

 **Metro** | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, October 12, 2010
Time: 2 p.m.
Place: Council Chambers

CALL TO ORDER AND ROLL CALL

- 2 PM 1. DISCUSSION OF AGENDA FOR COUNCIL BUDGET DISCUSSION ON OCTOBER 14, 2010/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS**
- 2:15 PM 2. COMMUNITY INVESTMENT STRATEGY:**
- **LINKING POLICIES WITH INVESTMENTS – REGIONAL FRAMEWORK PLAN – DISCUSSION**
 - **IMPLEMENTING POLICIES – URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN –DISCUSSION**
- 3:45 PM 3. BREAK**
- 3:50 PM 4. COMMUNITY INVESTMENT STRATEGY: ADDRESSING THE REGION'S RESIDENTIAL NEEDS – DISCUSSION / DIRECTION**
- **RESIDENTIAL RANGE FORECAST: RISKS AND OPPORTUNITIES**
 - **COUNCIL DIRECTION ON STUDY AREAS**
- 4:50 PM 5. COUNCIL BRIEFINGS/COMMUNICATION**

**Williams
Oeser
Benner**

**Williams
Reid
O'Brien**

ADJOURN

Agenda Item Number 2.0

COMMUNITY INVESTMENT STRATEGY:

- **LINKING POLICIES
WITH INVESTMENTS -
REGIONAL FRAMEWORK
PLAN**
- **IMPLEMENTING
POLICIES – URBAN GROWTH
MANAGEMENT FUNCTIONAL
PLAN**

Metro Council Work Session
Tuesday, Oct. 12, 2010
Metro Council Chambers

METRO COUNCIL

Work Session Worksheet

Presentation Date: October 12, 2010 Time: 2:15 pm
Length: 90 min

Presentation Title: Community Investment Strategy: Linking Policies with Investments - Regional Framework Plan and Implementing Policies - Urban Growth Management Functional Plan

Service, Office, or Center:

Planning and Development Department and Office of Metro Attorney

Presenters (include phone number/extension and alternative contact information):

Sherry Oeser, ext. 1721, Dick Benner, ext 1532

ISSUE & BACKGROUND

In the Community Investment Strategy the Chief Operating Officer (COO) recommended changes to both the Regional Framework Plan and Urban Growth Management Functional Plan (Functional Plan). The COO recommended changes to the Regional Framework Plan that 1) adopt the six characteristics of a successful region into the framework plan; 2) measure performance to guide growth management decisions; 3) set priorities for public investments, 4) encourage elimination of barriers to compact, mixed-used, pedestrian friendly and transit-supportive development, 5) link housing and transportation affordability, 6) provide affordable housing in urban growth boundary expansions areas; 7) provide urban areas with access to parks, trails, and natural areas; and 8) strengthen employment in the region's traded-sector industries. Three primary changes are proposed for Functional Plan Title 8: Compliance Procedures in the COO recommendation that would streamline the process by proposing administrative review for extension requests, removal of MPAC review for noncompliance, and removal of the required public hearing for the annual compliance report.

MPAC reviewed the Regional Framework Plan and Functional Plan Title 8 recommendations at their September 2010 meetings. The attached memo summarizes MPAC's comments and preliminary recommendations on these changes. MPAC is scheduled to provide the Council with a final recommendation on all elements of the capacity ordinance November 17. The Council is scheduled to take action in December.

OPTIONS AVAILABLE

As previously discussed with Council, this work session allows the Council to have an initial discussion of the Framework and Functional Plan proposals prior to MPAC's final recommendation. The Council may choose to provide additional direction to MPAC in its review of this topic, pose additional questions, or provide direction to staff.

IMPLICATIONS AND SUGGESTIONS

Information and discussion on MPAC's preliminary recommendations regarding the COO recommendations on the Regional Framework Plan and Urban Growth Management Functional Plan

QUESTION(S) PRESENTED FOR CONSIDERATION

Does the Council have comments on MPAC's preliminary recommendations on the proposed changes to the Regional Framework Plan and Functional Plan Title 8 as outlined in the COO's Community Investment Strategy?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes _X_No
DRAFT IS ATTACHED __Yes __No**



Date: October 5, 2010
To: Metro Council
From: Sherry Oeser, Planning and Development

Re: Chief Operating Officer and MPAC Recommendations on Regional Framework Plan and Urban Growth Management Functional Plan

Introduction

The Regional Framework Plan (RFP) is the council's policy document for land use, transportation and other planning matters that relate to implementing the 2040 Growth Concept. The Urban Growth Management Functional Plan (UGMFP) is part of Metro Code and implements the policies contained in the Regional Framework Plan. City and county comprehensive plans and implementing ordinances must be consistent with the Functional Plan.

In his recommendations for the Community Investment Strategy, the Chief Operating Officer (COO) recommended changes to both the Regional Framework Plan and Urban Growth Management Functional Plan. The COO recommended changes to the Regional Framework Plan that 1) adopt the six characteristics of a successful region into the framework plan; 2) measure performance to guide growth management decisions; 3) set priorities for public investments, 4) encourage elimination of barriers to compact, mixed-used, pedestrian friendly and transit-supportive development, 5) link housing and transportation affordability, 6) provide affordable housing in urban growth boundary expansions areas; 7) provide urban areas with access to parks, trails, and natural areas; and 8) strengthen employment in the region's traded-sector industries.

MPAC reviewed the Regional Framework Plan at their September 2010 meetings. This memo summarizes the MPAC's comments and recommendations on these changes. At next week's work session, the Council will have an opportunity to discuss MPAC's comments and to provide direction to staff on those areas of the Framework and Functional Plans discussed by MPAC as well as areas that Council may wish to address.

Attached to this memo are summaries of the COO recommendations on changes to the Regional Framework Plan (Attachment 1) and the Urban Growth Management Functional Plan (Attachment 2).

MPAC Recommendations

Six desired outcomes

The COO recommends that the six desired outcomes for a successful region be incorporated into the Framework Plan to give them more official status as Metro Council policy. The Council, with the endorsement of MPAC, adopted Resolution 08-3940 in June 2008 which defined the six desired

outcomes. MPAC recommended that the first desired outcome be changed to be more inclusive of those unable to walk.

Does the Council want to amend the six desired outcomes? If so, does the Council endorse incorporating the concept of being able to move freely in the first desired outcome?

Housing Choices and Opportunities

Policy 1.3.1 (provide housing choice)

Currently, policy section 1.3.1 of Metro housing policy promotes housing choice in the region. The current policy states that it is the policy of the Metro Council to:

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.

The COO did not recommend any changes for this policy. MPAC recommended that this policy be changed to focus on households with incomes at or below 80 percent of median family income. Should Metro receive the recently submitted HUD grant, this and other housing policies will likely be revisited in the future.

Should the Housing Choices and Opportunities policy be changed to focus on households with incomes at or below 80 percent of median family incomes?

Should policy 1.3.1 remain the same and a new policy be drafted to focus regional housing policy on households with incomes at or below 80 percent of median family income?

Policy 1.3.13 (focus investments in transportation as an affordable housing tool)

The COO is recommending that the region 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. The COO 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 policy is in addition to existing housing affordability policies.

MPAC discussed changes to this policy including adding an investment in affordable housing as a strategy to reduce household transportation costs leaving more household income for other household expenses. The intent was to coordinate planning and investments in both housing and transportation. MPAC did not come to a consensus on a policy change.

Does the Council want to pursue an additional policy that addresses housing affordability in addition to the policies that already exist?

Employment Choices and Opportunities

Policy 1.4.5 (facilitate investment in employment areas)

MPAC discussed adding language that would give brownfield sites and sites that are redevelopable the highest priority for investments for employment areas. MPAC opposed that policy change recognizing that brownfield sites may not always be the highest priorities for investment because of such factors as location, level of contamination, ownership and liability. MPAC supported alternative language that it is the policy of the Metro Council to:

Facilitate investment in those areas of employment with characteristics that make them especially suitable and valuable for traded-sector goods and services including brownfield sites and sites that are redevelopable.

Should Policy 1.4.5 be changed to include the alternative language suggested above?

Policy 1.4.6 (maintain supply of large lot industrial land)

MPAC discussed two different policy issues for protecting large lot industrial land. First, MPAC discussed whether “marketplace demand of traded sector industry clusters” should be added to clarify and be more specific on what should be protected. MPAC supported this change.

Second, MPAC discussed an amendment that would add transit availability as a critical factor in determining which sites are included. Generally, transit availability does not occur until after an industrial site is developed. MPAC opposed adding this policy.

Should Policy 1.4.6 be changed to include “marketplace demand of traded sector industry clusters”?

Should transit availability be added as a critical factor in determining which industrial sites are included?

MPAC Recommendation

Title 8 (Compliance Procedures) of the Urban Growth Management Functional Plan

Title 8 sets up a process for determining whether a city or county complies with requirements of the Urban Growth Management Functional Plan. Experience has demonstrated that the compliance process and annual compliance reporting place burdens on local governments who have limited staff resources and Metro. The Metro Council has indicated its desire to emphasize a more collaborative, outcomes-based approach to implementing the 2040 Growth Concept.

Three primary changes are proposed for Title 8 in the COO recommendation that would streamline the process. First, Title 8 requests from local governments for extensions of compliance deadlines or exceptions from compliance require the Metro Council to hold a public hearing. The Council may grant an extension or exception based on certain criteria (3.07.850 and 3.07.860). This process can be time-consuming for the Council and the local government involved. To streamline the process, proposed changes to Title 8 make these functions administrative but still allow an appeal to the Metro Council. The criteria for determining whether an extension or exception is granted remain the same.

Second, Title 8 currently allows a local government to seek review by MPAC of noncompliance (3.07.830). This section is proposed to be removed. The Metro Council is the final authority for determining noncompliance and it can seek MPAC advice without this provision. The Metro Council may request MPAC advice when an action raises policy issues.

The third proposed change in Title 8 is the annual compliance report. Currently, Title 8 requires the Metro Council to hold a public hearing on the annual compliance report (3.07.880). The proposed change removes this requirement but allows any local government or person who disagrees with a determination in the compliance report to seek review by the Council.

MPAC generally supported changes to Title 8 but were concerned about the citizen involvement process.

Does the Council support the changes recommended to Title 8 by the COO?

Attachment 1

Chief Operating Officer recommendation: Regional 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.

Attachment 2

COO recommendation: Urban Growth Management Functional Plan

The Urban Growth Management Functional Plan contains the detailed requirements that are intended to lead to implementation of the 2040 Growth Concept and the policies found in the Framework Plan. City and county comprehensive plans and implementing ordinances must be consistent with the Functional Plan. Experience has pointed to the potential need to revise portions of the Functional Plan to lead to more effective implementation of the 2040 Growth Concept. Some proposed changes are also necessary to make the Functional Plan conform with proposed changes to the Framework Plan.

Title 1 (Requirements for Housing and Employment Accommodation)

Currently, Title 1 specifies minimum zoned capacity for jobs and housing for each city and unincorporated area within the UGB. Many cities have now exceeded these requirements. Staff proposes that Title 1 should apply to housing capacity only and that Table 1, which specifies minimum zoned capacities for each city and each county's unincorporated areas, should be replaced with a no-net-loss policy. The proposed Title 1 and a redline version are included as Exhibit D to the draft Capacity Ordinance.

Title 4 (Industrial and Other Employment Areas)

Title 4 is intended to protect industrial areas and the public facilities that serve them from conflicting uses. Title 4 does not, however, prohibit several uses that have occurred that diminish the region's capacity for industrial employment. Staff proposes that Title 4 be amended to prohibit new schools, places of assembly, recreational facilities and parks (with exceptions for habitat protection) in Regionally Significant Industrial Areas. Staff also proposes amending Title 4 to implement the large-site replenishment concept, which is described in Appendix 5. Proposed revisions to Title 4 include limitations on the division of tax lots that comprise large sites. The proposed Title 4 and a redline version are included as Exhibit E to the draft Capacity Ordinance.

Title 6 (Central City, Regional Centers, Town Centers and Station Communities)

Many of the Corridors identified on the 2040 Growth Concept map have tremendous potential for revitalization. Currently, Title 6 seeks to encourage development in centers and station communities but is silent on corridors. Staff recommends the inclusion of corridors in Title 6 and revisions that include provisions that would link strategies for centers and corridors with a community investment strategy. Staff also recommends revisions to Title 6 that would provide local jurisdictions with a safe harbor for addressing the state Transportation Planning Rule as they update plans for their communities. The

proposed Title 6 is included as Exhibit H to the draft Capacity Ordinance. Proposed changes are minimal, so no redline version is provided.

To identify investment priorities and to provide local jurisdictions with a means to address Transportation Planning Rule requirements, staff proposes that the Metro Council adopt a revised Title 6 map, which would depict center boundaries and indicate instances where a city had officially adopted center boundaries.¹ Proposed revisions to Title 6 would make cities that have adopted official center boundaries eligible for regional investments.

In 2009, Metro released a State of the Centers Report that profiled the region's 37 town and regional centers, reporting the numbers of people, types of businesses, and activity levels (such as whether the centers are intended to be 18- or 24-hour communities) in each center. These descriptions generally resonated with city and county elected officials and staff, allowing them to envision how their communities might grow. Staff proposes that setting targets for activity levels in the Functional Plan for targeted 2040 design types (such as centers and corridors) would help communities and their elected officials to examine whether current policies are likely to produce desired community outcomes.

Title 8 (Compliance Procedures)

Title 8 outlines the requirements for local jurisdiction compliance with the provisions of the Functional Plan. Experience has demonstrated that the compliance process and annual compliance reporting place onerous burdens on cities, counties, and Metro. The Metro Council has indicated its desire to emphasize a more collaborative, outcomes-based approach to implementing the 2040 Growth Concept. Consequently, staff recommends revisions to Title 8, which would streamline the compliance process. The proposed Title 8 and a redline version are included as Exhibit I to the draft Capacity Ordinance.

Title 9 (Performance Measures)

Staff recommends repealing Title 9, which calls for a biennial report on performance and specifies several performance measures that should be included. Competing staffing priorities have resulted in sporadic completion of the performance report. Additionally, the Functional Plan is intended to articulate requirements for cities and counties, not for Metro. As written, Title 9 instructs Metro to track performance. The Functional Plan is, therefore, not the appropriate location for this type of requirement.

As part of an outcomes-based approach to growth management, performance measures (historic and forecasted) have been incorporated into the 2009 urban growth report and this report. These measures of performance include such factors as the share of the region's households and jobs in centers and corridors, the percentage of residential units built through redevelopment or infill (refill) and measures of affordability for residents. These

¹ The proposed Title 6 map is included as Exhibit H to the draft Capacity Ordinance

measures will continue to be tracked to illustrate progress in meeting the region's six desired outcomes. Staff believes that this approach to performance reporting is more useful for informing policy decisions.

Other efforts are underway that will refine measures of performance and link the reporting directly to decision-making. These efforts include the analysis proposed in the Climate Prosperity initiative², the Climate Smart Communities program³, and in the next Nature in Neighborhoods⁴ reporting. Additionally, the "Greater Portland Vancouver Regional Indicators" project being led by the Portland Institute for Metropolitan Studies will provide periodic performance reporting on a variety of measures. Through the engagement of a diverse group of stakeholders, the Regional Indicators project will define desired outcomes, measures, and targets for a broad range of economic, environmental and equity factors. The Metro Council and Metro's policy advisory groups will be able to consider these results to inform policy decisions.

Title 10 (Functional Plan Definitions)

If the Metro Council decides to adopt some or all of the proposed changes to the Urban Growth Management Functional Plan and the Transportation Functional Plan, it will be necessary to revise definitions in Title 10. The proposed Title 10 is included as Exhibit K to the draft Capacity Ordinance. Given the purpose of Title 10, no redline version is provided.

Title 14 (Urban Growth Boundary and Urban Reserves)

Currently, urban growth boundary and urban reserves procedures are located in Metro Code Chapter 3.01. Staff proposes repealing Chapter 3.01 and moving its contents to a new Title 14 of the Urban Growth Management Functional Plan. This change will make it easier for local government staff and the public to find the requirements associated with the UGB and reserves. Title 14 would also implement the previously described large-site replenishment concept. The proposed Title 14 is included as Exhibit M to the draft Capacity Ordinance. Because this is a new title, no redline version is provided.

² The Portland Metro Climate Prosperity Greenprint is the joint effort of public and private sector representatives from the Portland metropolitan area. It provides a roadmap to accelerate the region's leadership in green development and clean technology. It starts from the premise that the Portland metropolitan region can simultaneously strengthen its economy, reduce carbon emissions, and maintain a focused leadership position in the global green economy.

³ Under legislation passed in 2009 (House Bill 2001), Metro, as the Metropolitan Planning Organization for the Portland metropolitan area, must plan for reductions in transportation-related carbon emissions. The State of Oregon will provide Metro with greenhouse gas reduction targets in 2011. Metro is actively engaged with local elected officials and advisory committees to begin the scope of work on developing scenarios for consideration in 2012.

⁴ Nature in Neighborhoods is Title 13 of Metro's Urban Growth Management Functional Plan. The purpose of this title is to conserve, protect and restore a continuous ecologically viable streamside corridor system that is integrated with upland wildlife habitat and the surrounding urban landscape.

Agenda Item Number 4.0

**COMMUNITY INVESTMENT STRATEGY:
ADDRESSING REGION'S
RESIDENTIAL NEEDS**

- **RESIDENTIAL RANGE
FORECAST: RISKS AND
OPPORTUNITIES**
- **COUNCIL DIRECTION
ON STUDY AREAS**

Metro Council Work Session
Tuesday, Oct. 12, 2010
Metro Council Chambers

METRO COUNCIL

Work Session Worksheet

Presentation Date: October 12, 2010 Time: 3: 50 pm
Length: 30 min

Presentation Title: Community Investment Strategy: Addressing the Region's Residential Needs – Residential Range Forecast: Risks and Opportunities

Service, Office, or Center: Planning and Development Department

Presenters (include phone number/extension and alternative contact information):
John Williams, ext. 1635, Ted Reid, ext 1768

ISSUE & BACKGROUND

In December 2009, as part of Metro's periodic review of the capacity of the urban growth boundary (UGB), the Council accepted a range forecast and urban growth report (UGR). These analyses are the technical basis for the growth management decision that the Council intends to complete in December 2010. A range forecast was used to acknowledge the inherent uncertainty of planning for a 20-year period. Likewise, the use of a range provides the Metro Council with the opportunity to make a growth management decision that helps the region to achieve its desired outcomes rather than aiming for an artificially precise number of future dwelling units.

As a part of the December 2010 growth management decision, the Metro Council must determine where in the residential range forecast it wishes to plan to meet the forecasted 20-year residential need. As the Council is aware, there are risks and opportunities associated with planning for any point on the range. The decision on where to plan in the range has environmental, economic, social, and political implications.

OPTIONS AVAILABLE

The Council may choose to provide direction to staff or MPAC on this topic now or may wait until later in the year.

IMPLICATIONS AND SUGGESTIONS

The Council's direction on this matter has implications for a number of important topics. Staff will provide additional information for this discussion prior to the work session.

QUESTION(S) PRESENTED FOR CONSIDERATION

Does the Council have direction for staff or MPAC at this time regarding the residential range? How would the Council like to frame the topic for MPAC discussion?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No
DRAFT IS ATTACHED Yes No

METRO COUNCIL

Work Session Worksheet

Presentation Date: October 12, 2010 Time: 4:20 pm
Length: 30 min

Presentation Title: Community Investment Strategy: Addressing the Region's Residential Needs – Council Direction on Study Areas

Service, Office, or Center:
Planning and Development Department

Presenters (include phone number/extension and alternative contact information):
John Williams, ext. 1635, Tim O'Brien ext 1840

ISSUE & BACKGROUND

Following Council direction, the Metro Chief Operating Officer sent a letter to the mayors and county chairs on August 2, 2010 inviting them to submit any additional urban reserve areas they would like considered as part of the policy discussions this fall. The deadline for submitting the information to Metro was Friday September 3rd. The following four jurisdictions submitted materials:

Cornelius – 62 acre portion of Urban Reserve Area 7C (residential use)

Forest Grove - 37 acre Urban Reserve Area 7E (large site industrial – to be combined with 30 acre site already in UGB to meet large site definition) and an additional 114 acre portion of Urban Reserve Area 7B (large site industrial; this one parcel is in addition to the portion of 7B staff analyzed as part of the COO recommendation)

Hillsboro – additional 458 acre portion of Urban Reserve Area 8A (large site industrial to combine with the portion of 8A staff analyzed as part of the COO recommendation)

Beaverton – 530 acre portion of Urban Reserve Area 6B South Cooper Mt. (residential use with school site)

In addition staff also received two requests that had no local jurisdiction backing – 149 acres of Urban Reserve Area 6A South Hillsboro (west of Reserve Golf Course and south of Witch Hazel) and a 20 acre portion of Urban Reserve Area 3C Newell Creek Canyon (near Willamette Falls Hospital in Oregon City). On September 1, 2010 the City Commission of Oregon City voted unanimously to not recommend the 20 acre portion of Urban Reserve Area 3C to Metro for consideration. In addition, the City Commission also voted unanimously to recommend to Metro that the 3D Maplelane Urban Reserve Area not be added to the UGB at this time.

The submittals are not included in the work session package but are available electronically through the Council Policy Analysts.

OPTIONS AVAILABLE

The Council has requested an opportunity to provide direction on the areas to be studied for potential urban growth boundary expansion. Following previous Council direction, staff recommends adding the four areas supported by local jurisdictions to the list of study areas. The Council has the option to include none of these, add only certain areas and/or also include one or both of the two areas that were submitted without local jurisdiction support. Staff also recommends keeping the 3D Maplelane Urban Reserve Area on the list, while recognizing that the governance issue needs to play a critical role in the decision making process.

IMPLICATIONS AND SUGGESTIONS

The Council has previously directed that additional study areas be limited to those receiving support from local governments, due to the importance of local governance to the creation of great communities.

QUESTION(S) PRESENTED FOR CONSIDERATION

Which areas would the Council like included on the list of study areas for potential urban growth boundary expansion this December?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes __X_No
DRAFT IS ATTACHED __Yes __No

Materials following this page were distributed at the meeting.

For Website at time of Notice to DLCD: Summaries of Exhibits to Capacity Ordinance

Benner
10/7/10

Exhibit A: New Policies in Metro's Regional Framework Plan

The proposed policies commit Metro to several new courses of action. First, a new policy sets forth six overall outcomes that Metro efforts with local governments would aim to achieve. Second, new policies would focus Metro investments in city centers, main streets, corridors connecting centers and light rail stations, and would coordinate its investments with investments by the private sector and other governments. Third, new policies would use transportation investments to offer lower-income residents less expensive modes of travel to leave more household income for housing. Finally, new policies would aim to improve the regional economy by ensuring a supply of large sites for industries that need them to prosper.

Exhibit B: Map of Urban Growth Boundary and Urban Reserves and Rural Reserves

This map shows the newly adopted urban reserves and rural reserves. If the Metro Council decides to add land from urban reserves to the urban growth boundary (UGB), the map will also show which lands are added.

Exhibit C: UGB Expansion Conditions

If the Metro Council decides to add land to the UGB, this exhibit will set forth the conditions on the additions. One condition might be that adjoining lots be combined in order to create a large site for sites for those industries that need them to prosper.

Exhibit D: Title 1, Housing Capacity

Revisions to Title 1 would re-confirm the region's commitment to maintain its capacity for housing, but using a simpler method for doing so. This will make it easier for cities and counties to achieve this important objective.

Exhibit E: Title 4, Industrial and Other Employment Areas

Revisions to Title 4 would improve protection of significant industrial lands by limiting the development new parks, schools and places of assembly in those areas. The revisions would also maintain an inventory of large sites for those industries that need them to prosper.

Exhibit F: Employment and Industrial Areas Map

This map shows those lands in the region that are protected from conflicting uses for industry and other types of employment. The map shows changes to and from employment designations recommended by the Chief Operating Officer.

Exhibit G: Title 6, Centers, Corridors, Station Communities and Main Streets

Revisions to Title 6 would broaden Metro's investment strategy beyond city centers and light rail stations to transit corridors and main streets throughout the region. Title 6 would offer investment and other incentives to cities and counties to develop their own strategies and actions to make these places more walkable and convenient for non-auto travel.

Exhibit H: Centers, Corridors, Station Communities and Main Streets Map

This map shows the boundaries of these Title 6 designations as adopted by cities and counties. The map guides the application of Title 6.

Exhibit I: Title 8, Compliance Procedures

Revisions to Title 8 would simplify Metro's procedures for ensuring city and county compliance with the Urban Growth Management Functional Plan. Initial decisions on extensions of time for local compliance and on exceptions from compliance would be made by Metro's Chief Operating Officer, with the right to seek review of the decisions by the Metro Council. The revisions would also re-activate an annual report on compliance with the functional plan.

Exhibit J: Title 9, Performance Measures

Title 9 would be repealed and the performance measures in Title 9 would become part of Metro's Regional Framework Plan.

Exhibit K: Title 10, Definitions

The revisions would define new terms associated with the revisions made to the Urban Growth Management Functional Plan and would change existing definitions to conform to the revisions.

Exhibit L: Metro Code Chapter 3.01, Urban Growth Boundary and Urban Reserves Procedures

Chapter 3.01 would be repealed. UGB and reserves procedures and criteria would be moved to the Urban Growth Management Functional Plan to join other growth management tools and strategies.

Exhibit M: Title 14, Urban Growth Boundary

The criteria and procedures for UGB expansion and urban and rural reserves would be set forth in a new Title 14 of the Urban Growth Management Functional Plan. An expedited process for adding large industrial sites to the UGB would be offered, but only after efforts to find large sites within the existing UGB have been exhausted.

Exhibit N: Metro Code Chapter 3.09, Local Government Boundary Changes

The revisions would conform Metro's criteria and procedures for city and service district boundary changes to changes to the law recently made by the Oregon Legislature. The revisions would also require petitioners to incorporate a new city to demonstrate that the city will have the capability to achieve the region's goals for livability.

Exhibit O: 2040 Growth Concept Map

This conceptual map illustrates the region's overall growth management strategy. The map shows changes to the concept recommended by Metro's Chief Operating Officer: designation of new centers in Cornelius and Hillsboro and a new location for Happy Valley's center. Other changes to the map would make it easier to understand the region's strategy.

Exhibit P: Title 11, Planning for New Urban Areas

The revisions would emphasize affordable housing in the planning for urban reserve areas both before and they are added to the UGB. The revisions would provide greater detail for planning by requiring attention to affordable types of housing and to strategies and incentive programs to facilitate the development of affordable housing once urban reserves are added to the UGB.

Exhibit Q: Findings

The findings will explain how the revisions made by all the exhibits to the proposed ordinance comply with state and regional goals and requirements. The findings will be written as Chief Operating Officer

refines the proposed revisions, following comment by cities, counties, the state and the public on the revisions.



Date: October 12, 2010
To: Metro Council
From: Ted Reid
Re: Residential range forecast: risks and opportunities

Background:

In December 2009, as part of Metro's periodic review of the capacity of the urban growth boundary (UGB), the Council accepted a range forecast and urban growth report (UGR). These analyses are the technical basis for the growth management decision that the Council intends to complete in December 2010. A range forecast was used to acknowledge the inherent uncertainty of planning for a 20-year period. Likewise, the use of a range provides the Metro Council with the opportunity to make a growth management decision that keeps the region's desired outcomes at the forefront of discussions.












As a part of the 2010 growth management decision, the Metro Council must determine where in the residential range forecast it will plan. As the Council is aware, the decision on where to plan in the range has implications for achieving the region's six desired outcomes. To that end, this memo attempts to outline some broad topics for further discussion by the Council. This list is not intended to be comprehensive. Rather, it is intended to spur conversation.

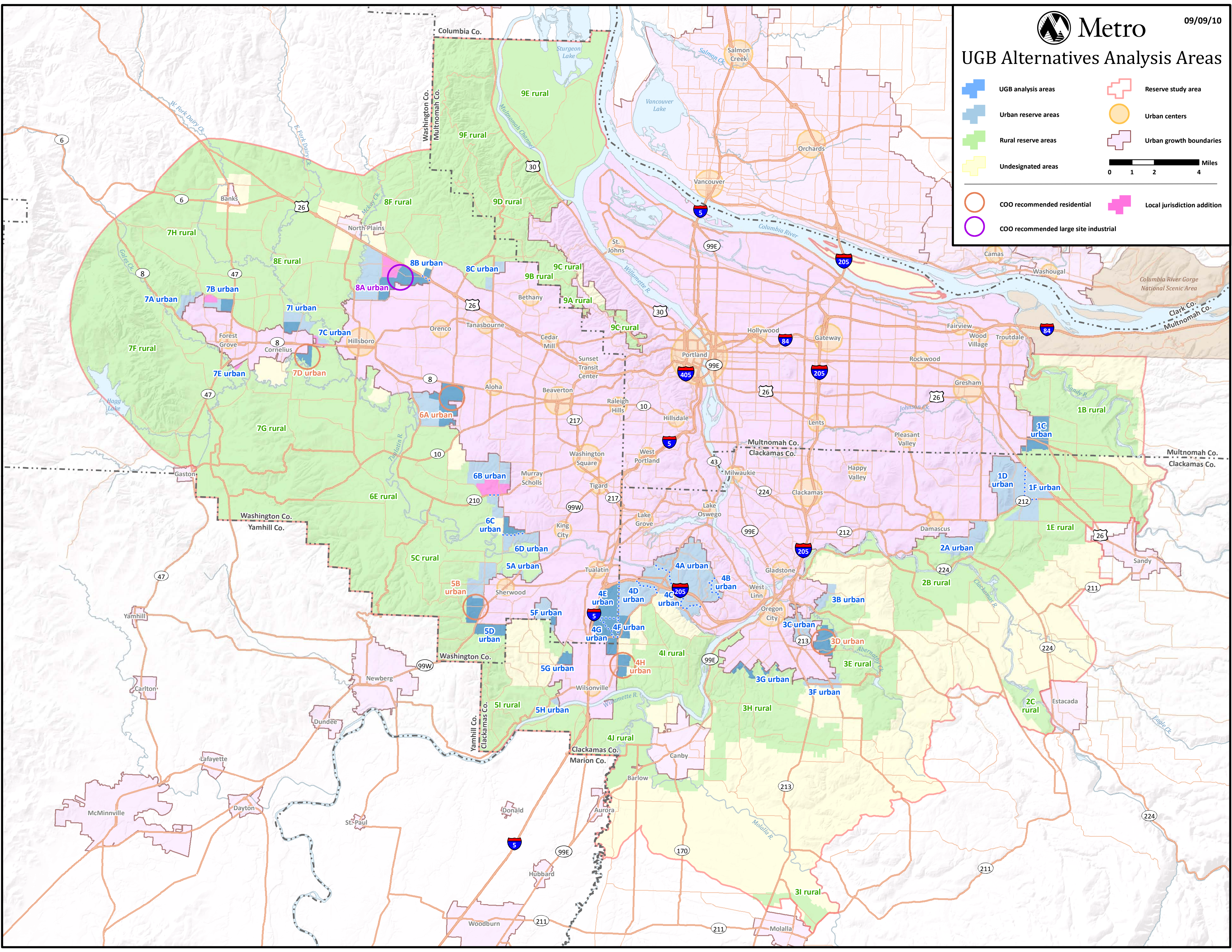
Seeking preliminary direction from Council:

As documented in the August 2010 recommendations from the Chief Operating Officer, if the Council intends to plan for the low end of the residential range forecast, no UGB expansion is needed. Aiming for a point higher in the range would require a UGB expansion. Staff is seeking preliminary direction from the Council on the point in the range for which the Council intends to plan. This would provide preliminary direction to the Council's MPAC liaisons as they prepare for the October 27 discussion of the topic at MPAC.

<ul style="list-style-type: none"> - What are the implications of not expanding the UGB if actual population growth ends up at the high end of the range? - What are the implications of expanding the UGB if actual population growth ends up at the low end of the range?
Housing
Opportunities for additional single-family housing choices
Opportunities for additional multi-family housing choices
Housing affordability
Impacts on existing home prices
Creation of walkable communities
Housing choices close to employment
Accountability with public resources
Investing in existing communities
Ability to maintain existing public facilities
Likelihood of funding for infrastructure in UGB expansion areas
Likelihood of funding for infrastructure in existing urban areas
Regional concerns
Implications of growth in neighboring cities
Ensuring that urban reserves last for intended timeframe
Transportation
Transportation choices for existing communities
Transportation expenses for residents
Environment
Urban footprint / watershed health
Carbon emissions
Adaptability
Ability to respond to higher actual population growth rate (for example, if climate refugees migrate to the region)
Ability to respond to changing housing preferences
Technical considerations
Reevaluation of residential demand and capacity in 2015
Consistency with decision on employment capacity
Consistency with urban and rural reserves decision
Implications for growth allocation process that informs next Regional Transportation Plan
Other
Legal stability of decision
Political stability of decision
Credibility / reliability of forecast for other purposes (internal and external)
Public sentiment
History of development in past UGB expansion areas

UGB Alternatives Analysis Areas

	UGB analysis areas		Reserve study area
	Urban reserve areas		Urban centers
	Rural reserve areas		Urban growth boundaries
	Undesignated areas		Miles 0 1 2 4
	COO recommended residential		Local jurisdiction addition
	COO recommended large site industrial		



 **Metro** | *Memo*

Date: Monday, October 11, 2010
To: Metro Council
From: Rex Burkholder, Councilor
Subject: Diversity Action Plan and Cultural Compass 2010 Diversity Survey

As the Councilor liaison to the Diversity Action Team I wanted to provide an update to the Metro Council. As you know, in 2005 Metro Council approved convening the Diversity Action Team (DAT), which includes broad and active representation from all parts of the agency. In 2006, Metro Council adopted the Metro Diversity Plan in order to provide leadership in the community through diversity practices. Today the Diversity Action Team is making continued progress on the Diversity Action Plan.

Diversity Action Team

The Diversity Action Team is overseeing an update to Metro's Diversity Action Plan. The updated plan will set appropriate and measurable diversity goals including procurement, citizen involvement and advisory committee membership, employee recruitment and retention, and internal awareness and sensitivity to diversity issues. The responsibility for implementing the Plan begins with the COO and Senior Leadership team and rests with the entire agency with continued guidance from the Diversity Action Team. The Diversity Action Team anticipates presenting a draft of the updated Diversity Action Plan to the Senior Leadership Team on October 27, 2010 in order to help inform the budget decision-making process for the agency.

Cultural Compass 2010 Diversity Survey

The Diversity Action Team is working to launch the organization's first assessment on diversity in working with the goals of Metro's Diversity Action Plan. The survey is called the Cultural Compass 2010 Diversity Survey and will begin on Monday, October 25 and conclude three weeks later on Monday, November 15. This survey will establish a baseline of employee attitudes and perceptions on diversity, assess how those attitudes and perceptions impact and shape the organizational culture, and help determine the next steps for the Diversity Action Plan. This survey will expand on the recent Sightlines 2010 Employee Survey by focusing exclusively on diversity at Metro. As with the Sightlines 2010 Employee Survey, all survey responses will be received directly by an outside consultant who will ensure that they are kept confidential, including combining responses from departments with very few employees in order to maintain employee anonymity. All regular full-time and most regular part-time employees will be invited to take the survey. This survey was originally intended to launch in late September, but a later launch date is scheduled in order to provide a break between surveys.