

# SW Corridor Light Rail Project Community Advisory Committee (CAC)

Thursday, May 7, 2020, 5:30-7 p.m.  
Virtual Meeting Summary

## Present

Chris Carpenter – Oregon & Southern Idaho District Council of Laborers  
Calista Fitzgerald – Designer, Former Tigard Planning Commission Chair  
Ethan Frelly – Tigard Chamber of Commerce, business owner  
Amanda Guile – Tualatin resident, commuter  
Michael Harrison – Oregon Health & Sciences University (OHSU)  
Chad Hastings – CenterCal Properties Bridgeport Village  
Rebecca Ocken – Portland Community College (PCC) Sylvania Campus  
Elise Shearer – Tigard Transportation Advisory Committee, St. Anthony Parish  
Ian Stude – Portland State University (PSU)  
Lindsey Wise – Tigard Transportation Committee, transit commuter to PSU

## Not Present

Rachael Duke – Community Partners for Affordable Housing (CPAH)  
Bill Garyfallou – Property/business owner  
Bob Ludlum – Washington County resident, Veteran's advocate  
Melissa Moncada – Engineer, West Portland Park Neighborhood  
Ramtin Rahmani – Tigard resident, bicycle commuter to OHSU  
Eric Sporre – PacTrust

## Welcome & Introduction

Brandy Steffen, JLA

Brandy welcomed attendees to the Zoom (virtual) meeting before briefly reviewing the meeting logistics and agenda. Attendees were told TriMet staff would be available to speak with them later via email or phone calls, and that the meeting was being recorded. CAC members were instructed to raise their hands (in the participants window) or send a chat if they had a question/comment. Participants were kept on mute to reduce background noise and feedback. Josh Mahar, TriMet Community Affairs Coordinator for the Southwest Corridor Project asked the two new CAC members, Amanda Guile, replacing Angela Handran as the Tualatin representative and Ian Stude, replacing Julia Michel as the PSU representative, to introduce themselves.

## Public Comment

Brandy reminded participants that the public can provide comments at the start of the meeting by: sending an email to [swcorridor@trimet.org](mailto:swcorridor@trimet.org) and a TriMet staff will read the comment; “raising their hands” to speak (an option at the bottom of the virtual meeting screen) and being called on to give testimony (voices and names were recorded); and 3) sending a comment via the Q/A button for a private message to TriMet not read during meeting unless requested.

There were no public comments submitted.

## Project and Ballot Measure Update

Tom Markgraf (Director of Public Affairs, TriMet) provided a quick update on project status and the planned Metro ballot measure. Tom summarized how Metro is planning to wait until roughly mid-summer to make any final decisions on the ballot measure in order to best evaluate how to move forward. There may be changes to the ballot measure language before November.

## Discussion

**Elise** commented she appreciated Tom attending and giving the update because this is a huge question for her parish in the City of Tigard. There are so many people experiencing food shortages, unemployment, and financial problems.

## Portland Inclusive Communities Program Update

Ryan Curren, Portland Bureau of Planning and Sustainability & Patrick Sweeny, Portland Bureau of Transportation

Ryan summarized two planning efforts for CAC members: West Portland Town Center and SW Naito Main Street/Ross Island Bridgehead. He emphasized how these plans are building off previous plans to include an equitable development strategy that encourages inclusive communities in the Southwest Corridor area. The light rail project is happening along Barbur Blvd. so design guidelines are being updated in areas along Naito. A big part of this process is redressing past harms to low-income communities who have been historically marginalized.

Patrick explained ways in which this community can be stitched together through some of the transportation improvements happening with the SW Naito Main Street/Ross Island Bridgehead concept plan. Between downtown and Barbur Blvd. there are leftover, 1950s highway segments that are incompatible with a neighborhood land uses. PBOT's effort will reconsider how to make South Portland streetscapes in the vicinity of the Ross Island Bridge and Naito Parkway feel like a livable community, with stronger connections to transit, and with interconnected bicycle and pedestrian facilities. As a result of the reconfiguration of highway ramps into streets, the City is exploring the opportunity to repurpose public right-of-way that is currently under the existing ramps.. Land use concepts for this area include retail, grocery, and commercial opportunities that honor the South Portland Historic District; a multi-cultural community gathering space; and affordable housing. Ryan gave an overview of the West Portland Town Center Plan as a land use plan alongside a community development plan that boosts economic opportunity while avoiding further displacement. Goals are to create great places with equitable access along with strong communities and people. There is an employment emphasis to the plan in order to balance the housing and commercial component, as well as a transportation concept that features green infrastructure and multimodal facilities. The plan includes a redevelopment concept for Barbur Transit Center that considers retail, the pedestrian experience, and creating more open space.

## Discussion

**Lindsey** asked about traffic going through the Ross Island Bridgehead area, specifically if installing stoplights will make traffic worse.

**Patrick** responded that the proposed traffic signals will help manage the flow of vehicles and the reconfigured ramps will help reduce cut-through traffic in neighborhoods.

**Josh** emphasized the synergy of housing, community, and transportation to the SWC project. Sharing information about these adjacent processes and initiatives can help CAC members consider how light rail can best support and leverage related transportation and planning projects.

**Elise** asked about the Barbur Transit Center and how much affordable housing would be available.

**Ryan** answered it will be similar to the Ross Island Bridgehead, so a requirement of 10-20%. A higher percentage could be added if some form of public subsidy is provided. From the open house in March, they heard the community wanted around 30-35%. The minimum is 10-20% per the Inclusionary Housing Program requirements. The next step will be to work with TriMet and ODOT to work through design and priority issues, land ownership, etc, so that new housing is available concurrently with light rail opening in 2027 (this is the goal).

**Calista** responded that the plan calls for 230 units of which about 40-80 units are affordable housing.

**Elise** replied she is concerned that is still more like 10%, which is low, and the community is asking for more. It should be more inclusive.

**Amanda** asked when the West Portland Town Center plan would be finalized.

**Ryan** responded it will be later this fall/winter.

## **TriMet Transit-Oriented Development (TOD) Program Overview**

**Guy Benn, TriMet TOD Program Manager**

Guy updated the committee on Transit-Oriented Development (TOD) progress since March. TriMet's TOD program is developing a framework to guide developers and maximize affordable housing delivered on TriMet projects.

TOD is high-density, mixed-use development that is within ½ mile of a transit station. TriMet as a transit agency is promoting TOD to amplify the benefits of transit by increasing ridership, reducing pollution, and creating healthy, more livable neighborhoods. TriMet aims to use TOD and mixed-income projects to deliver the maximum amount of affordable housing across the region.

Guy explained how TriMet is looking to leverage partnerships to deliver TOD projects and to promote equitable development. Mixed-income TOD relieves gentrification and displacement. TriMet wants the density around transit stations to have a minimum of 25-50 year lifecycle (versus 10-15) in order to meet wider community needs/local neighborhood needs (provisions, housing, etc.) that vary according to neighborhood. Highlights of TriMet's TOD objectives include:

- Create mobility hubs to reduce car ownership (bike share, scooters, or other last mile transit) as lower-income communities have primary expenses of housing and transport.

- Mitigate transit displacements for the region as a whole by providing development to absorb the growth that will occur in the area to reduce displacement. Residents will be able to choose where to stay within existing housing or move to new TOD within the neighborhood to take advantage of the new opportunity.
- Supplement transit infrastructure to support transit priorities and programs.
- Repurpose land holdings in order to provide projects that benefit transit operations they run and communities they serve.
- Provide subsidies (financial and non-financial) to promote TOD.
- Use resources, skills, and connections to gain the means to deliver new projects (TriMet cannot directly invest in projects)

To date, TriMet has a track record of 718 new housing units of which 477 are affordable housing units, many of which cater to extremely low-income communities. Future projects plan to provide 340 housing units of which 195 will be affordable. Guy mentioned The Fuller Road Station Case Study which transformed an underutilized Park & Ride into a six-story affordable housing unit.

Key factors that impact the scale and extent of TOD projects are: the Southwest Corridor (SWC) Conceptual Design Report, the SWC Environmental Impact Study, the SWC final design, the 2018 Affordable Housing Memorandum of Understanding (MOU), the TriMet Real Estate Acquisition Management Plan (RAMP) process, and market conditions. TriMet is reliant on feedback from affordable housing partners and robust partnerships in order to achieve affordable housing goals.

## Discussion

**Lindsey** commented she was glad there is a focus on mixed income with the TOD. It's good for the community to have this mix.

**Guy** responded it can be challenging due to the financing mechanisms, but it is their long-term goal to integrate communities in this way.

## Meeting Adjourn

**Brandy Steffen, JLA**

Brandy thanked the group and reminded everyone the next meeting will be Thursday, June 4, 5:30-7:00 p.m., and will most likely be virtual depending on whether an in-person meeting is possible.

She reminded participants that they can send an email to [swcorridor@trimet.org](mailto:swcorridor@trimet.org) with any further questions or comments.