



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, June 13, 2018

5:00 PM

Metro Regional Center, Council chamber

- 1. Call To Order (5:00 PM)**
- 2. Public Communication on Agenda Items (5:00 PM)**
- 3. Council Update (5:05 PM)**
- 4. MPAC Member Communication (5:10 PM)**
- 5. Consent Agenda (5:15 PM)**
 - 5.1 Consideration of April 25, 2018 Minutes [18-5013](#)
Attachments: [April 25, 2018 Minutes](#)
 - 5.2 Consideration of May 9, 2018 Minutes [18-5020](#)
Attachments: [May 9, 2018 Minutes](#)
 - 5.3 Consideration of May 23, 2018 Minutes [18-5038](#)
Attachments: [May 23, 2018 Minutes](#)
- 6. Action Items**
 - 6.1 MPAC 2nd Vice Chair Appointment (5:15 PM) [COM 18-014](#)
Attachments: [Memo: MPAC 2nd Vice Chair](#)
- 7. Information/Discussion Items**

- 7.1 City Proposals for UGB Expansions (Hillsboro/King City)
(5:30 PM)

[COM](#)
[18-0141](#)

Presenter(s): Ted Reid, Metro
Colin Cooper, City of Hillsboro
Laura Weigel, City of Hillsboro
Michael Weston, City of King City

Attachments: [MPAC Worksheet](#)
[2018 UGM Decision Administrative Guidance](#)
[Hillsboro UGB Expansion Proposal](#)
[King City UGB Expansion Proposal](#)
[UGM Decision Engagement and Timeline](#)

8. Adjourn (7:00 PM)

Upcoming MPAC Meetings:

- *June 27, 2018*
- *July 11, 2018*
- *July 25, 2018*

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweyne, wac 503-797-1700 (8 galka hore illaa 5 galka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroにご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnuv ua hauj lwm ua ntej ntawm lub rooj sib tham.



2018 MPAC Work Program

as of 5/24/2018

Items in italics are tentative

<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions (Hillsboro/King City) – Information/Discussion (Representatives from 2-3 Cities; 90 min) 	<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions (Wilsonville/Beaverton) – Information/Discussion (Representatives from 2-3 Cities; 90 min) • Report on RTP Performance (Round Two) – Information/Discussion (Ellis; 20 min)
<p><u>Wednesday, July 11, 2018</u></p> <ul style="list-style-type: none"> • Overview of Draft 2018 Urban Growth Report – Information/Discussion (Ted Reid, Metro; 45 min) • Tonnage Allocations (Molly Vogt, Metro; 45 min) 	<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Metro Parks and Nature Capital Investments and Land Acquisition Program (Jon Blasher, Metro; 45 min) • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 60 min)
<p><u>Wednesday, August 8, 2018</u> – cancelled</p>	<p><u>Wednesday, August 22, 2018</u> – cancelled</p>
<p><u>Wednesday, September 12, 2018</u></p> <ul style="list-style-type: none"> • Metro Chief Operating Officer Recommendation on 2018 Urban Growth Management Decision – Information/Discussion (Martha Bennett, Metro; 60 min) • MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) 	<p><u>Wednesday, September 26, 2018</u></p> <ul style="list-style-type: none"> • Introduce and Discuss MTAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 90 min) • Hold for MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) <p><i>September 27-29: League of Oregon Cities Annual Conference, Eugene, OR</i></p>

<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • Southwest Corridor Equitable Development Strategy (Brian Harper; 30 min) • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min) 	<p><u>Wednesday, October 24, 2018</u></p>
<p><u>Wednesday, November 14, 2018</u></p> <p><u>November 13-15</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><u>Wednesday, November 28, 2018</u></p>
<p><u>Wednesday, December 12, 2018</u></p> <ul style="list-style-type: none"> • MPAC Year in Review (TBD; 10 min) 	<p><u>Wednesday, December 26, 2018</u> - cancelled</p>



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

April 25, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Emerald Bogue
Steve Callaway
Sam Chase
Denny Doyle (*Chair*)
Amanda Fritz
Mark Gamba
Linda Glover
Ed Gronke
Jeff Gudman
Kathryn Harrington
Gordon Hovies
Nathan Phelan
Craig Prosser
Martha Schrader
Don Trotter
Mark Watson

AFFILIATION

Port of Portland
City of Hillsboro,
Metro Council
City of Beaverton, Second Largest City in Washington County
City of Portland
City of Milwaukie, Other Cities in Clackamas County
City of Vancouver
Citizen of Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
Tualatin Fire and Rescue, Special Districts in Washington County
Peninsula Drainage District #1, Special Districts in Multnomah County
TriMet
Clackamas County
Clackamas County Fire District #1, Special Districts in Clackamas County
Hillsboro School District Board of Directors, Governing Body of a School District

ALTERNATES PRESENT

Gretchen Buehner
John Griffiths

Jennifer Donnelly

AFFILIATION

City of King City, Other Cities in Washington County
Tualatin Hills Park & Recreation District, Special Districts in Washington County

Oregon Department of Land Conservation and Development

MEMBERS EXCUSED

Jerry Hinton
Pete Truax

AFFILIATION

City of Gresham, Second Largest City in Multnomah County
Forest Grove, Other Cities in Washington County

OTHERS PRESENT: Bob Stacey, Lindsay Schaffer, Mike Williams, Katherine Kelly, Schuyler Warren, Alisa Pyszka, Patricia Raicht, Roger van Overbeek, Paul Meade, Kerrie Bartel Christensen

STAFF: Nellie Papsdorf, Miranda Mishan, Megan Gibb, Alison Kean, Ramona Perrault, Lake McTighe, Tim Collins, Ted Reid, Kim Ellis

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Doyle called the meeting to order at 5:01PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Kathryn Harrington provided an update on the Clackamas County Housing Tour that had occurred the previous day. She shared that it was interesting to see how Metro could serve Clackamas County and the region as a whole. Councilor Harrington reminded MPAC that the region had needs that went beyond building new units.

Councilor Harrington announced the arrival of a new elephant at the zoo.

4. MPAC MEMBER COMMUNICATION

There were none.

5. CONSENT AGENDA

5.1 Consideration of April 11, 2018 Minutes.

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

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 2018 Urban Growth Management Decision: trends in How Businesses Use Space and Select Locations

Chair Doyle explained that the presentation was to continue MPAC's discussion of topics related to urban growth management and they would be hearing about employment trends. He shared that MPAC was joined by several private sector representatives that would provide them with their perspective on how businesses chose locations and used space, and how these trends were changing.

Chair Doyle conveyed that these trends had implications for how the region would manage future employment growth. He introduced the panel moderator, Ms. Alisa Pyszka, Principal at Leland Consulting.

Key elements of the presentation included:

Ms. Pyszka introduced the panelists, Ms. Patricia Raicht, Mr. Roger van Overbeek, Mr. Paul Meade, and Ms. Kerrie Bartel Christensen. Ms. Raicht gave a presentation about national employment trends. She shared that employment had been expanding for 100+ months.

Ms. Raicht recounted that knowledge intensive and skilled jobs were growing the most, and highlighted the specifics of employment trends in the metro region, noting that they were matching national trends. She emphasized that the economy had grown and job growth had increased. Ms. Raicht noted that Portland was ranking high in job growth rates.

Ms. Raicht conveyed where job growth was coming from, and discussed changes in the ways that firms and workers were using office space. She explained that technology was critical in terms of infrastructure and shifting work models. Ms. Raicht discussed the five basic workplace models and how they reflected shifting trends. She noted that collaboration and community was increasing, and driving the urbanization of the work environment.

Ms. Raicht remarked that companies were struggling with hiring and retaining talent and that the work environment contributed a lot to whether or not companies retained talent. She highlighted the impact of e-commerce on the industrial market and the pros and cons. Ms. Raicht discussed some of the challenges presented by e-commerce and logistics in cities.

Ms. Raicht shared considerations for firms relocating, and expressed the impact of co-working on firms. She recounted the pros and cons of the gig economy on the job market.

Ms. Pyszka asked the panelists to share the trends that they had seen in their respective industries.

Ms. Bartel Christensen discussed healthcare and the excess capacity for inpatient and limited physical space on outpatient services. She shared that the focus would be on outpatient services, and meeting the community where they were and based on their needs. Ms. Bartel Christensen explained that outpatient care was lacking and healthcare was going to shift to a more consumer driven model, and there was a shifting demand into high population density.

Ms. Pyszka asked if this meant more retail service locations and hours. Ms. Bartel Christensen confirmed.

Mr. Meade remarked that he had seen increased driving and moving employment away from the city due to the lack of available land. He noted that ideally they would be closer to their customers to minimize their operating area.

Mr. van Overbeek shared that the presentation reflected a lot of the statistics at Autodesk, and that they were targeting a smaller work environment. He expressed that talent was a significant asset for them, and that Portland represented a significant technology center of excellence. Mr. van Overbeek the importance of workplaces in an urban environment and how he had seen these trends reflected at Autodesk.

Ms. Pyszka asked about the balance of work life and family life. Mr. Meade shared that many of their employees were different than those at Autodesk, and most were paid under \$62,000 and most could not afford to live downtown. He added that they were bringing people in, and that many used public transit but many could not because of the warehouse location.

Ms. Pyszka asked the panelists if the gig economy was impacting their firms. Mr. Meade explained that their office needs were going down but the majority of their jobs were unaffected.

Mr. van Overbeek shared that there was a time when they tried to solve their occupancy issues with remote working and that there were many downsides. He expressed that remote working was offered on an individual case basis, and that their younger workforce was accustomed to working in teams as well as remotely.

Ms. Bartel Christensen noted that a large part of the medical workforce was still in the office.

Ms. Pyszka asked about the best thing for their industries and the biggest challenges with regard in the Portland region.

Mr. van Overbeek emphasized that talent was the best thing for the technology industry. He explained that there was a skilled and well educated workforce available. Mr. van Overbeek noted that it was beneficial to have different work teams working on different products sitting together. He explained that the biggest challenges were the rising costs of labor, housing and real estate.

Ms. Bartel Christensen highlighted that transportation was a significant issue, and more public transportation was needed. She noted that the cost of housing was a challenge, and shared how she saw caregivers experiencing these impacts.

Mr. Meade conveyed that many of the challenges Roger discussed were a benefit in his industry. He explained that as costs rose their business increased. Mr. Meade shared that congestion and increasing traffic was a challenge.

Member discussion included:

- Mayor Gamba shared that he was nervous about the ability of grocery stores to expand because of the Amazon/Whole Foods grocery collaboration. Ms. Raicht shared that many grocery stores were adapting, and that suburban kinds of communities were very much still anchored in grocery stores. Mayor Gamba raised concerns about the lack of developers developing warehouses in Milwaukie. Ms. Raicht shared that there was move towards maker space, and it was important to consider industrial spaces as versatile and compatible with many types of spaces.
- Commissioner Amanda Fritz asked how firms took care of people's physical needs when they shared close spaces. Ms. Bartel Christensen explained that there were high quality products available that could adapt to people. Mr. van Overbeek explained some of the customization that was available.
- Commissioner Fritz asked how smaller open work spaces worked for people with disabilities. Mr. van Overbeek noted that accessibility was lacking and in need of improvement.
- Councilor Gudman asked what would happen if people were less attracted to move to Portland, since the current education system was not producing workers. Ms. Raicht explained that in the last recovery people moved to Portland without jobs just because they wanted to be in Portland. She added that if we did not have enough educated workers there was a need to import them and if they couldn't then there was a need to stop growing jobs.
- Mr. van Overbeek explained that there was a net inflow and from a gridlock perspective they were taking steps to incentivize public transit such as offering commute vouchers.
- Councilor Harrington asked Ms. Raicht if she could identify susceptibility to recessions. Ms. Raicht shared that there was a diversity index related to the diversity of the economy and that Portland ranked very well.
- Mayor Steve Callaway asked if there were advantages to moving outside of the UGB. Mr. Meade explained that it would have an adverse effect on his employees and they would have to replace about 50%. He noted that advantages of being located downtown.
- Mayor Callaway explained that he often heard about quick turnaround from groundbreaking to opening, but noted that this was not mentioned in the presentation. He asked if this was critical. Ms. Raicht shared that certainty around finding the site, having it be developable and knowing the time frame was of high importance.
- Councilor Buehner asked if importing workers from Appalachia was a viable option. She expressed concern regarding the open workspaces and the lack of privacy. Mr. Meade noted that they were open to any great ideas. Ms. Raicht expressed that it was a national issue that jobs did not line up with where people were located. She explained that open workspaces were not for everyone and that certain firms were shrinking in different ways.

- Ms. Emerald Bogue shared that the Port of Portland had an open office that worked very well. She explained that it was a significant adjustment but that they enjoyed the collaborative spaces and wellness rooms.

6.2 2018 RTP: Draft Regional Transportation Safety Strategy

Chair Doyle explained that last year MPAC provided policy direction for the Regional Transportation Safety Strategy and supported moving forward with a Vision Zero framework and target, identifying safety projects in the 2018 RTP as a way to measure how safety was being addressed, and using regional High Injury Corridors as a tool to inform prioritizing investments in the 2018 RTP.

Chair Doyle shared that staff was presenting on the Draft Safety Strategy to seek any additional input from MPAC as the strategy is finalized to be release for public comment on June 29th. He introduced Ms. Lake McTighe, Metro staff.

Key elements of the presentation included:

Ms. McTighe provided context for the safety strategy and shared that it was a draft, and that they were working on an update for public comment. She shared that the draft safety strategy was a topical plan for the 2018 RTP that set regional safety policies.

Ms. McTighe discussed goals of the RTSS. She shared that this was the first time they were applying a public equity lens, and that they were meeting federal performance measure requirements. Ms. McTighe highlighted their top three findings that were informing the safety strategy, including that traffic deaths impact people of color, low income people and seniors more. She added that pedestrian deaths are high, and arterial roadways have significant fatality rates.

Ms. McTighe shared that deaths in Clackamas County were going down, based on their safety plan. She explained that high injury corridors are more frequently in marginalized communities based on race and income, and that older drivers were twice as likely to die in a traffic accident.

Ms. McTighe recounted that design has a big impact but the mix of modes on roadways increases some safety risks when there is a lack of separation. She emphasized the large number of crashes on arterial roadways and some of the specific causes.

Ms. McTighe spoke to the approach that the draft regional safety strategy was taking, and highlighted the safe system approach guiding principles. She noted that no traffic deaths were acceptable, and that they were preventable. Ms. McTighe shared that they accepted that people make mistakes but that a policy should be

designed so that when a crash happens it would not be fatal. She emphasized that saving lives was not expensive, and it required a proactive system approach.

Ms. McTighe explained that to achieve safe travel for all there was a need for a multipronged approach. She discussed the elements of the approach, and how they were reflected in the policies. Ms. McTighe noted that there was a need for different strategies throughout the region, and she explained their main policy goals.

Ms. McTighe explained the six different strategies, and shared that coordination, ongoing attention and collaboration was key. She explained the sets of actions within the strategy, and highlighted how it would be implemented over the next five years. She added that per policy direction, they would like to increase safety.

Ms. McTighe recounted that they were focused on measuring progress, and aimed for zero traffic deaths by 2025. She noted that pedestrian and bike fatalities were still on the rise and that they were working on addressing this issue.

Ms. McTighe discussed next steps, and thanked the technical work group for their input and effort.

Member discussion included:

- Mr. Gonke asked if ODOT had been involved in conversations around safety, noting concerns about McLoughlin Corridor in Clackamas County. Ms. McTighe shared that they were involved in the development of the strategy, and that and that Clackamas County had included McLoughlin in the RTP and identified safety as a primary objective. Ms. Kim Ellis added that many corridors in the region had been named orphan highways and that was something that they were working on developing a strategy to address. She noted that ODOT had not identified a specific orphan highway project.
- Mayor Gamba asked how many high injury corridors were being addressed in the RTP. Ms. McTighe shared that segments of the throughways had high injury crash areas which were in the RTP, and that almost all high injury corridors were in the RTP. She added that most were owned by local jurisdictions.
- Mr. John Griffiths asked if autonomous vehicles would have an impact on death rates. Ms. McTighe explained that there was potential for autonomous vehicles to have a positive impact on death rates.
- Mr. Craig Prosser suggested that in order to improve the ability to address the issue of road ownership and help the public understand, it could be helpful to include identification of which jurisdiction had primary ownership of each roadway.

- Councilor Harrington recounted that ODOT had funds allocated specifically for safety projects, so while that hadn't identified these projects yet, they did have funding for this RTP.

6.3 2018 RTP: Draft Regional Freight Strategy

Chair Doyle reminded MPAC that in May 2017 staff provided MPAC with an early update for the Regional Freight Strategy. He introduced Mr. Tim Collins, Metro staff to provide an update on the Draft Regional Freight Strategy and seek any input from MPAC as the strategy was finalized to be released for public comment on June 29.

Key elements of the presentation included:

Mr. Collins explained that his presentation would be amended due to time constraints. He shared that they were updating the Regional Freight Strategy, for the first time in a long time. Mr. Collins explained the five goals that the freight strategy was hoping to accomplish, and explained that it was important to have clear compiled research.

Mr. Collins expressed that he wanted to focus on the freight concept and freight network map. He recounted the regional freight vision and the seven freight policies. Mr. Collins spoke to the freight concept and shared that it defined a vision and supporting policies to guide investments and the concept that had been updated to include intermodal connectors.

Mr. Collins highlighted the freight network map. He conveyed the goals of the updated freight action plan, and how they were tied to individual freight policies. Mr. Collins explained the next steps of the strategy, including the incorporation of committee feedback and public comment in June.

Member discussion included:

- Commissioner Martha Schrader asked if Clackamas County's RTP freight projects were going to be included in the strategy. Mr. Collins confirmed that they would, but the map was cut off in the presentation. He added that they would make sure that this is reflected in the strategy.
- Mayor Doyle asked how much of the strategy had been discussed with those in the freight industry. Mr. Collins explained that they had work groups and had been getting feedback from people in the freight community.
- Mayor Callaway asked about the status Washington County freight areas including the 217 and 276. Mr. Collins expressed that they had discussed with Washington County and had looked at travel plans. He shared that they had looked at that area, and much of it was out of their jurisdiction so it was difficult to address.

7. ADJOURN

MPAC Chair Doyle adjourned the meeting at 7:03 PM.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 25, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Presentation	4/25/18	Employment Trends PowerPoint	042518m-01
6.2	Presentation	4/25/18	RTP Safety Strategy PowerPoint	042518m-02
6.3	Presentation	4/25/18	RTP Freight Strategy PowerPoint	042518m-03



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

May 9, 2018

Metro Regional Center, Council Chamber

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Betty Dominguez	Metro Council
Mark Gamba	City of Milwaukie, Other Cities in Clackamas County
Linda Glover	City of Vancouver
Ed Gronke	Citizen of Clackamas County
Jeff Gudman	City of Lake Oswego, Largest City in Clackamas County
Kathryn Harrington	Metro Council
Jerry Hinton	City of Gresham, Second Largest City in Multnomah County
Gordon Hovies	Tualatin Fire and Rescue, Special Districts in Washington County
Martha Schrader	Clackamas County
Don Trotter	Clackamas County Fire District #1, Special Districts in Clackamas County
<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Jennifer Donnelly	Oregon Department of Land Conservation and Development
John Griffiths	Tualatin Hills Park & Recreation District, Special Districts in Washington County
Carrie MacLaren	Oregon Department of Land Conservation and Development
<u>MEMBERS EXCUSED</u>	<u>AFFILIATION</u>
Denny Doyle (<i>Chair</i>)	City of Beaverton, Second Largest City in Washington County
Amanda Fritz	City of Portland
Pete Truax	City of Forest Grove, Other Cities in Washington County
Andy Duyck	Washington County

OTHERS PRESENT: Adam Barber, Katherine Kelly, Jennifer Hughes, Schuyler Warren

STAFF: Nellie Papsdorf, Miranda Mishan, Roger Alfred, Sara Seid, Matt Korot, Kim Ellis, Jes Larson, Jamie Snook, Ernest Hayes, Tom Kloster, Elissa Gertler, Eliot Rose

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Pro-tem Mark Gamba called the meeting to order at 5:09 PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Betty Dominguez discussed the latest Regional Snapshot which showed how houselessness was affecting people in the region. She highlighted children's homelessness as a significant point of concern for school districts.

Councilor Dominguez shared that the regional housing bond framework was out for public comment, and discussed next steps for the housing bond. She reminded MPAC about the elected officials survey.

Councilor Dominguez announced the opening of the "Catio" at the Oregon Zoo, a partnership between the Pixie Project, Banfield Pet Hospital and the zoo. She shared that the Catio was designed to provide a space for cats to be socialized before being placed in a home for adoption.

4. MPAC MEMBER COMMUNICATION

Ms. Carrie MacLaren explained that in the short session, the Oregon Department Land Conservation and Development received money to do housing technical analyses and code audits. She noted that this would not cover all needs in Oregon, and discussed their prioritization of requests. Ms. MacLaren provided a high level overview of the application process and explained that the application would be available on Friday, May 11th.

Chair Pro-tem Gamba asked if a city had recently done an analysis would they still be eligible for a code analysis. Ms. MacLaren explained that each city was available for one kind of analysis, and it as a selection process and that they were only able to offer four kinds of products because of timing. She noted that if a city had recently completed a housing needs analysis then they were in a good position to have more work done.

Councilor Dominguez asked if cities were eligible to collaborate with one another. Ms. MacLaren explained that Washington County and Clackamas County were specifically eligible in a different way. She shared htat they would entertain applications from cities that wished to work together, but that it was not a requirement.

Councilor Jeff Gudman provided an update on Region 1 ACT, and explained that ODOT came to the ACT to provide an update on the work that they would be doing this summer. He shared that I-5 would be particularly slowed down.

5. CONSENT AGENDA

No quorum.

6. INFORMATION/DISCUSSION ITEMS

6.1 Regional Business Food Scraps Policy Update

Chair Pro-tem Gamba explained that this item was information and intended as a follow-up to engagements with MPAC in April and October of 2016, and August 2017 related to a Regional Business Food Scraps Policy that the Metro Council would consider in July 2018. He introduced Ms. Pam Peck, Metro staff.

Key elements of the presentation included:

Ms. Peck explained that purpose of the presentation, and shared that Metro Council would be considering the policy for adoption in July 2018. She recounted that the purpose of the policy was to accelerate the recovery of food scraps collection from businesses.

Ms. Peck shared that food was the largest part of the region's waste and that it was a priority for recovery within the solid waste recovery plan. She explained that they wanted to look at options for food scraps, and that base on council direction they'd developed policies to meet objectives.

Ms. Peck discussed the development of the food scraps policy and the jurisdictions involved. She shared that they had worked together to figure out the best way to collect the most food waste. Ms. Peck highlighted the key policy elements, and explained the rollout of the policy and the three phases over which it would take place. She recalled the revisions based on comments and feedback from the council. Ms. Peck noted that local government adoption fo the policy would be July 2018, and implementation would start in 2020, and all businesses would have to comply by 2023. She added that the implementation of the policy on schools was in the last phase, per feedback received.

Ms. Peck announced that Metro would also consider a food scraps ban in 2024 based on the performance of the policy, based on an evaluation process that would be brought forward. She eexplained that the administrative rules had changed to add the distance waiver. Ms. Peck recounted that the original idea was to mmitigate costs for jurisdictions who were far away from Metro transfer stations. She noted that the Metro Council had asked staff to ensure that this waiver would advance the goals of the policy.

Ms. Peck explained that Metro would reimburse jurisdictions to offset the costs of travel to transfer stations and that these funds would have to go back to jurisdictions' food scraps collection program. She shared that this would allow for consistent programming.

Ms. Peck announced the opportunities for public comment, and the next steps for the food scraps policy.

Member discussion included:

- Mr. Ed Gronke asked where reimbursement funds would come from. Ms. Peck explained that it would be funded by the regional system fee, and their goal was to create a resilient regional system. Mr. Gronke asked if there were adequate facilities to compost foods craps. Ms. Peck shared that they had capacity now and were in the process of bringing in additional capacity.
- Commissioner Martha Schrader asked if it was full or partial reimbursement. Ms. Peck conveyed that it was partial cost recovery and that they were looking at the extra time required to drive to a Metro transfer station, and adding costs inflators to account for congestion.
- Commisisoner Schrader asked if this applied to restaurants. Ms. Peck shared that it was based on the amount of food waste a business generated, and that phase 1 would include grocery stores and full service restaurants, then they would be incorporating smaller businesses. Commissioner Schrader asked if unincorporated areas would be affected, Ms. Peck clarified that they would not be.
- Commissioner Schrader asked if this would cause any market problems. Ms. Peck expressed that it was hard to make a general statement or projection about the market.
- Mr. John Griffiths asked about the conversion to energy process. Ms. Peck shared that the proposal was to convert energy into renewable natural gas.
- Mr. Gronke asked where the scraps were currently being processed. Ms. Peck shared htat they were processed at JC Biomethane in Junction City and Pacific Regional Compost outside of Corvallis. She explained that they had launched an initiative called “Food Waste Stops with me” and asked restaurants to do webinars and other publicity to show how they’d been reducing food waste.
- Councilor Gudman asked a question on behalf of MPAC member Mr. Craig Prosser. He asked about the impact of food recycling on sewer treatment plants. Ms. Peck acknowledged that she hoped that more sewage treatment plants would be interested but that she couldn’t necessarily speak to that.

6.2 2018 RTP: Draft Regional Transit Strategy

Chair Pro-tem Gamba explained that the Regional Transit Strategy was the transit modal component of the 2018 Regional Transportation Plan. He shared that the strategy provided a coordinated vision and strategy for transit in the region, building off of the Climate Smart Strategy.

Chair Pro-tem Gamba introduced Ms. Jamie Snook, Metro staff, to present the draft transit policies and transit network map.

Key elements of the presentation included:

Ms. Snook explained what the transit strategy was and why it was happening now. She highlighted the objectives of the transit strategy and what had been added since it was last presented to MPAC. Ms. Snook shared their vision to make transit more convenient, accessible and affordable for everyone. She explained the four new transit policies and the policies that had been modified and what the modifications were.

Ms. Snook discussed the enhanced transit concept and the aim to make improvements to enhanced transit in reliability, speed and capacity. She shared the updates of the high capacity transit plan and what had been added and revised. Ms. Snook showed MPAC what the new map would look like and compared it to the current transit map. She noted the variety throughout the system.

Ms. Snook shared next steps for the transit strategy, including working on the enhanced transit concept pilot program and updates to the RTP project list. She explained the project schedule for enhanced transit concepts, and asked MPAC for feedback on the transit strategy.

Member discussion included:

- Councilor Gudman suggested adding information about the impacts of a potential congestion pricing policy on the transit strategy.
- Mr. Gronke suggested that the policy was aspirational rather than realistic. He raised concerns that many assumptions made in the policy were based on high density in areas that already did not have transit. Mr. Gronke asked if the transit system would increase first and then densification would follow. Ms. Snook explained that they wanted to ensure there was transit service available across the region, and emphasized that they were looking at how areas grow and whether or not they could be served by a transit line. She noted that they needed to be more creative, and there were some ideas about first and last mile connections and connecting less dense areas to create more of a network.
- Mr. Gronke asked about the balance between alternative transportation modes and mass transit and how the transit strategy aimed to strike that balance. Ms. Snook shared that there was ongoing thinking about this issue and Mr. Eliot Rose would address that in the technology strategy. She added that if they could make transit more accessible and affordable then it would become a competitive option.
- Ms. Elissa Gertler reminded MPAC that they were planning for twenty years ahead, and the RTP was a shared aspirational vision.

- Councilor Dominguez highlighted the value of transit fare reduction, and emphasized the need for a multiple pronged approach to broadening the transit network.
- Chair Pro-tem Gamba asked if the plan considered undergrounding the MAX system through downtown Portland and an electric bus fleet. Ms. Snook recounted that this was being considered and they were looking to embrace and explore some of the technology options where it would be appropriate. Chair Pro-tem Gamba asked if the MAX line system going to Oregon City and Wilsonville was being considered in the strategy. Ms. Snook confirmed and shared that there were good service options in that area.
- Councilor Dominguez asked where the Southwest Corridor would terminate. Ms. Snook noted that it would terminate at Bridgeport, but was still in the planning phase.
- Ms. Gertler reminded MPAC that they were seeing these plans because they would vote on the RTP recommendation to the Metro Council soon.

6.3 2018 RTP: Emerging Technology Strategy Discussion Draft

Chair Pro-tem Gamba shared that Metro had been developing a strategy to help the region prepare for new technologies in transportation. He introduced Mr. Eliot Rose who would be sharing the full discussion draft of the technology strategy for information and discussion.

Key elements of the presentation included:

Mr. Rose defined emerging technologies and highlighted some different types of technologies that were emerging. He explained why there was a need to engage with these technologies and how this strategy did so. Mr. Rose reminded MPAC that their goal was not to deploy technology but guide new technologies to create a more equitable and livable region.

Mr. Rose shared how the technology strategy would be a part of the RTP as an appendix to the RTP, and integrated throughout the RTP strategies and policies. He shared what was new and what had been discussed. Mr. Rose recounted the time frame of looking at new technologies, and discussed division, policies, and implementation actions and next steps for implementation.

Mr. Rose explained the policy vision behind the RTS and the four core policies, including equity, choices, information and innovation. He defined each of the four core policies and how they were in line with the RTP goals. Mr. Rose highlighted the changes made to this version of the policy, and emphasized the focus on transit. He conveyed that transit with more frequent service would be competitive against Uber and Lyft.

Mr. Rose discussed how short term actions would add to longer term success. He explained the evaluation of technologies being considered by local partners and how each would impact regional goals. Mr. Rose recounted the two year next steps for Metro on emerging technologies, and reminded MPAC that there was a need to advocate for state and federal policies that supported their goals.

Mr. Rose highlighted next steps through 2018 and the adoption of the draft RTP.

Member discussion included:

- Mr. Gronke asked how they planned to implement equity. Mr. Rose explained that there were a variety of options, including the City of Portland 50c fee levied on Uber and Lyft trips to make them more affordable. He suggested concierge services or subsidies, and noted that people with Oregon Trail cards were eligible for reduced fees on Bike Town. Mr. Rose conveyed that there was a lot to be done from a policy and program perspective, and remarked that while there were concerns because many technologies were operated by private entities, public servants needed to work to address equity.
- Councilor Dominguez raised concerns about the kinds of jobs that Uber and Lyft provided. She shared that some drivers were advocating for unionizing, and that the City of Portland seemed receptive.
- Mayor Gamba asked who was on the Autonomous Vehicle Taskforce. Mr. Rose noted that he would send a link to the taskforce website. Ms. MacLaren shared that she was on the taskforce and available to relay input.
- Councilor Harrington expressed her thanks to Mr. Rose for putting together an accessible and clear presentation.
- Councilor Gudman asked if the money associated with implementation was anticipated to be included in the 2020 transportation bond. Ms. Gertler shared that it was difficult to say, and that the idea was to use the RTP as a potential starting point for goals that the region agreed on.
- Mr. Rose explained that they did not have a strong project focus in the strategy, and the reason they were starting with the policy side was because the private sector was pushing much of the technology. He added that there was a need to understand the role of Metro in these partnerships before adding money. Councilor Gudman clarified that there was a dollar impact, but it hadn't been refined yet.
- Ms. Gertler conveyed that Metro was not searching for a role as an implementer, but rather setting a policy framework. Councilor Gudman emphasized the need for the dollar impact on the public to be made clear. Mr. Rose noted that this was helpful feedback.
- Councilor Dominguez emphasized the importance of remaining open minded and flexible about technology.

7. ADJOURN

MPAC Chair Pro-tem Gamba adjourned the meeting at 6:30 PM.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 9, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Handout	2/2018	Food Scraps Separation Proposal Q&A: Businesses	050918m-01
6.2	Presentation	5/9/18	RTP Transit Strategy PowerPoint	050918m-02
6.3	Presentation	5/9/18	Emerging Technology Strategy PowerPoint	050918m-03



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

May 23, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Betty Dominguez
Denny Doyle (*Chair*)
Amanda Fritz
Mark Gamba
Ed Gronke
Jeff Gudman
Kathryn Harrington
Jerry Hinton
Gordon Hovies
Martha Schrader
Don Trotter
Mark Watson

AFFILIATION

Metro Council
City of Beaverton, Second Largest City in Washington County
City of Portland
City of Milwaukie, Other Cities in Clackamas County
Citizen of Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
City of Gresham, Second Largest City in Multnomah County
Tualatin Fire and Rescue, Special Districts in Washington County
Clackamas County
Clackamas County Fire District #1, Special Districts in Clackamas County
Hillsboro School District Board of Directors, Governing Body of a School District

ALTERNATES PRESENT

Jennifer Donnelly
John Griffiths

Anthony Martin
Linda Simmons

AFFILIATION

Oregon Department of Land Conservation and Development
Tualatin Hills Park & Recreation District, Special Districts in Washington County

City of Hillsboro, Largest City in Washington County
TriMet

MEMBERS EXCUSED

Denny Doyle (*Chair*)
Amanda Fritz
Pete Truax
Andy Duyck

AFFILIATION

City of Beaverton, Second Largest City in Washington County
City of Portland
City of Forest Grove, Other Cities in Washington County
Washington County

OTHERS PRESENT: Adam Barber, Rebecca Reynolds, Cary Watters, JoAnn Herrigel, Sheila Fink, Elizabeth Decker

STAFF: Nellie Papsdorf, Elissa Gertler, Miranda Mishan, Ramona Perrault, Martha Bennett, Karynn Fisher, Megan Gibb, Emily Lieb, Alison Kean, Kim Ellis, Andy Shaw, Jes Larson, Frankie Lewington

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Pro-tem Mark Gamba called the meeting to order at 5:06 PM.

2. PUBLIC COMMUNICATIONS

Nathan Teske, Bienestar – Mr. Tesker voiced support for the proposed Metro housing bond. He shared that Washington County had a significant shortage of affordable units, and that there was a need for stable housing for working families.

Kaia Sand, Street Roots – Ms. Sand conveyed support for the proposed housing bond, and noted that the private market would not provide housing for those in need. She spoke to the impact of the proposed housing bond on the homeless population, and the need for the bond to pass.

Rachael Duke, Community Partners for Affordable Housing – Ms. Duke shared her excitement for the proposed hosing bond and explained that they were looking forward to getting it passed.

Rebecca Reynolds, Native American Youth and Family Center – Ms. Reynolds shared a personal story about her upbringing and experiences with homelessness. She emphasized the importance of the proposed housing bond and it's potential impacts on the homeless populations.

Kari Lyons, Welcome Home Coalition – Ms. Lyons conveyed support for a \$652 million housing bond measure. She shared that Oregon had the second highest rate of unsheltered children in the country, and emphasized the need for a successful housing bond.

JoAnn Herrigal, Elders in Action – Ms. Herrigal advocated for the housing bond and noted that it would support the livelihood of elderly populations in the region.

Cary Watters, NAYA and Sheila Fink, Community Housing Fund – Ms. Waters and Ms. Fink expressed support for the proposed housing bond and asked MPAC to support the bond.

3. COUNCIL UPDATE

Councilor Betty Dominguez shared that Metro had hired a new Deputy Chief Operating Officer who would be starting in mid-June. She provided an update on Community Placemaking Grants and highlighted the agencies that had received grants and the kinds of projects they were undertaking with the funds. Councilor Dominguez encouraged MPAC to engage with the projects.

4. MPAC MEMBER COMMUNICATION

Councilor Jeff Gudman expressed concern about the lack of quorum at the recent MPAC meetings, and encouraged members to engage with other members and their alternates to ensure attendance in the future.

5. CONSENT AGENDA

No quorum.

6. ACTION ITEMS

6.1 MPAC 2nd Vice Chair Nomination

No quorum.

7. INFORMATION/DISCUSSION ITEMS

7.1 Build Small Coalition ADU Code Audit Update

Chair Doyle explained that this item was informational and meant to provide a brief update on some of the Build Small Coalition's work to date. He introduced Mr. Frankie Lewington, Metro Communications staff and Elizabeth Decker, JET Planning Staff.

Key elements of the presentation included:

Mr. Lewington provided context for the coalition and explained the group's charge. He gave a high level overview of the previous Build Small Coalition presentations at MPAC.

Mr. Lewington explained how Metro's ADU code audit project fit into Metro's housing initiatives, and how catalyzing ADU development went beyond the City of Portland, and he shared that Metro required ADU's to be permitted. He explained that interest in smaller homes and ADU's had fell.

Mr. Lewington explained that the purpose of the audit was to understand the existing scope around ADU production around the region. he conveyed the goals of the audits, and reviewed some of the issues around SDC's, and CC and R's. Ms. Decker described the project methodology and the four main steps of the audit. She showed how the methodology fit into the goals of the audit.

Ms. Decker shared the ADU code audit timeline. She discussed code requirements, local code adoptions, state deadlines for ADU compliance. Ms. Decker recounted ADU production trends throughout the region, and explained that ADU's were being built around the area but that the Portland area dominated ADU production.

Ms. Decker discussed the findings of the audit, and shared that there was a lot of diversity in how regulations were written and implemented. she highlighted these similarities and differences, and noted that parking was a significant issue for homeowners.

Ms. Decker conveyed that owner occupancy requirements were a significant issue, and that some developers were interested in building ADU's only to develop more rental housing. She discussed design standards, and shared that they were under scrutiny.

Ms. Decker emphasized that SDC's were the most significant ADU setback, and that there was a complex methodology involved in developing SDC's, and they were rarely calibrated specifically for ADU's. She added that any additional costs or fees were a burden to ADU development.

Ms. Decker shared audit action next steps, and conveyed that they were looking to support Metro jurisdictions as they looked at their regulations. She shared that the coalition would offer technical assistance to jurisdictions, finalize and distribute the audit, and review updated regulations as they were released.

Member discussion included:

- Mayor Gamba asked if they had created a list of suggestions for jurisdictions and a summary of what cities were doing regarding ADU's. Ms. Decker conveyed that this information as in the matrix, distributed at the meeting, and that they summarized their recommendations and met with jurisdictions to discuss.
- Councilor Gudman asked if the summary would be sent ot a broader audience. Ms. Decker explained that they would be sending it to jurisdictional planning staff but could add others.
- Councilor Harrington suggested sending the electronic version of the audit to elected officials and policy makers. Ms. Decker shared that the report would come out in June, and it would include policy making as well as code writing instructions.
- Councilor Anthony Martin asked if Ms. Decker could speak about CC and R's. Ms. Decker raised concerns that many homes were regulated by CC and R's and they were outside of city or state regulations and that they were hoping to find an explanation, but found different regulations for reach city. She explained that CC and R's were a barrier to building an ADU, and they were thinking about creating a toolkit to help cities address CC and R's.

7.2 Regional Investment Strategy Update

Chair Doyle reminded MPAC that affordable housing was one of the most pressing challenges facing the Portland metro region, particularly those in the region with

limited incomes. He conveyed that Metro had conveyed stakeholder and advisory tables, funded community partner engagement, conducted detailed analysis of capacity and need, and listened to input from jurisdictional partners, housing providers and other key stakeholders including MPAC.

Chair Doyle recounted that in January, MPAC unanimously endorsed a letter supporting legislation to refer an Oregon constitutional amendment to give voter approved general obligation bonds for more flexibility for affordable housing and in February, MPAC offered feedback on the housing framework.

Chair Doyle explained that in early June, the Metro Chief Operating Office would recommend to the Metro Council what should be included in a regional affordable housing measure that creates homes for people who need them, reflects community values and ensures technical feasibility and accountability. He shared that Metro staff would update MPAC on their work since they were at MPAC in April and share a refined housing measure framework in an effort to answer questions and receive feedback from MPAC prior to a recommendation to council.

Chair Doyle introduced Ms. Jes Larson and Mr. Andy Shaw, from Metro's Government Affairs and Policy Development Department.

Key elements of the presentation included:

Mr. Shaw provided the regional context for the proposed housing bond and discussed rent increases, and emphasized the need for housing and the lack of supply currently available. He discussed what had been added to the framework since the last presentation at MPAC, and recounted the jurisdictional outreach that had been done.

Mr. Shaw shared the results of the opt-in survey, and explained the community partner engagement that had been done and the kinds of feedback that had been received during public comment.

Ms. Larson recounted the elements of the framework, and discussed the details and the guiding principles of the framework. She highlighted racial equity as a priority for the proposed housing bond, and noted that racial discrimination and disparities had had a significant impact on housing policies.

Ms. Larson emphasized the need to ensure that resources were dedicated to serving community members otherwise not served by the marketplace. She noted that Metro hoped to balance resources. Ms. Larson discussed the values that were behind the housing bond.

Ms. Larson conveyed the activities that were eligible for the bond. She discussed the partners that had contributed to the framework, and explained how the resources would be implemented. Ms. Larson explained that they were recommending that 1600

homes be dedicated to 30% median family income and below in the case of the constitutional amendment, and 1200 without the amendment. She conveyed that they had received an early commitment from two of the housing authorities in the region, and noted that this was the element of deep affordability that was extensive throughout their conversations.

Ms. Larson shared that it was important that these homes had the funding and financial support to maintain permanent affordability. She shared the need to focus on family housing, and noted that they were recommending that half of the homes built be sized for families, and that they were defining affordable housing as 80% median income and below. Ms. Larson explained that this was estimated to be about \$650,000 a year for a family of four. She added that there was a need to focus on home ownership opportunities.

Ms, Larson shared the distribution of funding dollars, and noted that they were recommending that the resources be widely distributed to these partners as much as they could so that 90% of the resources should go out to implementing jurisdictions or the three housing authorities and the four ?? cities. She conveyed that Metro's role could be through strategic land acquisition programs like TODD.

Ms. Larson noted that Metro was committed to ensuring that they were not furthering concentrations of poverty and segregation, and this included getting dollars into places where there previously had not been funding. She discussed oversight and administration, and noted that they wanted to be as efficient as possible and limit their expenditures for administration. Ms. Larson shared that they would have a cap of 7% of the funds used to reimburse the administrative costs. She added that their intention was to check their work and be independently audited.

Ms. Larson shared the next steps for the housing bond, including crafting IGA's for distribution. She explained that they had heard the need to be accountable and to let jurisdictions make decisions about what was best for their constituents. Ms. Larson explained the upcoming schedule for vote and recommendation.

Member discussion included:

- Chair Doyle expressed appreciation for the shared distribution formula. He added that the region had an opportunity to do something great, and that there was a need to be cautious in what they promised because this would have to happen again. Chair Doyle expressed hope that the bond could be modified to add ranges of units rather than a specific number. He added that property tax dollars needed to be reinvested into affordable housing efforts.
- Mr. Ed Gronke conveyed that he was in favor of the proposed housing bond. He expressed concerns that while the housing bond would help, the basic issue of class divides at the root of the housing crisis would continue. Mr. Gronke

suggested a strategy to convince those who did not feel an obligation to contribute funds.

- Councilor Jerry Hinton expressed that the City of Gresham was in favor of the proposed bond. He emphasized the need for jurisdictional purview to take priority, and asked that funds not be contingent on a project by project basis. Councilor Hinton noted that this would have to happen multiple times over the years in order to take care of underserved populations. He highlighted the need for a more sustainable funding mechanism for the long term.
- Councilor Dominguez asked if there would be preference or priorities to who could occupy the homes.
- Councilor Kathryn Harrington asked what was currently allowed under the state constitutional restrictions. Mr. Shaw explained the issues with the constitution and the historical background, noting that it prevented dollars from being used in ways that housing authorities wanted.
- Councilor Anthony Martin shared that the City of Hillsboro had concerns about their implementation process of the proposed bond. He expressed a need to undershoot the range of units completed so that the bond funds could deliver more or meet the goal. Councilor Martin conveyed that Hillsboro would advocate for annual allocation of funds through IGA's, and raised concerns regarding regional oversight over the bond funds. He emphasized the importance of jurisdictional flexibility with the bond funds.
- Councilor Dominguez highlighted the pervasive nature of the housing crisis, and expressed that many people cared about housing in the region. She noted that there was a program for property tax relief in the state so that those who could not afford to pay could have taxes adjusted. Councilor Dominguez responded to Councilor Martin and raised concerns that jurisdictions were concerned with Metro's oversight on housing but had not addressed housing with their own policies. She recognized that communities knew best what was needed for them, but noted that there was a need for some regional oversight.
- Councilor Gudman conveyed that it was important to address housing stability. He noted that many people would be pushed out of stable housing because of an increase in property taxes. Councilor Gudman discussed the importance of finding an answer to this issue.
- Mayor Gamba asked about the number of people in the region who were in the 0-30% median income range. He explained that even with the constitutional amendment the bond would not adequately address the housing need, and with that in mind it was important not to dilute the goals of the bond.
- Councilor Martin responded to Councilor Dominguez and shared some of the City of Hillsboro's recent housing efforts.
- Commissioner Amanda Fritz shared concerns that the proposed bond would not be enough, yet there was only so much construction could be done. She added that construction of new homes should be a priority. Commissioner Fritz noted that there was a need to address the inequities of property taxes.
- Councilor Dominguez emphasized the need to act on the housing crisis now.

- Mr. Luis Nava agreed with Mr. Gronke’s previous points, and noted that many in the middle class were wary of additional taxes and of people taking advantage of the system.
- Mr. Gronke asked again how Metro was planning to appeal to constituents who may not be in favor of the bond. Ms. Larson shared that the tax increase was only \$5. Mr. Shaw conveyed that they had heard a positive response from their voter surveys. He thanked MPAC for their engagement on the issue.
- Ms. Gerlter spoke to Mayor Gamba’s question, and shared that the region had 98,000 households at 0-50% median income and a gap of 48,000 homes.

7.3 Update on 2018 Regional Transportation Plan Policy and Implementation Chapters

Chair Doyle shared that the Regional Transportation Plan would be released for public review at the end of June. He explained that the purpose for this item was for staff to update MPAC on how the draft goals, objectives, policies and implementation activities outlined in the packet reflected previous council policy direction and MPAC feedback.

Chair Doyle reminded MPAC that they had reviewed most of the policies during recent discussions, as well as discussing the outcomes that were important for the plan to deliver. He noted that these discussions shaped the updated goals, objectives and policies that were included in the meeting packet.

Chair Doyle explained that it was important to recognize that transportation work did not end with adoption of the updated plan, and there was more work to do together. He shared that the implementation chapter would outline future local, regional and state work needed to implement the RTP and address the region’s significant and growing challenges. Chair Doyle reminded MPAC that the RTP would come back to the committee after the public comment period, and MPAC would make their final recommendation to the Metro Council in October.

Chair Doyle introduced Ms. Kim Ellis, Metro’s RTP Project Manager.

Key elements of the presentation included:

Ms. Ellis discussed project refinements and how staff was responding to council recommendation. She emphasized the new focuses of the policy, and shared the council direction on the policy chapter. Ms. Ellis explained the revisions to the RTP objectives.

Ms. Ellis discussed the revisions to the policies, and emphasized the focus of new equity policies. She noted that there was added intentionality of evaluating transportation investments for equity benefits and impacts.

Ms. Ellis recounted the plan for local implementation. She explained the region wide planning for the next five years, and discussed transit planning in the region and the future refinement planning.

Ms. Ellis shared information about major project developments coming up and funding sources for each. She shared the timeline moving forward and next steps toward the adoption of the RTP.

Member discussion included:

- Chair Doyle asked if staff were asking for feedback from MPAC about the implementation timeline or the chapter. Ms. Ellis confirmed they were asking for feedback on the chapter.
- Councilor Martin expressed concerns that the RTP was constraining, and that there was a need for broader planning to address some of the problems facing the region. He raised concerns that the RTP framed addressing congestion as “managing congestion” and that under the RTP congestion would only get worse. Councilor Martin added that there was a lack of investment in transit. Ms. Ellis explained that due to HB 2017, in the next set of evaluations they were able to increase transit frequencies, and this would be reflected.
- Councilor Gudman asked if the size of the state funding request for 2020 had increased. Ms. Ellis shared that it had not. Councilor Dominguez asked how congestion pricing work would factor in to the RTP. Ms. Ellis conveyed that they would build off of the congestion pricing work for ODOT.

8. ADJOURN

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 23, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
7.1	Presentation	5/23/18	ADU Code audit PowerPoint	052318m-01
7.1	Handout	3/12/18	ADU Code audit matrix	052318m-02
7.2	Presentation	5/23/18	Regional housing measure PowerPoint	052318m-03
7.2	Handout	5/21/18	Refined housing measure framework	052318m-04
7.2	Handout	5/21/18	Regional housing measure: framework feedback and draft refinements	052318m-05
7.3	Presentation	5/23/18	RTP PowerPoint	052318m-06

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Monday, May 22, 2018
To: MPAC Members and Alternates
From: MPAC Nominating Committee
Subject: Proposed MPAC 2nd Vice Chair

The Metro Policy Advisory Committee's (MPAC) 2nd Vice Chair position is currently vacant. A nominating committee was convened to fill this vacancy comprised of 1st Vice Chair Larry Morgan, Mayor Mark Gamba, and Mayor Peter Truax.

The nominating committee has proposed that Commissioner Martha Schrader, representing Clackamas County, fill the vacancy.

The nomination will be reviewed and voted on at the MPAC meeting on May 23.

Thank you,

Mayor Mark Gamba, City of Milwaukie
Councilor Larry Morgan, City of Troutdale, MPAC 1st Vice Chair
Mayor Peter Truax, City of Forest Grove

MPAC Worksheet

Agenda Item Title: 2018 urban growth management decision: proposals from Hillsboro and King City

Presenter: Ted Reid, Metro Planning and Development
Colin Cooper, City of Hillsboro
Laura Weigel, City of Hillsboro
Michael Weston, King City

Contact for this worksheet/presentation: Ted Reid

Purpose/Objective

Provide cities with an opportunity to brief MPAC about their urban growth boundary (UGB) expansion proposals for the 2018 urban growth management decision.

Action Requested/Outcome

No action is requested at this time. The desired outcome is that MPAC becomes familiar with city proposals for the 2018 urban growth management decision, positioning it to make a recommendation to the Metro Council in September 2018.

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

In early 2017, the Metro Council approved a work program for making a growth management decision in 2018. At Council's direction, the 2018 decision will be conducted differently than in the past, with an emphasis on an outcomes-based approach and a focus on the merits of city proposals. With this new approach, cities are expected to describe, not only the proposed expansion, but also the actions they are taking elsewhere in their jurisdiction to manage growth. Metro staff provided MPAC with an update on this decision process in March 2018.

Four cities – Beaverton, Hillsboro, King City and Wilsonville – have submitted urban growth boundary expansion proposals by the May 31, 2018 deadline. At the June 13 MPAC meeting, two cities – Hillsboro and King City – will present their proposals to the Council. Beaverton and Wilsonville will present their proposals at the June 27 MPAC meeting.

In their proposals, cities are expected to address a number of requirements (such as having a concept plan for the proposed expansion area) and code factors adopted – on MPAC's advice – by the Council (addressing topics like housing affordability, removal of barriers to mixed-use development, and equity). Please refer to the attached administrative guidance for more information about those expectations.

Proposal narratives from Hillsboro and King City are included in packet materials. These narratives are intended to address the requirements and code factors that are further described in the attached administrative guidance. Additional background documents, such as concept plans for the proposed expansion areas, are available upon request.

As previously discussed by the Council, Council President Hughes will convene a City Readiness Advisory Group (CRAG) in June to assist with reviewing city proposals. CRAG will include private sector experts in affordable housing, parks planning, residential and mixed-use development, multimodal transportation, and equity. CRAG members will use their expertise to identify the strengths and weaknesses of city proposals. CRAG will summarize their feedback for MTAC, MPAC, and Council in July 2018.

What packet material do you plan to include?

Process diagram for 2018 growth management decision.

Administrative guidance for cities proposing residential UGB expansions in 2018

UGB expansion proposal narratives from Hillsboro and King City

Administrative guidance for cities proposing residential urban growth boundary expansions in the 2018 urban growth management decision

The factors found in section 3.07.1425 (d) 1-5 were drafted with the intent of providing flexibility for cities that are proposing residential urban growth boundary (UGB) expansions. This is in recognition of the fact that cities have differing circumstances. With that flexibility comes some ambiguity. Acknowledging that ambiguity, this document is intended as guidance for cities making proposals. It seeks to further explain the Metro Council's policy interests in order to help cities make the strongest proposal possible. In addressing these expectations, cities should make their best case for their proposed expansion, highlighting not only the merits of the proposed expansion area, but also demonstrating a commitment to implementing best practices in existing urban areas.

All code sections 3.07.1425 (d) 1 – 5 should be addressed in a city's proposal narrative. Please limit the proposal narrative (not including attachments or cover pages) to 15 pages. To be considered in the 2018 growth management decision, cities must submit all required proposal materials to Metro's Chief Operating Officer by close of business on May 31, 2018. The Metro Council will not consider proposals that are incomplete or late. Please contact Metro staff with any questions about how to address these code sections.

Cities proposing expansions primarily for employment purposes do not need to address these code sections as they are chiefly focused on residential considerations, but must still submit a proposal letter and a concept plan for the urban reserve by May 31, 2018.

Relevant Metro code sections are in **bold**. Administrative guidance is in *italics*.

- 1. Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began.**

The State Department of Land Conservation and Development (DLCD) – not Metro – is responsible for acknowledging city housing needs analyses if they determine that the city's analysis is consistent with [Statewide Planning Goal 10 \(Housing\)](#). Cities are encouraged to coordinate with DLCD early to ensure that deadlines and requirements can be met. Cities should provide Metro with the relevant page from DLCD's Post-Adoption Plan Amendment online report. Cities should accompany that with a written statement that they received no appeals within the 21-day window (in which case the housing needs analysis is deemed acknowledged).¹

Cities should coordinate their housing needs analyses with a distributed forecast that was adopted by the Metro Council. The 2040 distributed forecast is the most recent forecast and was adopted via Ordinance No. 16-1371. The 2035 and 2040 distributed forecasts are [available on Metro's website](#). When feasible, cities are encouraged to rely on the most current forecast (the 2035 distributed forecast is older). Cities that are planning for more household growth

¹ Metro staff clarified this submittal requirement in January 2018 after discussions with DLCD and city staff. This guidance reflects that clarification.

than depicted in the Metro forecast should explain their rationale and how their plans, investments and the proposed expansion will address that growth.

In addressing this code section in the proposal narrative, the Metro Council expects cities to demonstrate that, consistent with Statewide Planning Goal 10 (Housing), they are planning for a variety of housing types that can address the needs of diverse household sizes and incomes. This demonstration should be made for the city as a whole, while also describing the role of the proposed expansion area in addressing those needs.

2. Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.

The Metro Council only wants to expand the UGB in locations that are likely to develop within the 20-year planning horizon. This is one of the reasons that the Council requires – in the [Urban Growth Management Functional Plan](#) – a concept plan before expanding the UGB. The concept plan must be consistent with Title 11 (Planning for New Urban Areas) of the Functional Plan. Cities should summarize their concept plan’s relevant components – such as infrastructure funding strategies and agreements with the county and special districts – in their proposal narrative. Cities should also demonstrate that the concept plan is consistent with the requirements of Title 11.

The Metro Council will only consider proposals for expansions in designated urban reserves. A concept plan may include a larger urban reserve area than what a city is proposing for expansion. Cities should clearly indicate in their proposal which areas are being proposed for expansion.

Concept plans should be formally adopted or accepted by a city’s governing body and a city should submit evidence of that formal action and the plan itself with its proposal. Cities should also submit a resolution from their governing body that expresses support for the proposed expansion. If desired, one resolution (or appropriate legislation) may be used for both purposes. Plans and proposals that lack formal endorsement by the city’s governing body will not be considered by the Metro Council.

To demonstrate the likelihood of development in the proposed expansion area, cities may submit additional information such as market studies, evidence of the city’s past track record in producing housing, and letters of support from or agreements with property owners in the proposed expansion area.

If a city has planning or governance responsibility for past UGB expansion areas, the Metro Council will want to know whether and how those areas have been annexed and developed. If past expansion areas have not been annexed or developed, the Metro Council will want a city to explain why that is and how the proposed expansion would be different.

Please note that Metro administers [2040 Planning and Development Grants](#) that can be used to fund concept plans for urban reserves.

3. 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.

The Metro Council is committed to encouraging most growth in existing centers, corridors, main streets, and station communities. Development of UGB expansion areas should not be at the expense of existing urban areas. The Metro Council expects cities proposing residential expansions to make the case that they are making meaningful efforts to encourage the success of these existing urban areas.

Please refer to Title 6 (Centers, Corridors, Station Communities, and Main Streets) of the [Functional Plan](#) for specific actions that are encouraged. Generally, proposals from cities that have taken more of those actions and had positive results will be regarded more favorably. If cities have not taken these actions, they should explain the reasons why they have not.

If the proposed expansion would somehow reinforce an existing urban center or corridor, please describe how. If a city wishes to assert that the proposed expansion would reduce commute distances, the Metro Council will expect the city to provide evidence since people make complex decisions about where to live and work and this region, like other metropolitan areas, has a regional commute shed.

The region's [State of the Centers Atlas](#) is available as an online resource for describing current conditions in centers. Please also note that Metro administers [2040 Planning and Development Grants](#) that can be used to conduct work recommended under Title 6.

4. 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.

The Metro Council seeks to preserve and increase the supply and diversity of affordable housing. This includes both market rate and subsidized housing that is affordable to households with incomes equal to or less than 80 percent of the median family income for the county. Cities should describe the actions and investments they have taken to accomplish this in their existing urban areas. Please refer to the region's [Equitable Housing Initiative](#) for examples that could be cited. Cities should also describe the effectiveness of actions that they have taken. The [Regional Inventory of Regulated Affordable Housing](#) is available as a resource. Generally, proposals from cities that have taken more actions to improve or preserve affordability (and have achieved results) will be regarded more favorably.

Please note that Metro administers [2040 Planning and Development Grants](#) that can be used to conduct work to help ensure equitable housing. If a city has received an Equitable Housing Grant, please summarize the status of that work.

5. 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.

The Metro Council seeks to make urban growth management decisions that advance the region's six desired outcome (described in the [Regional Framework Plan](#)).

1. *People live, work and play in vibrant communities where their everyday needs are easily accessible.*
2. *Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*
3. *People have safe and reliable transportation choices that enhance their quality of life.*
4. *The region is a leader in minimizing contributions to global warming.*
5. *Current and future generations enjoy clean air, clean water and healthy ecosystems.*
6. *The benefits and burdens of growth and change are distributed equitably.*

Cities should address each of the six desired outcomes, referencing the actions that they have taken (and results achieved) in existing urban areas as well as how the proposed expansion may advance these outcomes. For several of the outcomes (particularly outcomes one, two, three, four, and six), cities may wish to summarize relevant portions of their responses to code section 3.07.1425(d)3, which requires that a city describe actions it has taken to enhance its centers, corridors, main streets or station communities. If these design types are proposed in the expansion area, the city should describe relevant aspects of the concept plan.

For outcome number four, cities should also reference any other policies or investments that specifically aim to reduce housing and transportation related carbon emissions. Cities may wish to describe how the housing planned for the proposed expansion addresses residential demand that could otherwise spillover outside the Metro UGB (thereby enlarging the regional commute-shed). In particular, cities may wish to note how the type and cost of housing that is being proposed could reduce spillover growth. If a city wishes to assert that the proposed expansion would reduce commute distances, the Metro Council will expect the city to provide evidence.

For outcome number five, cities may note their compliance with Titles 3 (Water Quality and Flood Management) and Title 13 (Nature in Neighborhoods) of the Functional Plan. Cities may also document additional policies or strategies that go beyond regional requirements, including parks and natural area acquisition programs. Cities should also summarize the relevant portions of their concept plans for proposed expansion areas.

Outcome six is of central interest to the Metro Council. To help achieve this ambitious goal, in June 2016 Metro adopted the [Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#). The strategic plan focuses on removing barriers and improving equity outcomes for people of color by improving how Metro works internally and with partners around the Portland region. While individual UGB expansions may have few direct impacts on region-wide racial equity, the cumulative impacts of how communities, cities, the region and the nation have grown have often adversely impacted people of color. Though the best course of action may not always be clear, Metro seeks to encourage a more intentional process for acknowledging and addressing these inequities in growth management decisions with the hopes that cities can help to develop best practices.

Cities making residential expansion proposals should describe whether any of the following social outcomes are worse for communities of color in their jurisdiction than their white counterparts: transportation, housing, jobs, and parks (for a more complete description of these outcomes,

please reference the [2015 Equity Baseline Report](#)). Cities should also describe how they meaningfully engage diverse communities in their planning processes (not exclusively for the urban reserve concept plan), how the identified disproportionate outcomes and engagement practices influence plans and community outcomes and how they measure or track the distribution of benefits and burdens of plans and policies across populations.

Cities submitting proposals for residential UGB expansions should include the following in their proposals (due on May 31, 2018 for consideration in the 2018 decision):

- A proposal narrative addressing the Title 14 code sections (3.07.1425 (d) 1-5) that are described in this guidance document (limit to 15 pages, not including the attachments listed below)
- An adopted resolution from the city's governing body in support of the expansion proposal
- A resolution or other formal action from the city's governing body adopting or accepting a concept plan for the proposed UGB expansion area
- The adopted or accepted concept plan for the urban reserve area
- Findings of fact and conclusions of law that demonstrate that the concept plan for the urban reserve complies with Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan.
- A map of the proposed expansion area (if smaller than the area described in the concept plan)
- Agreements with the county and service districts for the concept plan area as required in Metro Code Title 11 (Planning for New Urban Areas)
- Written confirmation that the state has acknowledged the city's housing needs analysis
- Any other supporting materials that demonstrate the city's commitment to facilitating the development of needed housing or achieving regional desired outcomes



WITCH HAZEL VILLAGE SOUTH

Landsat/Copernicus © Google

Housing Needs Analysis (3.07.1425[d][1])

The City of Hillsboro adopted its Housing Needs Analysis (HNA) (see Attachment A “HNA Summary”) along with the Comprehensive Plan Update on November 21, 2017. DLCDC confirmed receipt of the notice of adoption on December 8, 2017 (DLCDC File # 016-17) and an appeal was not filed within 30 days, meaning that the HNA is considered acknowledged (see Attachment B). The Hillsboro’s HNA included the following conclusions:

“Hillsboro’s current development policies exceed state requirements for future planning of development densities. On vacant land within the Hillsboro city limits, planned densities meet the City’s obligation under OAR 660-007 to provide opportunity over an overall density of ten or more dwelling units per net buildable acre. Hillsboro’s overall average capacity on vacant buildable residential land is 16.6 dwelling units per net buildable acre.”

The City has the capacity to support the housing need forecasted in Metro’s 2014 Urban Growth Report (16,040 units), and complies with Title 1 (Housing Capacity) of the UGMFP (see the 2016 Compliance Report in Attachment C) by implementing a “no net loss” of housing capacity. At 16.6 dwelling units per net buildable acre, the overall capacity on vacant land in the city also exceeds state Metropolitan Housing Rule requirements (10 dwelling units per net buildable acre). At 11.7 dwelling units per net buildable acre, development in WHVS would also exceed these requirements.

The HNA demonstrates that Hillsboro is planning for a complete, balanced community that serves different people at different points in their lives. The city currently has a range of housing types, including single-family detached and attached, duplex, multifamily, and mixed-use developments. The City’s housing stock is currently diversifying and will continue to diversify with the growth of the City’s Regional Centers and Town Center, as well as the development of South Hillsboro’s “Town Center” and “Village Center” (not designated by Metro as 2040 centers). In fact, up to two-thirds of the city’s housing capacity is for multifamily and attached single-family units (with a projected deficit of single-family units compared to demand).

Hillsboro’s Comprehensive Plan further supports a diverse range of housing types in the future, establishing a policy framework that includes a variety of options for households of all incomes, ages, and living patterns (see Goal 1 Housing Choice, Goal 4 Supply, and Goal 5 Innovation in Attachment D). A mix of housing types combined with higher densities in centers and along corridors will support the development of smaller units with lower land costs and increased opportunities for transit, all of which can facilitate more affordable housing. As a result, Hillsboro’s current and planned housing mix is compliant with Goal 10 and Title 7 (Housing Choice) of the UGMFP (see the 2016 Compliance Report in Attachment C).

47% attached/multifamily units, more than the County and region	851 mobile and manufactured homes, affordable to 30-50% MFI	21% cost-burdened renters paying 50% of monthly income on rent
60% proportion of attached/multifamily permits 2000-2014	14% cost-burdened households, compared to 17% regionally	

Concept Plan (3.07.1425[d][2])

The Witch Hazel Village South (WHVS) Concept Plan establishes a design vision for this new community and describes how it can be reasonably funded and readily integrated into the surrounding urban area. Based on a demonstrated shortage of land for single-family housing in Hillsboro even after the full build-out of South Hillsboro, and a regional need for more housing, the WHVS Concept Plan envisions a cohesive residential community providing a mix of housing types, parks and open spaces, and a high level of connectivity for vehicles, bikes and pedestrians.

- The Concept Plan has been developed to ensure that all Title 11-required elements are addressed (see Attachments D and E) and was deemed compliant by Metro staff on April 19, 2018 (see Attachment F). The Concept Plan includes a conceptual financing outline that will eventually be expanded to the level of detail in the South Hillsboro Finance Plan Overview (see Attachment G).
- The Hillsboro Planning Commission signed an order (Attachment H) on April 11, 2018 recommending City Council endorse the Witch Hazel Village South Concept Plan and UGB expansion request.
- The Hillsboro City Council endorsed WHVS Concept Plan in Resolution 2592 on May 15, 2018 (see Attachments I and J).
- Washington County, Oregon Department of Transportation, Clean Water Services and Tualatin Valley Fire and Rescue submitted letters of support for the Concept Plan (see Attachment L and see the Intergovernmental Agreement in Attachment K).
- Five of the WHVS Concept Plan Area’s twelve property owners, who own the majority of land in WHVS, submitted a letter to Metro in November 2015 expressing an interest in their properties being included within the UGB (see Attachment M).
- Metro’s 2016 Compliance Report concludes that Hillsboro is currently in compliance with the Metro Code requirements included in the Urban Growth Management Functional Plan (UGMFP) and the Regional Transportation Functional Plan (see Attachment C).

The population of Hillsboro has grown 42 percent since 2000 and that trend is expected to continue into the future. Since 1999, the UGB has been expanded around Hillsboro to ensure a 20 year supply of land for jobs and housing. The Witch Hazel Village neighborhood of Hillsboro, a 1999 UGB expansion area, met its targeted buildout of 1,200 units with a diversity of housing types. The 2002 UGB expansion for employment in North Hillsboro has approximately 600 jobs and construction is

underway for entitled development. In addition to these two UGB expansion areas, about 1,650 additional acres have been brought into the UGB in North Hillsboro since 2002 for future employment and 1,400 acres in South Hillsboro for future residential. Moving out of the great recession, the City has worked through significant infrastructure, funding, governance, and regulatory issues needed for development to occur in these UGB expansion areas.

To keep pace with housing needs and maintain jobs/housing balance, the City broke ground on South Hillsboro in 2016. South Hillsboro has nearly 2,100 housing units to be constructed by 2020, and a total of 8,000 housing units at full buildout by 2035. The City recently created a North Hillsboro Industrial Renewal District to facilitate the recruitment of employers. Since 2010, industrial land has been rapidly absorbed in the North Hillsboro Industrial Area at an average of 70 acres per year, totaling over 556 acres.¹ The City’s UGB expansion areas have been or are in the process of developing, demonstrating the City has the capacity and partnerships required to be successful in the development of future expansion areas. Developing communities in the city, including North and South Hillsboro, and Witch Hazel Village South (WHVS), will be instrumental in providing land for current and future Hillsboro residents and employees.

156,000 people by 2045, an increase of 1.5 times	118,000 employees by 2045, an increase of 1.7 times	13,200 dwelling unit permits from 2000 to 2017, an average of 776 per year
---	--	---

Centers, Corridors, Station Communities and Main Streets

(3.07.1425[d][3])

The City has made great strides over the years to emphasize the growth and development of the Hillsboro Regional Center (Downtown Hillsboro), Tanasbourne-AmberGlen Regional Center, Orenco Town Center, its large Employment District (North Hillsboro), transit station communities along the TriMet MAX light-rail line, and several designated Corridors running through the City. Some highlights are included below.

¹ Land absorbed is defined here as any industrial-zoned, vacant parcel within the North Hillsboro Industrial Area classified under one of the four following categories: transacted, entitled, under construction, or developed. The absorption rate and total acreage capture approximate activity between January 1, 2010 and December 31, 2017.

Hillsboro Regional Center (Downtown Hillsboro)

On December 14, 1995, Metro Ordinance 95-625A designated the Hillsboro Regional Center and adopted the original 2040 map. Downtown Hillsboro is an active district and the historic heart of the City with buildings dating to the late 1800s. The area contains historic residential neighborhoods and the city's traditional Main Street. The Civic Center (city hall) is located here, along with the Washington County courthouse and administrative offices situated right across the street. Downtown is also home to the local community hospital - [Oregon Health & Science University partner](#), [Tuality Healthcare](#) - and [Pacific University's College of Health Professions](#). City officials and community leaders have recognized the importance of planning for the continued vitality of Downtown and the surrounding neighborhoods. Over the years the Station Community (Max line) planning effort, the Downtown Renaissance plan, and other initiatives have addressed specific aspects of how the City should proceed in regard to downtown revitalization.

In November 2009, the City Council adopted the Downtown Framework Plan (DFP), which is intended to guide future public and private actions in Downtown Hillsboro and the surrounding neighborhoods. It consists of a comprehensive vision for Downtown and close-in neighborhoods, specific short- and long-term actions to turn the vision into reality, and an implementation component to provide the funding and regulatory tools necessary to carry out those actions.

A Downtown Urban Renewal District was formed in May of 2010. Urban renewal is a fundamental tool to implement the Downtown Framework Plan. The City has also been pursuing public/private partnerships to catalyze mixed use development in the downtown area through recently-completed projects like 4th and Main apartments with ground floor retail and pending projects like Block 67 which the City purchased in 2016 and recently partnered with developer Project to lead the planning and design for a 3.8 acre catalytic mixed-use project adjacent to a Max station. Additionally, the City conducted a Downtown Retail Market Analysis in May 2017 which included an assessment of Downtown's current position in the market place, researched preferences and identified next steps to strengthen opportunities for new development.

Tanasbourne-AmberGlen Regional Center

On December 14, 1995, Metro Ordinance 95-625A designated the Tanasbourne Town Center and adopted the original 2040 map. On December 16, 2010, Metro Ordinance 10-1244B added the AmberGlen area to Tanasbourne and re-designated the new center as a Regional Center.

AmberGlen is a 605-acre area originally built as a suburban office employment park that consisted of low-intensity business, office, and institutional uses, some large undeveloped parcels, and passive open spaces located near Hillsboro's growing residential and employment populations. In 2010, in conjunction with property owners and businesses, the City prepared the AmberGlen Community Plan document that offers a vision to create a vibrant center with intensive, mixed-use development and high- quality pedestrian and environmental amenities. The AmberGlen Community Plan was followed by an implementing Community Development Code Plan District. The City is pursuing

market-delivered development projects for leverage as a way to achieve higher than the minimum required density goals, while also making an attractive Regional Center. The City has acquired the full acreage of the Central Park property which serves as a focal point for all residents and employees of the district. Since 2010, about 1,500 units have been built in AmberGlen toward the community plan goal of intensifying development near transit corridors and adjacent to employment areas. An expansion project at the Kaiser Westside Medical Center and several hotels and multi-use commercial buildings have been built in AmberGlen and Tanasbourne to date. The 612-acre Tanasbourne area is home to a rich mix of shopping, civic amenities, and services in a horizontal mix of uses. Similar to AmberGlen, the Tanasbourne Community Plan updated in 2015 envisions a dense mixed-use entertainment district that redevelops the existing superblocks.

Orenco Town Center

On December 14, 1995, Metro Ordinance 95-625A designated the Orenco Town Center and adopted the original 2040 map. In 1996, the Hillsboro Planning Commission approved the Orenco Station Concept Development Plan on a 135-acre area located relatively close to a TriMet MAX light-rail stop. The goal of this plan was to assure development of pedestrian sensitive, yet auto-accommodating, communities containing a range of residential housing types, mixed-use residential, free standing neighborhood commercial uses and employment opportunities. Upon completion, Orenco Town Center Phase 1 was heralded as the most interesting experiment in New Urbanist planning anywhere in the country and one of the country's seminal examples of suburban transit-oriented development. Phase 2 of the Orenco Town Center development was located south of Phase 1 and consists of primarily multi-family residential with some mixed-use. Phase 3 of the Orenco Town Center development, located beside the TriMet MAX light-rail stop, includes the recently completed mixed-use Platform District, an accompanying civic plaza, an affordable senior housing project, and a recently completed workforce housing project that is the largest "passive house" structure in the nation and one of the biggest in the world. The Orenco Town Center today has approximately 2,500 housing units.

Comprehensive Plan/Community Development Code

Hillsboro's recently adopted Comprehensive Plan identifies and establishes boundaries for design types that integrate typologies consistent with the 2040 Growth Concept. The Design Types Map (see Attachment N) adds neighborhood and village centers consistent with Title 12 and additional corridors beyond those required by Title 6. The added corridors include segments with existing high-capacity transit passing through a Regional and Town Center or future planned high-capacity transit designated in the Transportation System Plan (TSP) and Regional Transportation Plan (RTP) and passing through a Center or Employment District. Additionally, the forthcoming Comprehensive Plan implementation measures will provide the actions and investments for continuing the enhancement of centers and corridors.

Further, the Community Development Code includes 10 mixed-use and urban center zones, including specific designations for Mixed Use – Village Town Center, Station Community Residential

– Village, Urban Center – Neighborhood Center, as well as other existing code provisions including a variety of standards and incentives to encourage and provide for mixed-use, pedestrian-friendly, and transit- supportive development. Existing zoning designations in the City already allow the mix and intensity of uses associated with the land use designations specified in 3.07.640(B), including commercial, retail, institutional and civic, and sufficient to support public transportation at the level prescribed in the RTP.

Affordable Housing (3.07.1425[d][4])

“Goal 2 AFFORDABILITY: Provide opportunities for housing at prices and rents that meet the needs of current and future households of all income levels.”

— Hillsboro Comprehensive Plan

Over the past several decades, the City has been a supportive partner in the development and preservation of affordable housing for low-income working families, individuals, and those living on limited and fixed incomes. Since the late 1990s, the City has participated in the Washington County Home Investment Partnership (HOME) Consortium. Since 2000, HOME dollars (averaging \$222,000 per year) have assisted non-profit affordable housing developers in providing 612 rental affordable units in Hillsboro. The City has recently become the grantee and administrator of the Community Development Block Grant (CDBG) program. Prior to this, the City participated in a joint Community Development Block Grant (CDBG) program with Washington County. A portion of the federal CDBG funds that the City receives (averaging \$650,000 per year) has provided grants and loans to low-income Hillsboro homeowners and renters for housing rehabilitation and repair.

Since the mid-2000s, the City has also supported the development and preservation of affordable housing by contributing \$80,000 annually from the General Fund to the Community Housing Fund (CHF). The CHF is a local non-profit that serves as a catalyst to leverage community financing for the new construction and rehabilitation of affordable housing. City contributions to CHF have typically been used within a revolving loan fund program supporting affordable housing pre-development costs. Since 2006, CHF has lent \$1.5 million to locally active nonprofits like Habitat for Humanity, Northwest Housing Alternatives and REACH CDC who have leveraged over \$50 million in permanent funding sources to complete nearly 350 units in Hillsboro.

The City has also directed General Fund dollars through a competitive grant program to local non-profit Community Action to provide emergency rental assistance, weatherization support, and/or utilities assistance to low-income households. This year the Community Services Grant Program also provided funds to many other non-profit organizations offering housing services, including: Albertina Kerr Centers Foundation and Sequoia Mental Health Services, Inc. providing housing assistance for people with disabilities, Bienestar working to build housing for working poor families, Impact NW offering rental and energy bill assistance, Rebuilding Together arranging low-income home repair services, and other low-income and homeless service providers. Starting in fiscal year

2018, the City will grant \$200,000 annually for the Community Services Grant Program. Additionally, through the new three-year Community Impact Grant pilot, the City awarded \$120,000 to Community Hands Up for rental and utility assistance.

Hillsboro’s HNA demonstrates that the market, with the City’s support, has developed of a substantial amount of housing, much of it more affordable than in Portland’s Central City. Current housing supply meets demand for all incomes except those households at the lowest (extremely low-income households earning less than \$25,000) and highest ends of the spectrum (households earning more than \$100,000 per year). Due to the average time frame from bringing an area into the UGB for infrastructure development and ultimately housing construction, the HNA recommends working with regional partners in the short-term to plan for areas providing long-term opportunities for single-family housing. Last month, the City provided \$300,000 in gap financing for the affordable housing Willow Creek Crossing project.

2,100 regulated affordable housing units	6% of the City’s housing supply that is regulated affordable housing	5% proportion of regional (MSA) regulated affordable housing units in Hillsboro
142 regulated affordable housing units added between 2011 and 2015	14% highest share of regulated affordable units for regional/town centers*	*excluding Portland’s Central City

The City will continue to support near-term affordable housing development to meet projected future demand, particularly for the lowest-income households, on infill sites with access to services and high-frequency transit such as the recently-approved Willow Creek Crossing and Orchards at Orenco Phase III that will bring more than 170 additional affordable housing units to Hillsboro. Toward this goal, the City Council adopted 2018 Guiding Principles and Priorities that include continuing to work with community partners to resolve homelessness and creating partnerships to encourage and support the development of more affordable housing. The resulting Affordable Housing Policy and Action Plan (see Attachment O) builds off of the framework for meeting affordable housing needs in the Comprehensive Plan (see Goal 2 Affordability in Attachment D) to identify specific action items that the City will take by 2020. In addition to continuing the efforts already described above, these actions include:

- Conducting affordable housing development feasibility analysis on select City-owned parcels and, if the results are positive, issue requests for affordable housing proposals from developers.
- Considering amendments to the Community Development Code that reduce minimum parking requirements for affordable housing.
- Exploring opportunities to preserve existing, naturally-occurring affordable housing.
- Evaluating emerging practices such as tiny houses, secondary dwelling units, and cottage housing as a means of providing affordable housing.

- Considering opportunities to provide gap financing to nonprofit affordable housing developers.
- Continuing advocacy for affordable housing funding and resources.

Out of Council’s priorities, the City formed a Housing Affordability Team (“HAT”) dedicated to broadening staff’s knowledge base in affordable housing, building relationships with community stakeholders, and studying and pursuing ways for the City to make a greater impact. Over the past year, HAT members have met with well over a dozen local nonprofit affordable housing developers and advocates and worked with consultants to conduct market analysis evaluating the effectiveness of different tools for providing affordable housing.

The WHVS Concept Plan includes single-family housing opportunities to meet the city’s current deficit for higher-income households and future projected demand for single-family detached housing. Additional housing opportunities include apartments and a variety of “missing middle” housing types describing the range of multi-unit or clustered dwellings compatible in scale with single-family homes. In addition to public sector efforts to encourage housing that is attainable to residents at varying income levels, it is anticipated that the following private-sector efforts may be employed at WHVS:

- Utilize planned unit development allowances for reduced lots sizes and density increases to reduce relative infrastructure costs on a per unit basis and provide a broader range of housing price points.
- Encourage development of accessory dwelling units.
- Use of innovative housing types such as cottage clusters, cohousing and other housing types that allow for greater densities and choice.

Advancing Metro’s Six Desired Outcomes (3.07.1425[d][5])

1. People live, work, and play in vibrant communities where their everyday needs are easily accessible.

Hillsboro has earned its reputation as a highly-desirable place to live and work. Due to award-winning urban planning, the city boasts an affordable cost of living, a strong economic base, and high-quality parks and natural areas. Hillsboro’s recently updated and innovative Comprehensive Plan supports the creation of livable neighborhoods. As stated in the Plan, homes will be located in well-designed places to live that are attractive, safe, and healthy, and incorporate open space and recreation, multi-use paths, and retail and services nearby. Neighborhoods will embrace density at levels to support transit service and will combine homes, businesses, and open space into compatible mixed-use developments designed to respect historic context and complement street standards. Development will include a range of housing choices and employment types, a mix of land uses, and innovative design to foster efficient growth and activate the public realm, while also

responding to the risks associated with gentrification. The Comprehensive Plan emphasizes an inclusive and “complete” community that balances the economic, environmental, social, and energy consequences of urban growth with a variety of community needs.

Hillsboro has demonstrated its commitment to accessible and vibrant communities in recent planning efforts from compact development supporting active transportation and transit in South Hillsboro to dense redevelopment in AmberGlen and Tanasbourne and transit-oriented podium-style development in Orenco Station and Downtown. The WHVS Concept Plan seeks to continue this tradition of planning for livable places with the goal of creating a vibrant community where people can access their daily needs through close proximity to services via safe and reliable transportation choices such as roads, bicycle routes, and sidewalks.

2. Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.

Hillsboro has a strong economic base with a diverse range of firms that provide high-quality employment opportunities. The city is one of the few areas in the state that effectively competes for nationally and internationally-competitive firms, which has bolstered the local and regional economy. Hillsboro is an attractive place to do business because of its technologically-skilled workforce; manufacturing infrastructure; proximity to major highways, interstates, and the airport; and business-friendly climate. Within the robust local economy, many industries in Hillsboro have been outperforming national trends.

Washington County has boasted a strong recovery from the great recession with nearly 11,000 more people employed today as compared to pre-recession levels. Hillsboro draws in almost 23,000 more workers than commute out from eastern Washington County, Bethany/Cedar Mill/Rock Creek, and close-in Portland neighborhoods. Hillsboro employers provide job opportunities for a broadly distributed workforce, drawing employees from throughout the region and the state.

Hillsboro is estimated to add approximately 40,000 new jobs over the next 20 years. The Economic Opportunities Analysis (EOA), adopted by reference in the Comprehensive Plan, provides information about the factors affecting economic development in Hillsboro and includes the City’s buildable lands inventory (BLI) ensuring that current use designations provide an adequate short- and long-term land supply for employment. With limited commercial capacity and rapid industrial land absorption, the City will be reliant upon redevelopment and/or intensification of uses to meet its long-term needs.

The Comprehensive Plan supports investments that catalyze economic development and sustain urban amenities that attract and retain employers. Further, Hillsboro will strive to continue to maintain an ongoing inventory of a wide range of available and readily-developable sites critical to supporting economic development going forward. The City’s tradition of working collaboratively with businesses, contractors, and other partners has created an environment that will continue to be ripe for economic growth in the future.

3. People have safe and reliable transportation choices that enhance their quality of life.

The Comprehensive Plan includes a policy framework for transportation that ensures that the system accommodates a variety of transportation needs and is implemented and operated in a way that supports livability today and into the future. Evolving commute patterns and an increasing share of trips being taken by transit, bicycle, and walking indicate the need to more proactively plan comprehensive networks for all modes. Transportation planning must also consider changing demographic trends equity issues, both in terms of mitigating disproportionate impacts and in terms of promoting access to transportation options for all segments of the community.

Through efforts like the Transportation System Plan (TSP) update currently in progress, Hillsboro is taking a holistic approach to building a truly multi-modal system, from re-examining street designs to account for different neighborhood contexts when promoting safety, to continuing to emphasize access to walking, biking, and transit options to reduce overall dependence on the automobile for daily needs. The TSP provides specific information regarding transportation needs to guide future transportation investment in Hillsboro to facilitate safe and efficient travel throughout the community, while fostering sustainability, livability, and social equity. Key objectives include incorporating more efficient performance of existing transportation and providing coordinated land use patterns and street networks that are accessible, connected, and convenient to promote transit and active transportation use.

Hillsboro's commitment to a safe and reliable transportation system is demonstrated by the City's recent planning efforts in South Hillsboro. The community plan incorporates innovative bicycle infrastructure, such as cycle tracks on all arterials and collectors, and sidewalks into a larger network connecting to a transit center, as well as a roadway system that provides key north/south and east/west connections. Similarly, the WHVS Concept Plan strives for a safe, interconnected, and efficient multi-modal transportation system that incorporates high-quality streetscapes and regional and community greenway trails.

4. The region is a leader in minimizing contributions to global warming.

Hillsboro's Environmental Sustainability Plan, first adopted in 2015, sets out clear strategies for making sustainability an inherent part of the City's work, including objectives and actions to address energy use, resource conservation, and resource recovery and renewal. The City also has an organizational Sustainability Plan and an Energy Management Plan that identify agency-specific short- and long-term goals. Partnerships with key Federal and State agencies, local stakeholders, and private entities have helped Hillsboro increase the availability of renewable energy and achieve a top-two ranking nationwide in voluntary renewable energy purchasing. Further, Hillsboro's coordinated, efficient permitting system incentivizes the expansion of renewable energy systems. The City is also actively engaged in reducing the use of non-renewable fossil fuels from

transportation through the installation of electric vehicle charging stations, addition of alternative fuel vehicles and bicycles to the City fleet, and installation of traffic management systems. The City's other efforts for maintaining air quality include restrictions on open burning and winter residential wood burning, as well as funding Washington County's Wood Stove Exchange Program. By continuing to foster collaboration around clean energy, Hillsboro will continue to maintain a thriving community for future generations.

Additionally, the Comprehensive Plan sets the path toward a cleaner energy future through four main goals focusing on resource efficiency, renewable energy, transportation, and innovation. The Plan includes policies that support improving energy efficiency in new development, redevelopment, public facilities, utilities, and operations, as well as for retrofitting existing development. New development and redevelopment will be encouraged to integrate or be designed to support the use and generation of energy from natural sources that are continually replenished such as sunlight, wind, rain, water, and geothermal heat, and incorporate renewable generation or waste-to-energy systems or systems for shared resource generation distribution and management. The City will continue to facilitate compact development projects that include a mix of land uses encouraging people to conserve energy by driving less and traveling by foot, bicycle, or transit more. As one implementation example, the City is requiring Earth Advantage Silver or greater for all residential homes in South Hillsboro.

Critical to minimizing contributions to global warming is a multi-modal transportation system that seeks to reduce the number of motor vehicle trips and per capital vehicle miles traveled by providing viable travel options and creating an efficient system. Managing the system through technology and providing good pedestrian, bicycling and transit infrastructure are important components of the City's Transportation System Plan.

5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.

The City takes pride in its green spaces and is committed to proactively protecting these natural assets that protect open space corridors for wildlife, connect people with open space, and offer outdoor recreation opportunities for the community. The Comprehensive Plan supports clear and consistent standards to protect, stabilize, restore, and manage environmental resources over the long-term. Hillsboro will continue to emphasize strong protections for fish and wildlife habitat, watersheds, and our urban forest, with an efficient regulatory framework that is sensible and balanced, while also encouraging innovation. The City will also look to collaborative approaches with public and private partners to expand community awareness and stewardship of natural resources and support habitat-friendly development.

The Comprehensive Plan adopts the Natural Resources Inventory (Ord. No. 5066/9-01) by reference, which identifies the location, quantity, and quality of natural resources including fish and wildlife habitat and riparian areas in Hillsboro. The City created a Significant Natural Resources Overlay (SNRO) to indicate the appropriate levels of resource protection as determined through the

Economic, Social, Environmental, and Energy (ESEE) analysis. The SNRO overlay is structured to minimize, minimize to the extent practicable, or avoid potential adverse impacts of development activities within a resource site based on level of protection and proposed use and size of disturbance. Compliance with the Metro Water Quality and Flood Management Area map and Title 3 for water in Hillsboro is achieved through the SNRO, Regulatory Floodplain Overlay, and associated standards in the Community Development Code, which may be updated as new environmental data such as area plans for newly-added UGB areas become available. The provisions of SNRO are intended to enhance coordination between jurisdictional agencies and regional planning efforts, including CWS, Metro, and the Tualatin Basin Goal 5 program, regarding alterations and development activities in or near Significant Natural Resources.

In coordination with Metro, a consortium of eight cities (including Hillsboro), Washington County, Clean Water Services, and the Tualatin Hills Parks and Recreation District, developed a program to protect, conserve, and restore sensitive areas beyond the resource areas already protected through City Goal 5 and CWS vegetated corridors. The plan identified protections for Metro Habitat Benefit Areas (HBAs) and was adopted by Metro as a requirement of Title 13 compliance for the participating jurisdictions. To implement the program, the City adopted ordinances intended to further encourage and facilitate the use of habitat friendly development and sustainable development practices and techniques.

The City has a strong tradition of protecting natural resources even in the face of rapid growth. Natural resource preservation in the WHVS plan area plays a crucial role for habitat, as well as passive and active recreation opportunities. WHVS will ultimately include a portion of the Crescent Park Greenway which is envisioned to be an approximately 16 mile natural greenway that connects to Rock Creek Greenway and will eventually encompass the City of Hillsboro. The Crescent Park Greenway will be a significant community resource as it couples access to recreation, neighborhoods, employment, and services in balance with nature and natural resources.

The Concept Plan describes the preliminary inventory of natural resources conducted for WHVS which found wetlands, riparian corridor, and upland wildlife habitat that would require protections to be determined by the ESEE analysis. Vegetated Corridor requirements in Clean Water Services' Design and Construction Standards will also protect streams and wetlands once development is proposed.

6. The benefits and burdens of growth and change are distributed equitably.

“GOAL 2 INCLUSION: Respect and cultivate community diversity and wisdom through inclusive, meaningful, and innovative community participation.”

— Hillsboro Comprehensive Plan

Through the Hillsboro 2020 Vision and Action Plan, the City instituted a tradition of broad community participation in large-scale planning efforts. Hillsboro 2020 was the initial vision for the

city's future, developed by the people who live and work in the community. Over 1,500 residents participated in this community effort through vision action teams, public opinion polls, focus groups, public meetings and workshops, written surveys, web page responses, and other venues. A strategy review process to update the plan in 2010 engaged an additional 1,000 community members and stakeholders. As a result, Hillsboro 2020 has won awards for public involvement: the League of Oregon Cities (LOC) Good Governance Award for public engagement in 2000, as well as the International Association for Public Participation (IAP2) Core Values Project of the Year Award for exemplary public process in 2002.

When it came time for the next five-year update by 2015, Hillsboro decided to go even bigger. With almost all action items complete at the 15-year mark of the 20-year vision, the City began the process of looking out over the next 20 years through the creation of the Hillsboro 2035 Community Plan. More than 5,000 individuals contributed ideas for making Hillsboro an even better place through a comprehensive community engagement process that included diverse stakeholder presentations, hosted discussions, interviews at local festivals and events (targeted to diverse groups), online input opportunities, "idea boxes" at various locations throughout town, and even a text message survey at a Hillsboro Hops baseball game. Key documents and surveys were also translated into Spanish to facilitate access for Hispanic/Latino individuals—a growing segment of Hillsboro's population. Specific action items identify key community partners, including organizations providing services to youth, seniors, women, people of color, people with disabilities, low-income households, and households with limited English proficiency. Implementation of the 2035 Plan is overseen by a citizen committee, one of the City's 15 different commissions, committees, and boards where residents can represent their community as a participant in the public decision-making process. The City provides annual updates on implementation of the vision through an online progress dashboard indicating actions already implemented and underway and longer-term actions not yet started.

Many current City communication tools have been developed as a result of identified vision actions to inform and engage Hillsboro employees and residents, a Citizen Leadership Academy, city-sponsored events, a community calendar, several public newsletters, and social media accounts. The recently completed Comprehensive Plan update provides an example of how the City has used these tools to continue the tradition of inclusive public involvement. The Comprehensive Plan is organized to reflect the focus areas identified in Hillsboro 2035 as an extension of the community's vision, ensuring that the input collected from community members through the visioning process is carried through to the policies guiding City operations. The goal of the update process and document itself was to present information in a way that is clear, accessible, available, and engaging to a broad audience, using technology as appropriate. In addition to review by many of the City's standing boards and commissions, the Comprehensive Plan Update included a specific project Citizen Advisory Committee with membership from the standing boards and commissions, Planning Commission, City Council, Vision Implementation Committee, the Hillsboro School District, Chamber of Commerce, Latino Engagement Committee, a young adult, and other at-large positions.

The Plan was also presented in person to local and regional policy stakeholder organizations and to the public at community summits. Community members were invited to review information about each of the topics in the featured core areas, ask questions or provide feedback to staff, and participate in a policy survey through a dot voting exercise. The summits were held at different times, on different days of the week, and at different locations, and were generally held during popular community events in order to engage people who otherwise wouldn't usually be involved, connect with youth, reach local businesses and employees, and connect with diverse communities. At the Latino Cultural Festival (on a weekend afternoon), the City provided materials in Spanish and English and had Spanish-speaking City employees and affiliates available for translation. Several other community summits (i.e., Library Open Houses after work; Tuesday Night Market and Hillsboro 2035 Celebration on weekday evenings; Celebrate Hillsboro, OrenKoFest, and Winter Village all day on the weekend) included Spanish-speaking staff and all community summits included bookmarks with information on how to get involved and provide input in both English and Spanish.

Public involvement efforts for the Comprehensive Plan Update also included various forms of online media. Each community summit was accompanied by online policy surveys on the project website and users were invited to leave free-form comments about specific topics or the project in general at any time. The project had a dedicated website, separate from but coordinated with the City's main website, which was the primary outlet to report out to the public on progress made during the project and demonstrate how public input was being utilized. The project website included a Google Translate plugin for all pages allowing for content translation into 104 different languages and meet the needs for people with disabilities. Approximately 2.5 percent of site traffic was from browsers using a language other than English (our analytics do not track use of the Google Translate button itself). The project's outreach strategy included a separate project mailing list and announcements in existing City communication tools, including the bi-monthly City Views newsletter mailed to all households and businesses in the City, the bi-monthly ¡Creciendo Juntos! Spanish newsletter, the bi-weekly Happening in Hillsboro e-updates, and posts to the City's Twitter and Instagram accounts.

The Comprehensive Plan update process included the development of detailed background reports including demographic, historical, and regulatory information by topic. The HNA, Transportation Background Report, and Parks & Trails Master Plan analyzed the needs of communities of color and low-income households which disproportionately include communities of color, as well as other under-served or under-represented groups. As a result of that analysis and input from commissions and community members, there are 3 goals and 36 policies that address equity and/or environmental justice in topics throughout the plan including access to healthy food, housing, economy, transportation, and parks and natural resources. Communities of color are more reliant on walking, biking, and using transit in Hillsboro.

The Transportation System Plan (TSP), currently undergoing an update that will be the first implementation of the Comprehensive Plan, will include a focus on equity woven through the document and highlighted in public outreach efforts. The TSP will analyze the current system inventory, identify future needs, develop plans, and create projects and programs with particular consideration for communities of color, low-income populations, and other under-served or under-

represented groups (identified by Title VI). Using the Comprehensive Plan’s demographic snapshot as a basis, the City is working on a data dashboard that will include data about under-served or under-represented groups for use internally by all departments, as well as externally by community stakeholders.

Hillsboro’s downtown and adjacent areas, where there are a significant proportion of Hispanic/Latino and low-income households as identified in the 2015 Equity Baseline Report, have relatively affordable rents, are well-served by high-frequency transit, have access to several nearby parks such as Bagley and Shute, and feature many grocery stores and farmers’ market events. The City also has programs in place to support access to employment and recreation for these under-served or under-represented groups. The Economic Development Department partners with workforce development organizations and focuses on job training through the Enterprise Zone, including the Prosperidad Employment Empowerment Center supporting entrepreneurial development. The Hillsboro Public Library, Senior Center, and Glenn & Viola Walters Cultural Arts Center both offer a calendar of events or programs that include some specifically planned for communities of color, as well as those for other under-served or under-represented groups.

Hillsboro’s City Council has identified supporting cultural inclusion and expanded engagement with diverse community members as a guiding principle going forward. The City’s diverse Public Engagement Committee (PEC) will be key in positioning the City to craft community involvement outreach strategies that engage a representative range of the community, particularly for communities of color, low-income populations, and other under-served or under-represented groups. The PEC includes representatives chosen for their work with underserved and/or underrepresented groups in the community, including a Hispanic/Latino member from Centro Cultural, a senior member with Age Celebration, a member of the Youth Advisory Council, a member teaching Native American curriculum, and other members with experience in public health and arts and culture as well as public engagement. Hillsboro has a dedicated Community Services Manager who works on-one-one with diverse community stakeholders, organizes a volunteering program that provides over 50,000 hours of service, and is in the process of developing a Cultural Inclusion Strategy that will be completed by the end of the year. As mentioned previously, the City awards \$100,000 in Community Service Grants per year for programs or services addressing public safety, as well as housing, rental assistance, family support, aging, and mental and physical health needs. Council has approved doubling the Community Services Grant program to \$200,000 annually.

15 Number of City boards/commissions/committees	24 City Council meetings per year	50,000 estimated City volunteer hours per year
--	--	---

Attachments:

- A.** HNA Summary Document
- B.** DLCDC HNA Acknowledgment Email
- C.** 2016 UGMFP Compliance Report
- D.** Comprehensive Plan Housing Section
- E.** Title 11 Findings of Fact
- F.** Email from Metro stating Title 11 Compliance
- G.** South Hillsboro Finance Plan Overview
- H.** Planning Commission Order 8248
- I.** City Council Resolution 2592
- J.** WHVS Concept Plan
- K.** Hillsboro-Washington County IGA
- L.** Letters of Support
- M.** Interested WHVS Property Owner Letter
- N.** Comprehensive Plan Design Types Map
- O.** Affordable Housing Policy and Action Plan

KING CITY URA 6D UGB PROPOSAL NARRATIVE



INTRODUCTION

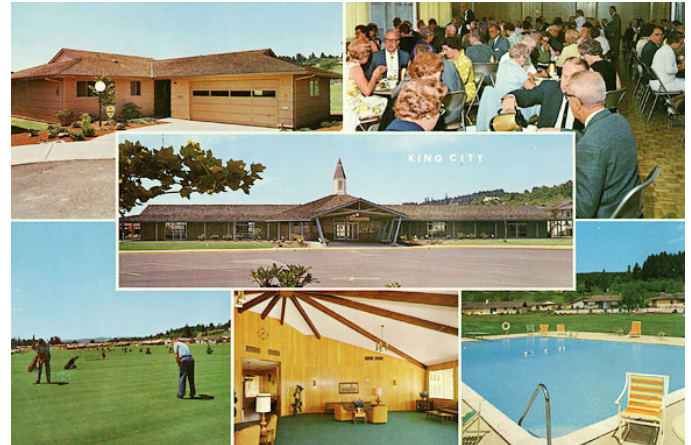
KING CITY: THE CITY THAT HELPED CHANGE OREGON'S LAND USE LAWS, HAS COME FULL CIRCLE

In 1964 the Tualatin Development Company acquired 250 acres in rural Washington County to create a community of people 50 years of age and older, with no children under the age of 18 living in the household. While this looked like a planned unit of development, instead of a city, an election was held March 26, 1966, and the residents approved incorporation with 161 yes votes versus 6 no votes.

Although, Governor Hatfield performed the dedication ceremony on July 2, discussions and changes were already in process regarding how Oregon would grow and what sort of services cities would have, before incorporation could occur. The 55th Legislative Assembly established a boundary

review board to help prevent the proliferation of small cities in 1969. In 1971 the community of Charbonneau was required to annex into Wilsonville to receive urban services. Like King City, Charbonneau was organized around a nine-hole golf course, for retirees, unlike King City, it could not develop as an independent city.

In many respects, King City illustrated the need for comprehensive statewide planning goals and development criteria. And, in many respects, the desire of King City to be become a 24-hour city, where people can live, work and play, should be viewed as a victory for Oregon's land use system.



King City circa 1965

A STAGNANT CITY MAKES A HARD PIVOT, AND BECOMES A WELCOMING PLACE



By the mid-1970s King City as originally conceived had been built out. But, with nowhere to grow, a rapidly aging population, and property tax revenues constrained by Measures 5 and 50, by the late 1990s the city was on the brink of financial collapse. It was under those circumstances that community leaders began a series of difficult conversations about the future of King City as a place. Until the 1990s, virtually all of the residential neighborhoods in the city were within the retirement community governed by the King City Civic Association. The city had virtually no diversity with 2000 census finding that 98.31% of residents were white and that the average age was 76 years.

The question for King City became whether to double down on who they were, or to make a hard pivot. The opportunity for them to make that choice, happened shortly after the 2000 census. Following a December 1998 expansion of the Urban Growth Boundary (UGB) to include Urban Reserve (UR #47), the city developed a concept plan for the 91-acre West King City area. Its annexation in

2002 triggered significant residential development causing a dramatic rise in the city's population, a remarkable rise in racial diversity, and a meaningful reduction in the average age of residents.

A simple look at the King City Council tells the story of the city's desire to evolve. As someone who had immigrated to the United States from Nigeria, Councilor Ocholi would stand out on most city councils in Oregon. On the King City City Council, he joined an African American mayor, and a city councilor who'd immigrated from Vietnam as a child. Councilors have been elected or appointed to the city council regardless of age, gender, race, sexual orientation, or country of origin. The message has been clear. If you have the talent and desire to contribute to the city, there will be a place for you to contribute. The results show how the message has been received.



King City Mayor Ken Gibson (left) congratulates Smart Ocholi on his appointment to the City Council; Councilor Chi Nguyen-Ventura is in the background

During the ten-year period between the 2000 and 2010 Federal Census, King City's racial diversity increased from 1.69% to 11%. The population growth numbers have been even more dramatic. The 2000 Census measured King City's population at 1,949. Portland State's Population Center estimated the 2017 population at 3,640. But, with Washington County's elections office reporting 3,660, registered city voters, we believe 4,600 is a conservative estimate for the actual population number. By becoming a welcoming place for all, King City has become an incredibly desirable place for people to live.

AN EVOLVING CITY CHAMPIONS DENSITY AND CREATING A PLACE FOR ALL OREGONIANS

While the city's planning and development has been consistently guided by the Statewide Planning Goals and Metro planning objectives, it has also developed in line with Metro's goals around equity and inclusion. The West King City Plan area was developed to create desirable neighborhoods, which met Metro's minimum density and multi-modal circulation requirements, and as King City opened its doors, people needing a place to live and raise their families rushed in. A recent Housing Needs analysis performed by ECONorthwest calculated the city's unconstrained buildable acres at 1.5, and a preapplication meeting for that site, has already happened this spring.

While some metro jurisdictions have opposed residential infill, and opposed housing affordability, the opposite of that is true in King City. The 2010 census of King City's housing density per square mile was measured at 2,666.7. To put this in perspective, during the same census Portland's housing density per square mile was measured at 1989.4.

The fact that King City's housing density per square mile was 34% higher than Portland's in 2010 is stunning to most people, but most people haven't been to King City. After sixteen years the city is virtually built out, and with no realistic path to vertical infill growth, the city will be unable to continue to help meet the region's housing needs.

King City got to where they are today, by saying yes to all types of development. Manufactured dwellings are



King City has a relatively high urban density and very little vacant buildable land

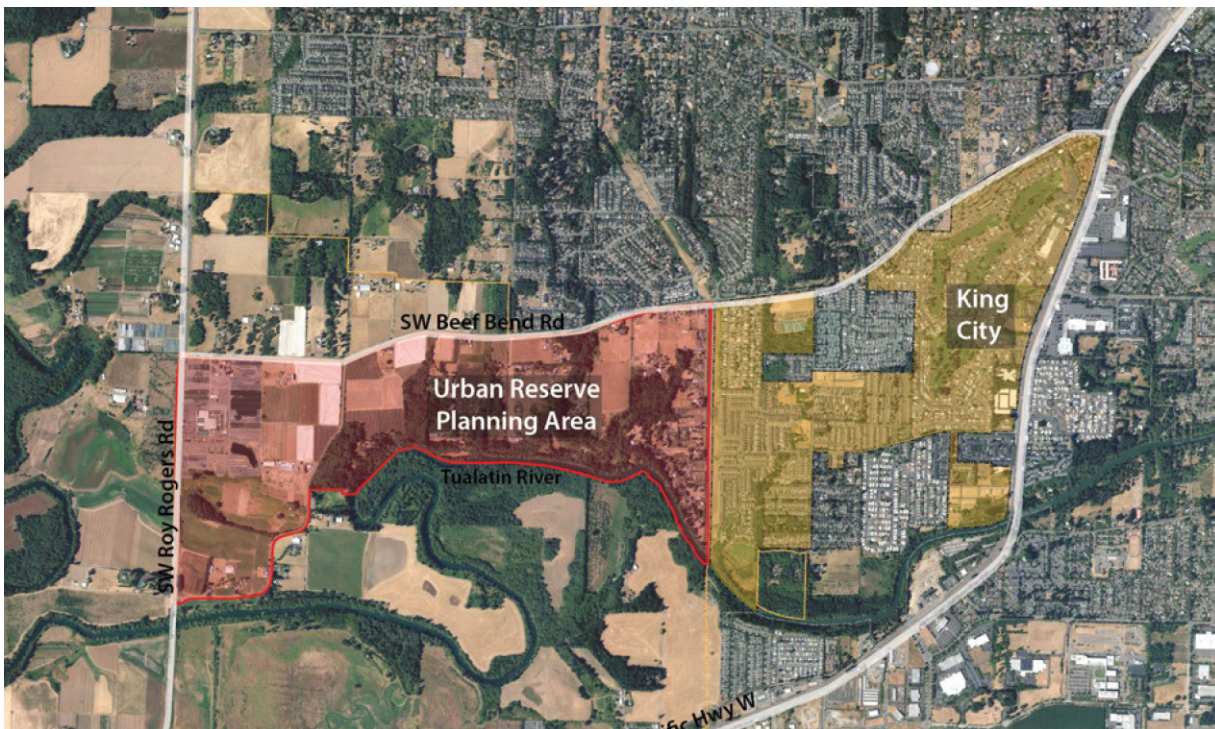
the SW Corridor will become an amazing amenity for both cities in the future. Metro, Tri-Met and other stakeholders are looking at transportation projects and funding, and transportation improvements should become a catalyst for redevelopment in the same way that the Orange Line has been a catalyst for redevelopment in downtown Milwaukie.

While redevelopment will be the order for the day along Highway 99, Urban Reserve Area 6D is expected to provide the housing units that King City needs over the next 20 years. Although many cities are able to meet future residential needs through infill development, there are very limited opportunities for infill in King City.

Because the largest zoned single-family lot size in King City is 5,000 square feet, adding additional units to existing lots is not feasible. Additionally, the city is not eager to have apartments razed and replaced, because of the impacts that such an action would have on housing affordability. It is with those priorities in mind that the city has decided to look west.

FORMING A VISION AND A COALITION USING THE URBAN RESERVE AREA 6D PLANNING PROCESS

Urban Reserve Area (URA) 6D is comprised of approximately 528 acres located immediately west of King City. It's generally bordered by SW Beef Bend Road on the north, SW Roy Rogers Road on the west, and the Tualatin River on the south. Faced with high consumer demand for



housing inside the city and a dwindling supply of developable or redevelopable land, King City initiated a concept planning process for this area. The city began the planning work in fall 2016.

The city has found that clear communication and early public buy-in is key to the success of future development, and this time was no different. The planning process included public engagement opportunities, with a week-long charrette representing the key point where the general public influenced the direction of the plan. This was complemented by work with a Stakeholder Advisory Committee made up of residents and property owners and a Technical Advisory Committee consisting of agency and organization representatives.

Large lot property owners, some with significant development experience were identified and brought into this process. Because King City has limited financial and staff resources compared to other jurisdictions competing for UGB expansions, collaboration has been a necessity. We've taken an all hands on deck approach to get where we are today, and at times used the staff expertise of both Metro and Washington County to make sure we had the facts and data that we've needed.

As people have learned about our city, and our vision, they've gotten excited. Even some of the adjacent property owners in the Rivermead Area, who were initially opposed to the expansion, have quietly approached the city and said that they are interested in developing their properties.

As others learned that Rivermead homes built within or near the Tualatin River floodplain had septic or sand filtration systems, they've advocated that those houses should go on sewer for the health of our river and population. It's for those reasons that we think that there are multiple annexation pathways to the large tract lots in URA 6D.



Following public hearings by the King City Planning Commission on March 28, 2018 and the City Council on April 4, 2018, the plan was approved by Resolution 2018-03. The *Concept Plan King City Urban Reserve Area 6D* and related background material are provided with this submittal package.

To further support the concept planning effort, the city recently adopted the *City of King City Housing Needs Analysis* following public hearings with the King City Planning Commission on March 7, 2018 and King City Council on March 21, 2018 (Ordinance 2018-02). The plan, ordinance, and DLCD acknowledgement are included with this submittal package.

While a high level of planning has occurred, assuming a UGB expansion includes URA 6D, the city will continue on to the more detailed master planning phase for this area, making supporting amendments to the King City Comprehensive Plan and Community Development Code, and working with property owners and others. Close coordination with partner jurisdictions and agencies will continue throughout the planning, annexation, and development stages.

THE KING CITY PROPOSAL FOR URA 6D

Metro requires King City to address all Metro Urban Growth Management Functional Plan provisions in section 3.07.1425 (d) 1-5. These sections are addressed below and supported by appendices to this proposal narrative.

- 1. Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro regional growth forecast and population distribution in effect at the time the city's housing needs analysis or planning process began.***

On March 21, 2018, the city adopted the City of King City Housing Needs Analysis prepared by ECONorthwest. This housing needs analysis was based upon the current Metro regional growth forecast and population distribution estimates. The plan was subsequently acknowledged by DLCD on April 23, 2018.

2. *Whether the area has been concept planned consistent with section 3.07.1110 of this chapter.*

The Concept Plan King City URA 6D includes the necessary plan elements and satisfies the provisions of section 3.07.1110 as described in the Title 11 Compliance Analysis included with this submittal package.

3. *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.*

King City has actively participated in planning of the Southwest Corridor town center, has completed the work funded by grants, and made the Comprehensive Plan and zoning code amendments necessary to implement that plan. The city has had conversations with the commercial landowners regarding redevelopment opportunities and is eager to have redevelopment occur. With limited city resources, the city believes that redevelopment will occur with a catalytic project such as the Southwest corridor light rail line. The city believes that the closest comparison is the city of Milwaukie's redevelopment since the Orange Line has been built.

The city will take all steps necessary to continue to promote and encourage redevelopment but needs willing property owners incentivized to carry forward the vision. The portion of the city adjacent to Highway 99 is the only commercially zoned part of the city. Our vision for Area 6D includes additional lands to turn the city into a 24-hour city, though we will continue our focus on Highway 99.

4. *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.*

From its beginning as a retirement community, King City has always provided a variety of affordable housing types. Our housing mix includes single family detached and attached, apartments, condominiums, and manufactured homes. With single family lot sizes from 2,500-5,000 sq. ft., King City's detached single family neighborhoods share many elements with clustered cottage developments. Over 50% of the current King City population has household income of less than \$49,000 a year, which we believe demonstrates King City's commitment to providing a place for all Oregonians regardless of income. Our philosophy of inclusion and housing diversity has continued and is reflected in our comprehensive plan policies, treatment of former UR #47, and our recent King City Town Center Plan and Implementation Strategy.



This 1,100 square foot modular home by Anderson Anderson Architecture was constructed in Japan with a budget of \$154,000. This works out to about \$140/SF. Source: Anderson Architecture

The King City Community Development Code (CDC) and the corresponding zoning designations allow and encourage the mix of housing types noted above. The city's commitment to housing affordability is also reflected in our classification of existing manufactured home parks (including Mountain View on Beef Bend Road) as conforming development rather than as nonconforming. We believe that manufactured and modular dwellings will be an important part of the housing mix for URA 6D, and our commitment to manufactured and modular dwellings has been part of our presentations to both the Washington County Board of County Commissioners and the Washington County Coordinating Committee.

We believe that modular and manufactured homes should be fully integrated into our housing mix, rather than isolated. While many residents of King City currently use single occupancy cars, the Southwest Corridor light rail will provide efficient service to the regional transportation system. With that in mind, we have adopted minimum parking requirements that are consistent with Metro's directives. While the buildout of the Southwest light rail line is outside of the city's control we know that this will be an amazing amenity for us and neighboring jurisdictions and we believe that this will be a catalyst for redevelopment and increased housing density along Highway 99.



Before this is built, we'll need to decide on a date and color. In King City, we like purple.

While other jurisdictions have large lot single family homes as part of their planned UGB expansion, our focus has always been on the missing middle. We do not anticipate any large lot developments in King City. We anticipate that the single family detached homes that are part of the mix will be on 2,500-5,000 square foot lots, consistent with the current housing mix. Exhibit 28 of the ECONorthwest Housing Needs Analysis measured King City's median home sales price from August of 2016 - July of 2017, at \$115,000 less than the city of Tigard's median housing price over the same period and \$51,000 less than Beaverton's.

5. 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.

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.

At the time of King City's formation an emphasis was put on community, community building and active recreation and projects. Opportunities are provided for all people, regardless of income. Early projects included a golf course, built for residents and the public. While 18 holes at Portland Parks and Recreation's Redtail Golf Center costs \$46.00, an annual pass for unlimited play at the King City golf course costs \$419.00. Youth, can purchase a pass for unlimited golf between March 1st and September 30th for \$149. In addition to providing an amenity for the community, the golf course provides affordable access to a sport that can normally be very expensive.



King City Public Golf Course with cottages in the background

Clubs and interest groups were formed to bring people together and to assist in necessary projects. A city history describes how in 1967 men in the woodworking shop, built shelving for the 1,200 books in the newly formed library, while the sewing group received a certificate of merit from Dammasch Hospital for their many hours of work, and a paper drive was organized to purchase wheel chairs that could be loaned to residents. A high priority was placed on volunteerism, with none of the public officials including the municipal judge receiving pay for their services.

In 1968, the same year that the 500th home was completed, the April 1968 edition of the King City Courier newspaper, edited by Mercedes Paul, championed the many volunteers that worked to make our region a better place writing: "Two groups of women sew for hospitals, four residents help at Boise School in the Albina district by teaching those who need individual assistance. Five men with carpentry talent built five play-

houses four feet square for the Albina Child Care Center. Three other gentlemen have been teaching Math at St. Barnabas Church each Friday to drop-outs. Gretchen George continues to tape books for the blind. Five ladies assisted the Salvation Army headquarters in filling 700 bags of toilet articles for the induction center.”

While things have obviously evolved, the culture of neighbors helping neighbors and looking out for one another has remained consistent. While King City is now open to people of all ages, as discussed earlier a premium has been placed upon inclusion and making sure that all residents have an ability to meaningfully participate in the city in whatever capacity they are able to help.



Having a compact, affordable community with easy, and generally walkable, access to retail, services, entertainment, and recreation has been a constant urban design principle for the city. In 1967, two of the first ordinances passed by the city council dealt with sidewalk maintenance and dog control issues. Convenient access to the town center shopping, recreational opportunities, affinity groups and creation of a new neighborhood park in the western portion of the city has increased livability for residents and nonresidents alike.

The planned extension of King City to the west continues the approach of having a compact, affordable community with easy access to retail, services, entertainment, and recreation also guides the URA 6D Concept Plan. A mixed-use main street will be easily served by transit, diverse neighborhoods with a variety of housing types will respond to community needs, and parks, a trail system, and multi-modal circulation will help residents efficiently access community amenities.

Additionally, the eventual annexation of the Rivermead area homes, and the connection of the homes on the river to city sewer services should have a beneficial impact on the health of the Tualatin River. Because the Tualatin River has been envisioned as a water trail for our region any steps that can be taken to prevent pollution and stop human waste contamination should be and will be taken. Those steps can only be taken with annexation into the city.

2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

With unemployment at a record low, the Metro region is very economically competitive. However, the cost of living in both the region and King City is also climbing. Although King City has done an incredible job of making housing happen in our region, it is on the verge of having virtually no buildable lands inventory. In order for our region to maintain our economic competitiveness it is critically important that work force housing, or the missing middle of the housing market, be built. King City has an amazing record of building all types of housing, saying yes to projects, and providing maximum flexibility so that affordable products can be brought to market. At no point in this process or its history as a city has King City advocated for “executive housing.”

The city has strongly supported transit to take advantage of our location near current and planned regional employment centers. The city has actively participated in the SW Corridor project. Demonstrated an on-going commitment to retain a viable town center including plan/CDC amendments to encourage mixed-use and promote active transportation. And, the city has evolved to become more well-rounded and diverse as it has grown with a much greater mix of working age families and retirees.

The city's plan for URA 6D offers more of the same product that has worked for the city in the past as

well as provisions which could provide a range of employment opportunities in the main street town center area. The city provides relatively easy access to the employment opportunities in the SW portion of the region and is looking for a housing product mix that will be accessible to workers that those companies need. Coordination with the Tigard Tualatin School District has been ongoing throughout the planning to make sure that zoning is provided for any necessary school sites, and there has been coordination with Metro staff throughout this process regarding what zoning the region needs, and what King City should ask for.

3. People have safe and reliable transportation choices that enhance their quality of life.

As stated earlier, two of the first ordinances that the King City city council passed dealt with pedestrian safety and accessibility. Virtually all city streets have sidewalks. Sidewalks are supplemented by strategically located pathway connections to enhance overall pedestrian system utility and convenience. That focus on the pedestrian and pedestrian safety continued as King City brought lands into our UGB. Former URA #47 between 131st and 137th was developed according to a concept plan supporting interconnected local street and pedestrian routes.



There are few cul-de-sacs by design, and of those that exist, most of them have pedestrian through connections. The city has been proactively working with Washington County and ODOT to fill sidewalk and bike lane gaps. Full improvement of Fischer Road has recently been completed with joint city county funding, and ODOT is preparing to construct missing sidewalks along Highway 99W within the town center.

With less staff and financial resources than other cities coordination with partner agencies and the providers of grant funds has been key. The city worked proactively with TriMet and the result was enhanced bus service to the town center area. We have learned that education and effective advocacy by elected officials and citizens can help educate both service providers and residents about the opportunities that exist to get out of the car and help ease congestion. The city has been a very active participant in SW Corridor discussions and believes that will bring opportunities for even more transportation choices to the city.

With less staff and financial resources than other cities coordination with partner agencies and the providers of grant funds has been key. The city worked proactively with TriMet and the result was enhanced bus service to the town center area. We have learned that education and effective advocacy by elected officials and citizens can help educate both service providers and residents about the opportunities that exist to get out of the car and help ease congestion. The city has been a very active participant in SW Corridor discussions and believes that will bring opportunities for even more transportation choices to the city.

The URA 6D plan creates a main street/town center in URA 6D, which will have transit-supportive land use and densities. Safe, convenient, and pleasant walking and bicycling routes throughout URA 6D and existing King City are critically important to current and future residents and the city is committed to providing those opportunities. On-going coordination with transportation partners including TriMet, ODOT, Washington County, and Tigard will continue as the planning process moves forward.

4. The region is a leader in minimizing contributions to global warming.

King City has been a regional leader, in our region, in minimizing contributions to global warming. When originally built, single family homes ranged for 845 sq ft. to 1,738 sq ft, with a minimum density of over 8 units per acre. With a 2010 housing density per square mile that exceeded the city of Portland's, King City has demonstrated its commitment to having a compact, pedestrian and bike accessible city. The city has been consistently supportive of existing transit and future service improvements. Our current city and future plans provide easy access to the town center, which allows residents to meet most of their daily needs, and we

have prioritized providing zoning support for a variety of smaller and more energy efficient housing types.

The concept for URA 6D includes having a compact, affordable community with easy access to retail, services, entertainment, recreation, and other amenities. This has been a constant principle for the city, since inception. King City wants residents to have the amenities that they need in King City, so they don't have to climb into their cars.

While some traditions that the city enjoyed during the 1960s, like having a pro bono municipal judge, are a thing of the past, others are going strong. In addition to the golf course and swimming pool, the King City Civic Association offers a library, lawn bowling, woodworking shop, ceramics studio, and over 25 clubs and affinity groups. The idea has always been to provide the amenities centrally, so that individual citizens don't need to have something like a woodshop at their own home. And, also to ensure that whatever their interest, it is close by.



The URA 6D Concept Plan strives for convenient pedestrian and bicycle access to commercial centers and amenities

URA 6D will boast a mixed-use and higher density main street to encourage more energy efficient units and more walkable and transit-supportive development character. And, the city will look for opportunities to educate current and future citizens about programs, grants, and other ways that they can have energy efficient homes and minimize their carbon footprint. King City is committed to remaining a regional leader in minimizing contributions to global warming. At a time where satellite communities outside of Metro's jurisdiction are offering new and more affordable housing product, King City wants to offer it within Metro's jurisdiction. This is necessary to minimize people's commutes to work and minimize their carbon footprint.

5. Current and future generations enjoy clean air, clean water and healthy ecosystems.



King City's commitment to clean air, clean water, and healthy ecosystems, is demonstrated by the active outdoor recreational opportunities that it provides to its residents as well as its willingness to provide sewer services to the houses that are currently adjacent to the Tualatin River and utilizing septic and sand filtration systems.

Although some of the properties in the northern portions of the Rivermead neighborhood are essentially small farms, the properties in the southern portion of the Rivermead neighborhood are built at closer to urban levels of density, but are lacking the infrastructure necessary to minimize their environmental impact. They can only be brought into the city and provided with urban services if the area is brought inside of the UGB.

Additionally, the opportunities for biking, hiking, parks, and enjoying nature are prioritized in the concept plan for Area 6D. We are very proud of our proposed trail system and we believe it will

provide a lot of opportunities for people of all ability levels to enjoy nature in the place where they live. Of the 528 acres that the city is seeking to bring into the UGB, only 318 of those acres are developable. As a result, our plan has wild areas, left in their natural state as well as parks which will be amenities for the current and future city.

6. The benefits and burdens of growth and change are distributed equitably.

Unfortunately, in our region, King City has become an outlier, when it should be the model city. King City's record is one that demonstrates how to buildout a URA efficiently, how to cultivate a culture of inclusion, and how to leverage limited staff and financial resources to maximize amenities for current and future residents. King City prides itself on the role it has played in getting a full range of residential products to the market. We're proud that from 2000 to 2010, our racial diversity in the city went from 1.69% to 11%.

Unlike King City, there are an increasing number of cities, neighborhood associations, and others who are working increasingly hard to get to "no." Whether it is city council prioritizing views above infill density, neighborhood associations seeking historic designations or downzoning, or individual neighbors that have learned how to delay projects for months if not years through appeals, the message they send is the same. Density is great, if it's somewhere else.

Concepts like clustered cottages are increasingly difficult to get adopted into city codes, because of unreasonable citizen fear. And, while city councils decry the housing emergency, lack of affordable housing, and lack of available housing in State of the City addresses, many of those same jurisdictions turn down applications to build, requests for density bonuses, or have system development charges and other fees that make it economically unfeasible for developers to develop anything other than executive housing.

Of jurisdictions that get UGB amendments to add more land to their cities, some take over a decade to plan the areas, while some areas are never planned at all. Unfortunately, those decisions lead to overall inequity in our region when it comes to both the benefits and burdens of growth.

In King City, development has paid for itself out of necessity. The city hasn't had the financial resources to financially participate in development. King City has helped bring a more affordable product to the market by streamlining permits and inspections, clearly and proactively communicating with developers, providing maximum flexibility in the code, and, to the extent possible, providing certainty regarding project timelines.

The mayor and members of the city council have done extensive outreach to make sure that citizens were aware of what was going on, were receiving correct information, and had the ability to meaningfully participate in past processes as well as this process. Those efforts have led and will lead to better understanding, and less future opposition. King City is already proactively working with developers who own property in URA 6A to make sure that they understand what the city wants and needs, and to make sure that the city's expectations are reasonable.

They have been at the table through all phases of the planning, and our application is stronger because of the time, expertise, and other resources that they have contributed to this process. When we decided that we wanted



The King City URA 6D Concept Plan Charette Opening Event

to explore the concept of System Development Credits (SDCs), our mayor, city manager and city attorney went to the developers that own land. Our message was that with over 50% of our population earning less than \$49,000, we wouldn't be utilizing increased utility fees to fund infrastructure.

We told them we likely needed to explore gap funding options including SDCs, and we were committed to making sure that whatever we did would be fair to them. They said they understood, they agreed that increased utility fees were not an option we could utilize, and conversations regarding different funding ideas including SDCs and Local Improvement Districts (LIDs) are happening right now.

When people have asked if we'd be dedicating certain amounts of land to traditional trailer parks, we've been clear in our response. Yes, to manufactured and modular dwellings, no to walls and dead-end streets. Yes, to trailers, no to trailer parks. Yes, to inclusion, no, to isolation. When we've explained that our goal is to destigmatize living in manufactured housing, and that the way that we think we can best meet that core objective is by making manufactured housing part of the regular housing mix, they've understood.



*This modular unit is manufactured in Ferndale, Washington. Prices start at \$113,000.
Source: Method Homes*

For people who are less comfortable with the concept of manufactured dwellings we've included slides to familiarize them with new architecturally designed products. These new products look great, and at around 1,000 square feet, are of the size and scale of traditional King City homes. Those sorts of communications, as well as visual aids have done a lot to alleviate concerns, and to demonstrate a more accurate picture of what the end product will look like.

As King City looks at equitably distributing the benefits and burdens of growth, our commitment is that we will be part of the solution. Our housing mix for URA 6D is going to look a lot like Goal 10, with a variety of housing options. Options, that working Oregonians can afford. Our process will be open, inclusive, and focused on building our community. Our desire is to continue our work creating a safe and welcoming place for the many people who feel unsafe and unwelcome in our country at this time. Eighteen years ago, if Metro had applied your equity lens to our city you wouldn't have liked what you saw. But, if you apply your equity lens to us today, what a difference eighteen-years makes.

CONCLUSION

King City has made a significant investment of time and resources to put this application together. We have received the help and support of many, and we've learned much during this process. In the beginning, many people doubted whether or not our application would be viable. They questioned whether we had the skill and expertise to meet the technical requirements of the new Title 11 based application. They looked at the current size of our city and told us that we were asking for too much. Others told us we shouldn't get our hopes up, and that we were wasting our time.

The people that told us that didn't know King City. They didn't realize that we'd been on the ground, meeting with owners, and identifying our path forward towards urbanization. They were not aware that we have a vision for our next twenty years of dynamic growth, and a history of doing just that.

Finally, we need your help. Without your help, we won't be able to continue to grow. We've been so successful that we're out of land. Too many people want to move to King City, and we want to continue to be able to welcome them. We also think that we've shown that ability to deliver everything that Metro and our region says that it wants: compact urban form; multimodal transit options; pedestrian and cyclist

infrastructure; a history of housing affordability; efficient growth; housing diversity; and equity. We have a committed council, a staff that wants to move things forward, and residents that have bought into our vision.

We believe we have a unique role to play in our region's future. We don't think that you'll hear another story like ours or see another application like ours. We are ready to begin our next journey. With your help it can happen.



King City thanks you for your consideration.

2018 urban growth management decision: engagement and process timeline

Per work program endorsed by Metro Council in February 2017

	Summer - Fall 2017	Winter 2018	Spring 2018	Summer 2018	Fall 2018
Program milestones	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Clarify expectations for cities</div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">City letters of interest due</div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">City proposals due</div> <div style="position: absolute; top: 50px; left: 50px; background-color: red; color: white; border-radius: 50%; padding: 10px; font-weight: bold;">YOU ARE HERE</div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Metro COO rec., followed by MPAC rec.</div> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Draft Urban Growth Report</div>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Council direction</div> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">Council decision</div> <div style="text-align: right; margin-top: 10px;"> </div>
Cities proposing expansions	<ul style="list-style-type: none"> Concept planning for urban reserves Letters of interest due Dec. 29 		Proposals due May 31	Present proposals	
MTAC	Recommendation: clarify expectations for cities proposing residential UGB expansions		<ul style="list-style-type: none"> Discussion: merits of city proposals Recommendation: tech advice, if requested by MPAC 		
Peer review groups	Regional population and employment forecast				
	MetroScope model				
	Buildable land inventory methods and results and other model assumptions (LUTAG)				
			Strengths & weaknesses of city proposals (CRAG)		
MPAC	Recommendation: clarify expectations for cities proposing residential UGB expansions		<ul style="list-style-type: none"> Discussion: merits of city proposals Recommendation to Council 		
Public comment opportunities	City planning processes		<ul style="list-style-type: none"> Opt-In poll Online comment period 	Council hearings	Council hearings
Metro Council	Decision: clarify expectations for cities proposing residential UGB expansions		Discussion: merits of city proposals		<ul style="list-style-type: none"> Direction (Sept) Decision (Dec)

Evolution of regional growth management process

Old system



New system



Ongoing improvements to the region's urban growth management process

Protect farms and forests and make the most of what we have

- 1995: 2040 Growth Concept:
- Focus most growth in existing urban areas
 - Expand the UGB in urban reserves when needed
 - Protect industrial areas
 - Consider implications of growth in neighbor cities
- 1996: Urban Growth Management Functional Plan:
- Protections for industrial lands
 - No net loss for residential zoning
- 1997: Regional Framework Plan:
- Focus on redevelopment and infill
 - Provide housing choices
- 2010: Urban and Rural Reserves (long-term vision for urban footprint)

Take an outcomes-based approach

- 2009: Initial direction on six desired outcomes
- 2010: Formal adoption of six desired outcomes
- 2014: Climate Smart Communities Strategy
- 2016: Equity Strategy

Have a plan before expanding the UGB

- 2010: Require a concept plan before expansion
- 2011: Require additional consideration of housing affordability in concept plans

Improve technical analysis

- Ongoing: Peer review of models, methods, and forecasts
- 2009 on: Use of range forecast to acknowledge uncertainty
- 2014 on: Use of range of capacity to acknowledge uncertainty
- 2018 on: More explicit use of scenario modeling to inform growth management

Track development trends

- Periodic: Regional Industrial Site Readiness inventory
- Periodic: State of the Centers
- Periodic: Regional Snapshots
- Periodic: Urban Growth Reports

Be responsive to city proposals for UGB expansions

- 1992: Create annual opportunity for proposed non-residential expansions
- 2007: 2040 Planning and Development Grant program begins to fund local planning
- 2010: Create expedited UGB process for industrial expansion proposals
- 2017: Create mid-cycle UGB process for modest residential expansion proposals
- 2017: Clarify expectations for cities proposing residential expansions

WITCH HAZEL VILLAGE SOUTH

POPULATION

101,540

2017 Certified Population Estimates,
Portland State University

PROJECTED 2045 POPULATION

156,398

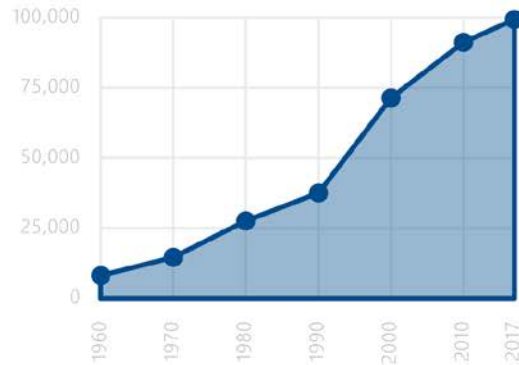
TAZ MetroScope Gamma 2.0,
Metro Regional Government

PRIMARY JOBS

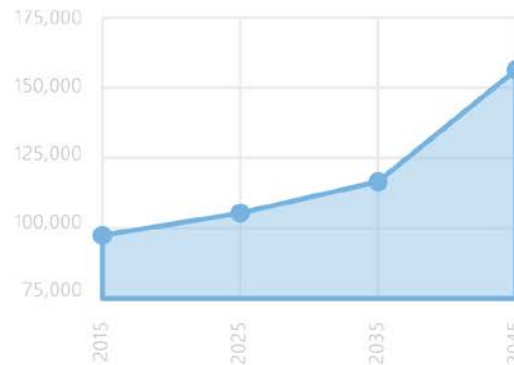
68,039

2015 LEHD Employment Statistics,
U.S. Census Bureau

HISTORICAL POPULATION



POPULATION PROJECTION



JOBS PROJECTION

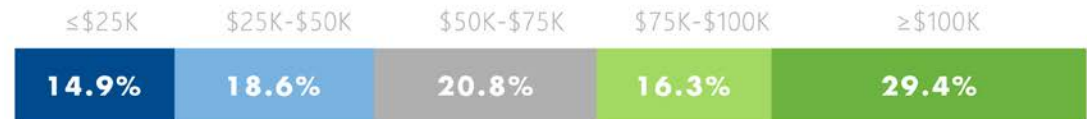


MEDIAN HOUSEHOLD INCOME

\$70,180

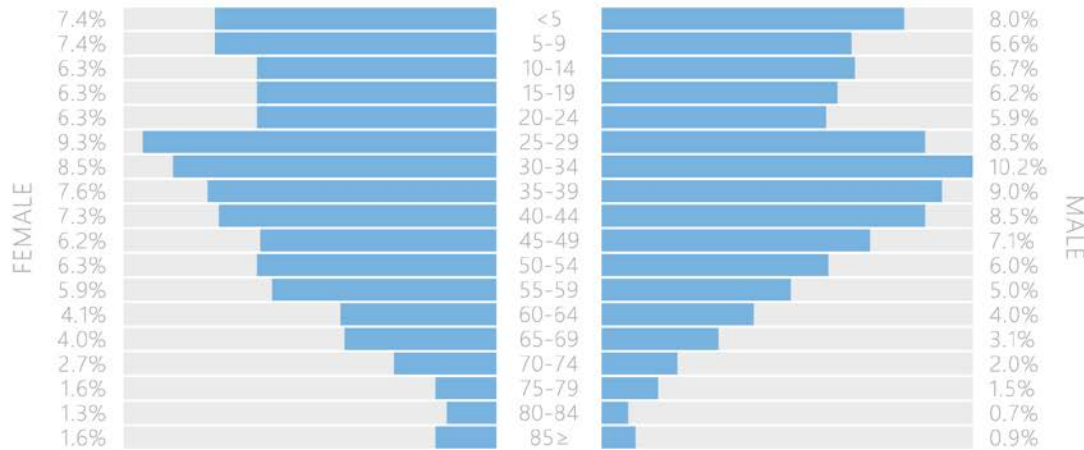
ACS 5-Year Population and Housing
Profile (2012-2016), U.S. Census Bureau

HOUSEHOLD INCOME DISTRIBUTION



ACS 5-Year Population and Housing
Profile (2012-2016), U.S. Census Bureau

AGE DISTRIBUTION



ACS 5-Year Estimates (2012-2016),
Table 101, U.S. Census Bureau

AVERAGE HOUSEHOLD SIZE

2.73

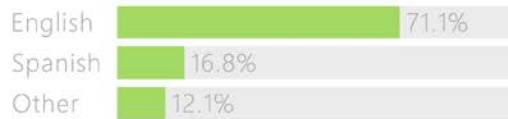
ACS 5-Year Population and Housing
Profile (2012-2016), U.S. Census Bureau

MEDIAN AGE

34.0

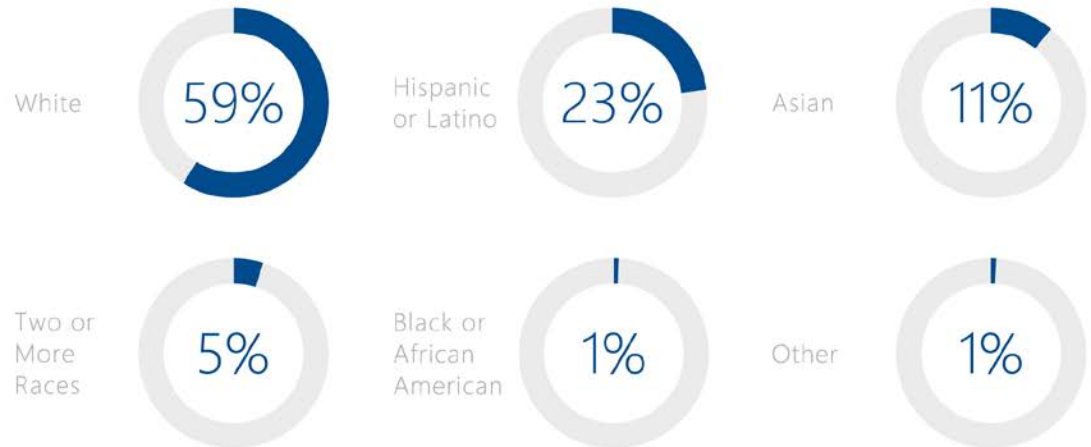
ACS 5-Year Estimates (2012-2016),
Table 101, U.S. Census Bureau

LANGUAGE SPOKEN AT HOME



ACS 5-Year Estimates (2012-2016),
Table 1601, U.S. Census Bureau

RACE & ETHNICITY



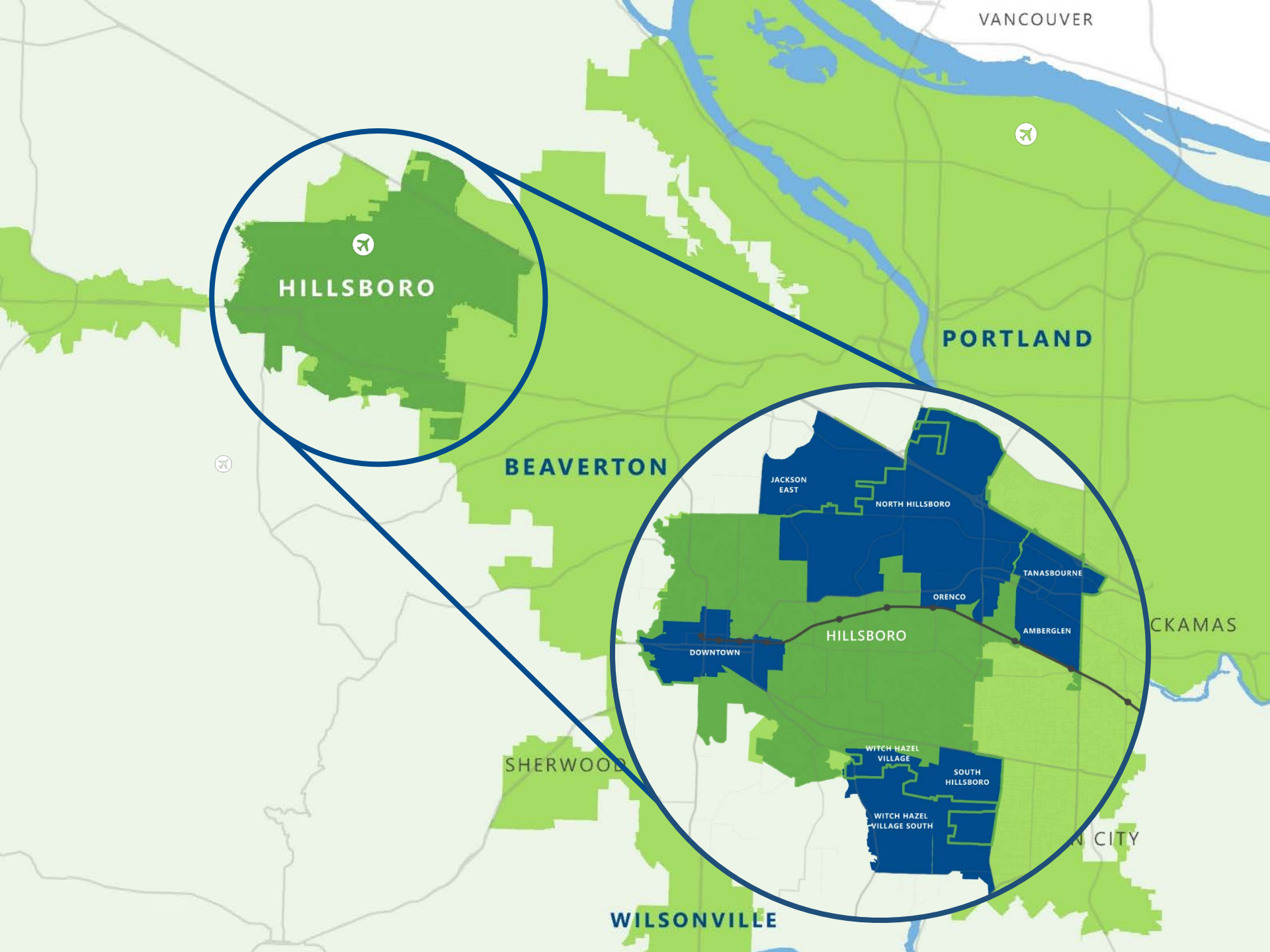
ACS 5-Year Estimates (2012-2016),
Table DP05, U.S. Census Bureau

EDUCATIONAL ATTAINMENT

36% Hold a Bachelor's Degree or Higher

ACS 5-Year Population and Housing
Profile (2012-2016), U.S. Census Bureau

**FOCUSED
GROWTH**



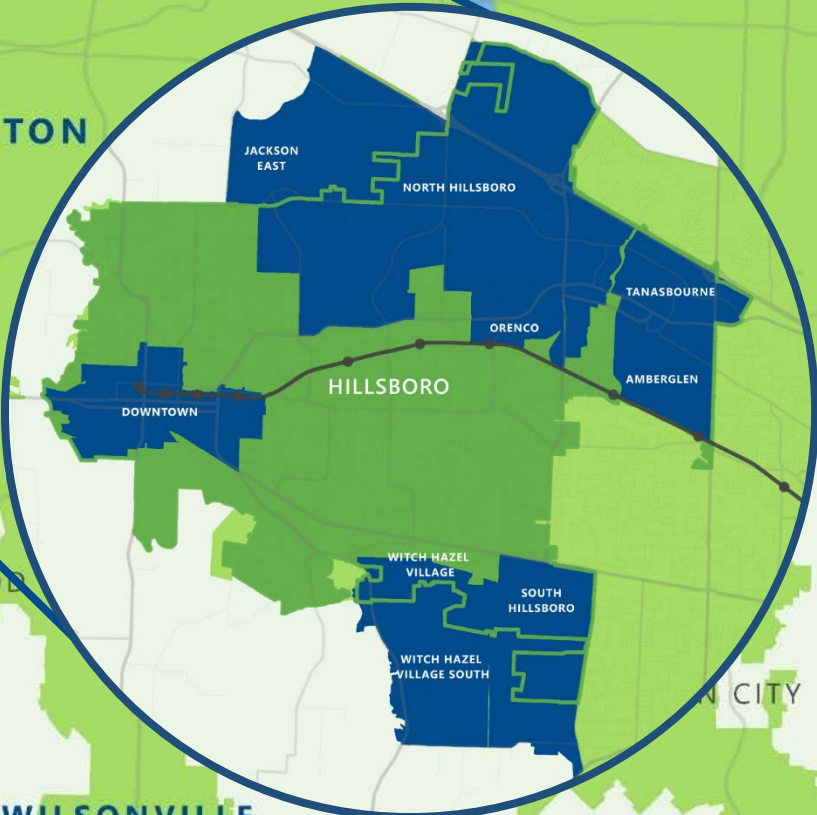
VANCOUVER



HILLSBORO

PORTLAND

BEAVERTON



JACKSON EAST

NORTH HILLSBORO

TANASBOURNE

AMBERGLEN

HILLSBORO

ORENCO

DOWNTOWN

WITCH HAZEL VILLAGE

SOUTH HILLSBORO

WITCH HAZEL VILLAGE SOUTH

CLACKAMAS

SHERWOOD

CLACKAMAS CITY

WILSONVILLE

DOWNTOWN HILLSBORO





TANAS- BOURNE & AMBERGLEN

ORENCO STATION





NORTH HILLSBORO INDUSTRIAL AREA

HOUSING STOCK

**70
PERCENT**



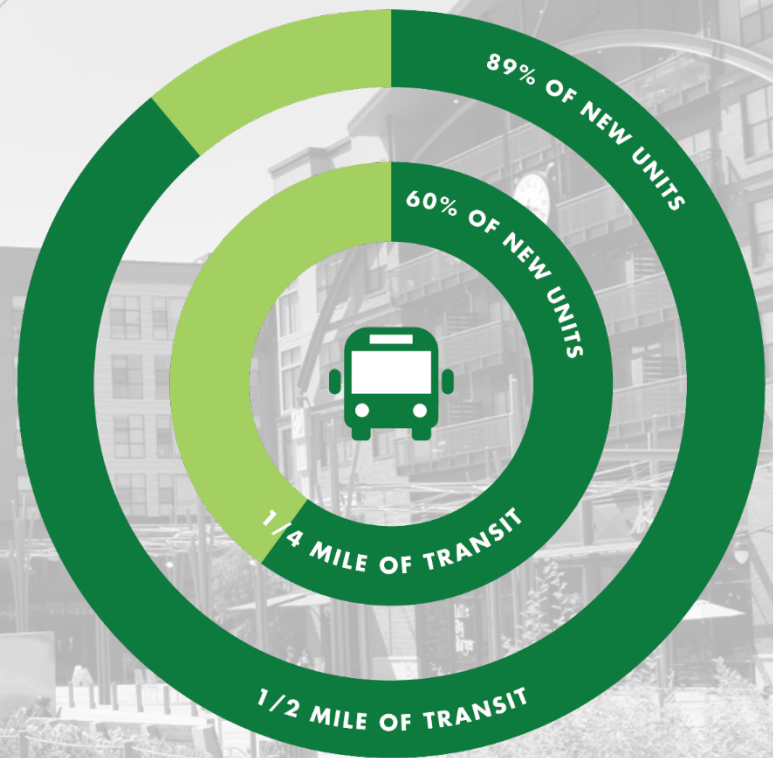
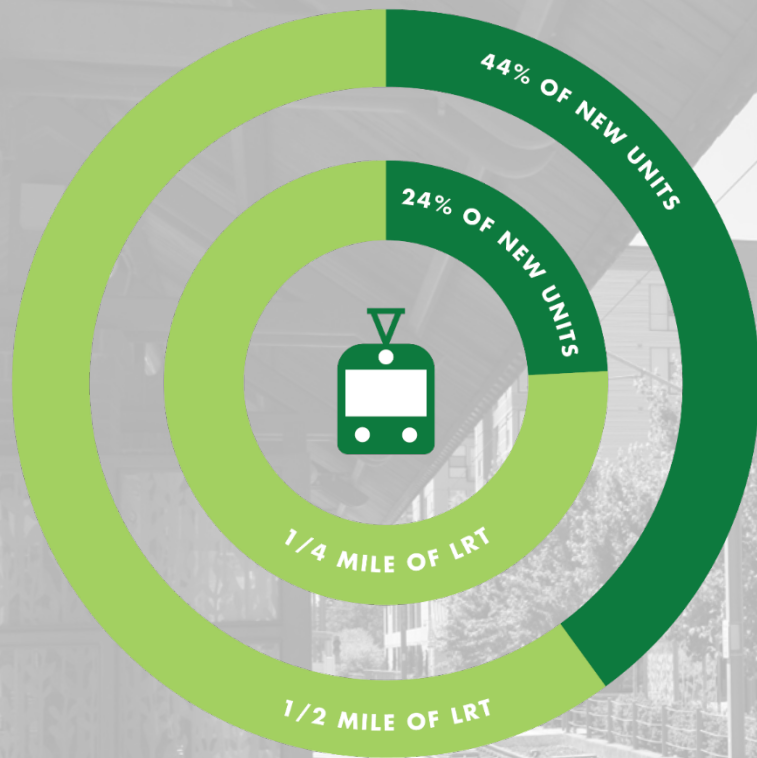


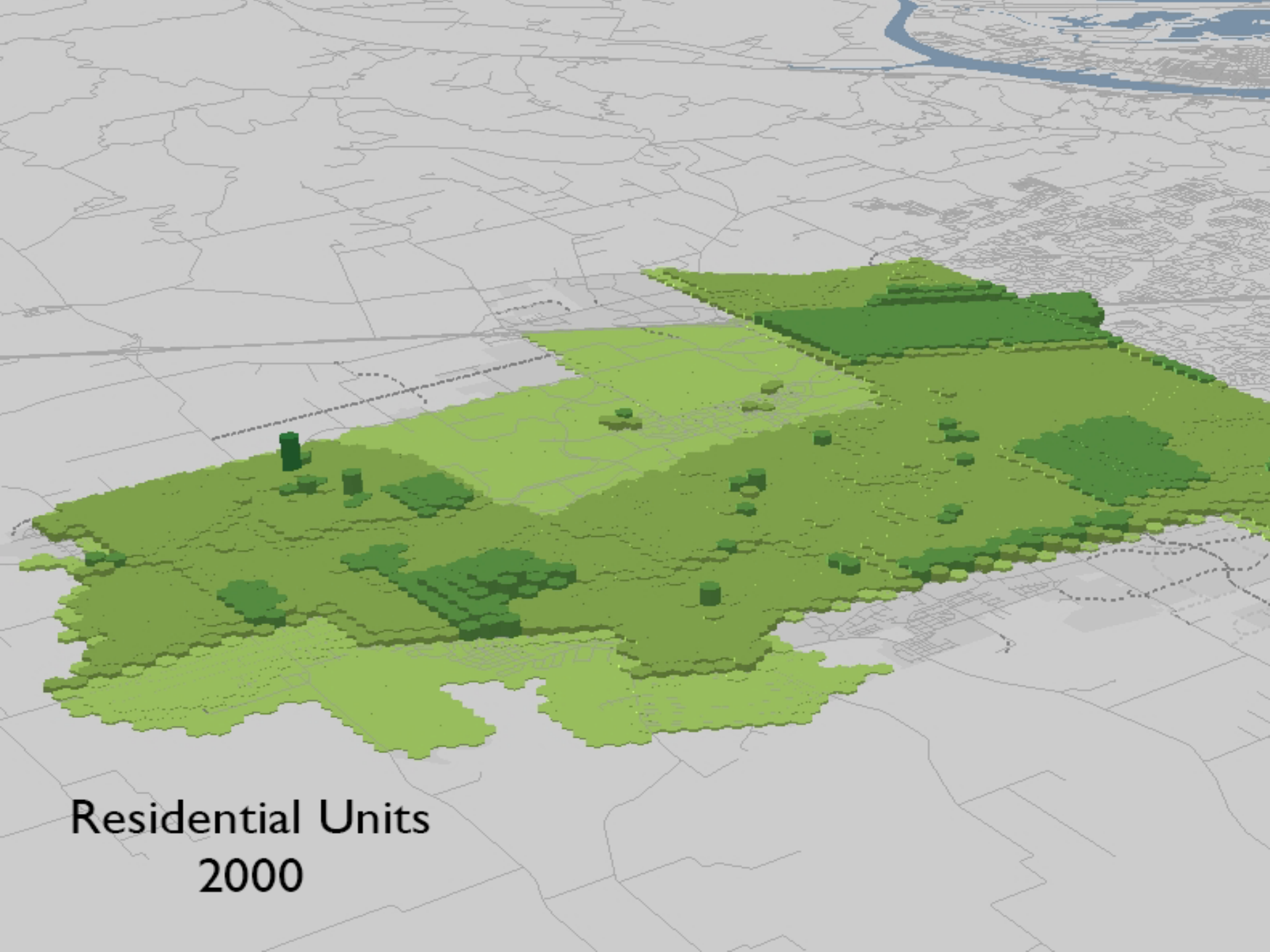
**25
PERCENT**



**5
PERCENT**

Hillsboro →





Residential Units
2000

HILLSBORO BORO COMPREHENSIVE PLAN



ORDINANCE NO. 6249 | ADOPTED NOVEMBER 21, 2017 | EFFECTIVE JANUARY 1, 2018



GOALS & POLICIES HOUSING

4th Main mixed-use
development in
downtown Hillsboro

HOUSING (H) GOAL 1

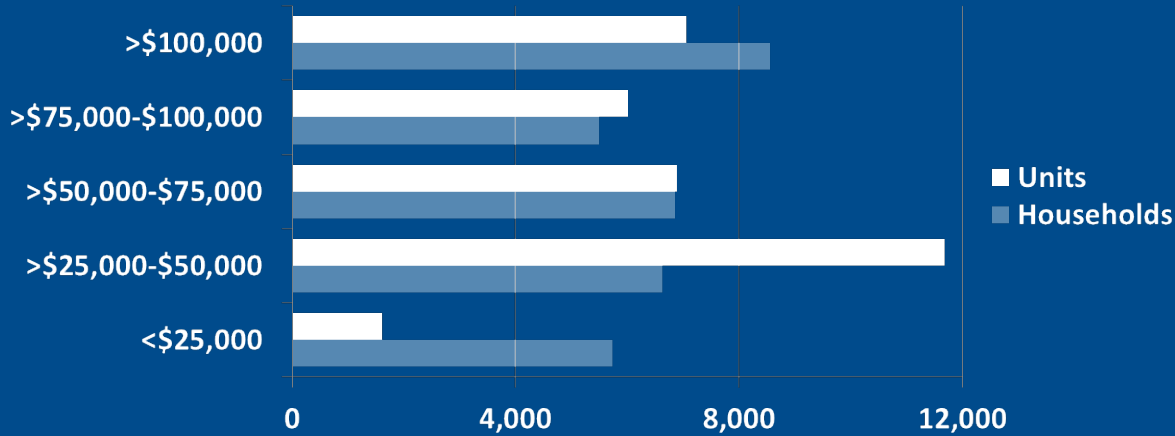
HOUSING CHOICE

Provide opportunities for the development of a variety of housing choices that meet the needs and preferences of current and future households.

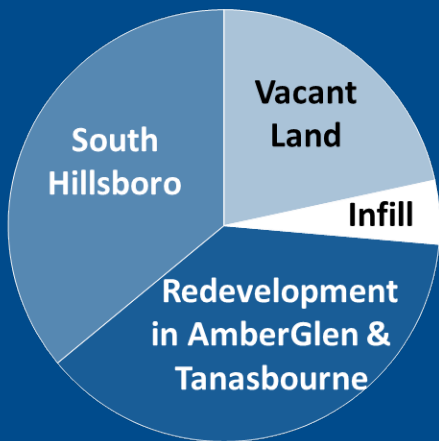
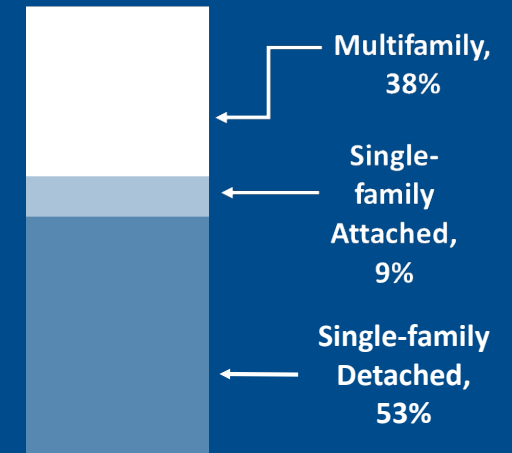
- POLICY H 1.1** **Variety of housing choice.** Employ development standards that allow the opportunity for development of housing types such as single-family residences, single-story single-family housing, accessory dwellings, duplexes, apartments, attached single-family residences, co-stage housing, co-op housing, condominiums, townhouses, government-assisted, affordable housing, and manufactured housing.
- POLICY H 1.2** **Housing for all incomes.** Provide opportunities to develop housing that is appealing to people at all income levels that work at businesses in Hillsboro and want to live in the City.
- POLICY H 1.3** **High-amenity housing.** Provide opportunities for development of high-amenity, and/or larger single-family housing (on lots about 7,000 square feet or greater), and high-amenity condominiums (in urban centers) in areas with high amenities.
- POLICY H 1.4** **Choice regardless of circumstance.** Support housing options for those who want to remain in their homes or neighborhoods independent of age, ability, or income, and those who want to age-in-place.
- POLICY H 1.5** **Aging population and disabled population.** Allow and support a diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers and other places which are in close proximity to services and transit.
- POLICY H 1.6** **Allow manufactured housing.** Provide opportunities for development of manufactured housing in well-planned and developed manufactured home parks or in areas that permit single-family dwellings.

HOUSING NEEDS ANALYSIS

AFFORDABILITY

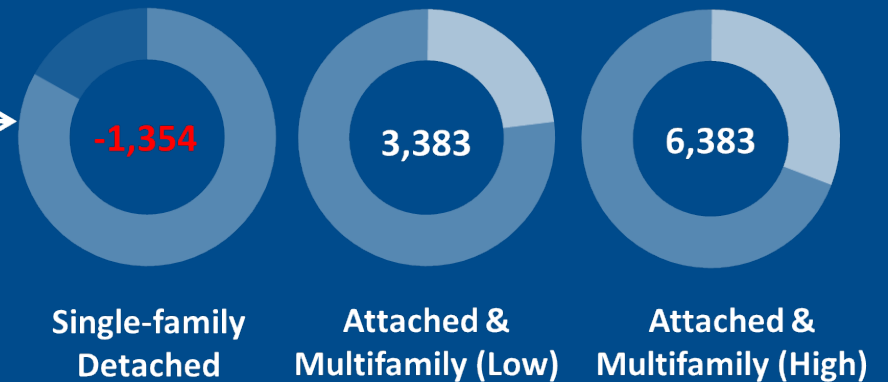


HOUSING MIX



CAPACITY

CAPACITY VS. DEMAND (2016-2036)



AFFORDABLE HOUSING



Affordable Housing Policy and Action Plan

December 2017 DRAFT

Affordable Housing Policy and Action Plan

The City of Hillsboro promotes a balanced mix of housing types for a broad range of incomes throughout the city. As part of this approach, the City Council has prioritized supporting the development and preservation of housing affordable to households earning less than the area median income.

The City of Hillsboro's Affordable Housing Policy and Action Plan has its foundation set in the Hillsboro 2035 Community Plan, the 2015-2020 Washington County Consolidated Plan, and the Hillsboro Comprehensive Plan, revised and adopted in November 2017.

The Hillsboro Comprehensive Plan outlines the following goal and policies for affordability:

Goal: Provide opportunities for housing at prices and rents that meet the needs of current and future households of all income levels.

POLICY H 2.1

Balanced housing supply. Ensure opportunities to develop an efficient, compatible, and balanced mix of housing types and unit sizes at a range of housing prices, rents, and amenities dispersed throughout the City.

POLICY H 2.2

Multi-dwelling ownership. Support homeownership opportunities in multi-dwelling housing by encouraging the creation of condominiums, cooperative housing, and limited equity cooperatives.

POLICY H 2.3

Lower housing/transportation cost burden. Provide housing opportunities that decrease commuting and lower the combined housing/transportation cost burden for people who live or work in Hillsboro.

POLICY H 2.4

Affordable housing location. Attempt to locate new government-assisted affordable housing and workforce affordable housing in areas that have access to jobs, active transportation, open spaces, schools, supportive services, and amenities.

POLICY H 2.5

Affordable housing compatibility. Integrate and ensure compatibility of government-assisted affordable housing with surrounding neighborhoods.

POLICY H 2.6

Affordable housing dispersal. Disperse government-assisted affordable housing throughout the city to diffuse concentration of poverty.

POLICY H 2.7

Fair housing. Employ strategies that support the Fair Housing Act and affirmatively further fair housing.

POLICY H 2.8

Affordable housing tools. Support the development of government-assisted affordable housing and workforce affordable housing through strategies such as partnerships, code flexibility, land banking, or other tools consistent with state-enabling legislation.

POLICY H 2.9

Fair housing. Employ strategies that support the Fair Affordable housing partnerships. Partner with nonprofit housing developers and other agencies to create the opportunity to provide moderate- and low-income housing and rehabilitation activities in Hillsboro.



FY 2018-20 Affordable Housing Action Plan

- Continue to utilize the City's Community Services Grant Program and Impact Grant as a means of funding support to nonprofits that provide housing-related services.
- Continue to provide annual funding to the Community Housing Fund for land acquisition and predevelopment assistance activities for affordable housing.
- Continue partnership and participation in the Home Investments Partnerships (HOME) Consortium with Washington County to help direct the use of federal funding for affordable housing countywide.
- Consider opportunities to utilize City Community Development Block Grant (CDBG) funding to assist with eligible types of affordable housing projects and programs.
- Conduct affordable housing development feasibility analysis on select City-owned parcels. If feasibility studies are positive, issue requests for affordable housing development proposals from developers.
- Consider amendments to the City's Community Development Code that reduce minimum parking requirements for affordable housing.
- Explore opportunities to preserve existing, naturally occurring affordable housing throughout the city, beginning with an inventory of key projects.
- Evaluate emerging practices and opportunities such as tiny houses, secondary dwelling units (SDU's) and cottage housing as a means of providing permanent, affordable housing serving low-income families.
- Consider opportunities to utilize City General Fund dollars to provide gap financing (grants or loans) to nonprofit affordable housing developers for projects to directly assist low-income renters or homeowners.
- Continue advocacy at the regional, state, and federal levels for affordable housing funding and resources.



**SIX
DESIRED
OUTCOMES**

**PEOPLE LIVE, WORK,
AND PLAY IN VIBRANT
COMMUNITIES WHERE
THEIR EVERYDAY NEEDS
ARE EASILY ACCESSIBLE.**





KAISER PERMANENTE


**CURRENT AND FUTURE
RESIDENTS BENEFIT
FROM THE REGION'S
SUSTAINED ECONOMIC
COMPETITIVENESS AND
PROSPERITY.**

**PEOPLE HAVE SAFE
AND RELIABLE
TRANSPORTATION
CHOICES THAT ENHANCE
THEIR QUALITY OF LIFE.**



**THE REGION IS A
LEADER IN MINIMIZING
CONTRIBUTIONS TO
GLOBAL WARMING.**



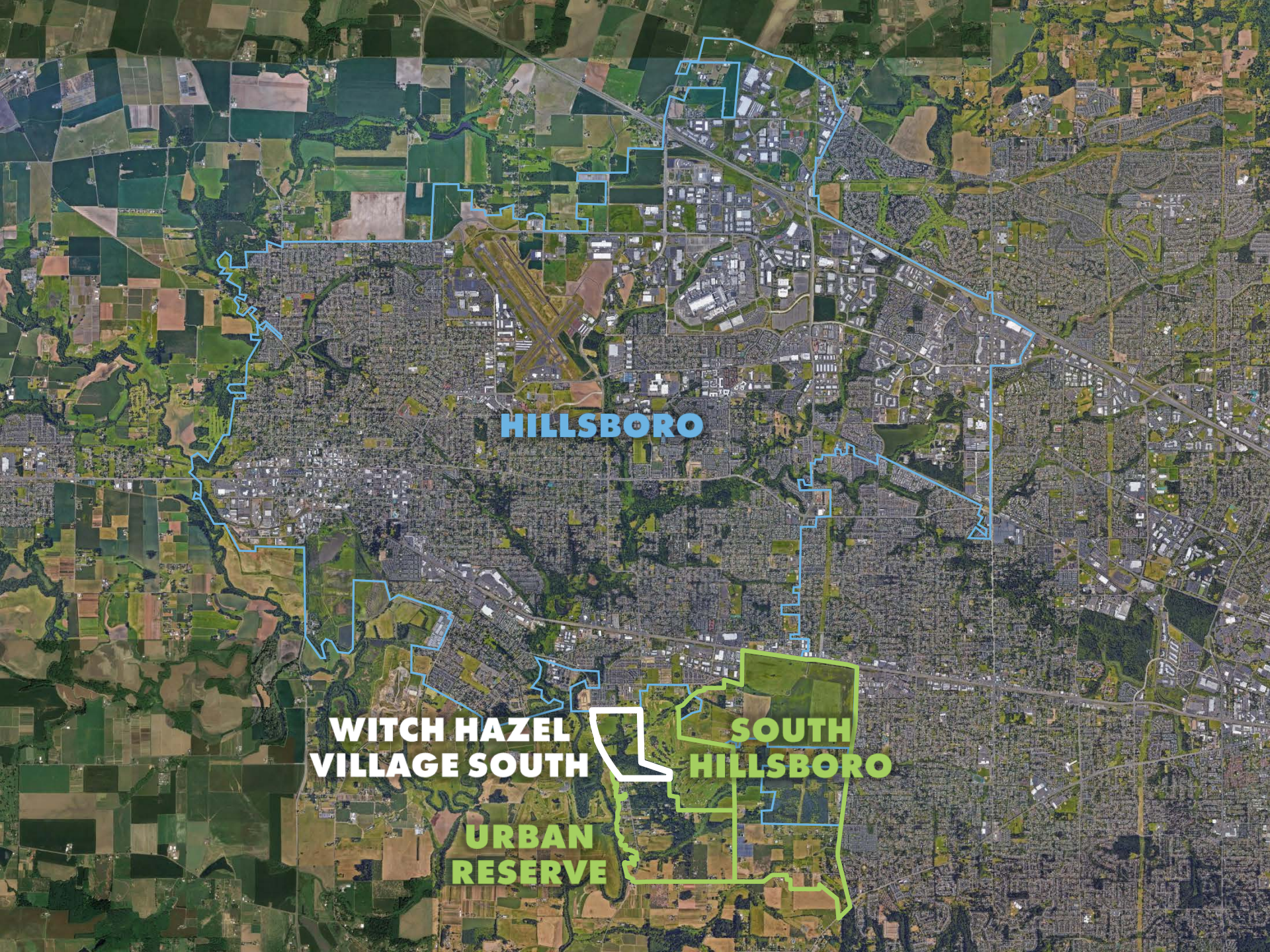
A sculpture of a globe with satellite dishes and a wind turbine against a blue sky. The globe is the central focus, surrounded by various elements including a large satellite dish on the right, a wind turbine on the left, and several curved metal bands and ribbons that seem to orbit or interact with the globe. The background is a clear, bright blue sky.

**CURRENT AND FUTURE
GENERATIONS ENJOY
CLEAN AIR, CLEAN
WATER, AND HEALTHY
ECOSYSTEMS.**



**THE BENEFITS AND
BURDENS OF GROWTH
AND CHANGE ARE
DISTRIBUTED
EQUITABLY.**

WITCH HAZEL VILLAGE SOUTH



HILLSBORO

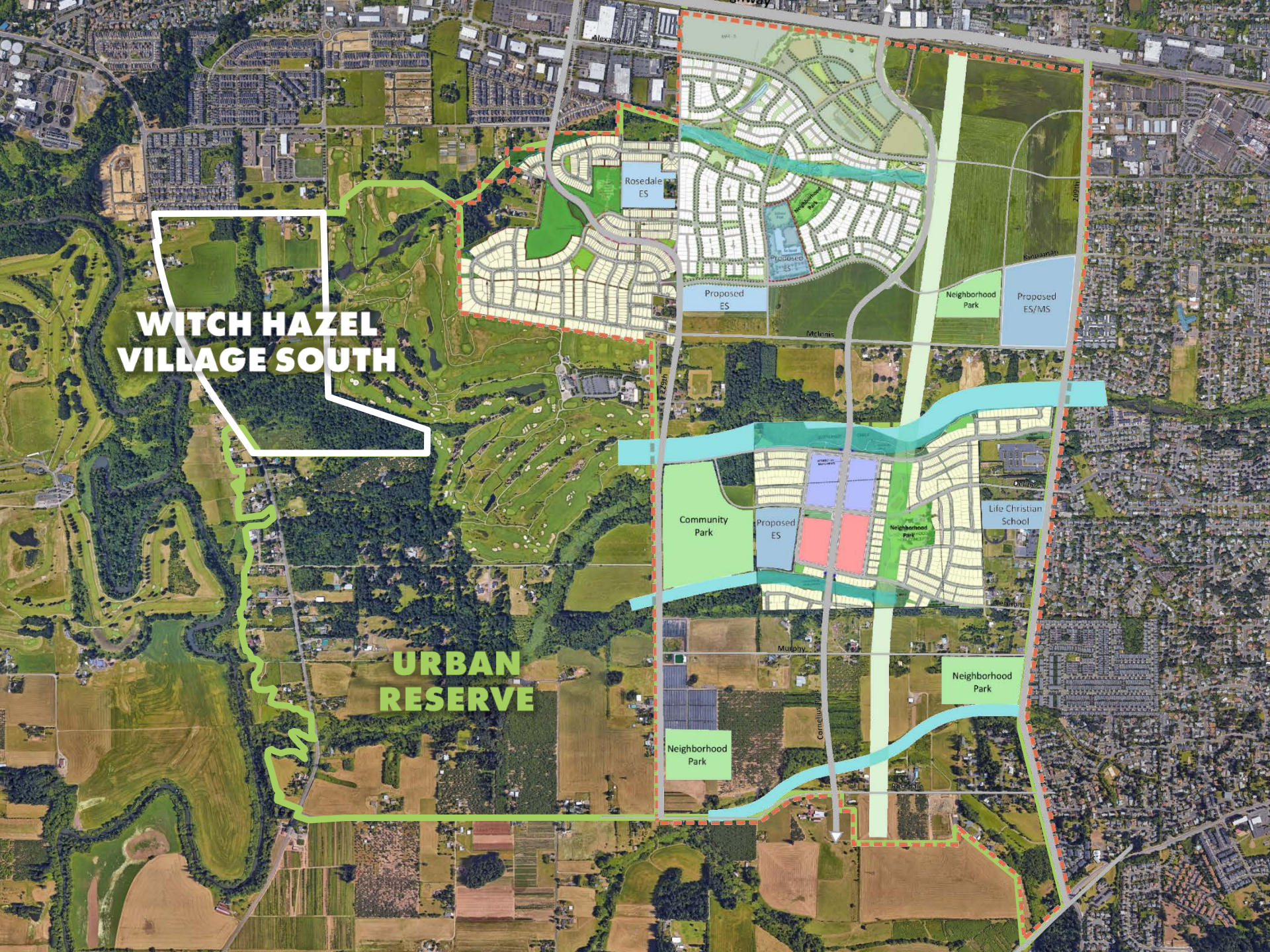
**WITCH HAZEL
VILLAGE SOUTH**

**SOUTH
HILLSBORO**

**URBAN
RESERVE**

WITCH HAZEL VILLAGE SOUTH

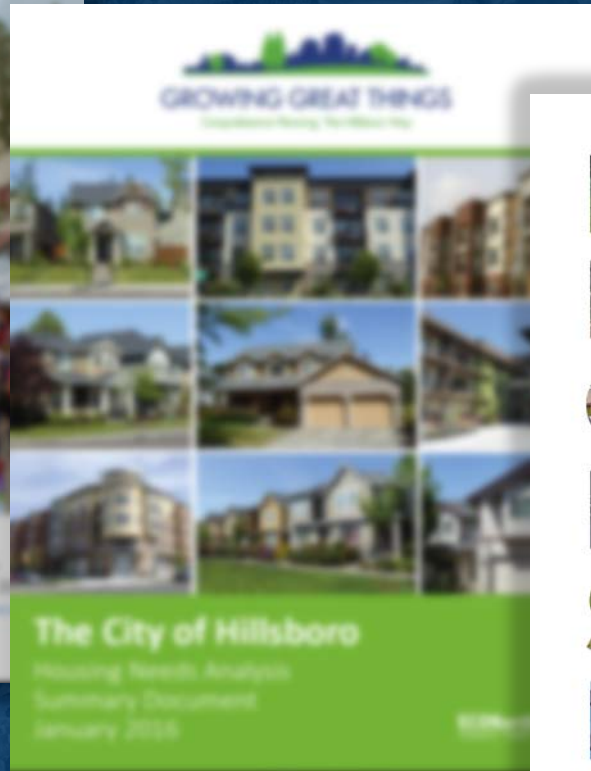
URBAN RESERVE

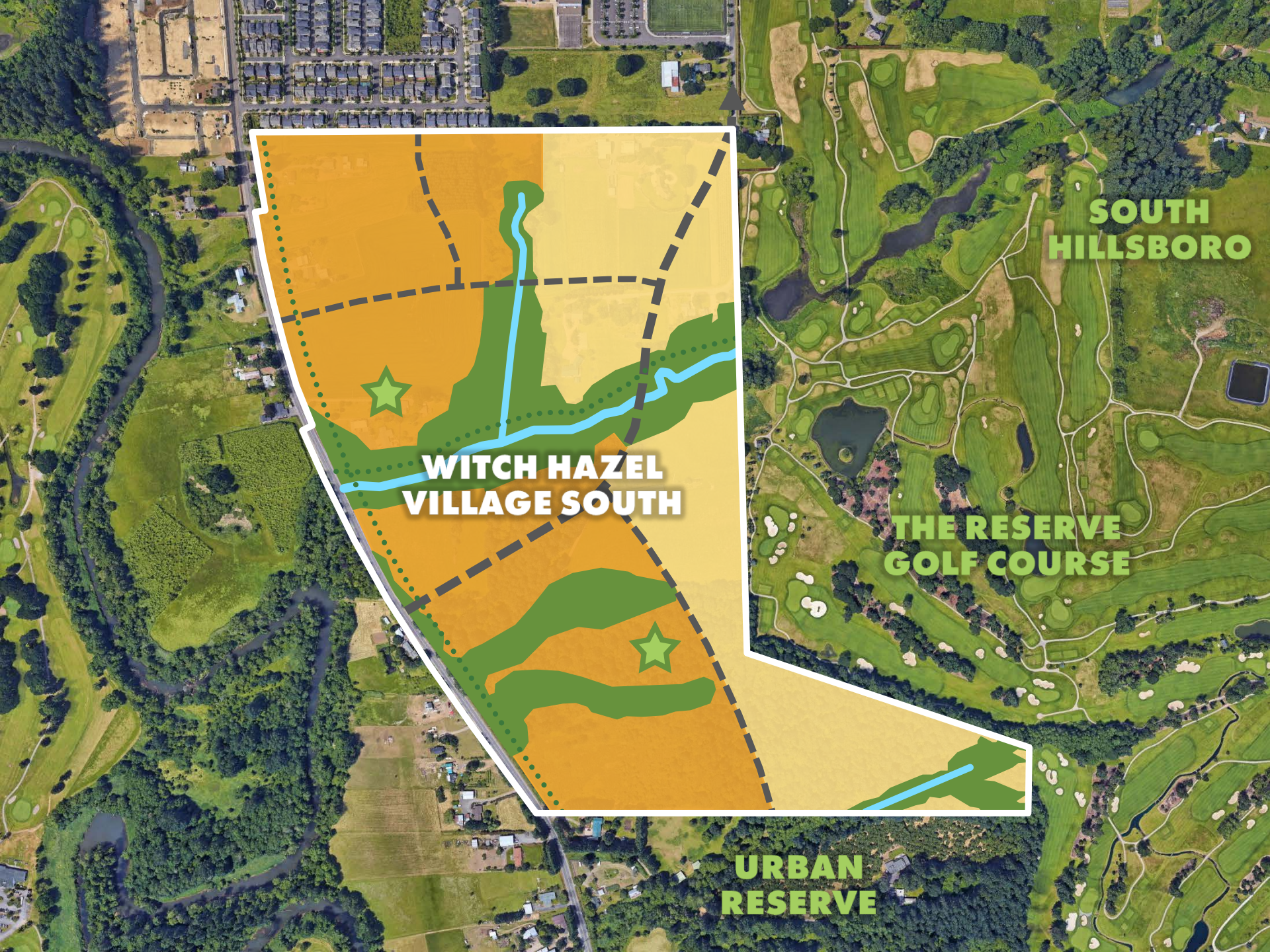


WHY WITCH HAZEL VILLAGE SOUTH?



WHY ASK NOW?





**SOUTH
HILLSBORO**

**WITCH HAZEL
VILLAGE SOUTH**

**THE RESERVE
GOLF COURSE**

**URBAN
RESERVE**

**WITCH HAZEL
VILLAGE SOUTH**

**THE RESERVE
GOLF COURSE**

**SOUTH
HILLSBORO**

**URBAN
RESERVE**



HOW DID WE GET HERE?



WHAT'S THE PLAN?

**VISION:
WELCOMING**

**HOUSING
CHOICES**

SAFE

**INNOVATIVE
ARCHITECTURAL
& SITE DESIGN**



WHAT'S THE PLAN?

VISION: CONNECTED

INTERCONNECTED

**EFFECTIVE
TRANSITIONS**

**MULTI-MODAL
TRANSPORTATION**

INTEGRATED



WHAT'S THE PLAN?

VISION: GREEN

**PUBLIC
REALM**

**RESOURCE
EFFICIENCY**

**NATURAL
RESOURCES**



IMPLEMENTING THE PLAN

COSTS

Infrastructure Type	Infrastructure Costs
Water	\$3,204,750
Sanitary Sewer	\$5,456,000
Parks	\$5,010,489
Transportation	\$32,887,000
TOTAL	\$46,558,239

IMPLEMENTING THE PLAN

FUNDING SOURCES

1

Local (non-regional) improvements to be paid for by the developer

2

Improvements to be completed by the developer and partially reimbursed with SDC credits

3

Regional improvements to be completed by the agency using SDCs as primary funding source

WITCH HAZEL VILLAGE SOUTH

King City

- A community of inclusion
- A leader in housing options for all income levels
- A city contributing to the economic well being of the region

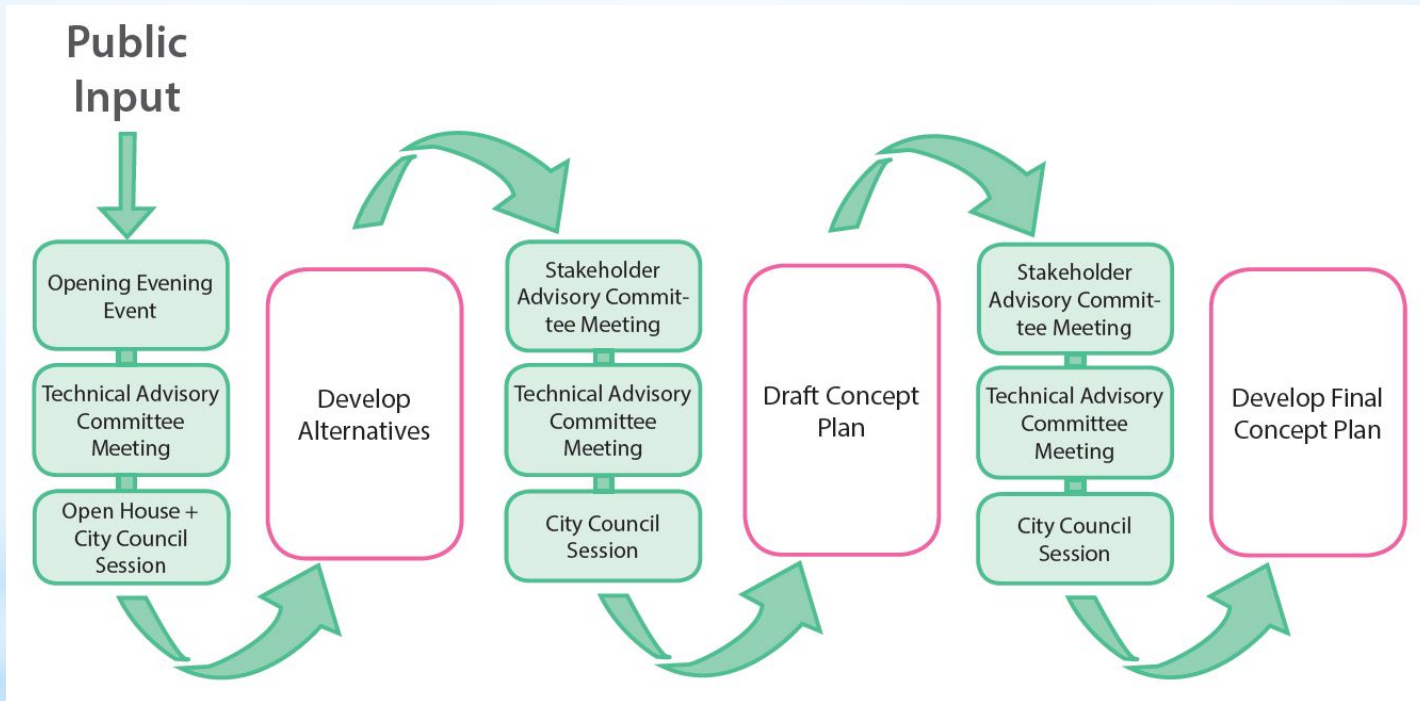


A Community of Inclusion



A Community of Inclusion

Public Participation & Outreach



A Community of Inclusion

Public Participation & Outreach

We have also worked with the following stakeholders to ensure coordinated services:

- **Washington County** – planning coordination and transportation.
- **Clean Water Services** –design and regulation of sanitary sewer, stormwater systems, and environmental protection.
- **City of Tigard** –land use, transportation, and water facilities.
- **Tualatin Valley Fire and Rescue** –emergency access and development review.
- **Tigard-Tualatin School District** –potential school siting and demographics.

A Community of Inclusion

Public Participation & Outreach



With a changing city, public outreach is critically important

A leader in housing options for all income levels

King City is a regional leader in residential density



Population Density (2010 census):

- King City: - 2,269 units / sq. mile
- Portland - 1,989 units / sq. mile
- Tigard - 1,699 units / sq. mile
- Tualatin - 1,281 units / sq. mile
- Wilsonville - 1,178 units / sq. mile

A leader in housing options for all income levels



A leader in housing options for all income levels

Single Family Homes



A leader in housing options for all income levels

West King City



A leader in housing options for all income levels

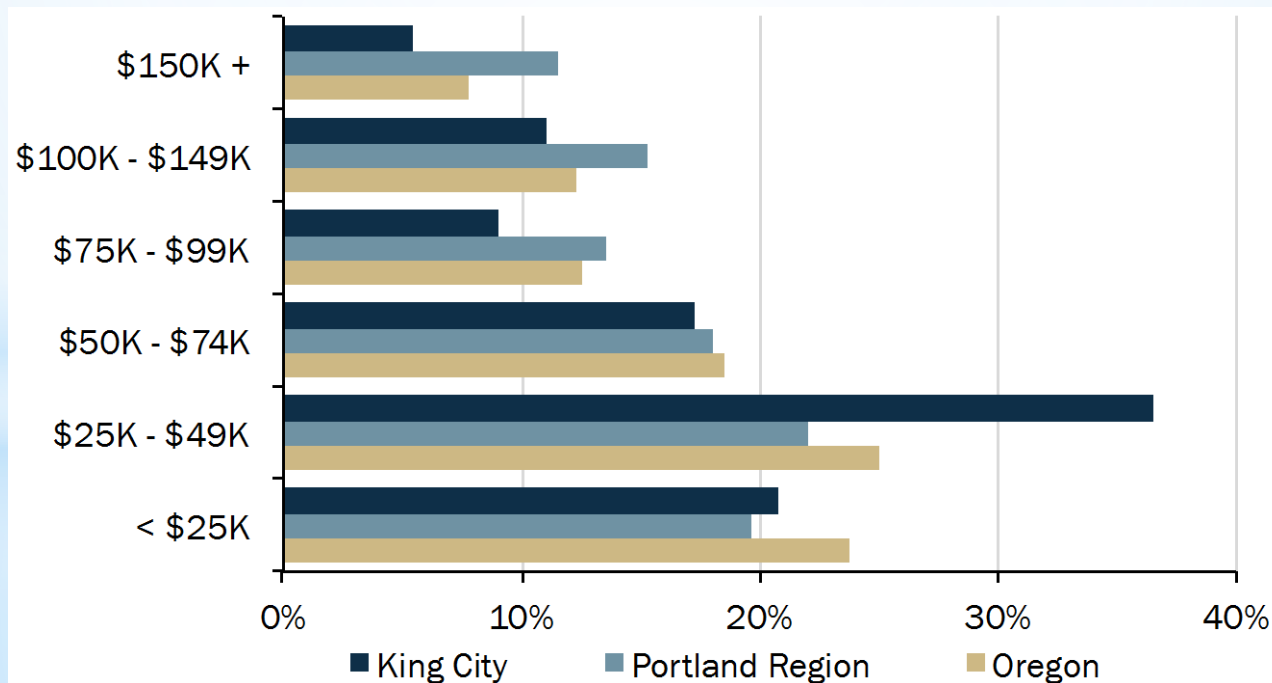
Manufactured Homes



A leader in housing options for all income levels

Housing Affordability

- Housing affordability has always been a priority in King City, because over 50% of the households in King City earn less than \$49,000 per year.



A leader in housing options for all income levels

Modular Housing



King City Evolution



A city contributing to the economic well being of the region

King City Town Center Plan and Implementation Strategy

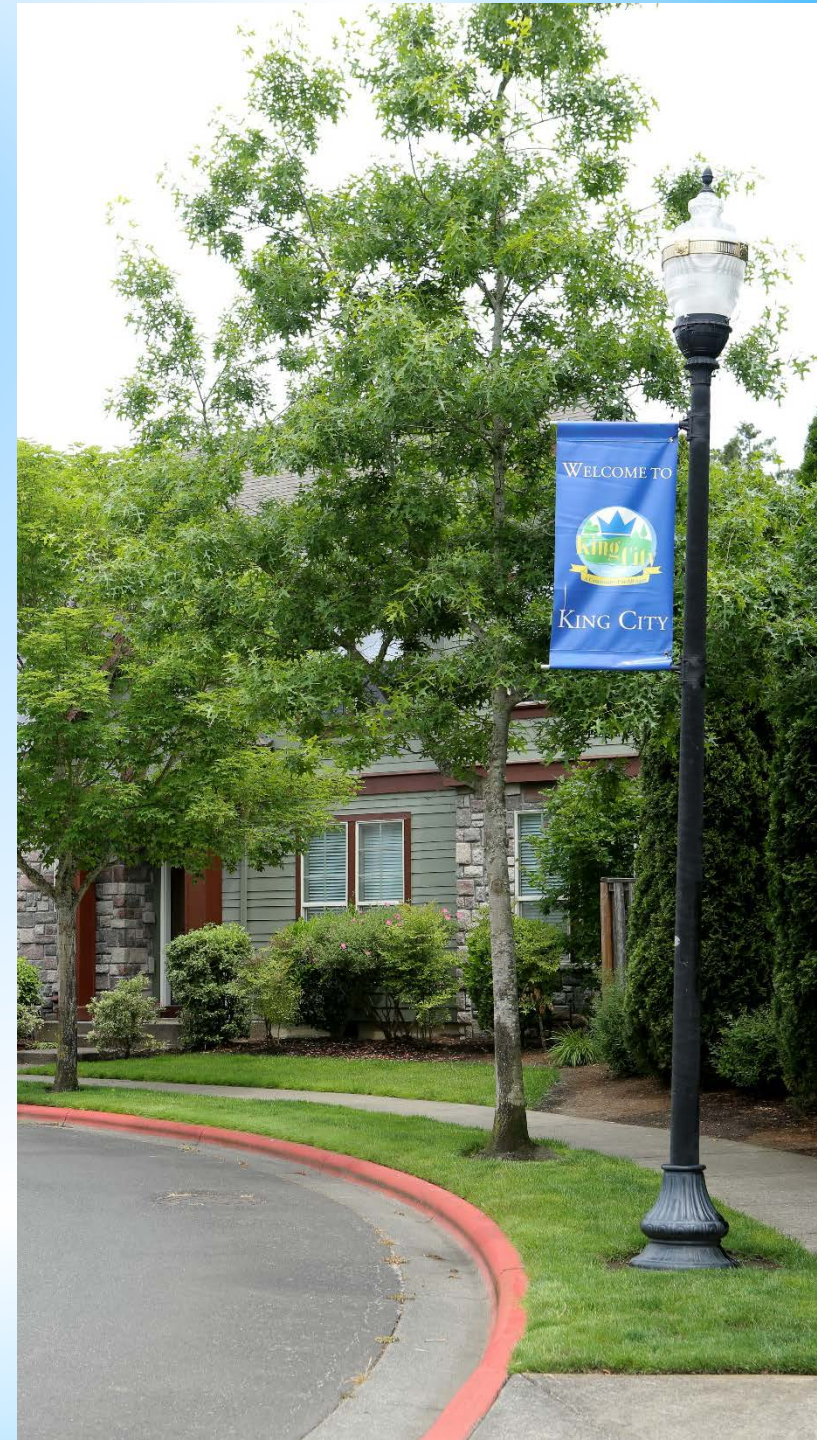
- Adopted code amendments to comply with Metro's 2040 plan
- Remove Barriers
 - Some implementation measures have already been completed
- Create Opportunities



King City Evolution

Among the fastest growing cities in the region

- 2000 Census – 1,949
- 2010 Census – 3,111 *60% increase*
- 2016 Census estimate – 3,817 *23% increase*
- *Average Annual Growth Rate 4.3%*
- 2018 Registered voters – 3,660



King City Evolution

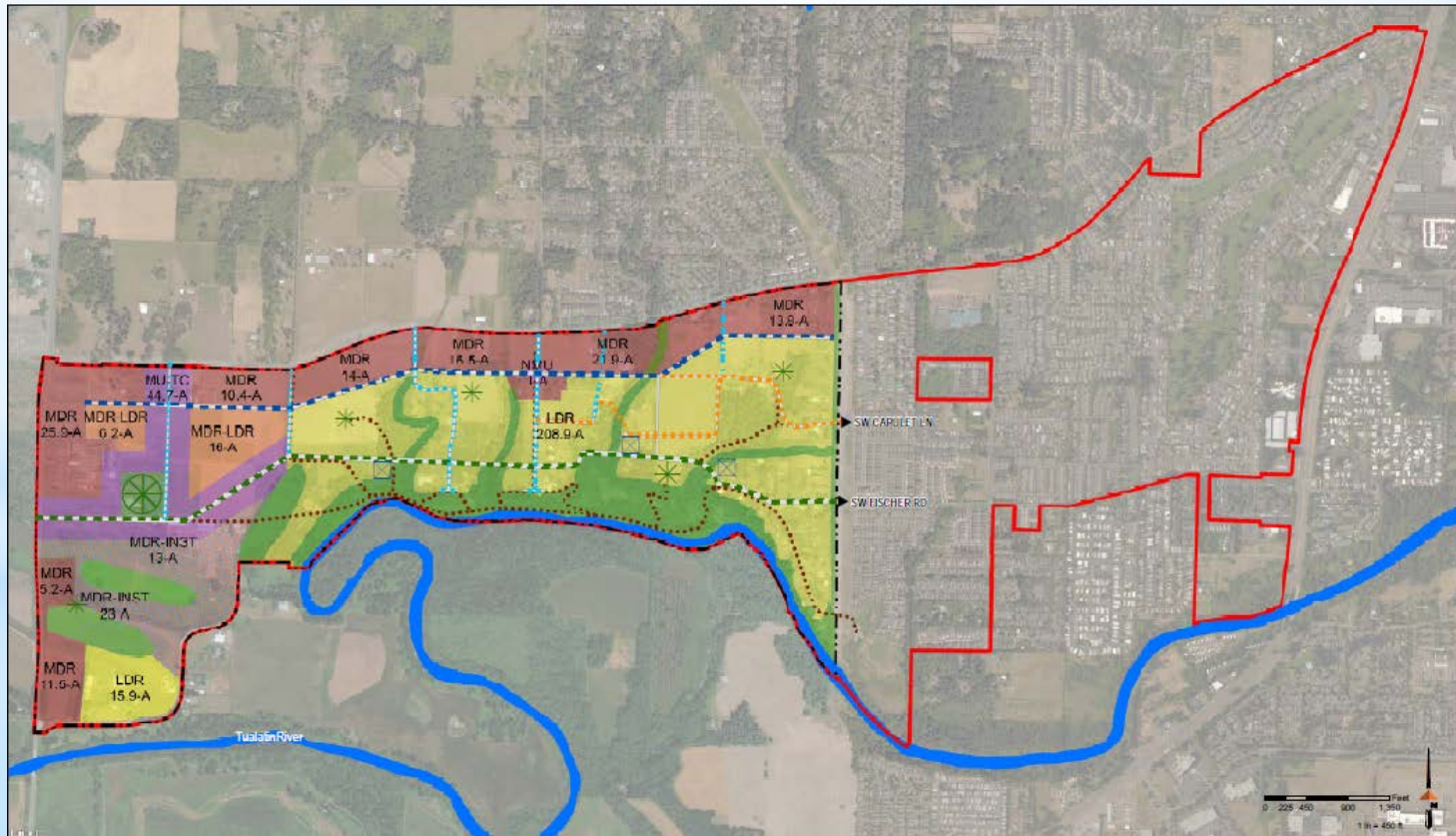
Growth-related Change

- **Virtually *no* developable land**
- **2018 Housing Needs Analysis land availability:**
 - ✓ 2.3 ac. Commercial
 - ✓ 1.5 ac. Residential
- **Can accommodate only 4% of forecast demand**
- ***Deficit of 980 units***
- **Redevelopment potential is limited**
 - ✓ Built since mid-60s
 - ✓ Small lots
- **Vacancy rates well below region & state**

URA 6D Concept Plan

Snapshot

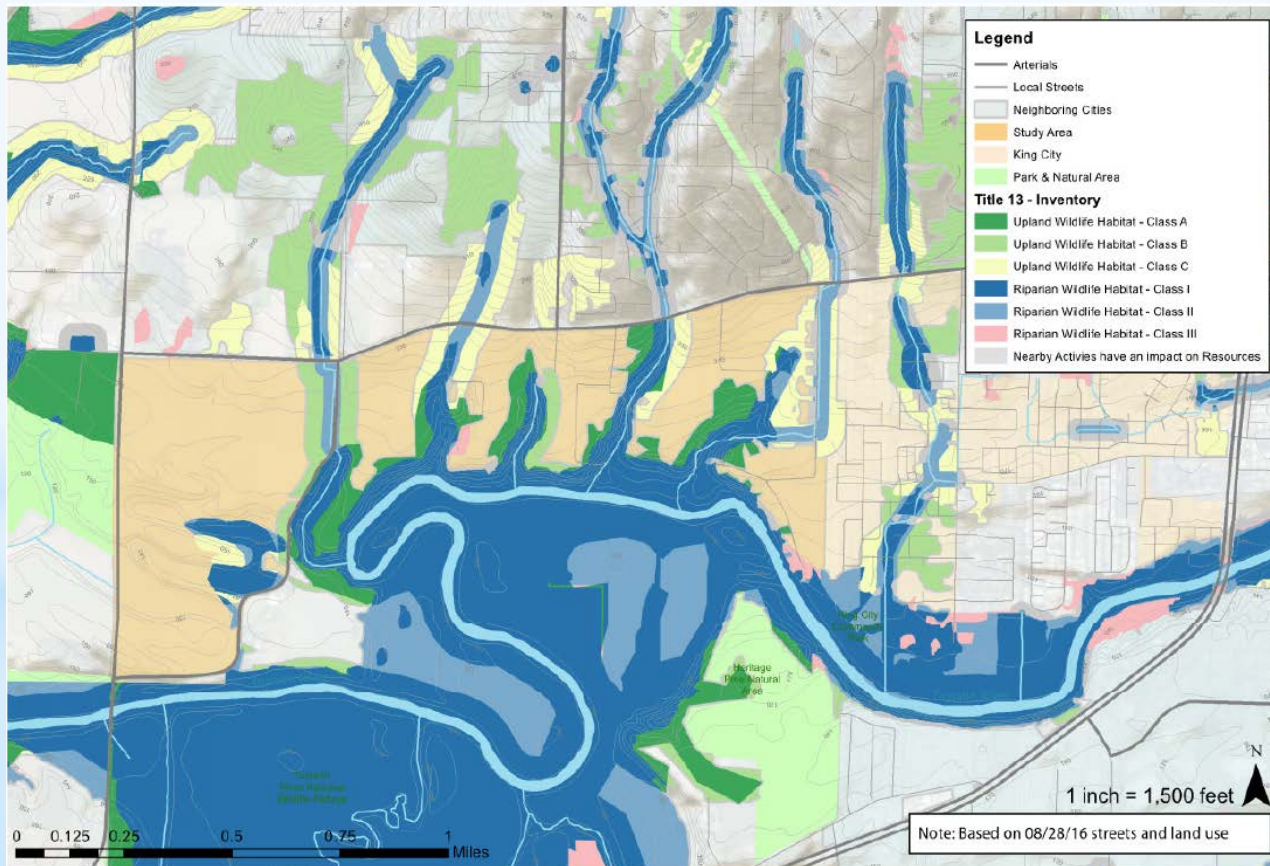
- 528 ac. / 318 ac. developable
- 3,500± units proposed
- 12+ du / ac. average density



URA 6D Concept Plan

Natural Resources

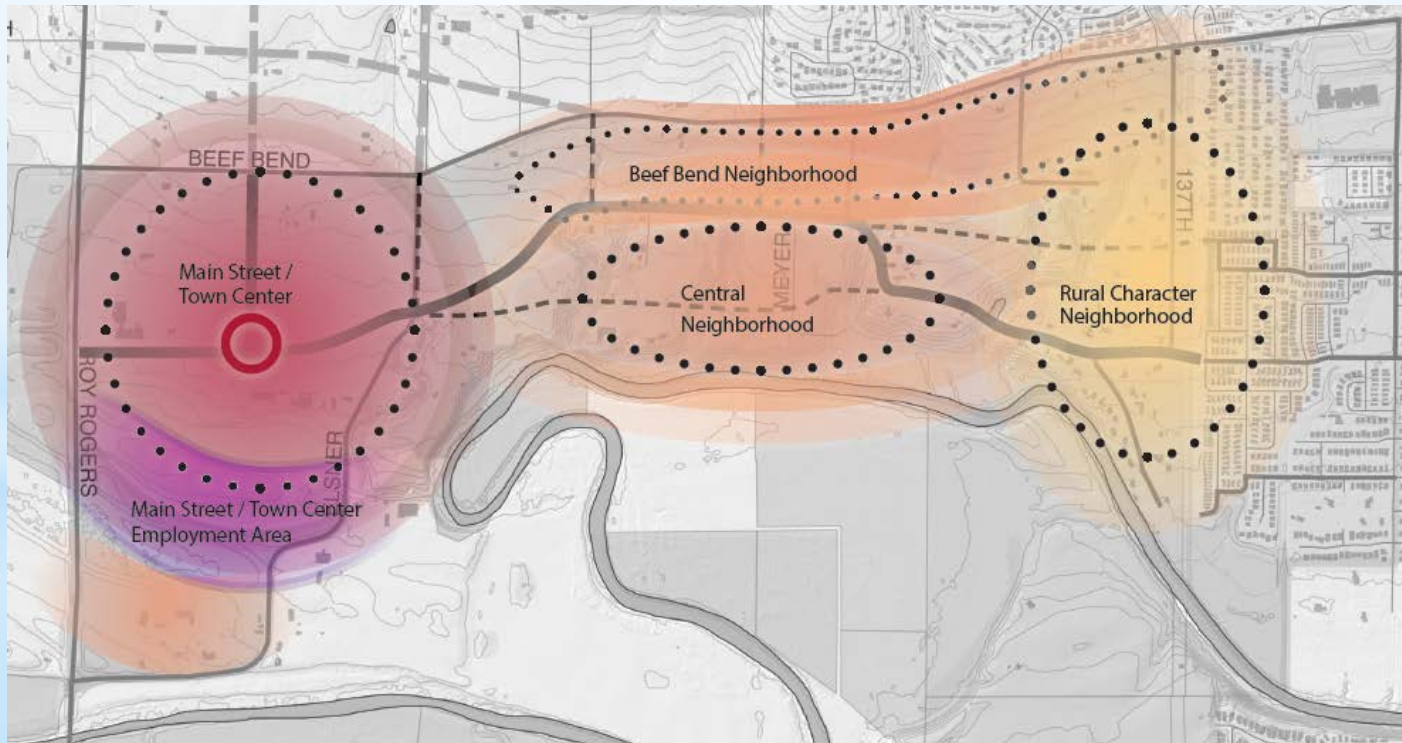
- Tualatin R. floodplain
- Associated upland wildlife habitat
- Riparian corridors
- Shaped plan concepts



URA 6D Concept Plan

Land Use - 4 Neighborhoods

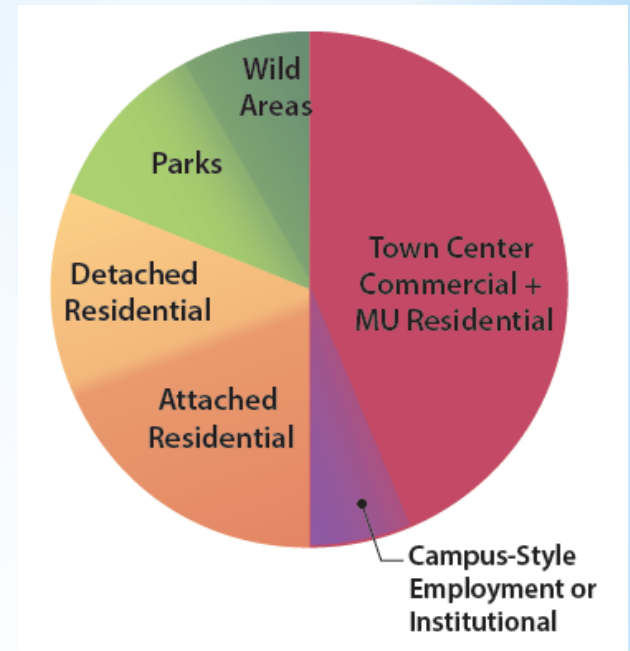
- Main Street / Town Center
- Beef Bend Neighborhood
- Central Neighborhood
- Rural Character Neighborhood - Existing



URA 6D Concept Plan

Main Street / Town Center

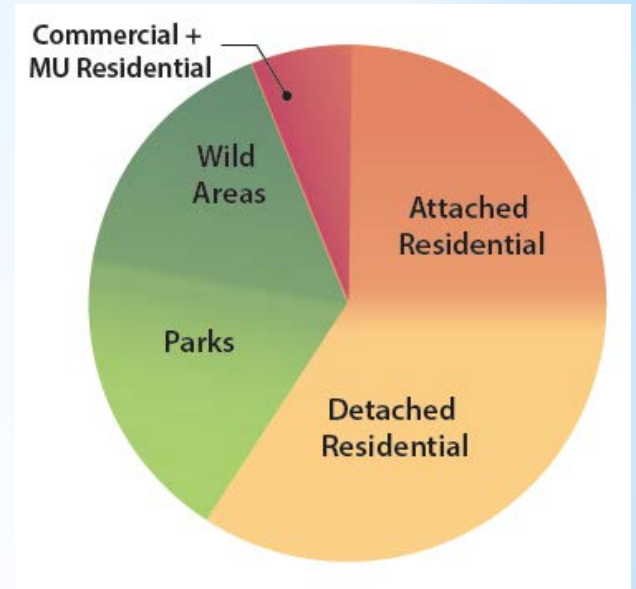
- **Mixed-use & highest density**
- **3 or more stories**
- **Single story retail & restaurant**
- **Civic uses – library, city hall or school**
- **Campus-style employment or institutional uses**
- **Pedestrian-friendly / transit ready**



URA 6D Concept Plan

Beef Bend Neighborhood

- Attached / detached residences
- Potential neighborhood commercial
- Connected neighborhoods
- Beef Bend as green boulevard with multi-use path
- Parks & natural areas



URA 6D Concept Plan

Central Neighborhood

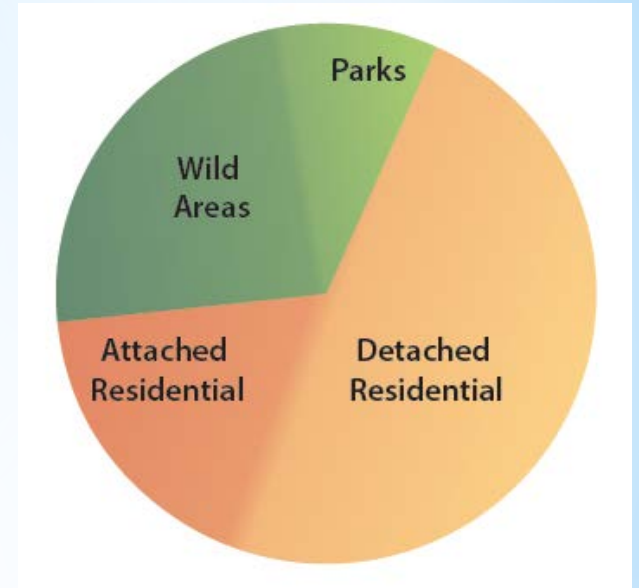
- Residential character
- Primarily attached / detached single family
- Connected neighborhoods
- Parks & natural areas
- Natural areas on the edge



URA 6D Concept Plan

Rural Character Neighborhood

- Lower density character
- Allow redevelopment to occur organically
- Minimize paved areas
- Shared streets
- Lower volume traffic
- Natural areas on the edge and within neighborhoods



URA 6D Concept Plan

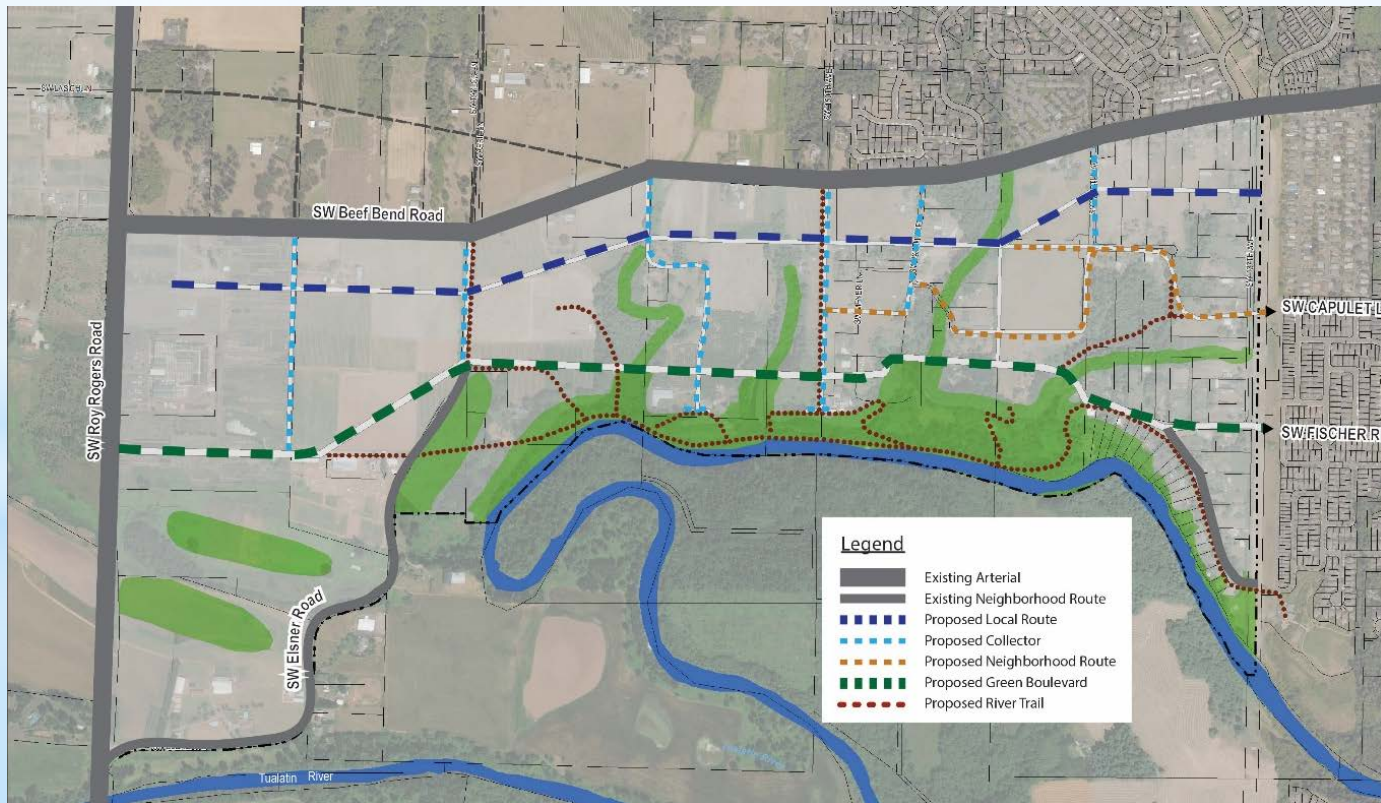
Development Summary

Dwelling Unit Type	Main Street / Town Center	Beef Bend	Central Neighborhood	Low-Mod	Totals
Multifamily	1000	222	0	0	1222
Single Family Attached	500	0	60	0	560
Single Family Detached	620	444	498	232	1794
Totals	2120	666	558	232	3576

URA 6D Concept Plan

Mobility

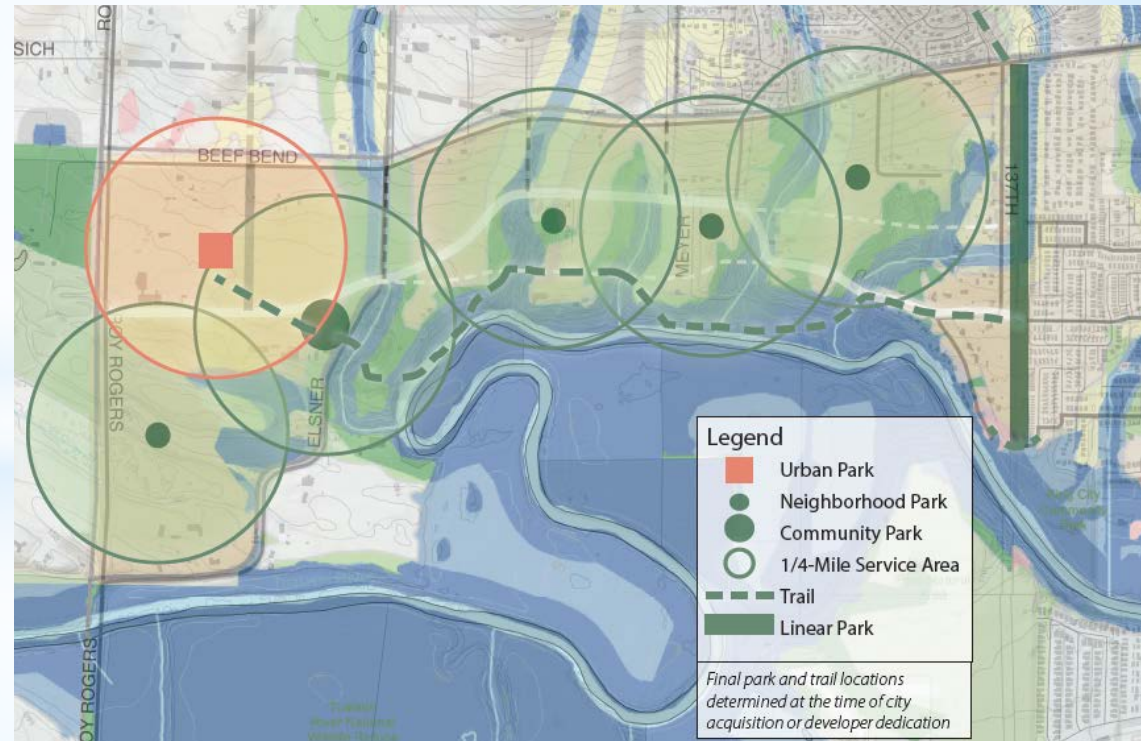
- Internal connectivity
- Multi-modal circulation
- Connected with trails & natural areas
- Encourage active transportation
- Limit reliance on nearby arterial streets



URA 6D Concept Plan

Parks and Open Space

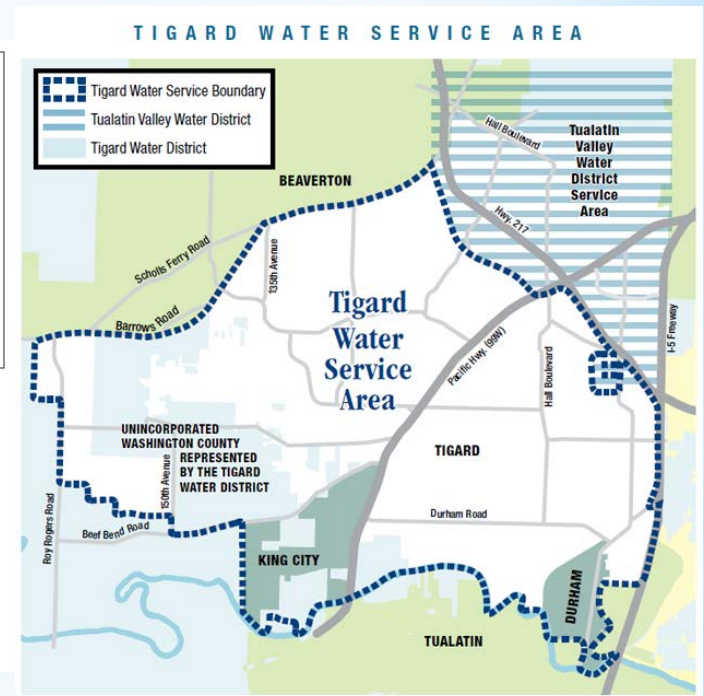
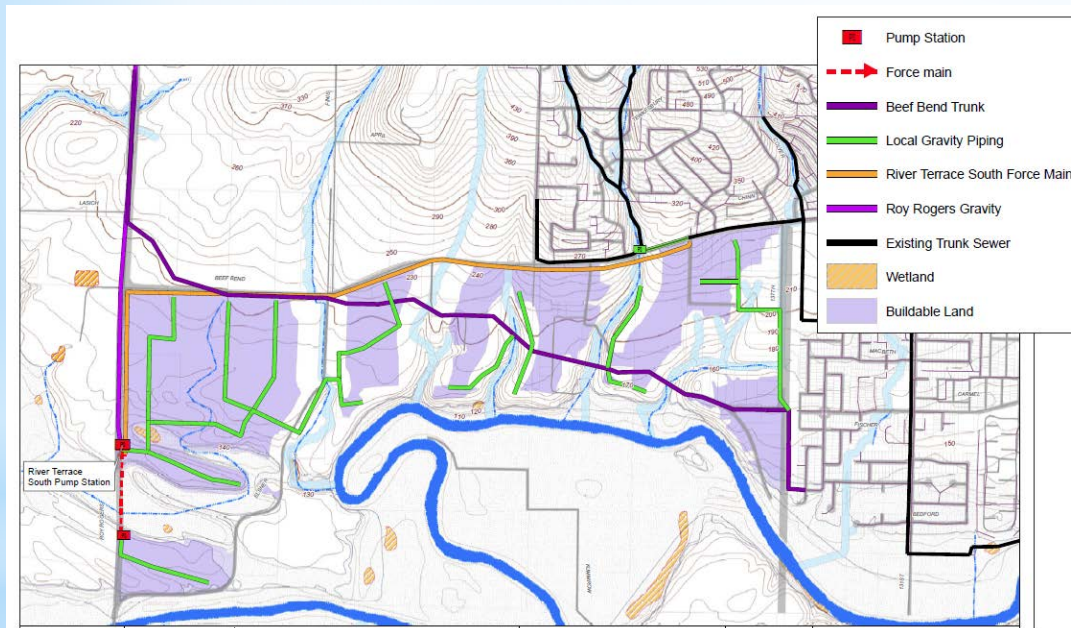
- Interconnected system
- Neighborhood-oriented
- Connected with trails & natural areas
- Potential joint location with school



URA 6D Concept Plan

Infrastructure Readiness

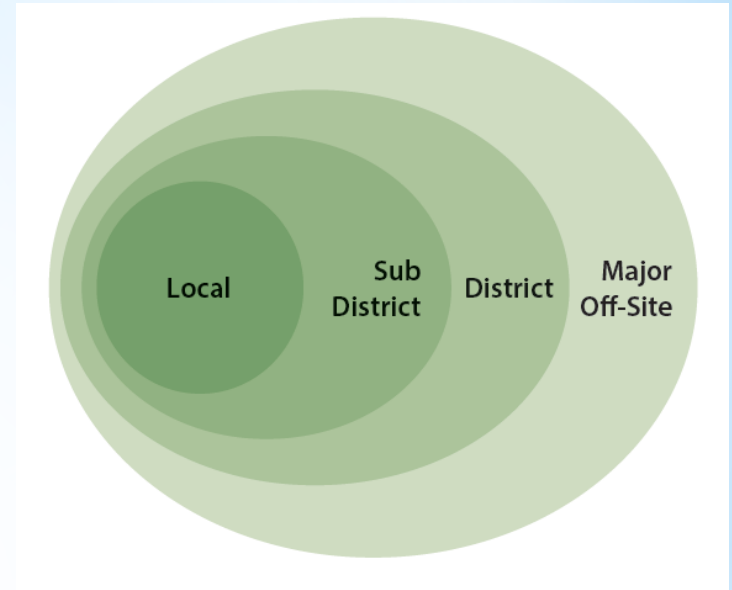
- Capacity available for water, sewer and stormwater



URA 6D Concept Plan

Financing

- **4 Funding Categories:**
 - ✓ Local – developer
 - ✓ Sub-district – multiple developers
 - ✓ District – shared infrastructure cost for all development in URA
 - ✓ Major Off-site – shared infrastructure cost for URA & surrounding areas



Infrastructure Expenses

Project Name	Cost Estimate Total	Cost Allocation				
		Min.Req.	Other Parties	See text for more information.	Framework Oversize allocable to plan area	Subdistrict Allocable to subdistricts
Beef Bend Road, Roy Rogers to 150th Road	\$17,435,000	-	\$8,717,500	Dev'ment north of BB.	\$8,717,500	
Off-Site Intersections (SCJ)	\$6,070,000				\$6,070,000	
Green Boulevard	\$26,140,282	\$17,437,500			\$8,702,782	
Culverts	\$7,650,000	-			\$7,650,000	
Local Streets	Not estimated	-			-	
Subtotal					\$31,140,282	
Utilities in Framework ROW	Incl. in above.					
River Terrace South Pump Station/Forcemain	\$4,800,000		\$3,502,703	RT & other developers.	\$1,297,297	
Subdistrict Pump Stations/Forcemains	\$2,500,000					\$2,500,000
Trunk Sewer (Concept 1 only)	NA				NA	
Subtotal					\$1,297,297	
Storage, Zone 410	\$2,500,000				\$2,500,000	
Transmission: Beef Bend Road	\$3,000,000		\$1,500,000	50% allocated elsewhere.	\$1,500,000	
Transmission: Roy Rogers Road	\$2,800,000		\$1,400,000	50% allocated elsewhere.	\$1,400,000	
Subtotal					\$5,400,000	
Community Park (1 park)	\$5,891,340				\$5,891,340	
Neighborhood Parks (3 to 5 parks)	\$9,314,880				\$9,314,880	
Subtotal					\$15,206,220	
Subdistrict Facilities (5)	Not estimated					Likely Yes, TBD.
On-site management	Not estimated					
Primary School	Not estimated		TBD	School District		
Total	\$88,101,502	\$17,437,500	\$15,120,203		\$53,043,800	\$2,500,000

Infrastructure Framework Costs

Framework Infrastructure

Base Cost, all framework infrastructure

Transportation		\$31,140,282
Major Sanitary Sewer		\$1,297,297
Water		\$5,400,000
Parks		\$15,206,220
Subtotal		\$53,043,800

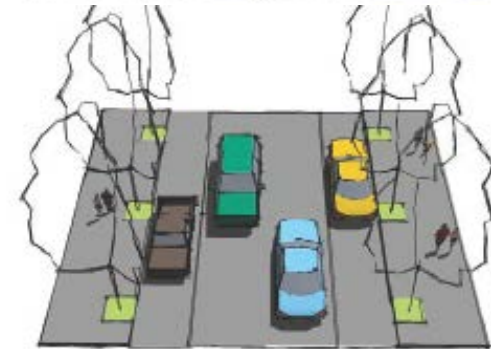
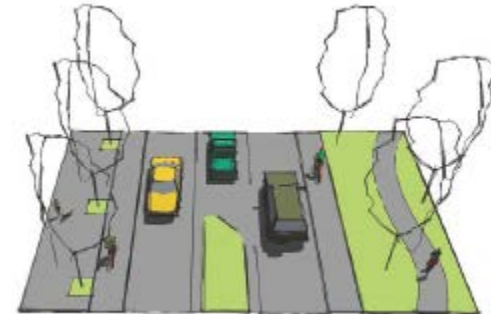
Administrative Fee	5%	\$2,652,190
--------------------	----	-------------

Total Cost **\$55,695,990**

Allocations by Land Use

Residential Allocation	93%	\$52,063,234
Commercial Allocation	7%	\$3,632,755

Total Cost **\$55,695,990**



Infrastructure Finance

Fee	King City	North Bethany
	URA 6D	Expansion Area
Transportation SDC	\$8,458	\$20,009
Parks SDC	-	\$11,433
Sewer	\$5,500	\$5,300
Storm SDC	-	\$510
Water Quality Fee (CWS)	\$292	
Supplemental Fee (URA 6D)		
Transportation	\$11,539	
Major Sanitary Sewer	\$481	
Water	\$2,001	
Parks	\$5,635	
Subtotal	\$19,655	\$0
Total	\$33,905	\$37,252



Residential	Estimated Housing Units		Allocated Cost	Supplemental Fee/Unit
	%	#		
Single Family Dwelling	70%	2,135	\$41,964,324	\$19,982
Apartment	18%	549	\$6,908,527	\$12,584
Residential Condominium	6%	183	\$2,090,207	\$11,422
Assisted Living/Hospital/Nursing Hom	6%	183	\$1,100,176	\$6,012
Total	100%	3,050	\$52,063,234	

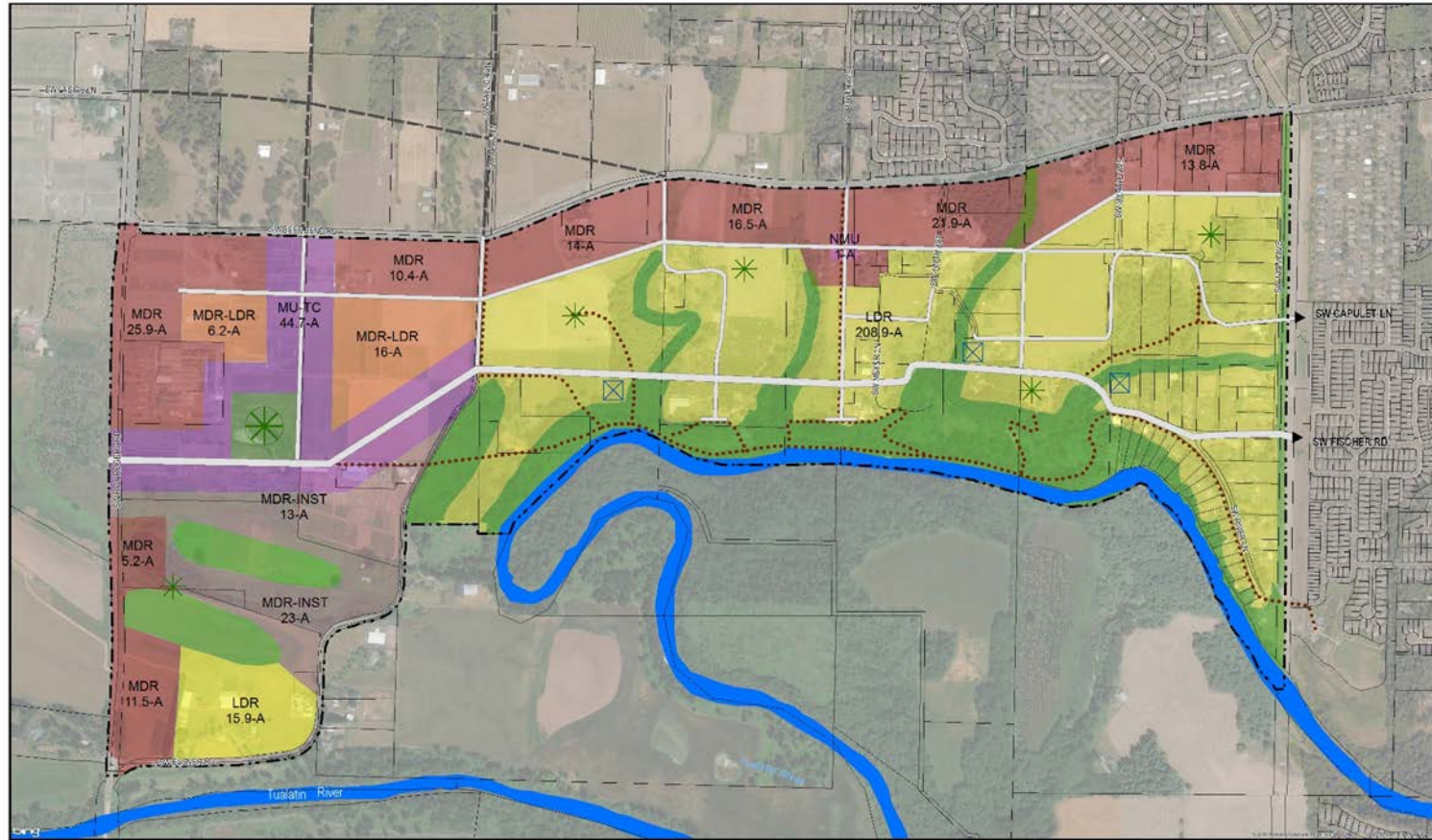
Commercial	SF	Allocated Cost	Supplemental Fee/1,000 SF
	75,000	\$3,632,755	\$48,437

URA 6D Concept Plan

Next Steps

- **Master Plan**
 - ✓ Continued stakeholder & agency involvement
 - ✓ Refine land use
 - ✓ Affordable housing strategy
- **Plan & Ordinance Amendments**
 - ✓ Comprehensive Plan
 - ✓ Community Development Code
- **Financing Mechanisms**

Questions



Legend

- URA 6D
- Proposed ROW
- Proposed River Trail
- Proposed Roadway
- Proposed Community Park
- Proposed Neighborhood Park
- Potential Regional Stormwater Facility

Land Use Designation

- Mixed Use/Town Center (MU-TC)
- Neighborhood Mixed Used (NMU)
- Medium Density Residential (MDR)
- Medium Density Residential - Institutional (MDR-INST)
- Medium Density Res. - Low Density Res. (MDR-LDR)
- Low Density Residential (LDR)
- Open Space (OS)