide the opportunity for extension of urban services to City standards. There are existing roads that vary in quality. Annexation will not immediately affect these positively or negatively, however as development occurs, road improvements will likely be required, and utility extensions and upgrades will be made. Therefore, the annexation positively affects the quality and quantity of urban services.

(c) Eliminate or avoid unnecessary duplication of facilities or services.

The existing property owners most likely use City facilities such as the library and parks, while also relying upon County services for road maintenance and law enforcement. However, because of the proximity to the City, Sherwood would be a first responder on many emergency calls. In addition, there can sometimes be confusion on the part of both the City and residents when an area is developed in such close proximity to the City in regard to who the service provider is. Annexation will eliminate any confusion or potential duplication of services.

C. Local Standards

The territory is within the City's Urban Planning Area as identified in Sherwood/Washington County Urban Planning Area Agreement. As such, the Comprehensive Plan goals and policies for urbanization apply. In addition, the city adopted the Brookman Concept Plan, including amendments to the Comprehensive Plan to implement the concept plan. Ordinance 2009-004 designated the zoning for the properties in the area. A copy of the adopted comprehensive plan zoning map is attached as Exhibit C. This zoning will be applied upon annexation of the area.

The Growth Management Chapter of the City's Comprehensive Plan contains several policy objectives

Chapter 3, section B.2

- a. **Focus growth into areas contiguous to existing development rather than "leap frogging" over developable property.**

The subject property is immediately south of existing fully built out development inside the City limits therefore this policy is addressed.

b. Encourage development within the present city limits, especially on large passed-over parcels that are available.

The area was brought into the UGB by Metro in 2002 to provide for residential development. The decision to annex the property provides for additional development opportunities within the City. While there may be existing parcels in the city that have not yet developed, there are very few vacant or developable and residentially zoned large parcels in the City. In some cases, the land available for residential development is being actively pursued by developers, and the owners have not demonstrated a willingness to develop. By and large, the majority of land available for residential redevelopment is infill, and will only accommodate small partitions.

The proposed annexation area was included within the UGB in 2002, and has been identified as necessary to meet the local and regional need for residential development over the then 20 year planning horizon. That was over 10 years ago. The annexation of this area will not significantly affect the ability for existing parcels inside the City limits to develop when and if they are ready to develop.

c. Encourage annexation inside the UGB where services are available.

The area to be annexed is in the UGB and services are available to be extended into the area.

d. When designating urban growth areas, consider lands with poorer agricultural soils before prime agricultural lands.

This is now a criterion that Metro must consider in its decision to expand the UGB. Any land's brought into the UGB have already undergone extensive weighing of the need and ultimately the decisions that were made to allow the area to be urbanized outweighs the need to preserve the agricultural land.

e. Achieve the maximum preservation of natural features.

The annexation of the area, in and of itself will not preserve natural features; however the development of the concept plan considered the natural environment and development of the area must be in compliance with Clean Water Services standards and the development code standards which will encourage preservation of natural areas.

f. Provide proper access and traffic circulation to all new development.

The concept plan for the area identifies transportation improvements necessary to serve the anticipated development of this area. As development occurs, new roads will be required in accordance with the existing Development Code which

requires road connections every 530 feet and a maximum block length of 1,800 except for blocks adjacent to arterials. Development of this area will provide additional connectivity and the possibility to provide additional transportation options for existing developments in the City limits.

- g. Establish policies for the orderly extension of community services and public facilities to areas where new growth is to be encouraged, consistent with the ability of the community to provide necessary services. New public facilities should be available in conjunction with urbanization in order to meet future needs. The City, Washington County, and special service districts should cooperate in the development of a capital improvements program in areas of mutual concern. Lands within the urban growth boundary shall be available for urban development concurrent with the provision of the key urban facilities and services.**

This is a goal that is achieved through the concept planning and public facility planning for new urban areas. This was done concurrent with the Brookman Area Concept Plan.

- h. Provide for phased and orderly transition from rural to suburban or urban uses.**

The concept plan was developed to ensure that the urbanization of this area was orderly and met the needs of the community; therefore the annexation of the proposed area is also consistent with the policies outlined above.

The Growth Management chapter of the Comprehensive Plan also contains the following City Limits Policies

Chapter 3 section F.1.b

Policy 5 Changes in the City limits may be proposed by the City, County, special districts or individuals in conformance with City policies and procedures for the review of annexation requests and County procedures for amendment of its comprehensive plan.

The proposed annexation has been initiated by an individual corporation on behalf of all of the property owners within the affected area. The owners have all indicated by petition, that they are interested in annexing their properties into the City.

Policy 6 provides guidelines for the UPAA consideration and is not directly relevant to the annexation proposal since the UPAA already exists.

Policy 7 All new development must have access to adequate urban public sewer and water service.

As discussed previously, while the area must still be annexed into the Clean Water Services District Boundaries, the subject area will have access to public sewer and water. Services, once extended and upgraded, will have adequate capacity to service the area.

Policy 8 through 10 are not relevant to annexation proposals.

Specific requirements of the Brookman Concept Plan include:

Chapter 8, Comp Plan policy 8.2:

To facilitate and ensure implementation in accordance with the concept plan policies, annexation of properties within the Brookman Addition concept plan area may not occur until development code amendments are made to implement applicable policies, including but not limited to policy 4.4.

Upon detailed review of the policies, the majority are already able to be implemented with the existing code standards. The only specific policy found to be applicable is 5.2 which called for the City to “Develop an open space requirement (e.g. as a percentage of land area) for all new development.” This was addressed when the Council adopted new standards for Parks and Open Spaces via Ordinance 2011-009.

Policy 4.4, referenced in the implementation policy is specifically regarding the extension of Red Fern from the existing City limits into the area. Staff has determined that a development code amendment is not necessary as the Comprehensive Plan and Concept Plan already identify Red Fern as an area of special concern. However, to ensure this is understood, it is recommended that the annexation approval also specify this.

- a. Prior to or concurrent with annexation, and assignment of zoning of properties within the Brookman addition area, a plan shall be prepared and adopted by Council to ensure that necessary infrastructure improvements will be available and a funding mechanism or combination of funding mechanisms are in place for the necessary infrastructure improvements consistent with the funding options identified in the concept plan and in full compliance with the Transportation Planning Rule. The plan for annexation may address all or part of the concept plan area, subject to Council approval.”**

The Brookman area funding plan, adopted August 16, 2011, by Ordinance 2011-072 identifies that the infrastructure improvements identified in the Concept Plan are available to serve the area and funding will be available to extend the infrastructure into the area with the collection of SDC’s and the allocation of transportation funds. The funding plan, created to discuss funding for all properties within the Brookman area also acknowledges that some property owners may wish to develop their property prior to a point in time which the City could be expected to have adequate funds to install the infrastructure. In these instances, the responsibility to extend services will be the developers, with the possibility that they might recoup some of their costs through SDC credits or the development of a reimbursement district. This criterion is met.

IV. RECOMMENDATION

Based on the analysis and findings in this report Staff recommends Proposal No. AN 13-01 be **approved** for the November 2013 ballot subject to the following conditions:

1. The required election of the City of Sherwood registered voters voting in the majority to approve the annexation.
2. If the annexation is approved by the voters, the area shall be withdrawn from the Enhanced Law Enforcement District and the Urban Roads Maintenance District.
3. The annexation approval resolution shall specify that the extension of Red Fern into the Brookman area is considered an area of special concern due to existing development constraints and shall only be deemed appropriate for bicycle, pedestrian and emergency vehicle access consistent with the findings adopted with the adoption and implementation of the Brookman Concept Plan.
4. The property owners understand that if the annexation is approved by the Sherwood voters, actions must be taken through Clean Water Services, and Metro to extend their boundaries prior to development being proposed or approved by the City.

V. EXHIBITS

- A. Legal description of area to be annexed
- B. Vicinity map of area to be annexed
- C. Comprehensive zoning map adopted via Ordinance 2009-004
- D. List of tax lots, owners, and assessed values within the area to be annexed

**ENGINEERING PLANNING
FORESTRY**

13910 S.W. Galbreath Dr., Suite 100
Sherwood, Oregon 97140
Phone: (503) 925-8799
Fax: (503) 925-8969
AKS Job No. 3591




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SURVEYING**

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SALEM, OREGON
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ANNEXATION CERTIFIED

BY 

JUN 21 2013

EXHIBIT A

Annexation Parcel

WASHINGTON COUNTY A & T
CARTOGRAPHY

A tract of land located in the northwest one-quarter and in the northeast one-quarter of Section 6, Township 3 South, Range 1 West, and in the southwest one-quarter of Section 30, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon and being more particularly described as follows:

Parcel 1:

Beginning at the northeast corner of said Section 6, being a point on the southerly line of the City of Sherwood city limits; thence along the east line of said section and being on the east line of Washington County, South 01°51'49" West 50.00 feet to a point; thence leaving said county line, along a line parallel to and 50.00 feet southerly of the north line of said Section 6, North 88°45'45" West 766.59 feet to the northwest corner of Deed Book 1182 Page 951; thence along the northerly west line of said Deed, South 01°51'49" West 554.81 feet to a point on the north line of Document Number 87-027469; thence along the north line of said Deed, South 88°45'45" East 107.00 feet to the northeast corner thereof; thence along the east line of said Deed and the southerly extension thereof, South 01°51'49" West 746.00 feet to a point on the southerly right-of-way line of Brookman Road (County Road No. 493) (20.00 feet from centerline); thence along said southerly right-of-way line, North 88°50'38" West 912.80 feet to a point on the southerly extension of the east line of Document Number 99-109559; thence along said southerly extension and the east line of said Deed, North 02°23'45" East 891.20 feet to the northeast corner thereof; thence along the north line of said Deed, North 88°50'38" West 300.00 feet to the northwest corner thereof; thence along the west line of said Deed and the southerly extension thereof, South 02°23'45" West 891.20 feet to a point on said southerly right-of-way line; thence along said southerly right-of-way line, North 88°50'38" West 1095.50 feet to a point on the southerly extension of the east line of Document Number 87-037951; thence along said southerly extension and the east line of said Deed, North 02°23'45' East 459.00 feet to the northeast corner thereof; thence along the north line of said Deed, North 88°50'38" West 208.00 feet to the northwest corner thereof; thence along the west line of said Deed, South 02°23'45" West 459.00 feet to a point on said southerly right-of-way line; thence along said southerly right-of-way line, North 88°50'38" West 882.98 feet to a point on the southerly extension of the west line of Document Number 2011-080743; thence along said southerly extension and the west line of said Deed, North 03°58'43" East 434.07 feet to the northwest corner thereof; thence along the south line of Document Number 2010-044613 North 89°25'18" West 200.20 feet to the northeast corner of Document Number 2012-044756; thence along the east line of said Deed and the southerly extension thereof, South 03°58'43" West 432.05 feet to a point on the southerly right-of-way line of Brookman Road (County Road No. 493) (20.00 feet from centerline); thence along said southerly right-of-way line, North 88°50'38" West 279.82 feet to a point on the southerly extension of the west line of said Deed; thence along said southerly extension and the west line of said Deed, North 03°58'43" East 429.23 feet to a point on the south line of Document Number 2010-044612; thence along the south line of said Deed, North 89°25'18" West 81.97 feet to a point on the southeast right-of-way line of Middleton Road (20.00 feet from centerline); thence along said southeast right-of-way line North 41°02'43" East 49.07 feet to a point; thence along the north line

of Document Number 2010-044612 South 89°52'17" East 143.27 feet to the southwest corner of Lot 7, Block 11 of the Plat of "Middleton"; thence along the west line of said Lot 7 and the west line of Lot 2, Block 11 of said plat and the northerly extension thereof, North 00°07'56" East 244.61 feet to a point on the southeasterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline); thence along said southeasterly right-of-way line, North 68°14'32" East 646.65 to a point on the east line of said Plat and referenced as **Point 'A'**; thence continuing along said southeasterly right-of-way line North 68°14'32" East 1260.43 feet to a point on the City of Sherwood city limits; thence along the City of Sherwood city limits, North 66°48'03" East 46.53 feet to the northwest corner of Lot 97 of the Plat of "Abney Revard No. 2", being an angle point of the southerly line of the City of Sherwood city limits; thence along the west line of said Lot 97 and the City of Sherwood city limits, South 01°15'43" West 120.84 feet to the north one-quarter corner of said Section 6; thence along the north line thereof and the City of Sherwood City Limits, South 88°45'45" East 2647.18 feet to the Point of Beginning.

Parcel 2:

Beginning at said **Point 'A'**, thence along the east line of the Plat of "Middleton", North 00°07'56" East 64.68 feet to a point on the northwesterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline) and the **True Point of Beginning**; thence continuing along said east line, North 00°07'56" East 170.17 feet to the southwest corner of Tract 'U' of the Plat "Woodhaven No. 4", and the City of Sherwood city limits; thence along the southerly line of said Tract 'U' and the City of Sherwood city limits, South 87°19'51" East 381.82 feet to a point on said northwesterly right-of-way line; thence leaving the City of Sherwood city limits along said northwesterly right-of-way line, South 68°14'32" West 411.09 feet to the True Point of Beginning.

Parcel 3:

Beginning at said **Point 'A'**, thence along the southeast right-of-way of the Southern Pacific Railroad (30.00 feet from centerline) South 68°14'32" West 193.99 feet to a point; thence along the west line of Block 8 of the plat "Middleton" North 00°07'56" East 64.68 feet to a point on the northwesterly right-of-way line of the Southern Pacific Railroad (30.00 feet from centerline) and the **True Point of Beginning**; thence continuing along said west line, North 00°07'56" East 2.74 feet to a point; thence along the north line of said Block 8 South 89°52'17" East 6.83 feet to a point; thence along the northwesterly right-of-way line of said Southern Pacific Railroad South 68°14'32" West 7.36 feet to the True Point of Beginning.

The above described tracts of land contain 97.49 acres, more or less.

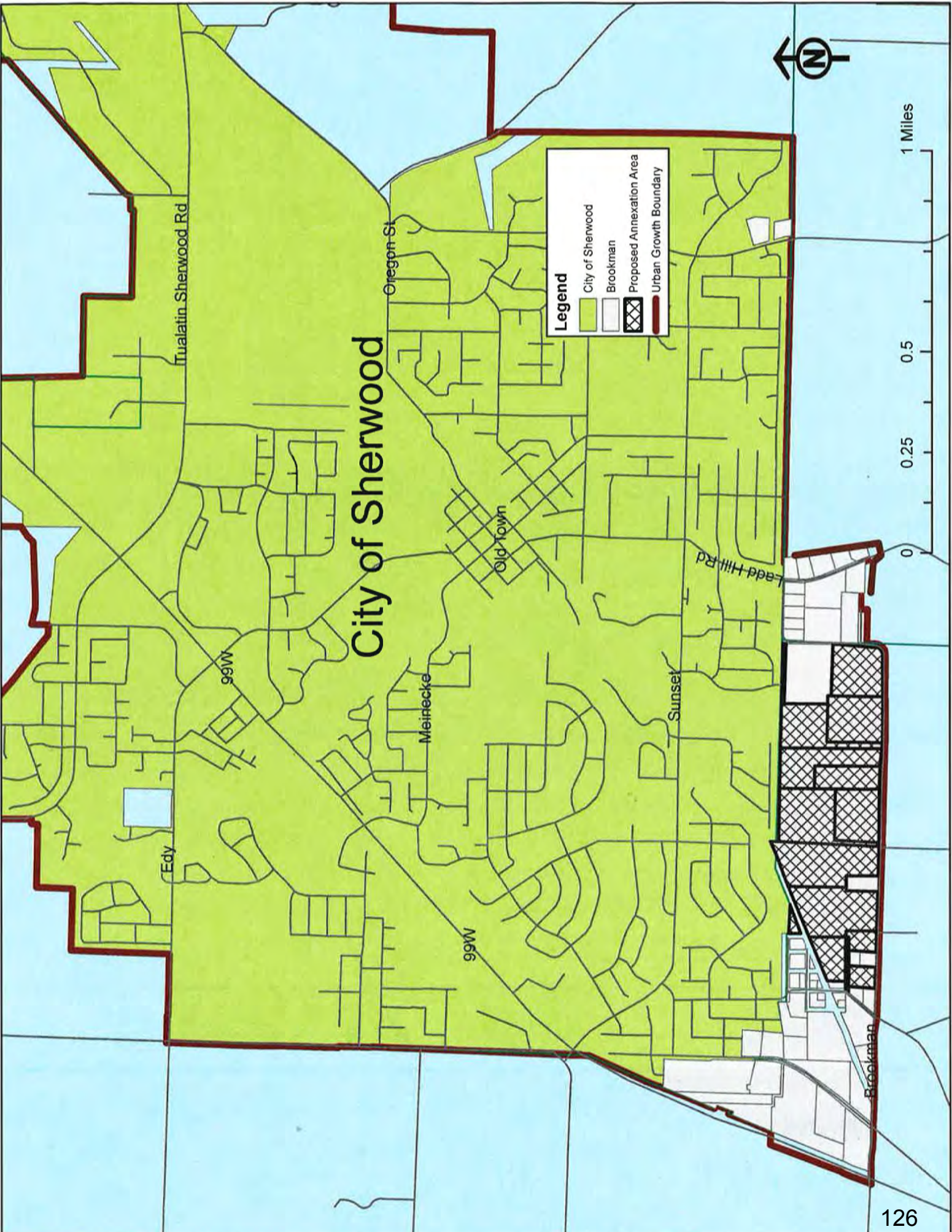


ANNEXATION CERTIFIED

BY VF

JUN 21 2013

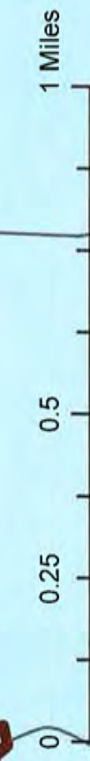
WASHINGTON COUNTY A & T
CARTOGRAPHY



City of Sherwood

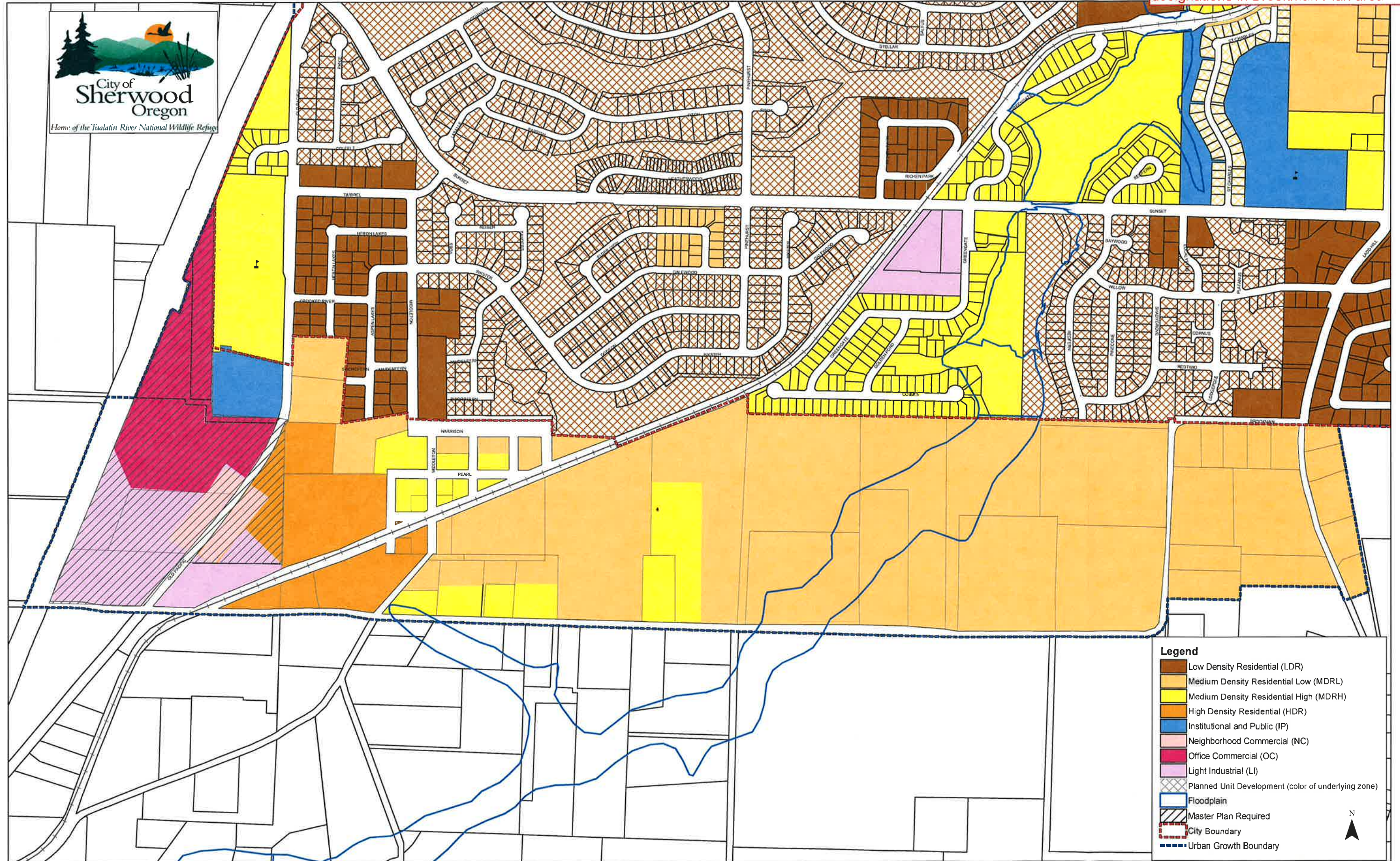
Legend

- City of Sherwood
- Brookman
- Proposed Annexation Area
- Urban Growth Boundary



Brookman Zoning- 2013

Exhibit C
Adopted Comprehensive Plan
designations in Brookman Plan area



Legend

- Low Density Residential (LDR)
- Medium Density Residential Low (MDRL)
- Medium Density Residential High (MDRH)
- High Density Residential (HDR)
- Institutional and Public (IP)
- Neighborhood Commercial (NC)
- Office Commercial (OC)
- Light Industrial (LI)
- Planned Unit Development (color of underlying zone)
- Floodplain
- Master Plan Required
- City Boundary
- Urban Growth Boundary



Brookman Annexation Request 2013

Tax Lot ID	Parcel Size (Ac)*	Assessed Value (\$)	Owners	Signed Petition Y/N
3S106B00200	15.82	\$203,760	George Boyd and Carleen Brewer Revocable Living Trust	Yes
3S106BB1100	4.8	84,840	Joseph Broadhurst	Yes
3S106BB2302	0.2	\$600	Joseph Broadhurst	Yes
3S106BB2590	0.47	\$620	Joseph Broadhurst	Yes
3S106000100	9.9	\$317,900	Gerald and Liz Oullette	Yes
3S106000107	9.92	\$63,990	Wayne and Linda Chronister, Gerald and Liz Oullette, and Rosemary Rubsam	Signed by Oullette
3S106000104	10.47	\$241,450	Linda and Richard Scott	Yes
3S106000102	9.72	\$211,030	Charles and Louise Bissett	Yes
3S106B00100	13.03	\$176,790	Sherwood Land LLC	Yes
3S106000103	13.5	\$435,500	Teresa Jaynes-Lockwood	Yes
3S106BB02502	2.39	\$174,260	Brad Miller	Yes
3S106BB02400	2.48	\$244,140	Dave Sadler	Yes
TOTAL	92.7	\$2,154,880		

*Actual amount of area to be brought is approximately 97.5 acres with the inclusion of the adjoining Brookman Road right-of-way



RESOLUTION 2013-048

A RESOLUTION CALLING AN ELECTION ON AND APPROVING A BALLOT TITLE, SUMMARY, AND EXPLANATORY STATEMENT FOR THE ANNEXATION OF 12 TAX LOTS COMPRISING 97.5 ACRES OF LAND IN THE BROOKMAN ROAD PLAN AREA FOR THE NOVEMBER 5, 2013 ELECTION

WHEREAS, the Brookman Concept Plan area was brought into the Urban Growth Boundary in 2002 by Metro via Ord. 02-0969B; and

WHEREAS, the City of Sherwood developed a concept plan for the area and adopted the Concept Plan and implementing Ordinances in 2009 via Ordinance 2009-004; and

WHEREAS, the properties proposed to be annexed within the Brookman area are currently in unincorporated Washington County; and

WHEREAS, Washington County and the City of Sherwood have entered into an agreement acknowledging that the City of Sherwood should be the ultimate provider of services in the Brookman area; and

WHEREAS, these properties must be in the City in order to be developed for the urban uses and densities planned for in the Brookman Concept Plan; and

WHEREAS The Holt Group, Inc., on behalf of the owners of 12 tax lots has submitted an application for annexation of the land into the City of Sherwood; and

WHEREAS, the property owners initiated this annexation in accordance with ORS 222.170; and

WHEREAS, after proper legal notice, a public hearing was held on the proposed annexation by the City Council on August 20, 2013, at which public comments and testimony were received and considered; and

WHEREAS, the Council reviewed and considered the staff report with proposed findings and reasons for the decision, see staff report; and

WHEREAS, ORS 250.035 requires the notice for a ballot measure be prepared by the City and submitted to Washington County Elections Department by September 5, 2013 in order to appear on the ballot for the November 5, 2013 election; and

WHEREAS, under Section 3 of the City of Sherwood Charter, annexation to the City takes place only upon voter approval. Approval of the proposed annexation would annex 97.5 acres into the City,

comprised of 12 tax lots bordered on the north by the existing Sherwood City Limits, and the south by Brookman Road; and

WHEREAS, if annexed, the area will be re-zoned consistent with the Comprehensive Plan which was updated via Ordinance 2009-004 to implement the Brookman Concept Plan and will include the following zones: Medium Density Residential Low and Medium Density Residential High, and

WHEREAS, the extension of Red Fern Street into the Brookman area is considered an area of special concern due to existing development constraints and upon subsequent annexation shall only be deemed appropriate for bicycle, pedestrian and emergency vehicle access consistent with the findings adopted with the adoption and implementation of the Brookman Concept Plan; and

WHEREAS, the City has prepared a ballot title and explanatory statement to be certified by the City Council and be filed with the Washington County Elections Department for publication for the November 5, 2013 election as provided by state law.

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

Section 1. The City Council approves Annexation AN 13-01, based on the staff report to the City Council dated August 8, 2013, and the proposed findings and conclusions, contingent upon approval by the electors in the City of Sherwood.

Section 2. Subject to voter approval, the City Council approves Annexation 13-01, and will annex the territory described in attached map, Exhibit 1 to the City of Sherwood.

Section 3. A City election on this annexation is called for November 5, 2013.

Section 4. The Washington County Elections Department will conduct the election.

Section 5. The precincts for the election are all those that include territory included within the corporate limits of the City.

Section 6. The ballot title, will read as follows:

CAPTION: PROPOSAL TO ANNEX 97.5 ACRES INTO THE CITY OF SHERWOOD

QUESTION: Should 97.5 acres on the southern boundary of the City of Sherwood be annexed to the City of Sherwood?

SUMMARY: Approval of this ballot measure will annex 97.5 acres to the city, consisting of approximately 12 separate lots and parcels. The request to annex was made on behalf of one hundred percent of the owners in the area to be annexed. The area to be annexed lies generally south of the current city boundary, north of Brookman Road, east of Highway 99W and west of Ladd Hill, included within the Brookman plan area. The area is subject to the Brookman Concept Plan that was approved by the City Council on June 2, 2009. Under the Brookman Concept Plan, the area will be zoned for a mix of residential uses at densities consistent with the Medium Density Residential low and Medium Density Residential High zoning districts. If approved by the voters of Sherwood, the Area will be annexed into the City of Sherwood.

Section 7. The City Recorder will give notice of the election in the manner required by law.

Section 8. The Mayor is authorized to sign, and the City Recorder is authorized to submit, the following explanatory statement for the Washington County voters' pamphlet on behalf of the City. The explanatory statement for this measure will read as follows:

EXPLANATORY STATEMENT:

The Sherwood City Charter requires Sherwood voters to approve the annexation of any new territory to the city. This measure proposes annexing 97.5 acres of land located in the Brookman Road Area and was approved by the Sherwood City Council on August 20, 2013.

The proposed annexation consists of 12 separate lots and parcels, totaling approximately 97.5 acres. All of the property owners have consented to the annexation. The area lies generally south of the current city boundary, north of Brookman Road, east of Highway 99W and west of Ladd Hill. The area was added to the Metro urban growth boundary in 2004.

The area is part of the Brookman Concept Plan that was approved by the City Council in June, 2009. The Brookman Concept Plan is the result of a five-year public process that included multiple public hearings before the Sherwood Planning Commission and City Council. Under the Concept Plan, the area will be zoned for a mix of residential uses at densities consistent with the Medium Density Residential Low, and Medium Density Residential High zoning classifications.

If approved by the voters of Sherwood, the annexation will become effective upon certification and adoption of the election results by the City Council.

Section 9. The City Recorder will publish the ballot title in compliance with state law.

Section 10. Under ORS 222.520 and 222.120(5), the City Council declares that upon approval of the annexation by the voters and subsequent acceptance of the election results by the Sherwood City Council via separate resolution, the annexed territory will be withdrawn from the County Service Districts for Enhanced Law Enforcement and Urban Road Maintenance effective on the date this annexation takes effect.

Section 11. If this annexation takes effect, the annexed territory will be designated in accordance with the zoning adopted into the Comprehensive Plan as part of the Brookman Concept Plan, see staff report Exhibit C for reference.

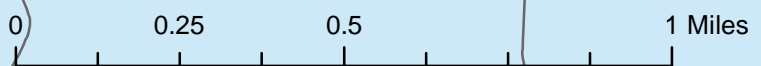
Section 12. This Resolution shall take effect immediately upon its passage by the Council and signature by the Mayor.

Duly passed by the City Council this 20th day of August 2013.

Bill Middleton, Mayor

Attest:

Sylvia Murphy, CMC, City Recorder



Shewood Field House Monthly Report July 2013

<u>July-13</u>	<u>Jul-13</u>		<u>YTD</u>		<u>Jul-12</u>
Usage		People		People	People
	<u>Count</u>	<u>Served*</u>	<u>Count</u>	<u>Served*</u>	<u>Served*</u>
Leagues	3	273	3	273	315
Rentals	14	308	14	308	770
Other (Classes)					
[1] Day Use	1	5		5	17
Total Usage		586		586	1102
Income	<u>Jul-13</u>	<u>YTD</u>			
Rentals	\$1,020	\$1,020			
League fees (indoor)	\$2,152	\$2,152			
Card fees (indoor)	\$10	\$10			
Day Use	\$15	\$15			
Advertising					
Snacks	\$65	\$65			
Classes					
Total	\$3,262	\$3,262			
FY 12 13					
Income	<u>Jul-12</u>	<u>YTD</u>			
Rentals	\$3,420	\$3,420			
League fees (indoor)	\$3,976	\$3,976			
Card fees (indoor)	\$110	\$110			
Day Use	\$76	\$76			
Advertising					
Snacks	\$94	\$94			
Classes					
Total	\$7,676	\$7,676			

*Estimated number of people served based on all rentals have a different # of people. Along with each team will carry a different # of people on their roster.



July saw the winding down of most summer sports with baseball and softball both finishing up. Baseball hosted both the JBO Midget district tournament and the JBO Junior State tournament during the month.

Baseball and softball will both have a fall ball season that will play Sundays only at the high school (softball) and at Hopkins (baseball).

The classic soccer teams continued to practice during the month.

Beaverton cup held 6 games at the high school on July 19th.

The Lake Oswego Nike cup held 29 games at Snyder Park and the high school July 26th through the 28th.

As of today most fall sports will have started practice except for volley ball they will start when the schools open back up.

Respectfully Submitted

Lance Gilgan

August 5, 2013



Sherwood Public Library

July 2013

	<u>Current Yr</u>	<u>Past Yr</u>	<u>% Change</u>
Check out	34,956	35,667	-2% (22% Self-check)
Check in	25,489	26,784	-5%

- New patrons registered (library cards) 122
- Volunteer hours 153 hours (equivalent to .88 FTE) / 23 volunteers

Monthly Activities

Thirty-one Baby, Preschool and Toddler Storytimes (651 children / 469 adults = 1120 total)

Magazine Monday (free magazine giveaway)

One Read To the Dogs session

07/02 Summer Reading Program event – Alex Zerbe, family comedy & entertainment (~230 attendees)

07/04 Library closed – Independence Day Holiday

07/09 Sherwood Robin Hood Festival's Maid Marians assist with storytimes

07/09 Summer Reading Program event – Mo Phillips, Rock 'n Roll Kindy (~250 attendees)

07/10 Library staff attends WCCLS-sponsored "Challenging Situations" workshop

07/10 Pajama Storytime (16 children/10 adults = 16 total)

07/13 Composting with Worms, OSU Master Gardener program (5 children/8 adults = 13 attendees)

07/16 Summer Reading Program event – Dragon Theater Puppets “I Dig Dinosaurs” (~250 attendees)

07/23 Summer Reading Program event – Buster’s Red Nose Review “A Fool’s Tools” (~250 attendees)

07/25 Bird Feeder Craftshop (20 children/12 adults = 32 attendees)

07/30 Summer Reading Program event – Jay Frasier, Magician (~280 attendees)

Youth Services Contests

- Summer Reading Week 5 Guessing Game—143 participants (ages 17 & under)
- Summer Reading Week 6 Hillsboro Hops Ticket Raffle—99 participants (ages 17 & under)
- Summer Reading Week 7 Guessing Game—142 participants (ages 17 & under)
- Summer Reading Week 8 Guessing Game—121 participants (ages 17 & under)
- Summer Reading Week 9 Guessing Game—177 participants (ages 17 & under)

Volunteer recruitment & training continues

Library staff attended various regional, City and WCCLS meetings: Policy Group, Cataloging, CircUs, WUG and OLA/Public Library Division