 **Metro | Agenda**

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, March 9, 2016  
Time: 5 to 7 p.m.  
Place: Metro Regional Center, Council Chamber

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|----------------|------------|---|--|
| <b>5:00 PM</b> | <b>1.</b>  | <b>CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS</b>                                      | <b>Tim Clark, Chair</b>  |
|                | #          | • 2015 Compliance Report  |  |
| <b>5:10 PM</b> | <b>2.</b>  | <b>CITIZEN COMMUNICATIONS</b>   |  |
| <b>5:15 PM</b> | <b>3.</b>  | <b>COUNCIL UPDATE</b>   | <b>Metro Council</b>   |
| <b>5:25 PM</b> | <b>4.</b>  | <b>MPAC MEMBER COMMUNICATIONS</b>   |  |
| <b>5:35 PM</b> | <b>5.</b>  | <b>CONSENT AGENDA:</b>  |  |
|                | *          | • Appointment of 2016 MTAC Members  |  |
|                | *          | • Consideration of January 13, 2016 Minutes   |  |
|                | <b>6.</b>  | <b>INFORMATION/DISCUSSION ITEMS</b>   |  |
| <b>5:40 PM</b> | <b>6.1</b> | * Transit Oriented Development Program Update – <u>INFORMATION/DISCUSSION</u>                       | <b>Megan Gibb, Metro<br/>Jon Williams, Metro</b>                               |
| <b>6:00 PM</b> | <b>6.2</b> | * Urban Growth Management Program Update – <u>INFORMATION/DISCUSSION</u>                            | <b>Councilor Sam Chase, Metro<br/>John Williams, Metro<br/>Ted Reid, Metro</b> |
| <b>6:30 PM</b> | <b>6.3</b> | * 2018 RTP Update: 2016 Activities and Regional Leadership Forum #1 – <u>INFORMATION/DISCUSSION</u> | <b>Councilor Bob Stacey, Metro<br/>John Williams, Metro</b>                    |
| <b>7:00 PM</b> | <b>7.</b>  | <b>ADJOURN</b>  |  |

\* Material included in the packet

# Material will be provided at the meeting

**Upcoming MPAC Meetings:**

- April 13, 2016
- April 27, 2016
- May 11, 2016

For agenda and schedule information, please contact Alexandra Eldridge: 503-797-1916 or [Alexandra.Eldridge@oregonmetro.gov](mailto:Alexandra.Eldridge@oregonmetro.gov).

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការប្រកាស [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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## 2016 MPAC Work Program

*As of 03/02/16*

*Items in italics are tentative; **bold** denotes required items*

<p><b><u>Wednesday, March 9, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Transit Oriented Development Program Update (Megan Gibb, Jon Williams, Metro; 20 min)</li> <li>• Urban Growth Management Program Update (John Williams, Ted Reid, Metro; 30 min)</li> <li>• 2018 RTP Update: 2016 Activities and Regional Leadership Forum #1 (Kim Ellis, John Williams, Metro; 30 min)</li> </ul>	<p><b><u>Wednesday, March 23, 2016 - cancelled</u></b></p> <p><u>Regional Snapshots Speaker Event</u> Streetfight! An Evening with Janette Sadik-Khan McMenamins Mission Theater 1624 NW Glisan St. Portland, OR 97209 Doors open at 5:30 p.m.</p>
<p><b><u>Wednesday, April 13, 2016</u></b></p> <ul style="list-style-type: none"> <li>• West Sherwood Update (Brad Kilby, City of Sherwood; 45 min)</li> <li>• Population and Employment Growth Forecast Distributions (Jeff Frkonja, John Williams, Metro; 20 min)</li> <li>• Solid Waste Roadmap: Food Scraps Project (Jennifer Erickson, Matt Korot, Metro; 35 min)</li> </ul> <p><b><u>April 22, 2016:</u></b> RTP Regional Leadership Forum #1 (<i>Trends, Challenges, and Vision for the Future</i>)</p>	<p><b><u>Wednesday, April 27, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Regional Solutions Team Update (Bobby Lee, State of Oregon; 45 min)</li> <li>• <i>Metro's Strategic Plan to Advance Equity – Information/discussion (Patty Unfred &amp; staff TBD, Metro; 45 min)</i></li> <li>• <i>Population and Employment Growth Forecast Distributions Continued Discussion (if needed) (Jeff Frkonja, John Williams, Metro; 15 min)</i></li> </ul>
<p><b><u>Wednesday, May 11, 2016</u></b></p>	<p><b><u>Wednesday, May 25, 2016</u></b></p> <p><i>HOLD for possible tour</i></p>
<p><b><u>Wednesday, June 8, 2016</u></b></p>	<p><b><u>Wednesday, June 22, 2016</u></b></p> <ul style="list-style-type: none"> <li>• <i>2018 RTP Update: Background for Regional Leadership Forum #2 (Kim Ellis, Metro; 30 min)</i></li> </ul>

<p><b><u>Wednesday, July 13, 2016</u></b></p> <p><i><b>July 2016:</b> RTP Regional Leadership Forum #2 (Funding)</i></p>	<p><b><u>Wednesday, August 10, 2016</u></b></p>
<p><b><u>Wednesday, August 24, 2016</u></b></p>	<p><b><u>Wednesday, September 14, 2016</u></b></p> <ul style="list-style-type: none"> <li>• <i>2018 RTP Update: Background for Regional Leadership Forum #3 (Kim Ellis, Metro; 30 min)</i></li> </ul>
<p><b><u>Wednesday, September 28, 2016</u></b></p>	<p><b><u>Wednesday, October 12, 2016</u></b></p> <p><i><b>October 2016:</b> RTP Regional Leadership Forum #3</i></p>

**Upcoming events:**

- *February 2017: RTP Regional Leadership Forum #4*
- *September/October 2017: RTP Regional Leadership Forum #5*
- *June/July 2018: RTP Regional Leadership Forum #6*

**Parking Lot:**

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Washington County Transportation Futures Study (*Mar/Apr*)



## Metro | Memo

Date: Tuesday, January 27, 2016  
To: Metro Policy Advisory Committee  
From: John Williams, MTAC Chair  
Subject: MTAC Nomination for MPAC Consideration

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We have received a new nomination for the Service Providers: TriMet position on MTAC.

Eric Hesse remains the primary member and Alan Lehto remains the 1<sup>st</sup> Alternate. Tom Mills has been nominated to be 2<sup>nd</sup> Alternate.

Please consider this nomination for MTAC membership at your February 10, 2016 meeting. Per MPAC's bylaws, MPAC may approve or reject any nomination submitted.

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

Thank you.



**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

January 13, 2016

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Chase  
Tim Clark, *Chair*  
Carlotta Collette  
Betty Dominguez  
Maxine Fitzpatrick  
Mark Gamba, *1<sup>st</sup> Vice Chair*  
Jeff Gudman  
John Hayes  
Jerry Hinton  
Dick Jones  
Susie Lahsene  
Shelley Martin  
Keith Mays, *2<sup>nd</sup> Vice Chair*  
Ty Stober  
Marilyn McWilliams  
Renate Mengelberg  
Peter Truax

AFFILIATION

Metro Council  
City of Wood Village, Multnomah Co. Other Cities  
Metro Council  
Citizen of Clackamas County  
Citizen of Multnomah County  
City of Milwaukie, Clackamas Co. Other Cities  
City of Lake Oswego, Clackamas Co. Largest City  
Forest Grove School District  
City of Gresham, Multnomah Co. 2<sup>nd</sup> Largest City  
Oak Lodge Water District, Clackamas Co. Special Districts  
Port of Portland  
TriMet  
Washington County Citizen  
City of Vancouver  
Tualatin Valley Water District, Washington Co. Special Districts  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
City of Forest Grove, Washington Co. Other Cities

ALTERNATES PRESENT

Jennifer Donnelly  
Jeff Swanson

AFFILIATION

Department of Land Conservation and Development  
Clark County

OTHERS PRESENT: Adam Barber, Carol Chesarek, Chris Deffebach, Alma Flores, Bill Peterson, Brenda Perry, Zoe Monahan, Ruth Adkins, Gordon Hovies

STAFF: Roger Alfred, Nick Christensen, Alexandra Eldridge, Shaina Hobbs, Nikolai Ursin, John Williams

**1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC Chair Peter Truax called the meeting to order at 5:07 p.m. and declared a quorum. All attendees introduced themselves.

Chair Truax indicated that on January 22<sup>nd</sup>, Senator Ron Wyden would be holding a town hall meeting at Forest Grove High School. He noted that this meeting was being held in an effort by Oregon's senators to hold a town hall meeting in each county each year.

## **2. CITIZEN COMMUNICATIONS**

There were none.

## **3. COUNCIL UPDATE**

Councilor Carlotta Collette notified MPAC members of the following items:

- The Southwest Corridor Steering Committee voted to end the study of a high capacity transit line south of Bridgeport Village, which would have led to Downtown Tualatin. Councilor Collette noted that on February 29<sup>th</sup>, the committee is expected to make a decision between bus rapid transit and light rail in the corridor.
- Nature in Neighborhoods Conservation Education Grants opened for applications and the deadline was January 26, 2015. Letters of interest would be accepted through April by Metro's Rose Navarro. Approximately \$1.7 million in grants are available.
- Metro's Regional Snapshot on jobs and the economy is now available on Metro's website and has data, videos, and personal stories about people in the region. The January 27 MPAC was replaced by a speaker panel as part of the Regional Snapshot Speaker Series.

## **4. MPAC MEMBER COMMUNICATION**

Chair Truax informed the committee that he would be leaving early to attend a State of the City address by Mayor Denny Doyle.

## **5. CONSENT AGENDA**

### **5.1 Consideration of December 9, 2015 Minutes and Appointment of 2016 MTAC Members**

### **5.2 Appointment of 2016 MTAC Members**

MOTION: Councilor Jeff Gudman moved and Mayor Mark Gamba seconded, to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

## **6. ACTION ITEMS**

### **6.1 Election of 2016 MPAC Officers**

Chair Truax proposed that the 2016 MPAC Chair be Councilor Tim Clark, First Vice Chair be Mayor Mark Gamba, and Second Vice Chair be Mr. Keith Mays from Washington County.

MOTION: Councilor Jeff Gudman moved, and Ms. Betty Dominguez seconded, to elect the 2016 MPAC Officers.

ACTION: With all in favor, the motion passed.

Councilor Sam Chase acknowledged Mayor Truax's efforts to improve the discussions held in MPAC and thanked him for his service as MPAC Chair. Chair Tim Clark introduced himself as the 2016 MPAC Chair.

## **7. INFORMATION/DISCUSSION ITEMS**

### **7.1 Equitable Housing Summit Update**

Chair Tim Clark introduced the item by explaining that over the past year, Metro has been researching tools and strategies from our region and across the country while engaging stakeholders in conversations about equitable housing challenges. He highlighted that the draft framework and report are not intended to be a plan, but rather a discussion report that will help lead to next steps for Metro's programs, including development of a technical assistance program. He explained that the update would serve as a preview of more information to be shared at Metro's Equitable Housing Leadership Summit on February 1. Chair Clark introduced John Williams, Deputy Director of Metro's Planning and Development.

Mr. John Williams indicated that the Equitable Housing Initiative was a result of a budget amendment put forth by Councilor Sam Chase and informed the committee that the update was intended to serve as a reminder of the initiative and the processes behind it. He noted that although the draft framework included potential next steps for Metro, the issue of equitable housing was not solely limited to Metro's grasp, and would require effort on behalf of other actors in the region. Mr. Williams introduced Ms. Emily Lieb.

Ms. Emily Lieb explained that there were three ways in which Metro could add value to the conversation around housing in the region: shared knowledge, shared action, and shared vision. Ms. Lieb highlighted that rents increased 63% between 2006 and 2015, although regional renter incomes only increased 39% in the same amount of time, which has delayed homeownership for many families in the region. Ms. Lieb noted that there is a shortage of walkable communities for households earning less than 60% of the area median income, and highlighted that there are over 180,000 renting households in the region who earn less than 60% of the area median income. Ms. Lieb stated that an inventory of the affordable units in the region revealed a shortage of approximately 80,000 affordable units, and added that this shortage is a trend occurring in many metropolitan areas around the country.

Ms. Lieb stated that the report examined four different strategies for addressing the housing issue in the region: increasing and diversifying market-rate housing, mitigating displacement and stabilizing communities, maximizing and optimizing resources, and leveraging growth for affordability. Ms. Lieb explained that a failure to increase and diversify market-rate housing in cities like San Francisco led to housing price increases across the board.

She informed committee members that during her research, she had discussed different tools like accessory dwelling units (ADUs) and cottage clusters with stakeholders in the region as options to provide affordable housing. Ms. Lieb noted that most places with inclusionary zoning have other incentives to offset costs for developers, and added that despite Oregon's ban on inclusionary zoning, several localities have used other tools to encourage developers to build affordable units in market-rate projects, such as fast track permitting, voluntary tax exemptions, and density bonuses.

Ms. Lieb described several tools for maximizing and optimizing resources. She explained that looking at publicly owned land could be a viable option to provide affordable housing options, and



acknowledged that not all publicly owned sites were appropriate for affordable housing developments. The last strategy that Ms. Lieb discussed was to mitigate displacement and stabilize communities. Ms. Lieb gave examples of tools for affordable rental housing, long term affordability, and homeownership, such as rental rehabilitation grants, tenant protections, and community land trusts.

Ms. Lieb discussed next steps for the initiative, and proposed that committee members advocate for legislative changes at the state level in order to give local jurisdictions access to a range of tools and policies to address local housing needs. She expressed an interest in providing technical assistance and grants to result in on-the-ground results and implementation.

Ms. Lieb encouraged committee members to attend Metro's Equitable Housing Leadership Summit on February 1 to further discuss policy options. She stated that one of the goals of the summit was to build a shared understanding of challenges and opportunities and highlight local success stories. She added that the summit will provide opportunities to share information about ongoing projects and project interests. She then highlighted that Mayor of Seattle, Ed Murray, would be the keynote speaker at the event.

*Member discussion included:*

Councilor Jerry Hinton agreed that there is a need to provide affordable housing in the country, and highlighted that there was very little construction between 2006 and 2013. He expressed a concern over a potential housing policy overreach, and added that the market may self-regulate over the next few years. Ms. Lieb clarified that the initiative's framework was intended to encourage discussion, not to put forth a specific policy action in the region.

Councilor Jeff Gudman noted that although 23 tools were listed in the Equitable Housing Executive Summary, Metro only has control of 6. He expressed the importance of MPAC's focus on what it has ability to accomplish. Mayor Mark Gamba informed committee members that although MPAC cannot implement certain policies, it is important to undertake collective actions in policy changes. He explained that a homebuilders association may be less likely to dispute a zoning change if several cities enact the same policy. Mayor Gamba added that purchasing affordable apartment complexes before the completion of major transportation projects could be an effective tool that goes into planning in order to protect rental rates.

Councilor Carlotta Collette expressed that a regional legislative agenda might be the second best thing the region could come up with to address the issues, aside from a large grant. She highlighted that the New Partners for Smart Growth Conference was in February, and it was an important tool because many of the attendees were from federal agencies with funds to distribute, such as HUD and the EPA.

## **7.2 Parks and Nature System Plan**

Chair Clark introduced the item by explaining that at the previous MPAC meeting, Metro's Parks and Nature team gave the committee an overview of their draft system plan, which defined Metro's mission, role, priorities and strategies as a park provider. He clarified that MPAC would not be taking any formal action on the system plan. Chair Clark then introduced Ms. Kathleen Brennan-Hunter.

Ms. Kathleen Brennan-Hunter reviewed her previous presentation at MPAC, which expanded upon Metro's role in the region. Ms. Brennan-Hunter shared that Metro had been receiving positive

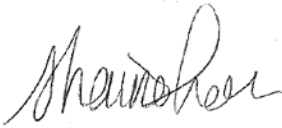
feedback and widespread support for Metro's commitment to expand benefits to communities of color. She explained that certain feedback had encouraged the streamlining of models in the system plan.

Mr. Keith Mays expressed his surprise that MPAC was not being asked to vote on the plan. Ms. Brennan-Hunter noted that the plan was intended to encourage discussion about Metro's role in the region in conjunction with other park providers.

**ADJOURN**

MPAC Chair Clark adjourned the meeting at 6:34 p.m.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Shaina Hobbs".

Shaina Hobbs  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 13, 2016**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
N/A	Memo	01/01/16	2015 COO Annual Report on Amendments to the Employment and Industrial Areas Map	011316m-01
N/A	Handout	01/13/16	Metro's Our Big Backyard - Winter 2015	011316m-02
N/A	Flyer	01/13/16	MPAC – Speaker Series: Building an Inclusive Economy	011316m-03

# MPAC Worksheet

**Agenda Item Title:** Transit Oriented Development Program- Update and Work Plan Changes

**Presenter:** Megan Gibb [megan.gibb@oregonmetro.gov](mailto:megan.gibb@oregonmetro.gov) (503) 797-1753

Jonathan Williams [jonathan.williams@oregonmetro.gov](mailto:jonathan.williams@oregonmetro.gov) (503) 797-1931

**Contact for this worksheet/presentation:** Jonathan Williams

## **Purpose/Objective**

Brief MPAC on current Transit Oriented Development (“TOD”) Program activities and recent work plan changes.

## **Action Requested/Outcome**

No action is required. This is an opportunity for MPAC members to learn about the TOD program and ask questions.

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

The TOD program last presented to MPAC when rolling out its 2011 Strategic Plan.

Today’s presentation will highlight program changes including an update to the map used to guide the program’s investments and new approaches to projects incorporating regulated affordable housing.

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

- 2015 TOD Program annual report

2015

Annual Report  
July 2014 – June 2015

# Transit-Oriented Development Program



## The year in review

With demand for housing outstripping supply, Metro's Transit Oriented Development (TOD) Program had a busy year supporting opportunities to live and work in transit served neighborhoods. Four projects opened, three projects started construction, and three more received funding approval.

A highlight was the opening of The Rose, a four-story apartment complex in Portland's Gateway neighborhood. Through a combination of TOD funding, Portland Development Commission funding for new streets, and support from the city's Multiple Unit Tax Exemption program, the developer was able to set aside 36 of the 90 units for households earning 60 percent or less of area median income.

A second milestone occurred in December 2014 with the TOD program's acquisition of the Furniture Store property at 82nd Avenue and Division Street in Portland to create transit served affordable housing. Located in the heart of the Jade District, the site will be served by the future Powell-Division bus rapid transit service. A developer for the property will be selected in early 2016.

### This fiscal year featured the opening of four innovative projects:

- The Rose, a four-story mixed income apartment project in Portland's Gateway neighborhood. The project includes 36 regulated affordable units among its 90 residential units.
- The Radiator, a five-story development with 29,300 square feet of offices and 2,900 square feet of retail. To minimize its environmental footprint, The Radiator features an innovative timber construction technique and uses waste heat from the neighboring New Seasons market to power its heat and cooling systems.

- Hub 9, a six-story development with 124 residential units, 1,483 square feet of office space, and 8,403 square feet of retail space. Hub 9 is located immediately adjacent to Hillsboro's Orenco MAX Station.
- Moreland Station, a four-story development with 68 residential units in southwest Portland. Residents will be able to walk to the new MAX Orange Line service.

### Three projects under construction:

- Northwood, a 57-unit project steps from the Kenton Yellow Line MAX station.
- Block 75, a 10-story, mixed-use project with 75 residential units, 31,000 square feet of office space, and 8,300 square feet of retail at the intersection of Martin Luther King Boulevard and Burnside Avenue.
- Clay Creative, a five-story creative office space at the edge of Portland's Inner East Side.

The seven TOD projects completed or under construction represent approximately \$120 million in direct investment and 422 full time equivalent construction jobs.

## FY 2014-15

### Projects opened

- Moreland Station  
Portland
- The Rose  
Portland
- The Radiator  
Portland
- Hub 9  
Hillsboro

### Under construction

- Northwood  
Portland
- Block 75  
Portland
- Clay Creative  
Portland

### Projects approved

- The Signal  
Beaverton
- First and Lombard  
Beaverton
- Concordia  
Portland
- Southeast 82nd Avenue and Division Street land acquisition (the Furniture Store)  
Portland

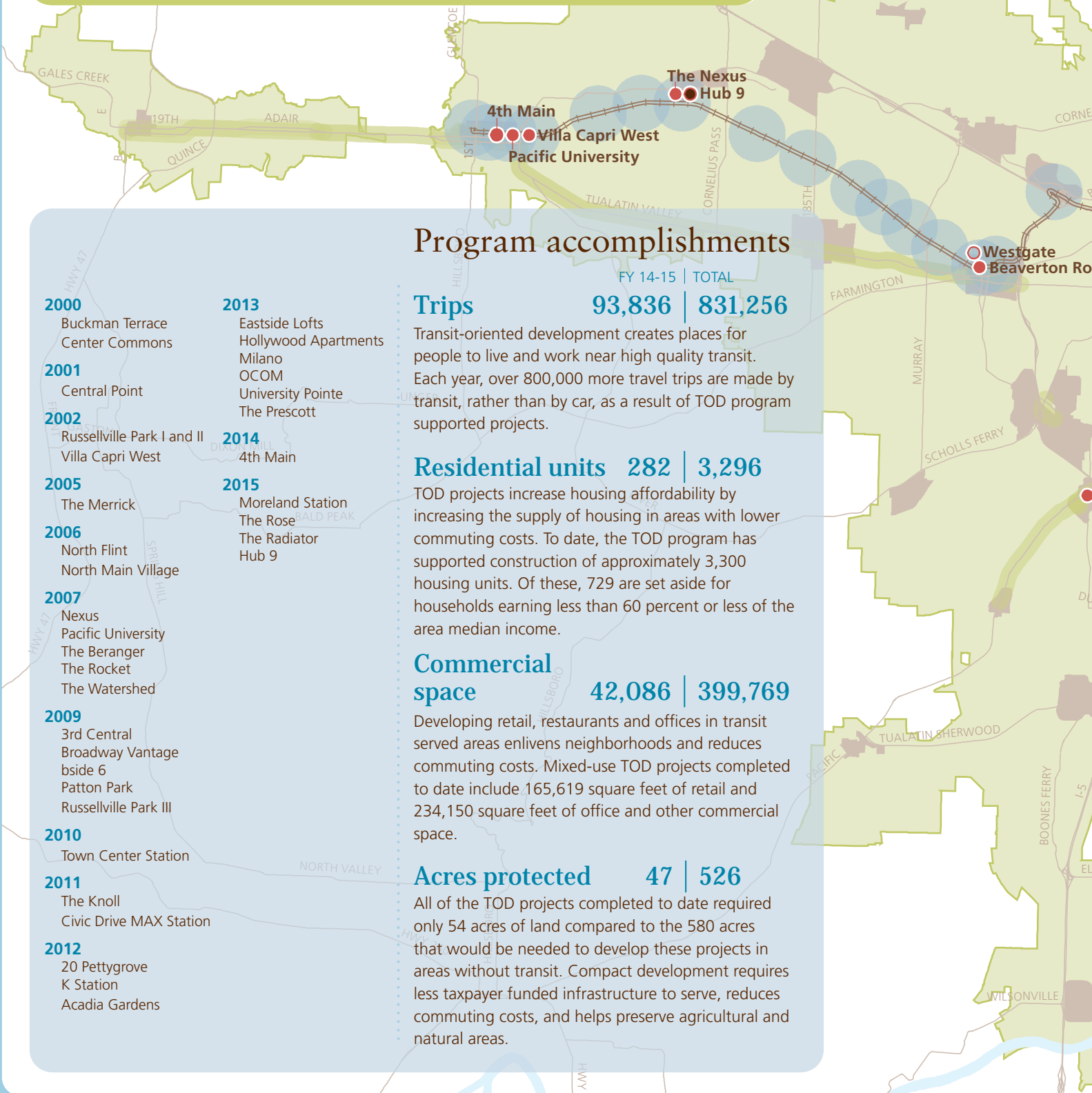
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# \$582,321,671 leveraged

Metro's TOD program stimulates private and public investment by helping to offset the higher costs of compact development. The 35 TOD projects completed to date have leveraged \$11.4 million of TOD program investment in support of more than \$582 million in development activity.



## Program accomplishments

FY 14-15 | TOTAL

### Trips

93,836 | 831,256

Transit-oriented development creates places for people to live and work near high quality transit. Each year, over 800,000 more travel trips are made by transit, rather than by car, as a result of TOD program supported projects.

### Residential units 282 | 3,296

TOD projects increase housing affordability by increasing the supply of housing in areas with lower commuting costs. To date, the TOD program has supported construction of approximately 3,300 housing units. Of these, 729 are set aside for households earning less than 60 percent or less of the area median income.

### Commercial space 42,086 | 399,769

Developing retail, restaurants and offices in transit served areas enlivens neighborhoods and reduces commuting costs. Mixed-use TOD projects completed to date include 165,619 square feet of retail and 234,150 square feet of office and other commercial space.

### Acres protected 47 | 526

All of the TOD projects completed to date required only 54 acres of land compared to the 580 acres that would be needed to develop these projects in areas without transit. Compact development requires less taxpayer funded infrastructure to serve, reduces commuting costs, and helps preserve agricultural and natural areas.

#### 2000

Buckman Terrace  
Center Commons

#### 2001

Central Point

#### 2002

Russellville Park I and II  
Villa Capri West

#### 2005

The Merrick

#### 2006

North Flint  
North Main Village

#### 2007

Nexus  
Pacific University  
The Beranger  
The Rocket  
The Watershed

#### 2009

3rd Central  
Broadway Vantage  
bside 6  
Patton Park  
Russellville Park III

#### 2010

Town Center Station

#### 2011

The Knoll  
Civic Drive MAX Station

#### 2012

20 Pettygrove  
K Station  
Acadia Gardens

#### 2013

Eastside Lofts  
Hollywood Apartments  
Milano  
OCOM  
University Pointe  
The Prescott

#### 2014

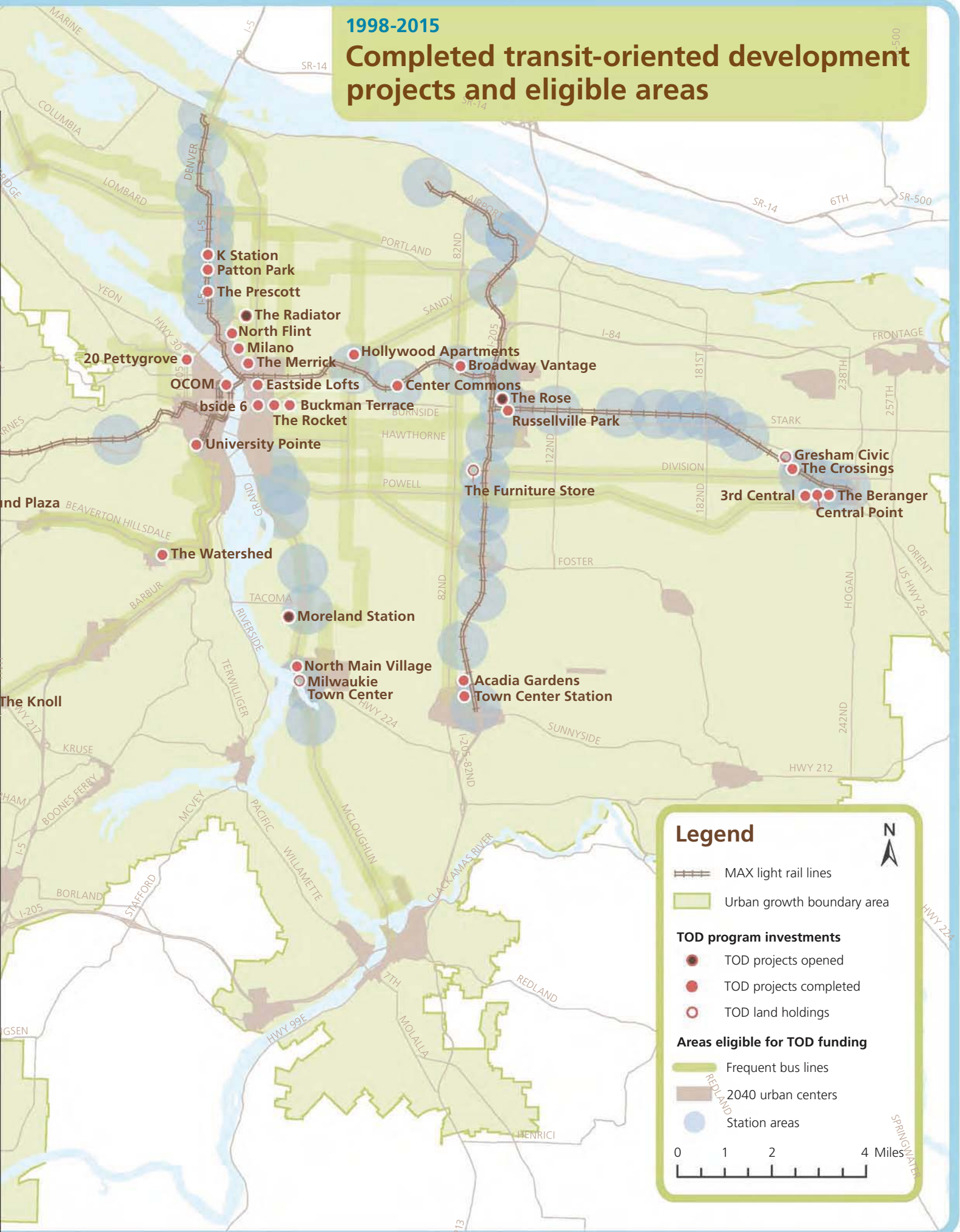
4th Main

#### 2015

Moreland Station  
The Rose  
The Radiator  
Hub 9

1998-2015

# Completed transit-oriented development projects and eligible areas



Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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**Metro Council President**  
Tom Hughes

**Metro Council**  
Shirley Craddick, District 1  
Carlotta Collette, District 2  
Craig Dirksen, District 3  
Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

**Auditor**  
Brian Evans

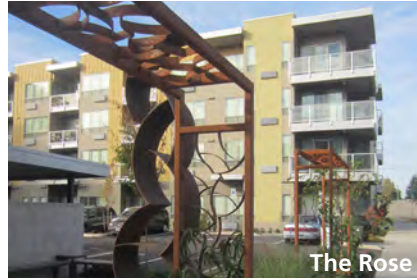
The core mission of the TOD program is to stimulate private sector investment to create the vibrant communities envisioned in the Region's 2040 Growth Concept.

For more information, call 503-797-1757 or visit [oregonmetro.gov/tod](http://oregonmetro.gov/tod)



*Metro's support turned the corner for the lending institutions, appraisers and investors. As a result, The Radiator is a leader in carbon reduction, job creation, energy conservation, and office space all coming together in northeast Portland.*

**Ben Kaiser**  
Kaiser Group, Inc.



*The Metro TOD grant helped us provide a viable mixed income, transit oriented development in Gateway without the use of LIHTC (Low-Income Housing Tax Credit) funds. Because of this support, 36 housing units will remain affordable for 60 years.*

**Gordon Jones**  
Developer



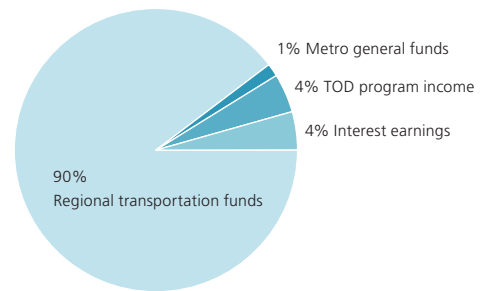
*TOD program support allowed us to respond to growing demand for rental housing by bringing 57 housing units to the Kenton station area with a design that fits well with the neighborhood's historic character.*

**Mary Hanlon**  
Hanlon Development, LLC

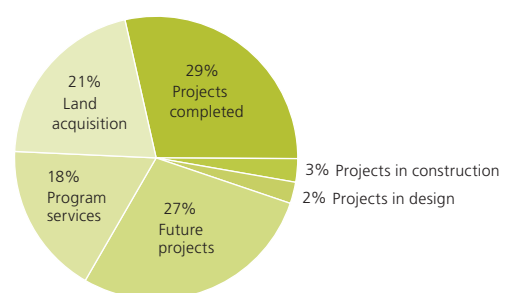
### Program financing

Over the seventeen years since the TOD program's inception in 1998, program financing has totaled more than \$43 million cumulatively. Regional partners have allocated federal transportation funds to support the TOD program as part of the Metropolitan Transportation Improvement Program planning process. MTIP funds, currently \$3 million annually, are then exchanged to provide local funding for project investments and program operations. Historically, other funding sources have included direct federal transportation grants, income from property transactions, interest earnings and Metro general funds.

### Sources of funds



### Uses of funds





# MPAC Worksheet

**Agenda Item Title:** Urban growth management work program update

**Presenter:** Ted Reid, Principal Regional Planner, Metro Planning and Development  
John Williams, Deputy Director, Metro Planning and Development

**Contact for this worksheet/presentation:** Ted Reid, [ted.reid@oregonmetro.gov](mailto:ted.reid@oregonmetro.gov), 503-797-1768

**Purpose/Objective**

MPAC is aware of the urban growth management work program that the Metro Council has directed staff to undertake.

**Action Requested/Outcome**

None at this time.

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

Following MPAC's advice, the Metro Council made an urban growth management decision in November 2015. In that decision, the Council directed staff to continue or to undertake several work programs related to urban growth management. The attached draft document describes the growth management "process improvements track" of the work program that the Council discussed at its February 2, 2016 work session.

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

Two-page draft framework for discussions in 2016

# Exploring possible improvements to the region's urban growth management process

## Draft framework for discussions in 2016

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### **Proposed problem statement**

Under the current growth management system, residential urban growth boundary (UGB) expansions must be justified by a quantified regional need for more land. Metro will seek to improve its technical modeling capabilities on an ongoing basis. Yet, technical analysis alone cannot fully resolve differing views on whether there is a need for UGB expansions, particularly for the relatively modest scale of expansions contemplated under regional and city plans. There may be other compelling reasons to consider modest expansions into urban reserves when there is a city that can govern and finance the area and that is also making progress on creating jobs and housing in target areas.

### **Proposed concept for residential urban growth management process improvements**

Acknowledgment of urban and rural reserves – when complete – will represent an important milestone for our region and can change the way the region manages growth going forward. Unlike the past, we will have already decided as a region where the region may grow for the next several decades. With the debate about the region's potential urban footprint settled, the region could refocus dialogue on the ingredients needed to get housing built (including city governance, infrastructure finance and market feasibility). The Metro Council has indicated its willingness to explore alternative paths for regional consideration of modest (to be defined) UGB expansion requests for housing<sup>1</sup>.

### **Proposed guiding principles**

The guiding principles listed below frame the Metro Council's interests in policy discussions:

- Consistent with Oregon's land use planning program, locally-adopted community plans and the public's core values, the region remains committed to focusing most housing growth in its existing downtowns, main streets, corridors and station communities.
- Acknowledged urban reserves represent the maximum residential urban footprint for the region through the year 2060. Consistent with existing law, urban reserves will be revisited in 2031.
- Rural reserves will remain off limits to urban development through at least the year 2060.
- Carefully made residential UGB expansions into acknowledged urban reserves are consistent with the 2040 Growth Concept and can support its implementation.
- As previous growth management discussions illustrate, identifying a regional need for residential UGB expansions, as required under existing state law, includes both policy and technical elements.

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<sup>1</sup> Under existing state law and Metro policies and code, Metro already has a fair amount of discretion regarding urban growth management decisions for employment uses, including a fast-track UGB expansion process for large industrial sites that the Council adopted in 2010.

- UGB expansion requests made by cities will be considered in a regional dialogue, with recommendations made by the Metro Policy Advisory Committee (MPAC) and decisions made by the Metro Council.
- UGB expansions into urban reserves will be considered based on the practical outcomes that they could produce for the region and requesting city. Policymakers will consider factors addressing topics such as governance, finance, market, housing choice, affordability, and how to best achieve development in centers, corridors, main streets and station communities.
- Metro will continue to improve data and forecasting tools used for mandated growth analysis, design ways for those tools to better inform the planning process as it evolves, and meaningfully engage stakeholders in those technical efforts.

**Proposed discussion topics**

In its initial conversations about this concept, the Metro Council suggested consideration of the following topics, which can happen after agreement on the problem statement and guiding principles:

- Consider placing limits on:
  - The size of individual UGB expansion requests (to remain true to the purpose of this concept, providing an alternative path for “modest” UGB expansions).
  - The cumulative size of UGB expansions made over a to-be-defined planning period.
- Consider requiring that cities requesting UGB expansions demonstrate:
  - That governance, infrastructure finance, and market conditions will result in housing development in a requested UGB expansion area.
  - That the city has taken actions to increase housing choices and affordability in its jurisdiction.
  - That requested UGB expansions would support regional and local goals.

**Engagement framework**

Beginning in spring 2016, Council President Hughes will convene a regional discussion with a taskforce that includes Metro councilors, mayors and key stakeholders. The Metro Council will have periodic work sessions to discuss concepts that are emerging in the taskforce with the intent of clarifying Metro’s position when needed. Likewise, MPAC would be given periodic updates on taskforce discussions. MTAC would serve as a technical resource when needed. Generally, the proposed sequence for discussions is as follows:

<b>Time period</b>	<b>Topic or action</b>
2 <sup>nd</sup> quarter 2016	Agreement on problem statement and guiding principles
2 <sup>nd</sup> – 3 <sup>rd</sup> quarter 2016	Discussion of possible mechanisms for addressing the problem statement
3 <sup>rd</sup> quarter 2016	Committee recommendation to MPAC on process improvements
4 <sup>th</sup> quarter 2016	MPAC recommendation to Council on next steps
4 <sup>th</sup> quarter 2016	Metro Council direction to staff on next steps

# MPAC Worksheet

**Agenda Item Title:** 2018 Regional Transportation Plan: 2016 Activities and Regional Leadership Forum #1

**Presenters:** Bob Stacey, Metro Councilor and John Williams, Metro Deputy Planning Director

**Contact for this worksheet/presentation:** Kim Ellis, 797-1617, kim.ellis@oregonmetro.gov

## Purpose/Objective

- Update MPAC on the April 22 Regional Leadership Forum and other activities planned for 2016.

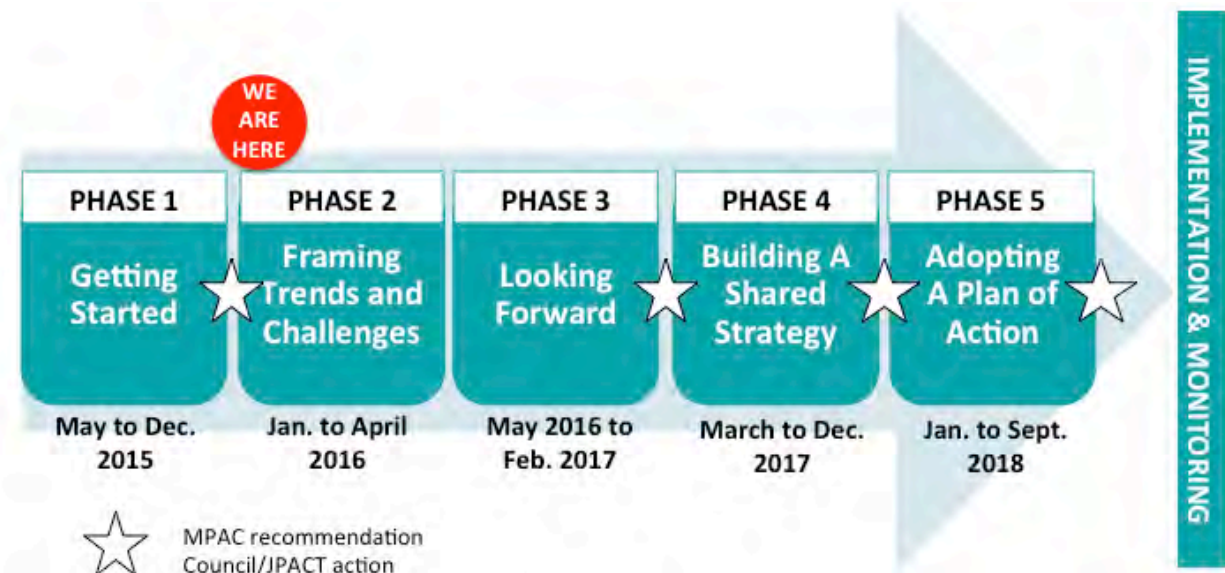
## Action Requested/Outcome

- MPAC members have a shared understanding of the activities planned for this year and opportunities to participate in discussions that will shape the 2018 Regional Transportation Plan.

## Background and context

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the Portland metropolitan region with access to safe, reliable and affordable ways to get around. Through the 2018 Regional Transportation Plan (RTP) update, the Metro Council is working with communities of the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years.

## Timeline for 2018 Regional Transportation Plan Update



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

- Metro Council approved the work plan and public engagement plan for the 2018 RTP update on Dec. 3, 2015, as recommended by MPAC and the Joint Policy Advisory Committee on Transportation (JPACT).
- Metro staff initiated a number of activities for 2016, consistent with the adopted work plan and public engagement plan. A summary of the activities planned for the coming year follows.

2016 Activity	Participants	Time frame(s)
<b>Online engagement</b> through surveys and quick polls	Interested public	Jan. 14-Feb. 16, Spring and Fall
<b>Regional Leadership Forums</b> to foster regional leadership and collaboration and provide direction to the project team and work groups	Metro Council, MPAC, JPACT, invited community and business leaders	April 22 July 15 (tentative) Nov. 10 (tentative)
<b>Community discussion group</b> on trends, challenges and potential solutions	Organizations representing historically underrepresented communities	May/June
<b>Regional speakers series, videos and news stories</b> on transportation trends, challenges and other topics of interest	Elected officials, city and county partners, community and business leaders, community partners	Feb.-Dec.
<b>Equity panel</b> on challenges and performance measures for transportation equity analysis	Community partners, equity experts, academia	Spring/Summer
<b>Livable Streets Safety and Design Discussion Panels and Best Practices Tours</b>	Elected officials, city and county partners, community partners	August, October, December
<b>E-Blasts, social media and newsfeeds</b> with project updates, public comment opportunities and notice of related events	Interested public	Quarterly
<b>Topical workshops and events</b> in partnership with other agencies and organizations	Elected officials, city and county partners, community and business partners, interested public	Periodic
<b>Project briefings and presentations</b> to increase awareness about the project and provide an opportunity for feedback	Metro Council, regional technical and policy advisory committees, county coordinating committees	Periodic
<b>Technical work group meetings</b> to review draft materials and provide input to the project team on eight policy areas that are the focus of the RTP update	Topical experts and representatives from regional technical advisory committees, city and county partners	Dates, times and locations can be found at: <a href="http://oregonmetro.gov/rtp">oregonmetro.gov/rtp</a>

To support the above activities and related discussions, staff are:

- **conducting background research** to document transportation system conditions and prepare a regional snapshot on transportation (a collection of data, expert commentary, personal stories and speaker events) to tell the story of transportation trends and challenges in the region;
- **modeling** the performance of the 2014 RTP and Climate Smart Strategy investments; and
- **compiling revenue data** to document local, state and federal transportation funding sources.

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

- Project factsheet (Winter 2015)
- Save the date: April 22 Regional Leadership Forum



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region

## 2018 Regional Transportation Plan

*Metro brings together the communities of the Portland metropolitan region to plan the transportation system of the future by updating a shared vision and investment strategy for the next 25 years.*

Our region’s economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

To get there, we need to work together to address these key questions:

1. What do we need most from our transportation system – now and in the future?
2. What can we afford and how do we pay for new projects while taking care of our existing roads, bridges, bikeways, sidewalks and transit services?
3. How should we measure progress toward our goals?

### More people – and more changes – are coming

One million new residents are expected to live in the Portland area by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our changing region.



“There’s just so much you can’t do in this part of the region without getting in your car or riding on the bus for hours. I have relatives in Portland, I have grandkids in Gresham, and it can take over an hour just to get out there.”

–Susan, Tigard resident for 23 years



“Every morning I commute from Forest Grove to Portland... If there is no traffic, 40 to 45 minutes I’ll be downtown. But with traffic it takes at least an hour... If there will be anything faster, more reliable and affordable, I’ll take it. ”

–Edna, Portland area resident for 20 years

Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

**Metro Council President**

Tom Hughes

**Metro Council**

Shirley Craddick, District 1  
Carlotta Collette, District 2  
Craig Dirksen, District 3  
Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

**Auditor**

Brian Evans

Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

**Contact**

Contact Metro regional transportation planning to receive periodic email updates and notices of public comment opportunities:

503-797-1750  
trans@oregonmetro.gov  
oregonmetro.gov/rtp.



“Transit is a big issue, especially for youth – and even for adults, too. Some places, on the weekends, they need to do things – it takes forever. It took me two hours almost just to get, by bus, from here to the Expo Center... I have to have a car to just do anything around there because it takes forever just to go anywhere, you know?”

– *Jeremy, Clark County resident, works in Northeast Portland*

**New challenges need new solutions**

A history of leadership and collaboration has kept our system of roads, bridges, bikeways, sidewalks and transit ahead of the national curve. In general it serves us well, but there is more to be done. The system is aging and not keeping up with growth and changing travel needs. People and businesses are concerned about traffic congestion, safety, affordability, climate change and community health. Many residents – especially those of low income and communities of color – are underserved and have difficulty getting to jobs, training and other services.

Funding is tight, and we have multiple transportation priorities. But if not addressed, these challenges will compromise our region’s economic prosperity and quality of life.

“Prioritize investments that help the greatest number of people and reduce carbon emissions, while responding to income and racial equity.”

–*2015 stakeholder interview*



“Congestion is bad for everyone. People who commute far to work have less time with family. Cars idling on the roads produce pollution and greenhouse gases. And slow movement of goods is bad for the economy and affects all consumers.”

–*2015 stakeholder interview*

**Partnerships and leadership will create a great future**

The Regional Transportation Plan guides investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. To stay ahead of future growth and take care of the transportation investments we have already made, our region’s elected, community and business leaders must work together to define what transportation investments are most needed, how much we can afford, and how we will pay for them over the next 25 years.

**Join in, be heard**

Choose how you stay informed and join the conversation now through 2018:

- speaker events and discussion groups
- online quick polls and surveys
- Metro Council and advisory committee meetings.

**Find out how to be involved – and more – at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).**

Getting there with a connected region



## 2018 REGIONAL TRANSPORTATION PLAN UPDATE Regional Leadership Forum Trends, challenges and a vision for the future

# SAVE THE DATE

## Regional Leadership Forum 1

8 a.m. to 12 p.m., Friday, April 22, 2016

Oregon Convention Center

Metro Council, MPAC and JPACT members and alternates,

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to keep our economy moving with a transportation system that is safe, reliable and affordable for all users.

Join the **Metro Council** and regional leaders from the **Metro Policy Advisory Committee** and **Joint Policy Advisory Committee on Transportation** along with invited business and community leaders for the first of three Regional Leadership Forums this year to discuss the big issues impacting future travel in the Portland metropolitan region.



### Trends, challenges and a vision for the future

**R.T. Rybak**, former three-term mayor of Minneapolis, will set the stage for **the first Regional Leadership Forum on April 22**. Rybak will share his experiences leading a diverse metropolitan area and responding to the collapse of the I-35W Mississippi River Bridge that was rebuilt to expand travel options in his community. He is currently head of Generation Next, a partnership of education, community, government and business leaders working to close the achievement gap between white students and students of color.

Additional information and a link for RSVP to follow. For more information on the 2018 Regional Transportation Plan update, visit [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).



Materials following this page were distributed at the meeting.

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# 2015 Compliance Report

March 2016

## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

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### **Metro Council President**

Tom Hughes

### **Metro Councilors**

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Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Brian Evans

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## Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2015 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

In 2015, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

In 2014, the State Legislature added five areas to the Urban Growth Boundary through the adoption of House Bill 4078. These five areas – two near Cornelius, two near Forest Grove and one near Hillsboro – have been added to Appendix A.

Eleven jurisdictions had a deadline of December 31, 2014 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested extensions until 2015. Two have requested an extension to 2016. Two have requested an extension to 2017. All six of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Therefore, all of these extensions have been granted by the Chief Operating Officer.

Five jurisdictions completed Transportation System Plan and development code updates in 2013 and are now in compliance with the RFTP: Forest Grove, Lake Oswego, Sherwood, Troutdale and Washington County.

## Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan – March 2016

### Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of the Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements, this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) as well as the Urban Growth Management Functional Plan (UGMFP).

### Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance.

By statute, cities and counties have two years following the date of acknowledgement of Metro's Regional Transportation Plan (RTP) dated November 24, 2011 to bring their Transportation System Plans (TSPs) into compliance with any new or changed regional requirements. However, Metro exercised its authority under the state's Transportation Planning Rule to extend city and county deadlines beyond the two-year statutory deadline. Metro consulted with each city and county to determine a reasonable timeline for this work and adopted a schedule that is available on Metro's website at [www.oregonmetro.gov/tsp](http://www.oregonmetro.gov/tsp). The deadlines are phased to take advantage of funding opportunities and the availability of local and Metro staff resources.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) by the end of 2014.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance dates for each UGMFP title.

Appendix D summarizes the compliance dates for the Regional Transportation Functional Plan (RTFP) in effect as of December 31, 2014.

Appendix E is the Annual Report on Amendments to the Employment and Industrial Areas Map dated January 1, 2016.

### Urban Growth Management Functional Plan Compliance Status

**Washington County:** A February 2013 Intergovernmental Agreement between Washington County and the City of Beaverton identified the city to lead long-range planning

efforts in the Cooper Mountain area. The South Cooper Mountain Concept Plan area includes two subareas inside the UGB – North Cooper Mountain and South Cooper Mountain Annexation Area – and an urban reserve between those two areas located outside the Urban Growth Boundary. The City of Beaverton completed this work in 2014 and the Beaverton City Council adopted the Concept Plan in January 2015. Washington County has land use authority for the North Cooper Mountain area and the Washington County Board of Commissioners acknowledged the South Cooper Mountain Concept Plan on January 20, 2015. Washington County staff’s draft 2016-17 Long Range Planning Annual Work Program includes North Cooper Mountain planning as a Tier 2 project.

### Regional Transportation Functional Plan Compliance Status

Five jurisdictions had the deadline of December 31, 2015 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested an extension to 2017, Gladstone and Hillsboro. Both of these jurisdictions were found to meet one of the two criteria: 1) The city or county is making progress towards compliance; or 2) There is good cause for failure to meet the deadline for compliance. Therefore, these extensions were granted by the Chief Operating Officer.

Two jurisdictions, Happy Valley and West Linn, completed their Transportation System Plan and development code updates and are now in compliance with the RTFP. One other jurisdiction, Fairview, is nearing completion of its TSP. The City began its TSP update in 2015 with funding from an ODOT Transportation and Growth Management (TGM) grant. While the TGM grant was awarded in 2014, staff capacity issues and contract negotiations delayed the TSP work from getting started until 2015. The City has made significant progress in updating their TSP having done the existing conditions, gap analysis and need projections work to-date. The City expects to adopt its TSP prior to the TGM grant deadline of June 30, 2016.

#### Jurisdictions with 2015 deadlines that requested extensions until 2017

**Gladstone:** The City was recently awarded a grant through the Transportation and Growth Management Program to complete a TSP update. They are working closely with ODOT – the grant coordinator. The City has completed a Scope of Work and expects to adopt the their TSP by Spring 2017.

**Hillsboro:** The TSP update is being conducted concurrently with the City’s Comprehensive Plan update. The City is working closely with the Comprehensive Plan process to ensure the integration and compatibility of the two documents. The City of Hillsboro expects to adopt its TSP by Spring 2017.

## APPENDIX A

### Summary of Compliance Status as of December 31, 2015 (Functional Plan effective 1/18/12)

<b>City/ County</b>	<b>Title 1 Housing Capacity</b>	<b>Title 3 Water Quality &amp; Flood Management</b>	<b>Title 4 Industrial and other Employment Land</b>	<b>Title 6<sup>1</sup> Centers, Corridors, Station Communities &amp; Main Streets</b>	<b>Title 7 Housing Choice</b>	<b>Title 11 Planning for New Urban Areas</b> <small>(see Appendix B for detailed information)</small>	<b>Title 13 Nature in Neighborhoods</b>
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Damascus	Not in compliance	Not in compliance	Not in compliance	See footnote	Not in compliance	Not in compliance	Not in compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

<sup>1</sup> Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.



<b>City/ County</b>	<b>Title 1 Housing Capacity</b>	<b>Title 3 Water Quality &amp; Flood Management</b>	<b>Title 4 Industrial and other Employment Land</b>	<b>Title 6<sup>1</sup> Centers, Corridors, Station Communities &amp; Main Streets</b>	<b>Title 7 Housing Choice</b>	<b>Title 11 Planning for New Urban Areas</b> <small>(see Appendix B for detailed information)</small>	<b>Title 13 Nature in Neighborhoods</b>
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 12/31/21*	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	Basalt Creek extended to 9/30/2016	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	East Wilsonville Extended to 12/31/2015; Basalt Creek extended to 9/30/2016	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	North Cooper Mountain not in compliance	In compliance

\*The City of Tualatin requested that the City of Sherwood take over concept planning for Area 61 Title 11 planning in 2012.

<sup>1</sup> Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

**APPENDIX B  
TITLE 11 NEW AREA PLANNING COMPLIANCE  
(As of December 31, 2015)**

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
<b>1998 UGB Expansion</b>			
Rock Creek Concept Plan	Happy Valley	Yes	Concept plan and implementation measures completed; development on-going.
Pleasant Valley Concept Plan	Gresham and Portland	Yes	Concept plan and implementation measures completed; city annexed 524 acres and development to begin in eastern section.
<b>1999 UGB Expansion</b>			
Witch Hazel Community Plan	Hillsboro	Yes	Concept plan and implementation measures completed; development on-going.
<b>2000 UGB Expansion</b>			
Villebois Village	Wilsonville	Yes	Concept plan and implementation measures completed; development on-going.
<b>2002 UGB Expansion</b>			
Springwater Community Plan	Gresham	Yes	Concept plan and implementation measures completed for this mostly industrial area; waiting annexation & development.
Damascus/Boring Concept Plan	Happy Valley	Yes	HV portion: Concept plan and implementation measures completed; waiting annexation and development.
	Damascus	No	Damascus portion: City out of compliance with DLCD order; City out of compliance with Functional Plan extension and CET extension.
	Gresham	Yes	Gresham portion, called Kelley Creek Headwaters Plan, was adopted by city in 2009.
Park Place Master Plan	Oregon City	Yes	Concept plan and implementation measures completed; waiting annexation & development
Beavercreek Road	Oregon City	Yes	Concept plan completed and accepted by Metro.
South End Road	Oregon City	Yes	Concept plan and implementation measures completed.
East Wilsonville (Frog Pond area)	Wilsonville	Extension to 12/31/16	CPDG grant awarded in 2013. Concept plan completed in December 2015 as part of Phase I of the grant. Phase II of the grant will focus on the creation of a Master Plan along with Comprehensive Plan/zoning changes.
NW Tualatin Concept Plan (Cipole Rd & 99W)	Tualatin	Yes	Concept plan and implementation measures completed for this small industrial area.
SW Tualatin Concept Plan	Tualatin	Yes	Concept plan and implementation measures completed for this industrial area.
Brookman Concept Plan	Sherwood	Yes	Concept Plan and implementation measures completed; waiting development
Study Area 59	Sherwood	Yes	Concept plan and implementation measures completed; school constructed.
Study Area 61 (Cipole Rd)	Sherwood	Extension to 12/31/2021	Extension agreement – planning shall be completed when Urban Reserve 5A is completed, or by 12/31/2021, whichever is sooner.
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Concept plan and implementation measures completed.

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
Cooper Mountain area	Washington County	No	Preliminary planning completed by City of Beaverton. Community plan pending Washington County work program.
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Concept plan and implementation measures completed; annexed to City.
Study Area 69 & 71	Hillsboro	Yes	Areas are included in South Hillsboro Area Plan. City has adopted these areas into its comprehensive plan; upon annexation, they will be zoned to comply with comp plan.
Study Area 77	Cornelius	Yes	Concept plan and implementation measures completed; annexed to City.
Forest Grove Swap	Forest Grove	Yes	Concept plan and implementation measures completed; annexed to City.
Shute Road Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed; annexed to City and portion developed with Genentech.
North Bethany Subarea Plan	Washington County	Yes	Concept plan and implementation measures completed; annexations underway with development occurring.
Bonny Slope West Concept Plan (Area 93)	Multnomah County	Yes	Planning completed.
<b>2004/2005 UGB Expansion</b>			
Damascus area	Damascus	See under 2002 above	Included with Damascus comprehensive plan (see notes above).
Tonquin Employment Area	Sherwood	Yes	Concept plan and implementation measures completed.
Basalt Creek/West RR Area Concept Plan	Tualatin and Wilsonville	Extension to 9/30/16	Concept planning underway. Project delayed in Fall 2015 over boundary identification concerns between partner cities. Project is back underway and estimates completion by September 2016 deadline.
N. Holladay Concept Plan	Cornelius	Yes	Concept plan completed; implementation to be finalized after annexation to City.
Evergreen Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
Helvetia Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
<b>2011 UGB Expansion</b>			
North Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Cooper Mountain	Beaverton	Yes	Concept planning completed January 2015.
Roy Rogers West (River Terrace)	Tigard	Yes	See West Bull Mountain.

<b>2014 UGB Expansion (HB 4078)</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
Cornelius North	Cornelius	Yes	Comprehensive planning completed. Awaits annexation to city.
Cornelius South	Cornelius	Yes	Comprehensive planning completed. Awaits annexation to city.
Forest Grove (Purdin Road)	Forest Grove	No	Comprehensive plan work in progress. CPDG Cycle 3.
Forest Grove (Elm Street)	Forest Grove	No	Comprehensive plan work in progress. CPDG Cycle 3.
Hillsboro (Jackson School)	Hillsboro	No	Comprehensive plan work scheduled. CPDG Cycle 4.

**APPENDIX C**  
**COMPLIANCE DATES FOR THE**  
**URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN**

<b>Functional Plan Requirement</b>	<b>When Local Decisions Must Comply</b>		
	<b>Plan/Code Amendment</b> 3.07.810(C) <sup>1</sup>	<b>Land Use Decision</b> 3.07.810(D) <sup>2</sup>	<b>Adoption</b> 3.07.810(B) <sup>3</sup>
<b>Title 1:</b> Adopt minimum dwelling unit density (3.07.120.B)	12/21/2013	12/21/2013	12/21/2014
<b>Title 1:</b> Allow accessory dwelling unit in SFD zones (3.07.120.G) <i>(provision included in previous version of Metro Code as 3.07.140.C)</i>	12/8/2000		12/8/2002
<b>Title 3:</b> Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/8/2002
<b>Title 3:</b> Floodplain management performance standards (3.07.340.A)	12/8/2000	12/8/2001	12/8/2002
<b>Title 3:</b> Water quality performance standards (3.07.340.B)	12/8/2000	12/8/2001	12/8/2002
<b>Title 3:</b> Erosion control performance standards (3.07.340.C)	12/8/2000	12/8/2001	12/8/2002

<sup>1</sup> After one year following acknowledgment of a UGMFP requirement, cities and counties that amend their plans and land use regulations shall make such amendments in compliance with the new functional plan requirement.

<sup>2</sup> A city or county that has not yet amended its plan to comply with a UGMFP requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

<sup>3</sup> Cities and counties must amend their plans to comply with a new UGMFP requirement within two years after acknowledgement of the requirement (the date noted)

<b>Functional Plan Requirement</b>	<b>When Local Decisions Must Comply</b>		
	<b>Plan/Code Amendment</b> 3.07.810(C) <sup>1</sup>	<b>Land Use Decision</b> 3.07.810(D) <sup>2</sup>	<b>Adoption</b> 3.07.810(B) <sup>3</sup>
<b>Title 4:</b> Limit uses in Regionally Significant Industrial Areas  (3.07.420)	7/22/2005	7/22/2006	7/22/2007
<b>Title 4:</b> 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 Regional Significant Industrial Areas  (3.07.420D)	12/21/2013	12/21/2013	12/21/2014
<b>Title 4:</b> Limit uses in Industrial Areas  (3.07.430)	7/22/2005	7/22/2006	7/22/2007
<b>Title 4:</b> Limit uses in Employment Areas  (3.07.440)	7/22/2005	7/22/2006	7/22/2007
<b>Title 6:</b> (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)	12/21/12	12/21/13	12/21/14
<b>Title 7:</b> Adopt strategies and measures to increase housing opportunities  (3.07.730)			6/30/2004
<b>Title 8:</b> Compliance Procedures (45-day notice to Metro for amendments to a comprehensive plan or land use regulation)  (3.07.820)	2/14/2003		
<b>Title 11:</b> Develop a concept plan for urban reserve prior to its addition to the UGB  (3.07.1110)	N/A	N/A	N/A

<b>Functional Plan Requirement</b>	<b>When Local Decisions Must Comply</b>		
	<b>Plan/Code Amendment</b> 3.07.810(C) <sup>1</sup>	<b>Land Use Decision</b> 3.07.810(D) <sup>2</sup>	<b>Adoption</b> 3.07.810(B) <sup>3</sup>
<b>Title 11:</b> Prepare a comprehensive plan and zoning provisions for territory added to the UGB  (3.07.1120)	12/8/2000	12/8/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
<b>Title 11:</b> Interim protection for areas added to the UGB  (3.07.1130) <i>(provision included in previous version of Metro Code as 3.07.1110)</i>	12/8/2000	12/8/2001	12/8/2002
<b>Title 12:</b> Provide access to parks by walking, bicycling, and transit  (3.07.1240.B)			7/7/2005
<b>Title 13:</b> 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
<b>Title 13:</b> 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
<b>Title 13:</b> 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

## APPENDIX D

### Summary of Compliance Status for 2015 (Regional Transportation Functional Plan in effect as of 12/31/2014)

<b>Jurisdiction</b>	<b>Title 1 Transportation System Design</b>	<b>Title 2 Development and Update of Transportation System Plans</b>	<b>Title 3 Transportation Project Development</b>	<b>Title 4 Regional Parking Management</b>	<b>Title 5 Amendment of Comprehensive Plans</b>
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Damascus	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

*Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.*





## Metro | Memo

Date: January 1, 2016  
To: Metro Council, MPAC  
From: Martha Bennett, Chief Operating Officer  
Subject: 2015 annual report on amendments to the Employment and Industrial Areas Map

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### **Background**

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2015.

### **Title 4 map amendments in 2015**

One amendment was made to the Title 4 Map in 2015. This amendment was made by executive order per Metro Code section 3.07.450E to make the Title 4 Map consistent with zone changes made by the City of Tualatin. Those city zone changes were found by Metro staff to meet criteria in Metro Code section 3.07.450C. The Title 4 Employment designation was removed from approximately 20 acres of land.

### **Chief Operating Officer recommendations**

I do not, at this time, recommend changes to Title 4 policies.

# Metro hotsheet

Project updates

March 2016

## Parks and nature

*Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a 2013 property tax levy, Metro's parks and natural areas attract hundreds of thousands of visitors from around our region.*

**Parks and Nature investments:** The Metro Council on Feb. 4 unanimously approved the Parks and Nature System Plan, a roadmap for the future that provides important clarity around Metro's role in the region, information about Metro's portfolio, and a set of strategies that will guide Metro's work in parks and nature for the next decade. Up next: finding the funding needed to bring the plan to life. Councilors are considering the possibility of asking voters as early as this November to renew the current parks and natural areas local-option levy. A renewal of the current levy would extend its end date from June 2018 to June 2023 – providing stability to plan and implement multiyear restoration projects, park improvements and other programs. The levy costs \$20 for the owner of a typical home with \$200,000 in assessed value. Contact: Heather Nelson Kent, 503-797-1739

**Nature in Neighborhoods grants:** Nature in Neighborhoods capital grants are now available. About \$1.7 million is available for land acquisition, urban transformations, restoration and neighborhood livability projects. Letters of interest are being accepted through April. Individuals, community groups, businesses, neighborhoods, nonprofits, schools and school groups, government agencies, faith groups and service groups with nonprofit or other tax-exempt status may apply. Applications and details at [oregonmetro.gov/grants](http://oregonmetro.gov/grants). Contact: Mary Rose Navarro, 503-797-1781

**Newell Creek Canyon:** Metro is recommending hiking and off-road cycling trails, picnic areas, restrooms, parking, scenic overlooks and more to allow visitors access to the 240-acre Newell Creek Canyon in Oregon City. The Metro Council is scheduled to consider adopting the master plan at its March 31 meeting in Oregon City. Contact: Tannen Printz, 503-813-7570

**North Tualatin Mountains:** Through March 16, community members can weigh in on the draft master plan for the North Tualatin Mountains near Forest Park. Metro is recommending two of its four sites be opened for official public access, including hiking and off-road cycling trails. Public access would be focused at the Burlington Creek site and a portion of the McCarthy Creek site. There are no planned visitor improvements at the Ennis Creek and North Abbey Creek sites, except for a provision for the future Pacific Greenway Trail through Ennis. Habitat restoration would continue at all four sites. The draft master plan is available at [oregonmetro.gov/tualatinmountains](http://oregonmetro.gov/tualatinmountains). Contact: Olena Turula, 503-813-7542

## Land use and transportation

*Working together, our region can reduce traffic, improve our economy and maintain the qualities that make this region a great place. Metro works with 25 cities and 3 counties to protect local community values and preserve our region's farms and forests.*

The **Powell-Division Transit and Development Project's** steering committee is scheduled to meet March 28 to discuss route options for the project. Contact: Dana Lucero, 503-797-1755.

The **Southwest Corridor** Steering Committee has delayed its scheduled vote on whether to use bus rapid transit or light rail. That vote is now expected in May. Contact: Noelle Dobson, 503-797-1745.

**Regional Flexible Funds:** The Transportation Policy Alternatives Committee is scheduled this month to issue its recommendations on how to prioritize Regional Flexible Fund allocations, which are given to greater Portland from the federal government for discretionary transportation spending. Funding for projects and programs will be decided in the fall. Contact: Dan Kaempff, 503-813-7559.

Metro's draft **Equity Strategy** was released on Feb. 22. It recommends a race-centered approach to equity after researchers found tremendous gaps in racial health and achievement in the Portland region. A survey of the draft strategy is available on Metro's website. Contact: Cassie Salinas, 503-813-7586.

The Metro Council adopted revised findings for the **Urban and Rural Reserves** in February, which puts Metro in compliance with the remand of the original reserves plan. The revised findings were transmitted to Multnomah and Clackamas counties, which must also approve the findings for reserves to move forward in those counties. Contact: Ted Reid, 503-797-1768.

## Waste reduction and management

*Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.*

**Ask Metro season begins late March:** "Ask Metro" helps people find resources related to waste prevention, recycling and disposal, getting around, MetroPaint and healthier homes. These outreach efforts promote Metro's Tools for Living throughout the year with radio, print, digital and out-of-home advertising. Coupon pages and green cleaner spray bottles in English and Spanish will be distributed through Metro facilities, community events and partners beginning late March. Contact: Katie Farwell, 503-799-5567

**Neighborhood collection events:** Metro's household hazardous waste neighborhood collection events start this month with events scheduled around the region. Metro limits promotion of these events in order to manage the number of participants and ensure the safety of staff and participants. Targeted residents are notified via mail, and schedules are handed out at the HHW sites and related events and published on Metro's website. Contact: Jim Quinn, 503-797-1662.

Metro awarded \$377,406 in **Metro Central Enhancement Grants** in February to community organizations in Northwest Portland. Metro's grants range from \$6,500 for classroom education and field trips for 200 third graders to \$100,000 for tree plantings, with money also earmarked to provide hot meals for homebound seniors, capital improvements at community centers and more. Contact: Molly Chidsey, 503-797-1690.

Five artists have been selected from a pool of more than 50 applicants for the **2016 GLEAN program**, an arts exhibition featuring trash transformed into works of art. Each artist will receive a \$2,000 stipend and scavenging privileges at Metro Central Transfer Station. An opening reception for the month-long exhibit and sale of the artwork is scheduled for Sept. 9 at the Mark Woolley Gallery. Contact: Bruce Philbrick, 503-797-1684.