

# Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, December 9, 2009  
Time: 5 to 7 p.m.  
Place: Council Chambers

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5 PM	1.	<b><u>CALL TO ORDER</u></b>	Tom Brian, Chair
5:02 PM	2.	<b><u>SELF INTRODUCTIONS &amp; COMMUNICATIONS</u></b>	Tom Brian, Chair
5:05 PM	3.	<b><u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u></b>	
5:10 PM	4.	<b><u>CONSENT AGENDA</u></b>	Tom Brian, Chair
		* Consideration of the MPAC Minutes for November 18, 2009	
		* Consent items for further discussion identified by Commissioner Fritz	
5:20 PM	5.	<b><u>COUNCIL UPDATE</u></b>	
	6.	<b><u>INFORMATION / DISCUSSION ITEMS</u></b>	
5:25 PM	6.1	* Status Update on Reserves, Decision-making Process, and the MPAC's Role – <b><u>INFORMATION</u></b> <ul style="list-style-type: none"><li>• Status report on Core 4 discussion of reserves map and intergovernmental agreements</li><li>• Reserves decision-making timeline and process</li><li>• MPAC role in advising Council on reserves</li><li>• Key questions for MPAC consideration</li></ul>	John Williams
6:25 PM	6.2	* Appointment of a Nominating Committee for 2010 MPAC Officers – <b><u>INFORMATION</u></b>	Tom Brian, Chair
6:35 PM	7.	<b><u>MPAC MEMBER COMMUNICATION</u></b>	
6:45 PM	8.	<b><u>ADJOURN</u></b>	Tom Brian, Chair

\* Material available electronically.

# Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov).  
To check on closure or cancellations during inclement weather please call 503-797-1700.



## **2009 MPAC Tentative Agendas**

*Tentative as of December 2, 2009*

<p><b><u>MPAC Meeting</u></b> December 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Regional Transportation Plan (RTP) consent items identified for further discussion</li> <li>• Introduction of the Core 4 Reserves recommendation – Information</li> <li>• Nomination of 2010 MPAC officers</li> </ul>	<p><b><u>(Due to holidays, only one December MPAC meeting is currently scheduled)</u></b></p>
<p><b><u>MPAC Meeting</u></b> January 13, 2010, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Election of 2010 MPAC officers</li> <li>• Climate Prosperity Initiative</li> <li>• Reserves – Feedback on key questions and draft intergovernmental agreements - Information (tentative)</li> <li>• MPAC action on refinement plan priorities and next priority HCT corridor</li> </ul>	<p><b><u>MPAC Meeting</u></b> January 27, 2010. 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Reserves – Feedback on key questions and intergovernmental agreements - Information (tentative)</li> </ul>
<p><b><u>MPAC Meeting</u></b> February 10, 2010, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• MPAC makes recommendation to the Metro Council on Resolution No. 09-xxxx authorizing an Intergovernmental Agreement with counties to designate Urban and Rural Reserves</li> <li>• MPAC discussion on the draft RTP functional plan and alternative mobility standards</li> </ul>	<p><b><u>MPAC Meeting</u></b> February 24, 2010, 5 to 7 p.m.</p>
<p><b><u>January – March 2010 (1<sup>st</sup> quarter)</u></b></p> <ul style="list-style-type: none"> <li>• MPAC discusses and recommends to the Metro Council resolution on performance measures</li> <li>• Metro Council proposes Urban Growth Management Functional Plan (UGMFP) amendments that designate urban reserves</li> <li>• Local governments propose local efficiency measures that can be counted towards closing capacity gap</li> <li>• MPAC discusses Ordinance 10-xxxx, which 1) designates urban reserves to accommodate long-range population and employment growth, 2)</li> </ul>	<p><b><u>April – June 2010 (2<sup>nd</sup> quarter)</u></b></p> <ul style="list-style-type: none"> <li>• MPAC discusses and recommends Ordinance 10-xxxx, which 1) designates urban reserves to accommodate long-range population and employment growth, 2) amends the Regional Framework Plan to include urban and rural reserves policies, 3) amends UGMFP to implement regional policies on urban and rural reserves, and 4) adopts a map that shows the location of urban and rural reserves.</li> <li>• Metro Council holds public hearings and adopts Ordinance 10-xxxx which 1) designates urban reserves to accommodate long-range population</li> </ul>

<p>amends the Regional Framework Plan to include urban and rural reserves policies, 3) amends UGMFP to implement regional policies on urban and rural reserves, and 4) adopts a map that shows the location of urban and rural reserves.</p> <ul style="list-style-type: none"> <li>• MPAC discussion on final draft RTP, function plan amendments and alternative mobility standards</li> <li>• Investment Strategy</li> <li>• Public opinion research</li> <li>• Developing Centers and Corridors (Expert Advisory Group)</li> </ul>	<p>and employment growth, 2) amends the Regional Framework Plan to include urban and rural reserves policies, 3) amends UGMFP to implement regional policies on urban and rural reserves, and 4) adopts a map that shows the location of urban and rural reserves. <b><i>Adoption of this ordinance by the Metro Council constitutes a land use action appealable to LUBA</i></b></p> <ul style="list-style-type: none"> <li>• Counties adopt land use ordinances and designate rural reserves</li> <li>• Local governments adopt local efficiency measures that can be counted towards closing capacity gap</li> <li>• MPAC and JPACT discuss and make recommendation to Metro Council on Ordinance 10-xxxx, adopting final 2035 Regional Transportation Plan, including Transportation Functional Plan amendments and Regional Framework Plan policies</li> <li>• Metro Council holds public hearings and adopts Ordinance 10-xxxx, adopting final 2035 Regional Transportation Plan including transportation functional plan amendments and Regional Framework Plan policies. <b><i>Adoption of this ordinance by the Metro Council constitutes a land use action appealable to LUBA</i></b></li> </ul>
<p><b><u>July – September 2010 (3<sup>rd</sup> quarter)</u></b></p> <ul style="list-style-type: none"> <li>• MPAC (and JPACT?) discusses Ordinance 10-xxxx, amending the Regional Framework Plan and the UGMFP to adopt strategies and actions to close the gap between the 20-year need and existing capacity</li> </ul>	<p><b><u>October – December 2010 (4<sup>th</sup> quarter)</u></b></p> <ul style="list-style-type: none"> <li>• MPAC (and JPACT?) discusses and recommends to the Metro Council Ordinance 10-xxxx, amending the Regional Framework Plan and the UGMFP to adopt strategies and actions to close the gap between the 20-year need and existing capacity</li> <li>• Metro Council holds public hearings and adopts Ordinance 10-xxxx, amending the Regional Framework Plan and the UGMFP to adopt strategies and actions to close the gap between the 20-year need and existing capacity</li> <li>• If necessary, MPAC (and JPACT?) consider ordinance recommending to Metro Council Urban Growth Boundary capacity adjustments</li> <li>• If necessary, Metro Council considers ordinance for Urban Growth Boundary capacity adjustments. <b><i>Adoption of this ordinance by the Metro Council constitutes a land use action appealable to LUBA</i></b></li> </ul>



METRO POLICY ADVISORY COMMITTEE

November 18, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Shane Bemis, Vice Chair  
Sam Adams  
Matt Berkow  
Jody Carson  
Amanda Fritz  
Jack Hoffman  
Carl Hosticka  
Charlotte Lehan, Second Vice Chair  
Robert Liberty  
Keith Mays  
Rod Park  
Wilda Parks  
Rick VanBeveren  
Dilafruz Williams

AFFILIATION

City of Gresham, representing Multnomah Co. 2<sup>nd</sup> Largest City  
City of Portland  
Multnomah Co. Citizen  
City of West Linn, representing Clackamas Co. Other Cities  
City of Portland  
City of Lake Oswego, representing Clackamas Co. Largest City  
Metro Council  
Clackamas Co. Commission  
Metro Council  
City of Sherwood, representing Washington Co. Other Cities  
Metro Council  
Clackamas Co. Citizen  
TriMet Board of Directors  
Governing Body of School Districts

MEMBERS EXCUSED

Ken Allen  
Tom Brian, Chair  
Richard Burke  
Pat Campbell  
Nathalie Darcy  
Dennis Doyle  
Dick Jones  
Robert Kindel  
Alice Norris  
Judy Shiprack  
Steve Stuart  
Mike Weatherby  
Jerry Willey  
Richard Whitman

AFFILIATION

Port of Portland  
Washington Co. Commission  
Washington Co. Special Districts  
City of Vancouver  
Washington Co. Citizen  
City of Beaverton, representing Washington Co. 2<sup>nd</sup> Largest City  
Clackamas Co. Special Districts  
City of North Plains, City in Washington Co. outside UGB  
City of Oregon City, representing Clackamas Co. 2<sup>nd</sup> Largest City  
Multnomah Co. Commission  
Clark Co., Washington Commission  
City of Fairview, representing Multnomah Co. Other Cities  
City of Hillsboro, representing Washington Co. Other Cities  
Oregon Dept. of Land Conservation & Development

ALTERNATES PRESENT

Aron Carleson  
Dresden Gregory-Skees  
Jim Kight  
Marc San Soucie

AFFILIATION

City of Hillsboro, representing Washington Co. Largest City  
Washington Co. Citizen  
City of Troutdale, representing Multnomah Co. Other Cities  
City of Beaverton, representing Washington Co. 2<sup>nd</sup> Largest City

STAFF: Dick Benner, Andy Cotugno, Kim Ellis, Kathryn Harrington, Milena Hermansky, Robin McArthur, Kelsey Newell, Sherry Oeser, Ken Ray, Ted Reid, Andy Shaw, Kathryn Sofich, Randy Tucker, Malu Wilkinson, John Williams.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Vice Chair Shane Bemis declared a quorum and called the meeting to order at 4:10 p.m.

**2. SELF INTRODUCTIONS AND COMMUNICATIONS**

All attendees introduced themselves.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There were none.

**4. CONSENT AGENDA**

**Consideration of the MPAC Retreat minutes for October 23, 2009**

**Consideration of the MPAC minutes for October 28, 2009**

MOTION: Mayor Keith Mays moved, Mayor Jim Kight seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed unanimously.

**5. COUNCIL UPDATE**

Councilor Liberty updated the committee on the Integrated Regional Investments Strategy. MPAC will begin discussions about investment priorities, funding sources, and implementation strategies in January of 2010. Beginning in December 2009, Metro will also be convening separate roundtable discussions with private sector and development interests, as well as non-governmental agencies, in order to gather broad input on the development of an integrated investment strategy for the region.

**6. ACTION ITEMS**

**6.1 Resolution No. 09-XXXX, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, with the Following Elements for Final Review and Analysis for Air Quality Conformance: The Transportation Systems Management and Operations Action Plan; The Regional Freight Plan; The High Capacity transit System Plan; and The Regional Transportation Functional Plan**

MOTION: Ms. Wilda Parks moved, Mayor Kight seconded, for Council approval of Resolution No. 09-XXXX.

**Exhibit F (Approval Requested)**

**6.1.a *Greenhouse gas emissions and RTP Climate Action Plan***

AMENDMENT #1: Mayor Mays moved, Mr. Rick Van Beveren seconded, to adopt the JPACT recommendation on the Regional Transportation Plan – Greenhouse gas emissions and House Bill 2001 land use and transportation scenarios.

ACTION TAKEN: With 14 in favor (Bemis, Adams, Berkow, Carson, Fritz, Lehan, Mays, VanBeveren, Carleson, San Soucie, Hoffman, Williams, Parks, Kight), and one opposed (Gregory-Skees), amendment #1 passed.

**6.1.b *RTP Performance targets and application of RTP policies and targets in local plans and local, regional and state investment priorities***

AMENDMENT #2: Mr. VanBeveren moved, Councilor Marc San Soucie seconded, to approve JPACT and MTAC's recommendation on RTP performance targets and implementation.

ACTION TAKEN: With all in favor, amendment #2 passed unanimously.

**6.1.c *Alternative Mobility Standards***

AMENDMENT#3: Mayor Mays moved, Councilor Jody Carson seconded, to approve MTAC's recommendation on alternative mobility standards.

ACTION TAKEN: With all in favor, amendment #3 passed unanimously.

**6.1.d *Corridor Refinement Plan Priorities***

AMENDMENT #4: Mayor Mays moved, Mayor Kight seconded, to adopt the TPAC and MTAC recommendation on Corridor Refinement Plan technical ratings.

ACTION TAKEN: With all in favor, amendment #4 passed unanimously.

Councilor San Soucie stated that the TGM grant for Tualatin Valley (TV) Highway is for only a segment of the corridor, whereas this analysis would be for the entire corridor.

**6.1.e *I-5/99W Connector Study recommendations***

AMENDMENT #5: Mayor Mays moved, Councilor Carleson seconded, to not adopt the MTAC recommendation on the I-5/99W Connector Study recommendations.

ACTION TAKEN: With two in favor (Mays, Carleson) and 13 opposed (Bemis, Adams, Berkow, Carson, Fritz, Hoffman, Lehan, Parks, VanBevern, Williams, Gregory-Skees, San Soucie, Kight), amendment #5 failed.

AMENDMENT #6: Councilor Carson moved, Mayor Jack Hoffman seconded, to approve MTAC's recommendation on the I-5/99W Connector Study recommendations.

ACTION TAKEN: With 11 in favor (Adams, Berkow, Carson, Fritz, Gregory-Skees, Hoffman, Lehan, Parks, VanBeveren, Williams, Bemis) and four opposed (Mays, Carleson, Kight, San Soucie), amendment #6 passed.

**6.1.f *Columbia River Crossing amendment***

AMENDMENT #7: Commissioner Amanda Fritz moved, Mayor Kight seconded, to approve Metro Councilor Robert Liberty's amendment on the Columbia River Crossing (CRC) project.

Discussion: Councilor Liberty offered to withdraw his recommendation if the committee preferred to schedule a larger focused discussion on finance and the CRC project relative to other investment priorities in January 2010.

ACTION TAKEN: Commissioner Fritz and Mayor Kight withdrew amendment #7. The committee will have a more detailed discussion in January/February 2010 on finance and the CRC project relative to other investment priorities.

**Exhibit G (Consent Items for Consideration as a package)**

AMENDMENT #8: Commissioner Fritz moved, Mayor Kight seconded to adopt Exhibit G, *Consent Items for Consideration*, with the exception of numbers #179, #192, #201, #203 and #204.

Discussion: The committee will discuss *Consent Items for Consideration* #179, #192, #201, #203 and #204 at the December 9<sup>th</sup> meeting.

ACTION TAKEN: With all in favor, amendment #8 passed unanimously.

**Amendments proposed by MPAC members**

AMENDMENT #9: Mayor Sam Adams moved, Commissioner Fritz seconded, to amend Resolution No. 09-XXXX to:

- Amend the final “WHEREAS” to read, “WHEREAS, JPACT and MPAC have recommended ~~acceptance~~ approval of the state and federal components of the 2035 RTP by the Metro Council for final review and air quality conformance analysis; now therefore...”
- Amend “BE IT RESOLVED, #1” to read, “~~Accepts~~ Approves the Draft 2035 Regional Transportation Plan (“RTP”) (Exhibit A ~~and appendices to this resolution~~), with the following elements, ~~for analysis of air quality conformance under federal law and~~ for final review and public hearings:
  - The Transportation System Management and Operations Plan (Exhibit B to this resolution)
  - The Regional Freight Plan (Exhibit to this resolution)
  - The High Capacity Transit System Plan (Exhibit D to this resolution)
  - The Regional Transportation Functional Plan (Exhibit E to this resolution).”

ACTION TAKEN: With 13 in favor (Parks, Carson, Hoffman, Carleson, San Soucie, Gregory-Skees, VanBeveren, Kight, Fritz, Bemis, Adams, Lehan, Williams), one opposed (Mays) and one abstained (Berkow), amendment #9 passed.

AMENDMENT #10: Mayor Adams moved, Commissioner Fritz seconded, to amend Resolution No. 09-XXXX, “BE IT RESOLVED, #2” to read, “~~Accepts~~ Approves for final review and public hearings the revisions to the federal component of the 2035 RTP to reflect additional technical analysis and policy development completed after adoption of Resolution No. 07-3831B.”

Discussion: The committee requested that “for final review and public hearings” be added to the City’s proposed amendment. Mayor Adams accepted the friendly amendment. **(All friendly amendments are recorded in the above amendment.)**

ACTION TAKEN: With 14 in favor (Parks, Carson, Hoffman, Carleson, San Soucie, Gregory-Skees, VanBeveren, Kight, Fritz, Bemis, Adams, Lehan, Williams, Berkow) and one opposed (Mays), amendment #10 passed.

AMENDMENT #11: Mayor Adams moved, Commissioner Fritz, to amend the Resolution No. 09-XXXX, to add an additional “BE IT RESOLVED” that reads, “Accepts the RTP project lists solely for the purposes of obtaining public comment and determining conformance with the Clean Air Act.”

ACTION TAKEN: With 11 in favor (Parks, Carson, Hoffman, San Soucie, Gregory-Skees, VanBeveren, Fritz, Adams, Lehan, Williams, Berkow), four opposed (Mays, Carleson, Kight, Bemis), amendment #11 passed.

AMENDMENT #12: Mayor Adams moved, Commissioner Fritz seconded, to amend Resolution No. 09-XXXX, to add an additional “BE IT RESOLVED” that reads, “Directs Metro Staff to: A. Prepare a technical memorandum explaining the methodology for projecting greenhouse gas (GHG) emissions for the 2035 RTP; B. Have an expert in the field review the methodology and suggest improvements; C. During the period that Metro staff is conducting the air quality conformity analysis (January – February 2010), re-run the GHG projections using the improved methodology; D. With the improved GHG projection results and assuming that GHG performance targets for the region are not met, conduct further analysis to determine which projects have the most significant adverse impact on GHG emissions; E. Report these findings to JPACT, MPAC and the Metro Council and consider changes to the project list during the public comment period (March – April 2010).”

*Discussion:* The committee requested that “MPAC and the Metro Council” be added to D. Mayor Adams accepted the friendly amendment. **(All friendly amendments are recorded in the above amendment.)** Also, Metro staff expressed concern with the workload and short timeframe required by D. Mayor Adams offered support services from the City of Portland to help implement the proposals. Commissioner Fritz clarified that a project-by-project assessment is not being requested. The request is for an assessment of types or categories of projects.

ACTION TAKEN: With 11 in favor (Parks, Carson, Hoffman, San Soucie, Gregory-Skees, VanBeveren, Fritz, Adams, Lehan, Williams, Berkow), four opposed (Mays, Carleson, Kight, Bemis), amendment #12 passed.

AMENDMENT #13: Commissioner Fritz moved, Mayor Adams seconded, to amend RTP Performance Targets and Implementation, Attachment 1, footnote to read, “Consistent with the evaluation methodology used for the High Capacity Transit Plan, essential destination are defined as: hospitals and medical care centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social services centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers and greater than 1,5000 employees, sports and attraction sites and major government sites.”

ACTION TAKEN: With 14 in favor (Parks, Carson, Hoffman, Carleson, San Soucie, Gregory-Skees, Van Beveren, Kight, Fritz, Bemis, Adams, Lehan, Williams, Berkow) and one opposed (Mays), amendment #13 passed.

AMENDMENT #14: Commissioner Fritz moved, Mayor Adams seconded, to amend RTP Performance Targets and Implementation, Attachment 1 to add a new category under the



Environment performance target, titled “*Basic Infrastructure*” that reads, “By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents.”

ACTION TAKEN: With all in favor, amendment #14 passed unanimously.

AMENDMENT #15: Commissioner Fritz moved, Councilor Carson seconded, to amend RTP Performance Targets and Implementation, Attachment 1, Equity, “*Access to Daily Needs*” performance target to read, “By 2035 ~~increase~~ decrease by 50 percent the disparity in the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005.

ACTION TAKEN: With 14 in favor (Parks, Carson, Hoffman, Carleson, San Soucie, Gregory-Skees, Van Beveren, Kight, Fritz, Bemis, Adams, Lehan, Williams, Berkow), and one opposed (Mays), amendment #15 passed.

ACTION TAKEN ON MOTION: With 14 in favor (Parks, Carson, Hoffman, Carleson, San Soucie, Gregory-Skees, Van Beveren, Kight, Fritz, Bemis, Adams, Lehan, Williams, Berkow), and one opposed (Mays), the motion passed with the amended language.

## **6.2 Resolution No. 09-XXXX, For the Purpose of Accepting the Population and Employment Forecasts and the Urban growth Report as Support for Determination of Capacity of the Urban Growth Boundary**

MOTION: Mayor Adams moved, Commissioner Fritz seconded, for Council of approval Resolution No. 09-XXXX.

### **City of Portland amendment relating to Housing Needs Analysis**

AMENDMENT #1: Mayor Adams moved, Commissioner Fritz seconded, to amend Resolution No. 09-XXX to:

- Add two new “WHEREAS” clauses, that read, “WHERE AS, State law requires Metro to provide capacity to encourage the availability of dwelling units at price ranges and rent levels commensurate with the financial capabilities of households expected over the planning period; and” and “WHEREAS, Metro published a Housing Needs Analysis that showed the effects n housing affordability of forecast growth under existing policies and investment levels; and...”
- Amend “BE IT RESOLVED, #2” to read, “The Council accepts the ‘Urban Growth Report 2009-2030,’ dated December \_\_\_\_, 2009, with its Housing Needs Analysis, attached and incorporated in this resolution as Exhibit B, as basis for analysis of need for capacity in the UGB to accommodate growth to the year 2030 and or actions the Council will take to add housing and employment capacity by ordinance in 2010, pursuant to ORS 197.296(6) and statewide planning Goals 14 and 10.”

ACTION TAKEN: With all in favor, amendment #1 passed unanimously.

**Cities of Hillsboro, Beaverton, Sherwood and Washington County amendment on population and employment forecast range**

The Cities of Sherwood, Beaverton and Hillsboro, and Washington County did not submit any amendments on the UGR's population or employment forecast range at this time.

**Staff recap amendment on large lot industrial**

AMENDMENT #2: Mayor Mays moved, Councilor Carleson seconded, to amend the UGR to reflect the change in large lot industrial land from 200-800 to 200-1,500 acres.

ACTION TAKEN: With all in favor, amendment #2 passed unanimously.

**Other amendments and final adoption**

AMENDMENT #3: Commissioner Fritz moved, Mayor Adams, to amend Resolution No. 09-XXXX:

- Add a new "WHEREAS" to read, "WHEREAS, the region as an interest in an adequate supply of land appropriate for industries that prefer larger parcels near transportation facilities and an interest in efficient use of existing transportation facilities; and..."
- Amend the first "BE IT RESOLVED" to read, "The Council accepts the '20 and 50 year Regional population and employment forecasts' dated December \_\_\_\_, 2009, attached and incorporated into this resolution as Exhibit A, as basis for analysis of need for capacity in the UGB to accommodate growth to the year 2030 and for actions the Council will take to add capacity by ordinance in 2010, pursuant to ORS 197.296(6) and statewide planning Goal 14, and directs the staff to work with MPAC to identify site opportunities for industries that prefer large lot parcels, with a priority to Brownfields and assembly of smaller parcels inside the existing UGB.

Discussion: Councilor San Soucie requested that "site" be added to the amendment. Commissioner Fritz accepted the friendly amendment. (All friendly amendments are recorded in the above amendment.)

ACTION TAKEN: With all in favor, amendment #3 passed unanimously.

ACTION TAKEN ON MOTION: With all in favor, the motion passed unanimously with the amended language.

**7. MPAC MEMBER COMMUNICATIONS**

There were none.

8. **ADJOURN**

Vice-chair adjourned the meeting at 6:55 pm.

Respectfully submitted,



Milena Hermansky  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 18, 2009:**

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Document	11/18/2009	Revised Agenda	111809j-01
6.1	Memo	11/13/2009	re: Regional Transportation Plan Approval and Next Steps	111809j-02
6.1	Memo	11/13/2009	re: Regional Transportation Plan (RTP) - Supplemental Project List Analysis	111809j-03
6.1	Document	11/18/2009	Proposed order of business for adoption of the RTP Resolution by MPAC	111809j-04
6.1	Packet	11/18/2009	RTP Climate Action Plan - Greenhouse Gas Emissions and HB 2001 Land Use and Transportation Scenarios	111809j-05
6.1	Document	11/18/2009	City of Portland Proposed Amendments to RTP	111809j-06
6.2	Document	11/18/2009	Proposed order of business for adoption of the Urban Growth Report (UGR) Resolution by MPAC	111809j-10
6.2	Memo - Revised	11/10/2009	MPAC recommendation on the 2009 UGR	111809j-11
6.2	Letter	10/28/2009	From Washington County re: Proposed Amendment to UGR	111809j-12
6.2	Document	11/18/2009	City of Portland Proposed Amendment to UGR	111809j-13



Date: December 1, 2009

To: MPAC and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: RTP Consent Items Identified by Commissioner Fritz for Further Consideration –  
RECOMMENDATION REQUESTED

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On November 18, 2009 MPAC recommended approval of Exhibit G, *Consent Items for Consideration*, with the exception of #179, #192, #201, #203 and #204. Staff was requested to provide a summary of the recommendations on the items for consideration by MPAC on December 9. TPAC recommended further amendments to items #203 and #204, as proposed by the City of Portland TPAC representative at their meeting on November 20.

MPAC is requested to approve the following recommendations, which include the TPAC amendments, **as part of the consent agenda:**

#	Comment	Source	11/4/09 MTAC Recommendation as amended by TPAC on 11/20/09
179	Chapter 2, p. 13: The goal for active transportation says, "By 2035, triple walking, biking and transit trips compared to 2005." Is the intent to triple the number of trips for each, or to triple the mode share of each? There is a big difference when you consider population growth.	City of Portland	Amend as requested per Discussion item #2. This revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4.
192	Ch.2 Pg. 66: The pedestrian network section is insufficient compared to other modal sections of the RTP. As a region, walking should be the first mode of transportation people consider and plans, policies, and actions should lead to this. The language of this section should not frame walking primarily as a supporting mode. It is a vital segment of the larger collection of modes.	TriMet	No change recommended. Ch.5 (Unresolved Issues) calls for further attention to this issues and describes the need for an Active Transportation Action Plan (Section 5.8.9). The development of this plan would provide an opportunity to bolster regional pedestrian policies, which did not receive as much attention as other policies in the 2035 RTP update.
201	The regional pedestrian network definition (section 2.5.6) should be broadened to include all streets (excluding only limited access highways and potentially some topographically challenged locations).	Willamette Pedestrian Coalition	No change recommended; this is the intent of the regional pedestrian system map (Figure 1.19), which designates all centers, station communities, arterials and transit routes as part of the regional pedestrian system. In addition, Chapter 2 includes a

#	Comment	Source	11/4/09 MTAC Recommendation as amended by TPAC on 11/20/09
	The RTP should at least recognize every arterial street and transit route that is formally a part of the regional system as a pedestrian facility. A more comprehensive map based on the 2001 regional sidewalk inventory should be included as a supplement or replacement for Figure 1.19 in Chapter 1.		comprehensive map of gaps based on the 2001 regional sidewalk inventory. Ch.5 (Unresolved Issues) describes the need for an Active Transportation Action Plan (Section 5.8.9). The development of this plan would provide an opportunity to bolster regional pedestrian policies, which did not receive as much attention as other policies in the 2035 RTP update.
203	Add Project #10284 (Taylors Ferry Road) to the Federal priorities project list.	Ashcreek Neighborhood Association	TPAC discussed this item on November 20 and recommended adding Project #10284 to the Federal Priorities list with the following updated project description and cost, "SW Taylor's Ferry Road: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit. (\$4,209,000)" This amendment is within the funding target established for the City of Portland. No change recommended. The comment has been forwarded to the city of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.
204	Add SW 45th/SW 48th and SW 62nd/61st/Pomona/64th and Multnomah Boulevard to the RTP.	Ashcreek Neighborhood Association	TPAC discussed this item on November 20 and recommended adding this project to the State RTP list with the following description and cost, "SW Multnomah Boulevard (Barbur Boulevard to 45th Avenue): Reconstruct street to urban standards, including curbs, sidewalks, storm sewers and upgraded street lights. (\$4,225,000)" This amendment is within the funding target established for the City of Portland. No change recommended. These comments have been forwarded to the city of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.

## MPAC Worksheet

**Agenda Item Title** (include ordinance or resolution number and title if applicable): Status update on reserves, decision-making process, and the MPAC's role

**Presenter:** John Williams

**Contact for this worksheet/presentation:** John Williams

**Council Liaison Sponsor:** Councilor Hosticka

**Purpose of this item (check no more than 2):**

Information	<input checked="" type="checkbox"/>
Update	<input type="checkbox"/>
Discussion	<input checked="" type="checkbox"/>
Action	<input type="checkbox"/>

**MPAC Target Meeting Date:** \_\_\_\_ December 9 \_\_\_\_

Amount of time needed for:

Presentation    \_15 m\_\_\_\_

Discussion       \_45 m\_\_\_\_

**Purpose/Objective** (what do you expect to accomplish by having the item on *this meeting's* agenda):  
(e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

This presentation is largely informational, designed to set the stage for upcoming MPAC recommendations on reserves.

**Action Requested/Outcome** (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

See above.

**Background and context:**

In 2007 at the request of Metro and its regional partners, the Oregon Legislature passed Senate Bill 1011, establishing a new framework for urban growth in the Portland metropolitan region. Under this new system, Clackamas, Multnomah and Washington counties, working together with Metro, will determine together which lands outside the current urban growth boundary are best suited to accommodate urban development over the next 40 to 50 years and which lands should be off limits to development in order to protect their values as farms, forests and natural areas during that same period.

After adoption of intergovernmental agreements (scheduled for February 2010) the counties will each formally designate rural reserves by amending their comprehensive plans and related documents. The Metro Council will simultaneously designate urban reserves by ordinance amending the Regional Framework Plan and Urban Growth Management Functional Plan.

**What has changed since MPAC last considered this issue/item?**

In October, the Reserves Steering Committee made recommendations to the Core on preliminary urban and rural reserve areas. Since that time, the Core 4 has been working towards agreement on intergovernmental agreements specifying urban and rural reserve areas in each of the three counties. The latest Core 4 discussion map is included in this packet.

**What packet material do you plan to include?** (must be provided 8-days prior to the actual meeting for distribution)

- Current Core 4 discussion map of reserves
- Draft intergovernmental agreement between Metro and counties

**What is the schedule for future consideration of item** (include MTAC, TPAC, JPACT and Council as appropriate):

- MPAC discussion in January; recommendation to Council February 10
- Council hearing and adoption February 25



Date: December 1, 2009  
To: MPAC  
From: John Williams, Metro Land Use Planning Manager  
Re: Dec. 9 MPAC Urban and Rural Reserves Status Update

---

Staff will present a status update on urban and rural reserves at the December 9 MPAC meeting. Much has happened since MPAC's last discussion of reserves, and this meeting will allow a review of progress to date and start the conversation leading to MPAC's recommendation to Council on reserves in February 2010. An overview is provided in this memo.

Attachments to this memo describe the current status of Core 4 discussions on intergovernmental agreements and urban and rural reserve areas. Please note the Core 4 has three meetings scheduled in December so the maps and IGAs will continue to evolve.

### **Status Update**

In October Reserves Steering Committee members (representing cities, business and advocacy organizations and state agencies) completed their formal role in the reserves process by presenting recommendations to the Core 4 on preliminary urban and rural reserve areas. Since October the Core 4 has been using this information along with county advisory committee recommendations, the Metro Chief Operating Officer's recommendations, governing body discussions, and input from the general public to work towards consensus on urban and rural reserve designations.

The current status of Core 4 discussions on urban and rural reserve areas is summarized in the attached map, which illustrates proposed areas of preliminary agreement and areas still requiring further discussion. Also attached is a memo describing the location and size of each area and summarizing the acreage currently contained in each category and county.

The Core 4 is also discussing the written components of the IGAs that will be adopted in February. A sample agreement, which will be reviewed by the Core 4 on December 4, is attached for reference. The Core 4 has agreed to include a variety of elements in the IGAs, including a definition of the reserves planning period (between 40 and 50 years), a listing of the actions that will be taken to formally adopt reserves after IGAs are approved, and a statement that concept planning will be done in urban reserve areas prior to inclusion within the urban growth boundary. Accompanying the IGAs will be a narrative explaining the rationale for the proposed designations and a general accounting of which urban reserves may be suitable for employment purposes and which for residential development. The Core 4 has discussed several other possible IGA elements, including processes for revisions after adoption and a review of the reserves 20 years from now.

Once IGAs are adopted, Metro and the three counties will then have to formally adopt reserves. Metro will adopt the urban reserves via amendments to the Regional Framework Plan and Urban Growth Management Functional Plan; the counties will each adopt rural reserves via amendments to their comprehensive plans and land use ordinances. The IGAs will therefore



focus on listing the actions that each jurisdiction will take to adopt reserves; specific Framework Plan language, for example, will not be determined until the formal adoption phase which will begin in March 2010.

Prior to adoption of IGAs a public comment period will be held in January. To meet this schedule the Core 4 is scheduled to approve the release of an urban and rural reserves map plus intergovernmental agreements at their December 16 meeting. The Core 4 will continue to refine the IGAs and the reserves map at meetings December 4 and 9 in advance of the December 16 meeting.

### **MPAC review schedule**

A unique aspect of the reserves process is that the Metro Council and county commissions intend to reach consensus on three separate intergovernmental agreements that, together, describe a coordinated regional system of urban and rural reserves. MPAC's role is to advise the Metro Council in its deliberation on these IGAs. In the next phase of work MPAC will provide recommendations on the formal adoption of reserves via Framework and Functional Plan amendments.

The December 9 MPAC meeting will be largely informational since the Core 4 will not have completed discussions or approved the release of a final set of materials for public review. In January MPAC can focus on the specific maps and IGAs released by the Core 4 for public comment. MPAC is scheduled to make a recommendation to the Metro Council on the adoption of reserves intergovernmental agreements on February 10, 2010. This is necessary to allow the Council to adopt the IGAs by the end of February. The Core 4 and their governing bodies have agreed on this timeline so that urban reserves can be utilized in making growth management decisions in 2010. If reserves are not adopted in time, growth management decisions in this region will be guided by soil hierarchy as they have been in the past.

### **Upcoming dates**

#### **2009**

- Core 4 meetings – working towards agreement on maps and IGAs for public comment 12/4, 12/9, **12/16 (approve materials for public comment)**
- Washington County Board hearings on reserves 12/8, 12/15
- Multnomah County Board hearing on reserves 12/10
- Metro Council resolution regarding release of draft IGAs and maps 12/17

#### **2010**

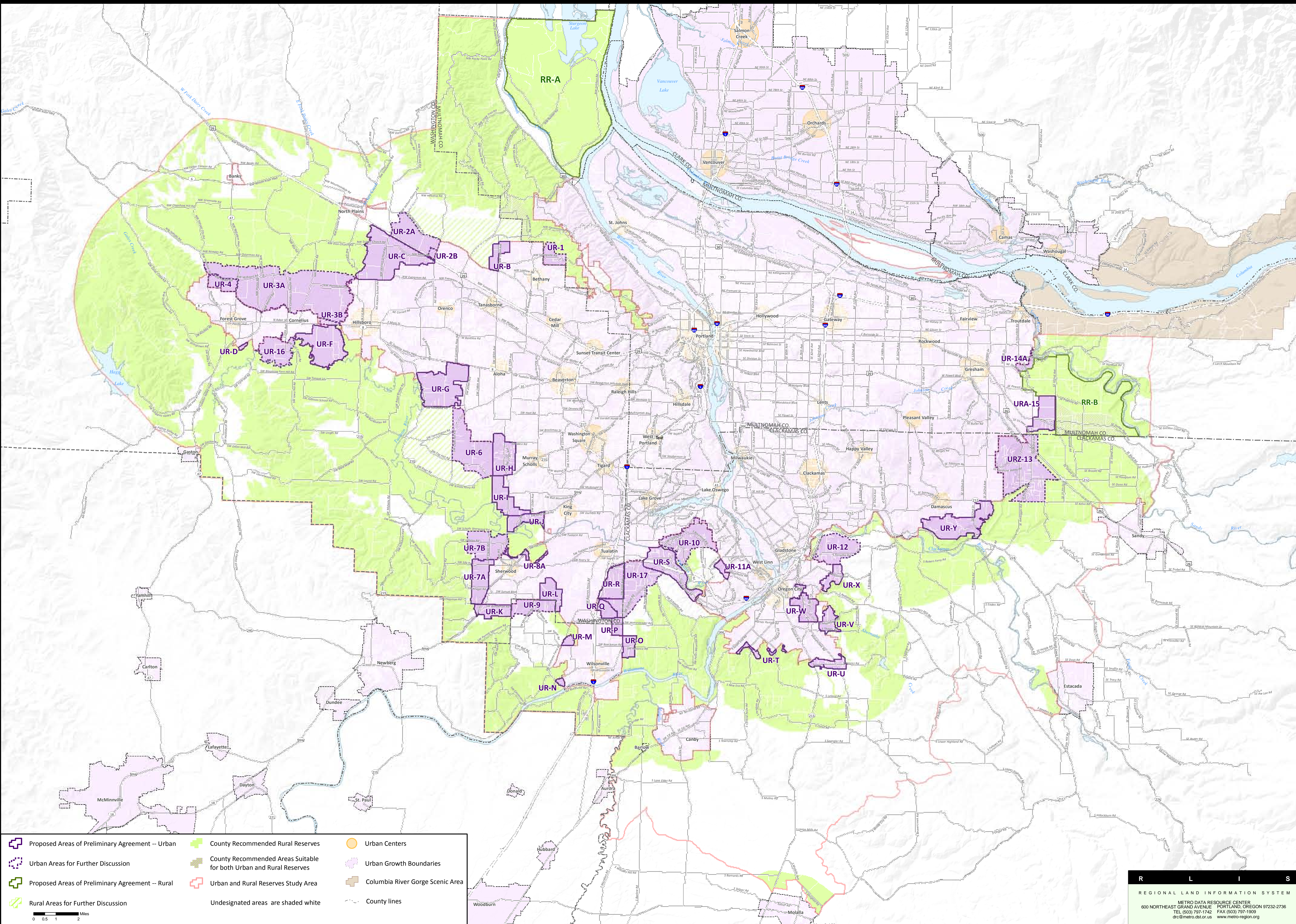
- Public comment period 1/11 – 1/25 (includes open houses around the region and on-line “virtual open house”)
- MPAC discussion of reserves map and IGAs 1/27
- Core 4 meetings 1/11, 2/8
- MPAC recommendation to Council 2/10
- Metro Council hearing and adoption of IGAs 2/25
- Counties also adopt IGAs by end of February
- Metro Council and counties adopt urban and rural reserves by amending functional/framework/comprehensive plans – March-May 2010





11/20/09

# Core 4 Proposed Areas of Preliminary Agreement and Areas for Further Discussion







## Reserves Core 4 Discussion Status

Date: November 19, 2009

### Proposed Areas of Preliminary Agreement – URBAN

Identifier	Area Name	Location	Approx. Acreage
UR-B	Bethany refinement	Strip of land centered on NW 185 <sup>th</sup> , west of N Bethany Plan	417
UR-C	N of Hillsboro	East of McKay Crk, south of Hwy 26 to city boundary	2,651
UR-D	S of Forest Grove	Small area south of Elm Street	37
UR-F	SE of Cornelius	N of Tualatin River	1,698
UR-G	S of Hillsboro	West of SW 209 <sup>th</sup> Ave & north of Rosedale Rd.	2,000
UR-H	Cooper Mtn. East	Strip centered on SW 175 <sup>th</sup> Ave	1,055
UR-I	West Bull Mtn.	West of West Bull Mtn & north of SW Beef Bend Rd.	891
UR-J	S of Beef Bend Rd	S of Beef Bend, east of Roy Rogers Rd and north of Tualatin River	516
UR-K	South of Sherwood	South of SW Brookman Rd.	544
UR-L	Sherwood-Tual.-Wils. Industrial	Washington County portion between Sherwood and Tualatin	564
UR-M	West Wilsonville	North of Boeckman Rd & east of Graham's Ferry Rd.	121
UR-N	SW Wilsonville	Small area south of Wilsonville Rd, west of Willamette Way	63
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UR-S	Borland Rd. Area	Linear strip centered on Borland Rd	1,297
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UR-U	SE of Or. City	Centered on Henrici Rd.	393

UR-V	Oregon City/Maple Lane	E of City centered on Maple Lane	411
UR-W	Central Oregon City	Newell Canyon area	699
UR-X	Oregon City/Holcomb Blvd.	East of City centered on Holcomb Blvd.	375
UR-Y	Damascus	South & SE of City to bluff and Noyer Crk	1,718
UR-Z13	Boring Area	Damascus on west to east of 282 <sup>nd</sup> , south and west of Hwy 26 (including rural buffer) and north of Clackamas Boring Road. Includes community of Boring and a small portion north of Hwy 26 and west of 287 <sup>th</sup> in Clackamas County	3,460
UR-AA15	Springwater east	Area east of Springwater Comm. Plan, south of Lusted Rd, west of 302 <sup>nd</sup> and north of Johnson Creek floodplain	851
UR-14A	Troutdale	SE of City, bounded by UGB on west and SE Stark and SE 282 <sup>nd</sup> Drive on east	187
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UR-7A	West Sherwood	West of Sherwood and south of SW Edy Road	878
UR-11A	Stafford east	Small area eastern Stafford triangle	167
<b>TOTAL APPROXIMATE ACREAGE</b>			<b>23,030</b>

The above Proposed Areas of Preliminary Agreement table represents the following acreage break-down for the three counties:

Clackamas County	9,382
Multnomah County	1,038
Washington County	12,610
Total	23,030

### Proposed Areas for Further Discussion - URBAN

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<b>TOTAL APPROXIMATE ACREAGE</b>			<b>18,453</b>

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RR-B	East of 302 <sup>nd</sup> Ave	Area bounded by UR-14A, UGB and UR-AA15 on west, Sandy River on north and east, and county line on south	6,797
<b>TOTAL APPROXIMATE ACREAGE</b>			<b>22,207</b>

**Proposed Areas for Further Discussion – RURAL**  
**No areas identified**

**DRAFT 2**  
**Intergovernmental Agreement**  
**Between Metro and XXXX County**  
**To**  
**Adopt Urban and Rural Reserves**

This Agreement is entered into by and between Metro and XXXX County pursuant to ORS 195.141 and 190.003 to 190.110 for the purpose of agreeing on the elements of an ordinance to be adopted by Metro designating Urban Reserves and of an ordinance to be adopted by XXXX County designating Rural Reserves, all in XXXX County.

**PREFACE**

This agreement will lead to the designation of Urban Reserves and Rural Reserves. These reserves will become elements of the region's overall long-term strategy to attain a sustainable and prosperous region. The reserves will work toward that goal in conjunction with other elements of the strategy – focusing investments in our existing communities and using our infrastructure, community assets and urban land efficiently - to achieve the following six outcomes endorsed by the Metro Policy Advisory Committee and adopted by the Metro Council:

- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Leadership on Climate Change
- Clean Air and Water
- Equity

These reserves will provide long-term direction for investments in our communities.

**RECITALS**

WHEREAS, Metro and Multnomah, Washington and Clackamas Counties (“the four governments”) have declared their mutual interest in long-term planning for the three-county area in which they exercise land use planning authority to ensure the development of Great Communities, to maintain the viability and vitality of the region's farm and forest industries and to protection the important natural landscape features that limit urban development or help define appropriate boundaries of urbanization; and

WHEREAS, the Oregon Legislature enacted Senate Bill 1011 in 2007, at the request of the four governments and many other local governments and organizations in the region and state agencies, to establish a new method to accomplish the goals of the four governments through long-term planning; and

WHEREAS, Senate Bill 1011, codified at ORS 195.137 to 195.145 (“the statute”), authorizes the four local governments to designate Urban Reserves and Rural Reserves to

accomplish the purposes of the statute, which are consistent with the goals of the four governments; and

WHEREAS, the Land Conservation and Development Commission (“LCDC”) adopted rules to implement the statute on January 25, 2008, as directed by the statute; and

WHEREAS, the statute and rules require the four governments to work together in their joint effort to designate reserves and to enter into formal agreements among them to designate reserves in a coordinated and concurrent process prior to adoption of ordinances adopting reserves; and

WHEREAS, the statute and the rules set forth certain factors to be considered in the designation of reserves, and elements to be included in ordinances adopting reserves; and

WHEREAS, the four governments have followed the procedures and considered the factors set forth in the statute and the rule; and

WHEREAS, the four governments have completed an extensive and coordinated public involvement effort; and

WHEREAS, the four governments have coordinated their efforts with cities, special districts, school districts and state agencies in the identification of appropriate Urban and Rural Reserves; and

WHEREAS, the four governments have agreed upon a proposed set of reasons, attached to this Agreement as Exhibit A, to explain the proposed Urban and Rural Reserves on Exhibit B, attached to this Agreement;

NOW, THEREFORE, Metro and XXXX County agree as follows:

### **AGREEMENT**

- A. **Metro agrees** to adopt the following policies and map and incorporate them in the Regional Framework Plan:
  - 1. A policy that designates as “Urban Reserves” those areas shown as proposed Urban Reserves on Exhibit B, attached to this Agreement.
  - 2. A policy that determines that the “Urban Reserves” designated by the Regional Framework Plan pursuant to this Agreement are intended to provide capacity for population and employment for the \_\_ years between 2030 and \_\_\_\_, a total of \_\_ years from the date of adoption of the ordinance designating the reserves.
  - 3. A policy that gives highest priority to Urban Reserves for future addition to the urban growth boundary (UGB).



4. A map depicting the “Urban Reserves” adopted by Metro and the “Rural Reserves” adopted by XXXX County following this Agreement.
5. A policy that Metro will not add “Rural Reserves” designated by ordinance following this Agreement to the regional UGB for \_\_ years.
6. A policy that Metro will not re-designate “Rural Reserves” as “Urban Reserves” for \_\_ years.
7. A policy that Metro will require a “concept plan”, the required elements of which will be specified in the Urban Growth Management Functional Plan in consultation with the county, for an area of Urban Reserves under consideration for addition to the UGB to be completed prior to the addition.

**B. XXXX County agrees** to adopt the following policies and map and incorporate them in the XXXX County Comprehensive Plan:

1. A policy that designates as “Rural Reserves” the areas shown as proposed Rural Reserves on Exhibit B, attached to this Agreement.
2. A map depicting the “Rural Reserves” designated by the Comprehensive Plan and the “Urban Reserves” adopted by Metro following this Agreement.
3. A policy that XXXX County will not include “Rural Reserves” designated pursuant to this Agreement in the UGB of any city in the county for \_\_ years from the date of adoption of the ordinance designating the reserves.
4. A policy that XXXX County will not re-designate “Rural Reserves” as “Urban Reserves” for a city in the county for \_\_ years from the date of adoption of the ordinance designating the reserves.
5. A policy that XXXX County will not amend its Comprehensive Plan or any land use regulation that applies to land designated “Urban Reserve” or “Rural Reserve” to allow uses not allowed, or to allow creation of new lots or parcels smaller than allowed, on the date of adoption of the ordinance designating the reserves.
6. A policy that commits the county to participation in development of a “concept plan” for an area of Urban Reserves under consideration for addition to the UGB.

**C. XXXX County and Metro agree** to follow this process for adoption of the ordinances that will carry out this Agreement:

1. Each government will hold at least one public hearing on its draft ordinance prior to its adoption.
2. Metro will hold its final hearing and adopt its ordinance no later than \_\_\_\_\_, 2010.

3. XXXX County will hold its final hearing and adopt its ordinance no later than \_\_\_\_\_, 2010.
4. If testimony at a hearing persuades Metro or XXXX County that it should revise its ordinance in a way that would make it inconsistent with this Agreement, then it shall continue the hearing and propose an amendment to the Agreement to the other party and to YYYY and ZZZZ Counties.
5. If XXXX County or Metro proposes an amendment to the Agreement, the two parties will convene a meeting of the four governments to consider the amendment.
6. Metro and XXXX County will adopt a common set of findings, conclusions and reasons that explain their designations of “Urban Reserves” and “Rural Reserves” as part of their ordinances adopting the reserves.
7. Within 45 days after adoption of the last ordinance adopting reserves of the four governments, XXXX County and Metro will submit their ordinances and supporting documents to LCDC in the manner of periodic review.

XXXX COUNTY

METRO

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Chair, XXXX County  
Board of Commissioners

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Council President



## Metro | Memo

Date: Wednesday, December 2, 2009  
To: MPAC members and alternates  
From: Kelsey Newell, MPAC support staff  
Subject: Appointment of a Nominating Committee for 2010 MPAC Officers

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Pursuant with the MPAC Bylaws, Article V, a. the MPAC Chair, 1<sup>st</sup> Vice Chair and 2<sup>nd</sup> Vice Chair shall be appointed for a one-year term beginning in January of each year. In the past, the practice has been to have the current Chair appoint a representative from each of the three counties at the December meeting to consult with members and bring forward nominations of MPAC officers with approval of the nominees at the first January meeting.

Consistent with the Bylaws, current 1<sup>st</sup> Vice Chair Mayor Bemis would be appointed chair for 2010. The key task of the nominating committee would be to recruit a Washington County city, county, or special district representative to serve as an officer and recommend appointment to the 1<sup>st</sup> Vice Chair and 2<sup>nd</sup> Vice Chair positions.

For your convenience, the Article V of the MPAC Bylaws is available below:

### **ARTICLE V OFFICERS AND DUTIES**

- a. A Chair, 1st Vice-Chair, and 2nd Vice-Chair shall be elected by a majority of the voting members for a one year term of office ending in January of each year. A vacancy in any of these offices shall be filled by a majority vote of MPAC, for the remainder of the unexpired term.
  1. Nominations shall be received at the first meeting in January for chair, first vice chair and second vice chair.
  2. The first Vice-Chair shall become Chair following the completion of the Chair's term.
  3. The second vice chair shall be a rotating position to keep balance for a) county/geographic representation; and/or b) city/county/special district representation after the previous year's first vice chair moves up to chair and the first vice chair is selected.
- b. The Chair shall set the agenda of and preside at all meetings, and shall be responsible for the expeditious conduct of MPAC's business. Three members can cause a special meeting to be called with a minimum of seven days notice.
- c. In the absence of the Chair, the 1st Vice-Chair, and then the 2nd Vice-Chair shall assume the duties of the Chair.

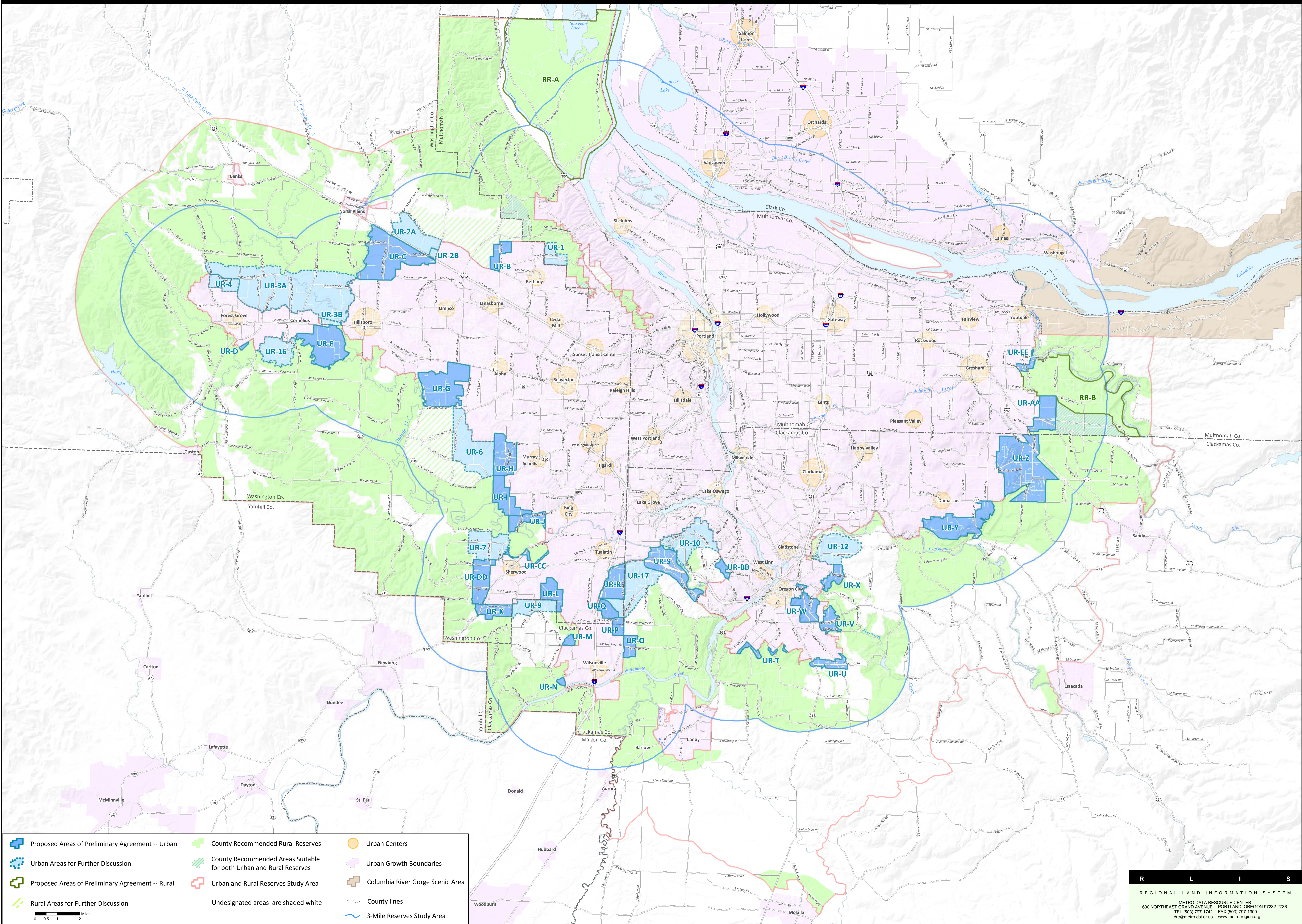
Materials following this page were distributed at the meeting.





12/03/09

# Core 4 Proposed Areas of Preliminary Agreement and Areas for Further Discussion







## Reserves Core 4 Discussion Status

Date: December 3, 2009

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**Proposed Areas for Further Discussion – RURAL**  
**No areas identified**



**Metro** | *People places. Open spaces.*

Date: December 8, 2009  
To: Metro Councilors  
From: Council President David Bragdon, Councilor Carl Hosticka  
Re: Proposal for Designation of Urban and Rural Reserves  
CC: Members of Metro Policy Advisory Committee

The passage of Senate Bill 1011 in 2007 offered the Portland metropolitan region new tools with which to manage its growth over the next 40 to 50 years. Since then, the local governments of the region, along with many interested citizens, organizations, and businesses, have been working to identify areas to be designated as urban and rural reserves. The "Core 4" governments of Clackamas County, Multnomah County, Washington County, and Metro, who are charged with actually designating reserves outside of existing UGBs through intergovernmental agreements, have evaluated thousands of acres of land to ensure that the best possible decision is the basis for those agreements.

Now, after these many months of analysis and advice, it is time to move toward a decision. It is in the spirit of these ongoing discussions and the interest of arriving at a solution that we offer the attached proposal for the designation of urban and rural reserves. We hope this proposal – which is ours alone, but which we will introduce as a starting point for Metro Council and County Commission debate in the weeks to come – will help to bring this process to a successful conclusion.

As you know, we have received substantial public input related to the very important decisions facing our region. We have also had numerous discussions with you and with our counterparts from local governments. Our intent in offering this proposal is to give form to the contents of those discussions. Our proposal substantially reflects, but does not precisely duplicate, the most recent draft products of the county governments and the Core 4. We have made some judgments based on our knowledge of the landscape and our own core values. Most importantly, however, we have made our best effort to develop a proposal to which the Metro Council and the county commissions might potentially be able to agree.

We know this proposal is not, and should not be, the final word on where urban and reserves should be located. However, it is time to make a decision. By December 17, the Metro Council will release a proposed intergovernmental agreement (including a map) embodying the geographic and policy elements of this decision. A final decision must be made by the end of February if we are to use urban reserves in complying with statutory deadlines for managing the region's urban growth boundary.

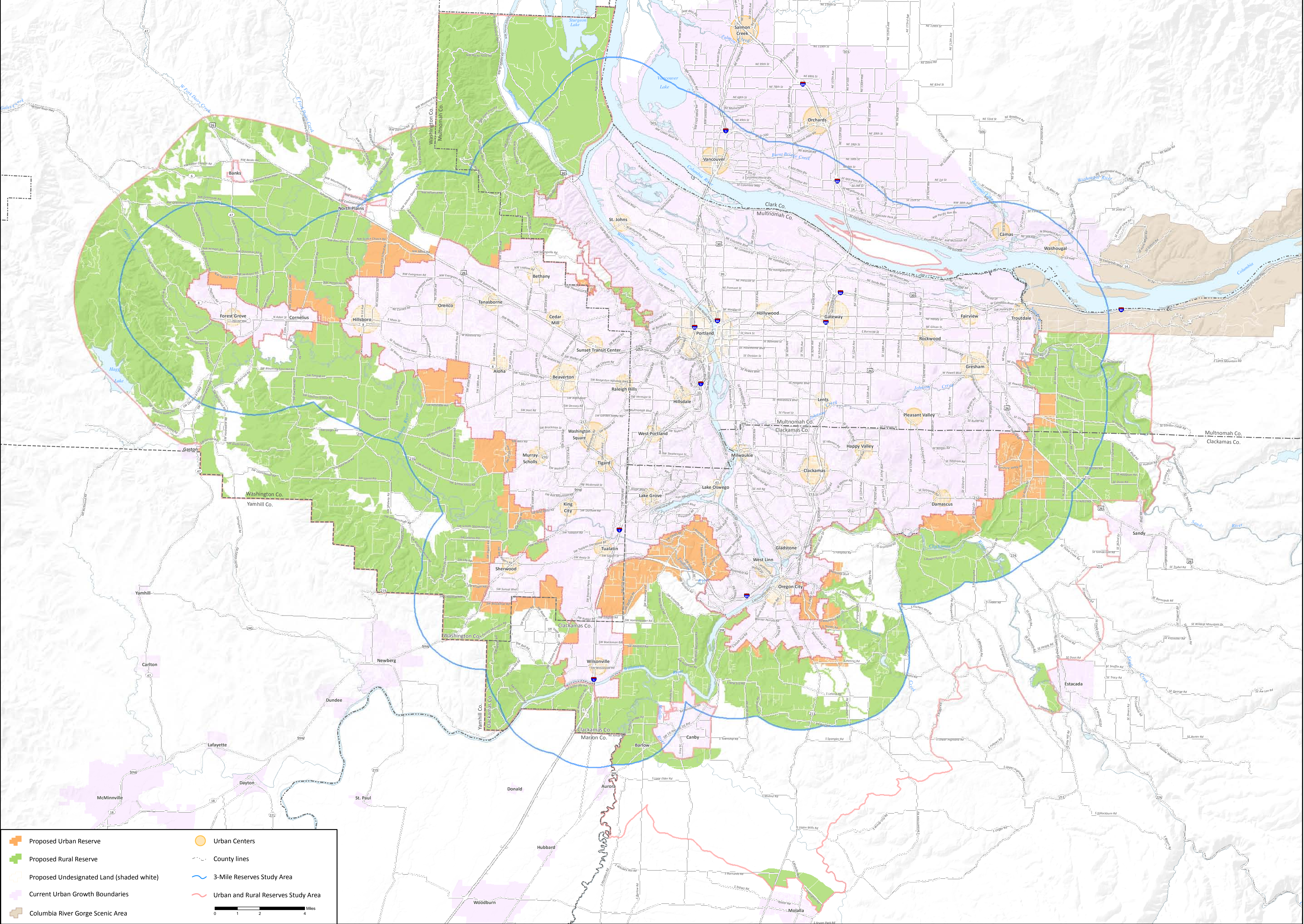
We welcome your comments on this proposal. However, we also respectfully request that all comments raising concern or opposition to elements of this proposal be accompanied by proposed alternatives which satisfy state law.

We look forward to working with you as we finalize our work on this very important element of our efforts to create a sustainable and prosperous region.

Attached:

- 12/08/09 map of proposed urban and rural reserve areas
- Proposed Metro Council resolution to release reserves IGA for public comment







BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RELEASING DRAFT  
INTERGOVERNMENTAL AGREEMENTS  
BETWEEN METRO AND CLACKAMAS,  
MULTNOMAH AND WASHINGTON  
COUNTIES TO DESIGNATE URBAN  
RESERVES AND RURAL RESERVES FOR  
PUBLIC COMMENT

) RESOLUTION NO. 09-XXXX

) Introduced by Chief Operating Officer  
Michael Jordan with the Concurrence of  
Council President David Bragdon

WHEREAS, Metro and Clackamas, Multnomah and Washington Counties have declared their mutual interest in long-term planning for three-county area for which they share land use planning authority in order to ensure the development of great communities within the urban growth boundary surrounded by prosperous farms, ranches, woodlots, forests, and natural resources and landscapes; and

WHEREAS, the 2007 Oregon Legislature enacted Senate Bill 1011, codified at ORS 195.137 to 195.145 ("the statute"), at the request of the four governments and many other local governments and organizations in the region and state agencies, to establish a new method to accomplish the goals of the four governments through long-term planning; and

WHEREAS, the statute authorizes Metro to designate Urban Reserves and the three counties to designate Rural Reserves to accomplish the purposes of the statute, which are consistent with the goals of the four governments; and

WHEREAS, the Metro Council will direct its efforts in reaching agreements with the three counties on the designation of urban and rural reserves toward achieving the Outcomes that are part of Metro's overall Making the Greatest Place initiative, as indicated by performance measures; and

WHEREAS, the Land Conservation and Development Commission ("LCDC") adopted rules to implement the statute on January 25, 2008, as directed by the statute; and

WHEREAS, the statute and rules require the four governments to work together in their joint effort to designate reserves and to enter into formal agreements between Metro and each county to designate reserves in a coordinated and concurrent process prior to adoption of ordinances adopting reserves; and

WHEREAS, Metro and the three counties have developed a draft intergovernmental agreement, including a map showing suggested urban reserves and rural reserves, to release for public comment at hearings and open houses; now, therefore,

BE IT RESOLVED that the Metro Council

1. Accepts the draft intergovernmental agreements between Metro and Clackamas, Multnomah and Washington Counties, attached to this resolution as Exhibits A, B and C,

respectively, for release to the public for comment at public hearings and open houses between \_\_, and \_\_, 2010.

2. Directs the Chief Operating Officer to release the draft intergovernmental agreements between Metro and Clackamas, Multnomah and Washington Counties to the public for comment at public hearings and open houses between \_\_, and \_\_, 2010.

ADOPTED by the Metro Council this 17th day of December, 2009.

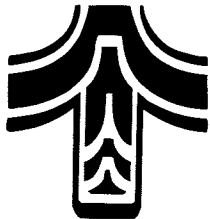
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David Bragdon, Council President

Approved as to form:

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Daniel B. Cooper, Metro Attorney



# City of Tualatin

[www.ci.tualatin.or.us](http://www.ci.tualatin.or.us)

December 1, 2009

Metro  
Metro Policy Advisory Committee  
Attention: Kelsey Newell  
600 NE Grand Avenue  
Portland, OR 97232

RE: JOINT POSITION STATEMENT BY THE CITIES OF TUALATIN AND WEST LINN  
REGARDING THE FUTURE URBANIZATION OF THE STAFFORD AREA NORTH  
OF I-205 AND THE NORTHERN PORTION OF PETE'S MOUNTAIN ALONG THE  
TUALATIN RIVER

Dear MPAC Members:

Please find enclosed a signed copy of a joint position statement by the Cities of Tualatin and West Linn. This matter was first discussed by the City of West Linn on October 20, 2009 and later adopted by the Cities of Tualatin and West Linn on November 23, 2009 through separate resolutions.

The impetus behind formulating a unified position statement is the Urban and Rural Reserve discussions that have been occurring around the region. The two cities have each separately expressed our unwillingness and lack of ability to provide services to an urbanized Stafford area. Yet, despite our communications with Clackamas County and Metro, a portion of Stafford has been recommended by the Clackamas County Board of Commissioners and Metro's Chief Operating Officer for an urban reserve.

The enclosed position statement represents our unified opposition of urbanization in this area.

Sincerely,

Doug Rux  
Community Development Director

Enclosure



*Tualatin, Oregon*  
18880 SW Martinazzi Ave  
Tualatin, OR 97062



CITY OF  
**West Linn**

## **Exhibit A**

### **Joint Position Statement by the Cities of Tualatin and West Linn Regarding the Future Urbanization of the Stafford Area North of I-205 and the Northern Portion of Pete's Mountain Along the Tualatin River**

The Cities of Tualatin and West Linn, by separate resolutions of their Councils, dated November 23, 2009, and **Nov. 23, 2009** respectively, hereby declare united opposition to the urbanization of the Stafford area and the designation of this area as an urban reserve by Metro.

Each city has communicated to Metro an unwillingness to serve the Stafford area with municipal services. Also, each city has communicated a general unwillingness to subject the Stafford area to the negative impacts of urbanization. Despite these communications, the Stafford area has been recommended by the Metro Chief Operating Officer for urbanization, and the Stafford area continues to be an area that the Metro Council wishes to "discuss further."

Our cities do not wish to discuss the prospect of urbanizing the Stafford area any further. The shared opposition to urbanizing the Stafford area is longstanding. Over time, the reasons for opposing urbanization have become even more relevant and more consistent with the current and long term interests of the cities and residents.

Evaluation of the Stafford area for urbanization in 1993 led the cities to conclude that the area was not suitable for urbanization. Recently, detailed analysis completed in 2009 by the City of Tualatin for the Borland Road area of Stafford showed that urbanization of the Stafford area would not be cost effective and would be of such great financial magnitude that no local government would or should be expected to attempt given the development costs the public would have to subsidize.

Since 1993, the acquisition of land by public agencies and some development has resulted in even less capacity for urban development in the Stafford area over which to spread the increasing costs of



infrastructure, while the availability of public financing has decreased. There is little reason to believe these circumstances would be reversed in the future.

Our cities oppose urbanization because it would not be cost effective, and because it would have significant negative impacts on existing neighborhoods. Those impacts would include increased traffic on major streets and cut-through traffic on local streets; reduced air, water and land resource quality; and diversion of public funds from needed improvements to existing utility and street systems.


Our cities also oppose urbanization because of how the Stafford area has and continues to evolve into a semi-rural area with a pastoral setting that is enjoyed by its residents for the lifestyle it affords them and by its neighbors for the relief it provides from the adjacent urban areas. The uses and related activities in the Stafford Area such as plant nurseries, landscaping materials, vineyards and small scale agriculture are supportive of the adjacent urban areas. Their location in the Stafford area means that they will not compete with more valuable farmland in other parts of the region.”

The Stafford area’s extensive drainage system; steep slopes; significant natural landscape features; limited transportation access; and parcelization make it unsuitable for urbanization and highly suitable for a buffer area between cities. There are few such areas remaining in the Portland Metropolitan Region. Rather than criticize our cities for wanting to preserve it for its unique qualities, Metro should be supportive of our efforts to protect what is also a significant regional resource.


Finally, the Stafford Area does not meet the factors for designation as urban reserve. This is evidenced by the detailed analysis of the factors prepared by the City of Tualatin for the Borland Area of Stafford that was presented to the Reserves Steering Committee and the CORE 4 on October 13, 2009. This analysis reiterates what has been known about the entire Stafford area since the Alternatives Analysis was completed by Metro in 2002 and prior to that in the late 1990’s when Metro conducted its Urban Reserve Study Areas Analysis.”

Our cities have all stated in our previously submitted aspirations to Metro that an urbanized Stafford is not part of our city’s futures. Our cities are more focused on making our communities more complete and compact; on redeveloping their centers and corridors; on correcting deficiencies in existing transportation and utility systems and in maximizing the return on our investment in these systems; on ensuring that our communities are more sustainable and energy efficient; and on improving the quality of life for our residents. None of these goals would be served by expansion of our cities into the Stafford area.

We are confident that this unified position statement is consistent with our cities' positions on Stafford over the past 16 years. We are also confident that this unified position statement is consistent with the wishes of our citizens today and that it will remain so into the future.

  
\_\_\_\_\_  
Lou Ogden, Mayor  
*City of Tualatin*

Date: 11-23-09

  
\_\_\_\_\_  
Patti Galle, Mayor  
*City of West Linn*

Date: 11/23/09

WEDNESDAY, DEC. 16, NOON TO 1 P.M.

# Eco-industrial footprint

Andreas Koenig

How do we utilize existing industrial and employment land more efficiently, reduce environmental impacts and maintain quality of life for the region? Andreas Koenig, international expert on eco-industrial development, will share lessons, tools and strategies that local jurisdictions can adopt to create more efficient and sustainable industrial areas.

## About Andreas Koenig

Koenig’s experience in sustainable industrial development draws upon 20 years of consulting for the bi-lateral aid agency, the German Technical Cooperation Agency, as well as resource management and industry-related projects throughout Asia, North America, North Africa, the Middle East, and the Caribbean. He has implemented a number of eco-industrial park programs and initiatives with public and private developers in the Asia-Pacific region, and in recent years has served as the Eco-Industrial Park Specialist for the EU-China Environmental Management Cooperation Programme in Beijing. Koenig has developed a number of tools and guidelines for eco-industrial development, including an EID Planning Guide for local government through the APA, and will share his work at the brownbag.



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