

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
 TEL 503 797 1700 | FAX 503 797 1794



MEETING: METRO TECHNICAL ADVISORY COMMITTEE
DATE: September 1, 2010
DAY: Wednesday
TIME: 10:00 – 11:30 a.m.
PLACE: Council Chamber

TIME	AGENDA ITEM	ACTION REQUESTED	PRESENTER(S)
10:00 a.m.	CALL TO ORDER AND INTRODUCTIONS		Robin McArthur
1. 45 min.	Chief Operating Officer Recommendation: Regional Framework Plan Policies <i>Objective: MTAC comments and preliminary recommendation</i>	Discussion/ Preliminary recommendation	Dick Benner/ John Williams
2. 15 min.	Preview of Fall MTAC Schedule <i>Objective: Understanding of MTAC's role and schedule for Ordinance No. 10-1244</i>	Information	John Williams
Noon	ADJOURN		

MTAC meets the 1st & 3rd Wednesday of the month. The next regular meeting is scheduled for September 15, 2010. (Meetings for the rest of the year: October 6 & 20; November 3 & 17; December 1 & 15.)

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

Metro's TDD Number – 503-797-1804

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If the Metro Council expands the UGB as proposed, the region would have a supply of 18 large industrial sites inside the UGB.²⁵ To maintain this target number of large industrial sites inside the UGB, Metro staff recommends that the Council consider adopting the large-site replenishment system described in Appendix 5.

PROPOSED UPDATES TO THE REGIONAL POLICIES

The region has worked for the last 15 years to implement its long-range plan, the 2040 Growth Concept. The Regional Framework Plan and the Urban Growth Management Functional Plan have helped to guide those efforts. In some cases, however, it has become clear that these implementing plans need updating to reflect today's better understanding of how to support community and regional goals. Likewise, contemporary concerns such as global climate change may deserve greater recognition in regional plans.

Over the years, the Metro Council, MPAC, and the Metro Technical Advisory Committee (MTAC) have sought several updates to these plans. The proposed updates would help the region to realize its long-term vision and would support the 2010 growth management decision.

Proposed changes to the Regional Framework Plan

The Regional Framework Plan was originally adopted in 1997. The Framework Plan is a statement of the Metro Council's policies concerning land use, transportation and other planning matters that relate to the implementation of the 2040 Growth Concept.

In June 2010, the Metro Council adopted several changes to the Framework Plan as a part of the urban and rural reserves ordinance (Ordinance no. 10-1238A). Those changes to the Land Use chapter of the Framework Plan are:

- A new section that describes Metro Council policy on urban and rural reserves
- An updated section that sets Metro Council policy on the management of the urban growth boundary
- An updated section on neighbor cities in light of the urban and rural reserves decision
- A repeal of the section on protection of Agriculture and Forest Resource Lands in light of the designation of rural reserves

Based on Council and advisory committee discussion over the last few years, Metro staff proposes a number of additional updates to the policies set forth in the Land Use chapter of the Framework Plan. Staff believes that the proposed changes remain true to the original intent of the 2040 Growth Concept and more clearly articulate the Metro Council's policy positions.

²⁵ For the purposes of this inventory, large sites are defined as single or contiguous tax lots in common ownership, totaling at least 50 gross buildable acres that have been designated under Title 4 as Industrial or Regionally Significant Industrial Areas. The large-site inventory is described in more detail in Appendix 7.

The proposed changes to the Land Use chapter of the Framework Plan are summarized below. The full text of the proposed update to the Framework Plan is included as Exhibit A to the draft Capacity Ordinance. A redline version is also included to show proposed changes.

Use the defined six desired outcomes for a successful region to guide growth management decisions

In June 2008, the Metro Council, with the endorsement of MPAC, adopted Resolution no. 08-3940 which defined six desired outcomes for a successful region. Staff proposes incorporating the six desired outcomes into the Framework Plan to give them more official status as Metro Council policy. The six desired outcomes are:

- People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.

These would replace the fundamentals currently found in the Framework Plan.

Measure performance to guide growth management decisions

The Metro Council has expressed its desire to take an outcomes-based approach to growth management. Reporting the region's historic and forecasted performance is an important element of implementing that type of decision-making model. Staff proposes that the Framework Plan should express the intent to provide performance information to help guide growth management decisions.

Prioritize public investments in Centers, Corridors, Station Communities, Main Streets, Employment and Industrial Areas

The region intends to focus population and employment growth in centers, corridors, station communities, main streets and employment areas, but has not yet expressly stated its intent to strategically invest scarce public dollars in these specific 2040 design types. Staff proposes making this policy intent explicit.

Encourage elimination of barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development in centers, corridors, station communities, and main streets

Since the adoption of the 2040 Growth Concept, some of the barriers to compact development have become more apparent (such as some parking requirements). Staff proposes that the Framework Plan should be amended to expressly state that it is the policy of the Metro Council to encourage the elimination of such barriers in targeted 2040 design types. Staff also proposes that the Framework

Plan should underline the importance of creating the conditions for infill and redevelopment to occur in targeted 2040 design types.

Address housing affordability through a combination of actions, including investments in transportation facilities and transit services that make transportation more affordable, which in turn make more household income available for housing and other needs

An unintended side effect of improving communities is that they often become more expensive places to live, reducing housing options for lower-income or fixed-income households. Second to housing costs, many households spend a substantial portion of their income on transportation expenses. Metro staff proposes that it be the policy of the Metro Council to take a holistic approach to ensuring an affordable cost-of-living that acknowledges both housing and transportation costs. This would be an addition to existing housing affordability policies.

Provide affordable housing in UGB expansion areas

Planning for new urban areas offers a unique opportunity to ensure that development forwards community and regional goals. A commonly-held goal is that households of a variety of incomes have choices of where to live. Metro staff proposes that it should be the policy of the Metro Council to ensure that affordable housing is addressed in planning for new urban areas. Councilor Robert Liberty is convening a group of MPAC members to come up with new policy language.

Provide urban areas with access to parks, trails and natural areas

Currently, the Land Use chapter of the Framework Plan addresses access to parks, trails and natural areas in several sections. Staff proposes that an integrated system of parks, trails and natural areas is essential for fostering vibrant communities and that it should be a clearly stated Metro Council policy to provide urban areas with access to these amenities. The proposed change would add a section to the Land Use chapter that would specifically address this policy.

Strengthen employment in the region's traded-sector industries

Attracting and retaining traded-sector industrial firms is important to the region's economic prosperity. Traded-sector industrial firms sell products to consumers elsewhere in the country and world, bringing wealth into the Metro region. MPAC and its 2010 employment subcommittee proposed that the Metro Council should consider adopting a policy to maintain a supply of large sites for traded-sector industrial uses inside the UGB.

Staff's proposal for implementing such a system is described in concept in Appendix 5 and the proposed implementing legislation is found in Titles 4 and 14 of the Urban Growth Management Functional Plan (proposed revisions are described later in this document). With a large-industrial-site replenishment system, a target number of large vacant sites would be maintained inside the UGB. If construction begins on a large site, within a year the target inventory would be replenished either through tax lot assembly or brownfield cleanup. If a site is not made available through an efficiency measure, a fast-track UGB expansion would be made into urban reserves. In order to reflect changing economic conditions, the target number of sites would be reassessed every five years in a new UGR.

Exhibit A to Ordinance No. 10-1244

AMENDMENTS TO THE REGIONAL FRAMEWORK PLAN

A. Add the following:

It is the policy of the Metro Council to exercise its powers to achieve the following six outcomes, characteristics of a successful region:

1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices than enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

It is also the policy of the Metro Council to:

Use performance measures and performance targets to:

- a. Evaluate the effectiveness of proposed policies, strategies and actions to achieve the desired Outcomes
- b. Inform the people of the region about progress toward achieving the Outcomes
- c. Evaluate the effectiveness of adopted policies, strategies and actions and guide the consideration of revision or replacement of the policies, strategies and actions; and

Publish a report on progress toward achieving the desired Outcomes on a periodic basis.

B. Amend Chapter 1 (Land Use) Policy 1.1 as follows:

1.1 **Compact** Urban Form

It is the policy of the Metro Council to:

~~1.1.1—Balance the region’s growth by:~~

- ~~a.—Maintaining a compact urban form, with each access to nature.~~
- ~~b.—Preserving existing stable and distinct neighborhoods by focusing commercial and residential growth in mixed-use centers and corridors at a pedestrian scale.~~
- ~~c.—Ensuring affordability and maintaining a variety of housing choices with good access to jobs and assuring that market-based preferences are not eliminated by regulation.~~
- ~~d.a. Targeting public investments to reinforce a compact urban form.~~

1.1.1 Encourage and facilitate a compact urban form within the UGB.

1.1.2 Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently.

1.1.3 Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to achieve the appropriate activity levels along the Activity Spectrum in the State of the Centers Report of January, 2009.

1.1.4 Encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets.

1.1.5 Promote the distinctiveness of the region’s cities and the stability of its neighborhoods.

1.1.6 Enhance compact urban form by developing the Intertwine, an interconnected system of parks, greenspaces and trails readily accessible to people of the region.

1.1.8 Promote excellence in community design.

C. Amend Chapter 1 (Land Use) Policy 1.2 as follows:

1.2 ~~Built Environment~~ Centers, Corridors, Station Communities and Main Streets

It is the policy of the Metro Council to:

~~1.2.1 Ensure that development in the region occurs in a coordinated and balanced fashion as evidenced by:~~

~~Taking a regional “fair-share” approach to meeting the housing needs of the urban population.~~

~~Providing infrastructure and critical public services concurrent with the pace of urban growth and that support the 2040 Growth Concept.~~

~~Continuing growth of regional economic opportunity, balanced so as to provide an equitable distribution of jobs, income, investment and tax capacity throughout the region and to support other regional goals and objectives.~~

~~Coordinating public investment with local comprehensive and regional functional plans.~~

~~Creating a balanced transportation system, less dependent on the private automobile, supported by both the use of emerging technology and the location of jobs, housing, commercial activity, parks and open space.~~

Recognize that the success of the 2040 Growth Concept depends upon the success of the region’s Centers, Corridors, Station Communities and Main Streets as the principal centers of urban life in the region. Recognize that each Center, Corridor, Station Community and Main Street has its own character and stage of development and its own aspirations; each needs its own strategy for success.

1.2.2 Work with local governments, community leaders and state and federal agencies to develop an investment strategy for Centers, Corridors, Station Communities and Main Streets with a program of investments in public works, essential services and community assets, that will enhance their roles as the centers of public life in the region. The strategy shall:

- a. Give priority in allocation of Metro’s investment funds to Centers, Corridors, Station Communities and Main Streets;
- b. Link Metro’s investments so they reinforce one another and maximize contributions to Centers, Corridors, Station Communities and Main Streets;
- c. Coordinate Metro’s investments with complementary investments of local governments and with state and federal agencies so the investments reinforce one another , maximize contributions to Centers, Corridors, Station Communities and Main Streets and help achieve local aspirations; and
- d. Include an analysis of barriers to the success of investments in particular Centers, Corridors, Station Communities and Main Streets.

1.2.3 Encourage employment opportunities in Centers, Corridors, Station Communities and Main Streets by:

- _____a. Improving access within and between Centers, Corridors, Station Communities and Main Streets;

b. Encouraging cities and counties to allow a wide range of employment uses and building types, a wide range of floor-to-area ratios and a mix of employment and residential uses; and

c. Encourage investment by cities, counties and all private sectors by complementing their investments with investments by Metro.

1.2.4 Work with local governments, community leaders and state and federal agencies to employ financial incentives to enhance the roles of Centers, Corridors, Station Communities and Main Streets and maintain a database of incentives and other tools that would complement and enhance investments in particular Centers, Corridors, Station Communities and Main Streets.

1.2.5 Measure the success of regional efforts to improve Centers and Centers, Corridors, Station Communities and Main Streets and report results to the region and the state and revise strategies, if performance so indicates, to improve the results of investments and incentives.

D. Amend Chapter 1 (Land Use) Policy 1.3 as follows:

1.3 Housing Choices and Opportunities

It is the policy of the Metro Council to:

1.3.1 Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors.

1.3.2 As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations:

a. Allow a diverse range of housing types;

b. Make housing choices available to households of all income levels; and

c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services.

1.3.3 Reduce the percentage of the region's households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.

1.3.4 Maintain voluntary affordable housing production goals for the region, to be revised over time as new information becomes available and displayed in Chapter 8 (Implementation), and encourage their adoption by the cities and counties of the region.

1.3.45 Encourage local governments to consider the following tools and strategies to achieve the affordable housing production goals:

a. Density bonuses for affordable housing;

- b. A no-net-loss affordable housing policy to be applied to quasi-judicial amendments to the comprehensive plan;
- c. A voluntary inclusionary zoning policy;
- d. A transferable development credits program for affordable housing;
- e. Policies to accommodate the housing needs of the elderly and disabled;
- f. Removal of regulatory constraints on the provision of affordable housing; and
- g. Policies to ensure that parking requirements do not discourage the provision of affordable housing.

1.3.56 Require local governments in the region to report progress towards increasing the supply of affordable housing and seek their assistance in periodic inventories of the supply of affordable housing.

1.3.67 Work in cooperation with local governments, state government, business groups, non-profit groups and citizens to create an affordable housing fund available region wide in order to leverage other affordable housing resources.

1.3.78 Provide technical assistance to local governments to help them do their part in achieving regional goals for the production and preservation of housing choice and affordable housing.

1.3.89 Integrate Metro efforts to expand housing choices with other Metro activities, including transportation planning, land use planning and planning for parks and greenspaces.

1.3.910 When expanding the Urban Growth Boundary, assigning or amending 2040 Growth Concept design type designations or making other discretionary decisions, seek agreements with local governments and others to improve the balance of housing choices with particular attention to affordable housing.

1.3.101 Consider incentives, such as priority for planning grants and transportation funding, to local governments that obtain agreements from landowners and others to devote a portion of new residential capacity to affordable housing.

1.3.112 Help ensure opportunities for low-income housing types throughout the region so that families of modest means are not obliged to live concentrated in a few neighborhoods, because concentrating poverty is not desirable for the residents or the region.

1.3.123 Consider investment in transit, pedestrian and bicycle facilities and multi-modal streets as an affordable housing tool to reduce household transportation costs to leave more household income available for housing.

1.3.14 For purposes of these policies, “affordable housing” means housing that families earning less than 50 percent of the median household income for the region can reasonably afford to rent and earn as much as or less than 100 percent of the median household income for the region can reasonably afford to buy.

E. Amend Chapter 1 (Land Use) Policy 1.4 as follows:

1.4 ~~Economic~~Employment Choices and Opportunity

It is the policy of the Metro Council to:

- 1.4.1 Locate expansions of the UGB for industrial or commercial purposes in locations consistent with this plan and where, consistent with state statutes and statewide goals, an assessment of the type, mix and wages of existing and anticipated jobs within subregions justifies such expansion.
- 1.4.2 Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion. Strategies are to be coordinated with the planning and implementation activities of this element with Policy 1.3, Housing ~~and Affordable Housing, Choices and Opportunities~~ and Policy 1.8, Developed Urban Land.
- 1.4.3 Designate, with the aid of leaders in the business and development community and local governments in the region, as Regionally Significant Industrial Areas those areas with site characteristics that make them especially suitable for the particular requirements of industries that offer the best opportunities for family-wage jobs.
- 1.4.4 Require, through the Urban Growth Management Functional Plan, that local governments exercise their comprehensive planning and zoning authorities to protect Regionally Significant Industrial Areas from incompatible uses.
- 1.4.5 Facilitate investment in those areas of employment with characteristics that make them especially suitable and valuable for traded-sector goods.

F. Repeal Chapter 1 (Land Use) Policy 1.6

~~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.~~

G. Repeal Chapter 1 (Land Use) Policy 1.15

1.15 ~~Centers~~

~~It is the policy of the Metro Council to:~~

- ~~1.15.1 Recognize that the success of the 2040 Growth Concept depends upon the maintenance and enhancement of the Central City, Regional and Town Centers, Station Communities and Main Streets as the principal centers of urban life in the region. Each Center has its own character and is at a different stage of development. Hence, each needs its own strategy for success.~~
- ~~1.15.2 Develop a regional strategy for enhancement of Centers, Station Communities and Main Streets in the region:
 - a. ~~Recognizing the critical connection between transportation and these design types, and integrate policy direction from the Regional Transportation Plan.~~
 - b. ~~Placing a high priority on investments in Centers by Metro and efforts by Metro to secure complementary investments by others.~~
 - c. ~~Including measures to encourage the siting of government offices and appropriate facilities in Centers and Station Communities.~~~~
- ~~1.15.3 Work with local governments, community leaders and state and federal agencies to develop an investment program that recognizes the stage of each Center's development, the readiness of each Center's leadership, and opportunities to combine resources to enhance results. To assist, Metro will maintain a database of investment and incentive tools and opportunities that may be appropriate for individual Centers.~~
- ~~1.15.4 Assist local governments and seek assistance from the state in the development and implementation of strategies for each of the Centers on the 2040 Growth Concept Map. The strategy for each Center will be tailored to the needs of the Center and include an appropriate mix of investments, incentives, removal of barriers and guidelines aimed to encourage the kinds of development that will add vitality to Centers and improve their functions as the hearts of their communities.~~
- ~~1.15.5 Determine whether strategies for Centers are succeeding. Metro will measure the success of Centers and report results to the region and the state. Metro will work with its partners to revise strategies over time to improve their results.~~

Exhibit A to Ordinance No. 10-1244

AMENDMENTS TO THE REGIONAL FRAMEWORK PLAN

A. Add the following:

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1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices than enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

It is also the policy of the Metro Council to:

Use performance measures and performance targets to:

- a. Evaluate the effectiveness of proposed policies, strategies and actions to achieve the desired Outcomes
- b. Inform the people of the region about progress toward achieving the Outcomes
- c. Evaluate the effectiveness of adopted policies, strategies and actions and guide the consideration of revision or replacement of the policies, strategies and actions; and

Publish a report on progress toward achieving the desired Outcomes on a periodic basis.

B. Amend Chapter 1 (Land Use) Policy 1.1 as follows:

1.1 Compact Urban Form

It is the policy of the Metro Council to:

- a.
 - 1.1.1 Encourage and facilitate a compact urban form within the UGB.
 - 1.1.2 Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently.
 - 1.1.3 Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to achieve the appropriate activity levels along the Activity Spectrum in the State of the Centers Report of January, 2009.
 - 1.1.4 Encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets.
 - 1.1.5 Promote the distinctiveness of the region's cities and the stability of its neighborhoods.
 - 1.1.6 Enhance compact urban form by developing the Intertwine, an interconnected system of parks, greenspaces and trails readily accessible to people of the region.
 - 1.1.8 Promote excellence in community design.

C. Amend Chapter 1 (Land Use) Policy 1.2 as follows:

1.2 Centers, Corridors, Station Communities and Main Streets

It is the policy of the Metro Council to:

1.2.1

Recognize that the success of the 2040 Growth Concept depends upon the success of the region's Centers, Corridors, Station Communities and Main Streets as the principal centers of urban life in the region. Recognize that each Center, Corridor, Station Community and Main Street has its own character and stage of development and its own aspirations; each needs its own strategy for success.

- 1.2.2 Work with local governments, community leaders and state and federal agencies to develop an investment strategy for Centers, Corridors, Station Communities and Main Streets with a program of investments in public works, essential services and community assets, that will enhance their roles as the centers of public life in the region. The strategy shall:

- a. Give priority in allocation of Metro's investment funds to Centers, Corridors, Station Communities and Main Streets;

- b. Link Metro’s investments so they reinforce one another and maximize contributions to Centers, Corridors, Station Communities and Main Streets;
- c. Coordinate Metro’s investments with complementary investments of local governments and with state and federal agencies so the investments reinforce one another , maximize contributions to Centers, Corridors, Station Communities and Main Streets and help achieve local aspirations; and
- d. Include an analysis of barriers to the success of investments in particular Centers, Corridors, Station Communities and Main Streets.

- 1.2.3 Encourage employment opportunities in Centers, Corridors, Station Communities and Main Streets by:
- a. Improving access within and between Centers, Corridors, Station Communities and Main Streets;
 - b. Encouraging cities and counties to allow a wide range of employment uses and building types, a wide range of floor-to-area ratios and a mix of employment and residential uses; and
 - c. Encourage investment by cities, counties and all private sectors by complementing their investments with investments by Metro.

- 1.2.4 Work with local governments, community leaders and state and federal agencies to employ financial incentives to enhance the roles of Centers, Corridors, Station Communities and Main Streets and maintain a database of incentives and other tools that would complement and enhance investments in particular Centers, Corridors, Station Communities and Main Streets.

- 1.2.5 Measure the success of regional efforts to improve Centers and Centers, Corridors, Station Communities and Main Streets and report results to the region and the state and revise strategies, if performance so indicates, to improve the results of investments and incentives.

D. Amend Chapter 1 (Land Use) Policy 1.3 as follows:

1.3 Housing Choices and Opportunities

It is the policy of the Metro Council to:

- 1.3.1 Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors.
- 1.3.2 As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations:
 - a. Allow a diverse range of housing types;
 - b. Make housing choices available to households of all income levels; and
 - c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services.

- 1.3.3 Reduce the percentage of the region’s households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.
- 1.3.4 Maintain voluntary affordable housing production goals for the region, to be revised over time as new information becomes available and displayed in Chapter 8 (Implementation), and encourage their adoption by the cities and counties of the region.
- 1.3.5 Encourage local governments to consider the following tools and strategies to achieve the affordable housing production goals:
 - a. Density bonuses for affordable housing;
 - b. A no-net-loss affordable housing policy to be applied to quasi-judicial amendments to the comprehensive plan;
 - c. A voluntary inclusionary zoning policy;
 - d. A transferable development credits program for affordable housing;
 - e. Policies to accommodate the housing needs of the elderly and disabled;
 - f. Removal of regulatory constraints on the provision of affordable housing; and
 - g. Policies to ensure that parking requirements do not discourage the provision of affordable housing.
- 1.3.6 Require local governments in the region to report progress towards increasing the supply of affordable housing and seek their assistance in periodic inventories of the supply of affordable housing.
- 1.3.7 Work in cooperation with local governments, state government, business groups, non-profit groups and citizens to create an affordable housing fund available region wide in order to leverage other affordable housing resources.
- 1.3.8 Provide technical assistance to local governments to help them do their part in achieving regional goals for the production and preservation of housing choice and affordable housing.
- 1.3.9 Integrate Metro efforts to expand housing choices with other Metro activities, including transportation planning, land use planning and planning for parks and greenspaces.
- 1.3.10 When expanding the Urban Growth Boundary, assigning or amending 2040 Growth Concept design type designations or making other discretionary decisions, seek agreements with local governments and others to improve the balance of housing choices with particular attention to affordable housing.

- 1.3.11 Consider incentives, such as priority for planning grants and transportation funding, to local governments that obtain agreements from landowners and others to devote a portion of new residential capacity to affordable housing.
- 1.3.12 Help ensure opportunities for low-income housing types throughout the region so that families of modest means are not obliged to live concentrated in a few neighborhoods, because concentrating poverty is not desirable for the residents or the region.
- 1.3.13 Consider investment in transit, pedestrian and bicycle facilities and multi-modal streets as an affordable housing tool to reduce household transportation costs to leave more household income available for housing.
- 1.3.14 For purposes of these policies, “affordable housing” means housing that families earning less than 50 percent of the median household income for the region can reasonably afford to rent and earn as much as or less than 100 percent of the median household income for the region can reasonably afford to buy.

E. Amend Chapter 1 (Land Use) Policy 1.4 as follows:

1.4 Employment Choices and Opportunity

It is the policy of the Metro Council to:

- 1.4.1 Locate expansions of the UGB for industrial or commercial purposes in locations consistent with this plan and where, consistent with state statutes and statewide goals, an assessment of the type, mix and wages of existing and anticipated jobs within subregions justifies such expansion.
- 1.4.2 Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion. Strategies are to be coordinated with the planning and implementation activities of this element with Policy 1.3, Housing Choices and Opportunities and Policy 1.8, Developed Urban Land.
- 1.4.3 Designate, with the aid of leaders in the business and development community and local governments in the region, as Regionally Significant Industrial Areas those areas with site characteristics that make them especially suitable for the particular requirements of industries that offer the best opportunities for family-wage jobs.
- 1.4.4 Require, through the Urban Growth Management Functional Plan, that local governments exercise their comprehensive planning and zoning authorities to protect Regionally Significant Industrial Areas from incompatible uses.
- 1.4.5 Facilitate investment in those areas of employment with characteristics that make them especially suitable and valuable for traded-sector goods.

F. Repeal Chapter 1 (Land Use) Policy 1.6

G. Repeal Chapter 1 (Land Use) Policy 1.15