

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, August 2, 2017
 Time: 10:00 a.m. to noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00	CALL TO ORDER Updates from the Acting Chair		Acting Chair Tom Kloster, Metro	
	<ul style="list-style-type: none"> • Citizen Communications to MTAC • Updates from Committee Members 		All	
10:15 30 min.	2018 RTP: Designing Livable Streets <i>Purpose: Update MTAC on the Designing Livable Streets Project. Receive input from MTAC on the draft Table of Contents</i>	Informational	Lake McTighe, Metro	
10:45 45 min.	Proposed Metro Code Language for Mid-cycle UGB Amendment Process <i>Purpose: Review Metro Code language proposed and seek MTAC input and recommendation</i>	Recommendation	Ted Reid, Metro	
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* and Project Evaluation Process • Powell-Division Transit and locally preferred alternative resolution and related RTP ordinance • 2040 Grants
May 3 <ul style="list-style-type: none"> • Building the RTP Investment Strategy* (Recommendation to MPAC) (Ellis) 	May 17 - Cancelled
June 7 - Cancelled	June 21 - Cancelled
July 5 - Cancelled	July 19 - Cancelled
August 2 <ul style="list-style-type: none"> • Proposed code for mid-cycle UGB amendment process (Reid) • Designing Livable Streets (McTighe) 	August 16 <ul style="list-style-type: none"> • Regional Transit Strategy System Expansion Policy (Snook) • Digital mobility policy work plan (Frisbee) • RTP Work Plan – next steps (Ellis)
September 6	September 20 <ul style="list-style-type: none"> • Transportation Resiliency (Ellis)
October 4	October 18 <ul style="list-style-type: none"> • Update on RTP Investment Strategy analysis (Ellis) • Update on RTP Policy Framework review (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)

<p>December 6</p> <ul style="list-style-type: none"> • Draft RTP Investment Strategy Findings (Ellis) • Background on RTP Regional Leadership Forum #4 (Ellis) 	<p>December 20</p>
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**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

Memo

Date: July 25, 2017
To: MTAC and Interested Parties
From: Lake McTighe, Senior Transportation Planner
Subject: Update on 2018 RTP Transportation Design - Designing Livable Streets and Trails Guide

Purpose

- Update MTAC on the Designing Livable Streets and Trails Guide project.
- Receive input from MTAC on the major elements of the draft Table of Contents for the guide.

Project Overview

Transportation design is one of eight policy priority areas for the update of the 2018 Regional Transportation Plan (RTP) update.¹ Transportation design policy and guidance will be updated and informed by the Designing Livable Streets and Trails Guide project. The purpose of the project is to update and provide new design guidance for roadways and regional trails to support achieving regional land use and transportation goals and policies.

The Designing Livable Streets and Trails Guide project will:

- Update current regional street and green street design guidelines.
- Create design guidelines for regional multi-use paths and regional nature trails.
- Develop resources, including decision making guidance, an image library, community stories, and case studies.
- Develop web-page for easy access of guide and resources.
- Convene workshops, forums and tours to engage, build partnerships, and increase awareness and knowledge of the role of designing livable streets in improving safety and creating healthy, equitable communities and a strong economy.
- Update RTP Design Classification policy map.

Project Approach and Timeline

Scoping of the project started in 2015 and was informed by interviews with agency staff. The project is anticipated to be completed by the end of 2018. The Transportation Design Work Group will provide input and technical expertise and will advise Metro staff on the project. Briefings on the progress of the project will be made to the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC); those committees will also provide technical input. The work group will meet between six and eight times.

The bulk of the project is divided into two phases. Phase 1, currently underway, seeks input from the work group to determine the content and organization of the design guide. The final product in

¹ The policy priorities define the primary focus of the technical work, policy discussions and engagement activities to support development of the 2018 RTP. Each of the policy priority areas has a work group that will provide input to staff on draft materials and implementing policy direction from the Metro Council and regional policy committees. <http://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan>

Phase 1 will be an annotated outline and example visualizations used to gain agreement on the structure and content of the guide. Phase 2 will develop and finalize the design guide and supporting materials. Engagement activities coordinated by Metro will delve into particular topic areas will take place in both phases. Metro will coordinate the project with relevant 2018 RTP topic areas, including freight, safety, transit and equity.

June 2015 to March 2017 – Scope Project

- Metro conducted interviews with staff from local jurisdictions and agencies to inform the scope of work.
- TPAC and MTAC provided input on the project scope in Sept and Oct of 2015.
- Metro developed a scope of work and selected Kittelson and Associates and their sub-consultants for the project.

April to December 2017 - Phase 1: Draft Outline, Determine Content and Policy Updates

- Develop outline for the guide, receive input from work group on major elements to include in the guide.
- Develop annotated outline indicating intent and level of detail for the content.
- Develop example chapter and visualizations.
- Update Design Classification policy map in the RTP.

January to December 2018 - Phase 2: Develop Guide and Resources

- Public comment on the draft 2018 RTP.
- Develop guide and resources.
- Develop webpage.

The Transportation Design Technical Work Group met for the first time on Thursday, June 29 and provide input on the Draft Table of Contents and list of resources (input is reflected in the attached version). Input from TPAC and MTAC, will be addressed in the Draft Annotated Table of Contents (TOC). The Annotated TOC will provide partners with an understanding of what is (and is not) proposed to be included in the updated design guide, and to provide an understanding of the intent, level of detail, examples, case studies, etc that will be included.

Project Team and Work Group

Input on the development of the guide and supporting resources will be provided through a variety of formats. The key participants directly involved in the project are identified below.

- **Project Management Team:** The project is guided by Lake McTighe (Metro, project manager), Lidwien Rahman (ODOT, project liaison), and Kittelson and Associates.
- **Consultant Team:** Kittelson and Associates (Karla Kingsley, Hermanus Steyn, Marc Butorac, Julia Knudsen), GreenWorks (Mike Faha, Gill Williams), Paste in Place (Ryan Sullivan), KLiK Concepts Erin Riddle, Brenda Fuste Bond Payne), and Morgan Holen, consulting arborist.
- **Technical Work Group:** Work group members include topical experts and community, business, city and county partners. The primary role of the work group is to provide in-depth and professional review of the design guidelines as they are developed.

- **Metro Internal Review Team:** Project deliverables are reviewed by an internal review team at Metro covering topics on freight, trails, wildlife habitat, transit, pedestrian and bikeway travel, placemaking and equity.
- **Metro Council and technical and policy advisory committees:** Briefings on the project will be made throughout the process to the Metro Council and to the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC).

Project Background

Metro street design guidelines were first developed in 1997 to provide a set of tools to elected officials, public agency staff, and the private sector for achieving regional livability goals, including protecting air and water quality. A primary goal was to implement the 2040 Growth Concept by linking land-use and transportation planning and providing design guidance for streets that was responsive to surrounding land uses. The design guidelines also provided tools to address state and federal transportation policies related to context sensitive design, the Clean Water Act and the awareness of the impacts of transportation on habitat, wildlife and endangered species.

The program started with the release of the Creating Livable Streets guidelines. Since then the program has grown to include a suite of guidelines. The guidelines are currently only available in hard copy through mail order, and the webpage content for the program is minimal. The need to update the design guides was identified as an implementation activity in the 2010 RTP.

Description of current guidelines:

- **Creating Livable Streets—Street Design Guidelines.** Last updated in 2002, these guidelines describe how communities can design streets to better serve walking, biking and transit while also preserving auto travel and freight movement. The guidelines described in the handbook serve as tools for improving existing streets and designing new streets.
- **Green Streets—Innovative Solutions for Stormwater and Stream Crossings.** Created in 2002, this handbook describes basic stormwater management strategies and illustrates “green” street designs with features such as street trees, landscaped swales and special paving materials. The handbook also provides guidance on balancing the needs of protecting streams and wildlife corridors from urban impacts and providing access across streams as part of good transportation design.
- **Trees for Green Streets—An Illustrated Guide.** This handbook describes the role of street trees in managing stormwater. Appropriate tree species for the region are illustrated in the book, with a list of major characteristics. The handbook is intended for use in conjunction with the Creating Livable Streets and Green Streets handbooks.
- **Wildlife Crossings– Providing safe passage for urban wildlife (will not be updated through the project).** This was developed in 2009 and describes an approach to identifying wildlife inventory and linkages and mitigating the ecological effects of roads on wildlife populations through wildlife crossings.
- **Green Trails (will not be updated through the project)– Guidelines for environmentally friendly trails.** Developed in 2002, this handbook describes approaches to developing trails

and paths that are friendly to the surrounding environment, keeping impacts on natural resources to a minimum.

The guidelines are intended to be used in a variety of ways; however use of the guidelines has declined as they become more outdated and more people desire resources to be available on-line. Metro utilizes the handbooks when commenting on and providing technical assistance on transportation plans, projects and program. The Regional Transportation Functional Plan (RTFP), the implementing plan of the Regional Transportation Plan (RTP), specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines.

Since the region's growth strategy was adopted and the current design guidelines were last updated, many transportation projects have been completed. Lessons learned and recognition of new challenges should inform the project and the update of the design guidelines, including:

- Use of outcomes based planning framework and performance based design
- One size approach to transportation design does not fit all projects
- Adoption of the 2010 Regional Freight Plan, the 2014 Regional Active Transportation Plan, and the 2014 Climate Smart Strategy
- Completion of the 2012 Regional Transportation Safety Plan, identification of high injury corridors in the region, and rising pedestrian deaths in the region
- Expanding national research and efforts related to street design, especially for bikeway and intersection designs
- Nature can be part of the street
- Recognition of regional trails and multi-use paths as an important part of transportation
- Stormwater management is the responsibility of transportation planners and engineers
- Design can help reduce speeds and prevent severe injury crashes
- Autonomous vehicles
- Rising use of e-shopping and door to door delivery of goods
- Rising severe crashes
- Rapidly growing bicycle commute trips
- Growing diversity
- Growing aging population

Next Steps

July 28	Update to Transportation Policy Alternatives Committee (TPAC)
Aug 2	Update to Metro Technical Advisory Committee (MTAC)
Sept 28	Work Group Meeting #2 – Annotated Outline
Nov9	Work Group Meeting #3 Final Annotated Outline/Sample Visualizations
2018	Phase 2 Begins

Attachments

- Work Group Roster
- Draft Table of Contents – Metro Designing Livable Streets and Trails Guide



2018 REGIONAL TRANSPORTATION PLAN

Roster for Design Technical Work Group

Metro is working with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the regional transportation system for the next 25 years.

To support development of the 2018 Regional Transportation Plan, Metro staff are convening eight technical work groups to provide input to the project team on implementing policy direction from the Metro Council and regional policy advisory committees. In this role, the work group members review and provide feedback to Metro staff on draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed. The work groups also help identify areas for further discussion by the Metro Council and regional technical and policy advisory committees.

Work group members include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or their designees, and other community, business, city and county partners. Meetings of the technical work groups are posted on Metro's calendar at www.oregonmetro.gov/calendar and www.oregonmetro.gov/rtp.

Design Work Group | as of 5/22/17

Name	Affiliation
1. Lake McTighe (project manager) Anthony Buczek Robert Spurlock	Metro
4. Chris Strong	City of Gresham
5. Denver Igarta (planning) Scott Batson (engineering) Zef Wagner (alternate)	Portland Bureau of Transportation, City of Portland
6. Jeff Owen	TriMet
7. Dyami Valentine (planning) Rob Saxton (engineering, alternate)	Washington County
8. James Reitz Richard Blackmun (alternate)	City of Forest Grove
9. Jeannine Rustad	Tualatin Hills Parks and Recreation District
10. Scott Hoelscher (planning) Rick Nys (engineering)	Clackamas County
11. Carol Chesarek	Community member/ MTAC
12. Stephanie Noll	Street Trust
13. Zach Weigel	City of Wilsonville
14. Joseph Auth Rich Crossler-Laird Lidwien Rahman (project liaison)	Oregon Department of Transportation
15. Ryan Guy Hashagen	Better Blocks PDX, Portland Pedals
16. Brendon Haggerty	Multnomah County – Public Health
17. Bob Galati Julia Hajduk (alternate)	City of Sherwood
18. John Boren	City of Hillsboro
19. Allan Schmidt	Portland Parks and Recreation, City of Portland

20.	Mike Houck	Urban Greenspaces Institute
21.	Kathryn Doherty-Chapman	Oregon Walks
22.	Nico Larco	Sustainable Cities Initiative, University of Oregon
23.	Eileen Cunningham	Multnomah County – Planning and Engineering
24.	Tim Kurtz	Portland Bureau of Environmental Services, City of Portland
25.	Stacey Revay	City of Beaverton

The following Draft Table of Contents (TOC) is based on the information in the existing *Creating Livable Streets, Green Streets, and Trees for Green Streets* guides, work sessions with Metro staff, and a review of other agency best practices. The specific information for each section will be determined during the development of the Annotated Outline. The content for the guide will be a combination of existing material from the existing guides and new information from current policies and best practices.

METRO DESIGNING LIVABLE STREETS & TRAILS GUIDE

DRAFT TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION

- 1.1 Purpose
 - Regional Land Use and Transportation Vision
 - Regional Transportation Plan (RTP) Goals
- 1.2 Who Will Use the Guide
- 1.3 How to Use the Guide
- 1.4 Summary

CHAPTER 2: DESIGN POLICY

- 2.1 Introduction: Describes what is in chapter and why it is important
- 2.2 Street and Trail Design in Land Use Context
 - i. Context sensitive design
 - ii. One size approach to transportation design does not fit all projects
- Lessons Learned and New Challenges
- 2.3 Design Outcomes: Designing for Today and Future
 - Safety (elimination of serious and fatal crashes)
 - Transportation Choices
 - Efficient and Reliable Travel
 - Healthy People
 - Security
 - Healthy Environment –(clean air and water, protected habitat)
 - Reduced Green House Gas Emissions
 - Sustainable Economic Prosperity
 - Equity (leading with race)
 - Vibrant Communities and Efficient Urban Form
 - Resiliency

- Fiscal Stewardship (asset management, ROI)
- 2.4 Design in Context – Flexibility in Design – describes big picture design policy
- 2.5 Regional Policy
 - 2040 Regional Land Use Types
 - Regional Design Classifications
 - Outcomes based planning - moving people
 - Regional Modal Plans
 - Regional Transportation Functional Plan (RTFP)
 - Climate Smart Strategy
 - Vision Zero
 - Racial Equity
- 2.6 State Policy
- 2.7 National Policy
- 2.8 Relationship to Local Policies

CHAPTER 3: DESIGN CLASSIFICATIONS

- 3.1 Introduction: Describes what is in chapter and why it is important
- 3.2 Design Functions
 - Functions by Street and Trail Design Type
 - Pedestrian Access: People walking and people using a mobility device
 - Bicycle Access: People riding bicycles
 - Transit Access: People using transit
 - Truck Freight Access: Moving Goods, deliveries, e-commerce
 - Auto Access: People driving, automated and driverless vehicles
 - Place-making and Public Space
 - Public Green Space
 - Corridors for Nature (reducing urban heat through tree canopy, increasing wildlife habitat, handling intense precipitation events,
 - Utility Corridors
 - Enhancement/Buffer Zone
 - Physical Activity
 - Emergency Vehicle Access
- 3.3 Regional design classifications
 - Throughways: Freeways and Highways (may be combined)
 - Boulevards: Regional and Community (may change Community to Main Streets)
 - Streets: Regional and Community
 - Roads: Urban and Rural (may change Urban to Industrial)

- Regional Multi-Use Paths (new)
- Regional Nature Trails (new)

CHAPTER 4: DESIGN ELEMENTS AND CONSIDERATIONS

- 4.1 Introduction: what is in Chapter, why and how to use
- 4.2 Design Principles
 - Priorities for Design Type and Context (macro and micro: zoning, main streets, schools, transit, business)
 - Building frontages – best practices
 - Designing for Each Function
 - Connectivity
 - Crime Prevention Through Environmental Design (CPTED) principles
 - Design for all ages and abilities
- 4.3 The Street Realm: describes the different realms
- 4.4 Design Elements
 - Land Use Realm
 - Pedestrian Realm
 - Frontage Zone, including edge treatments of adjacent parking lots
 - Sidewalks
 - Pedestrian Through Zone (clear space for ADA)
 - Curb Zone: street furniture, bike share, green infrastructure
 - Transit stops and shelters
 - Enhancement/Buffer Zone
 - Curb Extensions
 - ADA
 - Bikeway Realm
 - Protected bikeways/cycletracks (consideration, driveways)
 - Bike boxes
 - Signing and markings
 - Street crossings
 - On-Street Realm
 - Access Management/Driveways (at sidewalk grade)
 - Traffic Calming
 - Vertical Speed Controls
 - Passive and Proactive Design
 - Medians
 - Mid-Block Crossings

- Transit priority Lanes
- Bus and Bikeway Interactions
- Lane Width
- Mixing Zones/ bike ped shared space/ Shared streets
- Intersections
 - Raised intersections/ treatments
 - Crosswalks
 - Roundabouts/ mini-roundabouts
 - bikeways
 - Large vehicle turning
 - Pavement markings
 - Multimodal Considerations at Complex Intersections
- Lighting
- Wayfinding
- Transition zones – transitioning from one land use context to another
- Nature Corridors
- Street trees
 - Climate resilient
 - Sidewalks around existing trees
 - Species that won't damage sidewalk
- Stormwater Management
 - Green Stormwater Infrastructure – GSI: planters, swales, basins
 - Street Trees (climate resilient species)
 - pervious Surfaces (pavements, pavers – sidewalks, bikeways, islands, some streets)
 - Manufactured technologies
 - Detention
 - Design considerations: site conditions(infiltration, slopes, utilities, contamination); goals (volume reduction, flow control, water quality) approach (regional vs. distributed) maintenance
 - Performance data
- Wildlife Crossings
- Noise Mitigation
 - Buffers, Sound Walls
- Regional Trails and Multi-Use Paths
 - Context
 - Designing with nature
 - ADA

- Widths – separating users
 - On-street connections
 - Bridges
 - Intersections
 - Crossings – mid-block and end block
 - Driveways
 - Lighting
 - Surfaces
 - Wayfinding
- 4.5 Design Considerations
- Emergency Vehicle Access – Emergency vehicle routes
 - Safe Routes to School Access
 - Transit routes
 - Freight routes
 - Environmental constraints (parks, wetlands, streams) / Wildlife Habitat
 - Topography/ Slope and structures (Retaining Walls, Bridges)
 - Automated and driverless vehicles, emerging technologies
 - Climate change adaptation (heat, more rain, street trees, shade, shelter, pavement) Removing Existing Parking
 - Maintenance
 - Above and Underground maintenance (especially for stormwater management)
 - Limited Right of Way (ROW) Considerations
 - Volume to Capacity Ratio – Land Use
 - Traffic Diversion (from street calming, bicycle boulevards, etc)
 - Streets on the Urban-Rural Divide
 - Public Perception of “Road Diets”
 - Public Perception of Trails (including safety and security)
 - Case Studies

CHAPTER 5: DESIGN CLASSIFICATIONS IN CONTEXT

- 5.1 Introduction: what is in chapter, why it is important, how to use
- 5.2 Streets: Urban and Suburban Context
 - Throughways: Freeways and Highways (may be combined)
 - Boulevards: Regional and Community (may change Community to Main Streets)
 - Streets: Regional and Community
 - Roads: Urban and Rural (may change Urban to Industrial)
- 5.3 Trails: Urban and Suburban Context

- Regional Multi-Use Paths (new)
- Regional Nature Trails (new)

CHAPTER 6: DECISION-MAKING IN CONTEXT

6.1 Introduction: what is in chapter, why it is important, how to use

6.2 Policy guides decision making

- Policy Guidance
- Applying Engineering Principles
- Focus on Intended Outcome

6.3 Performance-Based Design

- Developing Complete Networks to Serve the Desired Functions
- Defining Priorities and Needed Functions for Each Street, Trail
- Flexibility in Design
- Evaluating Trade-offs – Approach to prioritizing modes (NCHRP) Project 15-52 (prioritize modes Matrix)
- Data to support decision making

6.4 Applications – What/If Scenarios

- Retrofit versus New Street
- Constrained Right-of-Way (ROW)
- Intersections
- Case Studies

CHAPTER 7: IMPLEMENTATION STRATEGIES

7.1 Project Development Guidance

7.2 Temporary/Pilot Implementation

- Moving the curb with paint
- Parklets
- Temporary street closures
- Interim public plazas

7.3 Low-cost/Near-term

7.4 Incremental change (e.g. lot-by-lot through development)

7.5 New Street and Trail Designs

7.6 Repaving

7.7 Evaluation/Performance Based Design

7.8 Case Studies



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: July 18, 2017
To: Metro Technical Advisory Committee
From: Ted Reid, Principal Regional Planner
Subject: Urban Growth Readiness Task Force Recommendations: Proposed Metro Code Amendments

Background

During 2016, Metro convened the Urban Growth Readiness Task Force to provide recommendations on how to improve the growth management decision-making process in the region. The Task Force made three consensus recommendations, all of which have been endorsed by the Metro Council. Two of the Task Force's recommendations have now been successfully advanced through changes to state law (HB 2095), which facilitate Metro Council consideration of modest mid-cycle residential expansions.

A third recommendation was to clarify expectations for cities that propose residential UGB expansions, requiring that they demonstrate that they are taking actions to advance regional and local goals. To that end, MTAC discussed possible amendments to the Urban Growth Management Functional Plan at several of its meetings from fall 2016 through spring 2017.

Requirements for concept plans for urban reserves are already laid out in Title 11 (Planning for New Urban Areas) of the Functional Plan. Those requirements have been in place since 2010. Consequently, MTAC's discussion has focused on other expectations that are not already addressed in Title 11, particularly those that are best considered city-wide (for instance, efforts to increase housing options). This is based on the Task Force's recommendation that Metro take a holistic view of city proposals for expansion.

Proposed Metro Code Amendments

MTAC last discussed possible amendments to Title 14 at its April 5, 2017 meeting. At that meeting, it was agreed that Metro staff would return with a redline version of Title 14 (Urban Growth Boundary) that reflected MTAC's discussions. That document is included in the MTAC meeting packet. The proposed amendments to Title 14 (Urban Growth Boundary) seek to accomplish two goals:

1. Clarify expectations for cities proposing residential UGB expansions into concept planned urban reserves; and
2. Establish procedures for mid-cycle residential UGB decisions.

Clarify expectations for cities proposing residential UGB expansions into concept planned urban reserves: Following Metro Council direction, the draft amendments to Title 14 are written so that these expectations would apply to all residential growth management decisions, including legislative decisions (completed at least every six years as required per state law) and mid-cycle decisions (recently facilitated with the passage of HB 2095). Over the course of several meetings, MTAC discussed how best to balance certainty and flexibility in the draft amendments, ending up on the flexibility end of the spectrum. This is in recognition of differences between cities around the region and a desire to avoid a one-size-fits-all approach. These draft amendments should be familiar to MTAC since the committee has discussed them on several occasions.

Establish procedures for mid-cycle residential decisions: HB 2095 was signed into law during the 2017 legislative session. It facilitates Metro Council consideration of modest (less than 1,000 gross acres) residential UGB expansions in the interim between six-year legislative decisions. The legislation allows the Metro Council to make those expansions based on minor amendments to the most recent Urban Growth Report, Metro's assessment of housing needs.

HB 2095 did not, however, specify all of the procedures and timelines for city proposals, public notices, and Metro Council decisions. This gives the region the flexibility to establish these procedures and, if needed, amend them in the future to improve the mid-cycle decision process. The proposed amendments in MTAC's agenda packet seek to establish those procedures.

Next Steps

Staff intends to ask for MTAC's formal recommendation on these amendments at its August 2, 2017 meeting. Staff will subsequently seek a recommendation from the Metro Policy Advisory Committee (MPAC) before presenting the amendments to the Metro Council for consideration this fall. If adopted, these code provisions would apply to the 2018 legislative urban growth management decision and the subsequent mid-cycle decision in 2021 (pending city expansion proposals).

Proposed New Sections of Title 14 to Implement HB 2095

3.07.1427 Mid-Cycle Amendments - Procedures

- (a) The Metro Council may consider a mid-cycle amendment to the UGB for residential needs between legislative UGB amendments, as provided in ORS 197.299(6). Cities may initiate a mid-cycle amendment to the UGB by filing a proposal on a form provided by Metro.
- (b) The COO will accept proposals from cities for mid-cycle UGB amendments during the period that is between 24 and 30 months after the date of the Council's adoption of its most recent analysis of the regional buildable land supply under ORS 197.296.
- (c) The COO shall provide written notice of the deadline for proposals for mid-cycle amendments not less than 90 days before the first date proposals may be accepted to each city and county within the Metro region and to anyone who has requested notification.
- (d) Proposals must indicate that they have the support of the governing body of the city making the proposal.
- (e) As part of any proposal, the city shall provide the names and addresses of property owners for notification purposes, consistent with section 3.07.1465.
- (f) The proposing city shall provide a concept plan for the urban reserve area that includes the proposed expansion area consistent with section 3.07.1110.
- (g) The proposing city shall provide written responses to the criteria listed in 3.07.1428(b).
- (h) Proposals from cities under this section shall be initially reviewed by the COO and the Metro Planning Department. No later than 60 days after the final date for receiving proposals under subsection (b) of this section, the COO shall submit a recommendation to the Metro Council regarding the merits of each proposal, including consideration of the criteria listed in Section 3.07.1428.
- (i) The Metro Council is not obligated to take action on proposals submitted by cities or on the recommendation of the COO. If the Council chooses to expand the UGB in

accordance with one or more of the proposals, it may add no more than 1000 acres total.

- (j) If the Council elects to amend the UGB under this section, it shall be accomplished by ordinance in the manner prescribed for ordinances in Chapter VII of the Metro Charter. For each mid-cycle amendment, the Council shall establish a schedule of public hearings that allows for consideration of the proposed amendment by MPAC, other relevant advisory committees, and the public.
- (k) Any decision by the Council to amend the UGB under this section must be adopted not more than four years after the date of the Council's adoption of its most recent analysis of the regional buildable land supply under ORS 197.296.
- (l) Notice to the public of a proposed amendment to the UGB under this section shall be provided as prescribed in section 3.07.1465.

3.07.1428 Mid-Cycle Amendments - Criteria

- (a) In reviewing city proposals for mid-cycle UGB amendments, the Metro Council shall determine whether each proposal demonstrates a need to revise the most recent analysis of the regional buildable land supply as described in ORS 197.299(5). The Council's decision shall include consideration of:
 - (1) Need to accommodate future population, consistent with the most recently adopted 20-year population range forecast; and
 - (2) Need for land suitable to accommodate housing and supporting public facilities and services, schools, parks, open space, commercial uses, or any combination thereof.
- (b) If, after revising its most recent analysis of the buildable land supply under paragraph (a) of this subsection, the Council concludes that expansion of the UGB is warranted, the Council shall evaluate those areas that have been proposed by cities for possible addition to the UGB. Any expansion(s) under this section may not exceed a total of 1000 acres. Cities proposing mid-cycle UGB amendments shall demonstrate that:

- (1) The city has an acknowledged housing needs analysis that is consistent with Statewide Planning Goal 10, was completed in the last six years, and is coordinated with the Metro forecast in effect at the time the city's housing needs analysis or planning process began;
 - (2) The housing planned for the city's proposed UGB expansion area is likely to be built in fewer than 20 years. As part of any proposal, cities must provide a concept plan that is consistent with section 3.07.1110 of this chapter. Cities may also provide evidence of property owner support for the proposed UGB expansion, and/or other evidence regarding likelihood of development occurring within 20 years;
 - (3) The city has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas;
 - (4) The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas. Such practices may include regulatory approaches, public investments, incentives, partnerships, and streamlining of permitting processes; and
 - (5) 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.
- (c) The land proposed for UGB expansion must be a designated urban reserve area.
- (d) Mid-cycle UGB amendments made under this section are exempt from the boundary location requirements described in Statewide Planning Goal 14.

Amendments to Existing Title 14 Provisions

3.07.1425 Legislative Amendment to the UGB - Criteria

* * * * *

- (c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:
- (1) Efficient accommodation of identified land needs;
 - (2) Orderly and economic provision of public facilities and services;
 - (3) Comparative environmental, energy, economic and social consequences;
 - (4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;
 - (5) Equitable and efficient distribution of housing and employment opportunities throughout the region;
 - ~~(6) Contribution to the purposes of Centers and Corridors;~~
 - (76) Protection of farmland that is most important for the continuation of commercial agriculture in the region;
 - (87) Avoidance of conflict with regionally significant fish and wildlife habitat;
 - (98) Clear transition between urban and rural lands, using natural and built features to mark the transition;
 - (9) Whether the area is adjacent to a city with an acknowledged housing needs analysis that is consistent with Statewide Planning Goal 10, was completed in the last six years, and is coordinated with the current Metro forecast;
 - (10) Whether the area has been concept planned consistent with section 3.07.1110 of this chapter;

- (11) Whether the city responsible for preparing the concept plan has demonstrated progress toward the actions described in section 3.07.620 of this chapter in its existing urban areas;
- (12) Whether the city responsible for preparing the concept plan has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas; and
- (13) Whether the city responsible for preparing the concept plan has taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan.

3.07.1465 Notice Requirements

* * * * *

(b) For a proposed mid-cycle amendment under section 3.07.1427, the COO shall provide notice of the first public hearing on the proposal in the following manner:

- (1) In writing at least 35 days before the first public hearing on the proposal to:
 - (A) The Department of Land Conservation and Development and local governments of the Metro area;
 - (B) The owners of property that is being proposed for addition to the UGB;
 - (C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is designated for agriculture or forestry pursuant to a statewide planning goal;
- (2) In writing at least 30 days before the first public hearing on the proposal to:
 - (A) The local governments of the Metro area;
 - (B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest

includes or is adjacent to the subject property and which is officially recognized as entitled to participate in land use decisions by the cities and counties whose jurisdictional boundaries include or are adjacent to the site;

(C) Any other person who requests notice of amendments to the UGB; and

(3) To the general public by posting notice on the Metro website at least 30 days before the first public hearing on the proposal.

Enrolled
House Bill 2095

Introduced and printed pursuant to House Rule 12.00. Pre-session filed (at the request of House Interim Committee on Rural Communities, Land Use and Water)

CHAPTER

AN ACT

Relating to amendment to an urban growth boundary by a metropolitan service district based on a one-time revision of the most recent demonstration of sufficient buildable lands; amending ORS 197.299.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 197.299 is amended to read:

197.299. (1) A metropolitan service district organized under ORS chapter 268 shall complete the inventory, determination and analysis required under ORS 197.296 (3) not later than six years after completion of the previous inventory, determination and analysis.

(2)(a) The metropolitan service district shall take such action as necessary under ORS 197.296 (6)(a) to accommodate one-half of a 20-year buildable land supply determined under ORS 197.296 (3) within one year of completing the analysis.

(b) The metropolitan service district shall take all final action under ORS 197.296 (6)(a) necessary to accommodate a 20-year buildable land supply determined under ORS 197.296 (3) within two years of completing the analysis.

(c) The metropolitan service district shall take action under ORS 197.296 (6)(b), within one year after the analysis required under ORS 197.296 (3)(b) is completed, to provide sufficient buildable land within the urban growth boundary to accommodate the estimated housing needs for 20 years from the time the actions are completed. The metropolitan service district shall consider and adopt new measures that the governing body deems appropriate under ORS 197.296 (6)(b).

(3) The Land Conservation and Development Commission may grant an extension to the time limits of subsection (2) of this section if the Director of the Department of Land Conservation and Development determines that the metropolitan service district has provided good cause for failing to meet the time limits.

(4)(a) The metropolitan service district shall establish a process to expand the urban growth boundary to accommodate a need for land for a public school that cannot reasonably be accommodated within the existing urban growth boundary. The metropolitan service district shall design the process to:

(A) Accommodate a need that must be accommodated between periodic analyses of urban growth boundary capacity required by subsection (1) of this section; and

(B) Provide for a final decision on a proposal to expand the urban growth boundary within four months after submission of a complete application by a large school district as defined in ORS 195.110.

(b) At the request of a large school district, the metropolitan service district shall assist the large school district to identify school sites required by the school facility planning process described in ORS 195.110. A need for a public school is a specific type of identified land need under ORS 197.298 (3).

(5) Three years after completing its most recent demonstration of sufficient buildable lands under ORS 197.296, a metropolitan service district may, on a single occasion, revise the determination and analysis required as part of the demonstration for the purpose of considering an amendment to the metropolitan service district's urban growth boundary, provided:

(a) The metropolitan service district has entered into an intergovernmental agreement and has designated rural reserves and urban reserves under ORS 195.141 and 195.145 with each county located within the district;

(b) The commission has acknowledged the rural reserve and urban reserve designations described in paragraph (a) of this subsection;

(c) One or more cities within the metropolitan service district have proposed a development that would require expansion of the urban growth boundary;

(d) The city or cities proposing the development have provided evidence to the metropolitan service district that the proposed development would provide additional needed housing to the needed housing included in the most recent determination and analysis;

(e) The location chosen for the proposed development is adjacent to the city proposing the development; and

(f) The location chosen for the proposed development is located within an area designated and acknowledged as an urban reserve.

(6)(a) If a metropolitan service district, after revising its most recent determination and analysis pursuant to subsection (5) of this section, concludes that an expansion of its urban growth boundary is warranted, the metropolitan service district may take action to expand its urban growth boundary in one or more locations to accommodate the proposed development, provided the urban growth boundary expansion does not exceed a total of 1,000 acres.

(b) A metropolitan service district that expands its urban growth boundary under this subsection:

(A) Must adopt the urban growth boundary expansion not more than four years after completing its most recent demonstration of sufficient buildable lands under ORS 197.296; and

(B) Is exempt from the boundary location requirements described in the statewide land use planning goals relating to urbanization.