

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING - Revised 2/18/99
DATE: February 25, 1999
DAY: Thursday
TIME: 7:00 PM
PLACE: Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS
3. EXECUTIVE OFFICER COMMUNICATIONS
4. AUDITOR COMMUNICATIONS
5. MPAC COMMUNICATIONS
6. METRO LEGISLATIVE UPDATE PacWest
7. PORTLAND METROPOLITAN AREA FEDERAL TRANSPORTATION POSITION PAPER Brandman
8. CONSENT AGENDA
- 8.1 Consideration of Minutes for the February 18, 1999 Metro Council Regular Meeting.
9. RESOLUTIONS
- 9.1 **Resolution No. 99-2753**, For the Purpose of Authorizing the Executive Officer to sign Neighbor City Intergovernmental Agreements with the city of Sandy and Canby, Clackamas County and Oregon Department of Transportation. McLain
- 9.2 **Resolution No. 99-2754**, For the Purpose of Endorsing the Use of Passenger Facility Charges for Construction of the Light Rail Project to Portland International Airport. Kvistad
- 9.3 **Resolution No. 99-2755**, For the Purpose of Granting Time Extensions to the Functional Plan Compliance Deadline. McLain

10. **CONTRACT REVIEW BOARD**

- 10.1 **Resolution No. 99-2739**, For the purpose of Approving Sole Source Agreement Atherton
for Aquanetics Systems, Inc., at the Oregon Zoo.

11. **COUNCILOR COMMUNICATION**

ADJOURN

CABLE VIEWERS: Council Meetings, the second and fourth Thursdays of the month are shown on City Net 30 (Paragon and TCI Cablevision) the first Sunday after the meeting at 8:30 p.m. The entire meeting is also shown again on the second Monday after the meeting at 2:00 p.m. on City Net 30. The meeting is also shown on Channel 11 (Community Access Network) the first Monday after the meeting at 4:00 p.m. The first and third Thursdays of the month are shown on Channel 11 the Friday after the meeting at 2:00 p.m. and the first Sunday and Wednesday after the meeting on Channels 21 & 30 at 7:00 p.m.

PUBLIC HEARINGS: Public Hearings are held on all Ordinances second read and on Resolutions upon request of the public. Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

Agenda Item Number 7.0

Portland Metropolitan Area Federal Transportation Position Paper

**Metro Council Meeting
Thursday, February 25, 1999
Council Chamber**

Portland Metropolitan Area Federal Transportation Position Paper

In 1998, Congress adopted and the President signed into law the Transportation Equity Act for the 21st Century (TEA-21). That legislation incorporated most of the policy positions adopted by the Portland region in the 1998 Regional Position Paper. For the remainder of the authorization period covered by TEA-21, through the year 2003, regional priority positions are aimed at implementation and refinements of the directions already established. It will not be until the next authorization bill is taken up in 2003 that a broad range of policy issues will be again under discussion.

TEA-21 took an aggressive approach in guaranteeing a minimum level of appropriations, shielded from the Congressional Appropriations process at a level approximately 47 percent higher than previously authorized. It is essential that these budget guarantees and firewalls separating these programs from other appropriations be maintained.

Regional positions described here include policy issues that could be affected through Congressional Appropriation Bills, a possible TEA-21 "Technical Corrections Bill," reauthorization of the Federal Aviation Act, reauthorization of the Water Resources Development Act or federal rule-making. Earmarking requests listed below for specific projects are limited to funding categories where earmarking by Congress is a possibility.

Appropriation Requests

1. Westside LRT Appropriation – The last \$14 million of federal "New Starts" funding toward the Westside LRT project is requested. This will complete the federal funding obligation for this project and allow the Full-Funding Grant Agreement to be closed out.
2. I-5 Trade Corridor – The region requests support from the Oregon and Washington Congressional delegations of for the current \$2 million grant application for National Corridor Planning and Development Program (NCPD) funding. The Oregon and Washington congressional delegations succeeded in having the I-5 corridor designated as a High Priority Corridor making it eligible for the NCPD funds. Within the NCPD and the Coordinated Boarder Infrastructure programs, Congress authorized approximately \$140 million per year, for which the Federal Highway Administration is now considering FY 99 grant applications. The grant application will provide for development of the improvement strategy in the I-5 corridor from I-84 in Portland to I-205 in Clark County. A second grant application for \$3 million is anticipated in FY 00 or 01 to begin project development of portions of the selected improvements. Careful attention to the FY 00 Appropriations process is needed to determine whether there is going to be congressional earmarking of this program. If there is, funding for the Portland area program may be sought.
3. Tri-Met Bus Garage – The region requests a three-year Appropriations earmark from the FTA – Bus Program of \$0.5 million in FY 00 for final engineering and \$8 million in FY 01

and 02 for construction. Tri-Met is pursuing a plan to improve transit services to help the region meet the 2040 Growth Concept. Planned service increases require an increased bus fleet and associated garage and maintenance facilities. This funding schedule recognizes that Congress earmarked most of these available funds through FY 00 when TEA-21 was adopted, but funding from this category after FY 00 remains available.

4. **Intelligent Transportation System (ITS)** – The region endorses the ODOT request for a FY 00 \$9 million earmark to allow accelerated implementation of this three-part program. Congress has increased its commitment to ITS with increased Discretionary authorizations. The region has partially implemented its ITS plan and is now considering \$11 million of additional funding as part of the MTIP/STIP funding allocation process. Congress has largely taken over the discretionary grant process by earmarking these funds. ODOT is pursuing a three-part statewide ITS strategy: 1) Operation Greenlight for enhanced commercial vehicle operations; 2) implementation of a Portland region Advanced Traffic and Transit Management System; and 3) a rural intelligent highway system (including such aspects as hazard reporting and weather conditions). The program anticipates a \$9 million request in each year through FY 03 to complete the program. The Operation Greenlight and Portland area components are well underway in implementation and would be the emphasis in the early years while the rural program would start with planning and engineering and be the implementation emphasis in later years.
5. **SMART Transit Facilities** – Transit in the City of Wilsonville is operated by South Metro Area Rapid Transit (SMART), an agency of the City of Wilsonville. SMART's fleet consists of 17 vehicles ranging from mini-vans to 35 passenger coaches. Their fleet is maintained in the existing City of Wilsonville maintenance facility. Over the last four years, SMART has experienced significant growth in ridership and service hours, resulting in the need for a new maintenance facility. \$240,000 is requested in FY 00 for land acquisition for expansion of the current bus maintenance facility with the expectation of seeking \$1.04 million in FY 01 for construction. The City of Wilsonville will provide the match from local tax revenues.
6. **C-TRAN Bus Facility** – The region requests support through the Oregon and Washington delegation for an Appropriations earmark from the FTA Bus Program of \$12 million in FY 2001 for construction. C-TRAN ridership over the past decade has nearly tripled and is planning to improve and expand its local and bi-state transit operations. In support of this, C-TRAN has an immediate need for an expanded maintenance/operations/administrative facility. The existing bus facility was designed for 100 buses and the current fleet comprises over 180 vehicles and is expected to grow to over 270 vehicles before year 2010. C-TRAN will be providing approximately \$6 million (33 percent) in local match.

Priority Policy and Project Issues

1. **PDX LRT** – The region requests support and assistance in obtaining needed federal approvals for the Airport light rail project. The region is pursuing construction of a light rail extension to Portland International Airport as a public/private venture, involving funds from Bechtel, an engineering, construction and development company; the Port of Portland; and

Tri-Met. The environmental impact assessment has been approved. Other federal permitting is required as well as FAA approval of the use of "Passenger Facility Charges" (PFCs) collected by the Port of Portland and approval to lease the land to Bechtel for the Portland International Center (which was acquired with FAA funds) for development. The use of PFCs is feasible within the overall budget that adequately addresses other aviation capacity and safety needs of the airport within the five-year period that funding is provided to light rail. In addition, the FAA Act is up for reauthorization, within which the PFC authorization is proposed to be increased from \$3.00 per passenger to \$5.00. As part of that legislation, it is proposed by some interests that any transit project be declared ineligible to use these funds. The region opposes imposition of any further restrictions on the use of PFC's. In the event further restrictions are imposed, however, it is important at a minimum to ensure projects such as PDX LRT that are already in the PFC approval process be grandfathered as eligible projects.

2. **South/North LRT** – For the past several years, the region has been pursuing phased implementation of a light rail project from Clackamas Regional Center, through downtown Milwaukie and downtown Portland to Vancouver, Washington. The DEIS was circulated in the spring of 1998 and the preferred alternative and alignment was selected in July 1998. However, in November 1998, voters did not approve the ballot measure to authorize general obligation bonds for construction. The transportation and growth management problems remain and, as a result, a re-evaluation process is now underway. That process could result in a variety of different directions, including construction of a smaller project within the South/North corridor with other available local matching funds; other possible projects include an interim bus improvement project, or busways, HOV lanes, park-and-ride facilities and transit transfer stations, or identification of other transit improvements. These improvement strategies may entail a future request for federal "New Start" funding; however, the scope and timing is not clear at this time.
3. **Discretionary Projects** - TEA-21 authorized a series of Discretionary projects, classified as "High Priority Projects," with the appropriations to be provided incrementally over the six-year period of the bill. The total amount committed to the region for this six-year period is \$65.625 million for 10 projects. There is no opportunity to earmark additional projects at this time but it is important to ensure the annual appropriations toward this commitment continues.
4. **Columbia River Channel Deepening** – The region endorses the request for a "Contingent Commitment" for the channel deepening project in the Water Resources Development Act which is scheduled for reauthorization. This "Contingent Commitment" authority is provided by Congress subject to satisfactory compliance with environmental regulations. The Columbia River Channel project is now in the DEIS comment period (until February 7) and the federal record of decision is expected by August. A contingent authorization from Congress is requested for inclusion in this bill. The estimated cost is \$192.9 million, of which 50 percent will be sought from the Federal Government.
5. **State Infrastructure Banks (SIBs)** – The National Highway System Act of 1995 created a new State Infrastructure Bank (SIB) pilot program. Oregon was the second state in the

country to establish an SIB, the Oregon Transportation Infrastructure Bank (OTIB). TEA-21 creates a new pilot program that removes some of the limitations of the initial pilot program but restricts participation to only four states (California, Florida, Missouri and Rhode Island). The region supports opening up participation in the new pilot program to all states. More importantly, the region urges Congress to eliminate Title 23 and 49 federal requirements for transportation projects funded with second generation funds (specifically repayments from non-federal sources).

6. Amtrak – Continued operating support for Amtrak is important to maintain and continue to upgrade west coast train services, particularly the Cascadia service between Eugene and Vancouver, B.C. In addition, Congress recently authorized funding for capital improvement, important for high-speed Cascadia upgrades, for which appropriation must continue.
7. Value Pricing – The region is scheduled to conclude a possibility study for peak period pricing (otherwise known as Congestion Pricing or Value Pricing). Depending on the outcome of that study, the region may seek funding through this Discretionary grant program.
8. Commuter Rail – Two years ago, JPACT established a subcommittee to look at the feasibility of commuter rail in the region as an alternative to traditional auto-oriented transportation solutions. In order to advance the concept of commuter rail, the region requests that the Oregon delegation support funding research and development through the Federal Railway Administration and/or Federal Transit Administration for commuter rail in the region. These funds could be used for such items as a share of development costs of an FRA compliant self-propelled rail car to meet the needs of lighter density commuter operations. Current FRA-approved equipment is geared to commuter hubs like Chicago and New York. Availability of FRA-approved lighter equipment will materially aid mid and low-density projects like the 18-mile commuter rail project now under study in Washington and Clackamas Counties between Wilsonville and Beaverton. Other corridors in the Portland region that may also benefit include the route from Lake Oswego to Portland and Clark County in Portland.
9. The delegation is requested to seek additional street and highway funds should funding levels increase. Our streets, roads and highways remain an important regional priority, which is necessary to accommodate the expected population increases planned for under Region 2040. In addition, Multnomah County has unique bridge maintenance and repair needs that must be addressed. An efficient road and bridge system will help meet the region's transportation needs, including allowing transit service to increase its reliability and attract new customers.

Consideration of the February 18, 1999 Metro Council Meeting minutes.

**Metro Council Meeting
Thursday, February 25, 1999
Council Chamber**

Resolution No. 99-2753, For the Purpose of Authorizing the Metro Executive Officer to Sign Neighbor City Intergovernmental Agreements with the city of Sandy and Canby, Clackamas County and Oregon Department of Transportation.

**Metro Council Meeting
Thursday, February 25, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE)	RESOLUTION NO 99-2753
METRO EXECUTIVE OFFICER TO SIGN)	
NEIGHBOR CITY INTERGOVERNMENTAL)	Introduced by Deputy
AGREEMENTS WITH THE CITIES OF)	Presiding Officer McLain
SANDY AND CANBY, CLACKAMAS)	
COUNTY AND OREGON DEPARTMENT)	
OF TRANSPORTATION)	

WHEREAS, The Metro Council adopted the Metro 2040 Growth Concept that recognizes that neighboring cities surrounding the region's metropolitan area are likely to grow rapidly and be affected by the Metro Council's decisions about managing the region's growth; and

WHEREAS, The Metro 2040 Growth Concept, made a part of the Metro Charter required Regional Framework Plan, encourages cooperative planning and cooperative agreements with neighboring cities to help ensure that there is a separation between the metropolitan area and neighboring cities and that there should be consideration of a "green corridor" transportation facility through the rural reserves that serve as links between the metropolitan area and a neighbor city; and

WHEREAS, The Metro Council adopted the Urban Growth Management Functional Plan as a means of ensuring implementation of the Metro 2040 Growth Concept; and

WHEREAS, The Metro Urban Growth Management Functional Plan includes Title 5, Neighbor Cities and Rural Reserves, inviting local governments to sign

intergovernmental agreements with Metro agreeing to jointly protect rural areas separating the metropolitan area from neighbor cities and to protect the major highways as green corridors between the region and neighboring cities; and

WHEREAS, the cities of Sandy and Canby as well as Clackamas County have approved the attached intergovernmental agreements; now, therefore,

BE IT RESOLVED:

1. That the Metro Council authorizes the approval of these intergovernmental agreements.
2. That the Metro Council authorizes the Executive Officer to sign these agreements attached as Exhibit "A" and Exhibit "B", making the agreements effective contracts to coordinate with the cities of Sandy and Canby, Clackamas County and the Oregon Department of Transportation concerning green corridors, rural reserves and population forecasting.

ADOPTED by the Metro Council this ____ day of _____, 1999.

Rod Monroe, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

**EXHIBIT "A" - INTERGOVERNMENTAL AGREEMENT
CONCERNING THE CITY
OF SANDY, OREGON**

**INTERGOVERNMENTAL AGREEMENT ON
GREEN CORRIDOR AND RURAL RESERVE AND POPULATION
COORDINATION
AMONG CITY OF SANDY, CLACKAMAS COUNTY,
METRO AND THE OREGON DEPARTMENT OF TRANSPORTATION**

This Agreement is entered into by and between the City of Sandy ("City"), Clackamas County ("County"), Metro ("Metro") and the Oregon Department of Transportation ("ODOT") pursuant to ORS 190.003 to 190.110, which allows units of government to enter into agreements for the performance of any or all functions and activities which such units have authority to perform.

RECITALS

WHEREAS, The Portland metropolitan region and neighboring cities outside Metro's jurisdictional boundaries are expected to experience substantial population and employment growth by the year 2040; and

WHEREAS, Anticipated urban growth and development in the Metro area will affect neighboring cities outside Metro's jurisdictional boundaries, and anticipated urban growth and development in the neighboring cities will affect jurisdictions within Metro's boundaries; and

WHEREAS, The City wishes to maintain its distinct identity, and the City and Metro area interested in maintaining separation of the City from the metropolitan area; and

WHEREAS, To achieve this separation, the City, the County and Metro are interested in creating permanent reserves of rural land between the City and the metropolitan area and taking coordinated action to reduce urban development pressures upon such rural reserve areas; and

WHEREAS, The City, the County, Metro and ODOT have a common interest in planning connecting highways between the City and the Metro area as "Green Corridor" high performance, multi-modal transportation facilities, where access is tightly controlled and development pressures are minimized; and

WHEREAS, The City, the County, Metro and ODOT further intend such Green Corridors to reinforce the separate and distinct identities of the City and the Metro area, support a multi-modal transportation system and intra-urban connectivity, and encourage economic development within the City; and

WHEREAS, The City, the County, Metro and ODOT are interested in preserving and protecting the rural and natural resource character of rural reserve areas along the Green Corridor that separate the City from the

metropolitan area, and are further interested in protecting farm and forest activities in those areas from development pressures and incompatible uses; and

WHEREAS, Statewide Planning Goal 2, Land Use Planning, requires that local government comprehensive plans and implementing measures be coordinated with the plans of affected governmental units and that local government, state and federal agency and special district plans and actions relating to land use be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268; and

WHEREAS, OAR 660, Division 12 requires ODOT, Metro, and the City and County to prepare and adopt, respectively and in coordination with each other, state, regional and local transportation system plans establishing a coordinated network of transportation facilities to serve state, regional and local transportation needs; and

WHEREAS, ORS 195.036 requires the coordination of population forecasts; the City with the County and Metro with the County;

NOW, THEREFORE, the City, the County, Metro and ODOT agree as follows:

AGREEMENT

I. Purpose

The parties agree that they are mutually interested in and will work together to:

- A. Preserve the distinct and unique identities of the City and the metropolitan area by maintaining a separation of the City from the metropolitan area.
- B. Plan and manage connecting highways between the City and the Metro area as Green Corridor high performance, multi-modal transportation facilities.
- C. Recognize that each Green Corridor is critical to inter-urban connectivity and to support and encourage economic development and a jobs-to-housing balance within the City.
- D. Preserve and protect the rural and natural resource character and values of Rural Reserve areas along the Green Corridor that separate the City from the metropolitan area.

E. Control access to the Green Corridor to maintain the function, capacity and level of service of the facilities, enhance safety and minimize development pressures on Rural Reserve areas.

F. Establish a plan to protect the unique visual character of each Green Corridor.

G. Designate areas of rural land to separate and buffer Metro's Urban Growth Boundary and Urban Reserve areas from the City's Urban Growth Boundary and Urban Reserve areas.

H. Act together to reduce development pressures upon Rural Reserve areas and thereby enhance certainty and viability of resource uses in the Rural Reserves.

II. Definitions

A. "Green Corridor" means the high performance, multi-modal transportation facilities connecting the City to the metropolitan area along Hwy. 26, and the surrounding identified rural lands within which the rural and natural resource character will be preserved and protected to maintain separation between the City and the metropolitan area and preserve the unique identities of the City and the metropolitan area.

B. "Rural Reserve" areas are those areas identified by the parties pursuant to the terms of this agreement to provide a permanent separation and buffer between Metro's Urban Growth Boundary and Urban Reserve areas and the City's Urban Growth Boundary and Urban Reserve areas and thereby maintain the distinct identity and character of the City and the metropolitan area.

III. Establishment and Amendment of Green Corridor Boundaries

A. Establishment of Green Corridor boundaries.

1. Until permanent Green Corridor boundaries are established as provided for in this Agreement, interim Green Corridor boundaries shall be established which extend out a distance of 200 feet from both edges of the right of way of the transportation corridor as shown on map Attachment "A" to this Agreement.

2. Permanent Green Corridor boundaries shall be established by the County in cooperation with the City, ODOT and Metro. The establishment of Green Corridor boundaries and the land use and transportation strategies applied within Green Corridors shall take into consideration:

a. The unique visual and functional characteristics of the corridor.

b. The views from the transportation corridor as seen at normal highway speeds and the width of the area alongside the transportation corridor that affect the function of that corridor.

B. Amendment of Green Corridor Boundaries.

1. Green Corridor boundaries may be amended by the County in cooperation with the City, ODOT and Metro.

2. When amending Green Corridor boundaries, the County shall work in cooperation with the City, ODOT and Metro and consider:

a. The views from the transportation corridor as seen at normal highway speeds;

b. The width of the area alongside the transportation corridor that affects the function of that corridor;

IV. Comprehensive Planning Along Green Corridors

A. County comprehensive plan designations and zoning shall apply to all lands designated as Green Corridors. The development of a Comprehensive Plan and Comprehensive Plan amendments for lands within Green Corridor boundaries shall provide for notice and opportunity for comment with the City, Metro and ODOT.

B. ODOT shall prepare, adopt and amend a state transportation system plan addressing transportation facilities serving state transportation needs within Green Corridor boundaries. The County shall be responsible for the preparation, adoption and amendment of the local and regional transportation system plans for facilities of regional and local significance within Green Corridor boundaries. Preparation, adoption and amendment of the state, regional and local transportation system plans shall provide for coordination with and participation by the City, Metro, and Oregon Department of Transportation and other entities providing transportation facilities or services within Green Corridor boundaries.

V. Land Use and Development within Green Corridor Boundaries

A. The County shall retain current zoning including resource lands within Green Corridor boundaries and agree not to expand rural commercial or rural industrial zones, unless approved by the City.

B. The parties shall work cooperatively to determine whether specific uses which would otherwise be permitted within existing exception areas under

County zoning (e.g. new schools, churches) should be prohibited or restricted within the Green Corridor areas to implement the purposes of this agreement. Within 5 years, provided funding is available, the County shall amend its Comprehensive Plan and implementing Ordinance to comply with this agreement.

VI. Screening, Buffering and Signage

A. Within 5 years, provided funding is available, the County shall amend its Comprehensive Plan and implementing Ordinance to consider application of existing County Plan and Ordinance provisions relating to Scenic Highways to the Green Corridor.

B. For existing non-rural development within adjacent or deemed by the cooperating parties to be a visible intrusion into the Green Corridor; ODOT in cooperation with the County, City and Metro shall develop a program of visual screening. Such a program shall contain a landscaping/screening plan for the Green Corridor, which will include identification and prioritization of areas to be screened, and cooperative implementation and maintenance measures.

C. ODOT shall develop a coordinated program for sign consolidation within the Green Corridor boundaries in cooperation with the County, City and Metro.

VII. Access Management and Roadway Improvements

A. In coordination with the other parties, ODOT will review the access management designation within Green Corridor boundaries and develop a cooperative Access Management Plan that promotes high performance, multi-modal transportation facilities connecting the City to the metropolitan area while limiting development pressures on rural and natural resource lands within the Green Corridor. The Access Management Plan shall include techniques to consolidate and limit accesses to and from the Green Corridor to cooperatively purchase access rights, and/or allow no new accesses to the Green Corridor highway except where no reasonable alternative exists.

B. Improvements to the Green Corridors shall be conducted for the purposes of improving multi-modal, traffic safety, the movement of freight, and aesthetics, and shall not be intended solely to improve access to single-occupancy vehicles.

C. Shared access shall be required to the extent reasonably practicable.

VIII. Establishment and Amendment of Rural Reserve Boundaries

A. Establishment of Rural Reserve boundaries.

1. The Rural Reserve boundaries shall be as shown on map Attachment "A" to this Agreement.

B. Amendment of Rural Reserve Boundaries.

1. Rural Reserve boundaries may be amended by mutual agreement of the parties. The party proposing an amendment to a Rural Reserve boundary shall be the lead coordinating agency and shall be principally responsible for demonstrating how the proposed amendment is consistent with the purposes of this Agreement.

2. No amendment shall be effective until adopted by the governing body of the City, the County, ODOT and Metro.

IX. Comprehensive Planning and Zoning within Rural Reserve Boundaries

A. County comprehensive plan designations and zoning shall apply to all lands within Rural Reserve areas. The development of comprehensive plan policies and zoning for lands within Rural Reserve areas shall provide for notice and opportunity for comment with the City, ODOT and Metro.

B. Metro's Urban Growth Management Functional Plan regarding rural reserves and green corridors shall be used as guidelines in developing a plan for these rural lands and maintain the rural character of the landscape and our agricultural economy.

C. The County shall not upzone existing exception areas or nonresource lands to allow a density of development that is greater than what is permitted by existing zoning as of the effective date of this agreement, unless the City agrees to such a change.

X. Development with Rural Reserve Areas

A. The parties shall work cooperatively to determine whether specific uses which would otherwise be permitted within existing exception areas under County zoning (e.g. new schools, churches) should be prohibited or restricted within Rural Reserve areas to implement the purposes of this agreement.

XI. Population Coordination

A. As the County and City are required by ORS 195.036 to coordinate their population forecasts, and the County and Metro, within its district, are

required to coordinate their population forecasts, this agreement is intended to provide for overall coordination of these forecasts.

B. Whenever the County, City or Metro prepare a draft population forecast, they shall provide copies of the forecast to the other parties. After review by all parties, including the City, County and Metro, if agreement by all three parties is reached, a letter from each party from the Mayor, Chair of the County Commission and Metro Executive to all other parties stating agreement with the forecast shall be sent. Land use planning and other work of the parties based on the population forecasts may then commence. In the event that agreement cannot be reached, the parties agree to bring the matter before a neutral fourth party for mediation.

XII. Notice and Coordination Responsibilities

A. The County shall provide the City, Metro and ODOT with notice and an opportunity to comment at least 30 days prior to the first scheduled public hearing on plan amendments or zone changes within the Green Corridor.

B. The County shall provide the City, Metro and ODOT with notice and an opportunity to comment at least 15 days prior to administrative action on any development applications (including, but not limited to, conditional use permits and design review) within the Green Corridor.

C. ODOT shall provide notice to and opportunity for comment to the City, the County and Metro on access management plans and improvements affecting state highways within the Green Corridor.

D. The County shall provide the city, ODOT and Metro with notice and an opportunity to comment at least 30 days prior to the first scheduled public hearing on any comprehensive plan or land use regulation amendment proposal within a Rural Reserve area.

E. The City shall provide the County, ODOT and Metro with notice and an opportunity to comment at least 30 days prior to the first scheduled public hearing on any comprehensive plan or land use regulation amendment proposal within a Rural Reserve area.

F. Metro shall provide notice to and provide opportunity for comment to the City, ODOT and the County at least 30 days prior to the first scheduled public hearing on any proposed urban growth boundary, urban reserve boundary or functional plan amendment within a Rural Reserve area.

G. In order to fulfill the cooperative planning provisions of this agreement the City, County, Metro and ODOT shall provide each other with needed data, maps, and other information in hard copy or digital form in a timely manner without charge.

XIII. Amendments to this Agreement

This Agreement may be amended in writing by the concurrence of all parties. The terms of this agreement may be reviewed at the time that the parties adopt modifications to related agreements.

XIV. Termination

This agreement shall continue indefinitely. It may be terminated by any of the parties within 60 days written notice to the other parties.

XV. Severability

If any section, clause or phrase of this agreement is invalidated by any court of competent jurisdiction, any and all remaining parts of the agreement shall be severed from the invalid parts and shall remain in full force and effect.

CITY OF SANDY

Linda K. Malone
Mayor, City of Sandy

ATTEST:

By: C. Walker
City Recorder

METRO

Metro Executive

ATTEST:

By: _____
City Recorder

OREGON DEPARTMENT OF
TRANSPORTATION

Director

ATTEST:

By: _____
Recording Secretary

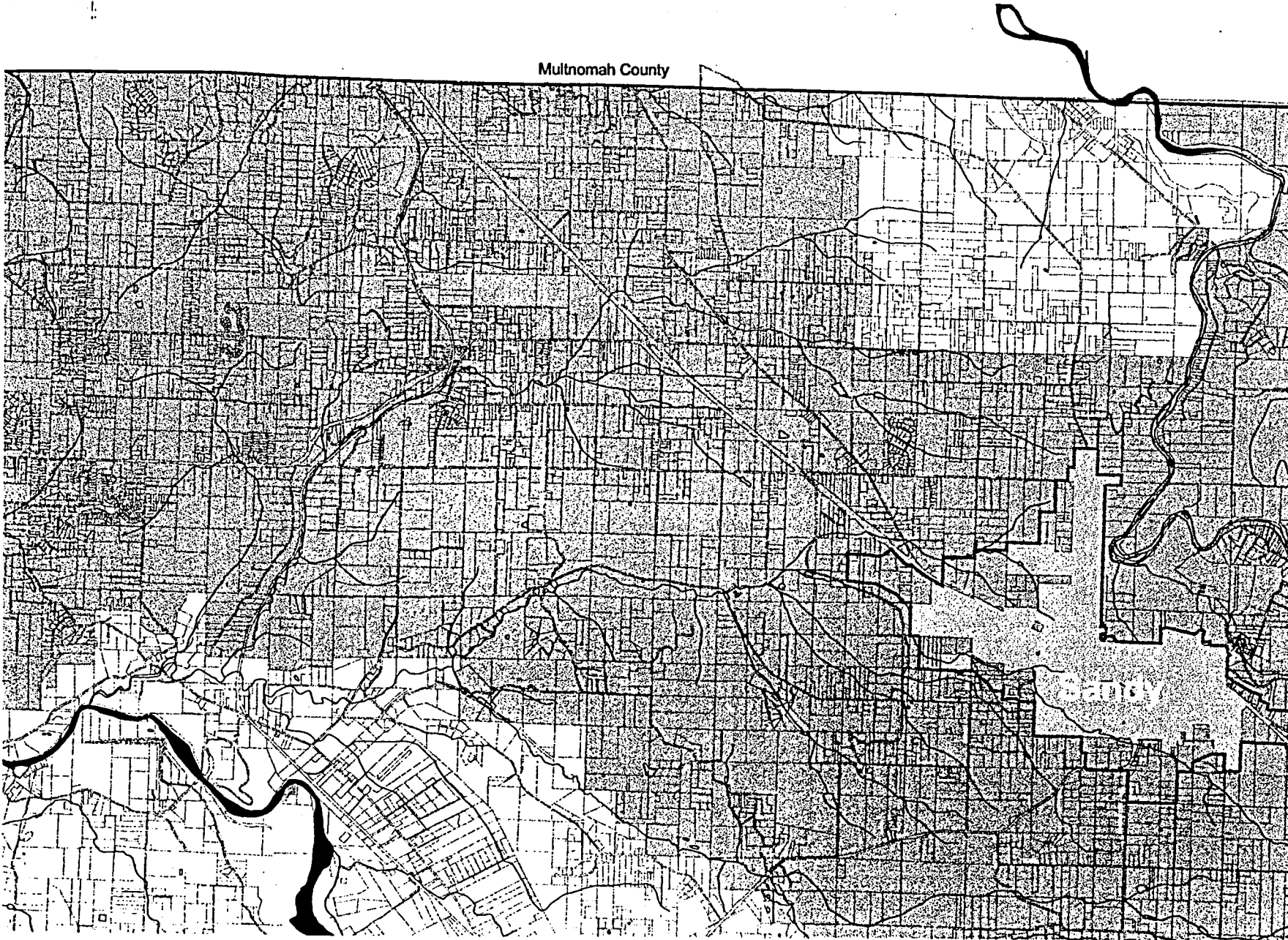
CLACKAMAS COUNTY

B. J. Fenwick
Chairperson, Clackamas County
Board of Commissioners

ATTEST:




By: _____
Recording Secretary

Multnomah County



IGA Agreement Area

(METRO, ODOT and
Clackamas County)

-  Sandy IGA Area
-  City Jurisdiction
-  UGB

School Districts

COTTRELL

ESTACADA

 GRESHAM
-BARLOW

 SANDY

DRAFT

200 0 200 Feet

Note: IGA Agreement Area overlays were provided by Metro. All locations are approximate and accuracy of this data makes no claim to City and of Metro.

Clackamas County

DISCLAIMER:
This map and other information have been
compiled only for preliminary and general
reference. They are not intended to be complete
and accurate for any other purpose.
Especially, the information is not intended to be
relied upon for purposes of land use regulation,
zoning, title, and other matters of the property
for specific uses.

Print Date: June 2, 2009
Drawing: Land Use/Information/IGA/IGA/IGA

**EXHIBIT "B" - INTERGOVERNMENTAL AGREEMENT
CONCERNING THE CITY OF CANBY, OREGON**

INTERGOVERNMENTAL AGREEMENT ON
GREEN CORRIDOR AND RURAL RESERVE AND POPULATION
COORDINATION
AMONG CITY OF CANBY, CLACKAMAS COUNTY,
METRO AND THE OREGON DEPARTMENT OF TRANSPORTATION

This Agreement is entered into by and between the City of Canby ("City"), Clackamas County ("County"), Metro ("Metro") and the Oregon Department of Transportation ("ODOT") pursuant to ORS 190.003 to 190.110, which allows units of government to enter into agreements for the performance of any or all functions and activities which such units have authority to perform.

RECITALS

WHEREAS, The Portland metropolitan region and neighboring cities outside Metro's jurisdictional boundaries are expected to experience substantial population and employment growth by the year 2040; and

WHEREAS, Anticipated urban growth and development in the Metro area will affect neighboring cities outside Metro's jurisdictional boundaries, and anticipated urban growth and development in the neighboring cities will affect jurisdictions within Metro's boundaries; and

WHEREAS, The City wishes to maintain its distinct identity, and the City and Metro area interested in maintaining separation of the City from the metropolitan area; and

WHEREAS, To achieve this separation, the City, the County and Metro are interested in creating permanent reserves of rural land between the City and the metropolitan area and taking coordinated action to reduce urban development pressures upon such rural reserve areas; and

WHEREAS, The City, the County, Metro and ODOT have a common interest in planning connecting highways between the City and the Metro area as "Green Corridor" high performance, multi-modal transportation facilities, where access is tightly controlled and development pressures are minimized; and

WHEREAS, The City, the County, Metro and ODOT further intend such Green Corridors to reinforce the separate and distinct identities of the City and the Metro area, support a multi-modal transportation system and intra-urban connectivity, and encourage economic development within the City; and

WHEREAS, The City, the County, Metro and ODOT are interested in preserving and protecting the rural and natural resource character of rural reserve areas along the Green Corridor that separate the City from the

metropolitan area, and are further interested in protecting farm and forest activities in those areas from development pressures and incompatible uses; and

WHEREAS, Statewide Planning Goal 2, Land Use Planning, requires that local government comprehensive plans and implementing measures be coordinated with the plans of affected governmental units and that local government, state and federal agency and special district plans and actions relating to land use be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268; and

WHEREAS, OAR 660, Division 12 requires ODOT, Metro, and the City and County to prepare and adopt, respectively and in coordination with each other, state, regional and local transportation system plans establishing a coordinated network of transportation facilities to serve state, regional and local transportation needs; and

WHEREAS, ORS 195.036 requires the coordination of population forecasts; the City with the County and Metro with the County;

NOW, THEREFORE, the City, the County, Metro and ODOT agree as follows:

AGREEMENT

I. Purpose

The parties agree that they are mutually interested in and will work together to:

A. Preserve the distinct and unique identities of the City and the metropolitan area by maintaining a separation of the City from the metropolitan area.

B. Plan and manage connecting highways between the City and the Metro area as Green Corridor high performance, multi-modal transportation facilities.

C. Recognize that each Green Corridor is critical to inter-urban connectivity and to support and encourage economic development and a jobs-to-housing balance within the City.

D. Preserve and protect the rural and natural resource character and values of Rural Reserve areas along the Green Corridor that separate the City from the metropolitan area.

E. Control access to the Green Corridor to maintain the function, capacity and level of service of the facilities, enhance safety and minimize development pressures on Rural Reserve areas.

F. Establish a plan to protect the unique visual character of each Green Corridor.

G. Designate areas of rural land to separate and buffer Metro's Urban Growth Boundary and Urban Reserve areas from the City's Urban Growth Boundary and Urban Reserve areas.

H. Act together to reduce development pressures upon Rural Reserve areas and thereby enhance certainty and viability of resource uses in the Rural Reserves.

II. Definitions

A. "Green Corridor" means the high performance, multi-modal transportation facilities connecting the City to the metropolitan area along I-5 and Highway 99E, and the surrounding identified rural lands within which the rural and natural resource character will be preserved and protected to maintain separation between the City and the metropolitan area and preserve the unique identities of the City and the metropolitan area.

B. "Rural Reserve" areas are those areas identified by the parties pursuant to the terms of this agreement to provide a permanent separation and buffer between Metro's Urban Growth Boundary and Urban Reserve areas and the City's Urban Growth Boundary and Urban Reserve areas and thereby maintain the distinct identity and character of the City and the metropolitan area.

III. Establishment and Amendment of Green Corridor Boundaries

A. Establishment of Green Corridor boundaries.

1. Until permanent Green Corridor boundaries are established as provided for in this Agreement, interim Green Corridor boundaries shall be established which extend out a distance of 200 feet from both edges of the right of way of the transportation corridor as shown on map Attachment "A" to this Agreement.

2. Permanent Green Corridor boundaries shall be established by the County in cooperation with the City, ODOT and Metro. The establishment of Green Corridor boundaries and the land use and transportation strategies applied within Green Corridors shall take into consideration:

- a. The unique visual and functional characteristics of the corridor.
- b. The views from the transportation corridor as seen at normal highway speeds and the width of the area alongside the transportation corridor that affect the function of that corridor.

B. Amendment of Green Corridor Boundaries.

1. Green Corridor boundaries may be amended by the County in cooperation with the City, ODOT and Metro.

2. When amending Green Corridor boundaries, the County shall work in cooperation with the City, ODOT and Metro and consider:

- a. The views from the transportation corridor as seen at normal highway speeds;
- b. The width of the area alongside the transportation corridor that affects the function of that corridor;

IV. Comprehensive Planning Along Green Corridors

A. County comprehensive plan designations and zoning shall apply to all lands designated as Green Corridors. The development of a Comprehensive Plan and Comprehensive Plan amendments for lands within Green Corridor boundaries shall provide for notice and opportunity for comment with the City, Metro and ODOT.

B. ODOT shall prepare, adopt and amend a state transportation system plan addressing transportation facilities serving state transportation needs within Green Corridor boundaries. The County shall be responsible for the preparation, adoption and amendment of the local and regional transportation system plans for facilities of regional and local significance within Green Corridor boundaries. Preparation, adoption and amendment of the state, regional and local transportation system plans shall provide for coordination with and participation by the City, Metro, and Oregon Department of Transportation and other entities providing transportation facilities or services within Green Corridor boundaries.

V. Land Use and Development within Green Corridor Boundaries

A. The County shall retain current zoning including resource lands within Green Corridor boundaries and agree not to expand rural commercial or rural industrial zones, unless approved by the City.

B. The parties shall work cooperatively to determine whether specific uses which would otherwise be permitted within existing exception areas under

County zoning (e.g. new schools, churches) should be prohibited or restricted within the Green Corridor areas to implement the purposes of this agreement. Within 5 years, provided funding is available, the County shall amend its Comprehensive Plan and implementing Ordinance to comply with this agreement.

VI. Screening, Buffering and Signage

A. Within 5 years, provided funding is available, the County shall amend its Comprehensive Plan and implementing Ordinance to consider application of existing County Plan and Ordinance provisions relating to Scenic Highways to the Green Corridor.

B. For existing non-rural development within adjacent or deemed by the cooperating parties to be a visible intrusion into the Green Corridor; ODOT in cooperation with the County, City and Metro shall develop a program of visual screening. Such a program shall contain a landscaping/screening plan for the Green Corridor, which will include identification and prioritization of areas to be screened, and cooperative implementation and maintenance measures.

C. ODOT shall develop a coordinated program for sign consolidation within the Green Corridor boundaries in cooperation with the County, City and Metro.

VII. Access Management and Roadway Improvements

A. In coordination with the other parties, ODOT will review the access management designation within Green Corridor boundaries and develop a cooperative Access Management Plan that promotes high performance, multi-modal transportation facilities connecting the City to the metropolitan area while limiting development pressures on rural and natural resource lands within the Green Corridor. The Access Management Plan shall include techniques to consolidate and limit accesses to and from the Green Corridor to cooperatively purchase access rights, and/or allow no new accesses to the Green Corridor highway except where no reasonable alternative exists.

B. Improvements to the Green Corridors shall be conducted for the purposes of improving multi-modal, traffic safety, the movement of freight, and aesthetics, and shall not be intended solely to improve access to single-occupancy vehicles.

C. Shared access shall be required to the extent reasonably practicable.

VIII. Establishment and Amendment of Rural Reserve Boundaries

A. Establishment of Rural Reserve boundaries.

1. The Rural Reserve boundaries shall be as shown on map Attachment "A" to this Agreement.

B. Amendment of Rural Reserve Boundaries.

1. Rural Reserve boundaries may be amended by mutual agreement of the parties. The party proposing an amendment to a Rural Reserve boundary shall be the lead coordinating agency and shall be principally responsible for demonstrating how the proposed amendment is consistent with the purposes of this Agreement.

2. No amendment shall be effective until adopted by the governing body of the City, the County, ODOT and Metro.

IX. Comprehensive Planning and Zoning within Rural Reserve Boundaries

A. County comprehensive plan designations and zoning shall apply to all lands within Rural Reserve areas. The development of comprehensive plan policies and zoning for lands within Rural Reserve areas shall provide for notice and opportunity for comment with the City, ODOT and Metro.

B. Metro's Urban Growth Management Functional Plan regarding rural reserves and green corridors shall be used as guidelines in developing a plan for these rural lands and maintain the rural character of the landscape and our agricultural economy.

C. The County shall not upzone existing exception areas or nonresource lands to allow a density of development that is greater than what is permitted by existing zoning as of the effective date of this agreement, unless the City agrees to such a change.

X. Development with Rural Reserve Areas

A. The parties shall work cooperatively to determine whether specific uses which would otherwise be permitted within existing exception areas under County zoning (e.g. new schools, churches) should be prohibited or restricted within Rural Reserve areas to implement the purposes of this agreement. This provision does not apply to that portion of the Rural Reserve north of the Willamette River.

XI. Population Coordination

required to coordinate their population forecasts, this agreement is intended to provide for overall coordination of these forecasts.

B. Whenever the County, City or Metro prepare a draft population forecast, they shall provide copies of the forecast to the other parties. After review by all parties, including the City, County and Metro, if agreement by all three parties is reached, a letter from each party from the Mayor, Chair of the County Commission and Metro Executive to all other parties stating agreement with the forecast shall be sent. Land use planning and other work of the parties based on the population forecasts may then commence. In the event that agreement cannot be reached, the parties agree to bring the matter before a neutral fourth party for mediation.

XII. Notice and Coordination Responsibilities

A. The County shall provide the City, Metro and ODOT with notice and an opportunity to comment at least 30 days prior to the first scheduled public hearing on plan amendments or zone changes within the Green Corridor.

B. The County shall provide the City, Metro and ODOT with notice and an opportunity to comment at least 15 days prior to administrative action on any development applications (including, but not limited to, conditional use permits and design review) within the Green Corridor.

C. ODOT shall provide notice to and opportunity for comment to the City, the County and Metro on access management plans and improvements affecting state highways within the Green Corridor.

D. The County shall provide the city, ODOT and Metro with notice and an opportunity to comment at least 30 days prior to the first scheduled public hearing on any comprehensive plan or land use regulation amendment proposal within a Rural Reserve area.

E. The City shall provide the County, ODOT and Metro with notice and an opportunity to comment at least 30 days prior to the first scheduled public hearing on any comprehensive plan or land use regulation amendment proposal within a Rural Reserve area.

F. Metro shall provide notice to and provide opportunity for comment to the City, ODOT and the County at least 30 days prior to the first scheduled public hearing on any proposed urban growth boundary, urban reserve boundary or functional plan amendment within a Rural Reserve area.

G. In order to fulfill the cooperative planning provisions of this agreement the City, County, Metro and ODOT shall provide each other with needed data, maps, and other information in hard copy or digital form in a timely manner without charge.

XIII. Amendments to this Agreement

This Agreement may be amended in writing by the concurrence of all parties. The terms of this agreement may be reviewed at the time that the parties adopt modifications to related agreements.

XIV. Termination

This agreement shall continue indefinitely. It may be terminated by any of the parties within 60 days written notice to the other parties.

XV. Severability

If any section, clause or phrase of this agreement is invalidated by any court of competent jurisdiction, any and all remaining parts of the agreement shall be severed from the invalid parts and shall remain in full force and effect.

CITY OF CANBY

Scott M. Taylor
Mayor, City of Canby

ATTEST:

By: *Michael Jordan*
City Recorder

METRO

Metro Executive

ATTEST:

By: _____
City Recorder

OREGON DEPARTMENT OF
TRANSPORTATION

Director

ATTEST:

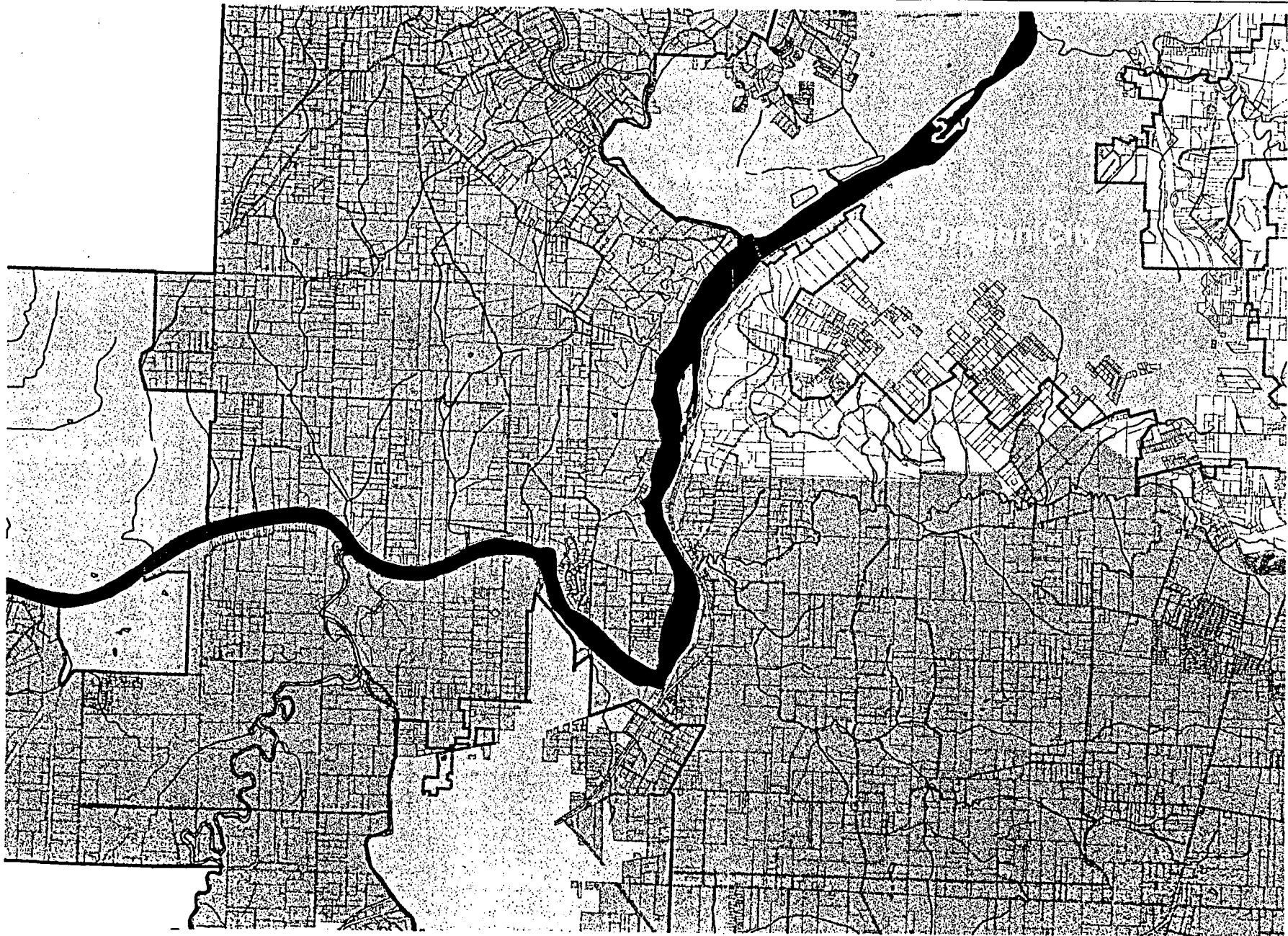
By: _____
Recording Secretary

CLACKAMAS COUNTY

B.R. Freeman
Chairperson, Clackamas County
Board of Commissioners

ATTEST:

By: *William M. Morris*
Recording Secretary



IGA Agreement Area

(METRO, ODOT and Clatsop County)

Canby IGA Area

City Jurisdiction

UGB

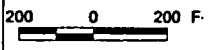
School Districts

CANBY

OREGON CITY

WEST LINN

DRAFT



Note: IGA Agreement Area coverage was provided by all agencies concerning the content of the data prior to creation of this map of data.

Clatsop County

GIS MAP DISCLAIMER:
 This map and other information have been compiled only for preliminary and general purposes. They are not intended to be complete and accurate for any other purpose. Responsibility for information is not intended to be assumed for purposes of land use regulation, zoning, title, and suitability of the property for health uses.

Plot Date: June 2, 1999
 C:\Planning_Land_Use\arcsworld\gis\map\p101.mxd

OTHER EXHIBITS - RESOLUTION NO 99-1210

EXHIBIT "C" - CLACKAMAS COUNTY ORDERS

EXHIBIT "D" - 2040 GROWTH CONCEPT

**EXHIBIT "E" - URBAN GROWTH MANAGEMENT FUNCTIONAL
PLAN**

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

FOR THE PURPOSE OF ESTABLISHING
AN AGREEMENT WITH THE CITY OF
CANBY, THE METROPOLITAN
SERVICE DISTRICT, AND OREGON
DEPARTMENT OF TRANSPORTATION
TO MANAGE LAND USE IN GREEN
CORRIDORS AND RURAL RESERVE AREAS



ORDER NO. 98-220

WHEREAS, Title 5 of the METRO Urban Growth Management Functional Plan provides for the adoption of Agreements among neighboring cities, Clackamas County, METRO and the Oregon Department of Transportation (DOT) for the purpose of designating and maintaining rural reserve areas between METRO urban Reserve Areas and the Urban Growth Boundary of the neighboring cities, and designating and maintaining green corridors along transportation corridors within these areas; and

WHEREAS, Clackamas County, the City of Canby, METRO and ODOT have met and concluded that the agreement herein attached as Exhibit "A" accomplishes the aforementioned purpose, and

WHEREAS, the agreement set forth in Exhibit "A" is consistent with the County Comprehensive Plan, METRO Urban Growth Management Functional Plan and applicable Statewide Land Use Planning Goals and Guidelines.

NOW, THEREFORE, IT IS HEREBY ORDERED that the agreement attached as Exhibit "A" and titled "Intergovernmental Agreement on Green Corridor and Rural Reserve and Population Coordination Among City of Canby, Clackamas County, METRO and the Oregon Department of Transportation" we signed and executed.

THIS 10th DAY OF September, 1998

BOARD OF COUNTY COMMISSIONERS

John Hammond
CHAIR

Millicent Morrison
MILLICENT MORRISON, RECORDING SECRETARY

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

FOR THE PURPOSE OF ESTABLISHING
AN AGREEMENT WITH THE CITY OF
SANDY, THE METROPOLITAN
SERVICE DISTRICT, AND OREGON
DEPARTMENT OF TRANSPORTATION
TO MANAGE LAND USE IN GREEN
CORRIDORS AND RURAL RESERVE AREAS

ORDER No. 98-219

WHEREAS, Title 5 of the METRO Urban Growth Management Functional Plan provides for the adoption of Agreements among neighboring cities, Clackamas County, METRO and the Oregon Department of Transportation (DOT) for the purpose of designating and maintaining rural reserve areas between METRO urban Reserve Areas and the Urban Growth Boundary of the neighboring cities, and designating and maintaining green corridors along transportation corridors within these areas; and

WHEREAS, Clackamas County, the City of Sandy, METRO and ODOT have met and concluded that the agreement herein attached as Exhibit "A" accomplishes the aforementioned purpose; and

WHEREAS, the agreement set forth in Exhibit "A" is consistent with the County Comprehensive Plan, METRO Urban Growth Management Functional Plan and applicable Statewide Land Use Planning Goals and Guidelines.

NOW, THEREFORE, IT IS HEREBY ORDERED that the agreement attached as Exhibit "A" and titled "Intergovernmental Agreement on Green Corridor and Rural Reserve and Population Coordination Among City of Sandy, Clackamas County, METRO and the Oregon Department of Transportation" we signed and executed.

THIS 10th DAY OF September, 1998

BOARD OF COUNTY COMMISSIONERS



CHAIR

MILLICENT MORRISON, RECORDING SECRETARY

RETURN TO:	
DIVISION	<u>OTD-Planning</u>
PERSON	<u>Eelien</u>
	PH EXT _____

1.10 Urban Design

The identity and functioning of communities in the region shall be supported through:

- the recognition and protection of critical open space features in the region
- public policies that encourage diversity and excellence in the design and development of settlement patterns, landscapes and structures
- ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:
 - link any public incentives to a commensurate public benefit received or expected and evidence of private needs
 - is pedestrian "friendly," encourages transit use and reduces auto dependence
 - provides access to neighborhood and community parks, trails and walkways, and other recreation and cultural areas and public facilities
 - reinforces nodal, mixed-use, neighborhood-oriented design
 - includes concentrated, high-density, mixed-use urban centers developed in relation to the region's transit system
 - is responsive to needs for privacy, community, sense of place and personal safety in an urban setting
 - facilitates the development and preservation of affordable mixed-income neighborhoods.

Pedestrian- and transit-supportive building patterns will be encouraged in order to minimize the need for auto trips and to create a development pattern conducive to face-to-face community interaction.

1.11 Neighbor Cities

Growth in cities outside the Metro UGB, occurring in conjunction with the overall population and employment growth in the region, should be coordinated with Metro's growth management activities through cooperative agreements which provide for:

Separation – The communities within the Metro UGB, in neighbor cities and in the rural areas in between will all benefit from maintaining the separation between these places as growth occurs. Coordination between neighboring cities, counties and Metro about the location of rural reserves and policies to maintain separation should be pursued.

Jobs Housing Balance – To minimize the generation of new automobile trips, a balance of sufficient number of jobs at wages consistent with housing prices in communities both within the Metro UGB and in neighboring cities should be pursued.

Green Corridors – The “green corridor” is a transportation facility through a rural reserve that serves as a link between the metropolitan area and a neighbor city which also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

1.12 Protection of Agriculture and Forest Resource Lands

Agricultural and forest resource land outside the UGB shall be protected from urbanization, and accounted for in regional economic and development plans, consistent with this Plan. However, Metro recognizes that all the statewide goals, including Statewide Goal 10, Housing and Goal 14, Urbanization, are of equal importance to Goals 3 and 4 which protect agriculture and forest resource lands. These goals represent competing and, some times, conflicting policy interests which need to be balanced.

Rural Resource Lands – Rural resource lands outside the UGB that have significant resource value should actively be protected from urbanization. However, not all land zoned for exclusive farm use is of equal agricultural value.

Urban Expansion – Expansion of the UGB shall occur in urban reserves, established consistent with the urban rural transition objective. All urban reserves should be planned for future urbanization even if they contain resource lands.

Farm and Forest Practices – Protect and support the ability for farm and forest practices to continue. The designation and management of rural reserves by the Metro Council may help establish this support, consistent with the Growth Concept. Agriculture and forestry require long term certainty of protection from adverse impacts of urbanization in order to promote needed investments.

1.13 Participation of Citizens

The following policies relate to participation of Citizens:

1.13.1 Metro will encourage public participation in Metro land use planning.

1.13.2 Metro will follow and promote the citizen participation values inherent in RUGGO Goal 1, Objective 1 and the Metro Citizen Involvement Principles.

1.13.3 Local governments are encouraged to provide opportunities for public involvement in land use planning and delivery of recreational facilities and services.

TITLE 5: NEIGHBOR CITIES AND RURAL RESERVES

3.07.510 Intent

The intent of this title is to clearly define Metro policy with regard to areas outside the Metro urban growth boundary. NO PORTION OF THIS TITLE CAN REQUIRE ANY ACTIONS BY NEIGHBORING CITIES. Metro, if neighboring cities jointly agree, will adopt or sign rural reserve agreements for those areas designated rural reserve in the Metro 2040 Growth Concept with Multnomah, Clackamas, and Washington County, and Neighbor City Agreements with Sandy, Canby, and North Plains. Metro would welcome discussion about agreements with other cities if they request such agreements.

In addition, counties and cities within the Metro boundary are hereby required to amend their comprehensive plans and implementing ordinances within twenty-four months to reflect the rural reserves and green corridors policies described in the Metro 2040 Growth Concept.

(Ordinance No. 97-715B, Sec. 1.)

3.07.520 Rural Reserves and Green Corridors

Metro shall attempt to designate and protect common rural reserves between Metro's urban growth boundary and designated urban reserve areas and each neighbor city's urban growth boundary and designated urban reserves, and designate and protect common locations for green corridors along transportation corridors connecting the Metro region and each neighboring city. For areas within the Metro boundary, counties are hereby required to amend their comprehensive plans and implementing ordinances to identify and protect the rural reserves and green corridors described in the adopted 2040 Growth Concept and shown on the adopted 2040 Growth Concept Map. These rural lands shall maintain the rural character of the landscape and our agricultural economy. New rural commercial or industrial development shall be restricted to the extent allowed by law. Zoning shall be for resource protection on farm and forestry land, and very low-density residential (no greater average density than one unit for five acres) for exception land.

For areas outside the Metro boundary, Metro shall encourage intergovernmental agreements with the cities of Sandy, Canby and North Plains.

(Ordinance No. 97-715B, Sec. 1.)

3.07.530 Invitations for Intergovernmental Agreements

Metro shall invite the cities and counties outside the Metro boundary and named in section 3.07.510 of this title to sign an Intergovernmental Agreement, similar to the draft agreements attached hereto⁶.

(Ordinance No. 97-715B, Sec. 1.)

3.07.540 Metro Intent with Regard to Green Corridors

Metro shall attempt to negotiate a Green Corridor Intergovernmental Agreement with Oregon Department of Transportation (ODOT) and the three counties (Clackamas, Multnomah and Washington) to designate and protect areas along transportation corridors connecting Metro and neighboring cities.

(Ordinance No. 97-715B, Sec. 1.)

⁶ On file in the Metro Council office.

GROWTH MANAGEMENT COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 99-2753, FOR THE PURPOSE OF AUTHORIZING THE EXECUTIVE OFFICER TO SIGN NEIGHBOR CITY INTERGOVERNMENTAL AGREEMENT WITH THE CITIES OF SANDY AND CANBY, CLACKAMAS COUNTY AND OREGON DEPARTMENT OF TRANSPORTATION.

Date: February 9, 1999

Presented by: Councilor McLain

Committee Action: At its February 2, 1999 meeting, the Growth Management Committee voted 3-0 to recommend Council adoption of Resolution No. 99-2753. Voting in favor: Councilors Bragdon, Park and McLain.

Council Issues/Discussion: "Neighbor Cities" is a concept growing out of the Metro 2040 Growth Concept. It recognizes that cities surrounding the Portland metropolitan area, and urban growth boundary, are likely to experience rapid growth and also be affected by Metro's growth management policies. Title 5 of the Urban Growth Management Functional Plan—Neighbor Cities and Rural Reserves, invites local governments outside the metropolitan area to sign intergovernmental agreements with Metro, agreeing to jointly protect the intervening rural areas and to protect the major highways as "green corridors."

The intergovernmental agreement calls for certain activities and characteristics to be established sooner, e.g. an interim green corridor boundary of 200 feet from edge of right of way along mapped corridors. The bulk of the activities are designated to take place in the future however, such as permanent green corridor boundary designation, comprehensive plan amendments for land inside the green corridors and ODOT amendments to the state transportation system plan.

The IGA specifically states that "The County shall retain current zoning including resource lands within the Green Corridor Boundaries and agree not to expand rural commercial or rural industrial zones, unless approved by the City."

Section XII of the IGA extensively details provisions for notice between the county, affected cities, Metro and ODOT. Growth Management Committee discussion focused on appropriate notice to citizens, however, and asked legal counsel to investigate this further. At issue was to what extent these IGA's placed present or future restrictions on property, for which Metro would want to insure the citizenry had plenty of advanced notice.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2753, FOR THE PURPOSE OF AUTHORIZING THE METRO EXECUTIVE OFFICER TO SIGN NEIGHBOR CITY INTERGOVERNMENTAL AGREEMENTS WITH THE CITIES OF SANDY AND CANBY, CLACKAMAS COUNTY AND OREGON DEPARTMENT OF TRANSPORTATION

Date: January 13, 1999

Prepared by: Mark Turpel

BACKGROUND INFORMATION

For several years, Metro elected officials and staff have met and worked with several neighboring cities, especially the elected officials and staff from the cities of Sandy and Canby, to address concerns of these cities with regard to the impacts of metropolitan decisions on these communities. These concerns included the fear that expansion of urban growth boundaries over time would effectively eliminate the separation of these communities from the metropolitan area. Of special concern was what could happen along the major highways connecting the region with these adjacent cities. That is, there is the tendency to grow along them because of the accessibility and visibility of these lands. Growing together into one urban area could result in the loss of a sense of being a distinct community on the part of the adjacent city. If a distinct separation is to be maintained between the metropolitan region and an adjacent city, these areas are critical.

Accordingly, the intergovernmental agreement includes several provisions including:

1. calling for the parties to establish "green corridors" and joint policies along Highway 26 generally between Sandy and Gresham and along Highway 99 generally between Canby and Oregon City. For an area on an interim basis of 200 feet on either side of these highways, the views from the transportation corridor should be considered as land use and transportation strategies are designed to maintain or enhance the visual separation of these communities from the metropolitan region.
2. providing for notice if Metro, Clackamas County, ODOT or the cities of Sandy or Canby propose or hear proposals for UGB amendments, changes to comprehensive plan or zoning designations or transportation system plans. The agreement also obligates the County to work closely with the cities if expansion of rural commercial or rural industrial zones are proposed.
3. calling for a screening, buffering and signage program along the green corridor.
4. encouraging access management and roadway improvements for the purpose of improving multi-modal, traffic safety, movement of freight, aesthetics and shall not be solely intended to improve access for single occupancy vehicles;
5. providing for coordination of population forecasting.

These agreements are the result of initial policy direction set by the Metro Council, in consultation with neighboring cities. The policy was included initially in Metro's Regional Urban Growth Goals and Objectives (RUGGO) when adopted by ordinance in 1995 and subsequently added to the Regional Framework Plan in 1998 when it incorporated the elements of the RUGGO (see attachments). In addition, the Urban Growth Management Functional Plan strongly encourages Metro to work with neighboring cities to reach intergovernmental agreements concerning green corridors and rural reserves.

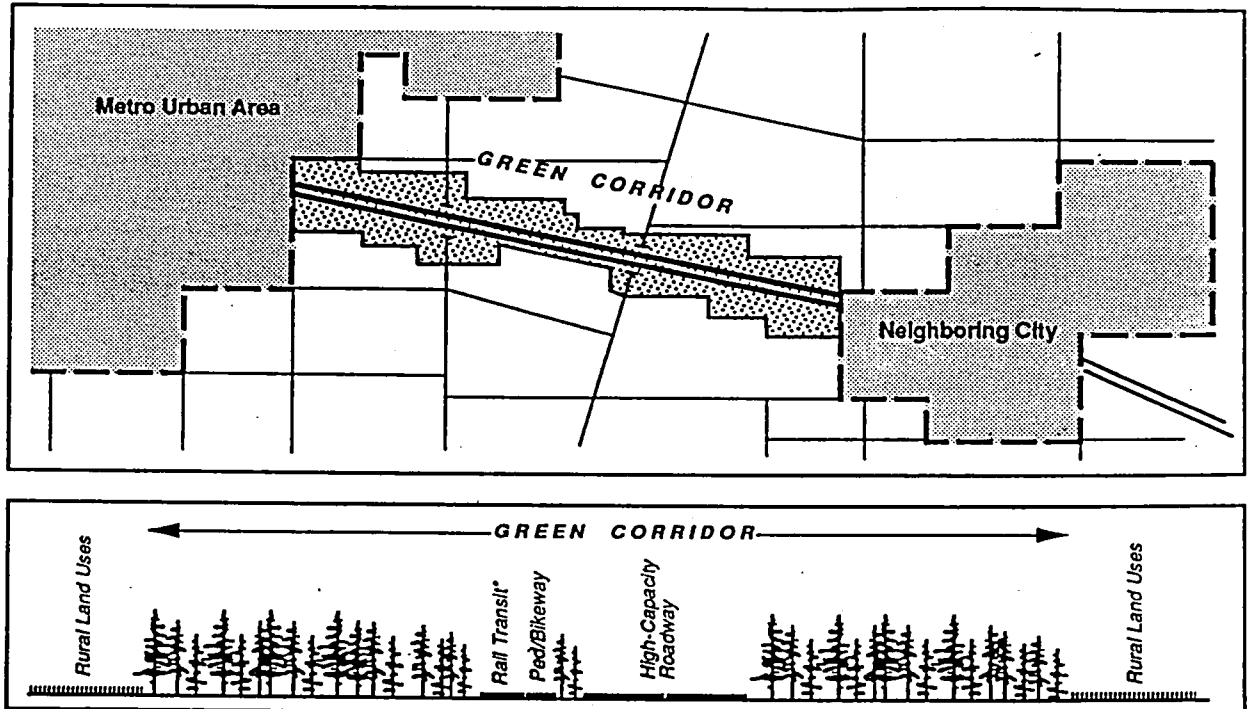
The agreement may be terminated by any party in 60 days upon receipt of written notice. Accordingly, the agreement is primarily a commitment to closer coordination and exchange of information with the hope that joint actions of mutual interest may be improved.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 99-2753.



Green Corridors



GREEN CORRIDOR GOAL:

To provide a safe, high capacity route of travel between neighboring cities where impacts of urban travel along the corridor will not induce urban levels of development or diminish views of the undeveloped rural landscape.

GREEN CORRIDOR OBJECTIVES:



- Manage and maintain green corridors consistent with conservation of rural reserves.
- Maintain buffered corridors with natural landscaping to minimize views of non-resource land uses;
- Limit access to rural areas from the main transportation corridor such that the safety and operating capacity of the corridor is not compromised. Views of the undeveloped rural landscape along the green corridor should be retained and where appropriate, enhanced. Important elements of the undeveloped rural landscape include: farm fields and orchards, wetlands, streams and rivers. New buildings, signs and other improvements should be located away from and buffered from the transportation corridor by landscaping.
- Maintain a high level of service for all modes of travel along the corridor to provide easy and efficient travel for non single- occupant-vehicle (SOV) access to neighboring cities. Surrounding rural transportation networks shall be maintained such that reasonable travel options exist;
- Maintain a strong transit connection between neighboring towns and the Metro urban area and
- Keep capacity improvements to the surrounding rural network very limited.

GREEN CORRIDOR DESIGN ELEMENTS:

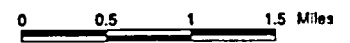
- Green Corridors are centered on major highway links between neighboring towns and the nearest regional center;
- Corridors also include either commuter rail, light rail or express bus linking neighboring towns to the nearest activity centers within the Metro urban area;
- Corridors include substantial bicycle and pedestrian amenities; bikeways & pedestrian trails are constructed as a discrete facility within the corridor to capitalize on "green" amenities, separate from roadways;
- Right-of-way includes substantial buffer of natural landscaping, which is intended to screen major transportation corridors from exception lands and other non-rural uses, provide an aesthetic amenity to corridor travelers and limit the demand for urban-oriented activities on adjacent rural lands.

IGA Agreement Area (Metro, ODOT, Sandy, and Clackamas County)

DRAFT
Neighborhood Cities
Map

-  Major Arterial Streets
-  Sandy IGA Area

DRAFT

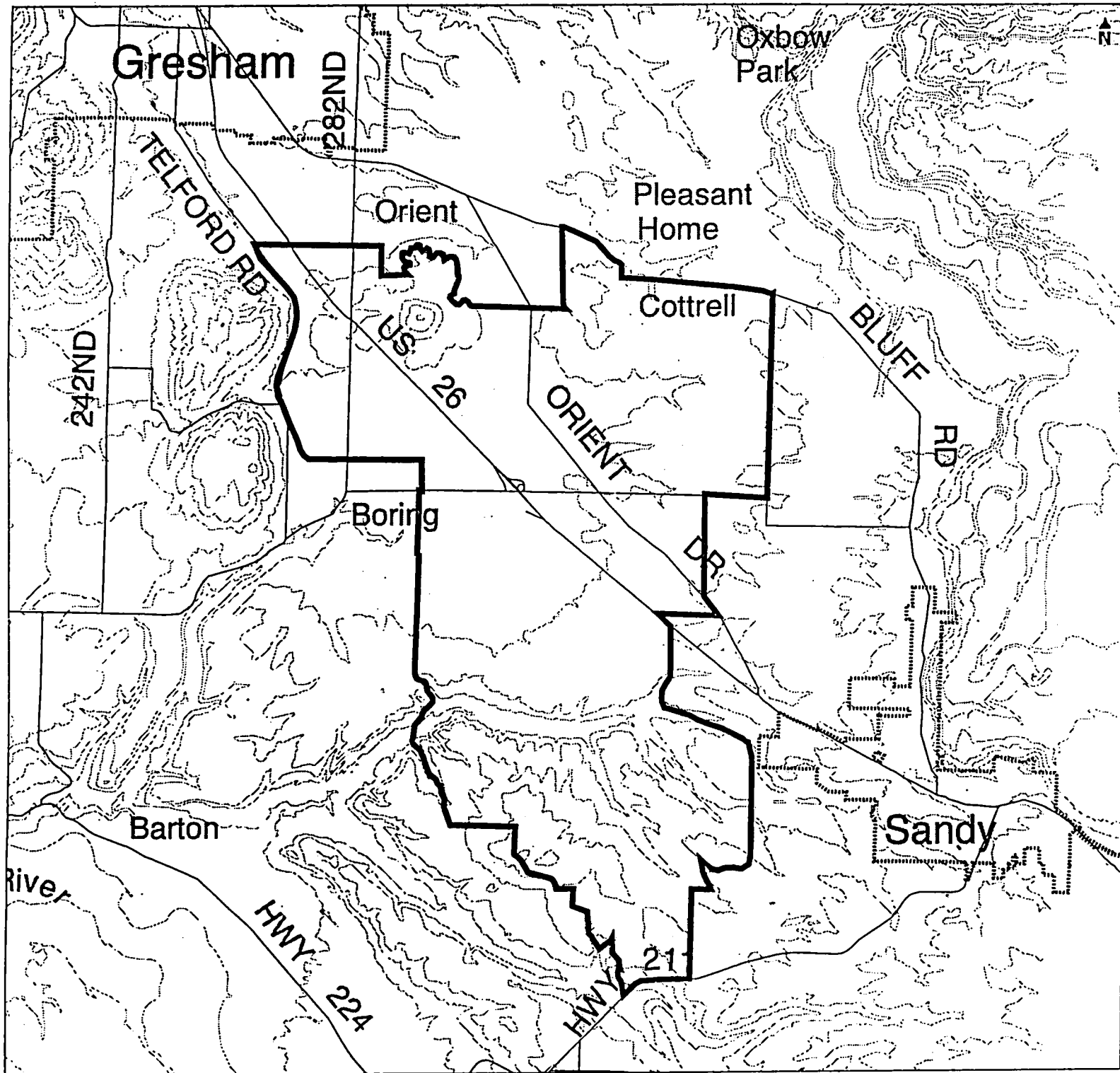


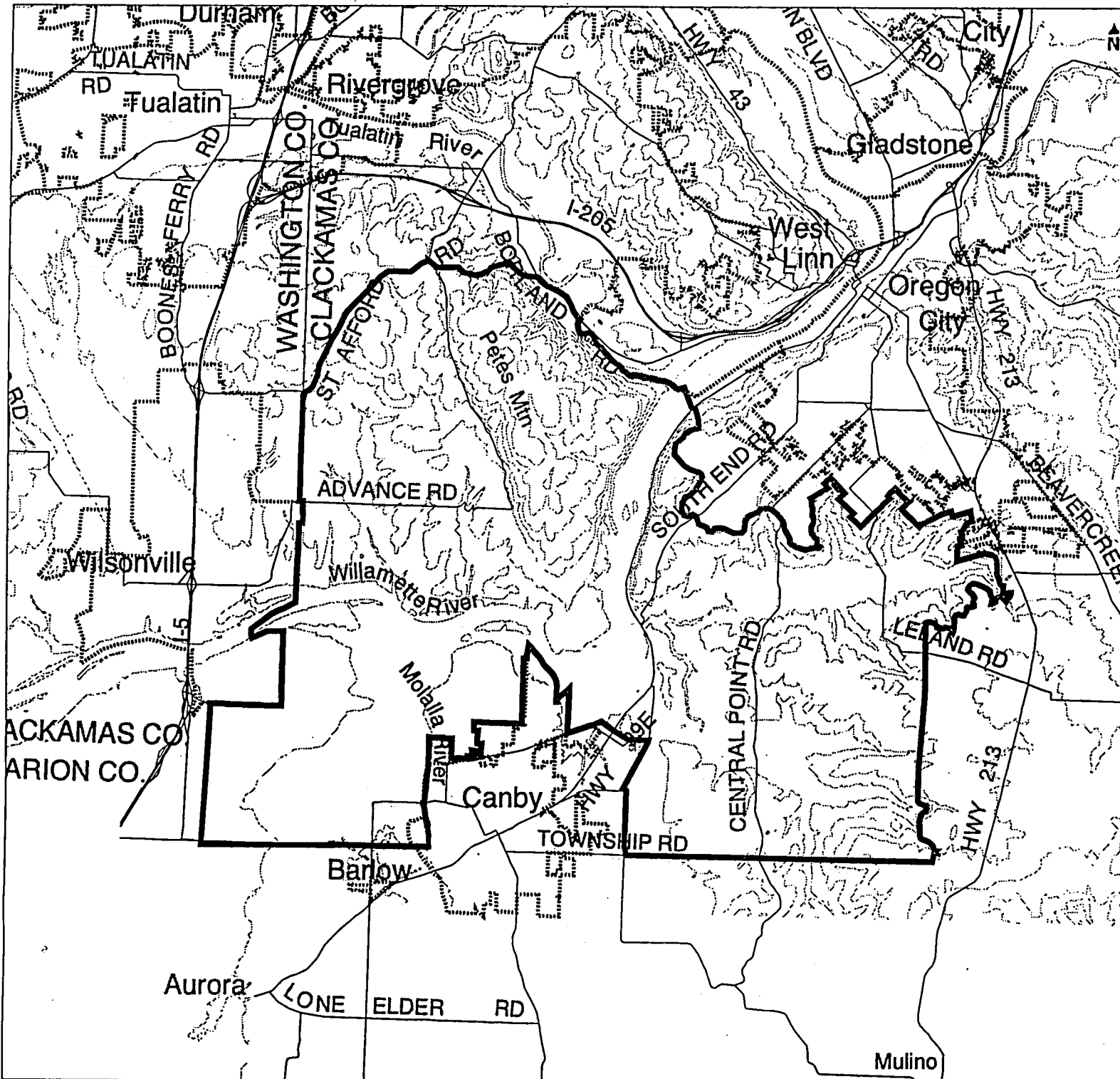
1" = 1.1 miles



METRO

600 NE Grand Ave.
Portland, OR 97232-2736
503 797-1742 FAX 503 797-1909
Email: drc@metro.dst.or.us







R L I S

REGIONAL LAND INFORMATION SYSTEM

IGA Agreement Area
 (Metro, ODOT, Canby,
 and Clackamas County)

DRAFT
 Neighborhood
 Cities Map

-  Major Arterial Streets
-  Canby IGA area

DRAFT



1" = 1.6 miles



METRO

600 NE Grand Ave.
 Portland, OR 97232-2736
 503 797-1742 FAX 503 797-1909
 Email: drc@metro.dst.or.us

Agenda Item Number 9.2

Resolution No. 99-2754, For the Purpose of Endorsing the Use of Passenger Facility Charges for Construction of the Light Rail Project to Portland International Airport.

**Metro Council Meeting
Thursday, February 25, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 99-2754
THE USE OF PASSENGER FACILITY)
CHARGES FOR CONSTRUCTION OF)
THE LIGHT RAIL PROJECT TO)
PORTLAND INTERNATIONAL) Introduced by:
AIRPORT) Jon Kvistad, JPACT Chair

WHEREAS, Air passenger traffic at Portland International Airport is expected to increase significantly over the next 20 years; and

WHEREAS, Reliable access to the airport is a key concern of the air traveler; and

WHEREAS, It is in the interest of the region to implement a regionwide comprehensive transportation network, including a light rail transit system to Portland International Airport; and

WHEREAS, The roadway system accessing the airport currently operates at or near capacity during peak hours and is expected to worsen as the airport continues to grow and the Portland International Center develops; and

WHEREAS, The Port of Portland and the region have made mode diversification, including light rail transit, part of the comprehensive transportation strategy for passenger access to the airport; and

WHEREAS, An extension of the light rail system to Portland International Airport is called for in the *Regional Transportation Plan*. The extension will complement the existing Eastside and Westside light rail lines, and will connect the airport with the high-volume tourism destinations in downtown Portland; and

WHEREAS, The use of Passenger Facility Charges is a critical component of the financial package for construction of the "Terminal Segment" of the light rail project; and

WHEREAS, Development of the Portland International Center should be integrated with light rail expansion; and

WHEREAS, The Federal Aviation Administration will hold a 30-day public comment

period on the Port of Portland's application to use Passenger Facility Charges for construction of the light rail project; the public comment period is expected to be between mid-February and mid-March; and

WHEREAS, An innovative plan to finance the extension of light rail to Portland International Airport has been developed by Tri-Met, the City of Portland, and the Port of Portland; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Affirms its support for a local funding plan for the Portland International Airport light rail project that includes private, airport-related and other local and regional sources.
2. Supports extension of the regional light rail system to Portland International Airport with specific funding for the "Terminal Segment" through the use of Passenger Facility Charge revenues as proposed by the Port of Portland.
3. Supports the innovative public-private partnership for land and light rail development for the Portland International Center segment of the project.

ADOPTED by the Metro Council this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Counsel

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2754 FOR THE PURPOSE OF ENDORING THE USE OF PASSENGER FACILITY CHARGES FOR CONSTRUCTION OF THE LIGHT RAIL PROJECT TO PORTLAND INTERNATIONAL AIRPORT

Date: January 20, 1999

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would demonstrate regional support for the Port of Portland's application to the Federal Aviation Administration to allow the use of some of the Passenger Facility Charge funds collected at the Portland International Airport for construction of the "Terminal Segment" of the Light Rail extension to the Airport.

FACTUAL BACKGROUND AND ANALYSIS

Proposed Project

The proposed project is a 5.5 mile extension of the Metropolitan Area Express (MAX) light rail line from the existing Gateway Transit Center to the main passenger terminal of the Portland International Airport. North of Gateway, the route would parallel Interstate 205 in the center of the existing freeway right-of-way. Just south of the Columbia Slough, the line would cross over I-205 and turn northwest, traversing the Portland International Center (PIC). The PIC is a 458 acre, master-planned, mixed-use (office, retail, hotel and industrial) development area southeast of the airport. The line would then run parallel to Airport Way and terminate at the Airport Terminal. Four stations would be constructed: one adjacent to the existing Parkrose park-and-ride lot, two within the PIC and one in the baggage claim area at the Airport.

Regional Transportation Plan

Metro's Regional Transportation Plan (RTP) is based upon a multi-modal approach to addressing the transportation problems and opportunities throughout the region. As such, it includes elements of a comprehensive transportation system, including light rail as a key component of the transit system, as well as highways, roads, bridges and facilities for freight, bicycle users and pedestrians.

The RTP's light rail element calls for four primary light rail lines: the existing Eastside and Westside lines and the South/North line, with a variety of possible extensions once the primary light rail system is in place. One of the light rail extensions called for in the RTP is a line connecting the existing Eastside MAX line at the Gateway Transit Center with the Portland International Airport.

Airport Terminal Expansion and Light Rail Connection

Previous plans for a light rail extension to the Airport have been linked to both terminal facility expansion plans and projected Airport passenger use. The terminal expansion currently under construction provides for integration of a light rail station within the terminal. The Airport light rail extension was also intended to serve employment trips to and from the Airport and the adjacent multi-use development park located between the Airport terminal and I-205.

Innovative Financing Approach

The Bechtel Infrastructure Corporation proposes to invest up to \$30 million in development of the light rail extension and other PIC infrastructure improvements. In exchange for this investment, Bechtel would receive the development rights to 120 acres of land in the northeast section of the PIC. The Port of Portland owns this land and would lease it to Bechtel under an 85-year agreement. The preliminary development plan for the 120-acre site includes approximately 1,470,000 square feet of office space; 525,000 square feet of retail space; and 540 hotel rooms. The development plan for the PIC project is oriented around two proposed light rail stations on the site.

Use of Passenger Facility Charges

The Passenger Facility Charge funds would be used for construction of the "Terminal Segment" portion of the project. The funds would be used for construction of light rail facilities on Port of Portland property only. A combination of other local (Tri-Met, \$45.5 million; City of Portland, \$23.0 million; and Bechtel, \$28.2 million) funds would be used to fund the remainder of the construction costs.

Agenda Item Number 9.3

**Resolution No. 99-2755, For the Purpose of Granting Time Extensions to the Functional Plan
Compliance Deadline.**

**Metro Council Meeting
Thursday, February 25, 1999
Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF GRANTING TIME) RESOLUTION NO 99-2755
EXTENSIONS TO THE FUNCTIONAL PLAN)
COMPLIANCE DEADLINE) Introduced by Executive Officer Mike
) Burton
)

WHEREAS, the Metro Council adopted the Urban Growth Management Functional Plan for early implementation of the 2040 Growth Concept on November 21, 1996, by Ordinance No. 96-647C; and

WHEREAS, the Urban Growth Management Functional Plan requires that all jurisdictions in the region make plan and implementing ordinance changes needed to come into compliance with this functional plan by February 19, 1999; and

WHEREAS, the Urban Growth Management Functional Plan in Metro Code Section 3.07.820.C provides that Metro Council may grant extensions to timelines under this functional plan "if the city or county has demonstrated substantial progress or proof of good cause for failing to complete the requirements on time;" and

WHEREAS, the following eleven jurisdictions have requested time extensions to complete compliance work based on evidence showing "substantial progress or proof of good cause" for failing to meet the February 19, 1999 compliance deadline and have submitted detailed timelines showing when the work will be completed, now therefore

BE IT RESOLVED:

1. That Clackamas County and the Cities of Fairview, Gresham, Lake Oswego, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin and Wood Village shall receive Functional Plan compliance time extensions as shown in Exhibit A; and

2. That any further requests for time extensions or requests for functional plan exceptions made by the above-named jurisdictions shall be determined as delineated in Metro Code 3.07.820, Sections B and C.

ADOPTED by the Metro Council this ____ day of _____ 1999.

Rod Monroe, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

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EXHIBIT A

Functional Plan time extensions for Clackamas County and the cities of Fairview, Gresham, Lake Oswego, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin and Wood Village

Metro Code numbers are used to cite Functional Plan requirements. The applicable Functional Plan title follows each citation in parentheses (). A brief description of Functional Plan requirements appears below for reference. All extensions are to the last day of the month listed in the schedules below.

Functional Plan Requirements by Title

- Title 1 *Requirements for housing and employment accommodation*
- Title 2 *Regional parking policy*
- Title 3 *Water quality, flood management conservation*
- Title 4 *Retail in employment and industrial areas*
- Title 5 *Requirements for rural reserves and green corridors*
- Title 6 *Regional accessibility*
- Title 7 *Affordable housing*
- Title 8 *Compliance procedures*

Clackamas County Extensions

December 1999

- Complete and adopt the McLoughlin and Sunnyside corridor plans.
- Complete and adopt plans for the remaining designated corridors and main streets.
- Adopt the 2040 Growth Concept design type boundaries into the comprehensive plan as required by Metro Code 3.07.130 (Title 1).
- Submit final dwelling unit and job capacity calculations resulting from final plan and code changes as required in Metro Code 3.07.150 (Title 1).
- Complete review of Public Facilities Plan as required by Metro Code 3.07.150 (Title 1).
- Complete an urban TSP and adopt changes to comply with Metro Code 3.07.620 and 3.07.630 (Title 6).

City of Fairview Extensions

April 1999

- Establish minimum densities and permit accessory dwelling units in zones allowing single family dwelling units as required in Metro Code 3.07.120 (Title 1). (Already done for Fairview Village)
- Amend parking standards and develop reporting requirements to comply with Metro Code 3.07.220 (Title 2).
- Amend the zoning code to prohibit large-scale retail uses in industrial areas as required by Metro Code 3.07.420 (Title 4).

November 1999

- Adopt a map of 2040 Growth Concept design types into the Fairview Development Code as required in Metro Code 3.07.130 (Title 1).
- Complete public facilities capacity analysis to assure that planned public facilities can be provided to accommodate the calculated capacity within the plan period as required in Metro Code 3.07.150 A.5 (Title 1).
- Adopt Code language to implement Metro Code 3.07.620 and 3.07.630 (Title 6).

City of Gresham Extensions

July 1999

- Adopt a map of 2040 Growth Concept design types into the Gresham Development Code as required in Metro Code 3.07.130 (Title 1).
- Determine actual built residential densities for 1990-1995. If below 80%, adopt at least two of the strategies described in Metro Code 3.07.140.B (Title 1).
- Develop a procedure to provide parking data to Metro annually as required by Metro Code 3.07.220 (Title 2).
- Adopt Code language to reflect Metro Code 3.07.510 (Title 5) requirements.
- Create a system to provide proposed Code amendments to Metro for review for Functional Plan compliance as required by Metro Code 3.07.830 (Title 8).

August 1999

- Calculate housing and employment capacity for the development code. If below Functional Plan targets, amend the Code to increase capacity as required by Metro Code 3.07.150 (Title 1).
- Adopt Code language to implement Metro Code 3.07.420 (Title 4).

September 1999

- Evaluate local facility plans to determine ability to support calculated capacity for jobs and housing as required by Metro Code 3.07.150 (Title 1).
- Complete adjustments to parking minimums and maximums to resolve minor difference between existing standards and Metro Code 3.07.220 (Title 2) allowances.
- Adopt Transportation System Plan language to implement Metro Code 3.07.620 and 3.07.630 (Title 6).

City of Lake Oswego Extensions

March 1999

- Adopt the 2040 Growth Concept design type boundaries into the comprehensive plan as required by Metro Code 3.07.130 (Title 1).

April 1999

- Restrict the size of retail uses in its MC zone within the Employment Area design type, pursuant to Metro Code 3.07.420 (Title 4).

June 1999

- Comply with Metro Code 3.07.630 (Title 6) regarding street connectivity.

November 1999

- Establish alternative mode split targets and identify actions to implement the targets, pursuant to Metro Code 3.07.640 (Title 6).

City of Milwaukie Extensions

December 1999

- Adopt code language to implement Metro Code 3.07.630.A.2.b (Title 6) limiting cul-de-sacs to 200 feet or less and limiting the number of units permitted on a closed end street.

February 2000

- Complete the housing and job capacity calculation for mixed-use areas as required by Metro Code 3.07.150 (Title 1).
- Adopt a map of 2040 Growth Concept design types into the Milwaukie Development Code as required in Metro Code 3.07.130 (Title 1).

City of Portland

June 1999

- Amend minimum density standards and adopt a map with design type boundaries as required by Metro Code 3.07.120.
- Amend industrial and employment zoning to be fully consistent with Metro Code 3.07.410. Drafts of these amendments have already been reviewed at the planning commission.
- Adopt amendments related to street design guidelines and street connectivity standards as required by Metro Code 3.07.620 and 3.07.630.

December 1999

- Amend the parking code to resolve minor differences in existing parking standards and those required by Metro Code 3.07.210.

City of Sherwood Extensions

May 1999

- Adopt plan and code changes needed to implement parking minimums and maximums and develop a procedure to provide parking data to Metro annually as required in Metro Code 3.07.220 (Title 2).
- Adopt language to implement the street design and connectivity requirements of Metro Code Sections 3.07.620 and 3.07.630 (Title 6) respectively.

July 1999

- Amend the zoning code to adopt minimum density standards of 80% of the maximum number of dwelling units per net acre permitted in the zoning designation as required by Metro Code 3.07.120.A (Title 1).
- Develop code language to reflect Metro Code 3.01.510 (Title 5) requirements.

August 1999

- Amend the zoning code to allow at least one accessory dwelling unit within any detached single family unit in all of the residential districts as required by Metro Code 3.01.120.C (Title 1).
- Review residential zones to determine opportunities to increase housing capacity to meet Functional Plan targets as required by Metro Code 3.07.150.D (Title 1).

September 1999

- Establish minimum residential densities as required by Metro Code 3.07.120.A (Title 1).
- Finalize capacity analysis as required by Metro Code 3.07.150 (Title 1).
- Consider methods to increase housing and jobs in the town center, employment areas and along corridors as needed to meet targets as required in Metro Code 3.07.150.D (Title 1).
- Adopt code changes to restrict retail uses in employment and industrial areas as required in Metro Code 3.07.420 (Title 4).

October 1999

- Amend comprehensive plan to include a map showing the boundaries of 2040 design types as required by Metro Code 3.07.130 (Title 1).

November 1999

- Review public facilities plans to assure that public facilities can support calculated capacities as required by Metro Code 3.07.150 (Title 1).

City of Tigard Extensions

December 1999

- Adopt Code language to implement Metro Code 3.07.620 and 3.07.630 (Title 6).

February 2000

- Adopt a map of 2040 Growth Concept design types into the Tigard Development Code as required in Metro Code 3.07.130 (Title 1).
- Finalize capacity analysis as required in Metro Code 3.07.150 (Title 1).

City of Troutdale Extensions

May 1999

- Amend development code to implement minimum density standard of 80% pursuant to Metro Code 3.07.120A (Title 1).
- Adopt plan/code changes to implement Metro Code 3.07.340 (Title 3).

December 1999

- Amend development code to comply with Metro Code 3.07.620 and .630. (Title 6).

City of Tualatin Extensions

May 1999

- Adopt minimum densities for all zones allowing residential uses and required in Metro Code 3.07.120.A (Title 1)
- Adopt code changes to allow accessory dwelling units in all single family detached dwellings as required in Metro Code 3.07.120.C (Title 1)
- Adopt a map of 2040 Growth Concept design types into the development code as required in Metro Code 3.07.130 (Title 1).
- Confirm that Tualatin's built density calculation for 1990-1995 required in Metro Code 3.07.140.A (Title 1) is consistent with Metro methodology.
- Complete a job capacity calculation for mixed-use areas as required by Metro Code 3.07.150 (Title 1).

- Provide Metro with its methodology for determining that public facilities will support calculated capacities as required by Metro Code 3.07.150 (Title 1).
- Develop a procedure to provide parking data to Metro on an annual basis as required by Metro Code 3.07.220 (Title 2).
- Adjust parking minimums and maximums as needed to meet Metro Code 3.07.220 (Title 2) allowances.
- Adopt Code language to implement retail restrictions in employment and industrial areas as required in Metro Code 3.07.420 (Title 4).
- Adopt Code language to reflect Metro Code 3.07.510 (Title 5) requirements.
- Adopt Code language to implement Metro Code 3.07.620 and 3.07.630 (Title 6).

City of Wood Village Extensions

June 1999

- Amend the zoning code to adopt minimum density standards of 80% of the maximum number of dwelling units per net acre permitted in the zoning designation as required by Metro Code 3.07.120.A (Title 1).
- Amend the zoning code to allow at least one accessory dwelling unit within any detached single family unit in all zones allowing residential uses as required by Metro Code 3.01.120.C (Title 1).
- Amend the comprehensive plan to include a map identifying the boundaries of the 2040 Growth Concept design types as required by Metro Code 3.07.130 (Title 1).
- Adopt plan and code changes needed to implement parking minimums and maximums outside of the town center and develop a procedure to provide parking data to Metro annually as required in Metro Code 3.07.220 (Title 2).
- Adopt code changes to restrict retail uses in employment and industrial areas as required in Metro Code 3.07.420 (Title 4).
- Adopt language to implement the street design and connectivity requirements of Metro Code Sections 3.07.620 and 3.07.630 (Title 6) respectively.
- Create a system to provide proposed comprehensive plan and zoning code amendments to Metro for review for Functional Plan Compliance prior to adoption as required by Metro Code 3.07.830 (Title 8).

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2755 GRANTING TIME EXTENSIONS TO THE FUNCTIONAL PLAN COMPLIANCE DEADLINE

Date: January 27, 1999

Presented by: Elaine Wilkerson
Prepared by: Marian Maxfield Hull

PROPOSED ACTION

Adoption of Resolution No. 99-2755 granting timeline extensions to the Functional Plan compliance deadline for Clackamas County and the cities of Fairview, Gresham, Lake Oswego, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin and Wood Village.

BACKGROUND AND ANALYSIS

Metro Code 3.07.820.C (Title 8 of the Functional Plan) provides that Metro Council may grant time extensions to Functional Plan requirements if a jurisdiction can demonstrate "substantial progress or proof of good cause for failing to complete the requirements on time."

Twenty-five jurisdictions have requested time extensions to implement some of the requirements of Functional Plan due on February 19, 1999. The first eleven requests are included in Resolution No. 99-2755. The remaining jurisdictions' requests will be presented for Metro Council consideration in March or April 1999.

Metro Code numbers are used to cite Functional Plan requirements. The applicable Functional Plan title follows each citation in parentheses (). A brief description of Functional Plan requirements appears below for reference.

Functional Plan Requirements by Title

- Title 1 *Requirements for housing and employment accommodation*
- Title 2 *Regional parking policy*
- Title 3 *Water quality, flood management conservation*
- Title 4 *Retail in employment and industrial areas*
- Title 5 *Requirements for rural reserves and green corridors*
- Title 6 *Regional accessibility*
- Title 7 *Affordable housing*
- Title 8 *Compliance procedures*

Compliance Progress

Though most jurisdictions have requested some time extensions to complete Functional Plan compliance, all have made significant progress towards meeting Functional Plan goals. Most cities and counties have completed this work without additional staff. The only additional resources for compliance work have come from State grant programs such as the Transportation/Growth Management and the periodic review program.

The most common time extension requests have been for work related to Title 6, planning for mixed-use areas and capacity calculation. The most common reasons for the requests are to

provide time to include compliance work in broader planning and public involvement efforts and to meet schedules dictated by grant funding sources. This is particularly true for planning efforts in mixed-use centers. Most jurisdictions with outstanding compliance work have requested time extensions for the capacity calculation. The capacity calculation is the final step in the Functional Plan compliance process for most jurisdictions because zoning and plan changes, planning for mixed-use areas and even new parking requirements affect calculated capacity.

Work on Title 6 has been delayed, in part, due to the postponed adoption of the Regional Transportation Plan. Many jurisdictions plan to meet Title 6 requirements through their Transportation System Plans (TSP). Many TSP work schedules are timed to coincide with the adoption of the Regional Transportation Plan. Grant funding schedules are also affecting the timing of transportation work.

Some cities are completing compliance work through periodic review. For these jurisdictions, compliance work is being completed according to the State approved periodic review schedules and grants that run through most of 1999.

The following pages summarize the progress of each jurisdiction included in Resolution No. 99-2755 and provide implementation timelines for remaining Functional Plan elements. Each jurisdiction listed below has met the Metro Code criteria for "substantial progress or proof of good cause for failing to complete" Functional Plan compliance (Metro Code 3.07.820.C).

Clackamas County

Clackamas County has made significant progress towards compliance with the Functional Plan. It has completed work on Titles 2, 4, 5 and 8 and has made significant progress on Title 1. The Clackamas Regional Center Plan was recently adopted. It is the culmination of over 3 years work by staff, agencies and citizens. The County is currently working on corridor planning for Sunnyside Road and McLoughlin Boulevard. The comprehensive plan and code has been amended to implement minimum densities, accessory dwelling units, parking standards and retail restrictions. According to the following timeline, the County intends to complete the work needed by December 1999 to comply with the remaining provisions of Title 1, Title 3 and Title 6.

December 1999

- Complete and adopt the McLoughlin and Sunnyside corridor plans.
- Complete and adopt plans for the remaining designated corridors and main streets.
- Adopt the 2040 Growth Concept design type boundaries into the comprehensive plan as required by Metro Code 3.07.130 (Title 1).
- Submit final dwelling unit and job capacity calculations resulting from final plan and code changes as required in Metro Code 3.07.150 (Title 1).
- Complete review of Public Facilities Plan as required by Metro Code 3.07.150 (Title 1).
- Complete an urban TSP and adopt changes to comply with Metro Code 3.07.620 and 3.07.630 (Title 6).

City of Fairview

The City of Fairview has made appreciable progress towards meeting the requirements of the Functional Plan. The City has been involved in the development of Fairview Village and constructed pedestrian improvements along Halsey Street. Fairview's exemplary policies for riparian buffers that were in place prior to Metro's adoption of such regulations. The City's open space acquisition program and participation in the planning for the Fairview-Wood Village Town Center are other examples of its efforts to meet the goals of the Functional Plan.

The City of Fairview will implement nearly all of the Functional Plan's requirements by April 1999, with some work remaining on Titles 1 and 6 that will be completed by November 1999. The City has removed 328.93 acres of vacant land zoned for employment uses from its buildable lands inventory because the land is environmentally constrained and is protected by land-use code. As a result, the City may need to request an exception to the Table 1 employment capacity targets. Metro Council Resolution No. 97-2562B allows a City to request an exception to the targets due to the removal of environmentally constrained land from the buildable inventory. Fairview intends to complete the remaining compliance work on the following timeline:

April 1999

- Establish minimum densities and permit accessory dwelling units in zones allowing single family dwelling units as required in Metro Code 3.07.120 (Title 1). (Already done for Fairview Village)
- Amend parking standards and develop reporting requirements to comply with Metro Code 3.07.220 (Title 2).
- Amend the zoning code to prohibit large-scale retail uses in industrial areas as required by Metro Code 3.07.420 (Title 4).

November 1999

- Adopt a map of 2040 Growth Concept design types into the Fairview Development Code as required in Metro Code 3.07.130 (Title 1).
- Complete public facilities capacity analysis to assure that planned public facilities can be provided to accommodate the calculated capacity within the plan period as required in Metro Code 3.07.150 A.5 (Title 1).
- Adopt Code language to implement Metro Code 3.07.620 and 3.07.630 (Title 6).

City of Gresham

The City of Gresham has made good progress toward meeting the requirements of the Functional Plan. Gresham's efforts to build its regional center, town center and station areas have been recognized nationally and are a model for suburban redevelopment. Gresham's minimum density code language, Civic Neighborhood Plan District and parking polices are all used as models in Metro's land-use code handbook. The City has made extensive zoning changes to implement its town center, regional center and other 2040 design types. Gresham also has adopted minimum density and accessory dwelling unit policies, and has nearly completed implementation of Title 2. The City expects to complete Functional Plan implementation, including Title 3, by October 1999. While the city has several small tasks to complete, the only significant work remaining is the capacity calculation, Title 4 changes and Title 6 implementation. Gresham intends to complete the remaining compliance work on the following timeline:

July 1999

- Adopt a map of 2040 Growth Concept design types into the Gresham Development Code as required in Metro Code 3.07.130 (Title 1).
- Determine actual built residential densities for 1990-1995. If below 80%, adopt at least 2 of the strategies described in Metro Code 3.07.140.B (Title 1).
- Develop a procedure to provide parking data to Metro annually as required by Metro Code 3.07.220 (Title 2).
- Adopt Code language to reflect Metro Code 3.07.510 (Title 5) requirements.
- Create a system to provide proposed Code amendments to Metro for review for Functional Plan compliance as required by Metro Code 3.07.830 (Title 8).

August 1999

- Calculate housing and employment capacity for the development code. If below Functional Plan targets, amend the Code to increase capacity as required by Metro Code 3.07.150 (Title 1).
- Adopt Code language to implement Metro Code 3.07.420 (Title 4).

September 1999

- Evaluate local facility plans to determine ability to support calculated capacity for jobs and housing as required by Metro Code 3.07.150 (Title 1).
- Complete adjustments to parking minimums and maximums to resolve minor difference between existing standards and Metro Code 3.07.220 (Title 2) allowances.
- Adopt Transportation System Plan language to implement Metro Code 3.07.620 and 3.07.630 (Title 6).

City of Lake Oswego

Lake Oswego has made significant progress towards compliance with the Functional Plan. It has completed work on Titles 2, 4, and 8 and has made significant progress on Title 1. The City complies with most of Title 3 through its sensitive lands ordinance. Lake Oswego is currently working on mixed-use center planning for the downtown and Lake Grove areas. The City has not adopted minimum residential densities and has no plans to do so. If Lake Oswego decides not to adopt minimum density standards, it will need to request an exception to this Functional Plan requirement. The City intends to complete the remaining work needed according to the following timeline:

March 1999

- Adopt the 2040 Growth Concept design type boundaries into the comprehensive plan as required by Metro Code 3.07.130 (Title 1).

April 1999

- Restrict the size of retail uses in its MC zone within the Employment Area design type, pursuant to Metro Code 3.07.420 (Title 4).

June 1999

- Comply with Metro Code 3.07.630 (Title 6) regarding street connectivity.

November 1999

- Establish alternative mode split targets and identify actions to implement the targets, pursuant to Metro Code 3.07.640 (Title 6).

City of Milwaukie

Milwaukie undertook an extensive public involvement process to propose the amendments to its comprehensive plan and zoning code to meet the requirements of the Functional Plan. A second process, equally extensive, to refine the proposed amendments for adoption by city council on February 18, 1999 is currently underway. The City will meet the majority of Functional Plan requirements on schedule. In addition, the City has completed its regional center planning and has implemented an overlay in the downtown to achieve desired densities.

The final phase of compliance will not be complete until February 2000. The City may need to request an exception for its employment capacity targets. The City intends to complete the remaining compliance work on the following timeline:

December 1999

- Adopt code language to implement Metro Code 3.07.630.A.2.b (Title 6) limiting cul-de-sacs to 200 feet or less and limiting the number of units permitted on a closed end street.

February 2000

- Complete the housing and job capacity calculation for mixed-use areas as required by Metro Code 3.07.150 (Title 1).
- Adopt a map of 2040 Growth Concept design types into the Milwaukie Development Code as required in Metro Code 3.07.130 (Title 1).

City of Portland

The City of Portland has taken great strides towards meeting all Functional Plan requirements. Complex capacity calculations are underway for both dwelling units and employment. An updated accessory dwelling unit code was adopted last spring. The City is using the compliance requirements as an opportunity to review and fine-tune many elements of the zoning code and comprehensive plan. While a number of the requirements have already been completed, several time extensions are necessary due to the complexity of the City's code and lengthy comment periods at both the planning commission and city council levels. The City intends to complete the remaining work on the following timeline:

June 1999

- Amend minimum density standards and adopt a map with design type boundaries as required by Metro Code 3.07.120 (Title 1).
- Amend industrial and employment zoning to be fully consistent with Metro Code 3.07.410 (Title 4). Drafts of these amendments have already been reviewed at the planning commission.
- Adopt amendments related to street design guidelines and street connectivity standards as required by Metro Code 3.07.620 and 3.07.630 (Title 6).

December 1999

- Amend the parking code to resolve minor differences in existing parking standards and those required by Metro Code 3.07.210 (Title 2).

Sherwood

The City of Sherwood expects to meet its employment targets, but not housing targets, with existing zoning. The City plans to explore methods to increase housing capacity. Sherwood has not yet made the changes needed to comply with the Functional Plan. The limited planning staff in this small, fast-growing city have been overwhelmed with day-to-day planning activities and have been unable to address regional requirements. The City has developed a strategy and a detailed timeline for completing Functional Plan implementation by the end of 1999.

May 1999

- Adopt plan and code changes needed to implement parking minimums and maximums and develop a procedure to provide parking data to Metro annually as required in Metro Code 3.07.220 (Title 2).
- Adopt language to implement the street design and connectivity requirements of Metro Code Sections 3.07.620 and 3.07.630 (Title 6) respectively.

July 1999

- Amend the zoning code to adopt minimum density standards of 80% of the maximum number of dwelling units per net acre permitted in the zoning designation as required by Metro Code 3.07.120.A (Title 1).
- Develop code language to reflect Metro Code 3.01.510 (Title 5) requirements.

August 1999

- Amend the zoning code to allow at least one accessory dwelling unit within any detached single family unit in all of the residential districts as required by Metro Code 3.01.120.C (Title 1).

- Review residential zones to determine opportunities to increase housing capacity to meet Functional Plan targets as required by Metro Code 3.07.150.D (Title 1).

September 1999

- Establish minimum residential densities as required by Metro Code 3.07.120.A (Title 1).
- Finalize capacity analysis as required by Metro Code 3.07.150 (Title 1).
- Consider methods to increase housing and jobs in the town center, employment areas and along corridors as needed to meet targets as required in Metro Code 3.07.150.D (Title 1).
- Adopt code changes to restrict retail uses in employment and industrial areas as required in Metro Code 3.07.420 (Title 4).

October 1999

- Amend comprehensive plan to include a map showing the boundaries of 2040 design types as required by Metro Code 3.07.130 (Title 1).

November 1999

- Review public facilities plans to assure that public facilities can support calculated capacities as required by Metro Code 3.07.150 (Title 1).

City of Tigard

Tigard has adopted a revised development code that incorporates all of the requirements of the Functional Plan with the exception of Title 6. The only other work remaining is a planning effort for its regional center. The City adopted mixed-use employment zoning and design standards for the Tigard Triangle that include standards to encourage compact, pedestrian- and transit-friendly mixed-use development. Tigard intends to complete the remaining compliance work on the following timeline:

December 1999

- Adopt Code language to implement Metro Code 3.07.620 and 3.07.630 (Title 6).

February 2000

- Adopt a map of 2040 Growth Concept design types into the Tigard Development Code as required in Metro Code 3.07.130 (Title 1).
- Finalize capacity analysis as required in Metro Code 3.07.150 (Title 1).

City of Troutdale

The City of Troutdale has made significant progress toward implementation of the Functional Plan. The Troutdale Town Center Plan and implementing ordinances have been adopted, establishing a mixed-use, pedestrian-friendly area that will serve the City's residents and strengthen the town's historic character. The City has adopted ordinances to implement most of Title 1, Title 2 and portions of Title 6. The City calculates that it can accommodate 86% of the dwelling unit target. Metro staff has determined that this substantially complies with the Functional Plan target capacity. The City has chosen to not allow accessory dwelling units in single family detached units and will need to ask Metro Council for an exception to the Functional Plan accessory dwelling unit provision requirements in Metro Code 3.07.120.C. Troutdale intends to complete the remaining work needed for Titles 1, 3 and 6 as follows:

May 1999

- Amend development code to implement minimum density standard of 80% pursuant to Metro Code 3.07.120A (Title 1).
- Adopt plan/code changes to implement Metro Code 3.07.340 (Title 3).

December 1999

- Amend development code to comply with Metro Code 3.07.620 and .630. (Title 6).

City of Tualatin

Tualatin anticipates meeting its housing and employment targets. While the City has adopted only a few of the changes needed to meet Functional Plan requirements, City staff has worked closely with the City's policy advisory committee and City Council to build support for the changes needed. Most of the new code language has been reviewed by policy-makers already and only awaits final adoption. The only areas that will have significant work remaining after the February implementation deadline are Titles 3 and 6. Tualatin intends to complete its remaining compliance work on the following timeline:

May 1999

- Adopt minimum densities for all zones allowing residential uses and required in Metro Code 3.07.120.A (Title 1)
- Adopt code changes to allow accessory dwelling units in all single family detached dwellings as required in Metro Code 3.07.120.C (Title 1)
- Adopt a map of 2040 Growth Concept design types into the development code as required in Metro Code 3.07.130 (Title 1).
- Confirm that Tualatin's built density calculation for 1990-1995 required in Metro Code 3.07.140.A (Title 1) is consistent with Metro methodology.
- Complete a job capacity calculation for mixed-use areas as required by Metro Code 3.07.150 (Title 1).
- Provide Metro with its methodology for determining that public facilities will support calculated capacities as required by Metro Code 3.07.150 (Title 1).
- Develop a procedure to provide parking data to Metro on an annual basis as required by Metro Code 3.07.220 (Title 2).
- Adjust parking minimums and maximums as needed to meet Metro Code 3.07.220 (Title 2) allowances.
- Adopt Code language to implement retail restrictions in employment and industrial areas as required in Metro Code 3.07.420 (Title 4).
- Adopt Code language to reflect Metro Code 3.07.510 (Title 5) requirements.
- Adopt Code language to implement Metro Code 3.07.620 and 3.07.630 (Title 6).

Wood Village

Wood Village has adopted its town center zoning. Planning for the town center is now in the design review stage. The City will exceed its housing and employment capacity targets in both the mixed-use areas and the City as a whole. The City of Wood Village has requested a time extension to June 1999 for implementation of the Functional Plan. The City is currently in periodic review. A significant portion of the periodic review work program is intended to bring the City into compliance with the Functional Plan. This work is scheduled to be completed in June 1999 and would include compliance with the requirements of Title 3. The City expects to fully comply with the Functional Plan. Wood Village intends to complete the remaining compliance work on the following timeline:

June 1999

- Amend the zoning code to adopt minimum density standards of 80% of the maximum number of dwelling units per net acre permitted in the zoning designation as required by Metro Code 3.07.120.A (Title 1).
- Amend the zoning code to allow at least one accessory dwelling unit within any detached single family unit in all zones allowing residential uses as required by Metro Code 3.01.120.C (Title 1).
- Amend the comprehensive plan to include a map identifying the boundaries of the 2040 Growth Concept design types as required by Metro Code 3.07.130 (Title 1).

- Adopt plan and code changes needed to implement parking minimums and maximums outside of the town center and develop a procedure to provide parking data to Metro annually as required in Metro Code 3.07.220 (Title 2).
- Adopt code changes to restrict retail uses in employment and industrial areas as required in Metro Code 3.07.420 (Title 4).
- Adopt language to implement the street design and connectivity requirements of Metro Code Sections 3.07.620 and 3.07.630 (Title 6) respectively.
- Create a system to provide proposed comprehensive plan and zoning code amendments to Metro for review for Functional Plan Compliance prior to adoption as required by Metro Code 3.07.830 (Title 8).

BUDGET IMPACT

Adoption of this resolution has no budget impact.

EXECUTIVE OFFICER'S RECOMMENDATION

The Functional Plan implementation time extension requests for Clackamas County, Fairview, Gresham, Lake Oswego, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin and Wood Village are recommended for approval. Any further requests for time extensions or requests for Functional Plan exceptions made by these jurisdictions would be determined as delineated in Metro Code 3.07.820, Sections B and C.

JANUARYtemp extensions – 2/12/99

Agenda Item Number 10.1

Resolution No. 99-2739, For the Purpose of Approving Sole Source Agreement for Aquanetics Systems, Inc. at the Oregon Zoo.

Contract Review Board

**Metro Council Meeting
Thursday, February 25, 1999
Council Chamber**

BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 99-2739
SOLE SOURCE AGREEMENT FOR)
AQUANETICS SYSTEMS, INC. AT) Introduction by Mike Burton
OREGON ZOO) Executive Officer

WHEREAS, the Oregon Zoo has successfully received passage of a bond measure which provides funding to design and construct the Oregon Project; and

WHEREAS, the Steller Cove portion of the project includes two exhibits of native marine fish and invertebrates which require access to aerated, chilled, filtered, recirculated artificial sea water; and

WHEREAS, one company, Aquanetics Systems, Inc., has developed a solution to meet aquarium industry quarantine needs by way of a system pack, which includes all necessary components which have been selected and packaged together in the most efficient manner; and

WHEREAS, it would result in a cost savings to the zoo and would not substantially diminish competition to contract with Aquanetics Systems, Inc. to provide the system pack; now, therefore,

BE IT RESOLVED,

That the Metro Contract Review Board hereby accepts the findings in the attached Staff Report and waives the competitive bidding requirement in accordance with Metro Code 2.04.

The Executive Officer is authorized to enter into a sole source agreement with Aquanetics Systems, Inc. for provision of aquatic quarantine systems.

ADOPTED by the Metro Contract Review Board this ____ day of February, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2739 FOR THE PURPOSE OF APPROVING SOLE SOURCE AGREEMENT FOR AQUANETICS SYSTEMS, INC. AT OREGON ZOO

Date: December 8, 1998

Presented by: Kathy Kiaunis

FACTUAL BACKGROUND AND ANALYSIS

The Steller Cove portion of the Great Northwest exhibit includes two exhibits of native marine fish and invertebrates. Quarantine space has been designed for specimens to stock the kelp and tidepool exhibits. The keeper/filtration building houses a quarantine room; a portion of the tidepool/blowhole mechanical room will also be used for holding tanks. During the start-up phase (May 2000 through opening that summer), most specimens will arrive. The largest fish and invertebrates will be quarantined in the actual kelp exhibit. All other specimens will begin acclimation in separate off-exhibit holding aquaria. Quarantine periods typically last one month, with healthy animals then introduced to existing exhibits. During this holding time animals are observed closely with particular attention paid to disease or other water-borne pathogens they may harbor. Animals are acclimated to new feeding regimens, new, comparatively small quarters, and the presence of potentially disagreeable tank-mates.

Quarantine does not end at opening; it is an ongoing process for the life of the exhibit. Holding tanks provide space to keep injured or sick specimens which might otherwise not survive if left on exhibit. New specimens will continually be added, with those most difficult to keep added at later dates. Holding space also provides options in emergencies, for breeding, and promotes good husbandry practices.

Properly functioning quarantine tanks are an essential component of a successful marine exhibit. One company, Aquanetics Systems, Inc. provides fully integrated systems that meet aquarium quarantine needs. It is for this reason that we request approval for a sole source contract.

FINDINGS

Not Substantially Diminish Competition

Quarantine aquaria for native marine species must include access to aerated, chilled, filtered, recirculated artificial sea water. Bio-loads in small volumes of water are typically heavy and nitrogenous wastes are continually monitored and removed. Several companies provide separate components to build systems. Tanks, filters, filter plates and media, chillers, pumps, and aerators may be purchased and rigged together by in-house technicians. Such piecemeal approach is doable but not very practical given labor cost considerations, time constraints, and the presence of a more viable alternative. The Aquanetics Systems, Inc. fully integrated systems are unique in the industry. No other vendor provides a similar product.

Provides Cost Savings

The Aquanetics system saves money in a number of ways.

Aquanetics' system package is labor-saving by design. Plumbing will be minimal and integrated components of proper size will save energy. Although other companies sell components, they do not have tanks, lights, chillers or pumps in matching sizes, nor are bio-reactors or UV sterilizers a part of a package.

The total cost for the project with the Aquanetics Systems, Inc. system package is \$40,000. Individual pieces purchased separately would be more costly. With the addition of work done by in-house staff, the start-up cost would be substantially more. In addition, pieced together systems require more maintenance and more frequently breakdown, causing loss of productivity, increased labor and materials costs, and possible loss of fish and invertebrates as well.

Unique Characteristics and Technical Complexities

Aquanetics Systems, Inc. has developed a system pack in which all necessary components are selected and packaged together in the most efficient manner. These system packs include magnetic drive pumps (safe for saltwater use), filters, undergravel filter plates, bio-reactors (biological filter towers) UV sterilizers with quartz sleeves (for cold water), chillers, lights and viewing windows. High flow rates are possible because all components are sized together.

BUDGET IMPACT

Purchase of the system pack developed by Aquanetics Systems, Inc. would provide a substantial cost savings. In addition, savings of in-house labor hours would be substantial. Total cost for the system is \$40,000.

EXECUTIVE OFFICE RECOMMENDATIONS

The Executive Officer recommends adoption of Resolution No. 99-2739.

PUBLIC CONTRACT

THIS Contract is entered into between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter, whose address is 600 N.E. Grand Avenue, Portland, Oregon 97232-2736, and AQUANETICS SYSTEMS, 5252 Lovelock Street, San Diego, California, 92110, hereinafter referred to as the "CONTRACTOR."

THE PARTIES AGREE AS FOLLOWS:

ARTICLE I
SCOPE OF WORK

CONTRACTOR shall perform the work and/or deliver to METRO the goods described in the Scope of Work attached hereto as Attachment A. All services and goods shall be of good quality and, otherwise, in accordance with the Scope of Work.

ARTICLE II
TERM OF CONTRACT

The term of this Contract shall be for the period commencing January 30, 1999 through and including June 30, 1999.

ARTICLE III
CONTRACT SUM AND TERMS OF PAYMENT

METRO shall compensate the CONTRACTOR for work performed and/or goods supplied as described in the Scope of Work. METRO shall not be responsible for payment of any materials, expenses or costs other than those which are specifically included in the Scope of Work.

ARTICLE IV
LIABILITY AND INDEMNITY

CONTRACTOR is an independent contractor and assumes full responsibility for the content of its work and performance of CONTRACTOR's labor, and assumes full responsibility for all liability for bodily injury or physical damage to person or property arising out of or related to this Contract, and shall indemnify, defend and hold harmless METRO, its agents and employees, from any and all claims, demands, damages, actions, losses, and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Contract. CONTRACTOR is solely responsible for paying CONTRACTOR's subcontractors and nothing contained herein shall create or be construed to create any contractual relationship between any subcontractor(s) and METRO.

ARTICLE V
TERMINATION

METRO may terminate this Contract upon giving CONTRACTOR seven (7) days written notice. In the event of termination, CONTRACTOR shall be entitled to payment for work performed to the date of termination. METRO shall not be liable for indirect or consequential damages. Termination by METRO will not waive any claim or remedies it may have against CONTRACTOR.

ARTICLE VI INSURANCE

CONTRACTOR shall purchase and maintain at CONTRACTOR'S expense, the following types of insurance covering the CONTRACTOR, its employees and agents.

A. Broad form comprehensive general liability insurance covering personal injury, property damage, and bodily injury with automatic coverage for premises and operation and product liability. The policy must be endorsed with contractual liability coverage.

B. Automobile bodily injury and property damage liability insurance.

Insurance coverage shall be a minimum of \$500,000 per occurrence. If coverage is written with an aggregate limit, the aggregate limit shall not be less than \$1,000,000. METRO, its elected officials, departments, employees, and agents shall be named as an ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to METRO thirty (30) days prior to the change.

This insurance as well as all workers' compensation coverage for compliance with ORS 656.017 must cover CONTRACTOR'S operations under this Contract, whether such operations be by CONTRACTOR or by any subcontractor or anyone directly or indirectly employed by either of them.

CONTRACTOR shall provide METRO with a certificate of insurance complying with this article and naming METRO as an additional insured within fifteen (15) days of execution of this Contract or twenty-four (24) hours before services under this Contract commence, whichever date is earlier.

CONTRACTOR shall not be required to provide the liability insurance described in this Article only if an express exclusion relieving CONTRACTOR of this requirement is contained in the Scope of Work.

ARTICLE VII PUBLIC CONTRACTS

All applicable provisions of ORS chapters 187 and 279, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, are hereby incorporated as if such provision were a part of this Agreement, including, but not limited to, ORS 279.310 to 279.320. Specifically, it is a condition of this contract that Contractor and all employers working under this Agreement are subject employers that will comply with ORS 656.017 as required by 1989 Oregon Laws, Chapter 684.

For public work subject to ORS 279.348 to 279.365, the Contractor shall pay prevailing wages and shall pay an administrative fee to the Bureau of Labor and Industries pursuant to the administrative rules established by the Commissioner of the Bureau of Labor and Industries.

ARTICLE VIII ATTORNEY'S FEES

In the event of any litigation concerning this Contract, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to any appellate courts.

ARTICLE IX QUALITY OF GOODS AND SERVICES

Unless otherwise specified, all materials shall be new and both workmanship and materials shall be of the highest quality. All workers and subcontractors shall be skilled in their trades. CONTRACTOR guarantees all work against defects in material or workmanship for a period of one (1) year from the date

of acceptance or final payment by METRO, whichever is later. All guarantees and warranties of goods furnished to CONTRACTOR or subcontractors by any manufacturer or supplier shall be deemed to run to the benefit of METRO.

ARTICLE X OWNERSHIP OF DOCUMENTS

All documents of any nature including, but not limited to, reports, drawings, works of art and photographs, produced by CONTRACTOR pursuant to this agreement are the property of METRO and it is agreed by the parties hereto that such documents are works made for hire. CONTRACTOR does hereby convey, transfer and grant to METRO all rights of reproduction and the copyright to all such documents.

ARTICLE XI SUBCONTRACTORS

CONTRACTOR shall contact METRO prior to negotiating any subcontracts and CONTRACTOR shall obtain approval from METRO before entering into any subcontracts for the performance of any of the services and/or supply of any of the goods covered by this Contract.

METRO reserves the right to reasonably reject any subcontractor or supplier and no increase in the CONTRACTOR's compensation shall result thereby. All subcontracts related to this Contract shall include the terms and conditions of this agreement. CONTRACTOR shall be fully responsible for all of its subcontractors as provided in Article IV.

ARTICLE XII RIGHT TO WITHHOLD PAYMENTS

METRO shall have the right to withhold from payments due CONTRACTOR such sums as necessary, in METRO's sole opinion, to protect METRO against any loss, damage or claim which may result from CONTRACTOR's performance or failure to perform under this agreement or the failure of CONTRACTOR to make proper payment to any suppliers or subcontractors.

If a liquidated damages provision is contained in the Scope of Work and if CONTRACTOR has, in METRO's opinion, violated that provision, METRO shall have the right to withhold from payments due CONTRACTOR such sums as shall satisfy that provision. All sums withheld by METRO under this Article shall become the property of METRO and CONTRACTOR shall have no right to such sums to the extent that CONTRACTOR has breached this Contract.

ARTICLE XIII SAFETY

If services of any nature are to be performed pursuant to this agreement, CONTRACTOR shall take all necessary precautions for the safety of employees and others in the vicinity of the services being performed and shall comply with all applicable provisions of federal, state and local safety laws and building codes, including the acquisition of any required permits.

ARTICLE XIV
INTEGRATION OF CONTRACT DOCUMENTS

All of the provisions of any bidding documents including, but not limited to, the Advertisement for Bids, General and Special Instructions to Bidders, Proposal, Scope of Work, and Specifications which were utilized in conjunction with the bidding of this Contract are hereby expressly incorporated by reference. Otherwise, this Contract represents the entire and integrated agreement between METRO and CONTRACTOR and supersedes all prior negotiations, representations or agreements, either written or oral. This Contract may be amended only by written instrument signed by both METRO and CONTRACTOR. The law of the state of Oregon shall govern the construction and interpretation of this Contract.

ARTICLE XV
COMPLIANCE

CONTRACTOR shall comply with federal, state, and local laws, statutes, and ordinances relative to the execution of the work. This requirement includes, but is not limited to, non-discrimination, safety and health, environmental protection, waste reduction and recycling, fire protection, permits, fees and similar subjects.

ARTICLE XVI
ASSIGNMENT

CONTRACTOR shall not assign any rights or obligations under or arising from this Contract without prior written consent from METRO.

AQUANETICS SYSTEMS

METRO

By: _____

By _____

Date: _____

Date: _____

ATTACHMENT A SCOPE OF WORK

Contractor shall provide all labor, materials, and equipment to provide system pack for aerated, chilled, filtered, recirculated artificial sea water, including:

- Three insulated aquariums with window 24x18x18" (28 gallons)
- lighting for above tanks
- Two sets of two metal halide light system and one fluorescent set built in
- Three insulated aquariums with window 48x24x18" (61 gallons)
- lighting for above tanks
- Two sets of two lamp metal halide light system and one fluorescent set built in
- Two insulated aquariums with window 72x24x24" (130 gallons)
- lighting for above tanks
- Two sets of three metal halide light system and one fluorescent built in
- One epoxy fuse coated aluminum stand hold above tanks and lighting
- One fluid chiller, Aquanetics #AFC 9 (2 HP)

Filtration package for six of above aquariums to include insulated sump 48x24x24" with pre-filters; system pak #173 with 2500 GPH capacity (pump, filter cartridge, carbon filter, U/V sterilizer); bioreactor #B114 with drive pump; TF 500 protein skimmer (6" D x67" height) with drive pump. Two remaining rectangular aquariums will be isolation systems with separate filtration.

Additions equipment includes:

- Two round fiberglass tanks, 60x30" with fittings for filter hook up
- Two filtration systems to include 150 GPH pump, cartridge and carbon filter with U/V sterilizer bio reactor #B112 with aluminum rack to prop up tank rim
- Two fluid chiller #AFC 6 (3/4 HP) to provide a 30 degree pull down in temperature.

Contractor will plumb system and wet test.

All Aquanetics products have a one year warranty, except U.V. bulbs, which have a 90 day warranty.

Shipping costs not to exceed \$2,000.

TERMS OF PAYMENT

1. The maximum amount payable under this contract is \$40,000.
2. Upon completion of the Scope of Work, Contractor is to deliver a duplicate invoice to the Animal Management division, Oregon Zoo, 4001 SW Canyon Road, Portland, Oregon 97221-2799, with the original invoice being sent to Metro Accounts Payable, 600 NE. Grand Avenue, Portland, Oregon 97232-2736.
3. The invoice for Oregon Zoo shall be approved in writing by the Assistant Director prior to payment by Metro.
4. Contractor shall receive payment for the approved invoice within 30 days after receipt of same from Contractor.

MINUTES OF THE METRO COUNCIL MEETING

February 18, 1999

Council Chamber

Councilors Present: Rod Monroe (Presiding Officer), Susan McLain, Ed Washington, Rod Park, Bill Atherton, David Bragdon, Jon Kvistad

Councilors Absent:

Presiding Officer Monroe convened the Regular Council Meeting at 2:11 p.m.

1. INTRODUCTIONS

Charles Ciecko, Regional Parks and Greenspaces Director, introduced Bob Akers, president of the Forty Mile Loop Land Trust and member of the Regional Parks and Greenspaces Advisory Committee.

Presiding Officer Monroe welcomed Mr. Akers.

Bob Akers wanted to present State Trails Commission awards for outstanding work in trail development throughout the state. He introduced Ernie Drapela to present the awards.

Mr. Drapela presented the Doug Newman Award to Barbara Walker and Mel Huie. He said the two were selected from many applicants for this award for successful trail achievements and this was the first time it had ever been presented as a shared award. He said they were both remarkable people who had worked hard and deserved the honor.

Councilor Atherton said there was the potential in this region to run a trail from downtown Portland all the way to Tillamook along the Salmonberry River. He noted most of this railroad right of way was in public ownership. He asked if there were any thoughts about that.

Mr. Akers said their thoughts about that continued a little farther, like from the coast to Portland's Springwater Trail and then all the way to the Pacific Crest Trail so you could walk all the way from Canada to Mexico.

Councilor Atherton said "from the surf to the turf" would be great. He asked if there were any estimates on the per mile costs of the 40 mile loop.

Mr. Akers responded that it would vary with the type of trail, whether it was a high or low friction trail or a soft trail. He said soft surface trails such as along the Columbia Slough were quite a bit less money, somewhere in the neighborhood of \$1 million for the 16 miles of the Springwater Trail project.

Councilor Atherton asked about the cost for a paved trail.

Mr. Akers responded that the City of Portland's part of a 12' wide high friction trail paved in 1996 was around \$12,000 mile. That was not counting the construction, just the surfacing.

Barbara Walker said they had the advantage of having a good railroad bed to start from at the Springwater Trail, and a railroad operator who removed all of the things he could use while leaving the bed in good condition. She noted the trail gets a lot of use. She also wanted to say that this award had always been given to a volunteer but this year they wanted to make an exception, with very good reason, and give it to Mel. She said she had worked with him for many years and knew of no one who was more quietly effective.

Mr. Akers thanked the council for their support of the 40 mile loop and their interest in the Metropolitan trail system.

Presiding Officer Monroe added that Mr. Huie had promised to protect him from the elk a citizen opposed to that trail said would attack him if the trail was built in the West Hills.

Councilor McLain recognized and welcomed Dr. Maurice Rahimi from the Pike's Peak Area Council of Governments in Colorado Springs, CO, who was here to view work done by this region.

Councilor Bragdon introduced Heather Hendricks, a student from Arbor School who was working on a school project about Metro and would be spending some time here.

2. CITIZEN COMMUNICATION

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. AUDITOR COMMUNICATIONS

None.

5. MPAC COMMUNICATION

None.

6. METRO LEGISLATIVE UPDATE

Presiding Officer Monroe noted that he had been told that the hearing for SB 87 had been indefinitely postponed.

7. CONSENT AGENDA

7.1 Consideration of the meeting minutes of the February 11, 1999 Regular Council Meeting.

Motion: **Councilor Washington** moved to adopt the meeting minutes of the February 11, 1999 Regular Council Meeting.

Seconded: Councilor McLain seconded the motion.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

8. RESOLUTIONS

8.1 **Resolution No. 99-2753, For the Purpose of Authorizing the Executive Officer to sign Neighbor City Intergovernmental Agreements with the city of Sandy and Canby, Clackamas County and Oregon Department of Transportation.**

Motion: Councilor McLain moved to postpone action on Resolution No. 99-2753.

Seconded: Councilor Atherton seconded the motion.

Councilor McLain reviewed a coordination issue which she felt brought them to this resolution. She spoke about the IGAs and RUGGOs that had been adopted in 1998 and said there was a need to have strong communications with all outlying areas, not just the neighboring cities. She said this resolution was a courtesy to the outlying areas and also the new councilors to have more time to digest the information. She also noted that separation of communities and green corridors were issues.

Councilor Kvistad thanked Councilor McLain, chair of MPAC, for recognizing his concerns and his request for an MPAC review. He said he appreciated it a great deal.

Councilor Atherton supported the one week delay and hoped the opportunity would be used to get some clarification about the 20 year land law which would interfere with the separation of cities and the green corridors.

Councilor Park appreciated the one week delay also. He had concerns about the IGA for the Sandy area and had staff checking on it at this time. He looked forward to the MPAC discussion.

Councilor Bragdon also wanted to be supportive of this delay if it helped ease concerns. He wanted to confirm that it would be sent to Clackamas County.

Councilor McLain said she had called Michael Jordan, the new member of the Clackamas County Commission, and had received a fax from Clackamas County indicating they were still in support. She pointed out that Mr. Jordan had been the City Manager of Canby when the work was being done and had sat in on about three-fourths of the meetings she had attended.

Presiding Officer Monroe added that he understood Mr. Jordan would be Clackamas County's MPAC representative.

Councilor McLain said that was true and added that the council had received an e-mail from the Mayor of Tualatin and a fax and e-mail from the Mayor of Wilsonville indicating support of the green corridors and this concept.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion to postpone action passed unanimously.

**9. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(e).
DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL
PROPERTY TRANSACTIONS.**

9.1 **Resolution No. 99-2744**, For the Purpose of Authorizing the Executive Officer to Acquire two Parcels (Broughton Beach and Portage Marina) from the Port of Portland which are located in the Columbia River Shoreline Target Area.

Members Present: Members of the press, Charlie Ciecko, Berit Stevenson, Heather Nelson-Kent, Alison Kean-Campbell, Dan Kromer, April Olbrich

Motion: Councilor Washington moved to adopt Resolution No. 99-2744.

Seconded: Councilor Park seconded the motion.

Councilor Washington said the Council was aware of the history of this resolution and staff had spoken with each councilor already regarding this matter. He noted that Broughton Beach had been a public beach for many years and felt it was an excellent addition. He urged Council's aye vote.

Councilor Atherton pointed out that the appraised value of \$300,000 applied to the small property north and west and not to the large beach area.

Councilor Park asked for clarification of the liability potential due to the nearness to the airport.

Mr. Dan Cooper, General Counsel, said the possibility of Metro being held liable as a result of an airplane accident causing injury to some third party on the property based on the theory of an attractive nuisance or other similar theory was a very remote possibility and would probably not be successful in court

Councilor Kvistad said had not voted in support of this originally and still had concerns for special circumstances and precedent setting but would be voting in support of it today.

Councilor McLain said she too had voted no the first time and felt additional research was necessary. She said staff had brought back a more substantial support package and she would support it this time. She said staff had assured her that it was part of a larger master plan.

Councilor Bragdon declared ex parte contact. He noted that prior to his employment at Metro he was employed by the seller of the property. He said he had been informally approached for a brief discussion in December and had told the person it did not pertain to his area of responsibility at that time. He said he had not been given any information outside of what was already public.

Councilor Washington closed by urging an aye vote from council on this matter.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

10. COUNCILOR COMMUNICATION

Presiding Officer Monroe reminded the council that next week's Regular Council meeting would be at 7:00 PM instead of the usual 2:00 PM.

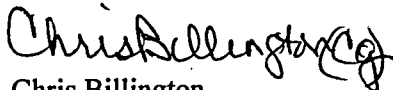
Councilor Washington asked the council if they could plan for a Metro Operations meeting on Monday, February 22, at 3:30 PM for additional discussion on the ethics code.

Councilor McLain suggested that the Growth Management Committee meeting could meet earlier at 1:00 PM so that the Metro Operations Committee could get started. She noted the reason for the special Growth Management Committee meeting was that there had been illness on both the committee and at the legislature.

11. ADJOURN

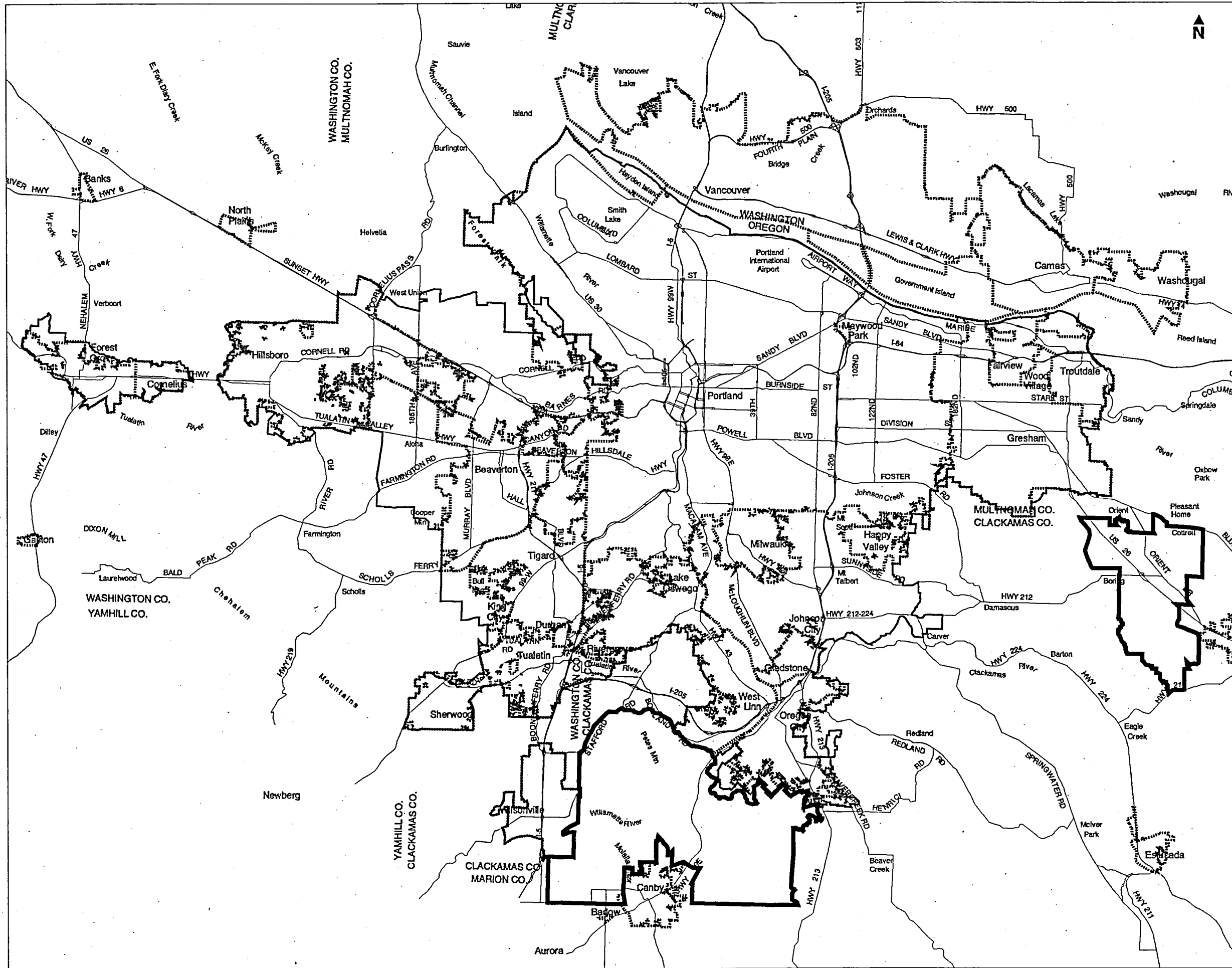
There being no further business to come before the Metro Council, Presiding Officer Monroe adjourned the meeting at PM.

Prepared by,



Chris Billington
Clerk of the Council

Document Number	Document Date	Document Title	TO/FROM	RES/ORD
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R L I S
 REGIONAL LAND INFORMATION SYSTEM


IGA Agreement Area
 (Metro, ODOT, Canby, Sandy and Clackamas County)


Neighborhood
 Cities Map

DRAFT

 Sandy and Canby IGA Areas
 Urban Growth Boundary

DRAFT


 1" = 4.0 miles





METRO

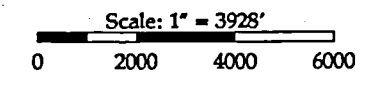
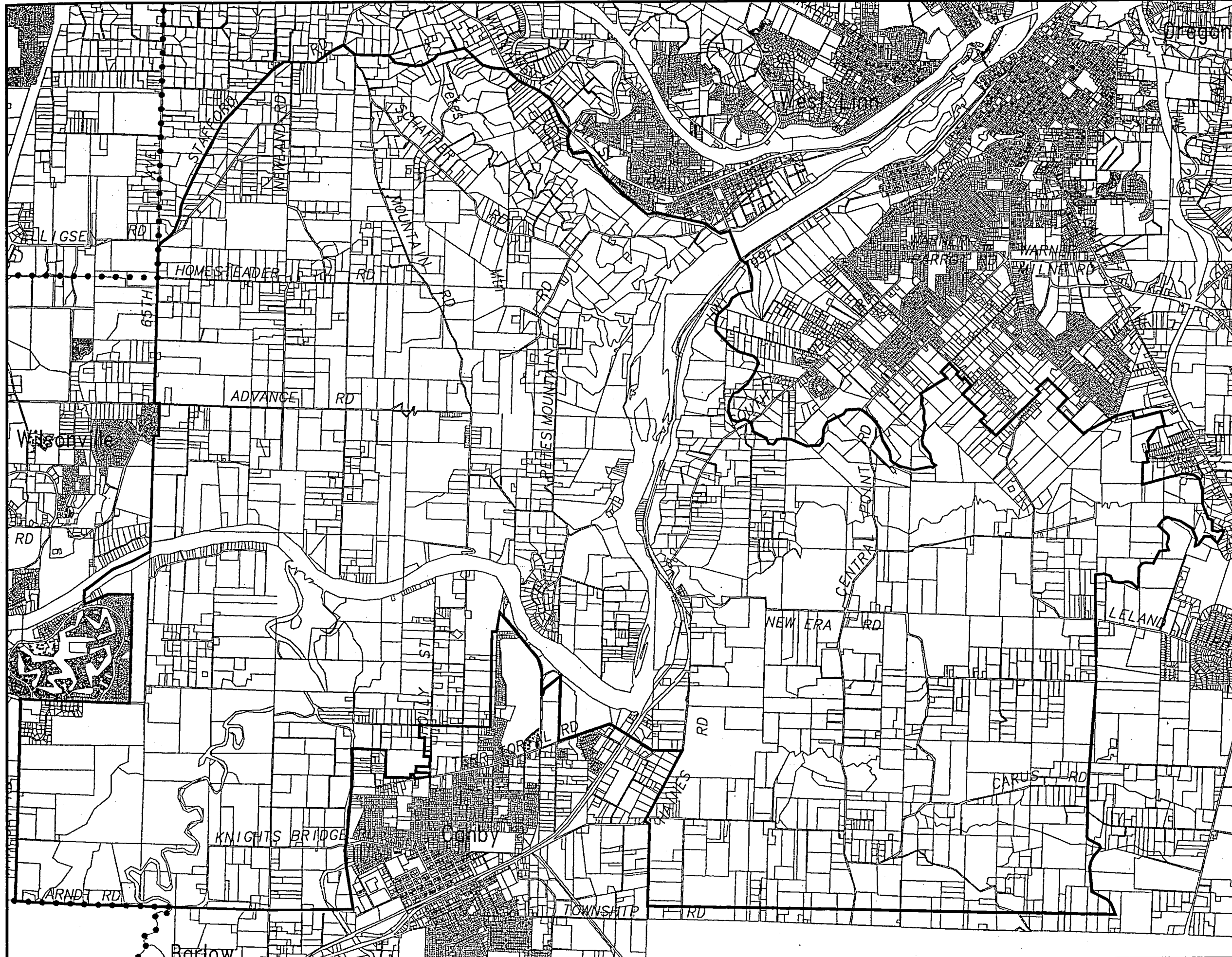
600 NE Grand Ave.
 Portland, OR 97232-2736
 503 797-1742 FAX 503 797-1909
 Email: drc@metro.dst.or.us

Plot date: Feb 17, 1999: /lob/hall/orol/97216/avcro/nobuild.ar

IGA Agreement Area

(Metro, ODOT, Canby, Clackamas County)

-  Clackamas/Washington County Boundary
-  Canby IGA Area
-  Tax Lots






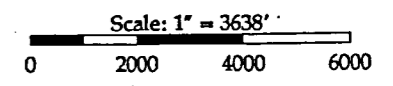
METRO

600 NE Grand Ave, Portland, OR 97232-2736
 Voice 503 787-1742 FAX 503 787-1909
 Email drc@metrodst.orus

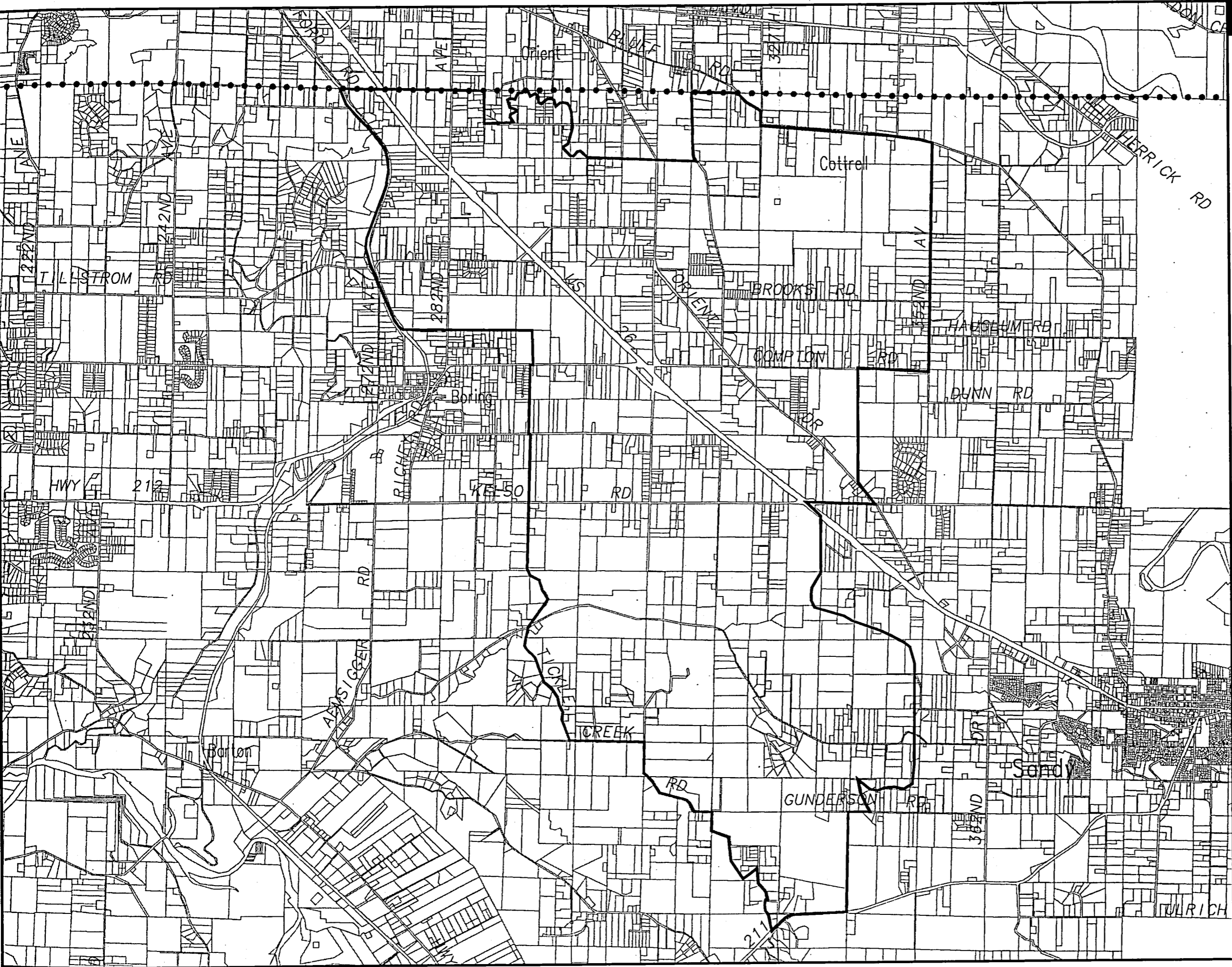
IGA Agreement Area

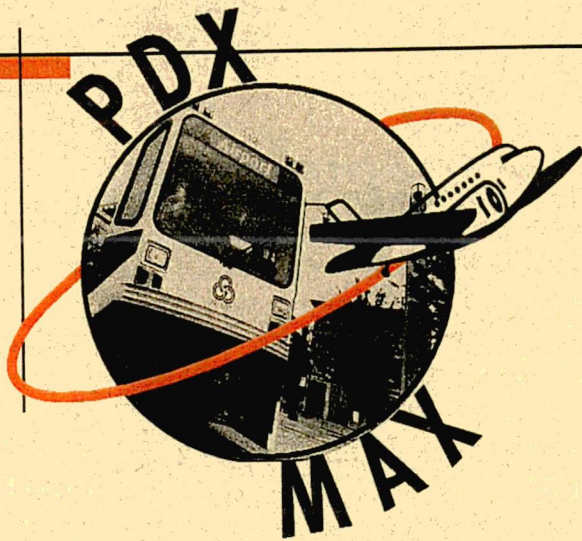
(Metro, ODOT, Sandy,
Clackamas County)

-  Clackamas/Multnomah County Boundary
-  Sandy IGA Area
-  Tax Lots



800 NE Grand Ave, Portland, OR 97232-2736
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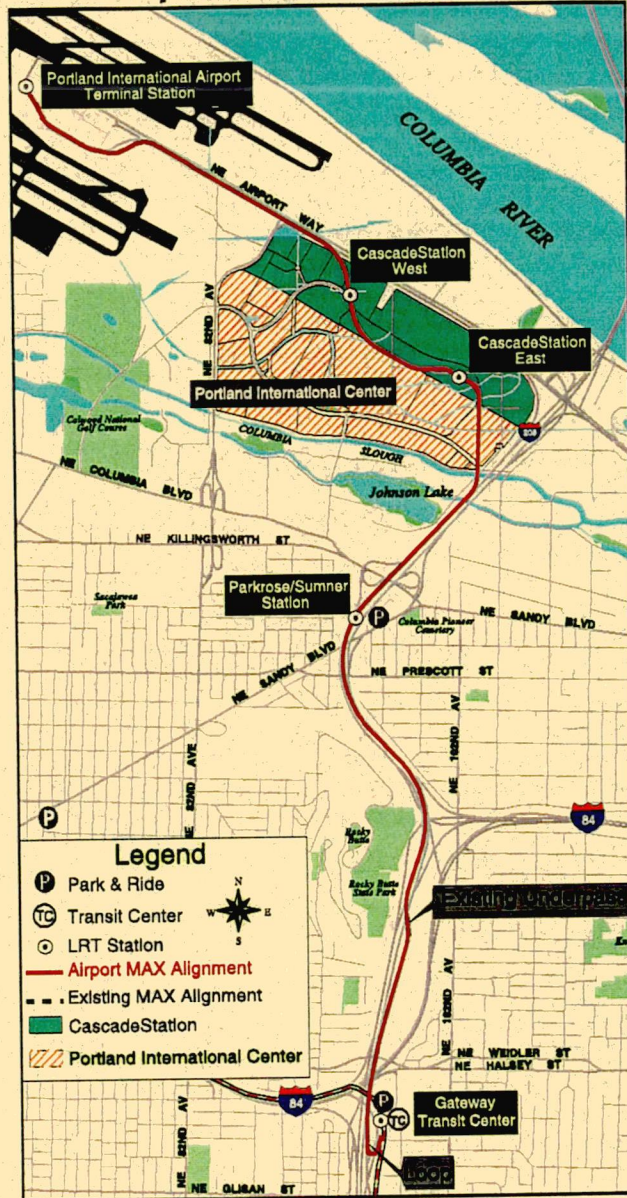


Portland's award winning light rail system (MAX) is expanding to Portland International Airport (PDX), with service beginning in early fall 2001. PDX's unprecedented growth over the past eight years is helping drive fast track development of Airport MAX. Incredible passenger growth has outpaced airport access improvements, leading to increasingly frequent traffic delays. In response, PDX is currently completing roadway and parking improvements to accommodate future passenger growth.

Now, attention has turned to making alternative transportation improvements to the PDX system, with MAX being the centerpiece of the effort. When Airport MAX is built, the region will have another vital link in our expanding transit system.

This fast track schedule to finance and build the 5.5 mile Airport MAX extension is the result of an innovative public-private partnership between Bechtel Infrastructure Corp. and the Port of Portland, Tri-Met and City of Portland. As part of the project, Bechtel will also be building CascadeStation, a 120-acre transit-oriented, mixed-use development with two stations along the rail line.

Airport MAX Alignment



Airport MAX Facts

- 5.5 mile extension of the existing 33-mile MAX system.
- Planning includes 4 new stations; Parkrose/Sumner, CascadeStation (2) and Portland International Airport. The Airport MAX station will be located adjacent to the baggage claim area in the main terminal.
- It is estimated that Airport MAX will serve 7,500 riders per day by 2015 (2.7 million rides annually or 6% of all PDX passengers.)
- Preliminary downtown (Pioneer Square-South) to Airport travel time is estimated at 33 minutes. The alignment would be designed to provide an overall speed of 35 miles per hour for the corridor.

project partners



AIRPORT MAX EXTENSION

Airport MAX Funding Sources

Project partners (Bechtel Corp., Port of Portland, Tri-Met and City of Portland) are sharing the cost of the project using an all-local financing plan for construction of the Airport MAX extension. Design and construction of the rail extension is expected to cost \$125 million. Additional elements of the overall project, including new light rail vehicles, terminal improvements, and CascadeStation infrastructure will bring the total to approximately \$182.9 million. Key funding sources include:

- **PFCs** The Port is seeking – through FAA approval – the use of the \$3 Passenger Facilities Charges to pay for its share of the project. PFCs are a locally generated fee dedicated to airport-related improvements.
- **Tri-Met general funds**
- **City of Portland Airport Way Urban Renewal Funds** managed by the Portland Development Commission.
- **Private funding** Bechtel-led partnership with Trammell Crow Company will provide roughly 20% of total project cost in return for a long-term lease hold (85 years) for 120 acres at CascadeStation.

Airport MAX Funding Breakdown

Port of Portland	\$28.3 million
Tri-Met	\$45.5 million
City of Portland	\$23.0 million
Bechtel	\$28.2 million
TOTAL	\$125 million

**total for LRT extension only*

Portland International Center

Portland International Center (PIC) is a 458-acre, mixed-use business park located at Portland International Airport, adjacent to I-205. This development, owned by the Port, features office, hotel, commercial, distribution and light manufacturing uses.

CascadeStation

The focal point of PIC is CascadeStation, a 120-acre parcel to be developed along the light rail corridor by Bechtel and Trammell Crow Company in concert with Airport MAX. Bechtel proposes a gateway to the Portland region reflecting a high design standard, incorporating open space and view corridors to Mt. Hood. This concept – developed by the design team of Fregonese Calthorpe & Associates, LMN Architects, and W&H Pacific – updates the PIC Master Plan to integrate high-density development and transit-oriented design to create a busy employment center. Rail station plazas anchor the development at each end, providing gathering places and focal points for development. New zoning proposals will emphasize the quality of the pedestrian environment with standards for streets, blocks and building design. The plan can accommodate future infill development at higher densities as transit ridership increases. Full build-out is expected to take 15 years with the creation of 10,800 new jobs.

Why Airport MAX?

- MAX provides an important transportation link to the airport and CascadeStation for airline passengers and airport and CascadeStation employees.
- MAX provides reliable on-time service because it doesn't get stuck in traffic. MAX would help relieve traffic congestion at the airport terminal, along Airport Way, and I-205.
- Transit riders region-wide would have increased access through another link to the regional transportation system. Such improvements to the system have helped Tri-Met ridership double in 20 years and MAX annual ridership increase 60% since opening in 1986.
- MAX offers modern and efficient transit service and stimulates transit-oriented development. Expanding MAX takes more people out of their cars, thus helping to relieve traffic congestion, urban sprawl, and regional air pollution.
- PDX serves 12 million passengers annually. By 2020, passenger traffic is predicted to more than double to 29 million. Airport MAX's capacity can grow with airport demand.
- An estimated 10,800 new jobs are expected to be created at CascadeStation, providing a new regional employment center with on-site light rail access.
- Along with MAX, the Port of Portland would expand alternative transportation access to PDX including shuttles, vans, buses, taxis and limos.
- Airport MAX will provide better regional transit access to the Columbia South Shore and East Clark County in Washington state.

Airport MAX Milestones

Currently, local partners are cooperating in the final design of Airport MAX.

Other project milestones include:

• "Yes" decision by public sector
- September 1998
• Partners sign Airport MAX funding agreement
- October 1998
• FAA approves Port use of PFC's
- Spring 1999
• Start construction of Airport MAX
- Spring 1999
• Airport MAX opens
- Fall 2001