



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday July 21, 2021 | 10 a.m. to 12 noon

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Carol Chesarek
Raymond Eck
David Berniker
Colin Cooper
Laura Terway
Laura Weigel
Katherine Kelly
Chris Deffebach
Glen Bolen
Anne Debbaut
Shelly Parini
Jeannine Rustad
Tom Bouillion
Jeff Owen
Darci Rudzinski
Brittany Bagent
Mike O'Brien
Andrea Hamberg

Affiliate

Metro
Multnomah County Citizen Representative
Washington County Citizen Representative
Largest City in Multnomah County: Gresham
Largest City in Washington County: Hillsboro
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, Milwaukie
City of Vancouver
Washington County
Oregon Department of Transportation
Dept. of Land Conservation and Development
Clackamas County Water Environmental Services
Tualatin Hills Park & Recreation District
Service Providers: Port of Portland
Service Providers: TriMet
Private Economic Development: EMEA, CCBA & WEA
Public Eco Dev. Organizations: Greater Portland, Inc.
Green Infrastructure, Design/Sustainability: ESC
Public Health & Urban Forum: Multnomah County

Alternate Members Attending

Martha Fritzie
Theresa Cherniak
Gordon Howard
Carrie Pak
Heather Koch
Brendon Haggerty

Affiliate

Clackamas County
Washington County
Dept. of Land Conservation & Development
Tualatin Valley Water District
North Clackamas Park & Recreation District
Public Health & Urban Forum: Multnomah County

Guests Attending

Barbara Fryer
Will Farley
Cassera Phipps
Ashley Miller
Jessica Peltz
Michelle Miller
Chelsey Reinoehl
Brett Morgan
Schuyler Warren
Phone listener, no ID

Affiliate

City of Cornelius
City of Lake Oswego
City of Beaverton

Washington County

Metland Group
1000 Friends of Oregon
City of Tigard

Metro Staff Attending

Lake McTighe, Transportation Planner
Tim Collins, Principal Planner
Chris Johnson, Research Manager
Marie Miller, TPAC & MTAC Recorder

Tim O'Brien, Principal Regional Planner
Ted Reid, Principal Regional Planner
Grace Cho, Senior Transportation Planner

1. Call to Order, Quorum Declaration and Introductions

Chairman Tom Kloster called the meeting to order at 10 a.m. Introductions were made. A quorum was declared. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

2. Comments from the Chair

- **Committee member updates from Metro and Region (all)**

Chairman Kloster noted that Metro Regional Center is still closed to the public with meetings online until further notice. Limited staff are testing the “hoteling” office space concept in workspaces this summer. More updates will be shared once known.

Colin Cooper reported the City of Hillsboro has a new city-wide remote work policy. Remote work is allowed but is also decentralized per department needs. The Community Development/Planning Dept. is working on job developments and tasks to fit new employee schedules. Most employees are working 2-3 days/week in the office, and have a compressed day off, with most meetings held Tuesdays – Thursdays. Hillsboro has recognized the benefits of a hybrid work schedule to reduce carbon footprints with productive/happy employees, but benefiting from social in-person meeting time as well.

Jeff Owen reported recent leadership changes at TriMet. A new General Manager has been named, Sam Desue, Jr. The Governor has appointed two Board of Directors as President (Dr. Linda Simmons) and Vice President (Lori Irish Bauman). Two other new hires include the Executive Director of Safety and Security, Marla Blagg and Executive Director of Transportation Operations, Rachelle Glazier. All information is listed on the TriMet website.

- **Fatal crashes update** (Lake McTighe) Ms. McTighe noted her memo in the meeting packet that provides preliminary data from the the Oregon Department of Transportation’s (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. In 2021 so far, 288 people have been killed in traffic crashes in Oregon. 23 % of all the traffic deaths have been in Clackamas, Multnomah and Washington Counties. As of July 14, 2021, within the three counties, there were 12 traffic deaths in June and July, and 68 in 2021.

To date, 26% have been people walking, 13% have been people on motorcycles, 60% in motor vehicles. There have been no traffic deaths involving people riding bicycles in the region, but there have been 6 fatalities in the state. These reports are part of ongoing work toward finding better safety on our roads and systems. A regional safety report will soon be completed and provided to JPACT at an upcoming meeting. The link to this report will be provided to MTAC once available.

- **Reminder: No MTAC meetings in August**

Chairman Kloster reminded the committee that there were no MTAC meetings scheduled in August this year.

3. **Committee and Public Communications on Agenda Items** - none
4. **Minutes Review from MTAC May 19, 2021 meeting.** No additions or corrections to the minutes.
5. **Update regarding legal status of 2018 Urban Growth Boundary expansion areas** (Roger Alfred, Office of Metro Attorney) Mr. Alfred proved background on Metro's Urban Growth Boundary (UGB) expansion areas, starting with a decision in 2015 by Metro Council with not a need to expand the UGB. This decision had pushback to be more responsive to stakeholders in the region in two ways; re-evaluate the need to expand UGB in 3 years rather than the statutory 6 year time frame, and commitment by Council President to convene an Urban Growth Readiness Task Force to consider and propose ways to adopt efficiencies and flexibilities in UGB decisions and provide Council with more tools that allowed comprehensive UGB decision making.

The task force met and a decision was created for a process whereby cities could come to Metro Council with proposals for UGB expansions. Past experience over time showed an absence of actual planning for infrastructure and development that didn't work well. The city proposals show a willingness and ability to urbanize areas with complete plans.

In 2018 Council approved the UGB expansion in 4 locations that implemented the task force decisions. These totaled 2,200 acres in 4 locations; Beaverton, Wilsonville, Hillsboro and King City. These expansion plans are working their way through the judicial system. Following Council's approval, the LCDC reviewed them and found to be in compliance with state laws.

An appeal was filed to the Oregon Court of Appeals by the Housing Lands Advocate group that opposed the expansions. Two to three months ago Metro received notice this appeal was rejected. Recently Metro receive a notice the Housing Lands Advocate group had filed a petition with the Oregon Supreme Court. Metro will respond to the petition, with the Oregon Supreme Court expected to decide on taking the case for review. The chances of this are slight. An update can be provided when more is known.

Comments from the committee:

- Gordon Howard noted their attorney with LCDC agrees with Metro on the highly unlikely chance the Oregon Supreme Court will that the case. But a bigger issue might be that the Housing Lands Advocate group did not raise in their appeal was the Fair Housing Act and Metro's decision somehow applied to this. Actions with LCDC and State Legislation have since been looking at these issues. And it was noted that HB2001 is increasing housing density in cities for single family residences.
- Brittany Bagent asked about restarting the process and how proposals in expansions were handled during year processes. Mr. Alfred noted we will revert to the usual 6 year process with the next review not until 2024. However, the task force recommended creating a separate process for mid-cycle amendments. Metro implemented this process which was passed by State Legislation and Metro is now authorized to make a decision in response to city requests 3 years after the prior decision. The option of mid-cycle processes currently is due the end of

2021. One or two cities plan to have proposals reviewed with decision expected by Metro in early 2022.

- Chris Deffebach asked if the questions about relation to Goal 14 have implications for the mid-cycle proposal for UGB expansions underway. Mr. Alfred that yes, it would have implications in mid-cycle process decisions. However, assuming these appeals are all wrapped up when the mid-cycle amendments happen we'll have final judicial decision that says Goal 14 is not valid. Another reason the Oregon Supreme Court is not likely to take the review is because HB2001 nullified this by having cities statewide now required to do what the Advocates group is arguing Metro should have done in its decision.
- Glen Bolen noted that Multnomah County has Home Rule Policies that pertain to these issues. Does Metro also have these policies in their codes? Mr. Alfred confirmed these are in the Metro Charter approved by voters in 2002.
- Brittany Bagent asked if there was information online about the mid-cycle process and end of year deadlines for cities. Mr. Alfred noted Tim O'Brien is heavily involved in the process and can be contacted directly for more information.
- Theresa Cherniak noted changes in Washington County after UGB decisions get made where land use designations change. Rural plans to urban plans change are noted, including changes in designations in community plans. In Washington County future development on 20 acres for land use designation is now on hold, following LCDC asking the County to wait until appeals are resolved. This process may be happening elsewhere in the region.

6. Title 11 Concept or Comprehensive Planning project updates

Tim O'Brien provided an introduction. Referring to the discussion previously held on legal status of 2018 UGB expansion areas, good questions were noted from committee members. Mr. O'Brien noted he would be happy to be contacted with any questions on these issues.

Providing some background on the next presentations, Mr. O'Brien noted that local governments are required to provide housing plans in their concept and/or comprehensive planning projects. These include general land use plans, transportation connections, infrastructure needs and others. Beaverton's comprehensive planning was brought into the 2018 UGB. Tigard's was part of the 2040 grant program, and is expected to be submitting application for approval for mid-cycle UGB expansion by the end of December 2021.

Beaverton Cooper Mountain (Cassera Phipps, City of Beaverton) The Cooper Mountain Community Plan was presented by Cassera Phipps. The project overview was reviewed noting this was a multi-year planning effort which will determine how future growth will occur, including homes, roads, parks, trails and utilities. The project also applies a racial equity lens to create inclusive neighborhoods. The project is currently in phase 3 with community planning. Phase 3 is scheduled to begin June 2022 with hearings and action on the plan. Upon final adoption, annexation and development could begin in 2024.

Project Goals:

- Create equitable outcomes for residents, including historically underserved and underrepresented communities.

- Provide new housing in a variety of housing types and for all income levels.
- Preserve, incorporate, connect and enhance natural resources.
- Improve community resilience to climate change and natural hazards.
- Provide public facilities and infrastructure needed for safe, healthy communities.
- Provide safe, convenient access to important destinations while supporting transportation options, including walking and biking.
- Provide opportunities for viable commercial uses, including places to work and places to buy goods and services.
- Identify feasible, responsible funding strategies to turn the vision into a reality.

Early ideas and options for the plan were discussed. **Neighborhoods for All** showed a map with potential walkable neighborhoods among parks and natural areas. **Housing Options for All** showed a variety of housing including allowing for more different kinds of housing in neighborhoods where currently we allow only one house per lot now. The housing types that will be allowed in all neighborhoods are Accessory Dwelling Units (ADUs), Duplexes, Triplexes, Fourplexes, Townhouses and, Cottage Clusters.

Commercial options, described as a vital part of the community that help meet daily needs of residents, will provide places to gather and socialize. Two commercial options were described. Neighborhood Centers for larger sites, designated (zoned) for commercial use, and placed in areas with more people traveling by. Corner stores were described as smaller sites located throughout neighborhoods which may be designated for commercial or residential use.

Environmental stewardship and resiliency included views accessible to the public, retention of some existing trees along with planting of new trees, natural areas within walking distance, enhancement of creeks and habitats, and trails that connect people to natural areas and important designations. Balancing natural resources with future development was determined as an important element with the environment planning.

Transportation choices included elements with physically separated bicycle lanes, landscape buffers, off-street paths, safe crossings, streetscape features. Potential new road corridors transportation were shown on a map, as well as potential new trail connections for walking and biking, and possible future transit connections. A map showing **Public Facilities and Neighborhood Features** was also shown.

Ms. Phipps discussed the next steps in the project. Summer engagements this year include an Online Open House (June 29-August 22), Stakeholder Listening Sessions, and tabling events. Work on updating natural resource inventories, holding advisory committee meetings, and development of alternatives with the plan will take place.

Comments from the committee:

- Michael O'Brien appreciated the enclosure of environmental aspects with the neighborhood plans. He suggested to consider natural "patch" areas with the development within neighborhoods. Regarding the transportation choices, he advocates for trails with connections to areas presented in the plan.

- Jeannine Rustad agreed with advocating to plan for trails as part of the transportation system. It was noted that both the Tualatin Hills Park & Recreation District and the City of Beaverton are committed to developing bike able and walk able trails. If pushed for trails in development with habitat and slopes, bridges and infrastructure for trails with costs should be considered that will not deter trails being developed.
- Carol Chesarek agreed with providing and planning for space for trails in the wildlife corridors. It was appreciated to see wildlife crossings incorporated in the plan.

Tigard River Terrace 2. (Schuyler Warren, City of Tigard) The City of Tigard River Terrace 2.0 project was presented. Currently in the concept planning stage, the plan will outline a broad vision for the area. It is the first step in the process for eventual development. River Terrace 2.0 was shown on a map that included River Terrace West and River Terrace South.

Project Focus Statement:

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

Project Vision Statement:

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

Community input on the project was gained from several sources. These included an online survey open house, community advisory committee meetings, open office hours, Spanish language focus group, public open houses, community meetings and project website. Preliminary concept alternatives were formed. The preferred alternative concept had several key considerations:

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

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

Three housing typologies were explained; Main Street, even mix and feathered edge. They are distinct in housing form, profile and intensity, similar in terms of housing types provided and density (average 20 units per net acre). Commercial and employment principles in the planning were described as opportunities for business and employment to serve River Terrace residents and ways for residents to acquire many goods and services to meet their daily needs without having to travel long distances.

Transportation principles will apply to the transportation system emphasizing pedestrian and bicycle connections within the neighborhood and to regional trails, streets that are designed for safety and to serve all modes of transportation, including vehicles, pedestrians, bicycles, and transit, and connections to regional facilities and extends existing streets and trails where feasible and economically viable.

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

Mr. Warren presented the estimated infrastructure costs:

Infrastructure Type	Estimated Total Cost
Water Service	\$10,661,000
Sanitary Sewer Service	\$5,876,000
Stormwater Management	\$33,559,465
Parks & Trails	\$35,534,426
Transportation	\$75,400,000
Total	\$161,030,891

Funding strategy concepts planned include:

Transportation: Private development, Transportation supplemental fees, Existing Tigard transportation SDC, and Washington County TDT

Parks: Existing parks SDC, grants, and cost reductions (private development, value engineering)

Storm water: Private development, Tigard storm water fund, CWS Regional storm water management charge program

Sewer: Private development, CWS Capital Fund

Water: Private development, city capital funds for new reservoir (utility fees + SDC)

Mr. Warren completed his presentation by noting housing policy concepts in this development that would encourage middle housing and affordable housing options.

Comments from the committee:

- Glen Bolen asked what traffic modeling analysis was done to accommodate growth in corridors in regard to regional connections. Mr. Warren noted the first generated data was limited by budget but next stage of planning will build in more budget for this with broader look. Studying induced demand, where people are coming from and reason to take specific routes, is part of the balancing cost improvement investments in all roadways regionally. Ms. Phipps agreed and recognized transportation systems in both the city-wide study as well as connected regionally with other conceptual planning will take effort.
- Ray Eck asked if the commercial area along Scholls Ferry Road in River Terrace West was across the street from Cooper Mt. south, also projected for commercial use. Mr. Warren noted the Tigard commercial area was located close to a high school that generated traffic with opportunity for shopping with work places. Ms. Phipps agreed the commercial areas were situated somewhat in the same area which benefited employment and accessibility.
- Chris Deffebach noted that more information from Washington County's transportation study to consider the combined transportation need of all urban reserves is at <https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/urban-reserves-transportation-study.cfm>

7. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 11:52 am.

Respectfully submitted,



Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting July 21, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/21/2021	7/21/2021 MTAC Meeting Agenda	072121M-01
2	MTAC Work Program	7/14/2021	MTAC Work Program, as of 7/14/2021	072121M-02
3	Memo	7/1/2021	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal crash update	072121M-03
4	Meeting minutes	5/19/2021	Draft minutes from MTAC May 19, 2021	072121M-04
5	Report	May 2021	COOPER MOUNTAIN COMMUNITY PLAN DRAFT PLAN CONCEPTS	072121M-05
6	Presentation	7/14/2021	June-July 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	072121M-06
7	Presentation	07/21/2021	Cooper Mountain Community Plan	072121M-07
8	Presentation	07/21/2021	City of Tigard River Terrace 2.0	072121M-08