



Bureau of Planning and Sustainability
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Barbur Concept Plan

COMMUNITY WORKING GROUP MEETING AGENDA

September 15, 2011
6:00-8:00 p.m.
Multnomah Arts Center, Room 34

Meeting objective: Achieve a common understanding of the project approach and schedule; review and comment on the draft Public Involvement Plan and draft Collaboration Principles; set a regular meeting date and time. Please bring your calendars!

- | | | |
|----|--|-------------|
| 1. | Introductions | 6:00 - 6:20 |
| 2. | Project and Schedule Overview /
Public Involvement Plan / Q & A
(Morgan Tracy) | 6:20 - 7:20 |
| 3. | Early Draft Collaboration Principles
(Jay Sugnet) | 7:20 - 7:45 |
| 4. | Set Regular Meeting Date and Time
(Jay Sugnet) | 7:45 - 7:55 |
| 5. | Public Comment and Wrap Up
(Jay Sugnet) | 7:55 - 8:00 |

Materials:

- Draft Public Involvement Plan
- Draft Collaboration Principles



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Bureau of Planning and Sustainability
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BARBUR CONCEPT PLAN

Creating a Long-Term Vision for Barbur Boulevard

DRAFT August 26, 2011

Public Involvement Program

The Public Involvement Program will guide the planning process for the Barbur Concept Plan area to ensure an open, balanced and fair process, and provide citizens, businesses and other interested parties convenient and meaningful opportunities to inform the planning process.

For more information on this project, please visit the project website at www.portlandonline.com/bps/barbur, or contact:

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List of Acronyms

CET – Construction Excise Tax
CWG – Community Working Group
HCT – High Capacity Transit
ODOT – Oregon Department of Transportation
BES – Portland Bureau of Environmental Services
BPS – Portland Bureau of Planning and Sustainability
PBOT – Portland Bureau of Transportation
TAG – Technical Advisory Group

The City is committed to providing equal access to information and hearings. If you need special accommodation, call the Bureau of Planning and Sustainability at 503-823-7700 (TTY 503-823-6868).

About the Project

The Barbur Concept Plan will create a long-term vision for the six-mile Barbur Boulevard corridor, from Portland's Central City to the Tigard city limit. Beginning in summer of 2011, a community working group will explore alternative land use concepts for the corridor through an 18-month public process. The concept plan will recommend key future transportation investments, stormwater solutions, and changes to City policy and zoning. In addition, the City's public process will inform regional decisions for future High Capacity Transit (HCT) in the southwest corridor.

Background

In July 2009, Metro Council selected the southwest corridor as a priority for investment in High Capacity Transit (HCT). Metro's Southwest Corridor Plan is a regional endeavor to leverage current efforts (including the Barbur Concept Plan) and integrate affordable accessible housing, parks, green infrastructure, economic development, and public health with land use and transportation decisions. Barbur Boulevard will be studied as part of the Southwest Corridor Plan, and if selected for HCT, Barbur is poised to become the recipient of significant federal and regional transportation dollars. An investment of this magnitude must create great places that achieve our region's transportation goals while catalyzing development that fulfills the goals of the community.

Historically, residents and agencies have been working toward a vision for Barbur since outreach for the Southwest Community Plan (SWCP) began in 1994. Barbur was originally included in the SWCP study area, but was eventually excluded due to lack of consensus from adjacent property owners. The SWCP was adopted in 2001. Several changes have occurred since then that increase the need for a new look at the Barbur Corridor:

- Since 2001, the region has seen numerous HCT expansion projects (Red Line, Interstate, Green Line and Portland Mall MAX), none of which was located in southwest Portland beyond the Central City.
- Traffic has continued to increase in the southwest Metro area. With no parallel transportation network to spread out the mobility demand into the Central City, morning and afternoon congestion occurs more frequently and for longer periods of time.
- The general public has grown more supportive of a regional HCT network.
- In 2009, Metro Council adopted the Regional High Capacity Transit Plan which identified the Southwest corridor as the most pressing regional priority for HCT expansion.
- The Regional RTP updated Mobility Corridor Atlas identified the I-5/Hwy 99 corridor as a top priority for a Refinement Plan study to analyze the mobility demands of that corridor.

Chronology of Past Land Use, Transportation, and Watershed Planning work:

- Southwest Hills Resource Protection Plan (BPS)
- Barbur Corridor Light Rail Transit Study (PBOT)
- West Portland given Town Center designation on Metro 2040 Concept Plan
- "West Portland Town Center: Developing Partnerships for Planning and Implementation" (AGS Associates)
- "West Portland Town Center Study: Final Report" (PBOT and ODOT)
- Barbur Boulevard Streetscape Plan (PBOT)
- Southwest Community Plan (Visions, Policies and Objectives) (BPS)
- Southwest Community Plan Comp Plan Map and Zoning Map Changes (BPS)
- TSP (amendments in 2004 and 2007) (PBOT)

- Portland Watershed Management Plan (BES)
- Metro’s Regional High Capacity Transit System Plan: Barbur is selected as a Near-Term Regional Priority Corridor.

As the chronology of past planning work indicates, some previous plans have expressly focused on the study area while other related studies have had a broader Portland focus.

In 1991, Parsons Brinkerhoff conducted a study for the City of Portland’s Office of Transportation. The purpose of the study was to identify feasible alignments for further study of light rail transit (LRT) in the Barbur Corridor. A general assessment of the potential impacts and opportunities of two alignment options was conducted, including the potential location of transit stations.

The most recent comprehensive effort, the Southwest Community Plan (SWCP), which concluded in 2001, omitted new Comprehensive Plan designations and zoning for the Barbur Boulevard corridor. Because of community concerns and the large area that the SWCP covered, City Council deferred further land use and transportation planning to a future effort.

Development along the Barbur Boulevard corridor has continued since the adoption of the SWCP, but fundamental elements of the vision, specifically the pedestrian-oriented nodes and transit improvements, have not materialized. This is partly due to the complexity of the needed solutions, the costs associated with them and the needed cross-organization coordination. It is also due to the fact that the planning work to develop a regulatory foundation for development that would support this vision was never completed.

The SWCP did, however, adopt a vision and objectives that speak to the community’s desires for thriving commercial nodes along Barbur from Terwilliger Boulevard to the Tigard city boundary: “By 2020, these commercial nodes have evolved further into vital focal points for community activities and commercial and retail services, while retaining elements of their valued historical community character...The Barbur corridor is becoming a successful center for business and housing. With transit service and streetscape improvements, the area has attracted growing numbers of pedestrian-oriented retail and commercial services, as well as a variety of housing opportunities for people of all ages and income levels.” Further, the Plan lays out objectives that describe that corridors “are linear, but contain nodes - usually intersections - which are most appropriate for locating concentrated development”.

Although the majority of Barbur was omitted from the SWCP, the City did implement the Plan for the remainder of Southwest Portland. Implementation included new comprehensive plan and zoning designations that allowed for greater density in targeted areas.

Notably, the transportation related elements of the plan have not experienced the same impetus as other elements, although there are also examples throughout the plan area that reflect the vision in the Plan. An example is the Phase I streetscape improvements on SW Capitol Highway from Hillsdale to Multnomah Boulevard.

The SWCP also deferred planning for the only Town Center designation along the corridor that is within the Portland city limits – West Portland Town Center. In 1995, the City and ODOT were awarded a TGM grant to develop a land use and transportation concept plan for the town center.

The study evaluated three alternatives for future development and transportation infrastructure investments. The study recommends a town center that contains two nodes about a half mile apart – one located near the transit center on Barbur Boulevard and one centered on SW Capitol Highway at SW Alfred Street. Again, due to the complexities of the needed solutions, the lack of further dedicated planning efforts and neighborhood consensus, the improvements discussed in this 1995 Study have not been realized.

Barbur Concept Plan Public Involvement Program Overview

The goal of the Public Involvement Program for this planning effort is to provide an ongoing public involvement program that will be open, honest, and transparent with a special emphasis on engaging members of the community that normally do not participate in planning processes. Wherever possible, project staff and consultants will design interactive formats for all meetings to ensure a balanced and fair discussion of issues which ensures all perspectives are heard. The public involvement program has been structured around the operating principles and key project milestones and decision points described below. The public involvement program will include the following components:

- **Community Working Group (CWG)** – The centerpiece of the public involvement program will be a broad-based, 15-20 member CWG. The CWG will serve as an advisory body to the City of Portland and help guide and inform the planning process. All CWG meetings will include public comment opportunities. *Attachment A describes the composition of the CWG.*
- **Technical Advisory Group (TAG)** – A group of organizations and agencies with specialized expertise will be available to the CWG, City and Port project staff, and the community to address questions on technical issues at any point in the process as well as at key milestones. The TAG will be briefed regularly on the planning process by project staff and will have additional meetings as needed. The TAG will only address specific technical questions, not deliberate on broader policy issues. Project staff will report back to the CWG on TAG meetings. *Attachment A describes the composition of the TAG.*
- **Early Outreach on Project Scope** – City staff will meet with key stakeholders to help define the public involvement process for the Barbur Concept Plan and the larger SW Corridor planning effort. Meetings with key stakeholder groups will be held in the spring and summer of 2011 to seek early input on project goals and issues for the planning effort. This stakeholder outreach may include: Southwest Neighborhoods, Inc. (SWNI) Board, neighborhood associations in the proposed study area, businesses along Barbur, Hillsdale Business Association, Multnomah Village Business Association, South Portland Business Association, Tryon Creek Watershed Council, Portland Business Alliance, Westside Economic Alliance, Portland Freight Advisory Committee, and Oregon Freight Advisory Committee. In addition, this outreach will include targeted outreach to ethnic, minority, and low income groups identified as PDX stakeholders – in particular the Somali community, people with disabilities, non-English speaking people and the frail elderly. Project staff will work with leaders within these communities to spread the word about the planning process.
- **Public Meetings at Key Milestones** – Over the planning process, project staff anticipate hosting a public meetings at key project milestones. Because the public meetings will have different types of information to communicate and different levels of input required, the public meeting formats

will vary. Formats may include workshops, open houses, presentations, and discussion groups. The format for each public meeting has not yet been identified. The City will seek input from the CWG and selected consultants on the meeting formats. As noted above, the project staff's preference is to make all public meetings interactive wherever possible and appropriate. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Staff will also provide materials in other languages as requested or as appropriate.

- **Meetings with Portland Planning and Sustainability Commission, City Council, Metro Council, and Trimet** – Additional formal public meetings with public testimony and comment opportunities are planned. Project staff propose three meetings with the Portland Planning and Sustainability Commission and one meeting each with the Portland City Council, Metro Council, and Trimet. Project staff will brief elected officials and staff at other points as needed and requested.
- **Ongoing Outreach to Stakeholders** – Project staff will offer to meet or communicate regularly with neighborhood coalitions and other stakeholder groups described previously to provide information and solicit input on the planning process. Staff will provide updates in business and community newsletters and bulletins at appropriate project milestones and meet with individual stakeholders as requested.
- **Web Site** – The City of Portland will host a website for the Barbur Concept Plan at www.portlandonline.com/bps/barbur. Metro will also host a web site for all the planning efforts related to planning efforts by the various jurisdictions (Portland, Tigard, Tualatin, Sherwood, Metro, ODOT, and Trimet). The site will include an overview of the projects, combined meeting calendar, project updates, meeting agendas, notes, technical project documents, frequently asked questions and answers, and a public comment summary. (www.swcorridorplan.org)
- **Electronic Notification** - On the City web site and at public meetings, interested stakeholders will have the opportunity to sign up for electronic email notification on project meetings, updates, media releases, and newsletters.
- **Meeting Notices** – Notice of all committee meetings will be posted on the web site and emailed to interested stakeholders.
- **Media Releases** – Media releases will be circulated in advance of all public meetings and as needed at key milestones.
- **Evaluation of the CWG and Public Involvement** – There will be a periodic review of the CWG and public involvement process (e.g., six-months).
- **Community Meetings and Events** – As requested, project staff will participate in neighborhood meetings, business meetings, and community events.

Public Involvement Operating Principles

The following public involvement operating principles are proposed as a starting point for the planning effort. The public involvement program will:

- Clearly define opportunities where the public can provide timely input so that there is an opportunity to affect change.
- Be accessible, inclusive, meaningful, regular and timely in addition to open, fair and honest.
- Ensure a collaborative involvement process between the City, stakeholders, and other public agencies, and meet the planning timelines of both the City and Metro.
- Provide an ongoing record of citizen input, questions and responses, and a mechanism to make this information available to the public.
- Include periodic community-based outreach where the public will be updated on committee activities and have the opportunity to inform policy-making.
- Provide citizens with a way to stay involved and informed during planning process.
- Provide interactive meetings with small group breakouts which distinguish between information and input opportunities in public meetings.

In addition to these operating principles, all CWG meetings will be open to the public, and include opportunities for public comment. There will be advance meeting notice, meeting notes, and documents for the CWG posted on the project web site. The project team will provide updates to and opportunities for input by the public, Portland Planning and Sustainability Commission, Portland City Council, Metro, and Trimet on the planning effort at key milestones. CWG and public meetings will be held in the community (either at the Multnomah Arts Center or a neighborhood school). More details of how the CWG will operate are documented in the Barbur Concept Plan CWG Collaboration Principles, as signed by the CWG members.

Work Plan Summary and Public Involvement Milestones

Sept 15, 2011 #1 Introductions, Process Overview and Context, Draft *Collaboration Principles*, Draft *Public Involvement Plan*

Neighborhood Walks – September 22 and 24

Oct 2011 #2 Study Area Boundaries, Draft *Plans and Policy Memo*, Draft *Existing Conditions Report*

Nov 2011 #3 Draft *Needs, Opportunities and Constraints*, Finalize *Collaboration Principles*

Dec 2011 **Community Forum** to discuss *Existing Conditions* and *Needs, Opportunities and Constraints*

Jan 2012 #4 Finalize *Needs, Opportunities and Constraints*

Feb 2012 #5 Develop *Goals and Criteria*

Mar 2012	#6	Refine <i>Goals and Criteria</i>
Apr 2012	#7	Develop <i>Alternative Concepts</i>
May 2012		Community Forum to discuss <i>Goals, Criteria</i> , and develop <i>Alternative Concepts</i>
Jun 2012	#8	Finalize <i>Goals and Criteria</i> , continue <i>Alternative Concept Development</i>
Jul 2012	#9	Refine <i>Alternative Concepts</i>
Sep 2012	#10	Refine <i>Alternative Concepts</i>
Oct 2012		Community Forum to discuss <i>Alternative Concepts</i>
Nov 2012	#11	<i>Concept Plan</i> Development
Dec 2012	#12	Finalize <i>Concept Plan</i> and celebrate

Coordination with Other Projects

The City will closely coordinate with the following planning processes in the vicinity of Barbur which have a direct impact on the future of the corridor:

- Southwest Corridor Plan
 - Southwest Corridor Implementation Strategy
 - Southwest Transportation Plan
 - Southwest Corridor Transit Alternatives Analysis
- Tigard High Capacity Transit Land Use Plan
- Tualatin High Capacity Transit Land Use Plan
- Portland Comprehensive Plan Update
- Central City Plan Update – SW Quadrant
- Barbur Boulevard High Crash Corridor
- Other...

Exhibit A – Draft Composition of Advisory Groups 08.26.11

Community Working Group

Interest	Organization	Contact Person
Businesses	Business owner	Ken Williams
Businesses	South Portland Business Assoc.	Duncan Roberts
Businesses	Property Owner	Bill Garyfallou
SWNI Neighborhoods:		
South Portland, Homestead,		Sally Willson – W. Portland Park
Hillsdale, South Burlingame,		Linda Niles – Crestwood
Multnomah, Markham,		Roger Averbek – Ashcreek
West Portland Park, Ashcreek,		Glen Bridger – Hillsdale
Crestwood, Far Southwest		Scott McClain – Markham
Youth	Multnomah Youth Commission / Wilson High / Jackson MS	
Elders	AARP / PSU Inst. on Aging	Don Baack
Somali Community		
Pedestrian	Willamette Pedestrian Coalition / SWNI	(Roger Averbek, Don Baack)
Bicycle	Bicycle Transportation Alliance, Friends of Barbur	Phil Richman or Keil Johnson
Transit		(Chris Smith)
Land Use	1000 Friends, SWNI	John Gibbon
Health	Oregon Public Health Institute	
Disabilities	Portland Commission on Disabilities	(Scott McClain)
Education	PCC	Kate Chester or John Garner
Social Equity	Coalition for a Livable Future	Mara Gross
Environmental	Tryon Creek Watershed Council	Terri Preeg Riggsby
Planning and Sustainability	Portland Planning and Sustainability Commission	Chris Smith

Technical Advisory Group

Interest	Organization	Contact Person
Transportation Engineering	Bureau of Transportation	
Transportation Planning	Bureau of Transportation	John Gillam / April Bertelsen
Natural Resources and Infrastructure	Bureau of Environmental Services	Shannon Axtel/Amin Wahab
Parks and Recreation	Portland Parks Bureau	Bret Horner
Land Use Implementation	Bureau of Development Services	Kristin Cooper
Housing	Housing Bureau	David Sheern
Public Involvement	Office of Neighborhood Involvement	Jeri Williams
Economic Development	Portland Development Commission	
Transit	Trimet	Dave Unsworth / Jessica Tate
Transportation	Oregon Department of Transportation	Lidwein Rahman
Land Use	Metro	Malu Wilkinson
Land Use	Department of Land Conservation and Development	Ann Debbautt
Transportation	Metro	Christa Gardner
Transit Oriented Development	Metro	Chris Yake
Land Use / Transportation	City of Tigard	Judith Gray
Public Involvement	SWNI	Marianne Fitzgerald
Health	Multnomah County Health Dept.	Moriah McSharry McGrath

Community Working Group

Draft Collaboration Principles

August 29, 2011

For any planning process, participants should establish procedures to help govern the process. Such agreement increases success and decreases meeting time by assuring a good faith effort by all participants. This document contains the agreements of the participants in the Barbur Concept Plan process.

A. The role of the Community Working Group (CWG)

The CWG is advisory to City staff. It is not a decision-making body. The goal of convening the CWG is to help guide the Portland Bureau of Planning & Sustainability (PBPS) and Portland Bureau of Transportation (PBOT) in the creation of the Barbur Concept Plan by providing feedback on project materials, proposals and processes.

The CWG will be representative of area stakeholders, including broad representation of the southwest residents, institutions, neighborhoods, and businesses. The CWG will have opportunities to provide comments to the City by reviewing and advising on project information, products, and public involvement processes throughout the project. CWG members will also serve as liaisons between their respective communities/agencies and the City.

B. Public Involvement Overview

A detailed Public Involvement Plan for this process is available on the project website.

C. Technical Advisory Group (TAG)

The TAG is composed of organizations and agencies with specialized expertise and will be available to the CWG, City and Port project staff, and the community to address questions on technical issues at any point in the process as well as at key milestones. The TAG will be briefed regularly on the planning process by project staff and will have additional meetings as needed.

D. Technical Consultants

The City retained Fregonese Associates to serve as technical consultants to the process. The scope and contract are available for review.

E. Project Staff and Funding

The Bureau of Planning and Sustainability will lead the planning process with assistance from the bureaus of Transportation and Environmental Services. The City received a grant from Metro to pay for staff time and the consultant contract over the 18-month period of the process. The goal of staff is to provide a process that will be open, honest, and transparent. The following are principles expected of staff:

- Schedule CWG meetings at times and in locations that are convenient for members, and in a timely manner for review of project materials.
- Facilitate CWG meetings so that meetings remain focused on the agenda and everyone has an opportunity to participate.
- Start and end meetings on time unless the group agrees to extend the meeting time.
- Post agendas and other meeting materials on the project website.
- Distribute meeting materials by email, at least one week in advance of the meeting.
- Develop notes from CWG meetings. Notes should faithfully represent areas of general agreement within the CWG and areas in which there are diverging viewpoints. Once the CWG members have reviewed the notes and the notes have been revised if needed, staff will post them on the project website
- Provide light refreshments.

F. Community Working Group Meetings

To ensure a transparent, accessible process, staff will:

- Post CWG meeting times, locations, and meeting materials on the project website.
- Send notices of CWG meeting times and locations to members on the project mailing list.
- Provide a public comment opportunity, recognizing the primary purpose of the committee meetings is to provide a forum for the deliberation of the committee. Comments will be taken at the beginning and end of each meeting, but altogether will not exceed a total of ten minutes of the allotted meeting time without consent from the group. Individual comments will not exceed three minutes.
- Encourage interested members of the public to provide more thorough comments in writing; all written comments will be reviewed by the CWG and staff.
- Use neighborhood newsletters and email lists to notify community members about the project and opportunities for input at project milestones.

G. Community Working Group Commitments

The CWG members, project staff and participants will participate in good faith, which means:

- Review project materials in advance of meetings.
- Consult with members of their individual organizations on how to best represent their views, concerns and recommendations at the CWG.
- Provide regular updates to their individual organizations on the project, project events, and the results of CWG meetings.
- Create an atmosphere in which issues can be raised, discussed, and one where divergent views and opinions are expected and respected.
- Ask questions and seek information to ensure understanding.
- Treat everyone with respect.

- Listen carefully with the intent of understanding.
- Share the air – let others finish before speaking, and let others speak once before speaking twice.
- Raise issues honestly, clearly and early in the process, and recognize that silence will be interpreted as acceptance of the direction of the group.
- Seek to find common ground.
- Avoid side conversations.
- Focus questions and comments on the subject at hand and stick to the agenda.
- Support the facilitator in ending meetings on time. If agenda items cannot be completed on time, the group will decide if the meeting should be extended.
- Turn off or put cell phones on silent mode.
- Help to distribute invitations to open houses and other public events.
- Assist with hosting the neighborhood walks and three public open houses.

H. Discussion Process

Although the Community Working Group is not a decision making group, the CWG should strive for open and constructive dialogue to ensure that issues are examined sufficiently, potential solutions are well evaluated, and divergent opinions are aired, discussed and documented. Project staff is not seeking consensus from the CWG, but will be documenting areas of common ground.

I. Additional Understandings

- Notify staff if a participant has an unavoidable conflict that causes an absence.
- Speak freely with each other about issues and in ways that support the group process.
- Take no actions or discuss issues in any way that undermines the group process.
- Speak on our own individual behalf to the press or officials in ways that advance and support the group process, and notify staff about any communications of this nature.
- Avoid the appearance of representing the whole group without prior agreement of the group.

J. Participant Signatures