

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, October 27, 2010
Time: 5 to 7 p.m.
Place: Council Chambers

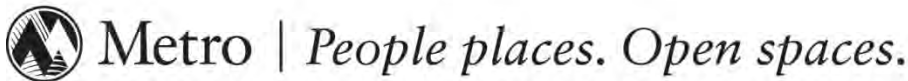
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|----------------|-----|--|------------------------------|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Mike Weatherby, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Mike Weatherby, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | * Consideration of the MPAC Minutes for October 13, 2010 | |
| 5:15 PM | 5. | <u>COUNCIL UPDATE</u> | |
| | 6. | <u>RECOMMENDATIONS: Community Investment Strategy</u> | |
| 5:20 PM | 6.1 | * Addressing the Region's Large-site Industrial Needs | John Williams |
| | | 1. Does MPAC recommend that the Council adopt a large-lot replenishment system to provide a consistent pool of sites to attract businesses? | Ted Reid |
| | | 2. What factors should the Council consider in evolving this program? | MTAC member |
| 5:50 PM | 6.2 | Addressing the Region's Residential Needs | John Williams |
| | | 1. What risks and opportunities should the Council consider when targeting the high, middle and low points within the residential range forecast? | Ted Reid |
| | | 2. What direction does MPAC provide to Council? | MTAC member |
| 6:30 PM | 6.3 | * Implementation Policies – What Direction Should the Region Provide to Encourage Growth in Centers, Corridors, Station Communities and Main Streets (Title 6 of Urban Growth Management Functional Plan)? | Sherry Oeser |
| | | 1. Does MPAC recommend that the Council adopt changes to Title 6 that link strategies for centers and corridors to a community investment strategy? | Dick Benner |
| | | | MTAC member |
| 6:55 PM | 7. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 7 PM | 8. | <u>ADJOURN</u> | Mike Weatherby, Chair |

- * Material available electronically along with packet.
- ** 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.

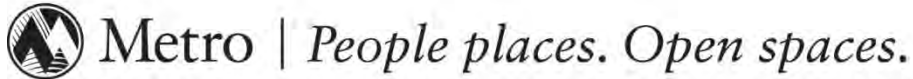
To check on closure or cancellations during inclement weather please call 503-797-1700x.



2010 MPAC Tentative Agendas

Tentative as of October 20, 2010

<p><u>MPAC Meeting</u> November 10</p> <ul style="list-style-type: none">• Illustrating the role of public investment in stimulating private development• Addressing the region's residential needs (discussion)<ul style="list-style-type: none">○ Discussion of potential urban growth boundary expansion areas and criteria for consideration○ Identify any desired residential urban growth boundary changes• Report from MPAC Title 11 Subcommittee (discussion and recommendation)• CIS: Implementing Policies – Urban Growth Management Functions Plan Title 1 Housing Capacity	<p><u>MPAC Meeting</u> November 17</p> <ul style="list-style-type: none">• Recommendation to Council on Community Investment Strategy and Capacity Ordinance<ul style="list-style-type: none">○ Regional Framework Plan and Urban Growth Management Functional Plan changes○ 2040 Growth Concept map update○ Strategies to address large lot industrial needs○ Strategies to address residential needs
<p><u>FYI: Nov. 29 Metro Council Public Hearing on Capacity of Urban Growth Boundary</u> Location: Clackamas County Public Services Building Time: 5 – 9 p.m.</p>	<p><u>FYI: Dec. 2 Metro Council Public Hearing on Capacity of Urban Growth Boundary</u> Location: Hillsboro Civic Center Time: 5 – 9 p.m.</p>
<p><u>FYI: Dec. 9 Metro Council Public Hearing on Capacity of Urban Growth Boundary</u> Location: Metro Regional Center Time: 5 – 9 p.m.</p>	<p><u>MPAC Meeting</u> December 8</p>



METRO POLICY ADVISORY COMMITTEE

October 13, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sam Adams
Matt Berkow
Pat Campbell
Jody Carson
Steve Clark
Nathalie Darcy
Dennis Doyle
Andy Duyck
Amanda Fritz
Jack Hoffman
Carl Hosticka
Dick Jones
Charlotte Lehan, Vice Chair
Robert Liberty
Keith Mays
Marilyn McWilliams
Rod Park
Wilda Parks
Alice Norris
Judy Shiprack
Mike Weatherby
Jerry Willey, Second Vice Chair

AFFILIATION

City of Portland Council
Multnomah County Citizen
City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
TriMet Board of Directors
Washington County Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
Washington County Commission
City of Portland Council
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Clackamas County Special Districts
Clackamas County Commission
Metro Council
City of Sherwood, representing Washington Co. Other Cities
Washington County Special Districts
Metro Council
Clackamas County Citizen
City of Oregon City, representing Clackamas Co. 2nd Largest City
Multnomah County Commission
City of Fairview, representing Multnomah County Other Cities
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Shane Bemis
Charlynn Newton
Steve Stuart
Richard Whitman

AFFILIATION

City of Gresham, representing Multnomah Co. 2nd Largest City
City of North Plains, representing Washington Co. outside UGB
Clark County, Washington Commission
Oregon Department of Land Conservation & Development

ALTERNATES PRESENT

Shirley Craddick
Jennifer Donnelly

AFFILIATION

City of Gresham, representing Multnomah Co. 2nd Largest City
Oregon Department of Land Conservation & Development

STAFF: Dick Benner, Alison Kean Campbell, Dan Cooper, Andy Cotugno, Chris Deffebach, Kathryn Harrington, Robin McArthur, Kelsey Newell, Tim O'Brien, Sherry Oeser, Ken Ray, Ted Reid, Sheena VanLeuven, Reed Wagner, John Williams, Karen Withrow

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Vice Chair Charlotte Lehan declared a quorum and called the meeting to order at 5:11 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Audience and committee members introduce themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSIDERATION OF THE MPAC MINUTES FOR SEPTEMBER 22, 2010

MOTION: Mayor Keith Mays moved, and Mayor Jack Hoffman seconded, to approve the MPAC minutes for September 22, 2010.

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

5. COUNCIL UPDATE

Metro Councilor Robert Liberty updated the committee on:

- The six-week public comment period on the Community Investment Strategy ended on October 1. Committee members received a copy of the report;
- The Metro Council voted to approve an additional \$27.4 million in regional flexible funds to make up for the gap in federal funding on the Portland-Milwaukie Light Rail project, as recommended by JPACT;
- Metro will distribute \$533,000 in federal transportation funds for the 2011-13 cycle of Metro Travel Options grants. Applications are due Friday October 15;
- The Land Conservation and Development Commission will meet at Metro October 19-22 to review and act on the urban and rural reserves package that the Metro Council and the three county boards of commissioners agreed to this spring;
- The Railvolution conference will take place during the week of October 18;
- Metro is hosting free events at Oxbow Park on October 16-17 and 23-24 to mark the return of Chinook salmon to the Sandy River to return to their spawning grounds; and
- Metro will host the “Tour of Untimely Departures” at Lone Fir Cemetery on October 31.

6. ACTION ITEMS

Vice Chair Willey asked whether the representatives from the Cities of Multnomah County would like to nominate a member to fill the Chairmanship vacated by Mayor Shane Bemis for the remainder of the year.

MOTION: Commissioner Amanda Fritz moved, and Mayor Denny Doyle seconded, to nominate Mayor Mike Weatherby to assume the position of Chair

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

Mayor Weatherby will assume the position of Chair at the October 27 MPAC meeting.

7. RECOMMENDATIONS

7.2 Updates to the 2040 Growth Concept Map: Recommendations on Map Changes

Ms. Christina Deffebach of Metro outlined the three proposed changes to the 2040 Growth Concept map:

- Relocate the Happy Valley Town Center
- Re-designate Cornelius as a Town Center
- Re-designate the Tanasbourne/AmberGlen area as a Regional Center

She discussed the implications of changing the map and outlined comments from MTAC on the proposals. She asked the committee to provide a recommendation on whether to change the 2040 Growth Concept map as recommended by Metro's Chief Operating Officer.

Committee discussion included:

- The importance of MPAC having a discussion on the greater policy issues of what it means to be a Town or Regional Center and what it means to the region to have these Centers;
- How updates to density and zoning requirements are important to Centers' reaching expectations and whether jurisdictions should take action on these issues before being receiving a new designation;
- The importance of applying performance measures to both new Centers and existing ones;
- Concern that many Centers are centered around shopping malls; and
- How re-designation might impact other Centers in the immediate area and in the region.

MOTION: Mayor Keith Mays moved, and Commissioner Andy Duyck seconded, to recommend that the Metro Council change the 2040 Growth Concept map as recommended by the Metro Chief Operating Officer.

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

MOTION: Councilor Jody Carson moved, and Commissioner Amanda Fritz seconded, to include a discussion on Town centers and their implications for the region in the 2011 work plan.

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

7.1 Community Investment Strategy: addressing the region's large lot industrial area needs

Mr. John Williams of Metro gave background on the identified need for an additional 200-1500 acres of land for large-lot industrial sites in the region as outlined in the Urban Growth report and adopted by the Metro Council in 2009. He noted that this additional acreage must be accommodated by expansion of the urban growth boundary (UGB) as additional capacity within the UGB has not been identified. He asked for MPAC's recommendation to the Metro Council on how to expand the UGB, with choices including:

- 310 acres outside of Hillsboro (recommended by Metro COO)
- 690 acres outside of Hillsboro (requested by the City of Hillsboro)
- 203 acres outside of Cornelius (requested by the City of Cornelius)
- ~~367~~ 118 acres outside of Forest Grove (requested by the City of Forest Grove)
- 117 acres outside of Tualatin (requested by the City of Tualatin)

Committee discussion included:

- Reasons why the Metro COO has recommended incorporating 310 acres when the need for 200-1500 has been identified;
- The fact that Metro will have to demonstrate a need for more large-lot parcels in the region when justifying UGB expansion to the State;
- Whether it is more prudent to be conservative in expanding the UGB for large-lot industrial land, due to the continuing recession and other factors;
- Whether incorporating more land than the recommended 310 acres makes the region more economically competitive;
- Whether parcels can be consolidated to create large-lot sites within the UGB;
- The importance of thinking regionally when making this policy decision and not only considering individual jurisdictions;
- How we can learn from past experiences with UGB expansion and subsequent use of large-lot sites; and
- The decision of how many acres to incorporate into the UGB for large-lot industrial purposes is intertwined with the concept of a replenishment mechanism for parcels that get used up.

MOTION: Mayor Keith Mays moved, and Mayor Jerry Willey seconded, to approve all requests for UGB expansion, totaling 1,126 acres.

ACTION TAKEN: With 4 in favor (Doyle, Jones, Mays, Willey) and 14 opposed (Adams, Berkow, Carson, Clark, Craddick, Darcy, Duyck, Fritz, Hoffman, McWilliams, Norris, Parks, Shiprack, Weatherby), the motion did not pass.

MOTION: Mayor Adams moved, and Commissioner Amanda Fritz seconded, to approve the Metro COO's recommendation on incorporating 310 acres for large-lot industrial use into the UGB.

ACTION TAKEN: With 9 in favor (Adams, Carson, Darcy, Fritz, Hoffman, Lehan, McWilliams, Norris, Parks), 8 opposed (Clark, Doyle, Duyck, Jones, Mays, Shiprack, Weatherby, Willey) and 2 abstaining (Craddick, Donnelly) the motion passed.

The committee discussed the proposed change to Title 4 of the Urban Growth Management Functional Plan to adopt additional regulations to protect Regionally Significant Industrial Areas (RSIA) from conflicting uses such as schools.

MOTION: Mayor Jack Hoffman moved, and Ms. Nathalie Darcy seconded, to recommend that the Metro Council adopt additional regulations to protect RSIA's from conflicting uses.


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

The committee decided to postpone a recommendation on a system for replenishing large industrial sites to a later meeting.

8. ADJOURN

Vice Chair Charlotte Lehan adjourned the meeting at 7:16 p.m.

Respectfully submitted,

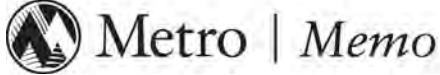


Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 13, 2010:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5	Report	10/2010	Community Investment Strategy: Engagement strategies and community response	101310m-01
5	Handout	10/2010	Tour of Untimely Departures event handout	101310m-02
5	Handout	10/2010	Salmon homecoming event handout	101310m-03
7.1	Presentation	10/13/2010	UGB alternatives analysis	101310m-04
7.1	Handout	10/13/2010	To: MPAC From: Mayor Adams and Commissioner Fritz Re: Large lot industrial land needs- lot assembly and brownfields	101310m-05
7.1	Handout		Map: North Hillsboro UGB expansion	101310m-06
7.1	Handout	10/8/2010	To: MPAC From: NAIOP Re: Site replenishment system	101310m-07
7.1	Handout	7/2010	Cornelius UGB Expansion 2010 Proposal	101310m-08
7.1	Handout	9/30/2010	To: Metro Council From: City of Forest Grove Re: Proposed UGB expansion, urban reserve area 7B	101310m-09



Date: October 20, 2010
To: MPAC
From: Ted Reid
Re: Maintaining and protecting a supply of large, development-ready industrial sites

Background

At the October 13 MPAC meeting, a number of MPAC members expressed their interest in a system that would ensure a supply of large, development-ready sites inside the UGB to attract and retain traded-sector industrial employers. This system would include three primary strategies:

1. Identify sites inside the UGB that are development ready
2. Focus on opportunities for brownfield cleanup, parcel assembly, and infrastructure investment to make additional large sites development ready
3. Protect large sites from parcelization and conflicting uses

The success of this proposed system will depend on both local and regional efforts.

Preliminary MTAC thoughts

Several MPAC members indicated that they wanted MTAC to help develop the concept further. On October 20, MTAC discussed the topic and had some initial thoughts on how to define the large-site inventory. MTAC members expressed an interest in a tiered approach to the inventory. Based on MTAC comments, Metro staff proposes organizing the inventory of sites into two tiers.

Tier one: development-ready sites

Tier one would consist of an inventory of large parcels that are development ready and suitable for traded sector industries. Metro and the cities and counties in the region would strive to maintain this target number of sites through the next periodic review of the UGB's capacity (2015). This development-ready inventory could be promoted for economic development purposes.

Tier two: opportunity sites

Tier two would consist of sites that could be made development ready with additional efforts (regional and local). Tier two would include sites both inside and outside the current UGB. The inventory would note existing site conditions to provide a focus for the Community Investment Strategy. Noted site conditions may include, for example, infrastructure needs, brownfield status, zoning status, whether the site is in the UGB, and concept plan status.

Questions for MPAC

- Is there merit in developing this concept further?
- What factors should be considered in evolving this proposal?

MPAC Worksheet

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

Community Investment Strategy: Implementing Policies – Urban Growth Management Functional Plan:
Centers and Corridors (Urban Growth Management Functional Plan Title 6)

Presenter: Sherry Oeser, Dick Benner

Contact for this worksheet/presentation: Sherry Oeser

Council Liaison Sponsor:

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

Information _____

Update _____

Discussion _____ X

Action _____

MPAC Target Meeting Date: October 27, 2010

Amount of time needed for:

Presentation 5 min

Discussion 20 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 discuss the Chief Operating Officer and MTAC recommendations for changes to implementing Centers, Corridors, Station Communities and Main Streets

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

Make a recommendation to the Metro Council on adoption of Title 6 of the Urban Growth Management Functional Plan (Centers, Corridors, Station Communities and Main Streets)

Background and context:

Currently, Title 6 of the Urban Growth Management Functional Plan (Metro Code. 3.07) seeks to encourage development in centers and station communities and calls for each city and county with a center shown on the 2040 Growth Concept map to develop a strategy to enhance Centers. Title 6 currently does not address corridors. Since Title 6 was adopted, however, development in centers has not achieved the results originally anticipated.

Since the Regional Framework Plan identifies Centers, Corridors, Station Communities, and Main Streets throughout the region as the principal centers of urban life in the region, the Chief

Operating Officer (COO) recommends that Title 6 be strengthened and expanded. Because of their potential for redevelopment and revitalization, corridors would be added to Title 6 and Title 6 would link strategies for centers and corridors to a community investment strategy.

To identify investment priorities and to provide local governments with a means to address Transportation Planning Rule requirements, the COO is recommending 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. Proposed revisions to Title 6 would make cities and counties that have adopted official center boundaries eligible for regional investments, higher volume-to-capacity standards, and a 30 percent trip reduction credit.

Earlier this year, a Metro Technical Advisory Committee (MTAC) Title 6 subcommittee was convened and included representatives from local governments in the region as well as ODOT, DLCD and TriMet. The subcommittee spent considerable time reviewing current Title 6 language and making recommendations for changes. MTAC reviewed Title 6 on several occasions. Because proposed changes to Title 6 now link land use and transportation, the Transportation Policy Advisory Committee (TPAC) also reviewed and commented on the proposed changes.

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

Since the COO recommendation was released in August, MTAC and TPAC have discussed Title 6. MTAC is scheduled to make a recommendation to MPAC at their October 20th meeting.

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

Proposed version of Urban Growth Management Functional Plan Title 6 Centers, Corridors, Station Communities, and Main Streets

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

In November, MPAC will continue to review changes to other titles in the Urban Growth Management Functional Plan that implement regional policy with a final recommendation to the Metro Council scheduled for the November 17 MPAC meeting. Given the number of agenda items needing discussion at upcoming MPAC meetings, the October 27 meeting is most likely the best opportunity that MPAC will have to discuss Title 6.

Exhibit G of Ordinance No. 10-1244

TITLE 6: CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS

3.07.610 Purpose

The Regional Framework Plan (RFP) identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

- A. In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:
1. Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection B;
 2. Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection C; and
 3. Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection D.
- B. The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:
1. Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;
 2. For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;
 3. For a Corridor designated for future high-capacity transit in the Regional Transportation Plan (RTP), include the area identified during the system expansion planning process in the RTP; and
 4. Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and Metro in the manner set forth in subsection A of section 3.07.820 of this chapter.

- C. An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:
 - 1. Physical and market conditions in the area;
 - 2. Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;
 - 3. The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;
 - 4. Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and
 - 5. For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.

- D. A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection C and include at least the following elements:
 - 1. Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
 - 2. Revisions to its comprehensive plan and land use regulations, if necessary, to allow:
 - a. In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and
 - b. In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;
 - 3. Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and
 - 4. A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230A and B of the Regional Transportation Functional Plan (RTFP), that includes:
 - a. The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;

- b. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
 - c. A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.
- E. A city or county that has completed all or some of the requirements of subsections B, C and D may seek recognition of that compliance from Metro by written request to the Chief Operating Officer (COO).
- F. Compliance with the requirements of this section is not a prerequisite to:
- 1. Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or
 - 2. Investments in areas other than Centers, Corridors, Station Communities and Main Streets.

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

- A. A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:
- 1. Established a boundary pursuant to subsection B of section 3.07.620; and
 - 2. Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640.
- B. A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
- 1. Established a boundary pursuant to subsection B of section 3.07.620;
 - 2. Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
 - 3. Adopted a plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230A and B of the Regional Transportation Functional Plan (RTFP), that includes:

- a. Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
- b. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
- c. A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

A. Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:

1. Central City - 250 persons
2. Regional Centers - 60 persons
3. Station Communities - 45 persons
4. Corridors - 45 persons
5. Town Centers - 40 persons
6. Main Streets - 39 persons

B. Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:

1. The land uses listed in *State of the Centers: Investing in Our Communities*, January, 2009, such as grocery stores and restaurants;
2. Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;
3. Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.

C. Centers, Corridors, Station Communities and Main Streets need a mix of housings types to be vibrant and successful. The following mix of housing types is recommended for each:

1. The types of housing listed in the “needed housing” statute, ORS 197.303(1);
2. The types of housing identified in the city’s or county’s housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and
3. Accessory dwellings pursuant to section 3.07.120 of this chapter.

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

- A. The Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title and is Metro's official depiction of their boundaries. The map shows the boundaries established pursuant to this title and boundaries established prior to January 1, 2011. Until a local government has established a boundary by action of its elected officials, the map will depict the approximate locations of Centers, Corridors, Station Communities and Main Streets shown on the 2040 Growth Concept Map in the Regional Framework Plan (RFP).
- B. A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP. The city or county shall provide notice of its proposed revision as prescribed in subsection B of section 3.07.620.
- C. The COO shall revise the Centers, Corridors, Station Communities and Main Streets Map by order to conform the map to establishment or revision of a boundary under this title.

 **Metro | Memo**

Date Thursday, October 21, 2010
To: MPAC
From: Sherry Oeser, Planning and Development Services Department
Subject: MTAC Comments on Urban Growth Management Functional Plan Title 6 (Centers, Corridors, Station Communities and Main Streets)

MTAC generally supports the changes to Title 6 as proposed in the version included in the MPAC packet and requested that the following background information and comments be forwarded to MPAC for consideration.

Background

The purpose of Title 6 of the Urban Growth Management Functional Plan is to support mixed-use, pedestrian-friendly, and transit-supportive development in centers, corridors, station communities and main streets.

The existing Title 6 requires local governments to submit progress reports which have not been an effective way to encourage center development. Earlier this year, a subcommittee of MTAC met several times to identify potential changes to Title 6. The subcommittee included staff from local governments, Department of Land Conservation and Development, Oregon Department of Transportation (ODOT), and TriMet. MTAC discussed the subcommittee's changes at their meetings from July through October and identified additional refinements. The Transportation Policy Advisory Committee (TPAC) also reviewed Title 6.

The objective of the MPAC meeting is to review the new approach to supporting centers, corridors, station areas and main streets and seek MPAC comments and recommendations to the Council for their consideration as part of the capacity ordinance.

Summary of changes

The changes reflected in the version included in the MPAC agenda packet:

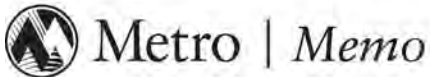
- Align local and regional investments to support local aspirations in centers, corridors, station communities and main streets and make progress toward the region's six desired outcomes
- Reflect a desire to focus development in all centers (central city, regional and town centers, and station communities) as well as along corridors and main streets
- Better link land use and transportation to support mixed-use, pedestrian-friendly, and transit-supportive development
- Provide incentives to local governments that adopt a plan of actions and investments to enhance their center, corridor, station community, or main streets. The incentives include:

- eligibility for a regional investment,
 - ability to use a higher volume-to-capacity standard under the Oregon Highway Plan when considering amendments to comprehensive plans or land use regulations, and
 - eligibility for an automatic 30 percent trip reduction credit under the Transportation Planning Rule when analyzing traffic impacts of new development in plan amendments for a center, corridor, station community or main street.
- Recognize that transportation impacts are often a problem in achieving center visions

Summary of MTAC comments

- Need to define regional investments
- Concerning the 30% trip reduction credit: While supporting the principle behind the credit and the flexibility it provides local governments, members expressed concern about how ODOT would apply the credit moving forward. Members believed that a new level of regional cooperation and trust between local governments and the state is needed for this to be successful.
- Concerning the 30% trip reduction credit: Longer-term, the region should focus on revising state administrative rules to reconcile the conflict between existing mobility policies and policies for compact urban form rather than using Metro's Functional Plan to make this change.
- Concerning not allowing new auto dependent uses: Some members suggested that there is also a design element that needs to be considered and not simply traffic generation. There are uses that Title 6 encourages in mixed-use areas (e.g., grocery stores and restaurants) that may produce higher auto trip generation rates than the examples provided in the changes to Title 6.
- Concerning implementation: Members supported Metro's desire to create implementation guidelines for Title 6 and other relevant functional plan titles as a way to address the remaining concerns. Metro would develop the guidelines in consultation with local governments. In addition, it was recognized that Title 6 could be revised in the future through the next regional growth management decision based on an assessment of what was working or not working.

Materials following this page were distributed at the meeting.



Date: Wednesday, Oct. 20, 2010
To: Metro Councilors, MPAC and JPACT members
From: Jim Middaugh, communications director
Subject: New media experiment update and policies

Introduction

Several Metro Councilors and other stakeholders recently raised questions about the Communications Department's ongoing experiment in sponsoring more independent reporting about the agency's work. I take responsibility for not providing better and clearer information about the experiment earlier. This memo provides more information about the project and highlights the editorial policies we have put in place to manage the work.

Background

There are about 20 newspapers in the Portland area, and none of them devote extensive resources to covering Metro. In 2009, Metro's communications staff decided that lack of coverage hurt the agency's transparency and public engagement. Our solution was to hire a temporary reporter to provide two months of independent coverage of a series of public meetings associated with regional land use decisions. Stakeholder and public feedback about the experiment was universally positive.

Goals

Based on that experience, and in light of the Metro auditor's recent call for more transparency, this fall Metro expanded on the experiment by hiring a temporary reporter – between September now and December 31, 2010 – to provide independent coverage of public meetings and to produce articles on those meetings and on topics associated with the development of a regional Community Investment Strategy. The goals of the expanded experiment include:

- improving the effectiveness and amount of public engagement in regional policymaking
- building trust with stakeholders and the public
- improving public knowledge about the issues and challenges facing the region
- improving the transparency of regional policymaking
- providing a public place for Metro's critics and supporters alike to share their voices.

When the experiment was announced, members of the commercial media initially expressed skepticism about Metro's ability to allow independent reporting. Since its launch, however, feedback from journalists and stakeholders, with one exception, has been very positive. The Portland Tribune recently wrote an article praising the project. And, during the last 30 days, the Metro newsfeed (<http://news.oregonmetro.gov/1/>) received more than 9,000 page views, an increase of nearly 2,000 views from the prior month.

Editorial guidelines

To ensure the integrity of the project and to respond to the questions received to date, the Communications Department recently created a set of editorial guidelines to govern the news reporter. These editorial guidelines will be immediately implemented and shared with our stakeholders, readers, and Metro's reporter. They include:

- Focus coverage on the Community Investment Strategy and closely related topics.

- Clearly identify the independent reporting and make clear that it does not reflect the views, policies or opinions of Metro or its staff and elected officials.
- Submit reporter's articles for editorial review by Metro Communications Director or designee to ensure editorial guidelines are satisfied.
- Test the accuracy of information from all sources and exercise care to avoid error.
- Ensure that reporting illuminates positions and concerns, not personal attacks.
- Ensure multiple points of view are reflected as appropriate.
- Make certain that headlines, excerpts, promotional material, photos and quotations do not misrepresent, oversimplify or be taken out of context.
- Headlines will be written by someone other than the author of the story.
- Support the open exchange of views, even views Metro disagrees with.
- Give voice to stakeholders and the public; official and unofficial sources of information should be equally valid.
- Distinguish between advocacy and news reporting and engage only in reporting.
- When publishing analysis and commentary, it should be from stakeholders or the public only, not from Metro staff or the Metro reporter; it should be labeled as commentary and not misrepresent fact or context.
- Recognize a special obligation to ensure that the public's business is conducted in the open and that government records are open to inspection as required by law.
- Recognize that gathering and reporting information may cause harm or discomfort, and endeavor to ensure that articles do not contain unnecessarily inflammatory language.
- Clarify and explain news coverage and invite dialogue with the public about coverage.
- Admit mistakes and correct them promptly and publicly.

Feedback

Metro's reporter has an open door for conversation with the communications staff and others, including Councilors, about whether content is appropriate and fair. Everyday staff work closely with the reporter to ensure accurate, fair and relevant coverage. You are encouraged to communicate directly with the reporter or with me if you have ideas, questions or concerns about coverage. Metro communications staff provides guidance about which topics to cover. At the end of the day however, Metro staff only edits stories for grammar, spelling, style and consistency with the guidelines described above. Content is at the sole discretion of the reporter.

Evaluation

The Metro Communications Department is committed to a thorough and ongoing evaluation of the experiment and to constant improvement of the project as it proceeds. We've already made changes to make clearer the distinction between the more independent reporting from this experiment and Metro's more traditional public relations and public information work. In addition, we are working hard to provide more immediate and effective ways for people to provide comments and feedback about all of Metro's information, including the independent reporting.

Next steps

Michael Jordan and I will be contacting you shortly to arrange a time to discuss this project and to seek your ideas for effectively managing it and for evaluating its successes and challenges. In the meantime please contact me directly with any questions or concerns.

Conclusion

With more and more media outlets challenged to find resources to cover local government, the Communications Department's hope is that this hybrid of journalism and public relations will help fill the void of understanding of, and trust in, how government works. Our goal is to set an example of how governments can benefit from independent reporting from within.

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October 26, 2010

Metro Policy Advisory Committee
Metro
600 NE Grand Avenue
Portland, Oregon 97232

RE: Proposed amendments to the Functional Plan

Colleagues:

While many of us have shared concerns and interests in the potential urban growth boundary expansions that are part of the Chief Operating Officer recommendation for the Community Investment Strategy, I am writing you to share my concerns about the proposed policy revisions to Title 1 (Housing Capacity) and Title 6 (Centers, Corridors, Station Communities and Main Streets) of the Functional Plan and the implications of these revisions to the daily work we all do.

Title 1 Housing Capacity: Title 1's purpose is to ensure a "fair-share" approach to housing and to ensure each jurisdiction maintains or increases its housing capacity. Proposed revisions seek to simplify the process of maintaining housing capacity by replacing a housing targets table with a "no net loss" policy.

One of the biggest benefits of the Title 1 table will be significantly curtailed by this policy change. Jurisdictions that have provided housing above the capacity target have been able to rely on the additional capacity when pursuing a downzone that enhances the community's livability. The revisions would allow this kind of "banking" but only for a period of two years after an upzoning. The time and staffing needs of a legislative process may extend beyond this horizon, thus making it untenable.

The "no net loss" approach also serves to continuously ratchet up the minimum housing capacity provided by a jurisdiction. This will ultimately cause an "unfair-share" approach to housing since those jurisdictions that already provide housing above the targets and those that intensify housing capacity will have increased minimum capacities that are out-of-scale with what their regional fair share actually is.

The proposed revisions would also require a jurisdiction to determine the effect on housing capacity of land use regulations in districts that allow residences. It is unclear what this determination would be. Gresham recently adopted design standards for multi-family housing. Would each standard need to be evaluated for its impact on capacity? This could be a substantial amount of work, and it is unclear what is gained through the process.

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

Title 6 is proposed to expand beyond Centers and Station Communities to include Corridors and Main Streets. It proposes linking regional investments administered by Metro to certain actions by a local jurisdiction in the geographies: adopting a boundary, developing an area assessment, and implementing a plan of action to realize the potential in the area. There are numerous policy issues with the proposed revisions. Some key issues are:

1. It is unclear what problem the revisions are trying to solve, and if the solution presented – to withhold investments until local jurisdictions comply – is viable. It is unclear what regional funds will be withheld until a jurisdiction complies with the Title 6 requirements of adopting a boundary, developing an assessment, and implementing a plan of action. It is unclear if a jurisdiction must comply before every funding cycle of every regional investment, or if the three steps are valid for a longer period of time.
2. Adopting a boundary, developing an assessment, and implementing a plan of action for each of these geographies takes significant time and staffing resources. According to the last Metro Compliance Report, all jurisdictions comply with boundary adoption. It is unclear why this task is required again.
3. The proposed assessment requirements include assessing physical and market conditions of the area and the physical, regulatory and development code barriers and role of existing and potential incentives to mixed-use, pedestrian friendly and transit supportive development. It then requires that jurisdictions adopt revisions to comprehensive plans and land use regulations to implement the assessment. This includes adopting land use regulations that allow a mix and intensity of land uses that are specified in the revised Title 6. It is unclear what the expected scale of effort by jurisdictions is and how Metro will determine compliance. Metro staff has stated that a handbook will be developed but without understanding how the proposal will effect local decisions and resources this is a problematic approach.
4. Metro jurisdictions already implement Region 2040 and strive to have walkable, transit supportive communities. Some communities, like Gresham, have already done the three steps required in the proposed Title 6 but it is unclear if our previous work will be recognized as complying. Metro staff has stated a handbook will be developed to provide guidance on how to recognize work previously accomplished. However, without the assurance that our prior work will be recognized, we remain uncomfortable with this response.

In summary, it is unclear what the proposed revisions to Titles 1 and 6 are trying to solve, and if the solution presented will be successful. There is no imperative to adopt revisions as part of the broader recommendation on the Community Investment Strategy. I recommend we postpone action until the policy and technical questions are answered. Gresham's previous correspondence detailing policy and technical issues with these two titles is attached.

Thank you for your consideration of these matters.

Sincerely,

A handwritten signature in black ink, appearing to read "Shane T. Bemis", written in a cursive style.

Shane T. Bemis
Mayor



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MIKE ABBATÉ

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October 5, 2010

Robin MacArthur
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Proposed amendments to the Function Plan

Robin,

Thank you for the opportunity to review the recommended capacity ordinance provided by Chief Operating Officer Michael Jordan and subsequent revisions presented by Metro staff. The recommendation includes numerous policy changes and proposed modifications to the Urban Growth Management Functional Plan. Gresham has concerns about the proposed revisions. **At this time, Gresham cannot support these proposed revisions moving forward.**

Title 1. The revisions to Title 1 seek to eliminate the jobs capacity portion, shift to a 'no net loss' of housing capacity, and simplify the process. Metro staff attorney Dick Benner sent out a version of Title 1 on September 21, 2010. We sent some comments via email September 28 regarding this revision, which are attached. The latest version of Title 1 in the MTAC packet demonstrates that none of Gresham's concerns are addressed. There is nothing in the packet that demonstrates what kind of consideration these comments were provided, if any, and why they were not incorporated. The email to Dick Benner is attached.

Title 6: Title 6 is proposed to be expanded beyond Centers and Station Communities to include Corridors and Main Streets. It proposes to link regional investments to certain actions by a local jurisdiction in these geographies: adopting a boundary, developing an area assessment, and implementing a plan of action to realize the potential in the area. Gresham concerns with the title are shown in the attachment on Title 6.

Thank you for the opportunity to share concerns. I look forward to working with you to ensure these concerns are addressed.

Cordially,

Jonathan Harker, AICP
Long Range Planning Manager

CC: Ron Papsdorf, Government Relations Manager
Mike Abbate, Urban Design & Planning Director
Stacy Humphrey, Associate Planner

Att.

From: Humphrey, Stacy
Sent: Tuesday, September 28, 2010 12:50 PM
To: 'Richard Benner'
Cc: Harker, Jonathan
Subject: RE: Title 1, Housing capacity

Hi Dick,

Thank you for the opportunity to review revisions to Title 1. I appreciate that some of Gresham's concerns have been heard and incorporated. I believe you stated at a recent MTAC meeting that Title 1 modifications are not critical to the rest of the capacity ordinance and can be handled at a future date. I would recommend that we handle Title 1 at a later date. I have many concerns about this language and I'm not sure they can be addressed in the time allocated for the capacity ordinance. Below are my concerns and questions.

1. From the materials provided, I am still uncertain on what the problem is that we are trying to solve. Why is a capacity calculation needed? Aren't all jurisdictions implementing the 2040 plan?
2. The purpose statement talks about a "fair share" approach to housing. Why is this phrase in quotes? This part of the purpose statement is not continued elsewhere in the Code. Is there really a way to ensure a "fair share" approach? As presented, it seems that "fair share" is where the region is today.
3. While I am not sure why we need to calculate capacity, I have questions about what is stated. For example:
 - a. 3.7.120.A talks about zoning districts. Does this mean that the calculation would only apply for actions modifying zoning districts and not actions affecting a single tax lot? The same question comes up on 3.07.120B.
 - b. 3.07.120.A.1 lists geographies where housing capacity cannot be reduced. Are these the design types? The geographies are those in a proposed/expanded Title 6.
 - c. 3.07.120.A.3, who makes the judgment on what is "reasonably likely"? What does "reasonably likely" mean?
 - d. 3.07.120.B.2 – what does "complete" mean? Does this mean it is approved? The appeal period has ended?
 - e. 3.07.120.B.2 includes the "banking" that we discussed. While this addresses the concern I voiced, I'm not sure it does all it needs to do. As written, this version of Title 1 assumes that every jurisdiction is moving forward for this moment in time and may only increase capacity. There may be legacy issues that a jurisdiction would like to address (as Gresham did with the Residential Districts Review) to ensure the community is a great place.
 - f. 3.07.120.E talks about determining the effect of a proposed land use regulation on capacity. Would this need to occur for every proposed regulation? Gresham recently adopted multi-family design standards. This includes information on materials, facade composition, landscaping, etc. How would an analysis look for this kind of land use regulation? This could end up being an extraordinary amount of work. What will Metro do with it?
 - g. 3.07.120.E also introduces acres into the calculation (not in the existing Title 1). Can this be clarified to net acres?

- h. How would capacity be calculated for an area where housing is allowed as a secondary use? We have some districts where housing is allowed only as part of a mixed-use development.
- i. With 3.07.120.F – how does this work in light of Title 11 planning? It is conceivable that an area may allow residences while in the County, but Title 11 planning anticipates it being commercial with no allowance for residential. F suggests this could not occur because it would lower capacity.
- j. 3.07.120.G – something is missing after the word “shall”. Also, would actions done as part of Title 11 be better located in Title 11? Does G allow for refinement of the design types applied at the time of UGB expansion?

Thank you for the opportunity to review the proposed language. Please give me a call if I can clarify anything or provide additional thoughts.

Brightly,

Stacy Humphrey, AICP

Urban Design & Planning

(p) 503.618.2202

Stacy.Humphrey@GreshamOregon.gov

www.greshamoregon.gov

From: Richard Benner [mailto:Richard.Benner@oregonmetro.gov]

Sent: Tuesday, September 21, 2010 3:51 PM

To: Armstrong, Tom; brent curtis (brent_curtis@co.washington.or.us); Julia Hajduk; Humphrey, Stacy; katie mangle (manglek@ci.milwaukie.or.us)

Cc: Sherry Oeser; Brian Harper; Ray Valone; Ted Reid; Christina Deffebach

Subject: Title 1, Housing capacity

Here is a revised version of Title 1 responding to comments from the MTAC meeting of 9/15. Notable changes from the MTAC version are highlighted in yellow:

It's shorter!

Drops the requirement that each city and county calculate its total minimum zoned housing capacity and report it to Metro.

Allows non-simultaneous changes in capacity: can “bank” an upzone for two years.

Drops the process for sending capacity to another city or county (current 3.07.150) (never used).

Drops the “may not prohibit the partition or subdivision of a lot or parcel” at least twice the minimum size (current 3.07.140B).

Modifies the purpose statement.

This is on the MTAC agenda for October 6. Please send me your comments as soon as you can so we can make revisions before sending it to full MTAC.

Proposed Title 6	Comments from Gresham
<p>Exhibit G of Ordinance No. 10-1244 TITLE 6: CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS</p> <p>3.07.610 Purpose The Regional Framework Plan (RFP) identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.</p>	<p><i>There is no clarity in this section about what a regional investment is. Some funding programs that come to mind are MTIP, CET, Nature in the Neighborhoods, Open Space Bond Local Share, and TOD. Are these the types of funding contemplated in this section? Is there evidence that these programs do not support the design types in Title 6? Can Metro provide evidence that that these programs' criteria are not working, or that all these programs must support Title 6 land?</i></p> <p><i>It is unclear what problem exists that these revisions are trying to solve, and why holding investments pending local action is a solution.</i></p>
<p>3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets</p> <p>A. In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:</p> <p>1. Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection B;</p> <p>2. Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection C; and</p>	<p><i>There is nothing in Title 6 that clarifies that regional investments may be available to a local government in order to do the work outlined in the Title.</i></p> <p><i>There is no clear process specified for how Metro will recognize work previously accomplished by a local government. Requiring cities to do this work again will detract jurisdictions from the business of responding to development interests and economic development.</i></p> <p><i>The last compliance report – 2004 – shows all jurisdictions comply with Title 3.07.130, which requires them to adopt boundaries for design types. Why is this requirement needed? Does Metro simply need the shape files from local governments?</i></p> <p><i>As assessment like this (as describe below) is both time consuming and costly. For example the 2007 assessment of Downtown Gresham (part of the Regional Center) was partially funded by TGM at about \$90,000. 0.5 FTE was dedicated to the project. Other city staff and regional partners (i.e. TriMet) were involved. Gresham has three centers and nine corridors. To do a new assessment for all these geographies could take many years and large sums of funding.</i></p>

Proposed Title 6	Comments from Gresham
<p>3. Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection D.</p> <p>B. The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:</p> <ol style="list-style-type: none"> 1. Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project; 2. For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center; 3. For a Corridor designated for future high-capacity transit in the Regional Transportation Plan (RTP), include the area identified during the system expansion planning process in the RTP; and 4. Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and Metro in the manner set forth in subsection A of section 3.07.820 of this chapter. <p>C. An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:</p>	<p><i>Moving from an assessment to a plan of action is typically a legislative process with public participation, notice, and hearing requirements. Best planning practices would require the development of goal creation, creating and evaluating alternatives, choosing a preferred alternative, etc. This is a significant commitment of resources and time.</i></p> <p><i>What is "Metro's land use final order for a light rail transit project"? When talking about a proposed new Station Community – who is it proposed by?</i></p> <p><i>What is this supposed to mean? The Blue Line passes through Rockwood Town Center and the Gresham Regional Center. Both centers have zoning designations that support the line. Is there evidence that some jurisdictions do not have appropriate zoning along these lines? If there is no evidence, then why have this statement?</i></p> <p><i>What is 3 trying to get at? What is meant by "system expansion planning process in the RTP"?</i></p> <p><i>What does 'adopted' mean in this context? Is a resolution sufficient? Does it need to be by ordinance? Isn't this already done since all jurisdictions comply with the mapping requirement in 3.07.130? Is the specification of a boundary a land use action? Why is the requirement to provide ODOT notice here? Local governments make the determination when sending out notice which affected agencies should receive notice. If Metro believes it is important to notice ODOT, then the code should obligate Metro to do this notice.</i></p> <p><i>As stated previously, an assessment can be a tremendous effort in terms of staffing and financial resources. While the practices described in this section are good practices, it is unclear what the ultimate goal of this work is. Most likely, all jurisdictions have taken action to make Title 6 geographies pedestrian friendly, mixed-use and supportive of transit.</i></p> <p><i>How frequently does an assessment need to be updated? Does it need to be refreshed for every funding cycle of each regional investment? How detailed does this study need to be? How will Metro evaluate it?</i></p>

Proposed Title 6	Comments from Gresham
<p>1. Physical and market conditions in the area;</p> <p>2. Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;</p> <p>3. The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;</p> <p>4. Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and</p> <p>5. For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.</p> <p>D. A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection C and include at least the following elements:</p> <p>1. Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;</p> <p>2. Revisions to its comprehensive plan and land use regulations, if necessary, to allow:</p> <p>i. In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and</p>	<p><i>These conditions change over time. Can this requirement be satisfied by a study done a decade ago? Five years ago?</i></p> <p><i>Physical barriers are typically identified in a local TSP or CIP. The way this is written assumes that there are regulatory barriers to such development. There may not be any.</i></p> <p><i>The way this is written assumes that a local jurisdiction has not already done this work for all the geographies. Gresham has done this work and continuously makes sure that the Development Code works as anticipated.</i></p> <p><i>This is open-ended. How many incentives need to be provided to meet this requirement? Gresham is currently waiving fees to support developments – is this enough? Why does Metro need to know this? What will Metro do with this information?</i></p> <p><i>How can a mix of uses occur in corridors through Industrial Areas and Regionally Significant Industrial Areas? These design types purposefully limit a mix of uses in order to maintain the land for industrial purposes. Aren't they a barrier? What other barriers does Metro believe may exist?</i></p> <p><i>When these two design types overlap, isn't the Title 4 land the dominant type?</i></p> <p><i>How do previous actions such as adopting an urban renewal area get recognized through this requirement?</i></p> <p><i>Many barriers are outside the control of a local jurisdiction (i.e. financing, lending). If a local jurisdiction cannot eliminate such barriers, does that mean they cannot comply with this Title? Also, it is possible that a local government does not have any regulatory barriers. Are there examples Metro can point to that demonstrate regulatory barriers in this region?</i></p> <p><i>This section requires this mix of uses. Later, this mix of uses is recommended, not required. This section should say this mix of uses is recommended so that the local government remains the decision maker. Also, the</i></p>

Proposed Title 6	Comments from Gresham
<p>ii. In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;</p> <p>3. Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and</p> <p>4. A plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to section 3.08.230 of the Regional Transportation Functional Plan (RTFP) that includes:</p> <p>i. The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;</p> <p>ii. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and</p> <p>iii. A parking management program consistent with section 3.08.410 of the RTFP.</p> <p>E. A city or county that has completed all or some of the requirements of subsections B, C and D may seek recognition of that compliance from Metro by written request to the Chief Operating Officer (COO).</p> <p>F. Compliance with the requirements of this section is not a prerequisite to:</p> <p>1. Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or</p> <p>2. Investments in areas other than Centers, Corridors, Station Communities and Main Streets.</p>	<p><i>document in section 3.07.640 is not adopted by any finding. What standing does it have?</i></p> <p><i>It is unclear how a mix of uses is viable in these design types. They specifically limit uses to ensure the land is available for industrial applications.</i></p> <p><i>What is needed to demonstrate this? Can a jurisdiction indicate it has an urban renewal district and a vertical housing development zone and comply? Why is it necessary to articulate all the local efforts?</i></p> <p><i>Items in #4 are typically done as part of a TSP. Why does this need to be in Title 6? Do all jurisdictions need a current TSP to have access to regional investments? At what point is a TSP considered "too old" to meet this requirement?</i></p> <p><i>It is unclear how Metro will respond to this. What are Metro's obligations under this section? What is the time frame for a response from Metro? What form will it take?</i></p> <p><i>F seems to say there are Metro funding programs that are not regional funding programs that a local government can use without meeting Title 6. What are these?</i></p> <p><i>Does this mean that a local jurisdiction can pursue a regional investment for other geographies even if the jurisdiction is not in compliance with Title 6?</i></p> <p><i>Can a facility that goes through a Title 6 geography such as the Springwater Trail be eligible for regional investments if a jurisdiction does not comply with Title 6?</i></p>

Proposed Title 6	Comments from Gresham
<p data-bbox="66 233 753 302">3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates</p> <p data-bbox="66 338 764 541">A. A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:</p> <ol data-bbox="66 573 704 743" style="list-style-type: none"> <li data-bbox="66 573 704 642">1. Established a boundary pursuant to subsection B of section 3.07.620; and <li data-bbox="66 674 691 743">2. Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640. <p data-bbox="66 774 781 1010">B. A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:</p> <ol data-bbox="66 1041 781 1713" style="list-style-type: none"> <li data-bbox="66 1041 704 1110">1. Established a boundary pursuant to subsection B of section 3.07.620; <li data-bbox="66 1142 781 1245">2. Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640; and <li data-bbox="66 1276 773 1413">3. A plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to section 3.08.230 of the Regional Transportation Functional Plan (RTFP) that includes: <ol data-bbox="66 1444 781 1713" style="list-style-type: none"> <li data-bbox="66 1444 781 1514">i. Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP; <li data-bbox="66 1545 737 1614">ii. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and <li data-bbox="66 1646 773 1713">iii. A parking management program consistent with section 3.08.510 of the RTFP. 	<p data-bbox="800 233 1276 260"><i>No comments on this section at this time.</i></p>

Proposed Title 6	Comments from Gresham
<p>3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets</p> <p>A. Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:</p> <ol style="list-style-type: none"> 1. Central City - 250 persons 2. Regional Centers - 60 persons 3. Station Communities - 45 persons 4. Corridors - 45 persons 5. Town Centers - 40 persons 6. Main Streets - 39 persons <p>B. Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:</p> <ol style="list-style-type: none"> 1. The land uses listed in <i>State of the Centers: Investing in Our Communities</i>, January, 2009, such as grocery stores and restaurants; 2. Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities; 3. Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces. <p>C. Centers, Corridors, Station Communities and Main Streets need a mix of housings types to be vibrant and successful. The following mix of housing types is recommended for each:</p> <ol style="list-style-type: none"> 1. The types of housing listed in the “needed housing” statute, ORS 197.303(1); 2. The types of housing identified in the city’s or county’s housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and 3. Accessory dwellings pursuant to section 3.07.120 of this chapter. 	<p><i>In this section, the list of uses is identified as “recommended”. Previously, this list is identified as required.</i></p> <p><i>2 and 3 are not a bad list of uses, but it may not be reasonable to think that every Title 6 geography can support a college, a hospital, and various civic uses. The ability to site these facilities depends on local conditions.</i></p>

Proposed Title 6	Comments from Gresham
<p data-bbox="66 237 781 300">3.07.650 Centers, Corridors, Station Communities and Main Streets Map</p> <p data-bbox="66 338 781 674">A. The Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title and is Metro's official depiction of their boundaries. The map shows the boundaries established pursuant to this title and boundaries established prior to January 1, 2011. Until a local government has established a boundary by action of its elected officials, the map will depict the approximate locations of Centers, Corridors, Station Communities and Main Streets shown on the 2040 Growth Concept Map in the Regional Framework Plan (RFP).</p> <p data-bbox="66 709 781 905">B. A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP. The city or county shall provide notice of its proposed revision as prescribed in subsection B of section 3.07.620.</p> <p data-bbox="66 940 781 1073">C. The COO shall revise the Centers, Corridors, Station Communities and Main Streets Map by order to conform the map to establishment or revision of a boundary under this title.</p>	<p data-bbox="797 331 1503 533"><i>As stated previously, all jurisdictions are in compliance with 3.07.130 regarding boundary adoption. There should be no need to adopt a new boundary. Gresham will be providing Metro a letter showing these adoptions and maps demonstrating the area. We presume Metro will update the Title 6 map accordingly.</i></p> <p data-bbox="797 701 1463 835"><i>Is the notice described in this section different than the notice described in Title 8? If not, there is no need to include it here. What is Metro obligated to do once they receive this notice?</i></p> <p data-bbox="797 936 1503 1100"><i>What is the time frame anticipated for map updates? There are other planning actions Gresham has taken in the past five years that have yet to be reflected in Metro's mapping (i.e. Springwater Title 11 planning is not reflected on the Regional 2040 map)</i></p>

 **Metro** | *Memo*

To: MTAC

From: Sherry Oeser, Planning and Development Services

Subject: Response to City of Gresham Regarding Title 6 changes

Date: October 26, 2010

The City of Gresham recently sent a letter which was included in last week's MTAC agenda packet with questions concerning Title 6 (Centers, Corridors, Station Communities, and Main Streets) of the Urban Growth Management Functional Plan. This memo responds to those questions and is being sent to all MTAC members and alternatives.

The existing version of Title 6 required local governments to develop a strategy to enhance all centers by December 2007 and to submit progress reports to Metro every two years. Only one local government developed a strategy for its center. This approach has not been effective in encouraging center development. An MTAC subcommittee on Title 6 spent considerable time earlier this year discussing possible revisions to Title 6. The subcommittee included staff from several local governments, the Department of Land Conservation and Development, Oregon Department of Transportation, and TriMet. MTAC itself reviewed Title 6 on several occasions between May through October. Title 6 was also reviewed by the Transportation Policy Advisory Committee.

The changes to Title 6 are intended to:

- Align local and regional investments to support local aspirations in centers, corridors, station communities and main streets
- Reflect a desire to focus development in all centers (central city, regional and town centers, and station communities) as well as along corridors and main streets
- Better link land use and transportation to support mixed-use, pedestrian-friendly, and transit-supportive development
- Provide incentives to local governments that adopt a plan of actions and investments to enhance their center, corridor, station community, or main street. The incentives include:
 - Eligibility for a regional investment,
 - Ability to use a higher volume-to-capacity standard under the Oregon Highway Plan, and
 - Eligibility for an automatic 30 percent trip reduction credit under the Transportation Planning Rule
- Address the problems that transportation impacts have on achieving mixed-use, pedestrian-friendly, and transit-supportive development

The City of Gresham questions are presented below and are followed by a response from Metro staff.

Section 3.07.610 Purpose:

Question 1: There is no clarity in this section about what a regional investment is. Some funding programs that come to mind are MTIP, CET, Nature in Neighborhoods, Open Space Bond Local Share, and TOD. Are these the types of funding contemplated in this section? Is there evidence that these programs do not support the design types in Title 6? Can Metro provide evidence that that these programs' criteria are not working, or that all these

programs must support Title 6 land? Is it unclear what problem exists that these revisions are trying to solve, and why holding investments pending local action is a solution.

Response: Title 6 implements the Regional Framework Plan policies on enhancing centers and setting centers as a priority for investment (See current RFP policy 1.16 or proposed new RFP policy 1.2) and seeks to encourage development in centers and station communities. Since Title 6 was adopted, however, development in centers has not achieved the results originally anticipated. A key reason why centers are not developing is because local governments do not have sufficient funds available for public works or other investments or have policies that create barriers to development. The Chief Operating Officer is recommending that the approach to center development be changed to an incentive approach, that Title 6 be expanded to include corridors and main streets where significant revitalization opportunities exist, and that investments of regional dollars be made strategically in areas that are ready for such investments to have the most impact. As stated in Title 6, funding for High Capacity Transit is a regional investment. For other programs, Metro will work with our regional partners to ensure the criteria meet the goals of Title 6 but do not inadvertently create a barrier to achieving mixed-use, pedestrian-friendly and transit-supportive development in centers, corridors, station communities, and mains streets.

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets:

Question 2: There is nothing in Title 6 that clarifies that regional investments may be available to a local government in order to do the work outlined in the Title. As assessment like this (as described) is both time consuming and costly. For example the 2007 assessment of Downtown Gresham (part of the Regional Center) was partially funded by TGM at about \$90,000. 0.5 FTE was dedicated to the project. Other city staff and regional partners (i.e. TriMet) were involved. Gresham has three centers and nine corridors. To do a new assessment for all these geographies could take many years and large sums of funding. Additionally, there is no clear process specified for how Metro will recognize work previously accomplished by a local government. Requiring cities to do this work again will detract jurisdictions from the business of responding to development interests and economic development.

Response: It is not the intent of this provision to require local governments to conduct a new assessment if one has already been completed relatively recently. Metro staff will review any assessments to determine if they meet the requirements of Title 6. Metro understands that work required by Title 6 can be costly and requires local jurisdictions to seek multiple funding options. In the past, Metro provided technical or funding to assist local jurisdictions.

Question 3: What is "Metro's land use final order for a light rail transit project"?

Response: Metro staff work with local government staff in determining the Locally Preferred Alternative. The Metro Council adopts the Land Use Final Order, following receipt of an application from TriMet. This is probably not an issue for Gresham, unless a new light rail project is proposed for Gresham and state law authorizes it.

Question 4: What is meant by "system expansion planning process in the RTP"?

Response: The System Expansion Planning process (SEP) was established in the recently adopted High Capacity Transit (HCT) System Plan, which is considered one part of the recently adopted Regional Transportation Plan (RTP). The SEP is a set of guidelines that is meant to help local jurisdictions gain a better understanding of what measurable steps are needed to advance previously identified HCT lines, ultimately, into the highest tier of the plan thus making them eligible for a regional investment in a new HCT line. The HCT Plan currently places existing HCT corridors into one of four tiers, which indicates which lines are most “ripe” for new transit investment.

Question 5: What does ‘adopted’ mean in the context of establishing boundaries for Centers, Corridors, Main Streets, and Station Communities? Is a resolution sufficient? Does it need to be by ordinance? Isn’t this already done since all jurisdictions comply with the mapping requirement in 3.07.130? Is the specification of a boundary a land use action?

Response: “Adopted” means a formal action by a governing body. Local jurisdictions may be in compliance with previous requirements of the UGMFP, such as Title 1, concerning the delineation of a boundary. However, new requirements proposed by Title 6, including the official adoption of Center, Corridor, Main Street and Station Community boundaries would be required to be officially adopted by each jurisdiction that wished to be eligible for a regional investment. Many jurisdictions proposed “analysis boundaries” for their centers, but never officially adopted boundaries by their governing body. Some local jurisdictions did officially adopt boundaries in their approved comprehensive plans. Those jurisdictions will be given credit for official adoption of boundaries going forward. It is important to adopt the boundaries to know which areas are eligible for the incentives.

Question 6: How frequently does an assessment need to be updated? Does it need to be refreshed for every funding cycle of each regional investment? How detailed does this study need to be? How will Metro evaluate it?

Response: These are details that deal primarily with implementation of Title 6 and that will need to be worked out in consultation with local jurisdictions as guidelines are developed in 2011. The assessment should be detailed enough to help each local jurisdiction identify priorities, investments and possible policy actions.

Question 7: Section 3.07.620.D is open-ended. How many incentives need to be provided to meet this requirement? Gresham is currently waiving fees to support developments – is this enough? Why does Metro need to know this? What will Metro do with this information?

Response: Metro seeks to understand the tools and techniques used by our local partners and how well they work to promote mixed-use, pedestrian-friendly, and transit-supportive developments in order to assist local jurisdictions in achieving their local aspirations through a mix of investments and policy decisions. The best way to understand the success of a jurisdiction is to have a comprehensive understanding of how it is tackling its problems with revitalization and redevelopment in its centers, corridors, station communities, and main streets. Since each of these is unique and needs its own special mix of investments and policies, there is no hard and fast number of incentives needed to meet the requirement of a plan of action because each center has its own needs. Metro will review each plan on a case-by-case basis.

Question 8: Per Section 3.07.620.D.2.b, how can a mix of uses occur in corridors through Industrial Areas and Regionally Significant Industrial Areas? These design types purposefully limit a mix of uses in order to maintain the land for industrial purposes. Aren’t they a barrier?

Response: A mix of uses could include employment areas that provide services, such as restaurants and banks, to industrial areas. Corridors are key areas providing transit service to serve the employment areas. The MTAC Title 6 subcommittee discussed this issue and concluded that it is up to the local government to map the boundary for a corridor and decide which part of the corridor is included.

Question 9: Many barriers are outside the control of a local jurisdiction (i.e. financing, lending). If a local jurisdiction cannot eliminate such barriers, does that mean they cannot comply with this Title? Also, it is possible that a local government does not have any regulatory barriers. Are there examples Metro can point to that demonstrate regulatory barriers in this region?

Response: Metro works everyday with its local partners to help identify actions to eliminate regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development. The two Community Investment Toolkits that Metro produced in recent years (Financial Incentives and Innovative Design and Development Codes) are tools to help local jurisdictions overcome barriers. In addition, Metro has been able to work with individual jurisdictions to identify site specific barriers and potential ways to eliminate those barriers through work such as code audits and market analyses. Some barriers that have been identified are height limitations, lack of parking management plans and design approval processes. The intent is to assess what barriers may exist that are preventing development of mixed-use, pedestrian-friendly and transit-supportive development and seek innovative ways to overcome those barriers.

Question 10: Per Section 3.07.620.D.4, these items are typically done as part of a TSP. Why does this need to be in Title 6? Do all jurisdictions need a current TSP to have access to regional investments? At what point is a TSP considered "too old" to meet this requirement?

Response: Local jurisdiction TSPs are required to be in compliance with the most recently adopted RTP. The RTP is updated every five years, thus local jurisdictions are required to update their TSPs for compliance within each 5 year cycle to be considered in compliance with the Transportation Functional Plan. As part of the 2035 RTP adoption this year, a compliance chart was developed that sets out the deadline for each jurisdiction to update their TSP.

Question 11: Per Section 3.07.620.E [completion of requirements], it is unclear how Metro will respond. What is the timeframe for a response and what form will it take?

Response: These are details that will need to be worked out in consultation with local governments when the guidelines are developed in 2011. The intent is to help local governments become eligible for the incentives contained in Title 6.

Question 12: Can a local jurisdiction pursue a regional investment for other geographies even if the jurisdiction is not in compliance with Title 6?

Response: As proposed in Title 6, a regional investment applies only to a center, corridor, station community or main street. If the investment that the local jurisdiction is seeking does not fall into one of those design types, then the jurisdiction can pursue investments.

Question 13: Can a facility that goes through a Title 6 geography such as the Springwater Trail be eligible for regional investments if a jurisdiction does not comply with Title 6?

Response: As noted earlier, regional investments other than HCT will be determined in consultation with our local government partners and it has not yet been determined if funding for trails will be a regional investment. What Title 6 seeks to accomplish is mixed-use, pedestrian-friendly, transit-oriented development that supports centers, corridors, station communities and main streets.

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets:

Question 14: Section 3.07.640.B.2 and 3 are not a bad list of uses, but it may not be reasonable to think that every Title 6 geography can support a college, a hospital, and various civic uses. The ability to site these facilities depends on local conditions.

Response: Clearly not all areas are going to support each of the listed land uses. The intent is to provide a combination of the uses listed to achieve the critical number of residents and workers listed in paragraph A of 3.07.640. Each center, corridor, station community, and main street will require its own unique combination of land uses to be successful. Research done by Metro, as well as its partner jurisdictions, has clearly shown that the listed uses have the most impact on the success of places throughout the region.



City of Tualatin

www.ci.tualatin.or.us

October 27, 2010

Metro Policy Advisory Committee Members
Metro
600 NE Grand Ave
Portland, OR 97232

RE: URBAN GROWTH EXPANSION AREAS FOR LARGE LOT USE- CITY OF TUALATIN REQUEST

Dear MPAC Members:

I am requesting that MPAC consider the City of Tualatin's need for an Urban Growth Boundary (UGB) expansion area separate from the other regional requests. The City of Tualatin is asking MPAC to recommend to Metro Council that this area be part of the upcoming UGB expansion.

Area F5, urban reserve analysis area, has been incorporated into Tualatin's Southwest Concept Plan (SWCP) to provide additional large lot industrial employment land and to help facilitate the connection of a proposed SW 124th Avenue to SW Tonquin Road. The SWCP is a guide for industrial development of a 614-acre area that is partially designated Regionally Significant Industrial Area (RSIA). Tualatin's analysis indicates area F5 is 117 gross acres and consists primarily of rural industrial uses. We have identified 77 net acres of vacant and redevelopable land that could support approximately 747 employees at 9.7 employees/acre. Of the 11 parcels in the area eight contiguous parcels are under the same ownership, Morse Bros Inc, which is 85 gross acres or 73% of the total area.

This area will support the vision and purpose of the Tualatin's Town Center. One aspect of the Tualatin Town Center vision is to create a destination for local business activities and not a pass through location for freight traffic. As well as enhancing the SWCP area, F5 will create a transportation connection for a future SW 124th Avenue from SW Tualatin-Sherwood Road to SW Tonquin Road. This arterial could provide an alternative route for freight traffic to access the industrial areas in Tualatin and the proposed industrial area in the SWCP from I-5 and 99W. Currently freight traffic passes

through the Town Center via the I-5/Nyberg Street interchange. Providing an alternative for freight traffic would help achieve the Town Center vision and create a more successful Town Center.

The City is requesting that this area be recommended for UGB expansion to help facilitate the transportation infrastructure needed to serve land, the Southwest Concept Plan area, that was brought into the UGB in 2004 and that was designated RSIA. A map of area F5 and a concept plan map are attached for your review.

Thank you for the opportunity to discuss this request.

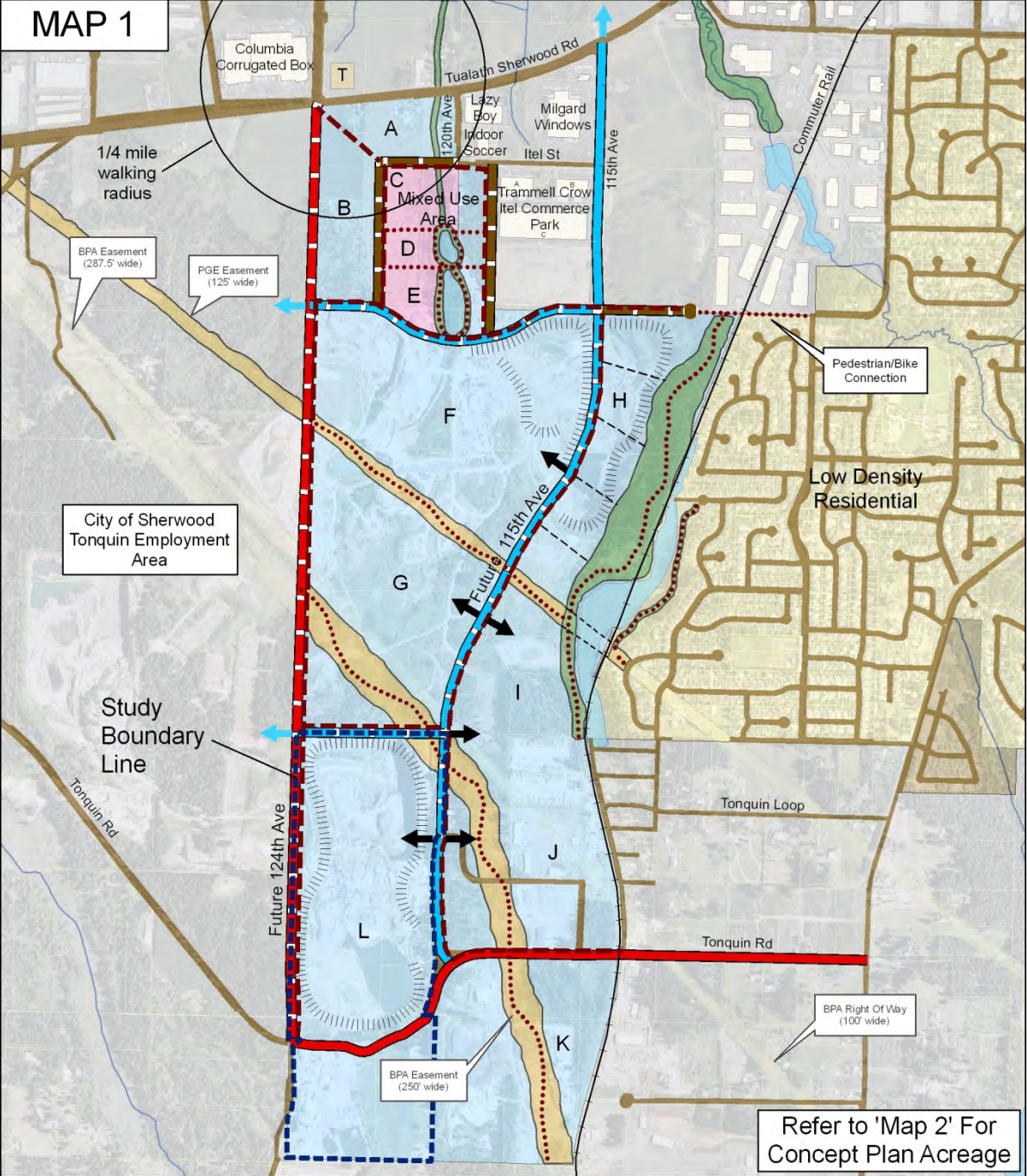
Sincerely,

A handwritten signature in black ink, appearing to read 'Lou Ogden', written in a cursive style.

Lou Ogden
Mayor

AHR
Enclosures: [2]

MAP 1



ALTERNATIVE IV
SW Tualatin Concept Plan



ROAD LEGEND: Solid Lines = existing Dashed Lines = proposed (Location of actual road could vary 200')

Local Streets	Transit Hub	Easements and Green Space	Water Body	Potential Urban Reserve/UGB Expansion
Arterials	Pedestrian Route-Trails	Future Industrial	Low Density Residential	
Collectors	Pedestrian Route-Sidewalk	Future Mixed Use	Medium Low Density Residential	

