

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 95-2224
FY 95-96 UNIFIED WORK PROGRAM TO)
INCLUDE DEVELOPMENT OF REGIONAL) Introduced by
FRAMEWORK PLAN ELEMENTS FOR) Councilor Rod Monroe
TRANSIT-SUPPORTIVE LAND USES IN)
LIGHT RAIL STATION AREAS AND)
CORRIDORS)

WHEREAS, Metro adopted the FY 95-96 Unified Work Program by Resolution No. 95-2102; and

WHEREAS, Metro is required to develop a Regional Framework Plan which will be acknowledged by the state and will guide land use and growth management policies in the Portland metropolitan region; and

WHEREAS, The Metro Council adopted by Resolution No. 94-2040C the Region 2040 Growth Concept to direct long-range planning; and

WHEREAS, The adopted Region 2040 Growth Concept calls for concentrated growth in centers, in light rail station communities and along transit corridors; and

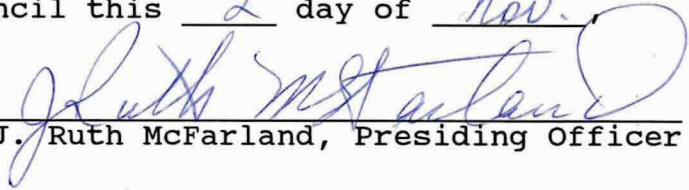
WHEREAS, The development of policies regarding development in light rail corridors for adoption by local jurisdictions will assist the region in achieving the goals of the Growth Concept, and, ultimately, the Regional Framework Plan; now, therefore,

BE IT RESOLVED:

That the FY 1995-96 Unified Work Program is amended as

indicated in Exhibit A.

ADOPTED by the Metro Council this 2 day of Nov.,
1995.


J. Ruth McFarland, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel

FTA PILOT DEMONSTRATION PROJECT

Framework Plan for Regional Centers & Station Communities

PROGRAM DESCRIPTION

The purpose of this project is to encourage transit supportive development in light rail corridors by developing coordinated federal, regional, and local policies and plans.

RELATED TO PREVIOUS WORK

Metro is required to develop a Regional Framework Plan (RFP) to guide and facilitate the implementation of the adopted 2040 Growth Concept and RUGGOS at the local level. This project develops land use elements of the RFP related to regional centers and station communities.

OBJECTIVES

1. Develop under the guidance of MPAC/MTAC a framework plan which establishes a package of development incentives and standards to facilitate transit supportive, pedestrian oriented development in regional light rail corridors.
2. Prepare for local adoption up to two specific development plans for regional centers in the South/North corridor.
3. Develop in conjunction with FTA a set of land use policies which require transit supportive land use commitments as conditions for approving new rail starts.
4. Strengthen the partnership at federal, state, regional and local levels in support of transit supportive land use commitments in the regional rail corridors.

PRODUCT

Integrated package of FTA policies, Regional Framework Plan elements, and up to two specific development plans which guide and facilitate transit supportive development in light rail corridors.

EXPENDITURES

Amount FTE

REVENUES

Amount

Total

\$312,500

FTA Section 5314(A) \$250,000
 (TBD-Metro, Tri-Met, 62,500
 local jurisdictions)

Total \$312,500

FTA Pilot Demonstration Project Framework Plan for Regional Centers and Station Communities

Project Description and Summary

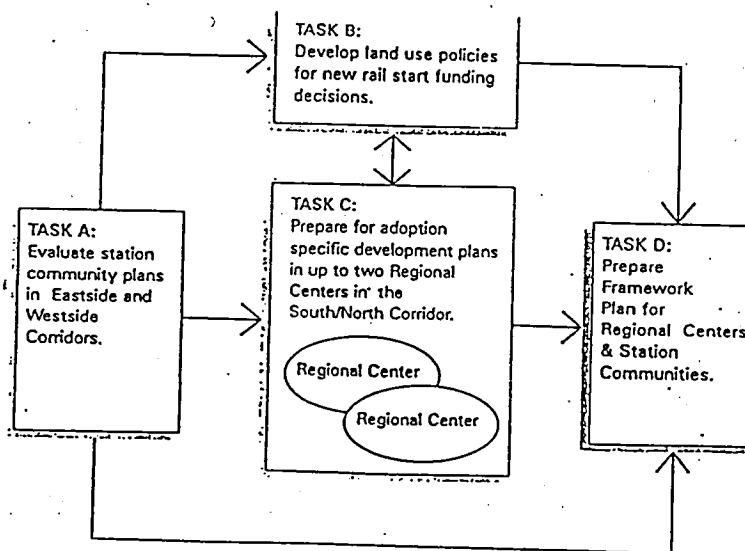
The essential purpose of this FTA Pilot Demonstration Project is to develop a plan to implement transit supportive development along light rail corridors in the Portland metropolitan area. The result of the project includes major commitments to transit supportive land use and development in all light rail corridors including:

- a legally binding regional land use framework plan for development in all regional centers and light rail station communities as designated in Metro's Adopted 2040 Growth Concept.
- a set of FTA policies land use policies to be used in funding decisions for new rail starts.
- up to two local plans for implementing transit supportive development in regional centers or station communities (to be selected). Both plans will be targeted in station areas served by the planned South/North LRT line.

Building on Portland's success in integrating land use and transportation planning, the demonstration project moves the region ahead by developing plans to implement the Region 2040 vision for growth management. This vision relies heavily on a strategy of encouraging intense mixed used development in LRT corridors.

Each element of the project is developed in an interactive process where work on one product informs the others. The project involves the cooperative efforts of FTA, the State of Oregon, Metro, Tri-Met and seven local jurisdictions (Portland, Gresham, Washington County, Beaverton, Hillsboro, Clackamas County, and Milwaukie).

The project starts in January, 1996 and will be completed with the adoption of the Regional Framework Plan in December, 1997. The FTA budget for the project is \$250,000. Additional resources in addition to the local match would supplement the FTA grant .



Workplan Summary

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2224 FOR THE PURPOSE OF AMENDING THE FY 95-96 UNIFIED WORK PROGRAM TO INCLUDE DEVELOPMENT OF REGIONAL FRAMEWORK PLAN ELEMENTS FOR TRANSIT-SUPPORTIVE LAND USES IN LIGHT RAIL STATION AREAS AND CORRIDORS

Date: October 9, 1995

Presented by: John Fregonese

BACKGROUND

The Region 2040 Growth Concept, adopted by the Metro Council in December 1994, calls for concentrated growth in centers, in light rail station areas and along transit corridors. This resolution would support the implementation of Region 2040 by allowing for a special grant from the Federal Transit Administration to encourage transit-supportive development along rail corridors and in station communities.

OBJECTIVES

The objectives of this project are to:

- ▶ Develop a framework plan which identifies development incentives and standards to facilitate transit-supportive, pedestrian-oriented projects in light rail corridors and communities;
- ▶ Prepare specific development plans for two sites along the South/North corridor for adoption by the appropriate local governments;
- ▶ Develop with the Federal Transit Administration land use policies to assure a commitment to transit-supportive land uses as a condition of new rail start approvals; and
- ▶ Strengthen the partnership at federal, state, regional and local levels in promotion of transit-supportive land use commitments in light rail corridors and communities.

PRODUCTS

An integrated package of FTA policies and up to two specific development plans which guide and facilitate transit-supportive development in light rail corridors.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2224.

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 95-2224, FOR THE PURPOSE OF AMENDING THE FY 95-96 UNIFIED WORK PROGRAM TO INCLUDE DEVELOPMENT OF REGIONAL FRAMEWORK PLAN ELEMENTS FOR TRANSIT-SUPPORTIVE LAND USES IN LIGHT RAIL STATION AREAS AND CORRIDORS

Date: October 18, 1995

Presented by: Councilor Washington

Committee Recommendation: At the October 17 meeting, the Committee voted unanimously to recommend Council adoption of Resolution No. 95-2224. Voting in favor: Councilors Kvistad, Monroe and Washington.

Committee Issues/Discussion: Andy Cotugno, Transportation Department Director, presented the staff report and explained the intent of the proposed resolution. He noted that Metro had been approached by the Federal Transit Administration (FTA) with an offer to provide funding for a project to develop incentives and standards for mass transit-supportive, pedestrian-oriented development in light rail corridors and station communities. The purpose of the proposed resolution would be to amend the FY 95-96 Unified Work Program to receive the grant funding and authorize the project. The total cost of the project would be \$312,500, with \$250,000 from FTA and the remaining \$62,500 from Metro, Tri-Met and local jurisdictions.

The project would include the development of general incentives and standards for transit-supportive development to be included in the regional framework plan. Specific development plans also would be developed for two cities along the South/North Light Rail Corridor. In addition, the results of the project would be utilized by the FTA in the development of federal policies related to transit-supportive land uses as a condition of approving new light rail projects.