

A G E N D A

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MEETING: METRO TECHNICAL ADVISORY COMMITTEE
 DATE: March 3, 2010
 DAY: Wednesday
 TIME: 10:00 – noon
 PLACE: Room 370A&B

TIME	AGENDA ITEM	ACTION REQUESTED	PRESENTER(S)
10:00 a.m.	CALL TO ORDER AND INTRODUCTIONS		Robin McArthur
1. 45 min.	Regional Transportation Plan: Proposed Mobility Standards Action Plan <i>Objective: MTAC input on proposal</i>	Discussion	Kim Ellis
2. 30 min.	Neighborhood Investment Case Studies <i>Objective: Review & discuss analysis</i>	Discussion	Malu Wilkinson Hannah Dondy-Kaplan
3. 45 min.	Preliminary Assessment of Local Actions and Investments <i>Objective: Discuss memo and location actions/investments that support capacity</i>	Discussion	Brian Harper
Noon	ADJOURN		

MTAC meets the 1st & 3rd Wednesday of the month. The next regular meeting is scheduled for March 17, 2010.

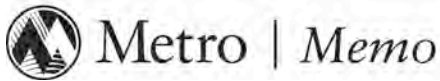
Upcoming Events:

- **MetroScope Brown Bag, Wednesday, April 7, 12 noon – 1:00 p.m., Metro Council Chamber**

For further information or to get on this mailing list, contact Paulette Copperstone @ paulette.copperstone@oregonmetro.gov or 503-797-1562

Metro's TDD Number – 503-797-1804

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Date: February 25, 2010
To: TPAC, MTAC and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Proposed RTP Mobility Standards Action Plan and Link to 2040 Growth Concept Implementation and Efforts to Address Climate Change

Background and Purpose

The region is in the final adoption phase for the Regional Transportation Plan (RTP). The new RTP establishes a new outcomes-based framework and includes new policies, tools and actions to guide future planning and investment decisions.

To successfully implement this new approach and support the region's efforts to create jobs, use land efficiently and address climate change, the region needs new tools to evaluate and diagnose our transportation system. Existing volume-to-capacity-focused mobility standards have limited applicability and flexibility under the new outcomes-based RTP:

- **The 2040 Growth Concept vision for land use and transportation must be accelerated to achieve desired outcomes; yet institutional and fiscal barriers exist.** For example, the City of Tigard proposed mixed-use zoning and doubling the height limit in downtown to create more jobs and housing and support a future high capacity transit connection. Due to traffic impacts to OR 99W and Hall Boulevard, the City adopted the mixed-use zoning but had to retain the current 4-story height limit to meet state requirements.
- **Existing volume-to-capacity-focused mobility standards only tell part of the story.** A more comprehensive framework of measures is needed to define success and guide investments and actions needed to support local implementation of the 2040 Growth Concept vision.
- **Benefits and impacts of different actions are not always fully understood or accounted for.** Current analysis tools are limited in their ability to fully quantify the benefits of individual actions (e.g., timing traffic signals, providing financial incentives and civic infrastructure in downtowns, building sidewalks and bike facilities, etc.). All of these actions will help improve mobility in the region and support other desired outcomes.

This memo recommends implementation of a more robust set of actions to implement the new RTP and make progress toward the RTP performance targets. The actions being considered will also help communities achieve their 2040 growth aspirations. The transportation actions would be adopted as part of the RTP in June 2010. The land use actions would be adopted as part of the Land Use Capacity Ordinance in December 2010. See **Attachment 1** for a summary of existing required actions and other possible actions to be considered.

The memo also recommends actions for Metro, ODOT and other regional partners to take over the next few years to support the outcomes identified through the *Making the Greatest Place* effort. These actions will result in a more comprehensive approach for implementing the 2040 Growth Concept and meet statewide goals for compact development patterns, mobility and greenhouse gas emissions.

Proposed Action Plan

2010 Recommended Actions

- **Retain current mobility standards**, subject to future refinement
- **Adopt revisions to the Regional Transportation Functional Plan and Urban Growth Management Functional Plan**
Metro's functional plans direct how local governments implement regional policies, recognizing that "one size does not fit all." Any new functional plan actions should allow for flexibility and varying local aspirations, circumstances, and readiness, but ensure regional policies are being implemented consistently through local transportation system plans (TSPs), comprehensive plans and codes. The following revisions are recommended:
 - Require TSPs and corridor refinement plans to implement the new RTP policies for system management and operations, bike, pedestrian, transit, safety, freight, and connectivity, consistent with state and federal policies.
 - Require TSPs and corridor refinement plans to include transportation system management and operations (TSMO) strategies and projects, consistent with the regional TSMO plan.
 - Require adoption of parking management plans in centers and along high capacity transit corridors.
 - Require adoption of property-line boundaries for 2040 designated land uses through a public process.
 - Require that a mix of land uses be allowed in 2040 centers, mainstreets and along transit corridors.
 - Require limitations on new auto-oriented uses in centers.
 - Require limitations on large-format retail near interchanges, unless allowed by an adopted Interchange Area Management Plan.
 - Allow local governments to identify alternative approaches to meet mobility standards, as set forth in Oregon Highway Plan (OHP) Policy 1F6, in collaboration with ODOT and Metro, through TSP updates, corridor refinement planning, concept planning or other planning efforts.
 - Allow an automatic 30 percent trip reduction credit for plan amendments in areas that have adopted a minimum level of "best practices" actions.
 - Provide a list of "best practice" actions that will automatically qualify for 30 percent trip reduction credit and other actions that could allow for additional credit if implemented.
 - Clarify RTP amendment process and procedures, including public involvement and notification requirements.
- **Adopt multi-modal mobility corridor strategies**
The strategies will define the vision and planned system for each of the region's 24 mobility corridors. The strategies will be tailored for each corridor to support adopted land use plans and corridor function(s) and include management, operations and capital investments to support all modes of travel.
- **Adopt findings**
 - Document the extent of congestion in the region.
 - Demonstrate that the region has "done the best we can" to improve highway performance as much as feasible for purposes of meeting state requirements and OHP Policy 1F5.
 - Allow the RTP State System as the "baseline condition" for local governments to use to assess the traffic impacts of plan amendments to determine if a plan amendment has a "significant effect" on state facilities. This requires local government and TriMet concurrence.
 - Document evidence for automatic 30 percent credit for plan amendments.
- **Develop best practices checklist** for determining consistency of local plans with the RTP.

- **Request amendments to the Transportation Planning Rule** to define an automatic 30 percent credit for plan amendments in areas that have adopted certain “best practices” actions.
- **Request ODOT to engage Metro region** and other MPOs, cities, counties and interested stakeholders in the **mobility standards research** Project #716 that is underway.

2011-12 Recommended Actions

- **Metro and regional partners consider development of alternative mobility standards for individual corridors through refinement plans, concept planning and TSP updates.**
- **Metro updates Best Practices in Transportation System Design Toolkits/Livable Streets Handbooks** in collaboration with ODOT and other regional partners.
- **Metro and regional partners continue model enhancements and develop data collection and performance monitoring system**, to better understand the relationship between compact urban form and trip generation and greenhouse gas emissions.
- **Metro and regional partners complete greenhouse gas scenarios planning as required by House Bills 2001 and 2186 (2009 Session) and Senate Bill 1059 (2010 Session)**, and identify implementation recommendations for Metro region.
- **The Oregon Transportation Commission (OTC) work with Metro and other stakeholders to develop and implement a jurisdictional transfer strategy** for regional and district highways, and provide funding to upgrade facilities prior to, or in conjunction with, the transfer of ownership to local governments.
- **The OTC and the Land Conservation and Development Commission (LCDC) work with Metro and other stakeholders conduct a comprehensive and coordinated review and update to the Transportation Planning Rule, Oregon Highway Plan and mobility standards**, and state procedures manuals, and guidelines. to more fully integrate the Oregon Transportation Plan policies and state greenhouse gas goals.
- **The OTC and LCDC work with Metro and other stakeholders to develop State Greenhouse Reduction Strategy and Toolkit** for local governments.

Next Steps

Successful completion of this work is essential to further the region’s efforts to implement the 2040 Growth Concept and achieve local communities' aspirations for focusing more housing and jobs in town and regional centers and corridors. These actions will also improve safety and freight reliability, expand the travel choices available in communities throughout the region and support current and future efforts to reduce greenhouse gas emissions.

March 22 – May 6, 2010	Final RTP public comment period
May 2010	MPAC, JPACT and Metro Council discussion proposed RTP amendments
May 12, 2010	Oregon Transportation Commission briefing on action plan
June 9, 2010	MPAC makes recommendation on RTP
June 10, 2010	JPACT and the Metro Council take action on RTP
June 15, 2010	RTP submitted to the Land Conservation and Development Commission in the manner of periodic review

BEST PRACTICES FOR A SUSTAINABLE AND PROPEROUS METROPOLITAN REGION

Menu of Actions to Achieve Region's Desired Outcomes

EXISTING REQUIRED ACTIONS

- Housing and job targets for centers
- Adopt and map boundaries of 2040 designations in local comp plan/code
- Progress reports on center strategy
- Limit new large-format retail¹ in employment areas
- Local street connectivity standards in new residential and mixed-use areas
- Minimum/maximum parking ratios
- Pedestrian accessways in parking lots
- Consider TDM and TSMO programs
- Adopt Non-SOV modal targets and actions to demonstrate progress
- Allow for implementation of street design guidelines/green streets
- Building/pedestrian orientation along transit corridors and within pedestrian districts
- Consider system management and operations, bike, pedestrian, transit, safety, and connectivity prior to adding capacity during project development

VEHICLE

Title 1
Title 1
Title 6
Title 4
RTFP
Title 2
Title 6; RTFP
RTFP
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OTHER POSSIBLE ACTIONS

Complete streets/transportation system design

- Follow steps in federally-required congestion management process during planning and prioritization
- Complete streets
- Arterial connectivity
- Sidewalk and bicycle connectivity in Centers, Corridors and to transit stops
- Bicycle/pedestrian orientation in Centers
- Freight access in centers/delivery areas

RTFP
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Title 6; RTFP
RTFP
Title 6

Mix of uses/urban design/transit-orientation

- Adopt plan and zoning consistent with 2040 designation
- Financial and other incentives to support revitalization/redevelopment/infill in Centers and Corridors
- Minimum development thresholds within specified distance of LRT stations, streetcar stops and frequent-service bus stops
- Allow for mix of land uses in Centers, Corridors
- Limit new auto-oriented uses in Centers²
- Civic infrastructure³ in Centers
- Limit new large-format retail development near freeway interchanges

Title 4, Title 6
Title 6
Title 6
Title 6
Title 6
Titles 4 and 6

Efficiency and Management

- Adopt parking management strategy in Centers that may include:
 - Inventory of usage
 - Timed parking
 - Real-time parking information
 - Priced parking
- Bike parking at transit stops in Centers, Corridors, Station Communities
- Expanded TDM programs in Centers, and in areas within certain proximity to station areas, HCT, Frequent Bus and Streetcar
- TSMO strategies in Centers, Corridors that may include:
 - Signal timing
 - Transit priority treatments at intersections
 - Limit parking near intersections
- Arterial corridor management
- Employer-administered TDM programs

Title 6; RTFP
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RTFP; Title 6; Title 4

Performance

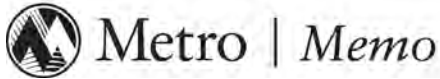
- Higher non-SOV modal targets in Centers
- Include other RTP targets

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¹ Greater than 60,000 square feet in size.

² Limit scale (drive-ins; service stations; auto dealerships; etc.)

³ Includes schools, hospitals, universities, government buildings



Date: March 3, 2010
To: MTAC Members
From: Brian Harper, Metro Long Range Planning
Re: Actions to use land more efficiently

The recently adopted (December 2009) Urban Growth Report identifies a dwelling unit “gap” between forecast growth and market feasible capacity inside the UGB. Metro is charged with developing a strategy in 2010 to address this gap. This strategy will focus on new policies and investments to address the gap to use more of the region’s existing zoned capacity than would be used under existing policies and investment programs. At the same time, Metro will consider potential UGB expansions to fill the gap. The full range of options will be tested against the six outcomes of a desirable region using Metroscope modeling runs.

The “needed housing” statute, under state law, establishes a criterion for “actions or measures” Metro might take to increase residential capacity inside the UGB: Metro must show LCDC that our actions or measures “...demonstrably increase the likelihood that residential development will occur at densities sufficient to accommodate housing needs for the next 20 years without expansion of the urban growth boundary.” ORS 197.296(6)(b). This criterion poses the question: what does it take to demonstrate that a particular measure is likely to yield the number of dwelling units we need to close the “gap.” In short, what counts?

It is our belief that these unique actions will have the effect of increasing the market capacity of zoning in local jurisdictions, thus assisting in addressing the gap in capacity identified through the 2009 Urban Growth Report. The purpose of this memo is twofold: To update and verify the list of actions collected to date, and to ask for help identifying actions within your communities that are not shown on the list.

The following list represents information recently collected by Metro staff in an attempt to address the question of what counts. Metro is assuming that the actions listed below will be in place by the end of 2010, and thus eligible to be used in a strategy to address the capacity gap.

1. Increases in Permitted Density

AmberGlen/Tanasbourne: the City of Hillsboro will amend its comprehensive plan and land use regulations in early 2010 to allow mixed-use and higher density development in an area south of Highway 26 and west of 185th Avenue, along the Max Blue Line. Once the action is taken, the city and Metro will calculate the increase in permitted residential capacity over current regulations and include the increase in Metro’s capacity strategy. The AmberGlen plan proposes to add up to 7,000 new dwelling units.

Milwaukie: The City of Milwaukie will be re-visiting their accessory dwelling unit allowances in residential areas. Through an extensive public outreach process, the City determined that there was a demand among their citizens to re-examine current standards related to the ability to build accessory units on residential properties.

2. Financial Incentives for Higher-Density Housing

Tigard Urban Renewal: the city of Tigard has adopted a new vision for its downtown and has established an urban renewal district to facilitate the development envisioned. Once the city has adopted its urban renewal plan, the city and Metro will calculate the value of the development subsidy. Metroscope will help us estimate the effect of urban renewal on the residential market and the additional increment of zoned or rezoned capacity absorbed as a result of the subsidy.

Downtown Hillsboro Urban Renewal: The City of Hillsboro has been working on the implementation of Urban Renewal, in conjunction with its downtown revitalization for the last several years. City staff are planning to take their Urban Renewal Plan to their City Council on April 20, 2010 for adoption.

Downtown Beaverton Urban Renewal: The City of Beaverton has been undertaking planning efforts in its downtown for the better part of a decade. During this time, the City has consistently sought to implement Urban Renewal as a tool to promote revitalization. Beaverton is one of a handful of jurisdictions in the region that require voter approval for the adoption of an Urban Renewal District. Last year, Beaverton citizens voted to remove the ban on Urban Renewal in the City, paving the way for placing the question before the voters again. The City is currently planning to place the question of Urban Renewal on the November 2010 ballot.

Milwaukie Urban Renewal: The City of Milwaukie is currently engaged in developing an Urban Renewal plan for its downtown area, which has been the focus of redevelopment efforts in the community for several years. The city is planning to have adopted the Urban Renewal plan by the end of 2010, but has not determined a specific date.

Wood Village Vertical Housing Tax Credit: Experience shows that the state's Vertical Housing Tax Credit Program yields higher density residential development where permitted by land use regulations. The city of Wood Village has applied to the Oregon Department of Housing and Community Services to implement the VHTC program for the City. If OHCS approves the city's program in 2010, Metro will determine the increase in capacity that will result from the program, relying upon empirical analysis of increases in cities that use the Vertical Housing Tax Credit.

Oregon City Impact-Based Systems Development Charges: The city's new program allows a 10 percent reduction in SDCs in its Regional Center and the Molalla Corridor for mixed-use and high-density development and throughout the city if a project applicant can demonstrate reduced impacts. Experience in the region will help Metro estimate the effect of such impact-based SDC programs on market capacity.

Milwaukie Impact-Based System Development Charges: Milwaukie is currently undergoing a review of their System Development Charges city-wide. The City is open to the possibility of enacting impact-based SDCs based on the recommendations of their consultant. The City will also explore Differential SDCs as part of this work. These specific policy changes are slated to be adopted prior to the end of 2010.

Gresham Fee Structure: The City of Gresham is undertaking a comprehensive review of their entire City fee structure, in an attempt to determine proper cost-recovery charges for all areas of service provided. This review includes looking at the current SDC methodology and its impact on targeted areas, such as Civic Neighborhood and Downtown Gresham.

Gresham Business Fee Incentives: The City of Gresham has a program that allows for deferring payment of SDCs until occupancy, or financing SDCs over a period of up to 10 years. In order for a project to qualify for deferral or financing of SDCs, the City must obtain a superior lien on the property. As such, this program may not accommodate all new or expanding developments.

3. Redevelopment and Infill

Portland-Sherwood Barbur/99W Corridor High-Capacity Transit: In June, Metro will adopt the 2035 Regional Transportation Plan, including the 2035 Regional High Capacity Transit System Plan. The plan identifies 16 new transit lines. Three lines are scheduled for construction in the 20-year UGB planning period, 2010 – 2030. First will be a new light rail line from Portland to Sherwood in the vicinity of Barbur Boulevard and Highway 99W. MetroScope modeling in 2008 indicated that light rail transit stimulates redevelopment at higher densities and infill. Metro will conduct new MetroScope runs to help estimate the effect of Portland-Sherwood LRT and other new lines proposed during the UGB planning period, on the residential market and the additional increment of zoned or rezoned capacity absorbed as a result of the subsidy.

Portland Streetcar: the city of Portland expects to adopt a Streetcar System Plan in 2010. The draft plan calls for several new lines during the 20-year UGB planning period 2010-2030. One of the lines - the Eastside Loop - is partially funded and currently under construction. If the city adopts the plan in 2010, Metro will rely upon empirical data from past streetcar improvements in the city to estimate the effect of the streetcar lines on the residential market and the additional increment of zoned or rezoned capacity absorbed as a result of the subsidy.

4. New Housing Types

City of Wood Village: the city recently authorized “cottage housing” at higher density and smaller lots than previously authorized. Others are under consideration by cities in the region. Metro will count additional capacity from these new housing types if they are authorized in city codes this year.

5. Infrastructure and Community Assets Investments

Gresham: MetroScope modeling in 2008 indicated that investments in public works (e.g., sewer and water systems) and community assets (e.g., town square, parks and sidewalks) increase the value of residential properties and stimulate higher density development. The city of Gresham Capital Improvement Program calls for several new projects that will encourage development at full zoned capacity, including an upgrade to a sewer line in its Regional Center.

Milwaukie: The City of Milwaukie will begin land use permitting for the construction of their Riverfront Park. The park has been under design consideration for the last several years, and is now ready for Phase I construction. Phase I will consist of bank stabilization at the conflux of the Willamette River and Johnson Creek.

Gresham: The City of Gresham has recently opened a new skate park downtown. The facility is located on the grounds of the Main Street Park in historic downtown Gresham. Phase I was recently completed, with the acquisition of funding underway to finalize construction of Phase II and III at a later date.

6. Parking

Hillsboro Downtown: The City is exploring several parking options, including: the reduction of parking ratios in targeted zones within downtown and a parking management plan that is scheduled to be completed in 2010. Additionally, the City will open a new parking structure (800 total spaces) at 8th and Washington Street that will also contain bicycle parking and lockers/showers for cyclists.

Gresham Downtown: The City of Gresham will be re-visiting their parking ratios in 2010 as part of a comprehensive look at parking and a new parking management plan for the downtown area. No details are yet available on what ratios or management techniques are under consideration.

Milwaukie: The City of Milwaukie is undertaking a revision of the parking chapter of their development code. All indications point to changes city-wide in the parking requirements.

The information presented above is the combined product of early Local Aspirations work by Metro and a more recent process of interviewing local jurisdictions about their work plans in 2010. Metro staff will continue to update this list as more information becomes available. For these actions to be the most effective in our work on capacity estimation, we will be looking for the most up-to-date information available. If you are aware of any actions in your jurisdiction that might assist us in our work on estimating additional capacity, please submit them to us no later than March 26, 2010.