

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, April 28, 2010
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|---------|-----|--|-------------------------------------|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Shane Bemis, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Shane Bemis, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>CONSENT AGENDA</u> | Shane Bemis, Chair |
| | * | Consideration of the Joint MPAC JPACT Workshop Minutes for April 2, 2010 | |
| | * | Consideration of the MPAC Minutes for April 14, 2010 | |
| 5:15 PM | 5. | <u>COUNCIL UPDATE</u> | |
| | 6. | <u>INFORMATION / DISCUSSION</u> | |
| 5:20 PM | 6.1 | * Adopting Urban Reserves and Conforming Amendments to the Regional Framework Plan and the Urban Growth Management Functional Plan, Ordinance 10-1238 - <u>DISCUSSION</u> | Dick Benner
Sherry Oeser |
| 6:40 PM | 7. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 6:50 PM | 8. | <u>ADJOURN</u> | Shane Bemis, Chair |

* Material available electronically.

** Materials will be distributed electronically prior to the meeting.

Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700x.



2010 MPAC Tentative Agendas

Tentative as of April 19, 2010

<p><u>April 2, 2010 - Joint MPAC/IPACT Retreat</u> <i>Location:</i> Oregon Convention Center, F150-151 <i>Time:</i> 8 a.m. to noon</p> <ul style="list-style-type: none"> • Climate Prosperity Project review • Greenhouse gas, University of Oregon climate change study, etc. • MTIP/STIP policy direction – Discussion <p><u>MPAC Meeting</u> April 14</p> <ul style="list-style-type: none"> • Community Investment Strategy: 2010 Capacity Ordinance • Debrief on Joint JPACT and MPAC Workshop on Climate and Community Prosperity 	<p><u>MPAC Meeting</u> April 28</p> <ul style="list-style-type: none"> • Ordinance 10-1238 Adopting Urban Reserves (discussion)
<p><u>MPAC Meeting</u> May 12</p> <ul style="list-style-type: none"> • Ordinance 10-1238, Adopting Urban Reserves (recommendation to council) • MPAC Employment Subcommittee Report (discussion) • Community Investment Strategy Update • Sustainable Communities Planning Grant Program (information) 	<p><u>MPAC Meeting</u> May 26</p> <ul style="list-style-type: none"> • 2035 RTP and new local government requirements (discussion) • Performance Evaluation • As needed, Regional Framework Plan/Urban Growth Management Functional Plan Amendments (discussion)
<p><u>MPAC Meeting</u> June 9</p> <ul style="list-style-type: none"> • 2035 RTP (recommendation to council) • Community Investment Strategy: 2010 Capacity Ordinance • 2040 Growth Concept Map • As needed, Regional Framework Plan/Urban Growth Management Functional Plan Amendments 	<p><u>MPAC Meeting</u> June 23</p> <ul style="list-style-type: none"> • Impact of local investments and actions on market's ability to use zoned capacity • Envision tool (visualization of investments in local communities) • Community Investment Strategy: 2010 Capacity Ordinance (discussion) • As needed, Regional Framework Plan/Urban Growth Management Functional Plan Amendments

<p><u>MPAC Meeting</u> July 14</p> <ul style="list-style-type: none"> • Employment Toolkit • Climate Prosperity 	<p><u>MPAC Meeting</u> July 28</p>
<p><u>MPAC Meeting</u> August 11</p>	<p><u>MPAC Meeting</u> August 25</p>
<p><u>MPAC Meeting</u> September 8</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> September 22</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> October 13</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> October 27</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> November 10</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> November 17</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (recommendation to council) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> December 15</p>	



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION AND
METRO POLICY ADVISORY COMMITTEE WORKSHOP
April 2, 2010
Oregon Convention Center, Rooms F150-151

JPACT MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Rex Burkholder
Jack Burkman
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Lynn Peterson
Jason Tell

AFFILIATION

Metro Council
City of Portland
Metro Council
City of Vancouver
Oregon Department of Environmental Quality
City of Tigard, representing Cities of Washington Co.
TriMet
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas Co.
Oregon Department of Transportation, Region 1

JPACT ALTERNATES PRESENT

Jeffrey Dalin
Ann Lininger
Troy Rayburn
Rian Windsheimer

AFFILIATION

City of Cornelius, representing Cities of Washington Co.
Clackamas Co.
Clark Co.
Oregon Department of Transportation, Region 1

MPAC MEMBERS PRESENT

Charlotte Lehan, Vice Chair
Pat Campbell
Jody Carson
Nathalie Darcy
Denny Doyle
Carl Hosticka
Robert Liberty
Keith Mays
Charlynn Newton
Rod Park

AFFILIATION

Clackamas Co.
City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
Washington County Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
Metro Council
Metro Council
City of Sherwood, representing Washington Co. Other Cities
City of North Plains, Cities in Washington Co. outside UGB
Metro Council

MPAC ALTERNATIVES PRESENT

Bob Austin
Paul Manson
Doug Neeley
Alice Norris
Dresden Skees-Gregory

AFFILIATION

Clackamas Co.
Multnomah Co. Citizen
City of Oregon City, representing Clackamas Co. 2nd Largest City
City of Oregon City, representing Clackamas Co. 2nd Largest City
Washington Co. Citizen

1. WELCOME

Mr. Michael Jordan, Metro Chief Operating Officer, welcomed attendees and introduced Metro Councilor Carlotta Collette, JPACT chair, and Clackamas County Commissioner Charlotte Lehan, MPAC vice chair.

2. REGIONAL AND LOCAL CONTEXT

Councilor Collette overviewed regional policy and planning actions that address greenhouse gas emissions and urged collaboration amongst regional policymakers and planners to continue developing creative strategies that address GHG emissions.

Commissioner Lehan overviewed Clackamas County's policy and planning actions that address greenhouse gas emissions.

3. STATE CONTEXT

Ms. Gail Achterman, Oregon Transportation Commission chair, spoke on behalf of the OTC and the Land Conservation Development Commission. Ms. Achterman stated that the OTC, the LDCD and the State of Oregon have made GHG emissions mitigation a priority by developing comprehensive strategies that support GHG emissions mitigation at each level of government, determining GHG emissions targets for regions throughout Oregon, and developing a GHG emissions mitigation toolkit.

4. MAKING THE CASE FOR CLIMATE ACTION

Dr. William Moomaw, professor and founding director of the Center for International Environment and Resource Policy at Tufts University and lead member of the Nobel Prize-winning Intergovernmental Panel on Climate Change (IPCC), presented on the science and implications of climate change. The presentation covered climate trends throughout history, contemporary climate research, and the current and potential impacts of unmitigated climate change.

5. Q & A AND DISCUSSION GROUP

Mr. Jordan facilitated a question and answer session. Issues discussed included:

- The “deliberative noncatastrophe” in which policy and planning operate to fully prevent potential catastrophes;
- Fostering a “tipping point” for public support and political motivation focused on addressing climate change;
- The availability and feasibility of cost-benefit analysis tools for determining projects' effects on greenhouse gas emissions;
- Personalizing climate change to increase individual awareness and understanding, and encouraging concerted action at the individual level and at all levels of government; and
- Combining greenhouse gas emissions mitigation with human lifestyle adaptation, and considering consumption and human preference and their effects on climate change.

6. BREAK

Attendees recessed for a 15-minute break.

7. BENDING THE CURVE: GETTING FROM THERE TO HERE

Dr. Moomaw presented on greenhouse gas mitigation techniques applicable internationally and nationally, and at the state, regional, city, local and personal levels. Topics discussed included:

- The “wedge” theory; various policy scenarios and their predicted greenhouse gas emissions mitigation, with the goal of 450 parts per million by the year 2020;
- Aggressive sequestration to combat greenhouse gas levels;
- An overview of the Copenhagen climate change conference; and
- The role that planners and policymakers can play in greenhouse gas emissions mitigation.

8. Q & A

Mr. Jordan facilitated a question and answer session. Issues discussed included:

- Federal tax credits for energy efficiency upgrades to homes;
- Electric vehicle fleets versus the status quo in terms of overall power consumption; and
- Rethinking human behavior and avoiding the reliance on technology’s ability to reduce greenhouse gas emissions.

9. HOW WILL WE BEND THE CURVE?

Mr. Jordan introduced a brainstorming exercise to discuss issues and opportunities to reduce GHG emissions and create livable communities. The separate discussions have been transcribed and included in this report as Attachment A.

10. RANKING EXERCISE

Participants discussed policy options related to energy, land use and transportation, and materials and prioritized the capability for those policy options to achieve a sustainable and prosperous region and reduce greenhouse gas emissions.

11. OBSERVATIONS AND FINAL COMMENTS

Dr. Moomaw thanked everyone for attending and concluded by stating that the enthusiasm and progressive planning in the Portland metropolitan region provides an example that all planning agencies can learn from.

12. NEXT STEPS/ADJOURN

Mr. Jordan recapped the work accomplished in the past year – Regional Transportation Plan, Urban Growth Report, urban and rural reserves, which has all positioned the region well to address climate change. He noted that the challenge facing the region this year and beyond is how to focus our investments in our local communities to increase capacity so we don’t have to expand the UGB, support job development, and create thriving neighborhoods that offer many ways to get around.

Mr. Jordan thanked JPACT and MPAC members and others for their participation and provided Dr. Moomaw with a parting gift.

Mr. Jordan adjourned the meeting at 12:03 p.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 2, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Agenda	4/2/10	Revised Agenda	040210jmr-01
4.	PowerPoint	4/2/10	Climate Change: What it Means for Planning	040210jmr-02
6	PowerPoint	4/2/10	How Many Stabilization Wedges Do We Need?	040210jmr-03
6.	PowerPoint	4/2/10	Next Steps	040210jmr-04
10.	Factsheet	4/2/10	Greenhouse gas inventory for the Portland region	040210jmr-05
	Handout	4/2/10	Toolbox of Policy Options	040210jmr-06

Opportunities, Barriers/Issues, Fears
Flipchart Exercise
 Joint JPACT and MPAC Workshop
 April 2, 2010

Table #1*Opportunities:*

- Electronic carts for public works (North Plains)
- Electronic vehicles for mail delivery -- pursuing signed Mayors climate agreement (North Plains)
- Purchase bikes for fleet use (North Plains)
- Hybrid fleet (Tigard)
- EV charging stations (Tigard)
- Building Green Streets (Tigard)
- Rewrite building codes for energy efficient pump station (Tigard)
- New water treatment plant – solar powered (Tigard)
- Increase 50% sidewalks on main street = more pedestrian activity (Cornelius)
- Company using biomass to produce energy; change power purchasing (Cornelius)
- Look for gray water for irrigation (Tigard)
- 4-day work week, flexible schedules and telework
- Co-generation
- Land use balance jobs closer to housing; need to educate people about the costs
- Investing in downtown to bring resident business back to city center; Build to LEEDs (Vancouver)
- Jobs change more frequently than housing = choices about housing based on other variables – kids, two jobs households
- With economic downturn opportunity to rethink housing/jobs
- WS employees can't afford to live near work (Tigard)
- Planning for 10,000 residents downtown (Tigard)
- Rethink use of malls and big box include housing – e.x. Bridgeport no housing = industrial cleanup issues. Developers and financiers need to be partners.
- Issue of level of service standards limiting higher density aspirations
- Water = reduce use/conservation can reduce energy use. Limited water use on Wednesday for irrigation. (Wilsonville)
- E.x. Ashland cheaper to purchase energy efficiency washers than to build new power plants
- Need to look act better outreach for low income communities around energy efficiency
- Lending community risk adverse barrier to advances

Table #2*Opportunities:*

- Committee appointments (Reinforcing Green Value, building trades)
- Education (information to public)
- Incentives for change (i.e. LEED certification)
- Government demonstrate change (i.e. work behavior change, 4 day work week)
- Purchasing power
- Government push and pull of change
- Energy efficiency
- Weatherization incentive
- EV charging stations
- Bike/pedestrian connectivity

- Cataloging options (Toolbox) – to help prioritize
- Building friendly to energy efficiency (state, local, national levels)
- Understanding and explaining economic benefits – all benefits
- Education on the “how,” the benefits and the tradeoffs
- Incorporating energy savings into solid waste and recycling
- Remanufacturing
- Waste to energy
- Communicating to people what it means to them personally
- Promote positive aspects of change in lifestyle
- How to package options/incentives to make them more accessible

Table #3

Opportunities:

- Building codes – increased standards
- Incentivize renovation
- Density/efficient/mixed land uses
- LEED – ND (neighborhood districts, local amenities, economic feasibility)
- Reconsider MTIP (the last cycle was a missed opportunity)
- Need more transit, bike routes – (even prior to density)
- Developer agreements linking transit to density
- Education
- Wood waste recycling (e.g. from Demolitions)
- Education – change mindset
- Operations (home and citywide)

Issues/barriers:

- Political will
- Ignorance – lack of understanding for baseline operations
- Cost/lack of funds
- Fear of change
- How to partner with building industry
- Need to have better solution available before asking people to change

Fears:

- Negative reaction from public/ no re-election
- Miscommunication

Table #4

Opportunities:

- Reducing energy demand:
 - Retrofitting buildings (Existing buildings: public, commercial, residential building stock)
 - Set a goal: 50% energy use reduction in 5 – 10 years
- Mainstream this conversation to build momentum.
- Reframe our messages around consumption and energy use as good/bad.
- Education of residents throughout the region, Need to raise the overall level of understanding of this issue. Builds more support throughout region.
- New construction is climate-friendly in terms of energy use and location
 - Also size (i.e. square footage tied to GHG emissions associated with building)
 - Promote shift to local/community benefits nearby

Issues/barriers:

- Who pays for this?
- Resources need to accomplish (human, materials)
- Utilities benefit from reduces demand
 - Cost to utilities
 - How do we finance these retrofits?
- How do we do this at a regional scale?
- Hard to make this concept tangible to public- (i.e. future scenarios or idea of preventing bad outcomes hard to grasp)
- Lack of visibility and leadership on this issue by local governments and lack of leadership by industry/private sector.
- Land prices
- Displacement
- Neighborhoods support vs. resistance
- Regulatory to new/climate-friendly building practices

Fears:

- Homeowner concerns about out-of-pocket costs
- Uncertainty that making these changes will make a difference after all
- People will question the legitimacy and effectiveness of changes
- We will not be successful

Table #5

Opportunities:

- Need education and political will and opportunity (central spatial location)
 - What is in it for the individual resident
 - Financial value
 - Access to goods and services
- Work to incentivize mixed-use/higher density with taxing authority
- Other levers to influence outside taxation
- When retrofit – look for new products that have smaller impact (climate, environment), and longer life
 - Even with increased capital costs
- Look at building codes to improve standards for life of building materials (e.x. roof standard)
- Criterion for investment decisions includes long-term cost and ROI (e.x. Clackamas County)
- Possibility of using electric vehicle batteries as energy storage units at residential locations in order to reduce energy transmission loss. [Use of EV battery as storage for res.] Need building code to allow and anticipate new technology.
- Maybe use approval process to limit sprawling development patterns.
- Increasing service rates because of increased cost
 - Related to education
- Use MPAC to share information (baseline, metrics, etc.) on local sustainability efforts
- Food composting – Example of how to touch/educate all residents on a variety of sustainability issues, despite not being biggest “bang for the buck” or largest impact area

Issues/Barriers:

- Neighborhood resistance to increased density
- Need education and political will and opportunity
- Property values impacted by recession so higher taxation is challenge
- Deteriorating infrastructure in communities (esp. related to sprawl)
- Regulation of building standards done at state level

- Individual decisions for efficiency investments paralyzing for individuals who what to act
- Cost of sprawl (infrastructure) and subsidization of sprawl
- Increasing service rates because of increased cost
 - Equity – transferring costs from one group to another
- Operationally – Challenge of various codes in region; need consistency at state level
- Jobs/housing mix – decisions make at loc – (e.x. Industrial and residential spatial proximity – need to balance jobs access and environmental justice)
- Budget cuts – Cut visualization tools for education and communication
- Need for regional collaboration to show how/what we are all doing

Questions/examples:

- Reversibility
- Don't take action correctly now – longer problems in the future?
- Where get biggest bang for the buck?
- Lake Oswego waste management franchise agreement (e.x. Monthly newsletter includes tips for residents on how to act and how to be more efficient with current resources)
- Increasing service rates because of increased cost
- Green building code to serve as model – (Where are we at?)
- How do we track our efforts to address each of the wedges? How are we doing?



METRO POLICY ADVISORY COMMITTEE

April 14, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Pat Campbell
Jody Carson
Dennis Doyle
Jack Hoffman
Carl Hosticka
Dick Jones
Robert Liberty
Rod Park
Wilda Parks
Alice Norris
Mike Weatherby
Jerry Willey, Second Vice Chair
Richard Whitman

AFFILIATION

City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
City of Beaverton, representing Washington Co. 2nd Largest City
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Clackamas Co. Special Districts
Metro Council
Metro Council
Clackamas Co. Citizen
City of Oregon City, representing Clackamas Co. 2nd Largest City
City of Fairview, representing Multnomah Co. Other Cities
City of Hillsboro, representing Washington Co. Other Cities
Oregon Dept. of Land Conservation & Development

MEMBERS EXCUSED

Sam Adams
Ken Allen
Shane Bemis, Chair
Matt Berkow
Tom Brian
Richard Burke
Nathalie Darcy
Amanda Fritz
Charlotte Lehan, Vice Chair
Keith Mays
Judy Shiprack
Steve Stuart
Rick VanBeveren
Dilafroz Williams

AFFILIATION

City of Portland
Port of Portland
City of Gresham, representing Multnomah Co. 2nd Largest City
Multnomah Co. Citizen
Washington Co. Commission
Washington Co. Special Districts
Washington Co. Citizen
City of Portland
Clackamas Co. Commission
City of Sherwood, representing Washington Co. Other Cities
Multnomah Co. Commission
Clark Co., Washington Commission
TriMet Board of Directors
Governing Body of School Districts

ALTERNATES PRESENT

Shirley Craddick
Paul Manson
Monique Beikman

AFFILIATION

City of Gresham, representing Multnomah Co. 2nd Largest City
Multnomah Co. Citizen
City of Tualatin, representing Washington Co. Other Cities

STAFF:

Andy Cotugno, Chris Deffebach, Kim Ellis, Brian Harper, Councilor Kathryn Harrington, Robin McArthur, Kelsey Newell, Sherry Oeser, Heidi Rahn, Ken Ray, Sheena VanLeuven, Malu Wilkinson.

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

Second Vice Chair Jerry Willey called the meeting to order at 5:04 p.m.

2. **SELF INTRODUCTIONS AND COMMUNICATIONS**

All attendees introduced themselves.

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

Mr. Pat Campbell briefed the committee on his attendance of the Public Safety Communications Summit. A copy of the DVD presentation will be provided online for MPAC members.

4. **CONSENT AGENDA**

Consideration of the MPAC Minutes for March 10, 2010

MTAC Member Nomination

MOTION: Councilor Jody Carson moved, and Mayor Alice Norris seconded, to approve the consent agenda.

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

5. **COUNCIL UPDATE**

Councilor Robert Liberty updated the committee on:

- The Metro Council awarded its third round of Nature in Neighborhood Capital Grants funded by voter approval of the 2006 natural areas bond measure, totaling \$1.87 million to support five projects. Metro would like to solicit more grant applications and partner with local governments in determining how to best distribute these funds;
- Chief Operating Officer Michael Jordan unveiled a \$425 million budget proposal on April 1, an 8.3 percent reduction from 2009-10;
- The 45-day public comment period on the final Regional Transportation Plan opened on March 22 and ends with a Metro Council public hearing on Thursday, May 6. MPAC is scheduled to make a recommendation to the Council on the RTP on June 9;
- The regional planning grant advisory committee met and developed recommendations to deliver to the Metro Council on how Construction Excise Tax grant funds should be allocated; and
- Metro invites Trimet to share more information with Metro regarding its hiring process for the new General Manager.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Community Investment Strategy: 2010 Capacity Ordinance

Ms. Malu Wilkinson of Metro briefed the committee on the Capacity Ordinance piece of the Integrated Investment Strategy, which describes how Metro intends to accommodate growth within the next 20 year by investing within the urban growth boundary (UGB) and/or strategically expanding the UGB. Ms. The analytical approach taken to assess the capacity gap for residential and large-lot industrial land is built on the findings of the Urban Growth Report. The primary finding was that there is enough zoned capacity within the UGB to accommodate growth, but it is underutilized by the market; as a result, actions and investments need to be made at the local level to help shift the market to utilize that capacity before exploring the option of expanding the UGB.

Committee discussion included:

- How zoning changes may affect estimated capacity;
- How density and population affect how investments are leveraged;
- How assumptions made in the Urban Growth Report have changed, especially with the worsening economy.

Mr. Brian Harper of Metro provided a presentation, using the City of Tigard as an example, on work done with local partners to determine local aspirations and how they might affect the capacity gap.

Further topics of discussion included:

- To what extent has the private development community been involved in discussions on capacity and future development in the region;
- Whether engaging more with developers to establish trends and assumptions could give more confidence to capacity planning and other planning efforts;
- Whether comparisons have been made on the costs and outcomes of investing within versus outside the current UGB;
- How will potential UGB expansion areas be explored/determined; and
- Looking at areas that were incorporated into the last UGB expansion but not developed, and how Metro can help communities develop those areas.

6.2 Debrief on Joint JPACT and MPAC Workshop on Climate and Community Prosperity

Metro Councilor Robert Liberty opened a discussion on the joint JPACT and MPAC workshop on climate change that took place on April 2, 2010. The committee provided feedback on three questions:

1. What did you learn?
2. What was most surprising?

3. What would you like to learn more about?

Committee discussion included:

- Whether State legislation requires that Metro only address transportation in its greenhouse gas reduction strategy work;
- How the Metro region will be judged on its efforts to reduce pollution and emissions;
- How future emissions standards might “penalize” the Metro region for having already reduced emissions to pre-1990 levels; and
- How to communicate with citizens about climate change and educate individuals to change their behavior.

MPAC will be involved in developing a communication strategy with Metro staff on climate change issues. Metro staff will also have a summary of the surveys given at the retreat at the April 28th MPAC meeting.

7. MPAC MEMBER COMMUNICATIONS

Mayor Denny Doyle briefed the committee on his trip to Detroit.

8. ADJOURN

Second Vice Chair Jerry Wiley adjourned the meeting at 6:57 p.m.

Respectfully submitted,



Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 14 2010:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	PowerPoint	04/14/2010	<i>Tracking Additional Capacity</i>	041410j-01

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable):

Adopting Urban Reserves and Conforming Amendments to the Regional Framework Plan and the Urban Growth Management Functional Plan, Ordinance 10-1238

Presenter: Dick Benner, Sherry Oeser

Contact for this worksheet/presentation: Sherry Oeser

Council Liaison Sponsor: Councilor Kathryn Harrington

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

Information

Update

Discussion

Action

MPAC Target Meeting Date: April 28 for introduction and discussion; May 12 for action

Amount of time needed for:

Presentation 20 min

Discussion 60 min

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):

(e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

To review and discuss the ordinance adopting urban reserves and accompanying amendments to the Regional Framework Plan and Urban Growth Management Functional Plan in preparation for making a recommendation to the Metro Council at the May 12 MPAC meeting

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

Raise any policy questions to address before making recommendation to Metro Council on May 12

Background and context:

On February 25, 2010, 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 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.

Ordinance 10-1238 changes the Regional Framework Plan policies on urban and rural reserves, amends Title 11 of the Urban Growth Management Functional Plan (UGMFP) on Planning for New Urban Areas, 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 have been agreed to by Metro and the three counties.

The changes to the Regional Framework Plan contain provisions agreed to and included in the IGAs. The major change to the Urban Growth Management Functional Plan, which implements the Framework Plan policies, is the requirement for concept planning prior to an area being added to the Urban Growth Boundary (UGB). Currently, the Metro Council adds land to the UGB and then concept planning occurs.

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

A subcommittee of the Metro Technical Advisory Committee (MTAC) has been working to review and draft amendments to implement provisions of the IGAs between Metro and Clackamas, Multnomah, and Washington Counties. MTAC has reviewed the ordinance and accompanying changes to policies.

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

- Ordinance 10-1238 Adopting Urban Reserves
- Urban and Rural Reserve Map
- Amendments to Regional Framework Plan Urban and Rural Reserve Policies
- Amendments to Neighbor Cities and Rural Reserves, Title 5 of the Urban Growth Management Functional Plan
- Amendments to Planning for New Urban Areas, Title 11 of the Urban Growth Management Functional Plan

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

MPAC is scheduled to make a recommendation to the Metro Council on May 12. The three counties are scheduled to take action on Rural Reserves during May. The Metro Council will hold a hearing on the ordinance on May 20 and take action on June 3. The Oregon Department of Land Conservation and Development staff has indicated that this schedule could lead to acknowledgement by the Land Conservation and Development Commission this fall in time for the Metro Council's growth management decision in December 2010.

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.

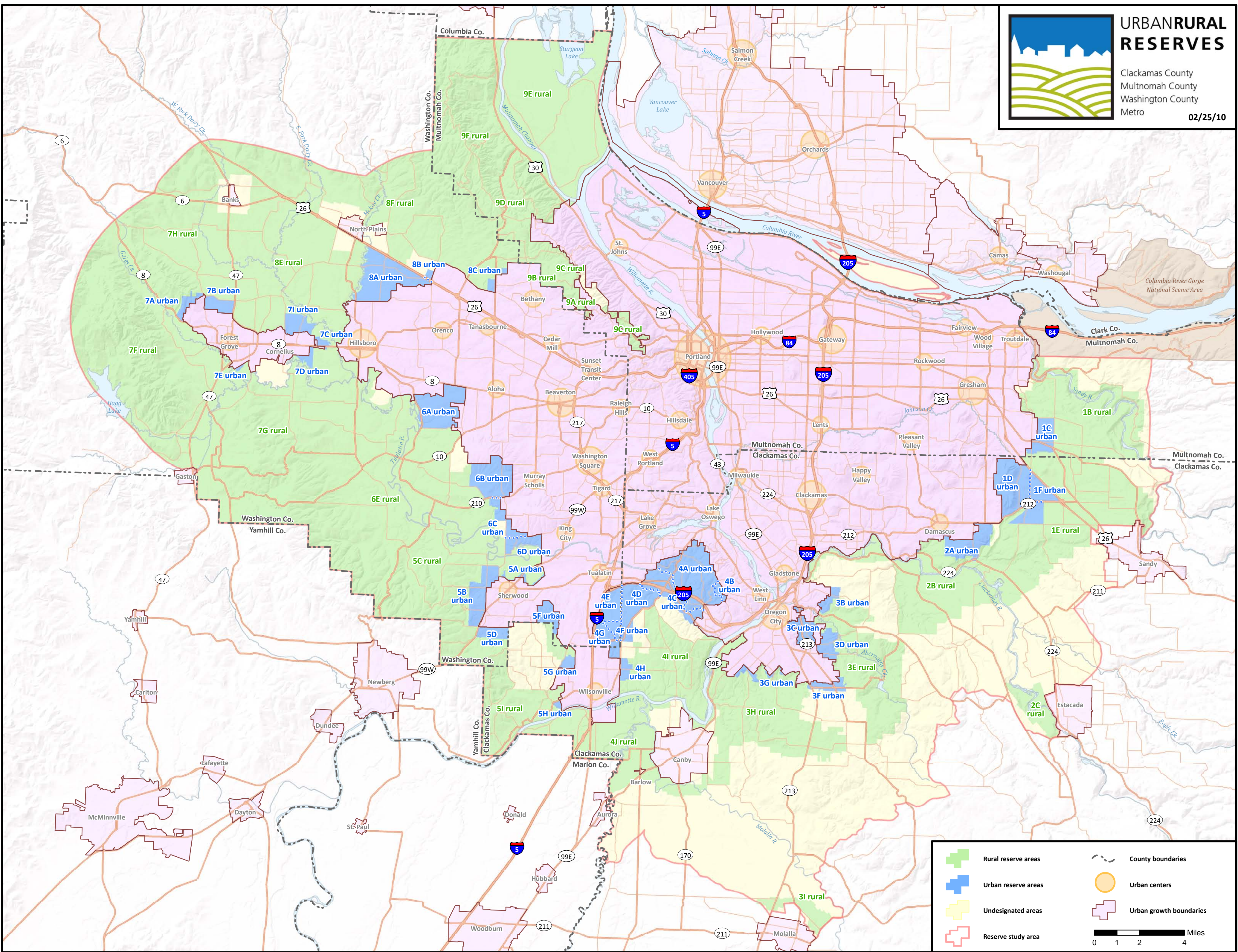
David Bragdon, Council President









Attest:

Approved as to form:

_____, Recording Secretary

Daniel B. Cooper, Metro Attorney



	Rural reserve areas		County boundaries
	Urban reserve areas		Urban centers
	Undesignated areas		Urban growth boundaries
	Reserve study area	 Miles	

DRAFT

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 and aspirations.
- 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~~

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

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

~~3.07.520 Rural Reserves and Green Corridors~~

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

~~average density than one unit for five acres) for exception land.~~

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

~~3.07.530 Invitations for Intergovernmental Agreements~~

~~Metro shall invite the cities and counties outside the Metro boundary and named in Section 3.07.510 of this title to sign an Intergovernmental Agreement, similar to the draft agreements attached hereto¹.~~

~~3.07.540 Metro Intent with Regard to Green Corridors~~

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

~~¹ On file in the Metro Council office.~~

DRAFT 11

April 21, 2010

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 or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for 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 and 3.01.020. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

B. A concept plan shall achieve, or contribute to the achievement of, the following outcomes:

1. If the plan proposes a mix of residential and employment uses:
 - a. A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection C;
 - b. A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services;
 - c. Opportunities for a range of needed housing types;

- d. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
 - e. Well-connected systems of streets, bikeways, parks and other public open spaces, natural areas, recreation trails and public transit;
 - f. Protection of natural ecological systems and important natural landscape features;
 - g. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands; or
2. If the plan involves fewer than 100 acres or proposes to accommodate only residential or employment needs, depending on the need to be accommodated:
- a. Opportunities for a range of needed housing types;
 - b. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
 - c. Well-connected systems of streets, bikeways, pedestrian ways, parks, natural areas, recreation trails;
 - d. Protection of natural ecological systems and important natural landscape features;
 - e. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.

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 any proposed state transportation facilities, arterial facilities, regional transit facilities and freight intermodal facilities;
- c. The proposed connections of these systems and facilities, if any, 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;
- e. Proposed methods to finance the systems and facilities; and
- f. Consideration for protection of the capacity, function and safe operation of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

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 parcels 50 acres or larger and to cluster uses that benefit from proximity to one another;

4. Show water quality resource areas, flood management 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 schools districts.

D. Concept plans shall guide, but not bind:

1. The designation of 2040 Growth Concept design types by the Metro Council;
2. Conditions in the Metro ordinance that adds the area to the UGB; or
3. Amendments to city or county comprehensive plans or land use regulations following addition of the area to the UGB.

E. 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 if necessary 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.
 8. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.
- 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 March 31, 2011.

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WASHINGTON SQUARE



April 20, 2010

Metro Technical Advisory Committee
600 N.E. Grand Avenue
Portland, OR 97232

Re: Proposed Title 11 Adjustments

Dear MTAC Members,

Early in the Urban and Rural Reserves planning process, Metro began working on some suggested refinements to Title 11, in an attempt to address in advance some of the issues that have arisen during previous Urban Growth Boundary (UGB) expansions.

Since coming to light, it was understood this work was largely focused on the need to concept plan areas outside of the UGB prior to targeting those areas for expansion. It now appears the proposed adjustments to Title 11 go well beyond concept planning, to also address governance issues and dictate annexation prior to urbanization. We understand that Dick Benner and members of MTAC have briefly discussed the issue of annexation prior to urbanization at previous meetings.

Although we support much of what is found within the proposed amendments, we have serious concerns about the annexation prior to urbanization criteria and ask that your Committee develop more flexible guidelines that take into account the following:

- Our ability to plan regionally when local voter approved annexations stifle development, or make the implementation of long range planning unpredictable. Currently, four cities within Metro's jurisdiction (Lake Oswego, West Linn, Sherwood, and Oregon City) have voter approved annexation requirements. Over the next 50 years it is possible that voter approved annexation requirements will become more widespread across the region, as they can be applied through voter initiative or city council action.
- Annexation can only occur if the territory is contiguous to a city. Some of the Urban Reserve areas that are candidates for inclusion in the UGB in the near term are adjacent to urbanized areas, but are not contiguous to a city, or are contiguous only to cities that have repeatedly indicated that they have no intention to annex the area.
- As a region we are required by state law to provide a 20 year land supply. We must consider how the uncertainty created by requiring annexation prior to urbanization might impact our ability to fulfill this legal obligation. Specifically, we fear that urbanizable lands subject to an approved concept plan which, nonetheless, is not annexed for one or more reasons, may not be available for inclusion in the 20 year supply.

10220 SW Nimbus Avenue, Suite K-12, Tigard, Oregon 97223

Phone: 503-968-3100 ☐ Fax: 503.624-0641 ☐ E-mail: westside@westside-alliance.org ☐ URL: www.westside-alliance.org

- Approximately 50% of the estimated 28,000 acres identified as Urban Reserves is impacted by voter annexation and/or is not located in reasonable proximity to a willing or capable city.
- Over the next 50 years, targeted future employment areas or land needed for a specific project may not be available immediately contiguous to a city. A legislative change should not be necessary to develop within an identified Urban Reserve. Without a reasonable measure of flexibility, timely opportunities will be lost.

Ultimately, cities should be considered as our first option for governance in newly urbanizing areas. However, there are clear hurdles in the way of that becoming a reality in every instance---hurdles that could jeopardize Metro's ability to comply with statutory requirements for maintaining an adequate 20 year land supply.

Although we should strive to make cities the priority, we are concerned that requiring annexation prior to urbanization could ultimately result in major regional complications rather than well-planned and well-served communities.

As a result, we request that Metro consider amendments to Title 11 clarifying that urbanization within a city is first priority, but if annexation does not occur within a certain period of time after an area has been included into the UGB, urbanization will proceed under the county's jurisdiction.

We look forward to hearing your discussion of this topic on Wednesday morning.

Best regards,



Jonathan Schlueter
Executive Director
Westside Economic Alliance



Burton Weast
Executive Director
Clackamas County Business Alliance

Materials following this page were distributed at the meeting.

A DISCUSSION SERIES WITH
LOCAL AND INTERNATIONAL LEADERS

Growing the “Greatest Places”



NEW STRATEGIES AND TOOLS TO REGENERATE THE CENTERS AND CORRIDORS

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70 NW COUCH ST
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MAY 13

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CITY HALL

5:30 PM - 7:30 PM

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