

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, April 5, 2017
 Time: 10:00 a.m. to Noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER Updates from the Chair		Chair Tom Kloster, Metro	
	Citizen Communications to MTAC		All	
	2018 Urban Growth Management Decision Work Program Overview <i>Purpose: To review and discuss the 2018 Work Program</i>	Informational/ Discussion	Ted Reid, Metro	In packet
	Expectations for Cities Proposing Residential UGB Expansions <i>Purpose: To review and discuss the Urban Growth Readiness Task Force recommendations for Metro Code amendments</i>	Informational/ Discussion	Ted Reid, Metro	In packet
Noon	Adjourn			

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2017 MTAC Tentative Agendas

January 4 - Cancelled	January 18 - Cancelled
February 1 <ul style="list-style-type: none"> • 2018 RTP: Vision Zero and Safety Plan Update (McTighe) • Urban Growth Readiness Task Force Recommended Code Updates Update 	February 15 <ul style="list-style-type: none"> • Powell-Division Update • RTP Evaluation Framework (Mermin) <ul style="list-style-type: none"> ○ System Measures ○ Transportation equity analysis
March 1 - Cancelled	March 15 <ul style="list-style-type: none"> • Regional Transit Strategy • Regional Freight Plan • Building the RTP Investment Strategy* (Ellis)
April 5 <ul style="list-style-type: none"> • 2018 Urban Growth Management Decision Work Program Overview • Expectations for cities proposing residential UGB expansions 	April 19 <ul style="list-style-type: none"> • Building the RTP Investment Strategy* (Prepare for recommendation to MPAC) (Ellis) • Project Evaluation Approach (Frisbee, Ellis) • 2040 Grants Update
May 3 <ul style="list-style-type: none"> • Building the RTP Investment Strategy* (Recommendation to MPAC) (Ellis) 	May 17
June 7 <ul style="list-style-type: none"> • 2018 Call for Projects update (Ellis) • Designing Livable Streets (McTighe) 	June 21 <ul style="list-style-type: none"> • Administrative process for consideration of mid-cycle UGB expansion proposals from cities
July 5 <ul style="list-style-type: none"> • Administrative process for consideration of mid-cycle UGB expansion proposals from cities 	July 19 <ul style="list-style-type: none"> • Work plan for digital mobility policy (Frisbee) • Transportation Resiliency (Ellis)
August 2	August 16
September 6	September 20 <ul style="list-style-type: none"> • Update on RTP Investment Strategy analysis (Ellis)
October 4	October 18 <ul style="list-style-type: none"> • Update on RTP Investment Strategy analysis (Ellis)
November 1 <ul style="list-style-type: none"> • Technical drafts of modal/topical plans** 	November 15 <ul style="list-style-type: none"> • Draft RTP Investment Strategy Findings (Ellis) • Technical drafts of modal/topical plans** • Designing Livable Streets (McTighe)
December 6 <ul style="list-style-type: none"> • Draft RTP Investment Strategy Findings (Ellis) • Background on RTP Regional Leadership Forum #4 (Ellis) 	December 20

*RTP Revenue Forecast, Priorities, Evaluation Framework and Call for Projects

**This includes Regional Transit Strategy, Regional Freight Plan, and Regional Safety Plan

Parking Lot – Future Agenda Items

- Update on technical activities related to land use modeling/growth management



2018 urban growth management decision

Overview of work program

PROGRAM OBJECTIVES:

- Emphasize the need for local and regional investments in existing urban areas
- Provide the Metro Council with a sound basis for making a growth management decision that advances the region's six desired outcomes and local goals and meets statutory requirements
- Enhance the Metro Council's decision-making flexibility for responding to city proposals
- Expedite decision making

COUNCIL ROLES:

- Provide direction to staff on work program
- Provide ongoing policy direction to staff
- Conduct ongoing outreach to partners
- Assist coalition in seeking refinements to state law in spring 2017
- Consider proposed amendments to Metro code in late 2017
- Make the 2018 urban growth management decision

COUNCIL DIRECTION TO DATE:

Outcomes-based approach:

The Metro Council has adopted a policy that it will take an outcomes-based approach to urban growth management decisions. A basic conceptual underpinning of this approach is that growth could be accommodated in a number of ways that may or may not involve urban growth boundary (UGB) expansions. Each alternative presents considerations and tradeoffs, but there is not one "correct" answer. For instance, different decisions could lead to different numbers of households choosing to locate inside the Metro UGB versus neighboring cities such as Newberg or Battle Ground.

An outcomes-based approach also acknowledges that development will only occur when there is adequate governance, infrastructure finance, and market demand, and therefore any discussion of adding land to the UGB should focus on identifying areas with those characteristics. To further implement Council's direction that the Council will only expand the UGB into urban reserves that have been concept planned, this work program will ground analysis and decision making in the actual UGB expansions being proposed by cities in acknowledged and concept-planned urban reserves.

Greater flexibility to respond to city proposals:

Working with the Urban Growth Readiness Task Force, the Council identified the need for more flexibility to consider cities' UGB expansion proposals into concept-planned urban reserves. This work

program seeks to provide that flexibility by sequencing analysis and decision-making differently than in the past. It will also highlight policy questions about how much seven-county growth Metro should take responsibility for. In previous decisions, these policy questions were treated as a technical assumption. Additional flexibility could come from changes to state law that are being pursued by Metro and its partners in the 2017 legislative session.

Expedited decision making:

Following previous Council direction, this work program envisions Metro Council consideration of a growth management decision by the end of 2018, with a 2018 Urban Growth Report (UGR) available in the summer of 2018. To accommodate this condensed timeframe and to advance an outcomes-based approach, the Council indicated at a February 2016 work session that there should be less Council and MPAC time devoted to discussing technical analyses compared to the 2015 decision. Instead, policy makers would focus their discussions on the merits of city proposals for UGB expansions into concept-planned urban reserves. Technical analyses would still be peer-reviewed as needed.

GENERAL APPROACH:

Old system:

In the older growth management system, it was presumed that there was one correct way to estimate regional housing needs and policy discussions devolved into positioning around numbers. If a need were established, the UGB was expanded into areas with lower soil quality and the adequacy of governance, infrastructure finance, and market conditions was an afterthought. Predictably, those expansions have often been slow to produce the housing that was deemed needed. Meanwhile, housing got developed – consistent with local plans – in other locations.

New system:

With urban and rural reserves – pending their region-wide acknowledgement – the region has decided where the region may grow over the long term. Under the new system, the Council could add urban reserves to the UGB if the Council determines that there has been a compelling demonstration that the expansion would advance local and regional goals and that the expansion is needed to accommodate growth that could otherwise spill over into neighboring cities outside the Metro UGB.¹

Pieces of the new system, such as the use of a range forecast and Metro’s requirement that cities complete concept plans to be considered for expansion, are already in place. Metro also has a grant program to fund those city and county planning efforts. Additional aspects of the new system are being developed either through changes to state law, changes to Metro code, or changes to decision making processes. As noted, this work program will highlight options for reducing spillover growth.

¹ Regardless of whether a city makes a compelling case for an expansion, expansion areas will need to be selected in a manner that is consistent with the location factors described in state law. The Urban Growth Readiness Task Force recommended seeking changes to state law that will allow greater flexibility in mid-cycle decisions, but not in “standard” cycle decisions such as the 2018 decision.

PHASES AND MILESTONES

Phase 1: Foundation	
Evolve the region's urban growth management decision-making process based on direction from the Urban Growth Readiness Task Force and the Metro Council	
A. Metro Council direction on overall work program (with ongoing engagement as project work moves forward)	Early 2017
B. Coalition seeks changes to state law to provide additional flexibility for Metro Council decision making	Spring 2017
C. Metro Council considers amendments to the Metro code to clarify expectations for cities requesting UGB expansions into acknowledged and concept-planned urban reserves (through MTAC and MPAC process during 2017)	Fall 2017
D. Seek region-wide acknowledgement of urban and rural reserves	Spring 2017
Phase 2: Framing	
Assemble a base of information	
E. Technical peer review of regional range forecast and buildable land inventory	Fall 2017
F. Deadline for cities to submit letters of interest for UGB expansions into acknowledged and concept-planned urban reserves	End of December 2017
G. Deadline for cities to submit proposals for UGB expansions into acknowledged and concept-planned urban reserves (expectations for proposals to be defined in Metro code by fall 2017)	End of May 2018
Phase 3: Initial building inspection	
Release information for discussion	
H. Release UGR and city proposals for UGB expansions into acknowledged and concept-planned urban reserves	Late June 2018
I. MTAC, MPAC and Council discussion of draft UGR and city proposals	July – September 2018
J. Public comment period (focus on specific expansion proposals)	July –August 2018
Phase 4: Choosing finish materials	
Initial policy direction on growth management decision	
K. With MTAC and MPAC advice, Council provides direction: <ul style="list-style-type: none"> • Choose amount of growth that is being planned for in UGB • Identify UGB expansions that are needed, if any • Direct staff to complete analysis for final Council consideration 	End of September 2018
Phase 5: Move-in day	
Metro Council urban growth management decision	
L. 35 days before Council hearing – Public notice and notice to DLCD (if UGB expansion is proposed)	Early November 2018
M. 20 days before Council hearing – notice (report) to property owners within one mile of proposed expansions	Early November 2018
N. With MPAC's advice, the Metro Council makes its urban growth management decision by ordinance (adopt UGR, final housing and employment need analyses, and UGB expansions, if any)	December 2018
O. Submit growth management decision for state review (if UGB expansion is made)	Early 2019
Phase 6: Meet the neighbors	
Ongoing reporting on how the region is growing and changing	
P. Regional Snapshots program – ongoing web series on topics such as housing, jobs, community, and how we get around.	Ongoing

ATTACHMENT:

INFORMATION THAT WILL BE MADE AVAILABLE TO DECISION MAKERS IN THE SUMMER OF 2018

In the summer and fall of 2018, the Metro Council, MPAC and MTAC will have the opportunity to discuss two primary sources of information that provide a basis for decision making: city proposals for UGB expansions into acknowledged and concept-planned urban reserves and a 2018 UGR.

City proposals for UGB expansions into acknowledged and concept-planned urban reserves

Cities that are interested in UGB expansions will be expected to submit proposals that include:

- A concept plan that meets the requirements of Title 11 of Metro's Urban Growth Management Functional Plan.
- A demonstration that the city is taking a holistic approach to addressing housing or employment needs in its existing urban areas. As recommended by the Urban Growth Readiness Task Force, these expectations will be clarified in Metro code that will be considered through MTAC, MPAC and Council discussions with an intended adoption in fall 2017.

To accommodate the need for technical work and policy discussions, there will be a two-step submittal process for cities interested in proposing UGB expansions:

- Letters of interest would be due by the end of 2017.
- Full proposals would be due by the end of May 2018.

2018 UGR

The 2018 UGR will be released around the end of June 2018. It will include updated versions of much of the information found in the 2014 UGR. However, to implement Council and Urban Growth Readiness Task Force direction, the 2018 UGR will differ in one significant regard: it will present information about the possible outcomes associated with adding the specific acknowledged and concept-planned urban reserves that have been requested by cities. Likewise, the report will assess the outcomes of not expanding the UGB. The analysis would show how all of these options could accommodate growth, but with different tradeoffs (perhaps marginally different, depending on the options that are proposed by cities).

Based on a discussion of those options and tradeoffs, staff would seek direction from the Council – with MPAC advice – on whether there is a need to expand the UGB to accommodate growth that may otherwise spill over to neighboring cities outside the Metro UGB. Based on that policy direction, staff would then complete the analysis required under state law and present it to Council for final adoption in the fall of 2018.

It should also be noted that, under current state law, the selection of UGB expansion areas will need to be consistent with the "Goal 14 location factors" analysis that will be included as an appendix to the UGR.

Anticipated appendices to the draft 2018 UGR

(also includes notes on appendices from 2014 that are proposed to be dropped in 2018):

Item	Appendix # in 2014 UGR	Notes
Regional range forecast	1a	Propose same general forecast methodology as 2014, with the likely addition of data on race and ethnicity.
Forecast FAQ	1b	Include comparison of past forecasts with actual growth
Forecast peer review summary	1c	As with the last regional forecast, convene a peer review group for one or two meetings.
Description of forecast methods	1d	No major changes to the range forecast methodology are proposed aside from the likely addition of data on race and ethnicity.
Buildable land inventory methods	2	No major changes to the buildable land inventory methods are proposed. Continue to improve estimates of redevelopment potential.
Buildable land inventory results	3	The inventory will go through the standard jurisdictional review.
Housing needs analysis	4	Hold off on completing this until fall 2018 Await Council direction on the range forecast and whether expansions are warranted to reduce the likelihood of spillover growth into neighboring cities
Residential development trends	5	Include same metrics as 2014 UGR appendix 5, plus: -New permitted units by city and county 1998-2017 -RMLS sales data -Rent data
Employment demand analysis	6	Hold off on completing this until fall 2018 Await Council direction on the range forecast and whether expansions are warranted. If no employment land expansions are requested, staff suggests omitting this analysis altogether since it is not legally required.
Large industrial site demand analysis	7	Hold off on completing this until fall 2018 Await Council direction on the range forecast and whether expansions are warranted. If no large-site industrial expansions are requested, staff suggests omitting this analysis altogether since it is not legally required.
Employment trends	8	Same reporting method as 2014 UGR
Employment site characteristics	9	Same reporting method as 2014 UGR
Opportunity maps	10	Do not include This appendix relied heavily on data from the Regional Equity Atlas that are now out of date and would require additional resources to update. The themes found in the Opportunity maps are now being addressed by other projects such as Regional Snapshots, the Equity Strategy, and the Equitable Housing Initiative.
MetroScope scenario specs	11	Research Center staff will conduct ongoing improvements to and peer review of the model. This appendix will describe model assumptions.

Item	Appendix # in 2014 UGR	Notes
Housing + transportation cost burden analysis	12	Do not include Aspects of this analysis will be incorporated into a new appendix (Growth Scenario Alternatives Analysis).
Large industrial site inventory	13	Planning and Development will work with the Port and other partners to include a streamlined update of this inventory.
Residential preference survey	14	Do not include It is unlikely that sufficient time has passed since the 2014 survey to detect changes in preferences. Likewise, conducting this survey would require additional resources (staff and budget). Staff proposes to continue working to incorporate data from the 2014 survey into land use models.
Damascus disincorporation scenario	15	Do not include This standalone scenario is no longer needed now that the city has disincorporated. The likelihood of annexations of the western area to Happy Valley will be built into standard scenario assumptions.
Growth alternatives scenario analysis	NA	New appendix Report results of land use scenarios, including outputs such as: -Housing mix (type and tenure) -Housing + transportation cost burden analysis -UGB capture rates -Housing and employment growth distribution -Commute distances -buildable land consumption by type -UGB acres added -New dwelling units in prospective UGB adds
Urban reserve Goal 14 analysis	NA	New appendix Assess UGB expansion candidates per factors described in state law.

Memo



Date: March 24, 2017
To: Metro Technical Advisory Committee
From: Ted Reid, Principal Regional Planner
Subject: Urban Growth Readiness Task Force recommendations: Metro code amendments

At several of its recent meetings, MTAC has discussed possible amendments to the Urban Growth Management Functional Plan. The amendments are intended to implement the Urban Growth Readiness Task Force’s recommendation to clarify expectations for cities that are proposing residential urban growth boundary (UGB) expansions into acknowledged and concept planned urban reserves.

Requirements for concept plans for urban reserves are already laid out in Title 11 (Planning for New Urban Areas) of the Functional Plan, so MTAC has focused its discussions on requirements that would apply more generally to cities making expansion proposals. Staff seeks MTAC’s advice on how best to achieve the Task Force’s request for a balance of certainty and flexibility in these requirements for cities proposing residential UGB expansions.

At its February 1 meeting, MTAC requested clarification as to whether these expectations were only intended to apply to “mid-cycle” UGB expansions¹. Staff responded that it understood the Metro Council’s intent to be that these expectations would apply to any proposal for a residential UGB expansion, whether mid-cycle or during the standard six-year cycle. The growth management work program endorsed by the Metro Council on February 28 confirms that direction.

The current version of the proposed Functional Plan language is as follows. Notes about MTAC’s previous discussions are included for context.

¹ Metro and a coalition of its partners are seeking the ability for Metro to make mid-cycle residential growth management decisions based on minor changes to its most recent analysis of housing needs (Urban Growth Report). The proposed legislation is HB 2095.

Cities proposing UGB expansions for residential purposes shall demonstrate that:

- (A) The city has an **acknowledged** housing needs analysis that is consistent with Statewide Planning Goal 10 (Housing), that **was completed in the last six years**, and that is coordinated with **Metro's most recent forecast**, **the Metro forecast that was in effect at the time the city's analysis or planning process began**; and
- (B) The housing planned for the expansion area would be likely to be built in **fewer than 20 years**. Cities shall demonstrate this through completion of a concept plan that is consistent with Title 11 of Chapter 3.07 of the Metro Code. **To further demonstrate this likelihood, cities may, for example, provide a letter of support signed by property owners in the proposed UGB expansion area. To show additional property owner support, the** Such a letter **could** may also, for example, indicate a willingness to assemble properties or to allow access for infrastructure provision; and
- (C) The city is making progress towards the actions described in section 3.07.620²; and
- (D) **The city has implemented best practices for increasing the supply and diversity of affordable housing such as regulatory approaches, public investments, incentives, partnerships, and streamlining of permitting processes**; and
- (E) The city has taken actions in its existing jurisdiction as well as in the proposed expansion area that will advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan; and
- (F) The UGB expansion would provide housing of a type, tenure, and price that is likely to reduce spillover growth into neighboring cities outside the Metro UGB.

Comment [TR1]: DLCD staff suggest that "acknowledged" is the appropriate term.

Comment [TR2]: MTAC suggested the six-year requirement to ensure that analyses are reasonably up to date, but to also recognize that conducting these analyses requires resources, so the requirement shouldn't be overly stringent. MTAC landed on six years as a reasonable timeframe that is consistent with Metro's requirement to conduct a new urban growth report analysis at least every six years. This helps to ensure that city analyses are consistent with recent Metro forecasts.

Comment [TR3]: Edited as suggested by MTAC at its Feb 1 meeting to recognize that a city doesn't have to change its analysis if Metro adopts a new forecast after the city began its analysis or planning process.

Comment [TR4]: MTAC commented that this should be a shorter amount of time if these expectations only apply to mid-cycle proposals. However, Council's direction is that these expectations should apply to all residential UGB expansion proposals, so staff suggests keeping this reference to 20 years, which is the planning horizon for Metro's growth management decisions.

Comment [TR5]: On MTAC's advice, this replaces draft language that would have required that owners of 75% of the land area sign a letter of support. MTAC members found that requirement too prescriptive. The intent is that cities should make their best case for the proposed expansion.

Comment [TR6]: An MTAC member has suggested using a scoring system or list of actions similar to those in DLCD's administrative rules for implementing HB 4079 (pilot project on UGB expansions for affordable housing). See packet for information.

² Title 6 is attached to this memo for reference.

Measures to Encourage Affordable and Needed Housing (within existing UGB) - HB 4079 Pilot Program

Affordable Housing Measures (23 total points) OAR 660-039-0060(3)(a)

Density Bonus (max 3 points)

- 3 points – Density bonus of at least 20%, no additional design review
- 1 point – Density bonus with additional design review

Systems Development Charges (max 3 points)

- 3 points – At least 75% reduction on SDCs
- 1 point – Defer SDCs to date of occupancy

Property Tax Exemptions

- 3 points – Property tax exemption for low income housing
- 3 points – Property tax exemption for non-profit corp. low income housing
- 3 points – Property tax exemption for multi-unit housing

Other Property Tax Exemptions/Freeze

- 1 point – Property tax exemption for housing in distressed areas
- 1 point – Property tax freezes for rehabilitated housing

Inclusionary Zoning

- 3 points – Imposes inclusionary zoning

Construction Excise Tax

- 3 points – Adopted construction excise tax

Cities must have adopted measures totaling at least 3 points of affordable housing measures

- and -

at least 12 points overall

cities may apply for up to 6 points of credit for alternative measures

Needed Housing Measures (30 total points) OAR 660-039-0060(3)(b)

Accessory Dwelling Units (max 3 points)

- 3 points – ADUs allowed in any zone without many constraints
- 1 point – ADUs with more constraints

Minimum Density Standard (max 3 points)

- 3 points – Minimum density standard at least 70% of maximum
- 1 point – Minimum density standard at least 50% of maximum

Limitations on Low Density Housing Types

- 3 points – No more than 25% of residences in medium density to be detached
- 1 point – No detached residences in high density zones
- 1 point – Maximum lots for detached homes medium/high zones $\leq 5,000$ sq ft

Multifamily Off-street Parking Requirements (max 3 points)

- 3 points – ≤ 1 parking space/unit for multi-unit dwelling and ≤ 0.75 spaces/unit for units within one-quarter mile of high frequency transit
- 1 point – ≤ 1 parking space/unit in multi-unit dwellings

Under Four Unit Off-street Parking Requirements

- 1 point – ≤ 1 space/unit required for detached, attached, duplex, triplexes

Amount of High Density Zoning Districts (max 3 points)

- 3 points – At least 15% of all residential land is zoned for high density
- 1 point – At least 8% of all residential land is zoned for high density

Duplexes in Low Density Zones (max 3 points)

- 3 points – Duplexes are allowed in low density zones
- 1 point – Duplexes are allowed on corner lots in low density zones

Attached Units Allowed in Low Density Zones

- 1 point – Attached residential units allowed in low density zones

Residential Street Standards

- 3 points – Allowed minimum local residential street width 28 feet or less

Mixed-Use Housing

- 3 points – At least 50% of commercial zoned land allows residential

Low Density Residential Flexible Lot Sizes

- 1 point – Minimum lot size in low density zones is 25%+ less than the minimum lot size corresponding to maximum density

Cottage housing

- 1 point – Allows cottage housing

Vertical housing

- 1 point – Allows vertical housing

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

3.07.610 Purpose

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

(Ordinance 97-715B, Sec. 1. Ordinance 98-721A, Sec. 1. Ordinance 02-969B, Sec. 7. Ordinance 10-1244B, Sec. 5.)

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

- (a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:
 - (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (b);
 - (2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (c); and
 - (3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to sub(d).
- (b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:
 - (1) Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;
 - (2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;

- (3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and
 - (4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in subsection (a) of section 3.07.820 of this chapter.
- (c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:
- (1) Physical and market conditions in the area;
 - (2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;
 - (3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;
 - (4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and
 - (5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.
- (d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection (c) and include at least the following elements:
- (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
 - (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:
 - (A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and

intensity of uses specified in section 3.07.640; and

- (B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;
- (3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and
- (4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230(a) and (b) of the RTFP, that includes:
 - (A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
 - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.
- (e) A city or county that has completed all or some of the requirements of subsections (b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.
- (f) Compliance with the requirements of this section is not a prerequisite to:
 - (1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or
 - (2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets.

(Ordinance 97-715B, Sec. 1. Ordinance 98-721A, Sec. 1. Ordinance 02-969B, Sec. 7. Ordinance 10-1244B, Sec. 5.)

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

- (a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to subsection (b) of section 3.07.620; and
 - (2) Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640.

- (b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to subsection (b) of section 3.07.620;
 - (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
 - (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to subsections 3.08.230 (a) and (b) of the RTFP, that includes:
 - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
 - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.

(Ordinance 97-715B, Sec. 1. Ordinance 98-721A, Sec. 1. Ordinance 02-969B, Sec. 7. Ordinance 10-1244B, Sec. 5.)

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

- (a) A Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:
- (1) Central City - 250 persons
 - (2) Regional Centers - 60 persons
 - (3) Station Communities - 45 persons
 - (4) Corridors - 45 persons
 - (5) Town Centers - 40 persons
 - (6) Main Streets - 39 persons
- (b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:
- (1) The amenities identified in the most current version of the *State of the Centers: Investing in Our Communities*, such as grocery stores and restaurants;
 - (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;
 - (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.
- (c) Centers, Corridors, Station Communities and Main Streets need a mix of housings types to be vibrant and successful. The following mix of housing types is recommended for each:
- (1) The types of housing listed in the "needed housing" statute, ORS 197.303(1);
 - (2) The types of housing identified in the city's or county's housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and
 - (3) Accessory dwellings pursuant to section 3.07.120 of this chapter.

(Ordinance 97-715B, Sec. 1. Ordinance 98-721A, Sec. 1. Ordinance 02-969B, Sec. 7. Ordinance 10-1244B, Sec. 5. Ordinance 15-1357.)

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

- (a) The Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title and is Metro's official depiction of their boundaries. The map shows the boundaries established pursuant to this title.
- (b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP. The city or county shall provide notice of its proposed revision as prescribed in subsection (b) of section 3.07.620.
- (c) The COO shall revise the Centers, Corridors, Station Communities and Main Streets Map by order to conform the map to establishment or revision of a boundary under this title.

(Ordinance 02-969B, Sec. 7; Ordinance 10-1244B, Sec. 5; Ordinance 11-1264B, Sec. 1.)

Title 6 Centers, Corridors, Station Communities and Main Streets Map as of October 29, 2014

(Ordinance 14-1336.)

Materials following this page were distributed at the meeting.



Metro

Community Placemaking grants

Metro's new placemaking grants support creative projects that strengthen social fabric and foster connecton to place.



A temporary addition of technicolor porches offers people a cool place to socialize in downtown Vancouver, B.C. Courtesy of City of Vancouver, photo credit Krista Jahnke

Art in vacant storefronts, an active plaza that was once unused parking, a mural depicting people fighting eviction. Here and around the world, people are shaping their communities through placemaking.

Placemaking is creative and community-driven. It defies easy definition, but successful placemaking projects share a few key characteristics.

Placemaking brings people together to shape their surroundings, helping communities create the change they want to see in their neighborhood. It builds on local and cultural assets and fosters connection to place and to each other.

Placemaking enlivens space with art and activity. It sparks dialog and raises awareness.

Placemaking inspires people to think differently about a space. It tests new ways to use public space that can become permanent. Or, it can be temporary, but create a meaningful moment that points toward a shared vision for a community.

Funding available

Metro will pilot the Community Placemaking program with calls for grant proposals in the spring and fall of 2017. Grant awards will range between \$5,000 and \$25,000. Projects must be completed within 12 months. Visit the website for upcoming grant deadlines.

Who can apply?

Anyone can apply, while meeting the following:

- Community-based organizations must have support from the property owner (jurisdictional or private owner).
- Public agencies must have a plan to involve, and demonstrated support from, community groups.
- Public, private and/or community groups may co-partner by defining clear roles and responsibilities for each.

Community Placemaking grant program

Learn about the next grant cycle and sign up for email updates.
oregonmetro.gov/placemaking

Questions?

Dana Lucero, 503-797-1755
dana.lucero@oregonmetro.gov



Portland's Sunday Parkways invites people to public spaces to discover active transportation while fostering civic pride and stimulating economic development. The series of events is a public, private and community partnership.

Placemaking project examples

This list is only a start to get you thinking. Examples of project types eligible for funding include, but are not limited to, the following.

Repurposing public spaces Examples include turning underused public right-of-way into active plazas, or curbside space into a parklet or seating.

Enlivening spaces with art and activity Examples include art programming in vacant storefronts or adding arts or cultural programming to a public space.

Activating streets Examples include intersection or crosswalk murals or installing a new pedestrian plaza.

Sparking dialogue and raising awareness Examples include murals depicting pressing community issues, such as displacement, or celebrating the cultures in a neighborhood.

Temporary-to-permanent placemaking Examples include changing the function or form of a public space to allow community members to be designers, or testing the space to work out design considerations.

Urban interventions Examples include temporary zoning and/or transportation grace periods from existing regulations, such as altering a street's configuration to temporarily create additional space for people walking or biking.

Community visioning via placemaking Examples include using art to invite people to envision how they would use a public space or the changes they want to see in their neighborhoods.

Metro's placemaking program objectives

Placemaking - Prompt people to think differently about a place, foster a personal connection to place and strengthen social fabric.

Equity - Promote equitable access to, participation in and benefits from placemaking activities.

Partnerships - Promote cross-sector collaboration (public, private, community).

Leadership - Build community capacity for civic engagement.



Community Placemaking grant program Spring 2017 pilot grant cycle

The Community Placemaking program supports creative, community-driven projects that strengthen social fabric, foster connection to place and involve and benefit historically marginalized communities.

Apply online at oregonmetro.gov/placemaking.

April 1 - May 26	Applications open, application assistance available
April 19 - May 9	Limited application assistance available
May 26 at noon	Applications due
early July	Award announcement

Funding available

Up to \$100,000 is available this round, in grants ranging from \$5,000 to \$25,000. No matching funds are required, but projects that leverage contributions from other entities, including in-kind or volunteer resources, may be prioritized.

Eligibility

Anyone can apply, while meeting the following conditions:

- Community-based organizations must have support from the property owner (jurisdictional or private owner).
- Public agencies must have a plan to involve, and documented support from, community groups.
- Public, private, community groups and individuals may co-partner with clear roles and responsibilities for each.
- Applicants must have a federal employer tax ID number. Unincorporated organizations may use a fiscal sponsor (a state certified, federally approved 501(c) non-profit) or partner with a municipal entity.

Minimum grant requirements

- Projects must be located within the Urban Growth Boundary.
- Projects must be completed within 12 months of grant award date.
- Projects must be clearly achievable given proposed resources and personnel.
- Projects in public spaces must demonstrate support from the local jurisdiction.
- Projects must have a designated fiscal sponsor or a project partner who will serve as the fiscal sponsor. (If the fiscal agent is not a non-profit or municipal entity, grant funds may be considered a gift and may be taxable. Metro reports all grant distributions to the IRS.)
- While matching funds are not required, applications that include some type of resources leveraged from other sources, such as matching funding, in-kind donations or volunteer time, may be prioritized.

Grant criteria

Not every criterion must be met, but priority will be given to projects that clearly satisfy multiple criteria in each category.

Placemaking

1. Prompts social interaction and connection to place
2. Provides an innovative event, activity or destination for the community
3. Uses art as a tool for engagement and change
4. Strengthens existing cultural and local assets

Equity

1. Clearly addresses a community development challenge or opportunity and involves the community members most impacted
2. Provides community benefit to historically marginalized¹ individuals or communities
3. Supports efforts to break down barriers to participation in placemaking activities for historically marginalized individuals or communities
4. Is led or supported by historically marginalized individuals or communities, or by groups that serve historically marginalized individuals or communities

Partnerships

1. Engages the public in the planning for and/or participating in the project's implementation
2. Involves cross-sector partnerships
3. Leverages contributions from other entities
4. Enhances regional efforts where Metro is actively engaged or is located in 2040 Growth Concept areas (central city, town centers, main streets, regional centers and station communities; learn more at oregonmetro.gov/2040)

Leadership

1. Builds capacity for organizations and individuals to participate in civic processes
2. Is consistent with community plans
3. Has a vision for enhancing the social and/or economic livability of the community

Questions?

Contact Dana Lucero at 503-797-1755 or dana.lucero@oregonmetro.gov to discuss your idea, get advice on project planning or connecting with potential partners. Please note, there will be limited grant application assistance between April 19 and May 9, 2017.

¹ **Historically marginalized** - This program supports cultural and healthy community experiences, values and traditions already innate and important to these populations to be given an opportunity to be celebrated and made visible." Historically marginalized" to groups who have been denied access and/or suffered past institutional discrimination in the United States and, according to the Census and other federal measuring tools, includes African Americans, Asian Americans, Hispanics or Chicanos/Latinos and Native Americans.

In June 2016, Metro elevated racial equity as a core goal for the agency. Metro focuses on racial equity with the goal of improving life and economic outcomes for all groups, and ensuring that race is no longer the most significant factor in predicting life outcomes. Due to a history of exclusionary and discriminatory policies, communities of color experience the most widespread barriers to improving social well-being. These barriers prevent communities from thriving and cause our communities of color to experience the worst economic and social outcomes of any demographic group. Metro is committed to using its policies, programs, services and destinations to create conditions that allow everyone to flourish. Government must serve all communities effectively, especially those most vulnerable.

The most significant barriers for people of color are typically shared with other marginalized groups. These groups may include but are not limited to other ethnicities, adult learners, veterans, people with disabilities, lesbian, gay, bisexual, and transgender individuals, different religious groups and different economic backgrounds.

Summary of Objections to Middle Housing Policy

The Multnomah Neighborhood Association is filing formal objections to the Department of Land Conservation and Development (DLCD) regarding Portland's Task 4 update of the Comprehensive Plan under Periodic Review. The objections focus on the adoption of the **Middle Housing Policy, Policy 5.6**, which was a last-minute amendment to the Comprehensive Plan Update.

Policy 5.6 was first introduced in a package of amendments released on March 18, 2016, in a 112-page document containing hundreds of amendments. This was less than three months before the City Council adopted the final Comp Plan on June 15th. The policy is now being implemented in the Residential Infill Concept Project and could result in the rezoning of almost 100,000 single family lots throughout Portland and allowing density to more than double in most of the city's single-family residential neighborhoods. It would affect 65% of all single-family properties in the city and the results could dramatically change established neighborhoods.

The City of Portland's planning for Periodic Review has failed to comply with fundamental requirements of both State and local planning regulations. By filing formal objections with DLCD, we hope to clearly demonstrate a number of critical deficiencies in the planning process, including:

- Failure to fully comply with Statewide Goals 1 and 2, as required in Periodic Review. This includes failure to comply with the City's own *Periodic Review Work Program* and its *Community Involvement Work Program*, as required.
- Failure to support or justify actions with objective evidence, even though the action would have significant consequences. For example, failure to show that new affordable housing would be created with a policy that could reduce existing affordable housing by incentivizing redevelopment. Also, failure to base planning on actual housing needs identified in planning reports.
- Failure to adequately inform the public about the potential impacts and consequences of policies under consideration. For example, failure to show how many homes would be impacted by a proposed policy, failure to show how those homes could be impacted, and failure to notify homeowner that their homes could be rezoned.
- Failure to plan in a comprehensive manner, rather than a piecemeal manner. This includes planning for greatly increased growth capacity without concomitant infrastructure planning to support that growth.

In order to develop these (and other) issues in formal objections, we have retained an attorney and hired a professional planner. The MNA is also pursuing objections to the "center" designation which would transform Multnomah Village into a more-intensive urban form than is supported by residents of the area.

For more information, contact:

James Peterson
Multnomah
Land Use Co-chair
MNALanduse@swni.org



2018 urban growth management decision Work program overview

State, regional and local land use legacy

- Statewide planning program protects forests and farms
- Regional and local plans focus on improving existing communities and conserving natural areas



Metro Council direction (from 2015 decision)

- Seek urban and rural reserves acknowledgement
- Provide ongoing reporting and dialogue on growth trends
- Continue Metro's leadership in growth management policy
- Produce a 2018 Urban Growth Report (and complete the growth management decision in 2018)

Additional Council direction

- Provide more flexibility to respond to city requests.
- Take an outcomes-based approach that moves away from debates about numbers.
- Only expand the UGB when there is a regional need.
- Only expand the UGB into urban reserves when a city has completed a concept plan.

What if?

The region had adopted policies to expand transportation options and reduce reliance on cars...



And, what if?

There were few places where freeways could actually be expanded and not enough money to pay for it...



And, what if?

Few cities were asking for highway expansions...



And, what if?

Staff completed an analysis that said the correct number of highway lane miles to add to the region was 52.37 miles...



You'd probably have some questions...

- Why are you doing this to us?
- How do you know?
- Where would it go?
- Who will pay for it?
- Aren't there other options?
- What about our policies?



The 2018 decision mantra

- There is not a single “correct” answer on whether and how much to expand the UGB, just different tradeoffs to consider.
- The 2040 Growth Concept lays out how the region will grow in the long-term, but there are some implementation choices along the way.
- We should focus on the real proposals on the table, not on the theoretical.

Evolution of regional growth management process

Old system

Define complex housing needs based on simple math

Expand UGB based on soil types

Concept plan areas after adding to UGB

New system

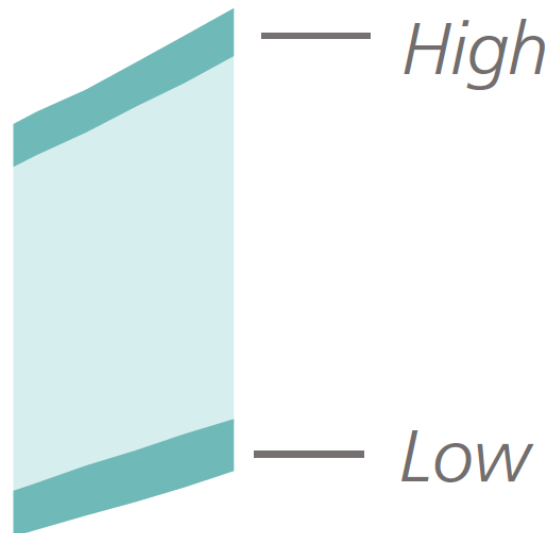
Agree on where the region may grow over the next 50 years

Concept plan urban reserve areas before expansion

Decide whether proposed expansions are needed based on outcomes

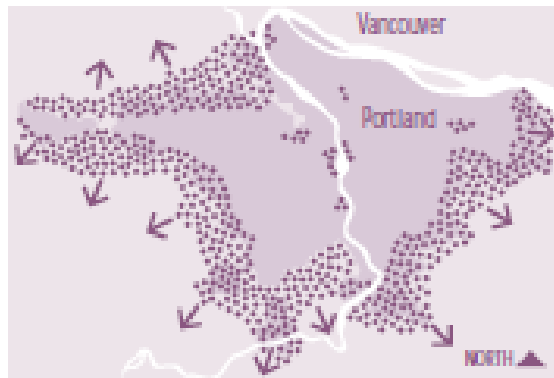
Range forecast recognizes uncertainty

Forecast range probability
90 percent probability



UGB growth “capture” in the 2040 Growth Concept

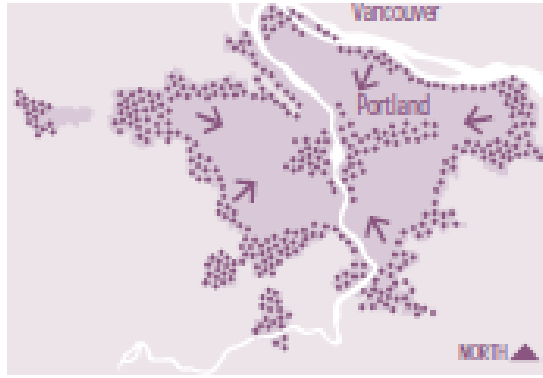
Concept A Growing out



Significant expansion of the UGB; new growth at urban edge develops mostly in the form of housing.

284,000 acres in UGB
(51,000 acres added to UGB)

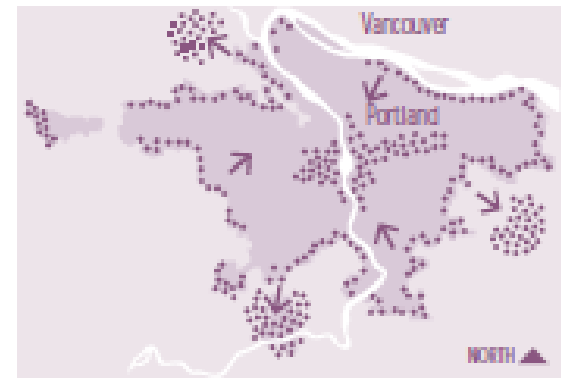
Concept B Growing up



No UGB expansion; growth accommodated through development of existing land within the urban growth boundary.

234,000 acres in UGB

Concept C Neighboring cities



Moderate expansion of the UGB; growth focused in centers, corridors and neighboring cities.

257,000 acres in UGB
(22,000 acres added to the UGB)

UGB growth “capture” in the 2040 Growth Concept

2040 recommended alternative



Growth is encouraged in centers and corridors with increased emphasis on redevelopment within the urban growth boundary.

248,000 to 252,000 acres in UGB
(15,000 to 19,000 acres added to the UGB over 50 years)

General options for Council consideration summer – fall 2018

Find a regional need for UGB expansions:

Determine that city-proposed UGB expansions are needed to accommodate growth that may otherwise spill over into neighboring cities outside the Metro UGB.

Find no regional need for UGB expansions:

Determine that an acceptable amount of growth can be accommodated inside the existing Metro UGB.

Information available early summer 2018

2018 Urban Growth Report:

- Updated range forecast (peer-reviewed)
- Updated buildable land inventory (peer-reviewed)
- Development trends data
- Assessment of outcomes and tradeoffs of different options (based on city expansion proposals and no-UGB expansion option)

Information available early summer 2018

City proposals for UGB expansions into urban reserves:

- Concept plans for urban reserves
- Letters of interest from property owners in proposed expansion areas
- Demonstrated use of best practices in existing urban areas
- Demonstration of contributions to Six Desired Outcomes

Proposed program phasing

Phase 1: Foundation (2016-2017)

Evolve the region's urban growth management decision-making process

Phase 2: Framing (2nd half 2017 – 1st half 2018)

Assemble a base of information (technical review and local concept planning)

Phase 3: Initial building inspection (late June 2018)

Release information for discussion (UGR and city expansion proposals)

Phase 4: Choosing finish materials (late September 2018)

Initial policy direction on growth management decision

Phase 5: Move-in day (end of 2018)

Metro Council urban growth management decision

Ongoing: Meet the neighbors

Reporting on how the region is growing and changing (Regional Snapshots)

oregonmetro.gov

