

A G E N D A

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METRO

MEETING: METRO TECHNICAL ADVISORY COMMITTEE

DATE: April 7, 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		Chris Deffebach
1. 60 min.	2035 Regional Transportation Plan Final Adoption Process – DISCUSSION <i>Objective: Provide overview of TPAC comments on new requirements and get MTAC input on proposed new requirements</i>	Discussion	Kim Ellis
2. 50 min.	Reserves Ordinance No. 10-1238 <ul style="list-style-type: none"> Urban Growth Management Functional Plan Title 11 (Planning for New Urban Areas) Regional Framework Plan Policies <i>Objective: Review draft changes to Regional Framework Plan and Functional Plan</i>	Discussion	Dick Benner/ Sherry Oeser/ MTAC Subcommittee
3. 10 min.	Urban Growth Management Functional Plan Title 4 (Industrial and Other Employment Areas) <i>Objective: Outline changes from current adopted version of Title 4</i>	Information	Dick Benner/ Sherry Oeser
Noon	ADJOURN		

MTAC meets the 1st & 3rd Wednesday of the month. The next regular meeting is scheduled for April 21, 2010 in the Council Chamber.

PLEASE NOTE: RTP public comment materials are available to download at www.oregonmetro.gov/rtp. CDs and printed copies will be available at the meeting.

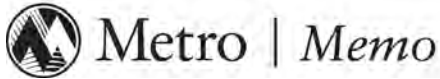
Upcoming Events:

- 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: Wednesday, March 31, 2010
To: MTAC
From: Sherry Oeser, Planning and Development Department and
Dick Benner, Office of Metro Attorney
Re: Ordinance 10-1238 Adopting Urban Reserves

In February, the Metro Council adopted Resolution 10-4126 approving three Intergovernmental Agreements (IGAs) between Metro and Clackamas, Multnomah and Washington counties to designate urban and rural reserves. The next step in the reserves process is for Metro to formally designate urban reserves and for the three counties to adopt rural reserves pursuant to the adopted IGAs. Formal designation of reserves by Metro and the counties will include adoption of policy language agreed to in the IGAs.

At next week's meeting, MTAC will discuss Ordinance 10-1238 focusing on Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan (UGMFP). The ordinance changes Regional Framework Plan policies on urban and rural reserves, amends Title 11, repeals UGMFP Title 5 on Neighbor Cities and Rural Reserves, changes the 2040 Growth Concept map to show urban and rural reserves, and adopts Findings of Fact that will be agreed to by Metro and the three counties.

For the past month, MTAC's Title 11 Subcommittee has been working with Metro staff on changes to Title 11. Major changes being proposed for Title 11 include:

- Adding a section on planning for areas designated urban reserves
- Requiring concept planning before adding areas to the Urban Growth Boundary
- Requiring an urban services agreement among service providers
- Requiring an annexation agreement among local governments
- Requiring Metro to complete a concept plan if local governments are unable to agree on a concept plan
- Changing the average density when land is added to the UGB from 10 dwelling units/acre to a number specified by the Metro Council UGB ordinance and requiring a local government to submit its determination of capacity to Metro
- Requiring a local government to submit a zoning map and determination of buildable land if an areas is zoned to allow industrial uses

The ordinance and exhibits including a new draft of Title 11 are included in the agenda packet along with the current version of Title 11 and current Regional Framework Plan policies.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING URBAN) Ordinance No. 10-1238
RESERVES AND CONFORMING AMENDMENTS)
TO THE REGIONAL FRAMEWORK PLAN AND) Introduced by Chief Operating Officer
THE URBAN GROWTH MANAGEMENT) Michael Jordan with the Concurrence of
FUNCTIONAL PLAN	Council President David Bragdon

WHEREAS, Metro and Multnomah, Washington and Clackamas Counties (“the four governments”) 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 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 Metro Council has entered into an intergovernmental agreement with each of the Boards of Commissioners of Clackamas, Multnomah and Washington Counties to designate certain lands in each of the counties as Urban Reserves and other lands as Rural Reserves; and

WHEREAS, Metro conducted workshops and hearings across the region and sought the advice of the Metro Policy Advisory Committee (“MPAC”) prior to entering into intergovernmental agreements with the three counties; and

WHEREAS, MPAC recommended adoption by the Metro Council of the Urban Reserves; and

WHEREAS, Metro held a public hearing on the Urban Reserves and Rural Reserves recommended in the intergovernmental agreements on May 20, 2010; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The areas shown as “Urban Reserves” on Map Exhibit A, attached and incorporated into this ordinance, are hereby designated Urban Reserves under ORS 195.141 and OAR 660 Division 27.
2. The areas shown as “Rural Reserves” on Exhibit A are the Rural Reserves adopted by Clackamas, Multnomah and Washington Counties and are hereby made subject to the policies added to the Regional Framework Plan by Exhibit B of this ordinance.
3. The Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to adopt policies to implement Urban Reserves and Rural Reserves pursuant to the intergovernmental agreements between Metro and Clackamas, Multnomah and Washington Counties and ORS 195.141 to 195.143.
4. Title 5 (Neighbor Cities and Rural Reserves) of the Urban Growth Management Functional Plan (UGMFP) is hereby repealed as indicated in Exhibit C, attached to this ordinance.
5. Title 11 (Planning for New Urban Areas) of the UGMFP is hereby amended, as indicated in Exhibit D, attached and incorporated into this ordinance, to implement provisions of the intergovernmental agreements between Metro and Clackamas, Multnomah and Washington Counties and ORS 195.141 to 195.143.
6. The Findings of Fact and Conclusions of Law in Exhibit E, attached and incorporated into this ordinance, explain how the actions taken by the Council in this ordinance comply with the Regional Framework Plan and state law.

ADOPTED by the Metro Council this 3rd day of June, 2010.

David Bragdon, Council President

Attest:

Approved as to form:

_____, Recording Secretary

Daniel B. Cooper, Metro Attorney

LEGEND

Clark County

Farm and Forest Land

Rural Residential

Low Density Residential

High Density Residential

Commercial

General Commercial / City Center

Public Facility

Light Industrial

Heavy Industrial

Parks and Open Space

Vancouver City Center

Medium Density Residential

Activity Centers

Town Centers

LEGEND

Metropolitan Region

Central City

Regional Centers

Town Centers

Inner Neighborhoods

Outer Neighborhoods

Employment Areas

Industrial Areas

Regionally Significant Industrial Areas

Corridors

Main Streets

Station Community

Station Community Core

Potential Regional Throughways

Planned & Existing Light Rail Lines

Proposed Light Rail Alignments

Potential HCT Facilities

Light Rail Stations

Potential Light Rail Stations

International Airports

Regional Airports

Terminals

Intermodal Rail Yards

Rail Distribution Network

Urban Reserves

Rural Reserves

Park

Open space

Urban Growth Boundary

Neighboring Cities

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3/24/10

Exhibit B to Ordinance No. 10-1238

REGIONAL FRAMEWORK PLAN

Policy 1.7 Urban and Rural Reserves

It is the policy of the Metro Council to:

- 1.7.1 Establish a system of urban reserves, sufficient to accommodate long-term growth, that identifies land outside the UGB suitable for urbanization in a manner consistent with this Regional Framework Plan.
- 1.7.2 Collaborate with Multnomah, Clackamas and Washington Counties and Neighbor Cities to establish a system of rural reserves to protect agricultural land, forest land and natural landscape features that help define appropriate natural boundaries to urbanization, and to keep a separation from Neighbor Cities to protect their identities.
- 1.7.3 Designate as urban reserves, with a supply of land to accommodate population and employment growth to the year 2060, those lands identified as urban reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan.
- 1.7.4 Protect those lands designated as rural reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan from addition to the UGB and from re-designation as urban reserves at least until the year 2060.
- 1.7.5 In conjunction with the appropriate county, cities and service districts, develop concept plans for urban reserves prior to their addition to the UGB to:
 - a. Help achieve livable communities.
 - b. Identify the city or cities that will likely annex the area after it is added to the UGB.
 - c. Identify the city or cities or the service districts that will likely provide services to the area after it is added to the UGB.
 - d. Determine the general urban land uses and prospective components of the regional system of parks, natural areas, open spaces, fish and wildlife habitats, trails and greenways.
- 1.7.6 Twenty years after the initial designation of the reserves, in conjunction with Clackamas, Multnomah and Washington Counties, review the designated urban and rural reserves for effectiveness, sufficiency and appropriateness.

Policy 1.9 Urban Growth Boundary

It is the policy of the Metro Council to:

- 1.9.1 Establish and maintain an urban growth boundary to limit urbanization of rural land and facilitate the development of a compact urban form.
- 1.9.2 Consider expansion of the UGB only after having taken all reasonable measures to use land within the UGB efficiently.
- 1.9.3 Expand the UGB, when necessary, from land designated Urban Reserves unless they cannot reasonably accommodate the demonstrated need to expand.
- 1.9.4 Not to expand the UGB onto lands designated Rural Reserves at least until the year 2060.
- 1.9.5 Consult appropriate Neighbor Cities prior to addition of land to the UGB in their vicinity.
- 1.9.6 Add land to the UGB only after concept planning has been completed for the land by the responsible local governments in collaboration with Metro unless participants cannot agree on the plan.
- 1.9.7 Provide the following procedures for expansion of the UGB:
 - a. A process for minor revisions
 - b. A complete and comprehensive process associated with the analysis of the capacity of the UGB required periodically of Metro by state planning laws
 - c. A process available for expansion to accommodate non-residential needs between the state-required capacity analyses
 - d. An accelerated process for addition of land to accommodate an immediate need for industrial capacity.
- 1.9.8 Use natural or built features, whenever practical, to ensure a clear transition from rural to urban land use.
- 1.9.9 Ensure that expansion of the UGB enhances the roles of Centers, Corridors and Main Streets.
- 1.9.10 Determine whether the types, mix and wages of existing and potential jobs within subareas justifies an expansion in a particular area.
- 1.9.11 Conduct an inventory of significant fish and wildlife habitat that would be affected by addition of land, and consider the effects of urbanization of the land on the habitat and measures to reduce adverse effects, prior to a decision on the proposed addition.
- 1.9.12 Use the choice of land to include within the UGB as an opportunity to seek agreement with landowners to devote a portion of residential capacity to needed workforce housing as determined by the Urban Growth Report adopted as part of the UGB expansion process.

1.9.13 Prepare a report on the effect of the proposed amendment on existing residential neighborhoods prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres and send the report to all households within one mile of the proposed UGB amendment area and to all cities and counties within the district. The report shall address:

- a. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.
- b. Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.
- c. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

Policy 1.11 Neighbor Cities

It is the policy of the Metro Council to:

- 1.11.1 Coordinate concept planning of Urban Reserves with Neighbor Cities Sandy, Canby, Estacada, Barlow, North Plains and Banks to minimize the generation of new automobile trips between Neighbor Cities and the Metro UGB by seeking appropriate ratios of dwelling units and jobs within the Metro UGB and in Neighbor Cities.
- 1.11.2 Pursue agreements with Neighbor Cities, Clackamas and Washington Counties and the Oregon Department of Transportation to establish “green corridors” along state highways that link Neighbor Cities with cities inside the Metro UGB in order to maintain a rural separation between cities, to protect the civic identities of Neighbor Cities, and to protect the capacity of those highways to move people and freight between the cities.

Policy 1.12 Protection of Agriculture and Forest Resource Lands

Repeal

Exhibit C to Ordinance No. 10-1238

TITLE 5: NEIGHBOR CITIES is repealed.

3.07.510 Intent and Purpose

Title 5 implements Policy 1.11 of the Regional Framework Plan on Neighbor Cities and "green corridors." A green corridor is an area along and on either side of a state highway that links a Neighbor City with cities inside the UGB. The purposes of green corridors are to help maintain the civic identity of Neighbor Cities and a rural landscape separating Neighbor Cities from the Metro UGB. **NO PORTION OF THIS TITLE CAN REQUIRE ANY ACTIONS BY NEIGHBORING CITIES.**

3.07.520 Establishment of Green Corridors

Metro will work in collaboration with Neighbor Cities Sandy, Canby, Estacada and North Plains, Clackamas and Washington Counties and the Oregon Department of Transportation (ODOT) to designate and protect green corridors. Metro will invite Neighbor Cities, the counties and ODOT to sign Intergovernmental Agreements to achieve the purposes of this title.

3.07.530 Implementation of Green Corridor Agreements

Within six months after signing a Green Corridor Agreement under this title, a county with territory subject to the agreement inside the Metro boundary shall amend its comprehensive plan and land use regulations, if necessary, to carry out the agreement. New commercial and industrial uses shall be limited, to the extent allowed by law, in order to maintain the rural character of the landscape in the corridor. New residential use shall be limited, to the extent allowed by law, to one unit for five acres.

3/24/10

Exhibit D to Ordinance No. 10-1238

TITLE 11: PLANNING FOR NEW URBAN AREAS

3.07.1105 Purpose and Intent

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become great communities. It is the purpose of Title 11 to guide such long-range planning for areas designated urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.

3.07.1110 Planning for Areas Designated Urban Reserve

A. The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to Metro Code 3.01.015 or 3.01.02. The concept plan is intended to guide the designation of 2040 Growth Concept design types by the Metro ordinance that adds the urban reserve to the UGB and amendments to city and county comprehensive plans or land use regulations for the urban reserve following its addition to the UGB. The date for completion of the concept plan for the urban reserve or portion of it to be planned will be jointly determined by Metro and the county and city or cities.

B. A concept plan shall achieve the following outcomes:

1. A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection C;
2. A development pattern conducive to pedestrian and bicycle travel to retail, professional and civic services and, in areas intended to allow a range of needed housing types;
3. Sufficient employment opportunities to support a healthy economy;

4. Well-connected systems of streets, bikeways, parks, natural areas, recreation trails and public transit;
5. Protection of natural ecological systems and important natural landscape features; and
6. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.
7. A strategy for protection of the function and safe and efficient operation of state highway interchanges to avoid the need for major improvements.
8. For proposed employment areas:
 - a. Sites with characteristics, such as proximity to transportation facilities, that are preferred by certain businesses; and
 - b. Large parcels to accommodate businesses that prefer large sites and clustering suppliers and other supporting businesses.

C. A concept plan shall:

1. Show the general locations of any residential, commercial, industrial, institutional and public uses proposed for the area with sufficient detail to allow estimates of the cost of the public systems and facilities described in paragraph 2;

2. For proposed sewer, water and storm-water systems and transportation facilities, provide the following:

- a. The general locations of proposed sewer, water and storm-water systems;
- b. The mode, function and general location of proposed transportation facilities;
- c. The proposed connections of these systems and facilities to existing systems within the UGB and to nearby urban reserves;
- d. Preliminary estimates of the costs of the systems and facilities in sufficient detail to determine feasibility and allow cost comparisons with other areas; and
- e. Proposed methods to finance the systems and facilities.

3. If the area subject to the concept plan calls for designation of land for industrial use, include an assessment of opportunities to create and protect large parcels;

4. Show water quality resource areas and habitat conservation areas that will be subject to performance standards under Titles 3 and 13 of the Urban Growth Management Functional Plan;

5. Be coordinated with the comprehensive plans and land use regulations that apply to nearby lands already within the UGB;

6. Include an agreement between or among the county and the city or cities and service districts that preliminarily identifies which city, cities or districts will likely be the providers of urban services, as defined at ORS 195.065(4), when the area is urbanized;

7. Include an agreement between or among the county and the city or cities that preliminarily identifies the local government responsible for comprehensive planning of the area, and the city or cities that will have authority to annex the area, or portions of it, following addition to the UGB;

8. Provide that an area added to the UGB must be annexed to a city prior to, or simultaneously with, application of city land use regulations to the area intended to comply with subsection C of section 3.07.1120; and

9. Be coordinated with service districts and schools districts.

E. Concept plans shall guide, but not bind, the designation of 2040 Growth Concept design types by the Metro Council, conditions in the Metro ordinance that adds the area to the UGB and amendments to city or county comprehensive plans or land use regulations following addition of the area to the UGB.

F. If the local governments responsible for completion of a concept plan under this section fail to reach agreement on a concept plan by the date set under subsection A, then Metro shall complete the concept plan in consultation with the local governments in order to fulfill its responsibility under ORS 197.299 to ensure the UGB has sufficient capacity to accommodate forecasted growth. Failure of the Metro concept plan to comply fully with subsection C does not preclude addition of the area to the UGB by the Metro Council.

3.07.1120 Planning for Areas Added to the UGB

A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement

adopted pursuant to 3.07.1110C(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use regulations for the area to address the requirements of subsection C by the date specified by the ordinance or by Metro Code 3.01.040(b)(4).

B. If the concept plan developed for the area pursuant to Section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.

C. Comprehensive plan provisions for the area shall include:

1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;
2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;
3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to Metro Code 3.01.040(b)(2);
4. Provision for affordable housing consistent with Title 7 of the Urban Growth Management Functional Plan if the comprehensive plan authorizes housing in any part of the area;
5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts;
6. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan; and
7. Provision for the financing of local and state public facilities and services.

D. The county or city responsible for comprehensive planning of an area shall submit a determination of the residential capacity of any area zoned to allow dwelling units, using the method in Section 3.07.120, to Metro within 30 days after adoption of new land use regulations for the area.

3.07.1130 Interim Protection of Areas Added to the UGB

Until land use regulations that comply with section 3.07.1120 become applicable to the area, the city or county responsible for planning the area added to the UGB shall not adopt or approve:

- A. A land use regulation or zoning map amendment that allows higher residential density in the area than allowed by regulations in effect at the time of addition of the area to the UGB;
- B. A land use regulation or zoning map amendment that allows commercial or industrial uses not allowed under regulations in effect at the time of addition of the area to the UGB;
- C. A land division or partition that would result in creation of a lot or parcel less than 20 acres in size, except for public facilities and services as defined in Metro Code section 3.01.010, or for a new public school;
- D. In an area designated by the Metro Council in the ordinance adding the area to the UGB as Regionally Significant Industrial Area:
 - 1. A commercial use that is not accessory to industrial uses in the area; and
 - 2. A school, a church, a park or any other institutional or community service use intended to serve people who do not work or reside in the area.

3.07.1140 Applicability

Section 3.07.1110 becomes applicable on January 1, 2011.

TITLE 11: - PLANNING FOR NEW URBAN AREAS

3.07.1105 Purpose and Intent

It is the purpose of Title 11 to require and guide planning for conversion from rural to urban use of areas brought into the UGB. It is the intent of Title 11 that development of areas brought into the UGB implement the Regional Framework Plan and 2040 Growth Concept.

(Ordinance No. 99-818A, Sec. 3. Amended by Ordinance No. 02-969B, Sec. 11.)

3.07.1110 Interim Protection of Areas Brought into the Urban Growth Boundary

Until the effective date of amendments to comprehensive plans and implementing land use regulations that comply with Section 3.07.1120, the city or county responsible for planning territory added to the UGB shall not approve:

- A. A land use regulation or zoning map amendment specific to the territory allowing higher residential density than allowed by acknowledged provisions in effect prior to the adoption of the UGB amendment;
- B. A land use regulation or zoning map amendment specific to the territory allowing commercial or industrial uses not allowed under acknowledged provisions in effect prior to the adoption of the UGB amendment;
- C. A land division or partition that would result in the creation of a new lot or parcel less than 20 acres in size, except to create lots or parcels for public facilities and services as defined in Metro Code Section 3.01.010 or a new public school;
- D. In an area identified by the Metro Council in the ordinance adding the area to the UGB as a Regionally Significant Industrial Area:
 - 1. A commercial use that is not accessory to industrial uses in the area; and
 - 2. A school, church or other institutional or community service use intended to serve people who do not work or reside in the area.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 02-969B, Sec. 11; Ordinance No. 06-1110A, Sec. 1.)

3.07.1120 Planning for Territory Added to the UGB

All territory added to the UGB as either a major amendment or a legislative amendment pursuant to Metro Code Chapter 3.01 shall be subject to adopted comprehensive plan provisions consistent with the requirements of all applicable titles of the Metro Urban Growth Management Functional Plan and in particular this Title 11. The comprehensive plan provisions shall be fully coordinated with all other applicable plans. The comprehensive plan provisions shall contain an urban growth plan diagram and policies that demonstrate compliance with the RUGGO, including the Metro Council adopted 2040 Growth Concept design types. Comprehensive plan amendments shall include:

- A. Specific plan designation boundaries derived from the general boundaries of design type designations assigned by the Council in the ordinance adding the territory to the UGB.
- B. Provision for annexation to the district and to a city or any necessary service districts prior to urbanization of the territory or incorporation of a city or necessary service districts to provide all required urban services.
- C. Provision for average residential densities of at least 10 dwelling units per net developable residential acre or such other densities that the Council specifies pursuant to section 3.01.040 of the Urban Growth Management Functional Plan.
- D. Demonstrable measures that will provide a diversity of housing stock that will fulfill needed housing requirements as defined by ORS 197.303. Measures may include, but are not limited to, implementation of recommendations in Title 7 of the Urban Growth Management Functional Plan.
- E. Demonstration of how residential developments will include, without public subsidy, housing affordable to households with incomes at or below area median incomes for home ownership and at or below 80 percent of area median incomes for rental as defined by U.S. Department of Housing and Urban Development for the adjacent urban jurisdiction. Public subsidies shall not be interpreted to mean the following: density bonuses, streamlined permitting processes, extensions to the time at which systems

development charges (SDCs) and other fees are collected, and other exercises of the regulatory and zoning powers.

- F. Provision for sufficient commercial and industrial development for the needs of the area to be developed consistent with 2040 Growth Concept design types. Commercial and industrial designations in nearby areas inside the Urban Growth Boundary shall be considered in comprehensive plans to maintain design type consistency.
- G. A conceptual transportation plan consistent with the applicable provision of the Regional Transportation Plan, Title 6 of the Urban Growth Management Functional Plan, and that is also consistent with the protection of natural resources, either identified in acknowledged comprehensive plan inventories or as required by Title 3 of the Urban Growth Management Functional Plan. The plan shall, consistent with OAR Chapter 660, Division 11, include preliminary cost estimates and funding strategies, including likely financing approaches.
- H. Identification and mapping of areas to be protected from development due to fish and wildlife habitat protection, water quality enhancement and mitigation, and natural hazards mitigation, including, without limitation, all Habitat Conservation Areas, Water Quality Resource Areas, and Flood Management Areas. A natural resource protection plan to protect fish and wildlife habitat, water quality enhancement areas, and natural hazard areas shall be completed as part of the comprehensive plan and zoning for lands added to the Urban Growth Boundary prior to urban development. The plan shall include zoning strategies to avoid and minimize the conflicts between planned future development and the protection of Habitat Conservation Areas, Water Quality Resource Areas, Flood Management Areas, and other natural hazard areas. The plan shall also include a preliminary cost estimate and funding strategy, including likely financing approaches, for options such as mitigation, site acquisition, restoration, enhancement, and easement dedication to ensure that all significant natural resources are protected.
- I. A conceptual public facilities and services plan for the provision of sanitary sewer, water, storm drainage, transportation, parks and police and fire protection. The plan shall, consistent with OAR Chapter 660, Division 11, include preliminary cost estimates and funding strategies, including likely financing approaches.

- J. A conceptual school plan that provides for the amount of land and improvements needed, if any, for school facilities on new or existing sites that will serve the territory added to the UGB. The estimate of need shall be coordinated with affected local governments and special districts.
- K. An urban growth diagram for the designated planning area showing, at least, the following, when applicable:
1. General locations of arterial, collector and essential local streets and connections and necessary public facilities such as sanitary sewer, storm sewer and water to demonstrate that the area can be served;
 2. Location of steep slopes and unbuildable lands including but not limited to wetlands, floodplains and riparian areas;
 3. Location of Habitat Conservation Areas;
 4. General locations for mixed use areas, commercial and industrial lands;
 5. General locations for single and multi-family housing;
 6. General locations for public open space, plazas and neighborhood centers; and
 7. General locations or alternative locations for any needed school, park or fire hall sites.
- L. A determination of the zoned dwelling unit capacity of zoning districts that allow housing.
- M. The plan amendments shall be coordinated among the city, county, school district and other service districts.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 01-929A, Sec. 8; Ordinance No. 02-964, Sec. 5; Ordinance No. 05-1077C, Sec. 6; Ordinance No. 05-1089A, Sec. 2; Ordinance No. 07-1137A, Sec. 3.)

3.07.1130 Implementation of Urban Growth Boundary Amendment Requirements

- A. On or before 60 days prior to the adoption of any comprehensive plan amendment subject to this Title 11, the local government shall transmit to Metro the following:

1. A copy of the comprehensive plan amendment proposed for adoption;
 2. An evaluation of the comprehensive plan amendment for compliance with the Functional Plan and 2040 Growth Concept design types requirements and any additional conditions of approval of the urban growth boundary amendment. This evaluation shall include an explanation of how the plan implements the 2040 Growth Concept;
 3. Copies of all applicable comprehensive plan provisions and implementing ordinances as proposed to be amended.
- B. The Council may grant an extension of time for adoption of the required Comprehensive Plan Amendment if the local government has demonstrated substantial progress or good cause for failing to adopt the amendment on time. Requests for extensions of time may accompany the transmittal under subsection A of this section.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3.)

3.07.1140 Effective Date and Notification Requirements

The provisions of this Title 11 are effective immediately. Prior to making any amendment to any comprehensive plan or implementing ordinance for any territory that has been added to the Urban Growth Boundary after the effective date of this code amendment, a city or county shall comply with the notice requirements of Section 3.07.830 and include in the required staff report an explanation of how the proposed amendment complies with the requirements of this Title 11 in addition to the other requirements of this functional plan.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3.)

disproportionately high percentage of people living at or below 80 percent of the region's median income.

1.6 Growth Management

It is the policy of the Metro Council to:

1.6.1 Manage the urban land supply in a manner consistent with state law by:

- a. Encouraging the evolution of an efficient urban growth form.
- b. Providing a clear distinction between urban and rural lands.
- c. Supporting interconnected but distinct communities in the urban region.
- d. Recognizing the inter-relationship between development of vacant land and redevelopment objectives in all parts of the urban region.
- e. Being consistent with the 2040 Growth Concept and helping attain the region's objectives.

(RFP Policy 1.6 updated 10/26/00, Metro Ord. 00-879A; RFP Policy 1.6 updated 2/05.)

Current RFP

1.7 Urban/Rural Transition

It is the policy of the Metro Council to:

- 1.7.1 Ensure that there is a clear transition between urban and rural land that makes best use of natural and built landscape features and that recognizes the likely long-term prospects for regional urban growth.
- 1.7.2 Locate the Metro UGB using natural and built features, including roads, rivers, creeks, streams, drainage basin boundaries, floodplains, power lines, major topographic features and historic patterns of land use or settlement.
- 1.7.3 Identify historic, cultural, topographic and biological features of the regional landscape that contribute significantly to this region's identity and "sense of place."
- 1.7.4 Manage the total urban land supply in a manner that supports the preservation of those features identified in 1.7.3, when designated, as growth occurs.
- 1.7.5 Designate "urban reserve areas," consistent with state law.
- 1.7.6 Designate urban reserve areas consistent with RFP policies and review the urban reserves at least every 15 years after adoption.
- 1.7.7 Base the priority for inclusion of land within an urban reserve area generally upon the locational factors of Statewide Planning Goal 14.

Metro Implementation of IGAs: Reserves Ordinance No. 10-1238

<u>Requirement</u>	<u>Where Implemented</u>
1. Designate urban reserves	Exhibit B (RFP Policy 1.7.1)
2. Establish period for reserves	Exhibit B (RFP Policy 1.7.3: 50 years)
3. Make urban reserves first UGB expansion priority	Exhibit B (RFP Policy 1.9.3)
4. A map depicting urban and rural reserves	Exhibit A (map)
5. No addition of rural reserve to UGB	Exhibit B (RFP Policy 1.9.4)
6. No conversion of rural reserve to urban reserve	Exhibit B (RFP Policy 1.7.4)
7. Concept Plans for Urban Reserves	Exhibit B (RFP Policy 1.7.5) Exhibit D (Title 11)
8. Review reserves 20 years after designation	Exhibit B (RFP Policy 1.7.6)

DRAFT
3/22/10

Exhibit I to Ordinance No. 10-XXXX

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS

3.07.410 Purpose and Intent

The Regional Framework Plan calls for a strong economic climate. To improve the region's economic climate, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

3.07.420 Protection of Regionally Significant Industrial Areas

A. Regionally Significant Industrial Areas (RSIAs) are those areas near the region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods. Each city and county with land use planning authority over RSIAs shown on the Employment and Industrial Areas Map shall derive specific plan designation and zoning district boundaries of RSIAs within its jurisdiction from the Map, taking into account the location of existing uses that would not conform to the limitations on non-industrial uses in this section and the need to achieve a mix of employment uses.

B. Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the size and location of new buildings for retail commercial uses - such as stores and restaurants - and retail and professional services that cater to daily customers - such as financial, insurance, real estate, legal, medical and dental offices - to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches,

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agencies or other outlets for these retail uses and services shall not occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:

1. Within the boundaries of a public use airport subject to a facilities master plan, customary airport uses, uses that are accessory to the travel-related and freight movement activities of airports, hospitality uses, and retail uses appropriate to serve the needs of the traveling public; and

2. Training facilities whose primary purpose is to provide training to meet industrial needs.

C. Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the siting and location of new buildings for the uses described in subsection B and for non-industrial uses that do not cater to daily customers—such as banks or insurance processing centers—to ensure that such uses do not reduce off-peak performance on Main Roadway Routes and Roadway Connectors shown on Metro’s the Regional Freight Network System Map, November, 2003, below standards set in the 2004 Regional Transportation Plan or require added road capacity to prevent falling below the standards.

D. Cities and counties shall review their land use regulations and revise them, if necessary, to prohibit the siting of schools, churches, or parks intended to serve people other than those working or residing in the RSIA.

ED. No city or county shall amend its land use regulations that apply to lands shown as RSIA on the Employment and Industrial Areas Map to authorize uses described in subsection B that were not authorized prior to July 1, 2004.

FE. Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:

1. Lots or parcels smaller than 50 acres or smaller may be divided into any number of smaller lots or parcels.

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2. Lots or parcels larger than 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size.
 3. Lots or parcels larger than 50 acres or larger, including those created pursuant to paragraph 2 of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed, with uses described in subsection B of this section.
 4. Notwithstanding paragraphs 2 and 3 of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:
 - a. To provide public facilities and services;
 - b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;
 - c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; or
 - d. To allow the creation of a lot solely for financing purposes when the created lot is part of a master planned development.
- GF. Notwithstanding subsection B of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 20 percent more floor area and 10 percent more land area. Notwithstanding subsection E of this section, a city

or county may allow division of lots or parcels pursuant to a master plan approved by the city or county prior to July 1, 2004.

3.07.430 Protection of Industrial Areas

- A. Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit new buildings for retail commercial uses—such as stores and restaurants—and retail and professional services that cater to daily customers—such as financial, insurance, real estate, legal, medical and dental offices—in order to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:
 - 1. Within the boundaries of a public use airport subject to a facilities master plan, customary airport uses, uses that are accessory to the travel-related and freight movement activities of airports, hospitality uses, and retail uses appropriate to serve the needs of the traveling public; and
 - 2. Training facilities whose primary purpose is to provide training to meet industrial needs.
- B. Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit new buildings for the uses described in subsection A to ensure that they do not interfere with the efficient movement of freight along Main Roadway Routes and Roadway Connectors shown on Metro's the Regional Freight Network System Map, November, 2003 in the Regional Transportation Plan. Such measures may include, but are not limited to, restrictions on access to freight routes and connectors, siting limitations and traffic thresholds. This subsection does not require cities and counties to include such measures to limit new other buildings or uses.
- C. No city or county shall amend its land use regulations that apply to lands shown as Industrial Area on the Employment

and Industrial Areas Map to authorize uses described in subsection A of this section that were not authorized prior to July 1, 2004.

- D. Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:
1. Lots or parcels smaller than 50 acres or smaller may be divided into any number of smaller lots or parcels.
 2. Lots or parcels larger than 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size.
 3. Lots or parcels larger than 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed with uses described in subsection A of this section.
 4. Notwithstanding paragraphs 2 and 3 of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:
 - a. To provide public facilities and services;
 - b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;
 - c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render

the remainder more practical for a permitted use;
or

d. To allow the creation of a lot for
financing purposes when the created lot is part
of a master planned development.

- E. Notwithstanding subsection B of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 20 percent more floorspace and 10 percent more land area.

3.07.440 Protection of Employment Areas

- A. Except as provided in subsections C, D and E, in Employment Areas mapped pursuant to Metro Code Section 3.07.130, cities and counties shall limit new and expanded commercial retail uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.
- B. Except as provided in subsections C, D and E, a city or county shall not approve a commercial retail use in an Employment Area with more than 60,000 square feet of gross leasable area in a single building, or commercial retail uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right-of-way.
- C. A city or county whose zoning ordinance applies to an Employment Area and is listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if the ordinance authorized those uses on January 1, 2003.
- D. A city or county whose zoning ordinance applies to an Employment Area and is not listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if:
1. The ordinance authorized those uses on January 1, 2003;

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2. Transportation facilities adequate to serve the commercial retail uses will be in place at the time the uses begin operation; and
 3. The comprehensive plan provides for transportation facilities adequate to serve other uses planned for the Employment Area over the planning period.
- E. A city or county may authorize new commercial retail uses with more than 60,000 square feet of gross leasable area in Employment Areas if the uses:
1. Generate no more than a 25 percent increase in site-generated vehicle trips above permitted non-industrial uses; and
 2. Meet the Maximum Permitted Parking - Zone A requirements set forth in Table 3.07-2 of Title 2 of the Urban Growth Management Functional Plan.

3.07.450 Employment and Industrial Areas Map

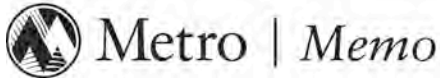
- A. The Employment and Industrial Areas Map is the official depiction of the boundaries of Regionally Significant Industrial Areas, Industrial Areas and Employment Areas.
- B. If the Metro Council adds territory to the UGB and designates all or part of the territory Regionally Significant Industrial Area, Industrial Area or Employment Area, after completion of Title 11 planning by the responsible city or county, the Chief Operating Officer shall issue an order to conform the map to the boundaries established by the responsible city or county. The order shall also make necessary amendments to the Habitat Conservation Areas Map, described in Section 3.07.1320 of Title 13 of this chapter, to ensure implementation of Title 13.
- C. A city or county may amend its comprehensive plan or zoning regulations to change its designation of land on the Employment and Industrial Areas Map in order to allow uses not allowed by Title 4 upon a demonstration that:
1. The property is not surrounded by land designated on the map as Industrial Area, Regionally Significant Industrial Area or a combination of the two;

2. The amendment will not reduce the jobs employment capacity of the city or county below the number shown on Table 3.07-1 of Title 1 of the Urban Growth Management Functional Plan, or the amount of the reduction is replaced by separate and concurrent action by the city or county;
 3. If the map designates the property as Regionally Significant Industrial Area, the subject property does not have access to specialized services, such as redundant electrical power or industrial gases, and is not proximate to freight loading and unloading facilities, such as trans-shipment facilities;
 4. The amendment would not allow uses that would reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 the Regional Freight System Map in the Regional Transportation Plan below standards in the Regional Transportation Plan ("RTP"), or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan for state highways standards in the plan, unless mitigating action is taken that will restore performance to RTP and OHP standards within two years after approval of uses;
 5. The amendment would not diminish the intended function of the Central City or Regional or Town Centers as the principal locations of retail, cultural and civic services in their market areas; and
 6. If the map designates the property as Regionally Significant Industrial Area, the property subject to the amendment is ten acres or less; if designated Industrial Area, the property subject to the amendment is 20 acres or less; if designated Employment Area, the property subject to the amendment is 40 acres or less.
- D. A city or county may also amend its comprehensive plan or zoning regulations to change its designation of land on the Employment and Industrial Areas Map in order to allow uses not allowed by Title 4 upon a demonstration that:
1. The entire property is not buildable due to environmental constraints; or

2. The property borders land that is not designated on the map as Industrial Area or Regionally Significant Industrial Area; and
 3. The assessed value of a building or buildings on the property, built prior to March 5, 2004, and historically occupied by uses not allowed by Title 4, exceeds the assessed value of the land by a ratio of 1.5 to 1.
- E. The Chief Operating Officer shall revise the Employment and Industrial Areas Map by order to conform to an amendment made by a city or county pursuant to subsection C or D of this section within 30 days after notification by the city or county that no appeal of the amendment was filed pursuant to ORS 197.825 or, if an appeal was filed, that the amendment was upheld in the final appeal process.
- F. After consultation with Metropolitan Policy Advisory Committee, the Council may issue an order suspending operation of subsection C in any calendar year in which the cumulative amount of land for which the Employment and Industrial Areas Map is changed during that year from Regionally Significant Industrial Area or Industrial Area to Employment Area or other 2040 Growth Concept design type designation exceeds the industrial land surplus. The industrial land surplus is the amount by which the current supply of vacant land designated Regionally Significant Industrial Area and Industrial Area exceeds the 20-year need for industrial land, as determined by the most recent "Urban Growth Report: An Employment Land Need Analysis", reduced by an equal annual increment for the number of years since the report.
- G. The Metro Council may amend the Employment and Industrial Areas Map by ordinance at any time to make corrections in order to better achieve the policies of the Regional Framework Plan.
- H. Upon request from a city or a county, the Metro Council may amend the Employment and Industrial Areas Map by ordinance to consider proposed amendments that exceed the size standards of paragraph 6 of subsection C of the section. To approve an amendment, the Council must conclude that the amendment:

1. Would not reduce the jobs employment capacity of the city or county below the number shown on Table 3.07-1 of Title 1 of the Urban Growth Management Functional Plan;
 2. Would not allow uses that would reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 the Regional Freight System Map in the Regional Transportation Plan below standards in the Regional Transportation Plan ("RTP"), or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan ("OHP") for state highways standards in the plan, unless mitigating action is taken that will restore performance to RTP and OHP standards within two years after approval of uses;
 3. Would not diminish the intended function of the Central City or Regional or Town Centers as the principal locations of retail, cultural and civic services in their market areas;
 4. Would not reduce the integrity or viability of a traded sector cluster of industries;
 5. Would not create or worsen a significant imbalance between jobs and housing in a regional market area; and
 6. If the subject property is designated Regionally Significant Industrial Area, would not remove from that designation land that is especially suitable for industrial use due to the availability of specialized services, such as redundant electrical power or industrial gases, or due to proximity to freight transport facilities, such as trans-shipment facilities.
- I. Amendments to the Employment and Industrial Areas Map made in compliance with the process and criteria in this section shall be deemed to comply with the Regional Framework Plan.
- J. The Council may establish conditions upon approval of an amendment to the Employment and Industrial Areas Map under subsection F to ensure that the amendment complies with the Regional Framework Plan and state land use planning laws.

- K. By January 31 of each year, the Chief Operating Officer (COO) shall submit a written report to the Council and the Metropolitan Policy Advisory Committee on the cumulative effects on employment land in the region of the amendments to the Employment and Industrial Areas Map made pursuant to this section during the preceding year. The report shall include any recommendations the COO deems appropriate on measures the Council might take to address the effects.



Date: April 1, 2010
To: MTAC, TPAC and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Public Review Draft Regional Transportation Functional Plan

BACKGROUND AND PURPOSE

The region is in the final adoption phase for the Regional Transportation Plan (RTP). A third and final 45-day public comment opportunity began on March 22 and will end on May 6, 2010. The Transportation Functional Plan directs how city and county plans will implement the new RTP through their respective comprehensive plans, local transportation system plans (TSPs) and other land use regulations.

This memorandum provides a summary of proposed changes to existing transportation functional plan requirements and initial comments provided by the Transportation Policy Alternatives Committee (TPAC) on March 26.

- **Attachment 1** summarizes changes to existing transportation functional plan requirements to implement the RTP and meet state and federal planning requirements.
- **Attachment 2** includes the public review draft transportation functional plan. Copies of the existing functional plan requirements are available to download at:
http://library.oregonmetro.gov/files/2004rtpl_chapter6.pdf

New local government actions are being proposed in the public review draft transportation functional plan to implement the new RTP and achieve the region's six desired outcomes. These actions, if adopted, will also help the region demonstrate consistency with state and federal planning requirements.

ACTION REQUESTED

- Provide input on proposed new requirements for local governments and identify areas for further discussion.

SUMMARY OF MARCH 26 TPAC COMMENTS

TPAC reviewed the draft functional plan on March 26 and provided the following comments. The comments are summarized by Title and section:

Title 1, Section 3.08.110 Street System Design

- Add a description of intent of this section.
- Subsection F: Add language to clarify the following: (1) the intent of this provision is for local codes to allow for narrow street designs as described in 1-10, and (2) greater total right-of-way dimensions should be allowed for green street designs.

Title 1, Section 3.08.120 Transit System Design

- Subsection A: Change references to passenger “environment,” bicycle “environment” and waiting “environments” to “facilities” to be more specific about what the provisions apply to.

Title 1, Section 3.08.220 Transportation Solutions

- Subsection A: Specify what it means for a city or county “to consider” the strategies listed. The intent is for the city or county to document this provision in their findings and in writing in the TSP document.
- Subsection A: Add a reference to the targets and standards in Table 3.08-1 and Table 3.08-2 in the first sentence; the strategies also serve as a basis for achieving the performance targets and standards in these tables.
- Subsection A: Revise 3.08.220A(6) as follows, “Motor vehicle capacity improvements...only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.”

Title 1, Section 3.08.230 Performance Targets and Standards

- Add a description of intent of this section.
- Specify what it means to “demonstrate.”
- Subsection A: This section suggests the only purpose of the performance targets and standards is to improve performance of state highways as much as feasible. This is one desired outcome. Revise this subsection to include state highway performance in Subsection F to link to other performance targets and desired outcomes.
- Subsection C1: Add reference to Table 3.08-2 (Motor vehicle performance standard) and Table 3.08-3 (Parking ratios).
- Subsection D: Revise as follows, “If the city or county adopts mobility standards for state facilities different from those in Table 3.08-2...” to clarify that this provision only applies to state-owned facilities.
- Subsection E: Concern with having to evaluate accessibility and safety at the TSP level; these are more appropriate for regional level analysis like Metro conducts for air quality and greenhouse gas emissions.
- Subsection F2: Revise to include reference to all of the Transportation System Design provisions in Title 1, Section 3.08-110 to Section 3.08.160.

Title 5, Section 3.08.510 Amendment of Comprehensive Plans

- Subsection C: Revise as follows, “If a city or county adopts the actions set forth in ~~subsection E~~ 3.08-230E and the land use actions...”

Next Steps

Staff will prepare proposed amendments to the public review draft transportation functional plan for TPAC and MTAC consideration on April 30 and May 5, respectively. **MTAC and TPAC members are requested to provide additional comments by Friday, April 9** to help staff prepare amendments for those discussions.

Preliminary recommendations and outstanding policy issues will be forwarded to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) in May. A summary of upcoming milestones and advisory committee discussions and actions is provided for reference.

March 26	TPAC consultation on air quality analysis results; discussion on new local government requirements
April 7	MTAC discussion on new local government requirements
April 27	Metro Council discussion on new local government requirements
April 30	TPAC discussion on RTP amendments and new local government requirements
May 5, 2010	MTAC discussion on discuss RTP amendments and new local government requirements
May 6, 2010	Public hearing at 5 p.m. at Metro; public comment period ends at midnight
May 13, 2010	Oregon Transportation Commission briefing on RTP JPACT discussion on 2035 RTP and new local government requirements
May 19, 2010	MTAC final recommendation on 2035 RTP
May 26, 2010	MPAC discussion on 2035 RTP and new local government requirements
May 28, 2010	TPAC final recommendation on air quality conformity and 2035 RTP
June 9, 2010	MPAC makes recommendation on RTP
June 10, 2010	JPACT and the Metro Council take action on RTP
June 15, 2010	RTP and findings submitted to the Land Conservation and Development Commission in the manner of periodic review for approval Joint 2035 RTP and 2010-13 Metropolitan Transportation Improvement Program (MTIP) air quality conformity determination and findings submitted to U.S. DOT for review and approval
July – December 2010	MPAC and the Metro Council discuss the proposed Land Use Capacity Ordinance and related Urban Growth Management Functional Plan revisions
December 2010	Metro Council action on Land Use Capacity Ordinance and related Urban Growth Management Functional Plan revisions
July 2010 – July 2012	Regional Climate Change Scenario planning effort Local transportation system plan (TSP) updates Southwest Corridor and East Metro Corridor refinement planning efforts
July 2012 – June 2014	Next RTP update to incorporate recommendations from Climate Change Scenarios, TSP updates, corridor refinement planning and new population/employment forecast

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SUMMARY OF CHANGES TO EXISTING TRANSPORTATION FUNCTIONAL PLAN REQUIREMENTS

Section	Title	Relevant 2004 RTP citation(s)	Summary of change(s) to Existing Functional Plan Requirements in 2004 RTP
TITLE 1: TRANSPORTATION SYSTEM DESIGN			
3.08.110	Street System Design	Section 6.4.5	<ul style="list-style-type: none"> Added arterial connectivity to Subsection B Revisions to right-of-way dimensions (Subsection F #1, 3, 4, 7 and 10)
3.08.120	Transit System Design	Section 6.4.10	<ul style="list-style-type: none"> Clarified Subsection A to specify needed transit access connections within certain proximity to bus stops and HCT stations
3.08.130	Pedestrian System Design	Section 6.4.10 related to pedestrian districts	<ul style="list-style-type: none"> New section to specify pedestrian plan elements and needs analysis Added gaps and deficiencies to inventory (Subsections A1 and B2) and consideration of pedestrian access to transit and other essential destinations as part of needs analysis (Subsection A2)
3.08.140	Bicycle System Design	N/A	New section to specify bicycle plan elements and needs analysis
3.08.150	Freight System Design	N/A	<ul style="list-style-type: none"> New section to specify freight plan elements and needs analysis
3.08.160	Transportation System Management and Operations	N/A	<ul style="list-style-type: none"> New section to specify TSMO plan elements and needs analysis
TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS			
3.08.210	Transportation Needs	Section 6.4.1 Section 6.4.2 Section 6.4.9	<ul style="list-style-type: none"> Defines new needs analysis elements to be consistent with RTP: <ul style="list-style-type: none"> Gaps and deficiencies identified in Title 1 inventories and evaluations (Subsection A1) Consideration of the needs of disadvantaged populations (Subsection A3) Regional needs identified in Mobility Corridor strategies in Chapter 4 of RTP (Subsection B2)
3.08.220	Transportation Solutions	Section 6.4.2 Section 6.4.4	<ul style="list-style-type: none"> Revised title name from “Congestion management” to “Transportation Solutions” Expanded to distinguish between needs and solutions and broaden focus beyond congestion management Establishes order of priority for system-level consideration of multi-modal strategies to address identified needs, consistent with the federally-required Congestion Management Process (CMP) and OHP Major Improvements Policy 1G. This also expands CMP process and OHP Policy 1G to TSP development and update, not just project development, local plan amendments or studies that would amend RTP (Subsection A) Specifies coordination with transportation facility owners when identifying solutions (Subsection B)

Section	Title	Relevant 2004 RTP citation(s)	Summary of change(s) to Existing Functional Plan Requirements in 2004 RTP
3.08.230	Performance Targets and Standards	Section 6.4.6 Section 6.4.7	<ul style="list-style-type: none"> Revises title from “Non-SOV Modal Targets” to “Performance Targets and Standards” Removes allowance for local governments to adopt “lower” volume to capacity thresholds than RTP (e.g., Table 3.08.2 establishes the minimum thresholds) (Subsection C1) Clarifies the Oregon Transportation Commission must approve alternative mobility standards for state facilities (Subsection D) Directs inclusion of a broader set of performance targets that local governments are able to analyze at the TSP level; some RTP targets not included (e.g., greenhouse gas emissions, air quality, housing/transportation affordability because they are best analyzed at regional TSP level) (Subsection E) Expands actions to be adopted to demonstrate progress toward TSP performance targets in lieu of modeling progress toward Non-SOV modal targets in local TSPs (Subsection F)
TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT			
3.08.310	Defining projects in TSPs	Section 6.2.4	<ul style="list-style-type: none"> No change
TITLE 4: REGIONAL PARKING MANAGEMENT			
3.08.410	Parking Management	Title 2 of UGMFP	<ul style="list-style-type: none"> New Subsections “G,” “H” and “I” to include provisions for freight loading/unloading areas in centers, bicycle parking minimums and parking management plans in centers and HCT corridors
TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS			
3.08.510	Amendments of City and County Comprehensive Plans and TSPs	Section 6.4.4	<ul style="list-style-type: none"> Specifies consideration of range of multimodal strategies as part of the traffic analysis required by OAR 660-012-0060 (Subsections A and B) Allows for an automatic 30 percent trip reduction credit in mixed-use areas if actions in 3.08.230F and TBD Section of Title 6 of the Urban Growth Management Functional Plan (UGMFP) are adopted (Subsection C)
TITLE 6: COMPLIANCE PROCEDURES			
3.08.610	Metro review of amendments to TSPs	Section 6.4.3	<ul style="list-style-type: none"> No change
3.08.620	Extension of compliance deadline	None	<ul style="list-style-type: none"> No change (same as Title 8 of the UGMFP)
3.08.630	Exception from compliance	None	<ul style="list-style-type: none"> No change (same as Title 8 of the UGMFP)
TITLE 7: DEFINITIONS			
3.08.710	Definitions	Glossary	<ul style="list-style-type: none"> New definitions

CHAPTER 3.08

PUBLIC REVIEW DRAFT REGIONAL TRANSPORTATION FUNCTIONAL PLAN
3/22/10

NOTE: This draft document codifies current regional transportation functional plan language and additional functional plan provisions to direct how city and county plans will implement new RTP policies and implementation actions.

SECTIONS TITLE

3.08.010 Purpose of Regional Transportation Functional Plan

TITLE 1: TRANSPORTATION SYSTEM DESIGN

3.08.110 Street System Design

3.08.120 Transit System Design

3.08.130 Pedestrian System Design

3.08.140 Bicycle System Design

3.08.150 Freight System Design

3.08.160 Transportation System Management and Operations

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

3.08.220 Transportation Solutions

3.08.230 Performance Targets and Standards

TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT

3.08.310 Defining Projects in Transportation System Plans

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS

3.08.510 Amendments of City and County Comprehensive and
Transportation System Plans

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System
Plans

3.08.620 Extension of Compliance Deadline

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CHAPTER 3.08

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

SECTIONS TITLE

3.08.010 Purpose of Regional Transportation Functional Plan

- A. The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP) and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. The principal objectives of the RTP are safety for all; attraction of jobs and housing to downtowns, main streets, corridors and employment areas; maximizing use of the existing transportation system; completion of the transportation system for all modes of travel; increasing use of the transit, pedestrian and bicycle systems; improving freight reliability; and reducing vehicle miles traveled and resulting emissions.
- B. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

TITLE 1: TRANSPORTATION SYSTEM DESIGN3.08.110 Street System Design

- A. To preserve the capacity of the region's principal arterials for through trips, each city and county shall amend its TSP, if necessary, to comply with the mapping requirements and street design standards set forth in subsections B through F of this section.
- B. To improve connectivity of the region's arterial system, each city and county shall incorporate into its TSP a network of four-lane major arterial streets at one-mile spacing and two-lane minor arterial streets or collector streets at half-mile spacing to the extent practicable considering the following:

1. Existing topography;
 2. Rail lines;
 3. Freeways;
 4. Pre-existing development;
 5. Leases, easements or covenants in place prior to May 1, 1995; and
 6. The requirements of Titles 3 and 13 of the Urban Growth Management Functional Plan (UGMFP).
- C. To improve local access, each city and county shall incorporate into its TSP a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map should identify street connections to adjacent areas in a manner that promotes a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end designs as set forth in subsection D.
- D. If proposed residential or mixed-use development involves construction of a new street, the city or county TSP shall require the applicant to provide a site plan that:
1. Is consistent with the conceptual new streets map required by subsection C;
 2. Provides full street connections with spacing of no more than 530 feet between connections, except if prevented by barriers such as topography, rail lines, freeways, pre-existing development, or leases, easements or covenants that existed prior to May 1, 1995;
 3. If streets must cross water features identified pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;
 4. If full street connection is prevented, provides bicycle and pedestrian accessways on public easements

or rights-of-way spaced such that accessways are not more than 330 feet apart, unless not possible for the reasons set forth in paragraph 3;

5. Provides for bike and pedestrian accessways that cross water features identified pursuant to Title 3 of the UGMFP at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
 6. If full street connection over water features identified pursuant to Title 3 of the UGMFP cannot be constructed in centers as defined in Title 6 of the UGMFP or Main Streets shown on the 2040 Growth Concept Map, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
 7. Limits cul-de-sac designs or other closed-end street designs to circumstances in which barriers prevent full street extensions and limits the length of such streets to 200 feet and the number of dwellings along the street to no more than 25; and
 8. Provides street cross-sections showing dimensions of right-of-way improvements and posted or expected speed limits.
- E. For redevelopment of existing land-uses that require construction of new streets, cities and counties shall develop local approaches to encourage adequate street connectivity.
- F. City and county street design regulations shall allow:
1. Local streets of no more than 50 feet of total right-of-way, including:
 2. Pavement widths of no more than 28 feet from curb-face to curb-face;
 3. Sidewalk widths that include at least five feet of pedestrian through zones; and

4. Landscaped pedestrian buffer strips, or paved furnishing zones of at least five feet, that include street trees;
5. Traffic calming devices, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds on local streets;
6. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers;
7. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended;
8. Implementation of green street designs such as bio-swales, street trees, and other techniques to manage stormwater within the public right-of-way as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection;
9. Implementation of complete street designs as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies; and
10. Street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B.

3.08.120 Transit System Design

- A. City and county TSPs and other land use regulations shall include projects and strategies to improve pedestrian and bicycle connections to all transit stops, passenger environments within one-half mile of all transit stops, bicycle environments within three miles of all transit stops, waiting environments at all transit stops and transit service speed and reliability for existing or planned high capacity transit station areas, on-street bus rapid transit and frequent service bus corridors, and

regional bus corridors where service exists at the time of TSP development or updates.

- B. City and county TSPs and other land use regulations shall include the following elements to leverage the region's investment in transit by improving transit system design and performance:
 - 1. A transit system map consistent with the transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops designated in the RTP, transit-priority treatments such as signals), regional bicycle transit facilities, park-and-ride facilities, bicycle and pedestrian routes providing access between essential destinations and transit stops, consistent with sections 3.08.130 and 3.08.140.
 - a. The following site design standards for new retail, office, multi-family and institutional buildings located near at major transit stops or on transit routes designated in the RTP:
 - b. Locate buildings within 20 feet of transit stops or provide a pedestrian plaza at transit stops;
 - c. Provide reasonably direct pedestrian connection between transit stops and building entrances and between building entrances and streets adjoining transit stops;
 - d. Provide transit passenger landing pads accessible to disabled persons to transit agency standards;
 - e. Provide safe, direct and logical pedestrian crossings at all transit stops and make intersection and mid-block traffic management improvements as needed to enable marked crossings at major transit stops;
 - f. Secure an easement or dedication for a passenger shelter and underground utility connection for the new development to the transit amenity if requested by the public transit provider; and
 - g. Provide lighting to transit agency standards at the transit stop.

- C. Providers of public transit service shall consider the needs youth, seniors, people with disabilities and environmental justice populations including minorities and low-income families when planning levels of service, transit facilities and hours of operation.

3.08.130 Pedestrian System Design

- A. City and county TSPs or other land use regulations shall include a pedestrian plan for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:
 - 1. An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system;
 - 2. An evaluation of needs for pedestrian access to transit and essential destinations, including direct, comfortable and safe pedestrian routes.
 - 3. A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 and other targets established pursuant to in subsection 3.08.230A;
 - 4. Provision for sidewalks along arterials, collectors and most local streets, not required along limited-access roadways; and
 - 5. Provision for safe crossings of streets and controlled pedestrian crossings on major arterials.
- B. A city or county may implement the provisions of section 3.08.120B (2) by establishment of pedestrian districts in its comprehensive plan or land use regulations. The regulations shall include the following elements:
 - 1. A connected street and pedestrian network for the district;
 - 2. An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;
 - 3. Interconnection among pedestrian, transit and bicycle systems;

4. Parking management strategies;
 5. Access management strategies;
 6. Sidewalk and accessway location and width;
 7. Landscaped or paved pedestrian buffer strip location and width;
 8. Street tree location and spacing;
 9. Pedestrian street crossing and intersection design;
 10. Street lighting and furniture for pedestrians; and
 11. Designation of types and densities of land uses adequate to support transit.
- C. City and county land use regulations shall ensure that new development provides on-site streets and accessways that offer reasonably direct routes for pedestrian travel.

3.08.140 Bicycle System Design

- A. City and county TSPs and other land use regulations shall include a bicycle plan for an interconnected network of bicycle routes within and through the city or county. The plan shall include:
1. An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;
 2. An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering *TriMet Bicycle Parking Guidelines*.
 3. A list of improvements to the bicycle system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 and other targets established pursuant to subsection 3.08.230A;
 4. Provision for bikeways along arterials and major collectors and bicycle parking in centers, at major transit stops designated in the RTP, park-and-ride lots and associated with institutional uses; and
 5. Provision for safe crossing of streets and controlled bicycle crossings on major arterials.

3.08.150 Freight System Design

- A. City and county TSPs or other land use regulations shall include a freight plan for an interconnected system network of freight networks within and through the city or county. The plan shall include:
1. An inventory of existing facilities that identifies gaps and deficiencies in the freight system;
 2. An evaluation of freight access to freight intermodal facilities, employment and industrial areas, and commercial districts; and
 3. A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve the targets established pursuant to section 3.08.230A.

3.08.160 Transportation System Management and Operations

- A. City and county TSPs shall include transportation system management and operations (TSMO) plans to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include:
1. An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs;
 2. A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas:
 - a. Multimodal traffic management investments, such as signal timing, access management, arterial performance monitoring and active traffic management;
 - b. Traveler information investments, such as forecasted traffic conditions and carpool matching;
 - c. Traffic incident management investments, such as incident response programs; and

- d. Transportation demand management investments, such as individualized marketing programs, rideshare programs and employer transportation programs.

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

- A. Each city and county shall determine its transportation needs for consistency with and support of regional and state transportation needs in the 2035 RTP and to complete the transportation system plans developed under Title 1. The determination shall be based upon:
 1. System gaps and deficiencies identified in the inventories and analysis of transportation systems pursuant to Title 1;
 2. Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;
 3. Consideration of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.
- B. A city or county determination of transportation needs must be consistent with the following elements of the RTP:
 1. The population and employment forecast, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;
 2. Regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP;
 3. System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; and

4. Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.
- C. If a city or county identifies transportation needs in an urban reserve, it shall ensure planned improvements in the reserve are contingent upon addition of the reserve to the UGB and link to transportation facilities within the UGB.

3.08.220 Transportation Solutions

- A. Each city and county shall consider the following strategies, listed in order of priority, to meet the transportation needs determined pursuant to section 3.08.210. The city or county shall explain its choice of a lower priority strategy over a higher priority strategy:
1. TSMO investments that refine or implement regional strategies in the RTP;
 2. Transit, bicycle and pedestrian system improvements;
 3. Traffic-calming designs and devices;
 4. Land use strategies to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;
 5. Improvements to parallel arterials, collectors or local streets, including pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110, in order to provide alternative routes or encourage use of modes other than SOV; and
 6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Network Concept, only upon a demonstration that other strategies in this subsection cannot adequately address identified transportation needs.
- B. A city or county shall coordinate its consideration of the strategies in subsection A with the owner of the transportation facility affected by the strategy.
- C. If analysis under section 3.08.210A indicates an unmet regional or state need that has not been addresses in the

RTP, the city or county shall propose one of the following actions:

1. Propose a project at the time of Metro review of the RTP to be incorporated into the RTP during the next RTP update; or
 2. Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update.
- D. Upon its conclusion that the strategies in subsection A would not be feasible to address identified needs, a city or county shall, in coordination with Metro, pursue one or more of the following strategies:
1. Amend the comprehensive plan or land use regulations for an area to reduce trips generated by allowed uses;
 2. Take an exception to the relevant RTFP requirement pursuant to section 3.08.630;
 3. Change the RTP functional classification of a facility for any mode in Chapter 2 of the RTP;
 4. Amend the policy in the RTP which the relevant RTFP requirement implements;
 5. Designate the area an Area of Special Concern under Table 3.08-2.

3.08.230 Performance Targets and Standards

- A. Each city and county shall demonstrate that solutions developed under section 3.08.220 to meet transportation needs determined under section 3.08.210 will improve the performance of state highways within its jurisdiction as much as feasible and avoid their further degradation.
- B. Each city and county shall demonstrate that solutions will achieve progress toward the standards and targets in Tables 3.08-1 and 3.08-2 or toward alternative targets established by the city or county pursuant to subsection B. A city or county may adopt alternative targets pursuant to subsections C and D. The city or county shall include the regional or its alternative targets in its TSP.

- C. A city or county may adopt alternative targets or standards in place of regional targets and standards prescribed in subsection A upon a demonstration that the alternative targets or standards:
 - 1. Are no lower than those in Table 3.08-1;
 - 2. Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities;
 - 3. Will not result in motor vehicle capacity improvements that go beyond the planned arterial and throughway system defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and
 - 4. Will not increase SOV travel to a measurable degree that affects local consistency with the non-SOV modal targets in Table 3.08-1.
- D. If the city or county adopts mobility standards different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.
- E. Each city and county shall also include performance targets for safety, vehicle miles traveled, freight reliability, congestion, accessibility and walking, bicycling and transit mode shares.
- F. To demonstrate progress toward achievement of performance targets, the city or county shall consider the following actions:
 - 1. Parking development and management plans that reduce the parking ratios required by section 3.08.410;
 - 2. Street design standards in section 3.08.110;
 - 3. TSMO strategies in section 3.08.220A; and
 - 4. Land use actions adopted pursuant to Title 6 of the UGMFP.

TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT

3.08.310 Defining Projects in Transportation System Plans

- A. Each city or county developing or amending a TSP shall specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and size of traffic lanes, of planned regional transportation facilities and improvements identified on the appropriate RTP map. The locations shall be within the general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows:
 - 1. For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map;
 - 2. For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps;
 - 3. For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way; and
 - 4. For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.
- B. A city or county may refine or revise the general location of a planned regional facility as it prepares or revises its TSP. Such revisions may be appropriate to reduce the impacts of the facility or to comply with comprehensive plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines that the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide planning goal requirement, it shall:
 - 1. Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or

2. Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location.

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

- A. Cities and county parking regulations shall meet or set lower minimums and maximums than the following:
 1. No minimum ratios higher than those shown on Table 3.08-3.
 2. No maximums ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.
- B. Cities and counties may establish a process to consider variances from minimum and maximum parking ratios. If a city or county establishes a variance process, it must submit a written report on variances granted during the years by December 31 of each year.
- C. Free surface parking shall be subject to the regional parking maximums for Zones A and B from Table 3.08-3. Cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking

rates. Cities and counties should count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.

- D. Cities and counties may use categories or standards other than those in the Table 3.08-3 of this title upon demonstration that the effect will be substantially the same as the application of the ratios in the table.
- E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.
- F. Cities and counties shall require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.310, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, and the requirements of Titles 3 and 13 of the UGMFP.
- G. Cities and counties shall require freight loading and unloading areas at appropriate locations in centers.
- H. Cities and counties shall establish bicycle parking minimums at, or above five percent of off-street motor vehicle parking provided.
- I. Cities and counties shall adopt parking management plans for centers as defined in Title 6 of the UGMFP and high-capacity transit corridors, designated in the RTP, consistent with subsection A through H. Plans shall include an inventory of parking usage, a range of strategies for managing parking supply and demand and an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Plans must consider and may include the following range of strategies:
 - 1. Parking districts;
 - 2. Shared parking;
 - 3. Timed parking;

4. Differentiation between employee parking and parking for customers, visitors and patients;
5. Real-time parking information;
6. Priced parking;
7. Parking enforcement.

TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS

3.08.510 Amendments of City and County Comprehensive and Transportation System Plans

- A. When a city or county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.
- B. If amendments to comprehensive plans or land use regulations would significantly affect the function or capacity of a road, the city or county shall take one of the actions set forth in subsection 3.08.22A to maintain consistency between planned land uses and existing or planned transportation facilities.
- C. If a city or county adopts the actions set forth in subsection E and the land use actions set forth in section _____ of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Traffic Engineers when analyzing the traffic impacts of a plan amendment in a center as defined by Title 6 of the UGMFP, a corridor, a main street or other mixed-use area, pursuant to OAR 660-012-0060.
- D. If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consideration of the following as part of its project analysis:
 1. The strategies set forth subsection 3.08.220A;

2. Street design guidelines adopted pursuant to Title 1 and the implementing guidelines in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies;
 3. The environmental design guidelines contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection.
- E. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP.
- F. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System Plans

- A. Cities and counties shall amend their TSPs to comply with the RTFP, or an amendment to it, within two years after its acknowledgement or after such later date specified in the ordinance that amends the RTFP. The COO shall notify cities and counties of the compliance date.
- B. Cities and counties that amend their TSPs after acknowledgment of the RTFP or an amendment to it, but before two years following its acknowledgment, shall make the amendments in compliance with the RTFP or the amendment. The COO shall notify cities and counties of the date of acknowledgment.
- C. One year following acknowledgment of the RTFP or an amendment to it, cities and counties whose TSPs do not yet comply with the RTFP or the amendment shall make land use decisions consistent with the RTFP or amendment. The COO, at least 120 days before the specified date, shall notify cities and counties of the date upon which RTFP

requirements become applicable to land use decisions. The notice shall specify which requirements become applicable to land use decisions in each city and county.

- D. An amendment to a city or county TSP shall be deemed to comply with the RTFP if no appeal to the Land Use Board of Appeals is made within the 21-day period set forth in ORS 197.830(9), or if an appeal is made and the amendment is affirmed by the final decision on appeal. Once the amendment is deemed to comply with the RTFP, the RTFP shall no longer apply directly to city or county land use decisions.
- E. An amendment to a city or county TSP shall be deemed to comply with the RTFP as provided in subsection D only if the city or county provided notice to the COO as required by subsection F.
- F. At least 45 days prior to the first public hearing on a proposed amendment to a TSP, the city or county shall submit the proposed amendment to the COO. The COO may request, and if so the city or county shall submit, an analysis of compliance of the amendment with the RTFP. Within four weeks after receipt of the notice, the COO shall submit to the city or county a written analysis of compliance of the proposed amendment with the RTFP, including recommendations, if any, that would bring the amendment into compliance with the RTFP. The COO shall send a copy of its analysis to those persons who have requested a copy.
- G. If the COO concludes that the proposed amendment does not comply with RTFP, the COO shall advise the city or county that it may:
 - 1. Revise the proposed amendment as recommended in the COO's analysis;
 - 2. Seek an extension of time, pursuant to section 3.08.620, to bring the proposed amendment into compliance;
 - 3. Seek an exception to the requirement, pursuant to section 3.08.630; or

4. Seek review of the noncompliance by JPACT and the Metro Council, pursuant to subsections H and I of this section.
- H. The city or county may postpone further consideration of the proposed amendment and seek review of the COO's analysis under subsection F of this section by JPACT within 21 days from the date it received the COO's analysis. JPACT shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, JPACT, by a majority of a quorum, shall decide whether it agrees or disagrees with the COO's analysis and shall provide a brief written explanation as soon as practicable.
- I. The city or county may seek review of JPACT's decision by the Metro Council within 10 days from the date of JPACT's written explanation. The Council shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, the Council, by a majority of a quorum, shall decide whether it agrees or disagrees with JPACT's decision and shall provide a brief written explanation as soon as practicable.
- J. A city or county that adopts an amendment to its TSP shall send a printed or electronic copy of the ordinance making the amendment to the COO within 14 days after its adoption.

3.08.620 Extension of Compliance Deadline

- A. A city or county may seek an extension of time for compliance with the RTFP by filing an application on a form provided for that purpose by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify the city or county, JPACT, the Department of Land Conservation and Development (DLCD) and those persons who request notification of applications for extensions.
- B. The Council shall hold a public hearing to consider the application. Any person may testify at the hearing. The Council may grant an extension if it finds that:
 1. The city or county is making progress toward compliance with the RTFP; or

2. There is good cause for failure to meet the compliance deadline.
- C. The Council may establish terms and conditions for an extension in order to ensure that compliance is achieved in a timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the RTFP requirement. A term or condition must relate to the requirement of the RTFP for which the Council grants the extension. The Council shall not grant more than two extensions of time, nor grant an extension of time for more than one year.
- D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and any person who participated in the proceeding. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

3.08.630 Exception from Compliance

- A. A city or county may seek an exception from compliance with a requirement of the RTFP by filing an application on a form provided for that purpose by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify JPACT, the DLCD and those persons who request notification of requests for exceptions.
- B. Following the public hearing on the application, the Metro Council may grant an exception if it finds:
 1. It is not possible to achieve the requirement due to topographic or other physical constraints or an existing development pattern;
 2. This exception and likely similar exceptions will not render the objective of the requirement unachievable region-wide;
 3. The exception will not reduce the ability of another city or county to comply with the requirement; and

4. The city or county has adopted other measures more appropriate for the city or county to achieve the intended result of the requirement.
- C. The Council may establish terms and conditions for the exception in order to ensure that it does not undermine the ability of the region to achieve the policies of the RTP. A term or condition must relate to the requirement of the RTP to which the Council grants the exception.
- D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and those persons who have requested a copy of the order. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

TITLE 7: DEFINITIONS

3.08.710 Definitions

For the purpose of this functional plan, the following definitions shall apply:

- A. "Accessibility" means the amount of time required to reach a given location or service by any mode of travel.
- B. "Accessway" means right-of-way or easement designed for public access by bicycles and pedestrians, and may include emergency vehicle passage.
- C. "Alternative modes" means alternative methods of travel to the automobile, including public transportation (light rail, bus and other forms of public transportation), bicycles and walking.
- D. "Bikeway" means separated bike paths, striped bike lanes, or wide outside lanes that accommodate bicycles and motor vehicles.
- E. "Boulevard design" means a design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.
- F. "Capacity expansion" means constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.

- G. "Chicane" means is a permanent barrier used to prevent cars from driving across a pedestrian or bicycle accessway.
- H. "Connectivity" means the degree to which the local and regional street systems in a given area are interconnected.
- I. "Complete Streets" means streets that are designed to serve all modes of travel, including bicycles, freight delivery vehicles, transit vehicles and pedestrians of all ages and abilities.
- J. "COO" means Metro's Chief Operating Officer or the COO's designee.
- K. "DLCD" means the Oregon state agency under the direction of the Land Conservation and Development Commission.
- L. "Deficiency" means a capacity or design constraint that limits, but does not prohibit the ability to travel by a given mode or meet standards and targets in Tables 3.08-1 and 3.08-2. Examples of deficiencies include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity; arterial streets with substandard design features; at-grade rail crossings; height restrictions; bicycle and pedestrian connections that contain obstacles (e.g., missing curb ramps); distances greater than 330 feet between pedestrian crossings; absence of pedestrian refuges; sidewalks occluded by utility infrastructure; high traffic volumes; complex traffic environments; transit overcrowding or schedule unreliability; and high crash locations.
- M. "Design type" means the conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the RFP including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.
- N. "Essential destinations" means hospitals, medical centers, pharmacies, shopping centers, grocery stores, colleges, universities, middle schools and high schools, parks and open spaces, social service centers with more than 200 monthly LIFT pick-ups), employers with more than 1,500

employees, sports and entertainment venues and major government offices.

- O. "Full street connection" means right-of-way designed for public access by motor vehicles, pedestrians and bicycles.
- P. "Gap" means a missing link or barrier in the "typical" urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 2 of the RTP. There is a gap when a connection does not exist. But a gap also exists if a physical barrier, such as a throughway, natural feature, weight limits on a bridge or existing development, interrupts a system connection.
- Q. "Growth Concept Map" means the conceptual map depicting the 2040 Growth Concept design types described in the RFP.
- R. "Improved pedestrian crossing" means a marked pedestrian crossing and may include signage, signalization, curb extensions and a pedestrian refuge such as a landscaped median.
- S. "Institutional uses" means colleges and universities, hospitals and major government offices.
- T. "JPACT" means the Joint Policy Advisory Committee, composed of elected officials and agency representatives involved, that makes recommendations to the Metro Council on transportation planning and projects.
- U. "Landscape strip" means the portion of public right-of-way located between the sidewalk and curb.
- V. "Land use decision" shall have the meaning of that term set forth in ORS 197.015(10).
- W. "Land use regulation" means any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan, as defined in ORS 197.015.
- X. "Level-of-service (LOS)" means the ratio of the volume of motor vehicle demand to the capacity of the motor vehicle system during a specific increment of time.

- Y. "Local trips" means trips that are five miles or shorter in length.
- Z. "Low-income families" means households with incomes at or below the Oregon Department of Health and Human Services poverty guidelines.
- AA. "Low-income populations" means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- BB. "Median" means the center portion of public right-of-way, located between opposing directions of motor vehicle travel lanes. A median is usually raised and may be landscaped, and usually incorporates left turn lanes for motor vehicles at intersections and major access points.
- CC. "Metro" means the regional government of the metropolitan area, the elected Metro Council as the policy-setting body of the government.
- DD. "Metro boundary" means the jurisdictional boundary of Metro, the elected regional government of the metropolitan area.
- EE. "Minority" means a person who is:
1. Black (having origins in any of the black racial groups of Africa;
 2. Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race;
 3. Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands;
 4. American Indian and Alaska Native (having origins in any of the original peoples of North American and who maintain cultural identification through tribal affiliation or community recognition; or

5. Native Hawaiian or Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).
- FF. "Minority population" means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- GG. "Mixed-use development" includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses. Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed-use development." The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be determined by cities and counties through their comprehensive plans and implementing ordinances.
- HH. "Mobility" means the speed at which a given mode of travel operates in a specific location.
- II. "Mode-split target" means the individual percentage of public transportation, pedestrian, bicycle and shared-ride trips expressed as a share of total person-trips.
- JJ. "Motor vehicle" means automobiles, vans, public and private buses, trucks and semi-trucks, motorcycles and mopeds.
- KK. "Motor vehicle level-of-service" means a measurement of congestion as a share of designed motor vehicle capacity of a road.
- LL. "Multi-modal" means transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.
- MM. "Narrow street design" means streets with less than 46 feet of total right-of-way and no more than 28 feet of pavement width between curbs.

- NN. "Non-SOV modal target" means a target for the percentage of total trips made in a defined area by means other than a private passenger vehicles carrying one occupant.
- OO. "Performance measure" means a measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.
- PP. "Person-trips" means the total number of discrete trips by individuals using any mode of travel.
- QQ. "Refinement plan" means an amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.
- RR. "Regional vehicle trips" are trips that are greater than five miles in length.
- SS. "Residential Parking District" is a designation intended to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed use areas, or other uses that generate a high demand for parking.
- TT. "RFP" means Metro's Regional Framework Plan adopted pursuant to ORS chapter 268.
- UU. "Routine repair and maintenance" means activities directed at preserving an existing allowed use or facility, without expanding the development footprint or site use.
- VV. "RTFP" means this Regional Transportation Functional Plan.
- WW. "Shared-ride" means private passenger vehicles carrying more than one occupant.
- XX. "Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials" means an increase in SOV capacity created by the construction of additional general purpose lanes totaling 1/2 lane miles or more in length. General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose highway facility

on a new location. Lane tapers are not included as part of the general purpose lane. Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.

- YY. "Significant increase in Single Occupancy Vehicle (SOV) capacity for regional through-route freeways" means an increase in SOV capacity created by the construction of additional general purpose lanes other than that resulting from a safety project or a project solely intended to eliminate a bottleneck. An increase in SOV capacity associated with the elimination of a bottleneck is considered significant only if such an increase provides a highway section SOV capacity greater than ten percent over that provided immediately upstream of the bottleneck. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Construction of a new general purpose highway facility on a new location also constitutes a significant increase in SOV capacity. Significant increase in SOV capacity should be assessed for individual facilities rather than for the planning area.
- ZZ. "SOV" means a private passenger vehicle carrying one occupant (single-occupancy vehicle).
- AAA. "Substantial compliance" means city and county comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.
- BBB. "Throughway" means limited-access facilities that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel.
- CCC. "TPR" means the administrative rule entitles Transportation Planning Rule adopted by the Land Conservation and Development to implement statewide planning Goal 12, Transportation.
- DDD. "Traffic calming" means street design or operational features intended to maintain a given motor vehicle travel speed.

- EEE. "Transportation system management and operations" (TSMO) means a "toolkit" of programs and strategies that will allow the region to more effectively and efficiently manage existing and new multi-modal transportation facilities and services to preserve capacity and improve safety, security and reliability. TSMO has two components: (1) transportation system management, which focuses on making facilities better serve users by improving efficiency, safety and capacity; and (2) transportation demand management, which seeks to modify travel behavior in order to make more efficient use of facilities and services and enable users to take advantage of everything the transportation system offers.
- FFF. "TriMet" means the regional service district that provide public mass transit to the region.
- GGG. "TSP" means a transportation system plan adopted by a city or county.
- HHH. "UGB" means an urban growth boundary adopted pursuant to ORS 268.390(3).
- III. "Update" means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.
- JJJ. "Woonerf" means a street or group of streets on which pedestrians and bicyclists have legal priority over motor vehicles.

Table 3.08-1
Regional Modal Targets

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers	45-55%
Town centers	
Main streets	
Station communities	
Corridors	
Passenger intermodal facilities	40-45%
Industrial areas	
Freight intermodal facilities	
Employment areas	
Inner neighborhoods	
Outer neighborhoods	

Table 3.08-2**Interim Regional Mobility Policy**Deficiency Thresholds and Operating Standards¹

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Tolerable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Tolerable Operating Standard		Exceeds Deficiency Threshold	
				1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	C	E	F	E	E	F	E	F	F
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	C	D	E	E	D	E	E	F	E
Banfield Freeway ¹ (from I-5 to I-205)	C	E	F	E	E	F	E	F	F
I-5 North* (from Marquam Bridge to Interstate Bridge)	C	E	F	E	E	F	E	F	F
Highway 99E ¹ (from the Central City to Highway 224 interchange)	C	E	F	E	E	F	E	F	F
Sunset Highway ¹ (from I-405 to Sylvan interchange)	C	E	F	E	E	F	E	F	F
Stadium Freeway ¹ (I-5 South to I-5 North)	C	E	F	E	E	F	E	F	F
Other Principal Arterial Routes	C	D	E	E	D	E	E	F	E

**Areas of
Special Concern**

Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 2.2 – 2.6 in Chapter 2 of the RTP define areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures will be included in the Regional Transportation Functional Plan. Adopted performance measures for these areas are detailed in Appendix 2.

Level-of-service is determined by using either the latest edition of the Highway Capacity Manual (Transportation Research Board) or through volume to capacity ratio equivalencies as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1.

¹ Thresholds shown are for interim purposes only; a mobility corridor strategy and/or a corridor refinement plan for these corridors are required in Chapter 5 of the RTP, and will include a recommended mobility policy for each corridor.

Source: Metro

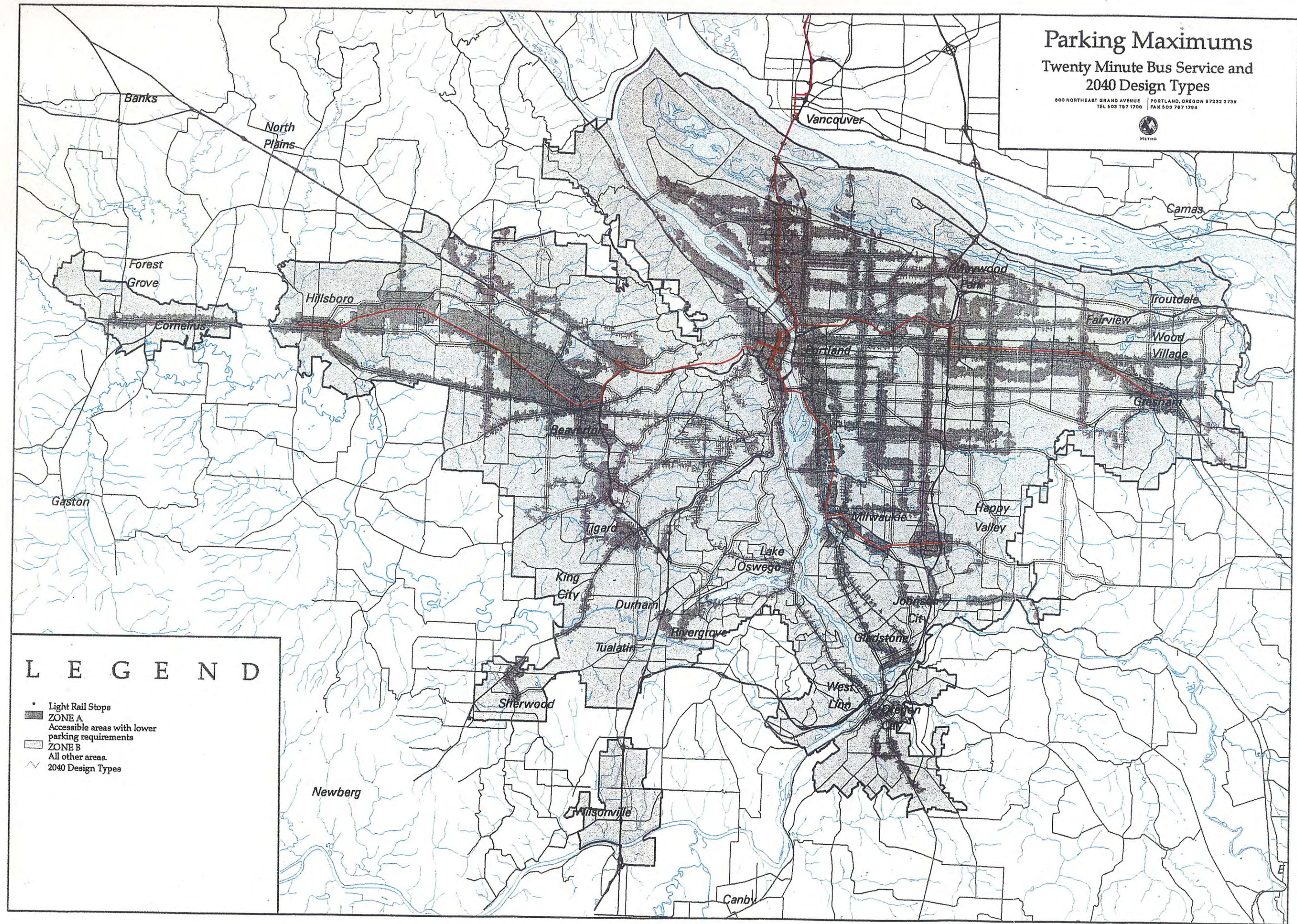
Table 3.08-3 - Regional Parking Ratios			
(parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)			
Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	Requirements May Not Exceed	Transit and Pedestrian Accessible Areas ¹	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

¹ Ratios for uses not included in this table would be determined by cities and counties. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

Parking Maximums

Twenty Minute Bus Service and 2040 Design Types

800 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2700
TEL 503 797 1700 FAX 503 797 1764



LEGEND

- Light Rail Stops
- ZONE A
Accessible areas with lower
parking requirements
- ZONE B
All other areas.
- ~ 2040 Design Types