

# Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, July 13, 2011  
Time: 5 to 7 p.m.  
Place: Council Chambers

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|---------|-----|--|--|
| 5 PM    | 1.  | <b><u>CALL TO ORDER</u></b>  | Charlotte Lehan, Chair                   |
| 5:02 PM | 2.  | <b><u>SELF INTRODUCTIONS &amp; COMMUNICATIONS</u></b>  | Charlotte Lehan, Chair                   |
| 5:05 PM | 3.  | <b><u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u></b>   |  |
| 5:10 PM | 4.  | <b><u>COUNCIL UPDATE</u></b><br>• 2011 Legislative Recap   | Carl Hosticka, Councilor<br>Randy Tucker |
| 5:20 PM | 5.  | <b><u>CONSENT AGENDA</u></b><br>* • Consideration of the June 8, 2011 MPAC Minutes<br>* • MTAC Member Nomination   |  |
|         | 6.  | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>   |  |
| 5:25 PM | 6.1 | * COO Recommendation for 2011 Growth Management Decision – <b><u>INFORMATION</u></b><br><br>• <i>Outcome</i> : Introduction of COO recommendation. Discussion and recommendation to the Metro Council scheduled for September. | Tim O'Brien<br>John Williams             |
| 6:25 PM | 7.  | <b><u>MPAC MEMBER COMMUNICATION</u></b>  |  |
| 6:30 PM | 8.  | <b><u>ADJOURN</u></b>  | Charlotte Lehan, Chair                   |

\* Material included in the packet.

# Material will be provided at the meeting.

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

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



## **2011 MPAC Tentative Agendas**

*Tentative as of July 6, 2011*

<p><b><u>MPAC Meeting</u></b> July 13</p> <ul style="list-style-type: none"> <li>• Legislative recap</li> <li>• COO Recommendation for 2011 Growth Management Decision (information)</li> </ul>	<p><b><u>MPAC Meeting (Possible MPAC field trip - local sharing of projects)</u></b> July 27</p>
<p><b><u>MPAC Meeting</u></b> August 10</p> <ul style="list-style-type: none"> <li>• <i>HUD Grant</i></li> <li>• <i>The Intertwine System Development</i></li> </ul>	<p><b><u>MPAC Meeting</u></b> August 24 (Cancelled)</p>
<p><b><u>MPAC Meeting</u></b> September 14</p> <ul style="list-style-type: none"> <li>• COO Recommendation for 2011 Growth Management Decision (discussion)</li> </ul>	<p><b><u>MPAC Meeting</u></b> September 28</p> <ul style="list-style-type: none"> <li>• COO Recommendation for 2011 Growth Management Decision (recommendation)</li> </ul> <p><b><u>League of Oregon Cities Annual Conference</u></b> <b>September 29-October 1</b> <b>Bend</b></p>
<p><b><u>MPAC Meeting</u></b> October 12</p>	<p><b><u>MPAC Meeting</u></b> October 26</p> <ul style="list-style-type: none"> <li>• <i>Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (discussion)</i></li> </ul>
<p><b><u>November</u></b></p> <p><i>Possible joint MPAC/JPACT meeting on Climate Smart Communities Scenarios: results and preliminary recommendations</i></p>	
<p><b><u>MPAC Meeting</u></b> November 9</p> <p><b><u>Associated Oregon Counties Annual Conference</u></b> <b>November 15-17, Location to be determined</b></p>	<p><b><u>MPAC Meeting</u></b> November 23 (Cancelled)</p>

**MPAC Meeting**

December 14

- *Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (Recommendation) (or 1/11/12)*

Projects to be scheduled:

- Southwest Corridor Plan
- East Metro Connections Plan
- Community Investment Initiative
- Industrial and employment areas for development-ready land for job creation
- Affordable housing/housing equity
- Downtowns, main streets, station communities development implementation
- Solid Waste Road Map

Parking lot:

- \* Planning areas adjacent to UGB  
(e.g., hamlet in undesignated areas)
- \* Invasive species management

**Note: Items listed in *italic* are tentative agenda items.**



METRO POLICY ADVISORY COMMITTEE

**June 8, 2011**

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Matt Berkow  
Pat Campbell  
Jody Carson  
Steve Clark  
Nathalie Darcy  
Jennifer Donnelly  
Denny Doyle  
Kathryn Harrington  
Jack Hoffman  
Carl Hosticka  
Charlotte Lehan, Chair  
Keith Mays  
Annette Mattson  
Marilyn McWilliams  
Doug Neeley  
Wilda Parks  
Norm Thomas  
Jerry Willey, Vice Chair  
Loretta Smith, Second Vice Chair

AFFILIATION

Multnomah County Citizen  
City of Vancouver  
City of West Linn, representing Clackamas County Other Cities  
TriMet Board of Directors  
Washington County Citizen  
Oregon Department of Land Conservation and Development  
City of Beaverton, representing Washington Co. 2<sup>nd</sup> Largest City  
Metro Council  
City of Lake Oswego, representing Clackamas Co. Largest City  
Metro Council  
Clackamas County Commission  
City of Sherwood, representing Washington Co. Other Cities  
David Douglas School Board, representing Governing Body of School Districts  
Tualatin Valley Water District, representing Wash. Co. Special Districts  
City of Oregon City, representing Clackamas Co. 2<sup>nd</sup> Largest City  
Clackamas County Citizen  
City of Troutdale, representing Multnomah Co. Other Cities  
City of Hillsboro, representing Washington County Largest City  
Multnomah County Commission

MEMBERS EXCUSED

Sam Adams  
Ken Allen  
Shane Bemis  
Michael Demagalski  
Andy Duyck  
Amanda Fritz  
Barbara Roberts  
Steve Stuart  
William Wild

AFFILIATION

City of Portland  
Port of Portland  
City of Gresham, representing Multnomah Co. 2<sup>nd</sup> Largest City  
City of North Plains, representing Washington Co. outside UGB  
Washington County Commission  
City of Portland  
Metro Council  
Clark County, Washington Commission  
Oak Lodge Sanitation Dist., representing Clackamas Co. Special Districts

STAFF: Janna Allgood, Aaron Brown, Andy Cotugno, Kim Ellis, Brian Harper, Mike Hogle, Alison Kean Campbell, Robin McArthur, Joshua Naramore, Kelsey Newell, Sherry Oeser, Ken Ray, Patty Unfred, Nikolai Ursin, John Williams

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

Chair Charlotte Lehan declared a quorum and called the meeting to order at 5:08 p.m.

**2. SELF INTRODUCTIONS AND COMMUNICATIONS**

Audience and committee members introduced themselves.

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

There were none.

**4. COUNCIL UPDATE**

Councilor Kathryn Harrington updated the committee on the following Metro items:

- The State of the Centers report, presented to MPAC at the May 25<sup>th</sup> meeting by Metro's Brian Harper, is now available as a hard copy with a DVD that includes all of the technical indices used by the document. The document and DVD was provided to all MPAC members at the meeting.
- Metro has launched the "It's Our Nature" campaign on recommendation of the citizen oversight committee for Metro's 2006 natural areas bond measure. More information on the campaign can be found at [oregonmetro.gov/naturalareas](http://oregonmetro.gov/naturalareas).
- Metro is working to identify barriers to industrial development, and the agency is partnering with the Port of Portland, Business Oregon, the Portland Business Alliance, and the National Association of Industrial and Office Properties (NAIOP) to understand the barriers to development of large industrial sites within the region. Members of this project team will come to MPAC in July to discuss this project in more detail.
- Metro has officially opened recruitment for a new Chief Operating Officer. The application period closes on June 30, and President Hughes hopes to appoint a new COO sometime in September, subject to confirmation by the Metro Council.

Chair Lehan reminded the committee to fill out the survey about desired locations for a potential "MPAC Field Trip" to host a meeting at one of the region's town centers. Committee members briefly discussed the benefits of hosting a meeting in town centers of various size, density, and development.

**5. CONSENT AGENDA**

Mayor Denny Doyle requested to amend the May 25, 2011 MPAC minutes to correct a reference to the City of Beaverton's Transportation System plan, incorrectly referred to as a Regional Transportation Plan. Mayor Norm Thomas asked to amend the minutes to note that MPAC Alternate Stanley Dirks was present at the May 25, 2011 meeting.

MOTION: Mayor Doyle moved, and Mayor Doug Neeley seconded, to approve the May 25, 2011 MPAC minutes.

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

MOTION: Councilor Jody Carson moved, and Mayor Neeley seconded, to approve the 2011 nominees for the Metro Technical Advisory Committee (MTAC) roster.

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

## **6.0 INFORMATION / DISCUSSION ITEMS**

### **6.1 High Capacity Transit System Expansion Policy Implementation Guidance**

Mr. Josh Naramore of Metro presented to MPAC the High Capacity Transit (HCT) System Expansion Policy (SEP) Guidance document with the intent of asking MPAC to recommend Resolution 11-4265 to the Metro Council for adoption. He gave a brief overview of the document, which was discussed in greater detail at the previous May 25 MPAC meeting, and noted that this policy document builds on the work of the 2035 Regional Transportation Plan (RTP), adopted by the Metro Council in June of 2010. This document clearly articulates the decision making process for the Metro Council when considering how the regional agency will act upon future HCT corridor considerations. The High Capacity Transit System Plan included fifteen corridors across the region as viable for eventual HCT expansion; this policy document will codify Metro's commitment to reanalyze these fifteen corridors every four years with the intent of updating their quantitative measurements of HCT suitability, such as projected ridership, costs, equity considerations, and projected land use conditions. This document also helps local governments within the region assess the current state of conditions along their corridor; by enumerating the Metro Council's guidelines when considering whether to study and implement HCT in specific corridors, local jurisdictions are able to tailor their efforts to Metro's requests to make their communities more suitable for HCT investment. Mr. Naramore explained that this document is not intended to be used to evaluate jurisdictions but to help with the HCT corridor selection process.

This document has been received and approved by the Technical Policy Advisory Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), and the language of the document has been edited as such that when corridors are considered, each jurisdiction in the corridor must be formally invited to participate in the consideration process.

Committee discussion included:

- Concern from MPAC members that the Multiple Accountable Evaluation (MAE) approach used in this document is flawed in that the methodology does not account for variance in corridors across the region. Andy Cotugno of Metro responded to concerns by noting that the numbers used by the MAE to determine a corridor's viability will be updated every four years, and new information about particulars of corridors (such as increased population growth) will be taken into consideration.

- The fact that different corridors will have to compete with each other for limited resources. Because the region will be unable to fund an unlimited number of HCT expansions, this document helps establish a criteria at which different regional corridors compete for the scarce funding; there is no certain “threshold” at which a corridor becomes eligible for implementation, but rather a set of criteria by which these different corridors will be judged.
- The distinction between investment in HCT expansion and investment in transit operations in general. This document is specifically focused on how the region will decide where to invest in these HCT corridors; while local jurisdictions could use many of the quantitative measurements in this document (such as pedestrian connectivity) for their own aspired purposes such as advancing local transit-friendliness, there is a qualitative and quantitative distinction to HCT and this report is squarely focused on provision of HCT services and capital improvements.
- The possibility of including a metric analyzing how long it would take for projects to pass from planning to completion. MPAC members noted that investing in corridors that are completed more rapidly might provide an opportunity for the region to spend less money on capital construction and help the region secure federal grants for additional corridor projects.
- How local jurisdictions could suggest new corridors beyond the fifteen recommended by the 2035 Regional Transportation Plan (RTP) for study in the MAE. Some members of MPAC expressed interest in having additional corridors that were examined in preliminary studies reevaluated using the MAE criteria along with the fifteen originally recommended corridors in 2014. Mr. Naramore stated that there will be opportunities for additional corridors to be considered.
- Concern about how the MAE criteria will consider HCT expansion in undeveloped areas, such as the potential corridors considered south of Lake Oswego near Interstate 205 or in rural eastern Clackamas County.
- The potential for a competitive scoring process to perpetually handicap certain areas of the region from ever receiving HCT expansion. MPAC members noted that poorer communities have fewer resources to invest in making their community more viable for HCT facilities, and that this competitive process may have long term impacts on which areas of the region receive HCT provisions.

MOTION: Mayor Jerry Willey moved, and Mr. Steve Clark seconded, to recommend the approval of Resolution 11-4265 to the Metro Council.

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

## **6.2 A Collaborative Approach to Building Livable, Prosperous, Equitable and Climate Smart Communities Using Scenarios**

Ms. Robin McArthur and Ms. Kim Ellis, both of Metro, requested MPAC to support a work group of local, state and Metro staff moving forward with the Climate Smart Communities Scenario Planning analysis presented at the May 25 MPAC meeting. The results of the analysis will be brought to MPAC and JPACT in the fall. Metro staff explained the evaluation approach

has been further refined since the May 25 MPAC meeting to reflect input from MPAC, the technical work group, MTAC and TPAC. Presenters reminded the committee that this recommendation was not a vote on any specific climate smart strategy or climate smart planning scenario, but rather a vote to begin evaluating the effectiveness of various greenhouse gas emissions reduction strategies and their various benefits and impacts on the Portland region.

Metro staff have made the recommended changes to the evaluation approach document since it was presented at the previous meeting, including an expanded background section on the research purposes, desired outcomes and a more explicit discussion of how finance strategies will be developed. Ms. Ellis noted that both MTAC and TPAC had recommended moving forward with the research at their meetings on May 18 and May 27, respectively.

Committee discussion included:

- Some MPAC members expressed significant concern and confusion about the “Beta Indicators” Table on Page 9 of the document, asking questions as to why the research was concerned with measurements such as per capita water consumption and land consumption. Other MPAC members asked questions about the indicators in relation to the scope of the project given the HB 2001 mandate to the region to reduce greenhouse gases was focused reducing emissions from light vehicles. Metro staff explained that the Beta Indicators are measured to evaluate the costs, benefits and impacts of implemented Climate Smart strategies across environmental, economic and equity goals from a business, individual/household, and regional perspective; these measurements are not linked to specific abatement policy goals or aspirations. The implementation of many of these Climate Smart strategies will likely have significant co-benefits, and Metro staff explained that understanding how variables such as “water consumption per capita” are changing over time are important towards evaluating the impact of these initiatives. MPAC members noted that before the adoption of this document, the Beta Indicators Table should be redesigned for clarity; some MPAC members had incorrectly read the Table as a series of rows rather than (as Metro staff intended) a series of columns, and redesign would make the distinction of these statistics as “indicators” more clear.
- Clarification about the specific greenhouse gas emission reduction targets adopted by the Land Conservation and Development Commission. Metro staff noted that the immediate benchmark is to reduce greenhouse gas emissions by 20% below 2005 levels. The target was calculated by ODOT and other state agencies using the GreenSTEP model, after estimating 1990 levels. The Portland region’s target is consistent with the state goals and represents the region’s share of what is needed for the State to be on track to meet the State targets for a 75% reduction by 2050.
- Importance of leadership and effective communications in encouraging public support. MPAC members agreed that it was vitally important for the public to understand that these Climate Smart initiatives were more than a mandate passed on from Oregon House Bill 2001 passed in 2009, but rather a reflection of local and regional aspirations to be a leader in reducing greenhouse gas emissions to address climate change. MPAC members agreed that many of these climate smart strategies have co-benefits and match other aspired goals in jurisdictions around the region (i.e., walkable communities) and it is important for regional municipalities to talk about this relationship when discussing these



potential strategies. Mr. Clark specifically pointed toward the region's adoption of the Six Desired Outcomes; regional leaders should frame potential adoption of Climate Smart Strategies as an effort to meet these regional goals, as opposed to merely meeting the requirements posited by the Oregon Legislature.

- Mr. Clark recommended that staff reorganize the introduction to move the "Meeting State Climate Goals and Achieving the Region's Six Desired Outcomes" to the beginning and more clearly describe that we are doing this work because the climate is changing, the state has said it is important, the region and local governments agree this is important, and the region will start working on this issue by addressing light vehicles. MPAC members supported the refinements.
- Mr. Clark recommended that staff revise Table 2 to be less confusing, including updating the title to better acknowledge the indicators include co-benefits and impacts measures related to transportation performance, energy consumption and livability. MPAC members supported the refinements.
- Mayor Willey recommended that staff add a new strategy to Table 1 - community design to provide a balance of jobs and housing in communities. MPAC members supported the refinement.

MOTION: Ms Nathalie Darcy moved to recommend MPAC support for the Climate Smart Communities scenarios work group to move forward with the analysis with the refinements recommended during the MPAC discussion

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

## **7. MPAC MEMBER COMMUNICATION**

Ms. Darcy spoke to the committee regarding her concern for Oregon House Bill 3225, which is currently due for legislative committee discussion. Councilor Hosticka explained the bill was written to accommodate a specific project in Tualatin, modified to include a proposal in Hillsboro, and then was rewritten by Metro with the intent of generalizing the bill to make the bill's provisions relevant for the entire region. MPAC members discussed that the adoption of this bill would allow the construction of roads in urban reserves to drive the land use in these undeveloped areas. Under Metro's proposed revisions, the bill would allow for urban-level road construction in urban reserves if the roads were included in the Regional Transportation Plan (RTP). MPAC members expressed regret that the committee did not discuss this bill, and representatives from the Department of Land Conservation and Development (DLCD), and Washington County noted that they had not initiated the proposal.

Mayor Doyle stressed that local leaders should contact their federal congressional representatives if they wanted to help protect funding operations for the Housing and Urban Development (HUD) program.

**8. ADJOURN**

Respectfully submitted,



Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR 06/08/11:**

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4	Survey	06/08/11	MPAC Field Trip Survey	60811m-01
	Letter	06/08/11	To: MPAC From: Mayor Jerry Willey Re: City of Hillsboro Actions on Climate and Sustainability	60811m-02
4	Memo	06/08/11	To: MPAC From: Robin McArthur Re: MTAC Nominees for MPAC Approval	60811m-03
4	Chart	06/08/11	MTAC 2011 Members	60811m-04
4	Pamphlet	06/01/11	Metro GreenScene: Special Edition: Summer 2011	60811m-05
4	Handout		"It's Our Nature" Handout	60811m-06
4	Memo	06/02/11	To: MPAC From: Brian Harper Re: State of the Centers Report	60811m-07
4	Report		State of the Centers Report	60811m-08
6.2	Letter	06/07/11	To: MPAC From: Mayor Sam Adams Re: Climate Scenario Planning	60811m-09
6.2	Slideshow	06/08/11	Climate Smart Communities Scenarios Timeline	60811m-10



Date: July 6, 2011

To: Metro Policy Advisory Committee

From: John Williams  
Interim Director, Planning & Development Department

Re: MTAC Nominees for MPAC Approval

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Please see the 2011 nominations for the Metro Technical Advisory Committee in the attached table. As per MPAC bylaws, MPAC may approve or reject any nomination.

There is 1 nomination for MPAC consideration (highlighted on the attached sheet). Additional nominations will be submitted for MPAC consideration as soon as they are received.

If you have any questions or comments, do not hesitate to contact me.

Thank you.

**METRO TECHNICAL ADVISORY COMMITTEE  
2011 MEMBERS**

	<i>Jurisdiction/Organization</i>	<i>Member</i>	<i>Alternate</i>
	Non-voting Chair	Robin McArthur	John Williams
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	Vacant
3.	Washington County Citizen	Terri Wilson	Bruce Bartlett
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder (1 <sup>st</sup> ); Tom Armstrong (2 <sup>nd</sup> )
5.	Largest City in Clackamas County: Lake Oswego	Denny Egner	Sidaro Sin
6.	Largest City in Multnomah County: Gresham	Jonathan Harker	Stacy Humphrey
7.	Largest City in Washington County: Hillsboro	Pat Ribellia	Colin Cooper (1 <sup>st</sup> ); Alwin Turiel (2 <sup>nd</sup> )
8.	2 <sup>nd</sup> Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2 <sup>nd</sup> Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
10.	Clackamas County: Other Cities	John Sonnen (West Linn)	Katie Mangle, Milwaukie (1 <sup>st</sup> ); Michael Walter, Happy Valley (2 <sup>nd</sup> )
11.	Multnomah County: Other Cities	Lindsey Nesbitt (Fairview)	Rich Faith (Troutdale)
12.	Washington County: Other Cities	Julia Hajduk (Sherwood)	Aquilla Hurd-Ravich, Tualatin (1 <sup>st</sup> ); Richard Meyer, Cornelius (2 <sup>nd</sup> ); Jon Holan, Forest Grove (3 <sup>rd</sup> )
13.	City of Vancouver	Laura Hudson	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling (1 <sup>st</sup> ); Jane McFarland (2 <sup>nd</sup> )
16.	Washington County	Brent Curtis	Andy Back (1 <sup>st</sup> ); Joanne Rice (2 <sup>nd</sup> )
17.	Clark County	Michael Mabrey	Oliver Orjiako
18.	ODOT	Lainie Smith	Lidwien Rahman
19.	DLCD	Jennifer Donnelly	Anne Debbaut

20.	Service Providers: Water and Sewer	Kevin Hanway (water)	<i>(Sewer nomination in progress)</i>
21.	Service Providers: Parks	Tony DeFalco	<i>(Nomination in progress)</i>
22.	Service Providers: School Districts	Ron Stewart (N. Clackamas)	Tony Magliano (Portland), Dick Steinbrugge (Beaverton)
23.	Service Providers: Private Utilities	<i>(Nomination in progress)</i>	
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Jessica Tump	Alan Lehto
26.	Private Economic Development Associations	Mimi Doukas	Bev Bookin
27.	Public Economic Development Organizations	Tom Nelson	Vacant
28.	Land Use Advocacy Organization	Mary Kyle McCurdy	Vacant
29.	Environmental Advocacy Organization	Jim Labbe	Vacant
30.	Housing Affordability Organization	Ramsay Weit	Vacant
31.	Residential Development	Justin Wood	Ryan O'Brien (1 <sup>st</sup> ); Dave Nielsen (2 <sup>nd</sup> )
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy
33.	Commercial / Industrial	Dana Krawczuk	<i>(Nomination in progress)</i>
34.	Green Infrastructure, Design, & Sustainability	Mike O'Brien	<i>(Nomination in progress)</i>
35.	Public Health & Urban Form	<i>(Nomination in progress)</i>	

# MPAC Worksheet

**Agenda Item Title:** COO Recommendation for 2011 Growth Management Decision

**Presenter(s):** Tim O'Brien

**Contact for this worksheet/presentation:** Tim O'Brien, x1840

**Date of MPAC Meeting:** July 13, 2011

## **Purpose/Objective**

(what do you expect to accomplish by having the item on *this meeting's* agenda): (e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

Introduce the COO recommendation for a potential growth management decision to address residential and large-site industrial land needs

## **Action Requested/Outcome**

(What *action* do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered; what policy advice does MPAC need to make to Council?)

Introduction of COO recommendation, no action requested

## **How does this issue affect local governments or citizens in the region?**

A potential UGB expansion would affect the local government that is expected to provide urban services and the nearby citizens related to the common impacts of urbanization on transportation facilities, public services and changes to the local landscape

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

Not considered previously

## **What packet material do you plan to include?**

(Must be provided 8-days prior to the actual meeting for distribution)

Copy of COO recommendation

CLICK HERE FOR REPORT

2011 Growth  
management  
decision



COMMUNITY INVESTMENT STRATEGY

Building a sustainable, prosperous  
and equitable region

Recommendations from  
Metro's Chief Operating Officer

2011 Growth management decision

July 5, 2011

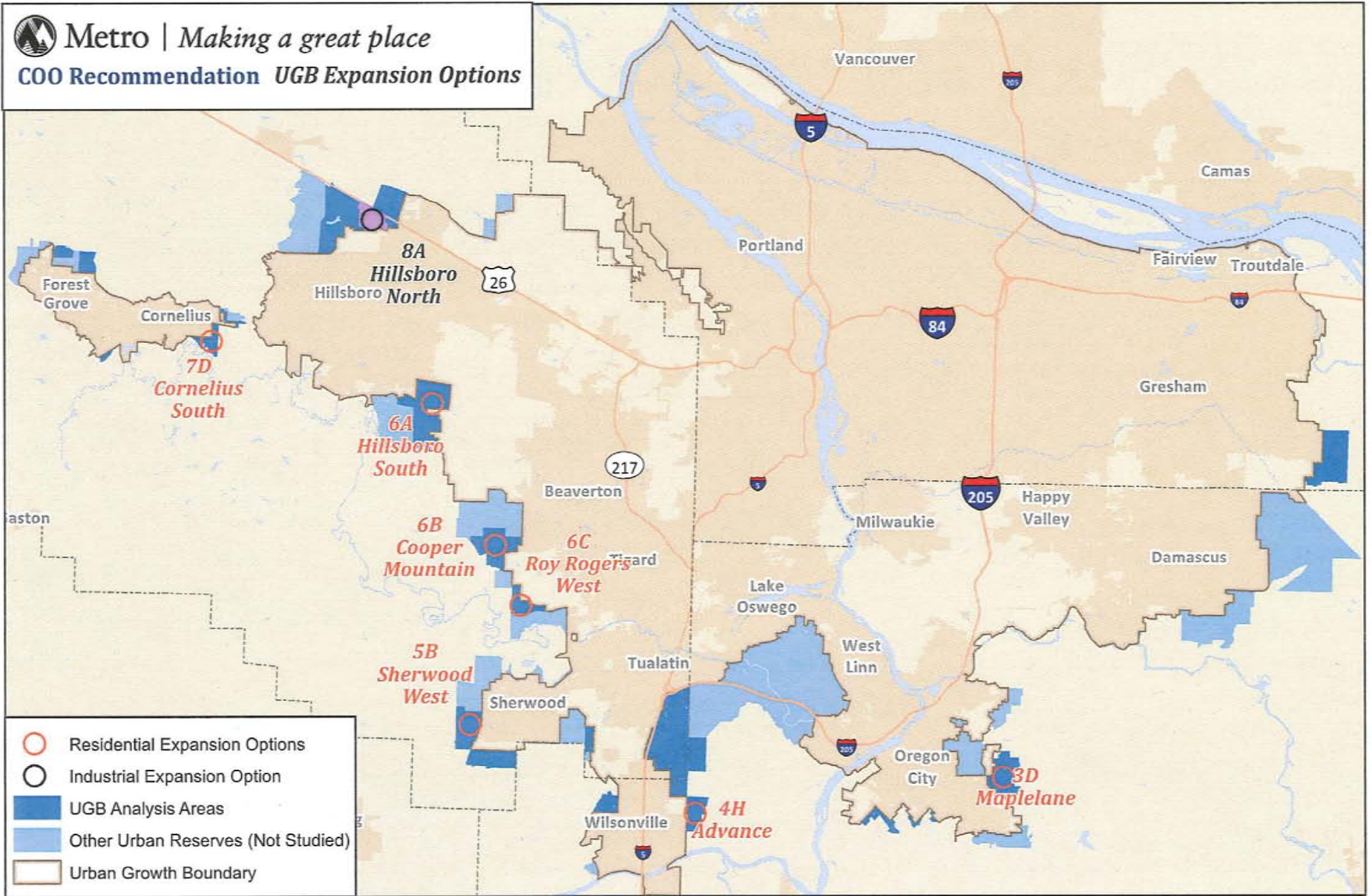
Materials following this page were distributed at the meeting.





Metro | Making a great place

COO Recommendation UGB Expansion Options



- Residential Expansion Options
- Industrial Expansion Option
- UGB Analysis Areas
- Other Urban Reserves (Not Studied)
- Urban Growth Boundary

CLICK HERE FOR FULL REPORT

Preliminary analysis  
of potential urban  
growth boundary  
expansion areas



COMMUNITY INVESTMENT STRATEGY

# Building a sustainable, prosperous and equitable region

**Recommendations from  
Metro's Chief Operating Officer**

Preliminary analysis of potential urban growth boundary  
expansion areas

**July 5, 2011**

**From:** [Britenshin@aol.com](mailto:Britenshin@aol.com) [mailto:[Britenshin@aol.com](mailto:Britenshin@aol.com)]

**Sent:** Wednesday, July 13, 2011 10:09 AM

**To:** Kelsey Newell

**Cc:** [Britenshin@aol.com](mailto:Britenshin@aol.com)

**Subject:** Information for Today's MPAC meeting

Kelsey: My name is Christine Kosinski and I spoke with you late yesterday regarding the MPAC meeting being held at Metro today. I inquired if Citizen Testimony was allowed at the meeting today and you stated that if I get my information to you today before noon that you would be sure this is presented at today's meeting.

First of all I want to sincerely thank you for your gracious help and kindness in helping me to understand the protocol of the MPAC meetings, and how I, as a citizen can become a part of these discussions in future meetings with regards to my concerns about possible UGB expansion in my area.

When I spoke with you yesterday, these were my concerns:

1. Just how does a citizen get notified by Metro of these possible UGB expansions. In this case, my concerns surround the 438 acres which Metro has identified along Mapleland Road, of which, parts of the road are in Oregon City, however most of Maplelane is within unincorporated Clackamas County. We're speaking of a very large parcel of land, which if ever considered to be brought into the UGB, will have far reaching implications for this area. I would not have known about Metro's intents for this land, had it not been for a friend of mine who alerted me to this. When Metro intends to bring in large parcels, there should be a better way to notify citizens living in these areas which will allow them to become more familiar with Metro's plan for the area, and as well, to have the opportunity to testify and to exercise their privileges for these land use applications as defined by State Goal I.

2. I would like to have a better understanding how to get my comments, about this possible UGB expansion, into Metro and the MPAC Committee. How do I get notified of future meetings and opportunities to submit testimony. Will Metro automatically notify me or how would I need to track future meetings?

3. I would like a better understanding for how my information gets to MPAC as well as other important areas within Metro.

If the MPAC committee is open to my comments at today's meeting, the following is what I would like them to understand.

An important point for Metro to consider is that Oregon City has not utilized the previous Metro UGB expansions from previous years and may already meet the quota for UGB lands in their inventory.

At this time, Oregon City really needs no more homes, it is drowning in foreclosures and it will take several years to burn off the existing large inventory.

What Oregon City needs is, pure and simple, JOBS! At the present time, Oregon City is looking more and more like a bedroom community. We all know that bedroom communities do not allow for a stable tax base for the city, and as well, there are many County buildings in Oregon City which do not pay tax. For a city to be successful it must derive income from many different areas, ie, Residential, Commercial, Industrial, Retail. The topography of Oregon City is difficult and challenging, not much flat land for good industry. There are, however, other opportunities especially through the college and higher education that could bring in industry and provide jobs for the local people. Oregon City suffers from a weak transportation system, much of which is created by the topography problems, the type of industry I am speaking of would not be heavy users of the few available roads and thus would be of a huge benefit to this community.

The 438 acres along Maplelane Road (I don't yet know the exact boundaries Metro is proposing) is a very diverse land. Much of the land is not flat, but rather this area is steeped with landslides, wetlands, deep canyons and is a land under which thousands of small springs exist. These lands are located in a rich, but fragile eco-system that is home to many small animals, creeks, fish and a plethora of wildlife.

Certainly, Metro must consider the natural resources, the challenging topography, as well as the fact that many citizens have long sought more protections for the Newell Creek Canyon area. If this part of Oregon City and Unincorporated Clackamas County becomes too heavy with dense development, both residential and/or commercial, then you may as well kiss Newell Canyon good-bye. Newell Canyon is the only "jewel" of the eastside, and once over developed, it's forest canopy, wildlife, salmon, abernethy creek will be gone forever. I ask that Metro seriously consider future implications of over development for this corridor.

Christine Kosinski  
Unincorporated Clackamas County  
503-656-1029  
e-mail:britenshin@aol.com