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Metro | *Agenda*

Meeting: Metro Technical Advisory Committee

Date: Wednesday, April 20th, 2011

Time: 10 a.m. – 12:00 p.m.

Place: **Metro Regional Center, Council Chambers**

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	**CALL TO ORDER AND INTRODUCTIONS**		Robin McArthur, Chair	
10:10 a.m.	**1. Implementation Guidance:** • High Capacity Transit System Expansion Policy • Regional Transportation and Urban Growth Management Functional Plans • State of the Centers II Report *Objective: To review and discuss transportation and land use tools to assist local governments in becoming eligible for regional investments and supporting local aspirations.*	Discussion	Josh Naramore Josh Naramore / Sherry Oeser Brian Harper	In packet
Noon	**ADJOURN**			

MTAC meets on the 1st & 3rd Wednesday of the month. The next meeting is scheduled for May 4th, 2011.

For agenda and schedule information, call Alexandra Roberts Eldridge at 503-797-1839, email: Alexandra.Eldridge@oregonmetro.gov. To check on closure or cancellations during inclement weather, please call 503-797-1700#.

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Metro | *Memo*

Date: Wednesday, April 13, 2011

To: MTAC

From: Sherry Oeser, Josh Naramore and Brian Harper, Planning and Development Department

Subject: Implementation Guidance: High Capacity Transit System Expansion Policy, Regional Transportation and Urban Growth Management Functional Plans, and State of the Centers II Report

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With the adoption of the Regional Transportation Plan and the Capacity Ordinance (10-1244B) in 2010, the Metro Council indicated their support for developing a community investment strategy that would leverage regional and local investments with private investments to achieve the region's desired outcomes and implement the 2040 Growth Concept. Included in the MTAC packet are draft documents that reflect that direction: 1) a System Expansion Policy for future High Capacity Transit. 2) implementation guidance for the new titles in the Regional Transportation Functional Plan (RTFP) and the Urban Growth Management Functional Plan (UGMFP), and an update of the State of the Centers report.

System Expansion Policy (SEP)

When the High Capacity Transit (HCT) plan was adopted as part of the 2035 Regional Transportation Plan (RTP) last year, it established a framework for a community to compete for future high capacity transit investments by proposing a system expansion policy. This policy describes how communities can increase their eligibility for future regional investments in high capacity transit by developing a decision-making process and performance measure targets, as well as defining local and regional actions consistent with the goals of the RTP and the 2040 Growth Concept. This draft SEP responds to one of the unresolved issues identified in Chapter 6 of the RTP that were intended to be addressed post-RTP adoption.

Staff will be introducing the draft SEP policy at the April 20 MTAC meeting and seeking comments on this draft at the May 4 meeting. On May 18, MTAC will be asked to make recommendations to MPAC. The RTP commits Metro to bringing the process for implementing the SEP policy to JPACT, MPAC and Metro Council for future policy discussion and adoption.

Functional Plan Guidance

Also adopted as part of the RTP was the Regional Transportation Functional Plan (RTFP) which directs how city and county plans will implement the RTP through their respective comprehensive plans, local transportation system plans (TSPs), and other land use regulations. The RTFP codifies existing and new requirements that local plans must comply with to be consistent with the RTP. Additionally, as part of the Capacity Ordinance adopted last year, many changes were made to the Urban Growth Management Functional Plan (UGMFP) which may require changes to local comprehensive plans and implementing ordinances to implement regional growth management policies. As part of the adoption of changes to the RTFP and UGMFP, Metro committed to releasing guidance to local governments to assist in implementing the changes.

Staff seeks MTAC comments on the draft guidance attached. Staff will use these comments to refine the transportation and land use handbooks to provide guidance that is useful to local planners and decision –makers. Staff would like to discuss Title 6 (Centers, Corridors, Station Communities and Main Streets) in conjunction with the SEP and RTFP guidance because of its connection to transportation issues.

State of the Centers II Report

Linked to this guidance is the update of the State of the Centers which illustrates the existing conditions for many of the measures described in the System Expansion Policy and includes other factors to evaluate current conditions and barriers in centers. The State of the Centers report will help local jurisdictions see how their center performs today, how it compares to other centers, and highlight potential investments and policies that can support implementation of their local aspirations.

MTAC reviewed a preliminary draft of the measures of center performance in December 2010 and suggested additional measures. This attached illustration summarizes the measures that staff was able to include. New measures include:

- Illustrations and scores for data from Metro's Context tool on relative access to sidewalks, bike facilities, transit and parks, and relative density of small block sizes, population, private businesses.
- More information on numbers of jobs and job types and household incomes
- More information on civic or public amenities in addition to private businesses
- Indicators of market strength with assessed valuation data
- Indicators of meeting transportation policy with mode share data
- Indicators of who benefits from investments in the center within a 20-minute walk (or one mile buffer) from the center with additional demographic and economic data.

MTAC made other suggestions that staff were not able to include in this report, such as calculations of cost-burdened household for each center and information on disadvantaged populations by enter.

The report will be available by the end of April. Staff is proposing to distribute the report to MTAC members, planning directors, city managers and mayors and would appreciate other suggestions for how to distribute and present the results.

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High Capacity Transit System Expansion Policy Implementation Guidance

for the Portland metropolitan region

A handbook for local implementation

April 2011

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HIGH CAPACITY TRANSIT SYSTEM EXPANSION POLICY GUIDELINES

In June 2010, the Portland Metropolitan region adopted the 2035 Regional Transportation Plan (RTP) that included an outline for developing a high capacity transit (HCT) system expansion policy. The system expansion policy emphasizes fiscal responsibility by ensuring that limited resources for new HCT are spent where local jurisdictions have committed supportive land uses, high quality pedestrian and bicycle access, management of parking resources and demonstrated broad based financial and political support.

The purpose of the system expansion policy is to: 1) provide a transparent process by which local jurisdictions can work to advance their priorities for future HCT and 2) establish quantitative and qualitative performance measures to guide local land use and transportation planning and decision making. It also provides for a process to reprioritize regional funding for HCT in the form of future RTP amendments based on actions taken by local jurisdictions. The following defines the system expansion policy and provides a resource to local jurisdictions to begin working on advancing HCT priorities.

Following the system expansion policy guidelines does not guarantee a regional investment in HCT. The ultimate decision rests with JPACT and the Metro Council. The purpose of this document is to help local jurisdictions and consultants understand and implement recent regional policy and regulatory changes with adoption of the 2035 Regional Transportation Plan, Regional Transportation Functional Plan (RTFP), and amendments to the Urban Growth Management Functional Plan (UGMFP). Additional implementation guidelines have been developed for the changes in the RTFP and UGMFP.

1.0 INTRODUCTION

Transit is necessary to implement the 2040 Growth Concept, which calls for focusing future growth in regional and town centers, station communities, main streets, and 2040 corridors. Investments in transit, particularly high capacity transit (HCT) help the region concentrate development and growth in centers and corridors, achieve local aspirations and serve as the region's most powerful tools for community building. The 2035 Regional Transportation Plan (RTP) lays out the region's transportation concepts and policies that will result in a complete and interconnected transportation system that supports all modes of travel and implementation of the 2040 Growth Concept. Chapter 2 of the RTP details the policies for the regional transit system aiming to optimize the existing system, attract future riders and ensure transit-supportive land uses are implemented to leverage the region's current and future transit investments.

In 2008 the Metro Council, with guidance from the Metro Policy Advisory Committee (MPAC), agreed that our planning efforts should start with defining the desired outcomes that the residents of this region have consistently expressed when asked. To that end, the Metro Council and our regional partners adopted six desired outcomes to guide regional planning for the future. The 2035 RTP establishes an outcomes-based planning and decision-making framework to ensure transportation decisions support the six desired outcomes.

WHAT OUTCOMES ARE WE TRYING TO ACCOMPLISH?

VIBRANT COMMUNITIES – People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.

ECONOMIC PROSPERITY – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

SAFE AND RELIABLE TRANSPORTATION – People have safe and reliable transportation choices that enhance their quality of life.

LEADERSHIP ON CLIMATE CHANGE – The region is a leader in minimizing contributions to global warming.

CLEAN AIR AND WATER – Current and future generations enjoy clean air, clean water and healthy ecosystems.

EQUITY – The benefits and burdens of growth and change are distributed equitably.

As adopted by the Metro Council and MPAC in 2008.

The ability of this region to grow toward the 2040 Growth Concept vision hinges upon the ability to develop and sustain high capacity transit. However, the number of additional high capacity transit corridors that can be implemented in this region are limited by several factors, including:

- Local funding and community support.
- Competition with other regions for scarce federal funding.
- Institutional and financial capacity to develop, build and operate additional high capacity transit corridors.

Because this region cannot implement all of the desired high capacity transit corridors in the near term and we want to ensure we invest limited resources in the best way possible, it is necessary to prioritize which corridors are completed first. The High Capacity Transit System plan and system expansion policy provide a framework for the region to understand how transit can best deliver on the six outcomes for a successful region and the outcomes-based framework of the 2035 RTP.

1.1 HIGH CAPACITY TRANSIT SYSTEM PLAN

As part of the RTP, the region undertook a comprehensive assessment of the existing and potential future high capacity transit network. In July 2009, the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT Plan identifies corridors where new HCT is desired over the next 30 years. It prioritizes corridors for implementation, based on a set of evaluation criteria, and sets a framework to advance future corridors, consistent with the goals of the RTP and the region's 2040 Growth Concept. The HCT system plan provides the framework for transit

investments to be implemented as part of a broad corridor strategy that includes supportive land use and transit-oriented development (TOD), comprehensive parking programs, access systems for pedestrians and cyclists, park and rides and feeder bus networks. It assigned near- and long-term regional HCT priorities one of four priority tiers:

- Near-term regional priority corridors: Corridors most viable for Federal Transit Administration (FTA) alternatives analysis in the next four years (2010-2014).
- Next phase regional priority corridors: Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
- Developing regional priority corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- Regional vision corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

To help simplify future analyses, the *next phase regional priority corridors* and *developing regional priority corridors* have been consolidated into *Emerging Corridors*. The HCT System Plan corridors are shown in **Table 1** and **Figure 1.**

Table 1 – HCT System Plan Corridors

Tier	Corridors
Near-term regional priority corridors	10 – Portland Central City to Gresham (in general Powell Boulevard corridor) 11 – SW Corridor 34 - Beaverton to Wilsonville (in general WES commuter rail corridor)
Emerging Corridors	8 - Clackamas Town Center to Oregon City Transit Center via I-205 9 - Milwaukie to Oregon City TC via McLoughlin Boulevard 17 – Sunset Transit Center to Hillsboro 17D - Red Line extension to Tanasbourne 28 - Washington Square Transit Center to Clackamas Town Center (via I- 205) 29 - Washington Square Transit Center to Clackamas Town Center (via abandoned railroad) 32 - Hillsboro to Hillsdale 12 - Hillsboro to Forest Grove 13 - Gresham to Troutdale extension
Regional vision corridors	13D - Troutdale to Damascus 16 - Clackamas TC to Damascus 38S - Tualatin to Sherwood

1.2 SYSTEM EXPANSION POLICY OVERVIEW

The System Expansion Policy (SEP) provides the framework to advance future regional HCT corridors by establishing performance measures and defining regional and local actions that will guide the selection and advancement of those projects. The SEP framework is designed to provide a transparent process to advance high capacity transit projects and the key objectives are to:

- Promote transit supportive land uses in future HCT corridors
- Promote local policies that increase value of future HCT investments (i.e., parking management, street design and connectivity, Transportation Demand Management, etc)
- Provide local jurisdictions with a fair and measurable process for developing future HCT corridors
- Provide Metro with a tool to allocate limited planning resources to the most supportive, prepared communities
- Ensure that transit serves cost-burdened households

The SEP is designed to provide clear guidance to local jurisdictions and community partners in identified HCT corridors about the key elements that support high capacity transit system investments. It is designed to protect public investments and ensure limited resources are used to maximize adopted regional transportation and land use outcomes. The SEP is designed to provide:

- *Flexibility* (responsive to local aspirations) – no two communities or corridors in the region face the same set of land use and transportation planning conditions. Nor do any two communities have the same aspirations for future community form and land development. The SEP is flexible and allows communities and corridors an opportunity to promote transit development within the context of local priorities.
- *Local control* – the SEP process provides a framework for local jurisdictions in a corridor to initiate a constructive corridor development process. While no jurisdiction is required to participate, those desiring HCT investments will need to work with local partners to establish a working group and to develop a corridor purpose and needs statement. The SEP creates a new level of transparency in decision making, which provides local jurisdictions a clearer path to project advancement that has been available in the past.
- *Corridor level cooperation* – since most HCT projects cross jurisdictional boundaries and since both HCT itself and HCT-supportive land uses potentially affect State facilities, the SEP requires cooperation between local jurisdictions, TriMet, ODOT and Metro by establishing a Corridor Working Group. By requiring local jurisdictions to work together to meet SEP targets, the policy helps guide local jurisdictions to set joint priorities and balance tradeoffs associated with meeting land use and financial targets. Through the Corridor Working Group, local jurisdictions can take the lead in identifying the extent of a future HCT corridor, identifying possible future stations areas, and revising zoning policies.

- *Simplicity* – the SEP is straightforward and uncomplicated to enable local jurisdictions to work through the process easily.

The SEP is not intended to dramatically increase administrative requirements; rather it provides a fair and flexible process for corridor advancement and prioritization.

1.3 USING THE TRANSIT SEP HANDBOOK

The purpose of this handbook is to provide local jurisdictions that are located within one of the 18 corridors included in the 2009 HCT System Plan (**Figure 1**) a path to move their HCT corridor toward a regionally supported project development and funding process. The handbook is divided into five sections:

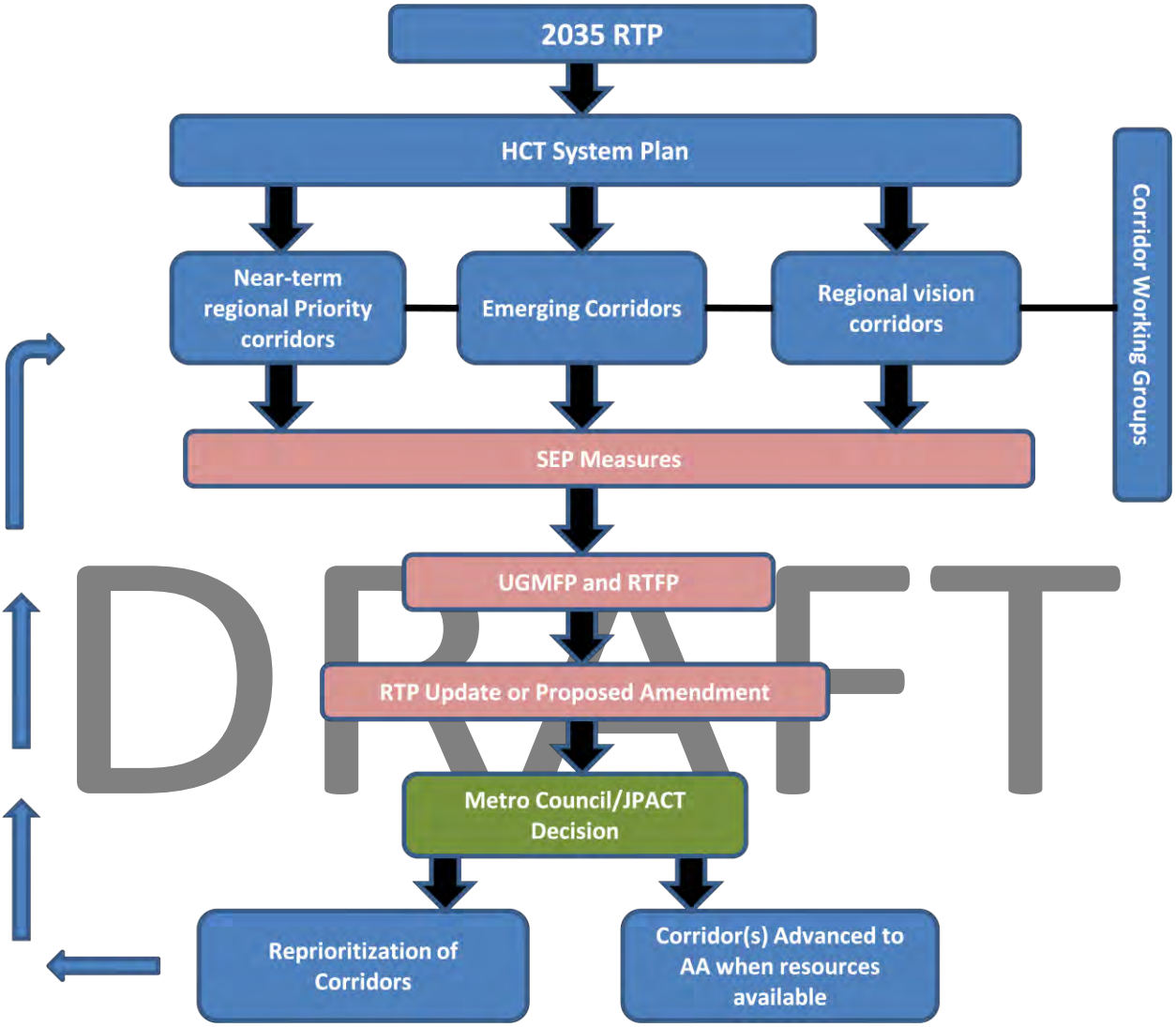
1. SEP Decision-making framework
2. Corridor Working Groups
3. Evaluating performance
4. Updating the 2035 RTP

The handbook also serves as a tool to educate local jurisdiction staff and policymakers about the investments needed to support transit.

1.3.1 SEP Decision-Making Framework

At the foundation of the SEP is a clear and transparent decision-making process for both local land use and transportation planning, and for future RTP amendments . As depicted in **Figure 2** below, the 2035 RTP serves as the umbrella for the HCT System plan and the SEP.

Figure 2 – SEP Decision-Making Framework



All of the corridors (Near-term regional priority, Emerging, and Regional Vision) will have the SEP targets in section 1.3.3 as well as requirements from the Urban Growth Management Functional Plan (UGMFP) and Regional Transportation Functional Plan (RTFP) applied to them as part of the SEP. This analysis will be conducted as part of each RTP update every four years or as a proposed RTP amendment initiated by local governments. Section 1.3.4 details the process for local governments to propose amendments to the RTP.

The results of the analysis will be used to inform Metro Council and JPACT's decision on prioritizing and advancing corridors to the FTA alternatives analysis (AA) process based on available resources. Corridors that are not selected for advancement will be reprioritized and will continue to work through the SEP for future RTP updates or amendments.

1.3.2 Corridor Working Groups

Corridor Working Groups (CWG) are the core organizational body that will be working to implement the SEP. All local jurisdictions seeking to advance HCT priorities must utilize the following minimum requirements for CWGs:

Formation of a Corridor Working Group

1. Needs to include all of the local jurisdictions in the corridor.
2. Assembled using the Mobility Corridors framework identified in Chapter 4 of the 2035 RTP. All of the HCT corridors are part of a larger Mobility Corridor and should coordinate with work underway as part of Metro's Congestion Management Process and any Mobility Corridor Refinement Plans.
3. Initiated by the local jurisdictions but must coordinate with staff from Metro, Tri Met and ODOT. Once corridors are selected by Metro Council and JPACT for advancement Metro will assume staffing and coordination responsibilities.

The following are minimum activities expected to be carried out by CWGs.

A) *Develop HCT Corridor Purpose & Needs Statement* – The CWG is responsible for developing a purpose and needs statement that establishes the purpose and need for the proposed high capacity transit investment (i.e., congestion mitigation, economic development, etc.). It assesses the role of the project in addressing other regional land use and transportation priorities and identifies opportunities for integration with other transportation system improvements in the corridor. It will need to reference how the HCT corridor investment would help the region address multiple desired outcomes.

B) *Develop an IGA or MOU* - This to get agreement on scope of work for the HCT-supportive corridor plan and the necessary state, regional and local actions needed to advance the HCT corridor.

C) *Identification of High Capacity Transit Focus Areas*. Defining focus areas is important to conduct evaluation against the measures, but also helps local jurisdictions to begin planning for future areas that are highly supportive of a transit investment. It should be recognized that these "focus areas" do not represent a formal decision to site a HCT station, a decision that would be made at a later phase of planning. A basic principle should be to plan for one to two focus areas per mile on average along the corridor.

The CWG structure would carry forward as corridors move into the FTA alternatives analysis process.

1.3.3 Evaluating Corridor Performance

The 2035 RTP emphasizes measurable performance and linking investments in land use and transportation to support local community aspirations. Because of a combination of limiting factors, this region cannot implement all of the desired transit expansion in a short time. The SEP establishes a set of measures and targets for evaluating performance. This analysis will assist in the prioritization of corridors for future high capacity transit expansion by Metro Council and JPACT. The following provides details on the quantitative and qualitative performance measures.

2040 Context Tool

For the Regional HCT System Plan, Metro and its agency and jurisdictional partners used a Multiple Account Evaluation (MAE) approach to evaluating project potential to deliver desired regional outcomes. Twenty-five evaluation criteria were developed to measure potential HCT corridor attainment across four outcome categories: Community, Environment, Economy and Deliverability. Intensive involvement by regional stakeholders, including local jurisdictions and agencies, was used to develop the evaluation framework and to guide the evaluation of corridors against the multiple criteria.

The MAE analysis conducted as part of the HCT plan was an expensive and resource-intensive process and is currently not easily replicable for evaluating corridor performance over time. As Metro staff started the process of creating this System Expansion Policy, it was clear that a simpler method was needed to supplement the MAE that will be utilized on a 5-year RTP cycle to re-evaluate the HCT Plan. Building on the HCT plan analysis framework, Metro has been exploring new tools to measure *existing conditions* that contribute towards a transit supportive environment. Using Metro's Regional Land Information System (RLIS), Metro's Data Resource Center staff have developed an innovative GIS based analysis tool that measures specific aspects of the built and natural environment to help illustrate the character of a place.

Known as the 2040 Context Tool, the idea came about as Metro staff thought of new ways to engage policy makers, community groups, and others to better understand how to achieve their aspirations using objective measures to evaluate elements that can be controlled with policy. The 2040 Context Tool can be used to measure existing conditions, perform diagnostics on a given area and track change over time. Even more importantly, the RLIS Data used by the 2040 Context Tool is updated region-wide, on a quarterly basis by all subscribers, allowing for the best data to be used in any analysis.

Specifically, the 2040 Context Tool is a walk accessibility model where a one minute walk time is the spatial resolution of the data. This is a simple additive model where each location knows its distance from individual land use, transportation and environmental variables. Taken together, the model gives a quantitative measure of the characteristics of a place based on a defined outcome. This analysis was developed as part of the TOD Strategic Plan to help prioritize station areas for future TOD investment that can best leverage additional private investment to increase land use efficiency and increase transit ridership. **Table 2** below shows the2040 Context Tool measures.

Table 2 – SEP 2040 Context Tool Measures

Measure	Description (within distance of HCT Corridor)
Density of People	Current households and jobs per net acre within ½ mile
Density of ULI Businesses	Number of ULI Businesses within ½ mile
Transit Oriented Zoning	Assigning values to regional zoning classifications within ½ mile
Average Block Size	Density of acres of blocks within ½ mile
Sidewalk Coverage	Completeness of sidewalk infrastructure within ½ mile
Bicycle Facility Coverage	Access to bicycle infrastructure measured as distance to nearest existing bicycle facility within ½ mile
Transit Frequency	Transit frequency within ½ mile of corridor

Household and employment density is a primary determinant of transit ridership and have been combined as *density of people*.[1] As demonstrated in Metro's State of the Centers Report, there is a basic relationship between the number of people living and working in a district and the number of urban amenities. The Urban Living Infrastructure (ULI) amenities are a set of land use amenities that together comprise an active urban environment and are captured in *density of ULI businesses*. To measure the transit supportive land use that is currently adopted by local governments, Metro's TOD group developed a *transit-oriented zoning* measure. The methodology behind each quantitative measure and the 2040 Context Tool can be found in Attachment X [under development].

As part of the UGMFP and RTFP there are also a number of other measures that will need to be considered as part of the SEP and listed in **Table 3**.

[1] Here in the Portland region, a 1995 study by Nelson\Nygaard Consulting Associates found that 93 percent of the variation of transit demand is explained by employment and housing density. These findings were the result of a regression analysis that controlled for 40 land use and socio-demographic variables. A study of 129 San Francisco Bay Area rail stations found that the commute mode split was 24.3 percent in neighborhoods with densities of 10 housing units per gross acre. This figure jumps to 43.4 percent and 66.6 percent, respectively, in station areas with densities of 20 and 40 housing units per gross acre.

Table 3 – Other SEP Measures

Measure	Description
Housing & Transportation Affordability	Demonstrating that potential transit investment will serve communities with high rate of cost burdened households
Parking Requirements	Implement parking requirements in corridor that meet or exceeds Title 4 of the RTFP.
Local Funding Mechanisms	Implement funding mechanisms in corridor communities that could help fund capital or operations to support transit investment and station area development, including urban renewal, tax increment financing, local improvement district, parking fees, or other proven funding mechanisms.
Equity	Improving options for serving low-income, minority, senior and disabled populations within corridor.

Each of the quantitative and qualitative measures will be evaluated by Metro staff in coordination with local governments and CWGs as part of each RTP update. CWGs wishing to initiate an RTP amendment and petition for corridor advancement will need to document changes to each of these measures.

The intent of this group of measures is to ensure that a minimum level of density, pedestrian and bicycle connectivity, urban form, zoning and urban living infrastructure is in place or planned for proposed corridors/station areas. The SEP does not propose actual targets for any of the measures. Instead, the measures from the 2040 Context Tool are to be used as a regional yardstick for a relative comparison of all of the HCT corridors. Local governments can use the results of each measure to prioritize different elements requiring local investment. Improving the 2040 Context Tool measures is likely to improve a corridor's MAE score because they are strongly linked with the MAE outcome categories of Community, Environment, and Economy.

1.3.4 RTP Updates and Initiating an RTP Amendment

The RTP establishes a comprehensive policy direction for the regional transportation system and recommends a balanced program of transportation investments to implement that policy direction. However, the recommended investments do not solve all transportation problems and are not intended to be the definitive capital improvement program on the local transportation system for the next 20 years.

Rather, the RTP identifies the projects, programs, refinement plans, and project development activities required to adequately meet regional transportation system needs during the planning period based on known available funding levels. The RTP is updated every four years to comply with federal and state regulations. As part of each RTP update all of the HCT corridors will be evaluated using the performance measures and targets. The analysis will be considered for potential action by Metro Council and JPACT as part of the RTP update.

If between RTP updates a CWG wishes to advance a corridor it can request an RTP amendment. The CWG will need to draft a written application to Metro that demonstrates a set of actions adopted and work performed that would improve performance against each of the SEP evaluation measures.

Metro staff would conduct a reevaluation of the corridor using the SEP evaluation measures, in coordination with the CWG local governments, as well as schedule consideration of the proposed amendment by resolution using the Metro advisory committee process. A Metro staff report would be prepared including a ridership forecast, land use forecast and input from TriMet. Metro Council and JPACT would then decide whether or not to take action and reprioritize and/or advance the corridor for alternatives analysis. Requests for RTP amendments and reevaluation using the SEP may be done no more than once a year or during an RTP update.

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Transportation and land use

Implementation Guidance

for the Portland metropolitan region

A handbook for local implementation of the Regional Transportation Functional Plan and the Urban Growth Management Functional Plan

March 2011

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PURPOSE AND BACKGROUND

The Regional Transportation Functional Plan (RTFP) was adopted as part of the 2035 Regional Transportation Plan (RTP). The RTFP directs how city and county plans will implement the RTP through their respective comprehensive plans, local transportation system plans (TSPs), and other land use regulations. The RTFP codifies existing and new requirements that local plans must comply with to be consistent with the RTP. Additionally, as part of the Urban Growth Capacity Ordinance adopted by Metro in December 2010, many changes were made to the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) which may require changes to local comprehensive plans and implementing ordinances to implement regional policies. As part of the adoption of changes to the RTFP and UGMFP, Metro committed to releasing guidance to local governments to assist in implementing the changes.

The purpose of this document is to help local jurisdictions, consultants and stakeholders understand and implement recent regional policy and regulatory changes. This draft focuses on the RTFP and Title 6 of the UGMFP. Revisions to Title 6 broaden Metro's investment strategy beyond city centers and light rail stations to transit corridors and main streets throughout the region. Title 6 offers investment and other incentives to cities and counties to develop their own strategies and actions to better utilize zoned capacity in a way that enhances each community and helps them achieve their aspirations in their own 2040 Centers, Corridors, Main Streets and Station Communities. A summary of other titles is provided.

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

Relationship to 2035 Regional Transportation Plan

The Regional Transportation Plan provides the long-range blueprint for transportation in the Portland region. The RTP presents the overarching policies and goals, system concepts for all modes of travel, and strategies for funding and local implementation. This RTP update has been shaped by looking ahead to 2035 to anticipate 21st century needs and these desired outcomes for the region:

- promote jobs and create wealth in the economy
- reduce greenhouse gas emissions
- improve safety throughout the transportation system
- promote healthy, active living by making walking and bicycling safe and convenient
- move freight reliably and make transportation accessible, affordable and reliable for commuting and everyday life
- promote vibrant communities while preserving farm and forest land

The Regional Transportation Functional Plan (RTFP) directs how city and county plans will implement the RTP through their respective comprehensive plans, local transportation system

plans (TSPs) and other land use regulations. The RTFP codifies existing and new requirements that local plans must comply with to be consistent with the RTP. It establishes an outcomes-based framework that is performance-driven and includes policies, objectives and actions that direct future planning and investment decisions to consider economic , equity and environmental objectives. If a TSP is consistent with the RTFP, Metro shall deem it consistent with the RTP.

Template for Developing a local Transportation System Plan (TSP)

The following template is designed to help a local jurisdiction develop its TSP. It is organized in the order of a typical TSP statement of work (SOW) funded through the State of Oregon's Transportation Growth Management program.

Assess local update needs

For example, has the Urban Growth Boundary (UGB) been amended since the previous TSP was completed? Do the results of other plans need to be incorporated into the TSP? Are there specific local transportation problems, issues, complaints that need to be resolved? Has growth been significantly faster or slower than was anticipated in previous TSP? Have transportation issues come up in the course of development review cases?

Develop Scope, Schedule, and Budget

- Include project management, interagency coordination, public involvement. Allow sufficient time in schedule for local staff, consultants, CAC, TAC, and elected officials to become familiar and comfortable with the new RTP Policy framework.
- Coordinate with Metro, TriMet, ODOT and DLCD in development of SOW.

Develop Goals and Objectives for the TSP

- Use 2035 RTP Goals as a starting point.

Revisit TSP Policies

Revisit the TSP policy framework to be consistent with the RTP policy framework including performance measures and targets, and with the current local plan/vision/policy direction.

Update Inventories/Existing Conditions

- Update inventories and assess existing conditions of all transportation systems/modes as needed
- Identify population and employment assumptions used in Metro 2035 RTP forecast. Cities and counties may use an alternative forecast, coordinated with Metro, only to account for changes to comprehensive plans or regulations adopted after adoption of the RTP.
- Compile and summarize plans/policies/standards that have changed since last TSP was developed – including the RTP and RTFP
- Conduct inventory and assessment of current TSP funding plan

Elements of the TSP and implementing ordinances/regulations

- Street system (RTFP 3.08.110)

- Street Design
  - Must allow implementation of *Creating Livable Streets, Green Streets*, and transit-supportive street designs (per 3.08.120B)
  - Must allow implementation of skinny streets (pavement width less than 28 feet from curb face to curb face); sidewalks with at least 5 feet of pedestrian through zone; buffer strips; traffic calming; short and direct public streets and pathways that connect residences with commercial uses, parks, schools, hospitals, institutions, transit corridors, regional trails, and other neighborhood activity centers; opportunities to extend streets incrementally, including posted notification on streets to be extended
  - Must be consistent with arterial and throughways design concepts in Table 2.6 and Figure 2.11 of the RTP, i.e. throughways typically 6 through lanes plus auxiliary lanes and grade-separation, major arterials 4 through lanes plus turn lanes, minor arterials 2 lanes plus turn lanes.
  - Must be consistent with RTP Street Design Classifications (Figure 2.10) and RTP Arterial and Throughway Network (Figure 2.12), a.k.a "vehicular functional classification."
- Street Connectivity
  - Arterials: Provide network of major arterials spaced one mile apart, and minor arterials or collectors spaced ½ mile apart, unless precluded by topography, rail lines, freeways, pre-existing development, and Title 3 natural resources.
  - Local streets: Incorporate a conceptual map in TSP of new streets for contiguous areas of vacant and redevelopable lots and parcels >5 acres zoned residential or mixed-use; regulations to implement the map. Spacing of local streets must be < 530 feet unless prevented by topography, rail lines, freeways, pre-existing development, and Title 3 natural resources. If streets must cross water features, crossings must be provided every 800-1200 feet. If full street connections are precluded, provide bike/ped accessways spaced < 330 feet apart (or 530 feet if they must cross water features).
  - Limit cul de sacs and where they are allowed, limit length to 200 feet and < 25 residences.
  - Establish local street standards for local street connectivity for redevelopment of parcels less than 5 acres.
- Interchange management
  - Restrict driveway and street access in the vicinity of interchange ramp terminals consistent with OHP access management standards.
  - Accommodate local circulation on the local system.

        - Public street connectivity requirements supersede access management standards, but may be limited to right in right out or other appropriate configuration near ramp terminals. Pedestrian crossings and on-street parking shall be allowed where appropriate.

- Transit System (RTFP 3.08.120)
    - Include a transit system map in TSP, consistent with RTP transit classification – Figure 2.15, that shows major transit stops, transit centers, HCT stations, intercity bus and rail passenger terminals, transit-priority treatments, park and ride facilities, regional bike transit facilities, and bicycle and pedestrian routes between essential destinations and transit stops. Essential destinations are defined as hospitals, medical centers, grocery stores, schools, and social service centers with > 200 monthly LIFT pick-ups.
    - Include in development code site development standards for new retail, office, multi-family and institutional buildings located near or at major transit stops (per RTP transit map), that (i) provide reasonably direct pedestrian connections between transit stops and building entrances; (ii) provide safe, direct, and logical pedestrian crossings at all transit stops; (iii) locate buildings within 20 feet of major transit stops; (iv) provide an accessible passenger landing pad; (v) dedication or easement for a shelter if requested by transit provider; (vi) lighting; and (vii) traffic management improvements to enable marked crossings.
        - Alternatively to these site design standards, establish pedestrian districts (this can also be established within the comprehensive plan or development code), that include the following elements: connected street and pedestrian network; inventory of existing facilities, gaps and deficiencies in pedestrian network; interconnection of ped., bike, and transit systems; parking management strategies; access management strategies; sidewalk and accessway location and width; landscaped or paved buffer strip; street tree location and spacing; pedestrian crossing and intersection design; pedestrian-scale street lighting and furniture; and a mix of types and densities of land uses that support a high level of pedestrian activity.
    - TSP must include investments, policies, standards, and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP.
- Pedestrian System (RTFP 3.08.130)
    - TSP must include pedestrian plan, i.e. inventory of existing facilities, identification of needs (gaps and deficiencies), assessment of needs for pedestrian access to transit and essential destinations, including direct, comfortable and safe routes, and a list of improvements to meet needs and to help achieve non-SOV modal targets.
    - Provide safe crossings of streets including controlled crossings on major arterials.

    - Provide sidewalks along arterials, collectors, and most local streets (but not along freeways).
    - Development code must require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.

- Bicycle System (RTFP 3.08.140)
    - TSP must include bicycle plan, i.e. inventory of existing facilities, identification of needs (gaps and deficiencies), assessment of needs for bicycle access to transit and essential destinations including direct, comfortable and safe routes and bicycle parking (considering *TriMet Bicycle Parking Guidelines*), and a list of improvements to meet needs and to help achieve non-SOV modal targets.
    - Provide bikeways along arterials, collectors and local streets
    - Provide bicycle parking in centers, at major transit stops, park and ride lots, and institutions.
    - Provide safe bicycle crossings of streets and controlled bicycle crossings of major arterials.
- Freight System (RTFP 3.08.150)
    - TSP must include a freight plan, including inventory of existing facilities, identification of needs (gaps and deficiencies), evaluation of freight access to freight intermodal facilities, employment and industrial areas, and commercial districts, and a list of improvements to meet needs and to increase reliability of freight movement, reduce freight delay, and meet RTP/OHP mobility standards.
- Transportation System Management & Operations (3.08.160)
    - TSP must include a Transportation System Management & Operations (TSMO) Plan, including an inventory of existing facilities, programs and strategies, identification of gaps and opportunities, and a list of projects and strategies.
        - TSMO projects or investments include traffic management (e.g. signal timing, access management, arterial performance monitoring, active traffic management), traveler information, incident management, and TDM.

<u>Needs Assessment</u>

- Identify local needs for all modes, based on (a) population and employment in acknowledged comprehensive plans ,i.e. not including urban reserves (b) updated inventories of existing conditions; (c) gaps and deficiencies as defined by the RTP policy framework (street system design, i.e. local and arterial street connectivity, street design, and TSMO, freight, transit, bike, and ped. system design concepts; (d) identification of facilities that exceed mobility standards, based on current and future year traffic analysis; (e) regional needs identified in the RTP Mobility Corridors Strategies.
- The determination of needs must be consistent with (i) RTP population and employment forecast; (ii) RTP system maps i.e. functional classification for all modes and street design classification; (iii) RTP non-sov modal targets and mobility standards.

- Update model horizon year to 2035. TSPs generally require a greater level of analysis than was included in the RTP in order to identify and evaluate operational needs and solutions. Ideally we would be able to use a meso-model such as a dynamic assignment model, but this is not yet available at the regional level. Typically consultants will start with the trip tables from the 2035 Metro demand model, developing a more refined system of TAZs, and assign trips to the more refined network using the EMME 2 demand model (but not running the full 4-step model). Not all consultants have the capability of running the EMME 2 model; those that don't must assure that Metro can run the model for them, and they must still do the post-processing per ODOT requirements. The scope should identify a specific number or list of locations/intersections to do a micro-simulation level of analysis on, which should include most intersections with state highways – especially those locations which are already projected to fail in the 2035 RTP.
- Encourage use of the NCHRP Multimodal Level of Service (MMLOS) methodology.

Solutions

- Revisit/re-evaluate all previously identified solutions (in the financially constrained and "state" RTP, current local TSP, and elsewhere) and identify solutions for needs that weren't previously identified or that don't have a proposed solution yet.
- Prioritize solutions in the order prescribed in RTFP section 3.08.220, i.e. TSMO (including TDM); transit, bike, ped; traffic calming; land use strategies; arterial and local street connectivity improvements (filling gaps); arterial capacity improvements - first up to the number of lanes prescribed in the design concept (4 through lanes for arterial, 6 through lanes for throughways); and at the very last: capacity improvements beyond what the design concept calls for.
- Generally ODOT will not require or fund a land use strategy as part of a TSP. The reference in the RTFP is to land use strategies in OAR 660-012-0035(2) which essentially refers to 2040 Growth Concept implementation. Title 6 of the Urban Growth Management Functional Plan identifies more specific standards for implementing the 2040 Growth Concept, encouraging compliance through incentives rather than regulation. (For more information on Title 6, see page 20). One of those incentives is allowing a reduction in assumed vehicular trips for purposes of plan amendments subject to the TPR section -0060. The traffic analysis for TSPs is typically based on the Metro demand model, so reduced trip assumptions do not apply. However, if the TSP does not meet OHP mobility standards, ODOT may require consideration of a land use alternative to meet the requirements of OHP Actions IF5 or 1F3.
- Evaluate the packages of solutions for consistency with the RTP and TSP performance targets and measures and with the RTP and TSP functional classifications for all modes and street design classifications. The evaluation includes qualitative and quantitative assessments against all of the performance measures and targets – not just transportation modeling.
- Proposed improvements must be coordinated with the owner of the facility or the service provider.

- The RTP Policy framework is based on completeness of the system as defined by the street design and arterial connectivity concepts – not on meeting certain V/C or LOS standards, based on demand. Alternatives or packages of solutions should be evaluated and modeled incrementally – thus there should be one or more packages of improvements that include everything except for capacity improvements, and one or more packages that include all the previous improvements plus capacity improvements up to the 4/6 lanes in the Arterial and Throughway Design Concept.
- Select preferred package of solutions.

The Transportation System Plan

- The TSP must include a system of planned transportation facilities and services. That includes modes, functions (i.e. type or functional classification for all modes), planned performance or capacity, general location of improvements, and facility parameters such as min. and max. ROW width and the number and size of lanes (i.e. typical cross-sections). The planned system for all modes must be adopted by ordinance.
- Distinguish between the parts of the TSP that are adopted by ordinance as land use decisions ("mode, function, planned performance, general location of improvements, and typical cross-sections") and the elements that are background or supporting information such as inventories, existing and future conditions, alternatives description and evaluation, financing plan, cost estimates, etc.
- It is important that the planned facility of state highways includes not just typical cross-sections but also operational improvements such as signals, turn lanes and medians, so that the local jurisdiction can ask for these to be provided as part of development review or to be included on the SDC project list.
- Adopt the RTP performance measures or develop/refine local measures for safety, VMT per capita, freight reliability, congestion, and non-sov modal targets if not already included. Note - this includes performance measures for congestion (mobility standards). The RTP still includes interim mobility standards (from the Oregon Highway Plan (OHP)), and TSPs need to be consistent with those, or demonstrate they "did the best they can" (under OHP Action 1F5), or request alternative mobility standards (under OHP Action 1F3 and RTFP 3.08.230.B). It will not be known which of these is the best option until a jurisdiction is well into its TSP process. Thus, development of alternative mobility standards may be included as a contingency task.
- Revisit the functional classification for all modes and street design classifications as necessary especially for facilities within Mobility Corridors.
- Prepare findings justifying any capacity improvements, documenting why lower level solutions are not adequate or appropriate. Any planned widening beyond the 6/4 lane Throughway and Arterial Design Concept will require substantial justification.
- Prepare findings demonstrating that the planned system of solutions meets the RTP non-sov modal targets and mobility standards.

Financing Plan

- Revisit the financing plan and any SDC ordinances etc. The financing plan should be sufficient to implement the financial assumptions underlying the "state RTP" (note - this is not a RTFP requirement).
- The Financing Plan must include a constrained and a “preferred” list of improvements. The constrained plan must be consistent with the financially constrained RTP. Jurisdictions may request changes to the Financially Constrained RTP at the time of the next RTP Update.
- The TSP must include investments to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP (RTFP 3.08.120.A).

Parking Management

- Review minimum and maximum parking ratios in Centers and Corridors and revise as necessary.
- Develop and adopt parking policies, management plans and regulations for Centers and Station Communities.

Implementing Regulations

- Develop and adopt regulations/code amendments to implement the street system design and street design elements and the transit, pedestrian, bicycle and parking management elements of the TSP. This should also include any remaining items to implement the TPR section -045 (2) through (7).

Frequently Asked Questions

Will Metro require locals to consider widening major arterials that are not 4 lanes?

No. Metro’s arterial design concepts (RTP Table 2.6) describe a “typical” number of planned lanes for major and minor arterials, but acknowledges that either classification type can be 2 or 4 lanes (with turn lanes) depending on local context.

Checklists for local compliance in TSP, development code and comprehensive plan/other adopted documents

The following checklists are designed to help local jurisdictions comply with the RTFP within their TSP, development code or comprehensive plan/other adopted document. There is a separate checklist for each of the documents that should include RTFP related content.

Regional Transportation Functional Plan Requirement	Local TSP reference?
Include, to the extent practicable, a network of major arterial streets at one-mile spacing and minor arterials or collectors at half-mile spacing, considering: • existing topography; • rail lines; freeways; pre-existing development, leases, easements or covenants; • requirements of Metro's Urban Growth Management Functional Plan Title 3 (Water Quality and Flood plains) and Title 13 (Nature in Neighborhoods), such as streams, rivers, flood plains, wetlands, riparian and upland fish and wildlife habitat areas. • arterial design concepts in chapter 2 of RTP • best practices and designs as set forth in regional state or local plans and best practices for protecting natural resources and natural areas **(Title 1, Street System Design Sec 3.08.110C)**	
Include a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map shall identify street connections to adjacent areas and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs consistent with Title 1, Sec 3.08.110E **(Title 1, Street System Design Sec 3.08.110D)**	
Applicable to both Development Code and TSP To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate. **(Title 1,Street System Design Sec 3.08.110G)**	
Include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP. **(Title 1, Transit System Design Sec 3.08.120A)**	
Include a transit plan consistent with transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bike-transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops. **(Title 1, Transit System Design Sec 3.08.120B(1))**	
Include a pedestrian plan, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include: • An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system; • An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe	

Regional Transportation Functional Plan Requirement	Local TSP reference?
pedestrian routes; • A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTFP, and other targets established pursuant to section 3.08.230; • Provisions for sidewalks along arterials, collectors and most local streets, except that sidewalks are not required along controlled roadways, such as freeways; • Provision for safe crossings of streets and controlled pedestrian crossings on major arterials **(Title 1, Pedestrian System Design Sec 3.08.130A)**	
Include a bicycle plan for an interconnected network of bicycle routes within and through the city or county. The plan shall include: • An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system; • An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering *TriMet Bicycle Parking Guidelines*; • A list of improvements to the bicycle system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTFP and other targets established pursuant to section 3.08.230; • Provision for bikeways along arterials, collectors and local streets, and bicycling parking in centers, at major transit stops shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses; • Provision for safe crossing of streets and controlled bicycle crossings on major arterials **(Title 1, Bicycle System Design Sec 3.08.140)**	
Include a freight plan for an interconnected system of freight networks within and through the city or county. The plan shall include: • An inventory of existing facilities that identifies gaps and deficiencies in the freight system; • An evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts; • A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve targets established pursuant to section 3.08.230. **(Title 1, Freight System Design Sec 3.08.150)**	
Include a transportation system management and operations (TSMO) plan to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include: • An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs • A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas: o Multimodal traffic management investments o Traveler Information investments o Traffic incident management investments o Transportation demand management investments **(Title 1, Transportation System Management and Operations Sec 3.08.160)**	
Incorporate regional and state transportation needs identified in the 2035 RTP as well as local transportation needs. The determination of local transportation needs based upon: • System gaps and deficiencies identified in the inventories and analysis of transportation system pursuant to Title 1; • Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;	

Regional Transportation Functional Plan Requirement	Local TSP reference?
• Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city of county, including minorities and low-income families. A local determination of transportation needs must be consistent with the following elements of the RTP: • The population and employment forecast and planning period of the RTP, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP; • System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; • Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2. When determining its transportation needs, a city or county shall consider the regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP. **(Title 2, Transportation Needs Sec 3.08.210)**	
Consider the following strategies in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen: • TSMO, including localized TDM, safety, operational and access management improvements; • Transit, bicycle and pedestrian system improvements; • Traffic-calming designs and devices; • Land use strategies in OAR 660-012-0035(2) • Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.01.110 and design classifications in Table 2.6 of the RTP, • Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and Section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs A city or county shall coordinate its consideration of the above strategies with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner. If analysis under subsection 3.08.210A (Local Needs determination) indicates a new regional or state need that has not been identified in the RTP, the city or county may propose one of the following actions: • Propose a project at the time of Metro review of the TSP to be incorporated into the RTP during the next RTP update; or • Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update. **(Title 2, Sec 3.08.220 Transportation Solutions)**	
Demonstrate that solutions adopted pursuant to section 3.08.220 (Transportation Solutions) will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 and measures in subsection D (local performance measures), or toward alternative targets and standards adopted by the city or county. The city or county shall include the regional targets and standards or its alternatives in its TSP.	

Regional Transportation Functional Plan Requirement	Local TSP reference?
A city or county may adopt alternative targets or standards in place of the regional targets and standards upon a demonstration that the alternative targets or standards: • Are no lower than the modal targets in Table 3.08-1 and no lower than the ratios in Table 3.08-2; • Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway network defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and • Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1. If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission. Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP. To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to improve performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall adopt the following: • Parking minimum and maximum ratios in Centers and Station Communities consistent with subsection 3.08.410A; • Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1: and • TSMO projects and strategies consistent with section 3.08.160; and • Land use actions pursuant to OAR 660-012-0035(2). **(Title 2, Performance Targets and Standards Sec 3.08.230)**	
Specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and width of traffic lanes, of planned regional transportation facilities and improvements identified on general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows: • For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map; • For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps; • For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way and • For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map. A City or county may refine or revise the general location of a planned regional facility as it prepares or revises impacts of the facility or to comply with comprehensive plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide goal requirement, it shall: • Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or • Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location. **(Title 3, Defining Projects in Transportation System Plan Sec 3.08.310)**	

Regional Transportation Functional Plan Requirement	Local TSP reference?
Could be adopted in TSP or other adopted policy document) Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies: • By-right exemptions from minimum parking requirements; • Parking districts; • Shared parking; • Structured parking; • Bicycle parking; • Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. **(Title 4, Parking Management Sec 3.08.410I)**	
If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consistency with the following in its project analysis: • The strategies set forth in subsection 3.08.220A(1-5) (TSMO, Transit/bike/ped system improvements, traffic calming, land use strategies, connectivity improvements) • Complete street designs consistent with regional street design policies • Green street designs consistent with federal regulations for stream protection. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities. **(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510C)**	

Regional Transportation Functional Plan Requirement	Local Development Code Reference?
Allow complete street designs consistent with regional street design policies **(Title 1, Street System Design Sec 3.08.110A(1))**	
Allow green street designs consistent with federal regulations for stream protection **(Title 1, Street System Design Sec 3.08.110A(2))**	
Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B **(Title 1, Street System Design Sec 3.08.110A(3))**	
Allow implementation of: • narrow streets (<28 ft curb to curb); • wide sidewalks (at least five feet of through zone); • landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees; • Traffic calming to discourage traffic infiltration and excessive speeds; • short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; • opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended. **(Title 1, Street System Design Sec 3.08.110B)**	
Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that: • provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers • Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection) • provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers • limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections • includes no closed-end street longer than 220 feet or having no more than 25 dwelling units **(Title 1, Street System Design Sec 3.08.110E)**	
Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s). **(Title 1, Street System Design Sec 3.08.110F)**	
Applicable to both Development Code and TSP To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate. **(Title 1,Street System Design Sec 3.08.110G)**	
Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:	

Regional Transportation Functional Plan Requirement	Local Development Code Reference?
• Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable At major transit stops, require the following: • Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections; • Transit passenger landing pads accessible to disabled persons to transit agency standards; • An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; • Lighting to transit agency standards at the major transit stop; • Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. **(Title 1, Transit System Design Sec 3.08.120B(2))**	
(Could be in Comprehensive plan or TSP as well) As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements: • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. **(Title 1, Pedestrian System Design Sec 3.08.130B)**	
Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel. **(Title 1, Pedestrian System Design Sec 3.08.130C)**	
Establish parking ratios, consistent with the following: • No minimum ratios higher than those shown on Table 3.08-3. • Mo maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas.	

Regional Transportation Functional Plan Requirement	Local Development Code Reference?
Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance. Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards. Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table. Provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances. Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP. Require on-street freight loading and unloading areas at appropriate locations in centers. Establish short-term and long-term bicycle parking minimums for: • New multi-family residential developments of four units or more; • New retail, office and institutional developments; • Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and • Bicycle facilities at transit stops and park-and-ride lots. **(Title 4, Parking Management Sec 3.08.410)**	

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference?
(Could be located in Development code or Comprehensive Plan) As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements: • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. **(Title 1, Pedestrian System Design Sec 3.08.130B)**	
When proposing an amendment to the comprehensive plan or to a zoning designation, consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060. If a city or county adopts the actions set forth in 3.08.230E (parking ratios, designs for street, transit, bicycle, pedestrian, freight systems, TSMO projects and strategies, and land use actions) and section 3.07.630.B of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community. **(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B)**	
(Could be located in TSP or other adopted policy document) Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies: • By-right exemptions from minimum parking requirements; • Parking districts; • Shared parking; • Structured parking; • Bicycle parking;	

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference?
• Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. **(Title 4, Parking Management Sec 3.08.410I)**	

TITLE 6 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Title 6 (Metro Code Sections 3.07.610 – 3.07.650) – Centers, Corridors, Station Communities and Main Streets

The Regional Framework Plan identifies Centers, Corridors, Station Communities and Main Streets 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 spur development in these areas.

As part of the Urban Growth Capacity Ordinance 10-1244B adopted by Metro in December 2010, many changes were made to the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP), including Title 6.

Previously, Title 6 covered only Centers and Station Communities and required local governments to develop a strategy to enhance all centers by December 2007. The previous version also required jurisdictions to submit progress reports to Metro every two years. This approach was not effective in encouraging center development and did not address other important 2040 design types. The new version adds corridors and main streets because of their potential for redevelopment and infill; aligns local and regional investment to support local aspirations; and better links land use and transportation to support mixed-use, pedestrian-friendly, and transit-supportive development.

The new version of Title 6 moves away from reporting requirements to an incentive-based approach. Available incentives are:

- Eligibility for a regional investment, currently defined as new high capacity transit lines only. In the future, the Metro Council, in consultation with the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) could add other major investments to this definition.
- 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

In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, cities and counties must:

- Formally adopt a boundary for the area;
- Perform an assessment of current conditions, opportunities and barriers to development in the area; and
- Adopt a plan of actions and investments to address barriers and focus public investments in the area.

To be eligible for the lower mobility standards, a city or county must:

- Formally adopt a boundary for the area; and
- Adopt land use regulations to allow a mix of uses

To be eligible for the automatic 30 percent trip reduction credit, a city or county must:

- Formally adopt a boundary for the area;
- Adopt land use regulations to allow a mix of uses; and
- Adopt a plan to achieve the non-Single Occupancy Vehicle mode share targets in the Regional Transportation Functional Plan including 1) transportation system designs for streets, transit, bicycles, and pedestrians; 2) a transportation system or demand management plan; and 3) a parking management program for the Center, Corridor, Station Community or Main Street.

The chart that follows summarizes the required steps. Metro will review materials submitted by local jurisdictions to ensure compliance with the purpose and requirements of Title 6 and upon approval will issue written confirmation of compliance.

Urban Growth Management Functional Plan, Title 6 Requirement	Eligibility for	Reference and/or Action Taken
1. Establish a boundary for the designation or portion thereof (3.07.620A) *Provide proof of boundary adoption, via plan or stand alone action by the legislative body of the local jurisdiction. Local jurisdiction must provide Metro the ordinance/resolution and the applicable sections of the plan.*	Regional investment Lower mobility standards 30% trip reduction credit	
2. Analyze physical and market conditions in the area (3.07.620C)	Regional investment	
3. Analyze physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area (3.07.620C)	Regional investment	
4. Analyze 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 (3.07.620C)	Regional investment	
5. Examine existing and potential incentives to encourage mixed-use pedestrian-friendly and transit supportive development in the area (3.07.620C)	Regional investment	
6. For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4, analyze barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP. (3.07.620C)	Regional investment	

Urban Growth Management Functional Plan, Title 6 Requirement	Eligibility for	Reference and/or Action Taken
7. Describe actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development (3.07.620D)	Regional investment	
8. Revisions to the 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 (3.07.620D)	Regional investment Lower mobility standards 30% trip reduction credit	
9. Describe public investments and incentives to support mixed-use pedestrian-friendly and transit supportive development (3.07.620D)	Regional investment	
10. 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. (3.07.620D)	Regional investment 30% trip reduction credit	

OTHER TITLES OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

As previously mentioned, Metro Ordinance 10-1244B, adopted in December 2010, changed several sections of the Urban Growth Management Functional Plan (Metro Code Chapter 3.07). General implementation guidelines are included below that apply to all functional plan requirements. Guidelines for implementing specific titles follow below.

General

- Local jurisdictions have two years after acknowledgement by the Oregon Land Conservation and Development Commission to change comprehensive plans or land use regulations to come into compliance with the Metro Code changes. After LCDC acknowledgement, Metro staff will notify local jurisdictions when they must come into compliance.
- Local governments that amend their comprehensive plans or land use regulations are required to make such amendments in compliance with the new Metro Code requirement.
- Local governments whose comprehensive plans and land use regulations do not comply with the new Metro Code requirement are required, after one year following acknowledgement, to make land use decisions consistent with the Metro Code requirement. Metro staff will notify local jurisdictions the date that Metro Code requirements become applicable to land use decisions at least 120 days before that date.

Title 1 Housing Capacity (3.07.110-120)

Purpose: To achieve regional policy that calls for a compact urban form by each city and county maintaining or increasing its housing capacity.

- A local government must submit any proposed amendment to a comprehensive plan or land use regulation that may reduce or increase a jurisdiction's housing capacity to Metro's Chief Operating Officer (COO) at least 45 days before the first evidentiary hearing. In submitting the amendment, the local government should explain the proposal and demonstrate how the amendment complies with the functional plan.
- Each city and county is required to adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed-use. If a city or county has not adopted a minimum density for such a zone before March 16, 2011, the city or county is required to adopt a minimum density that is at least 80 percent of the maximum density.
- A local government must increase housing capacity elsewhere prior to reducing housing capacity in another area.
- If a local government has not amended its comprehensive plan or land use regulations to conform to Title 1 (within one year after LCDC acknowledgement), the local government is required to apply Metro Code sections 3.07.120 C, D, E and F to any land use decisions.
- A local government may reduce the minimum zoned capacity of a single lot or parcel as long as the reduction has a negligible effect on the local government's overall minimum zoned residential capacity.

Title 2 Regional Parking Policy
Purpose: To encourage more efficient use of land, promote non-auto trips, and protect air quality

NOTE: Although Title 2 of the Urban Growth Management Functional Plan was repealed in 2010 by Ordinance 10-1244B, it was added to the Regional Transportation Functional Plan (RTFP) as Title 4 (Metro Code Chapter 3.08.410) in the same ordinance. The requirements remain the same.

Title 4 Industrial and Other Employment Areas (3.07.410-450)

Purpose: To protect industrial and employment sites by limiting non-industrial uses in designated Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas.

- Changes made to Title 4 in 2010 affect only those local governments that have a designated Regionally Significant Industrial Area (RSIA) on the Title 4 map.
- Within two years of LCDC acknowledgement, those local governments with a designated RSIA are required to review and if necessary revise their land use regulations to prohibit the siting of schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working in the RSIA. The local government is required to submit the proposed land use regulation revision to the COO at least 45 days before the first evidentiary hearing.
- Other requirements remain

Title 6 Centers, Corridors, Station Communities and Main Streets (3.07.610-650)

Purpose: To enhance centers, corridors, station communities and main streets as the principal centers of urban life, local governments are called on to take actions and make investments complemented by regional investments

See pages 20-23 for Title 6 guidelines

Title 11 Planning for New Urban Areas (3.07.1110-1140)

Purpose: To ensure that areas brought into the Urban Growth Boundary are urbanized efficiently and contribute to mixed-use, pedestrian-friendly, and transit-supportive communities

- Concept planning for urban reserves must now be completed before an area is added to the urban growth boundary
- A concept plan is developed by the county and any city likely to provide governance or an urban service for the area in conjunction with Metro and appropriate service districts.
- Until comprehensive plan provisions and land use regulations are adopted by the appropriate local government, interim protection measures are required.
- Title 11 becomes applicable on December 31, 2011
- For more detailed information on concept planning, contact Metro Planning staff.

Appendix A:
COMPLIANCE DATES FOR THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C)[1]	**Land Use Decision** 3.07.810(D)[2]	**Adoption** 3.07.810(B)[3]
Title 1: Adopt minimum dwelling unit density (3.07.120.B)	12/16/2010		2 years after acknowledgement by LCDC
Title 1: Allow accessory dwelling unit in SFD zones (3.07.120.G) *(provision included in previous version of Metro Code as 3.07.140.C)*	12/8/2000		12/8/2002
Title 3: Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/08/2002
Title 3: Floodplain management performance standards (3.007.340.A)	12/8/2000	12/08/2001	12/08/2002
Title 3: Water quality performance standards (3.07.340.B)	12/08/2000	12/08/2001	12/08/2002
Title 3: Erosion control performance standards (3.07.340.C)	12/08/2000	12/08/2001	12/08/2002

[1] A city or county that amends its plan to deal with the subject of a Functional Plan requirement any time after the effective date of the requirement (the date noted) must ensure that the amendment complies with the Functional Plan

[2] A city or county that has not yet amended its plan to comply with a Functional Plan requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

[3] Cities and counties must amend their plans to comply with a new Functional Plan requirement within two years after acknowledgement of the requirement (the date noted)

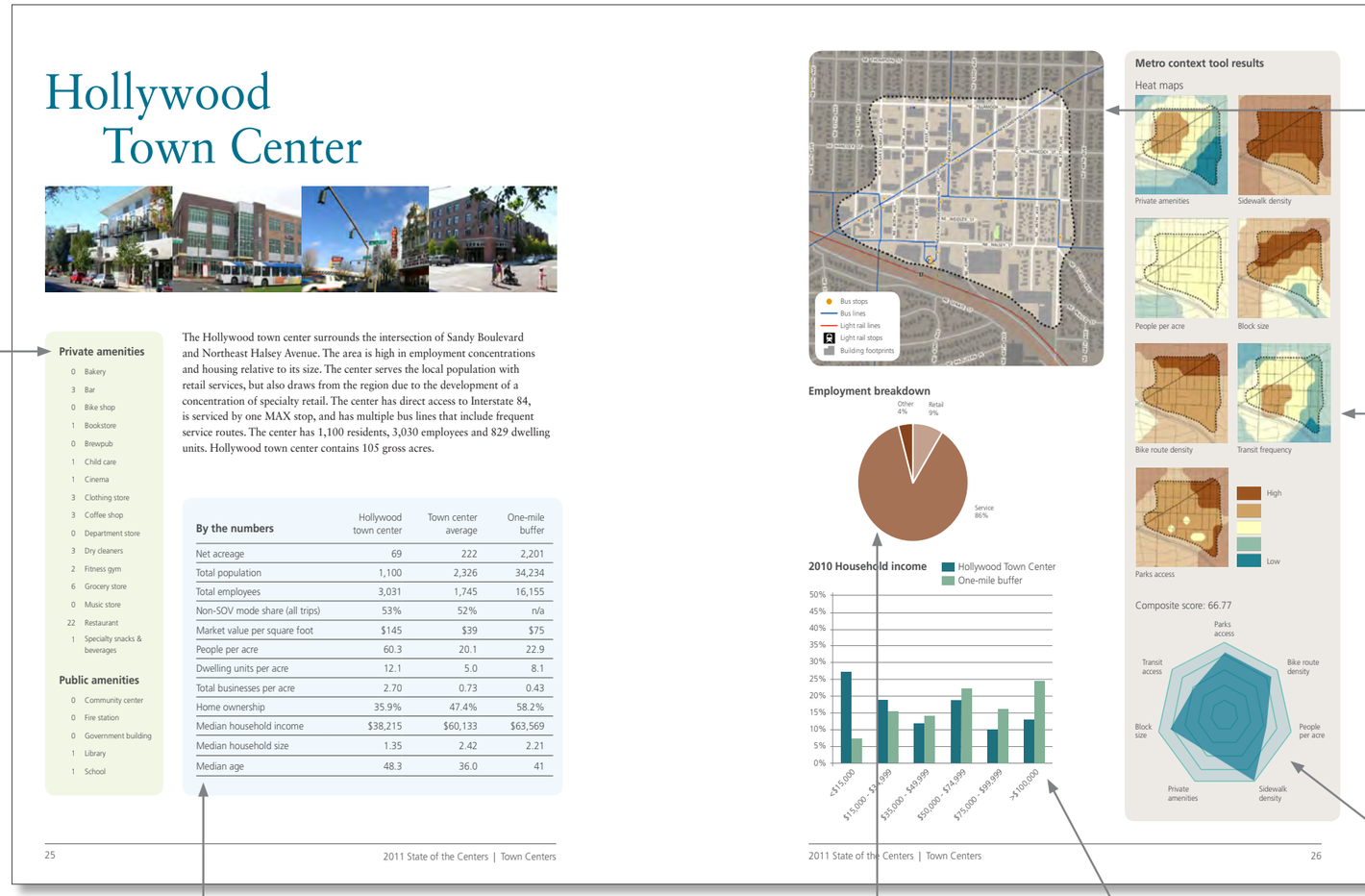
Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C)[1]	**Land Use Decision** 3.07.810(D)[2]	**Adoption** 3.07.810(B)[3]
Title 4: Limit uses in Regionally Significant Industrial Areas (3.07.420)	7/22/2005	7/22/2006	7/22/2007
Title 4: Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regionally Significant Industrial Areas (3.07.420D)	12/16/2010	1 year after acknowledgement by LCDC	2 years after acknowledgement by LCDC
Title 4: Limit uses in Industrial Areas (3.07.430)	7/22/2005	7/22/2006	7/22/2007
Title 4: Limit uses in Employment Areas (3.07.440)	7/22/2005	7/22/2006	7/22/2007
Title 6: (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)			
Title 7: Adopt strategies and measures to increase housing opportunities (3.07.730)			6/30/04
Title 8: Compliance Procedures (45 day notice to Metro for amendments to a comprehensive plan or land use regulation) (3.07.820)	2/14/03		
Title 11: Develop a concept plan for urban reserve prior to its addition to the UGB (3.07.1110)			2 years after acknowledgement by LCDC

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C)[1]	**Land Use Decision** 3.07.810(D)[2]	**Adoption** 3.07.810(B)[3]
Title 11: Prepare a comprehensive plan and zoning provisions for territory added to the UGB (3.07.1120)	12/08/2000	12/08/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
Title 11: Interim protection of areas added to the UGB (3.07.1130) *(provision included in previous version of Metro Code as 3.07.1110)*	12/8/2000	12/08/2001	12/08/2002
Title 12: Provide access to parks by walking, bicycling, and transit (3.07.1240B)			7/7/2005
Title 13: Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs (3.07.1330.B)	12/28/2005	1/5/2008	1/5/2009
Title 13: Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs (3.07.1330.C & D)	12/28/2005	1/5/2008	1/5/2009
Title 13: Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices (3.07.1330.E)	12/28/2005	1/5/2008	1/5/2009

How to use this book

Urban amenities

What makes a center livable? The coffee, grocery, hardware, flower and specialty shops that serve residents and the theaters, restaurants and pubs that keep visitors coming. Urban amenities are retail outlets or services that support urban lifestyles and preferences. These private investments increase the livability and market value of an area. As shown by the activity spectrum, as the number of people (residents plus employees) increases, so does the number of amenities. Examples of urban amenities include brewpubs, bookstores and coffee shops, among others. Public investments help leverage the private investment needed to bring more amenities to an area. Public amenities include schools, libraries, community centers, fire stations and civic buildings.



Hollywood Town Center

Private amenities

0	Bakery
3	Bar
0	Bike shop
1	Bookstore
0	Brewpub
1	Child care
1	Cinema
3	Clothing store
3	Coffee shop
0	Department store
3	Dry cleaners
2	Fitness gym
6	Grocery store
0	Music store
22	Restaurant
1	Specialty snacks & beverages

Public amenities

0	Community center
0	Fire station
0	Government building
1	Library
1	School

The Hollywood town center surrounds the intersection of Sandy Boulevard and Northeast Halsey Avenue. The area is high in employment concentrations and housing relative to its size. The center serves the local population with retail services, but also draws from the region due to the development of a concentration of specialty retail. The center has direct access to Interstate 84, is serviced by one MAX stop, and has multiple bus lines that include frequent service routes. The center has 1,100 residents, 3,030 employees and 829 dwelling units. Hollywood town center contains 105 gross acres.

By the numbers	Hollywood town center	Town center average	One-mile buffer
Net acreage	69	222	2,201
Total population	1,100	2,326	34,234
Total employees	3,031	1,745	16,155
Non-SOV mode share (all trips)	53%	52%	n/a
Market value per square foot	$145	$39	$75
People per acre	60.3	20.1	22.9
Dwelling units per acre	12.1	5.0	8.1
Total businesses per acre	2.70	0.73	0.43
Home ownership	35.9%	47.4%	58.2%
Median household income	$38,215	$60,133	$63,569
Median household size	1.35	2.42	2.21
Median age	48.3	36.0	41

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2011 State of the Centers | Town Centers

Employment breakdown

2010 Household income

Metro context tool results

Heat maps

Composite score: 66.77

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2011 State of the Centers | Town Centers

By the numbers

A successful, vibrant center needs a critical mass of people, both residents and workers, to sustain local business and to provide for efficient transit and other services. By comparing a center's population, use of transportation mode, home ownership, businesses per acre, market value per square foot and other socio-economic indicators to unweighted town or regional center averages, a picture emerges of the vibrancy, economic strength and diversity of the center. The same measures for one mile out, or a 20 minute walk, from the center's boundary indicate who benefits from investments made in the centers.

Employment breakdown

Employment within the center is broken down into three general categories: retail, service and other. "Other" includes office, industrial and manufacturing jobs. These data can help indicate if the job mix aligns with local aspirations and can inform future economic development activities.

2010 household income

Household income levels within the center and within the one-mile buffer provide a look at who is influenced by a specific center and the segments of the market that local jurisdictions should consider when planning for their centers.

Center map

Centers vary greatly in size, form and transportation access. Proximity to interstates, street networks, light rail and bus lines provide a snapshot of access to, from and within the center by automobile and transit. Bus stops and light rail stops indicate options for travel within the center. Building footprints display the relative location and size of the built environment. Viewed together, they give an indication of the level of development within a center boundary.

Metro context tool results

Heat maps

How do measure the character of a center? The Metro context tool helps visualize character by producing heat maps that illustrate the accessibility of sidewalk, bike routes, block size, transit service and park access relative to the region as a whole. Sidewalks, the quality of the bike routes, frequent transit services and smaller block sizes score higher. The heat maps also illustrate relative density of business and people per acre. They provide an at-a-glance indication of the level of services available, the intensity of development and the relative strengths within the center. For each measure, the heat map displays the relative concentration – from low to high – represented by cool to warm colors. The measures reflect data in a 264 foot grid level, representing a one minute walk distance.

Composite score

How does the center measure up? In addition to showing a visual representation of the data, the context tool results produce a composite score for each center. A score of 1 to 5 is based on the average score for each measure within a 264-foot grid. The composite score is the sum of each of the scores for the seven measures, unweighted, and normalizes to a 100-point scale. The result is an at-a-glance score card that shows the relative strengths of the center on average.